

Wavendon and Ward Snippets

April 2024

Fly Tipping

Residents reported that Church Road (close to the junction with Sandy Lane) was blocked following what appears to have been a skip load rubbish being dumped on the road.

Thanks to the guys from Suez (took two vehicles of this size) coming out so quickly to clear the route.



Highway / By way / Bridleway or Quad Bike run.

Residents have raised the issue regarding a new gate and bollards that have been installed at the Church Road end of Sandy Lane (sometimes known as BOAT). Said bollards and gate have actually been constructed at either end of the byway (another gate has been located at the end of Church End in Aspley Heath).



The following has been reported from Central Beds Council Highways.

I understand the idea is to prevent Quad Bikes from using the lane (which is literally a sandy lane).

Rights of Way at CBC write

Unfortunately, there is no combination of gates, bollards etc. that will stop quad bikes but not horses.

A minimum of 1.5 metres is required between at least one set of bollards at each end for the safe passage of horses, which is a standard required by the British Horse Society. Whilst I understand your frustration, we have at least made an order so that the use of motorbikes and quad bikes on the byway will be illegal, therefore if photographs or other evidence are shown to the police, they can act on that evidence.

I intend to do an emergency (or 21 day) closure next week which will last up to 28th March when the experimental closure will begin and will initially last 6 months. This interim closure will mean the gates will be locked and if the surface repair work can take place.

Rights of Way Officer (South Area 2)'

NOTICE IS HEREBY GIVEN that Milton Keynes City Council intends, in not less than seven days from the date of this Notice, to make the above Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to temporarily prohibit vehicles and pedestrians from entering, waiting or proceeding along the following part of road to allow Network Rail to undertake its annual inspections and renew sections of rail:

20th April – 21st April 2024 (23:00 – 06:00)

Station Road, Woburn Sands – from its junction with Summerlin Drive to its junction with Turnpike Court.



Whilst the above length of road is closed the alternative route will be via Newport Road, A421, Bedford Road, Salford Road, A507, A4012, Turnpike Road and Crawley Road (vice versa).

Whilst the closure is in place pedestrian access will be maintained via Banksman on site when it is safe to do so.

Maps attached to this report.



Parking Restrictions around Walton High

I have been asked to contact you in regard of the potential restrictions.

As I understand it, the areas affected are –

1) Fyfield Barrow, around Walton High School.

I have visited the site twice to see the issues for myself. My proposal will be for double yellow lines on the bridge over Tongwell St, as well as the approaches to it.

I will be visiting the site next week to measure up for those lines.

2) Gregories Drive

My current priority in this area is to reduce congestion that will be caused by the temporary closures of Gregories Drive due to the Bletcham Way extension.

I am working with Wavendon Gate School to help parents find alternative drop off / pick-up points. The school has also received funding for a School Crossing Patroller, which will help.

3) Isaacson Drive

I will need to visit this site after the school holiday to see for myself what issues there are here and how best to address them.

Keith Wheeler

Road Safety Officer

T: 01908 691691

M: 07552 761487

Milton Keynes City Council | Civic Offices | 1 Saxon Gate East | Central Milton Keynes | MK9 3EJ

<http://www.milton-keynes.gov.uk/>



EWB Consultation from the East West rail Company

Dear LRG member,

In response to feedback from our Community Conversation events last year, I am pleased to announce that we will now be delivering a further series of events in May.

These events are designed to help people understand the statutory consultation and Development Consent Order (DCO) processes. Members of the EWR DCO and engagement teams will attend these events to answer any questions and queries people might have.

These sessions are not formal consultation events and there will be no specific design information or proposals available to view, however that design information will of course be available at the statutory consultation, where there will then be the opportunity to share feedback about our proposals.

We will hold nine events along the line of the route between Oxford, Milton Keynes, Bedford and Cambridge. Further information, including the dates and the closest locations of the sessions can be found below (**note: Nothing in Woburn Sands nor Bow Brickhill**)

I would be grateful if you could help to encourage your communities to attend and share this information.

Sarah Jacobs - Local Representatives Groups Engagement Manager

East West Railway Company Limited is a company registered in England and Wales.
Registered office: The Quadrant, Elder Gate, Milton Keynes, United Kingdom, MK9 1EN

You're invited to join us at a drop-in event near you this May, where you can find out more information about how the statutory consultation process works.

During the last series of community events in November, people told us they'd like to learn more about the Development Consent Order (DCO) process and how they could get involved. These drop-in events aim to explain what the different stages of the DCO application are and how that process works.

We'll be explaining how and when you can get involved, so that you and your community are well informed before the launch of the first stage of statutory consultation in June.

These sessions are information-only events so that communities are up to speed ahead of statutory consultation and not formal consultation events. However, further details will be made available during statutory consultation which is your opportunity to provide feedback on our proposals.

In the meantime, we look forward to seeing you at an event in your local area and sharing more information about the DCO process.

- Bletchley

23 May 2024 14:00-19:00

Bletchley Masonic Centre

263 Queensway, Bletchley, Milton Keynes, MK2 2BZ

- Marston Moreteyne

24 May 2024 14:00-19:00

Marston Moreteyne Community Centre

Great Linns, Marston Moreteyne, MK43 0DD



MK Plan 2050 – the big issue for 2024/25

Woburn Sands Futures

Mike Geddes reports ... 'I have arranged for representatives from O&H (Pippa Cheetham and Lee Collins) to come to a meeting to discuss the SEMK Buffer Zone/WS Park on **Tuesday 30 April at 5.00 in the WSTC Committee Room**'.

I have sent them a copy of the Discussion Paper (attached to this report) which we issued in December so they should be well prepared for the meeting!

More Growth updates.

The images below clearly identifies the level of Growth identified for industrial /warehousing at up to 250 hectares and one assumes that doesn't include Life Sciences or similar and up to 643k sqm for office space i.e. Three times CMK current floor space

The Growth study put out to date is all about homes nothing about commercial, sliding in another Magna Park or two and tripling the amount of office space in CMK. That is huge for Infrastructure as is where you put that use geographically in MK - add Pan Regional partnership ie Oxcam stuff and life sciences and university /higher Ed demand - R and D and start-ups /SME,s and you run out of land quickly even before you deal with environmental and sustainability constraints or maybe we make the place a dormitory town for London Oxford and Cambridge and forget employment and economic growth - Not easy to find the money to do all that Infrastructure which itself will be different dependant of quantum and type of uses for a particular location.

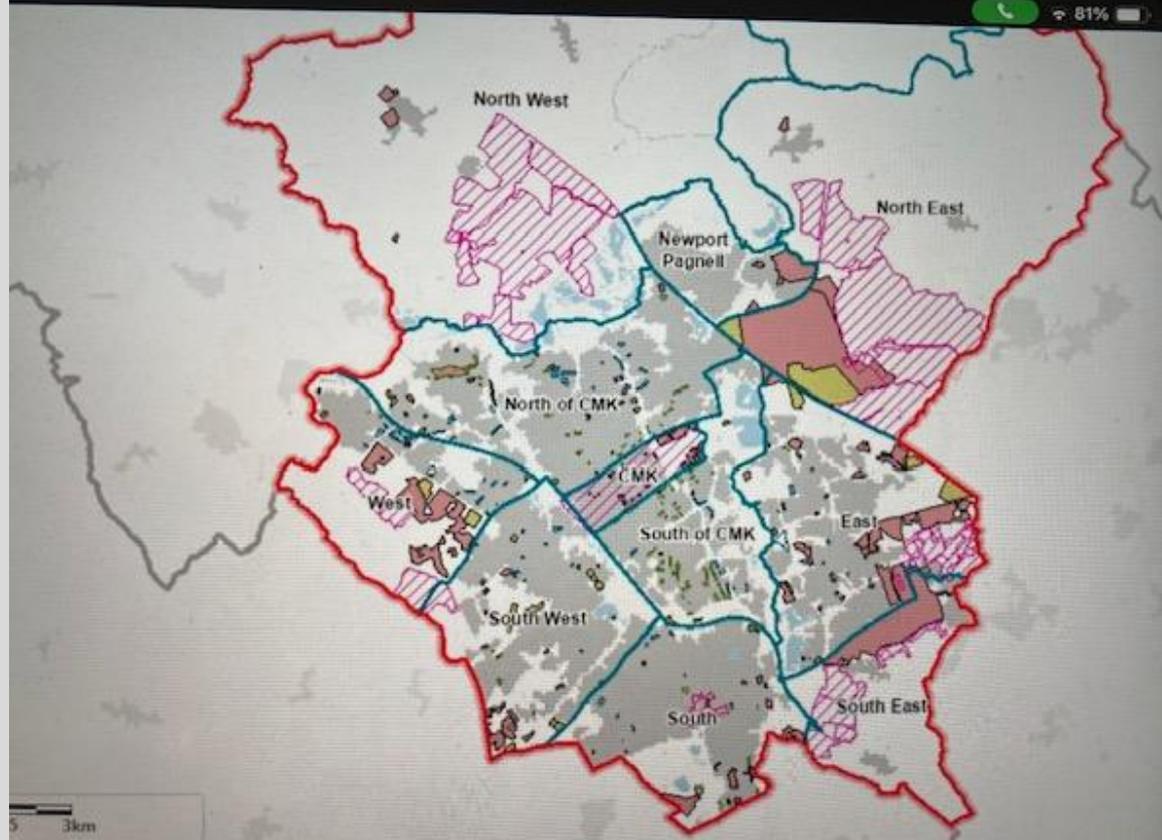
Bid sheds next to housing really doesn't work well both visually physically and environmentally so I guess I was looking for some kind of land use concept master planning within the Growth Areas but to date it seems to be all rolled up into the Resi only Consultation paper which went to the MKCC Planning Cabinet Advisory Group in Feb24.

If it's a different team working on it you have to ask how will it will all fit together and if I have missed the philosophical discussions on what should MK look like in 2050 and in the new City Plan hopefully there will be another chance to have that discussion later in the year!!!

How much growth are we planning for?

- Between 2022 – 2050.
- 63k homes, around 28% as affordable.
- Current supply of 30k homes, so we need to allocate another 33k for homes.
- Around 190-250 hectares for industrial and warehousing space (about twice the size of Magna Park).
- Between 408k to 643k square metres of office space (currently around 280k square metres in CMK today).

Lauren I. ...





H10 extension – update images

Construction of the temporary road is progress well; we lost a few days work due the recent rain. All our ground investigation works were carried out as programmed with no impact on the main works or the local area.

There was some recent concern over potential flooding due to a blocked ditch draining into Caldecotte Brook, a section has been cleared, a new pipe installed under the brideway and the problem addressed. I am following up the clearance of the full length of the ditch.

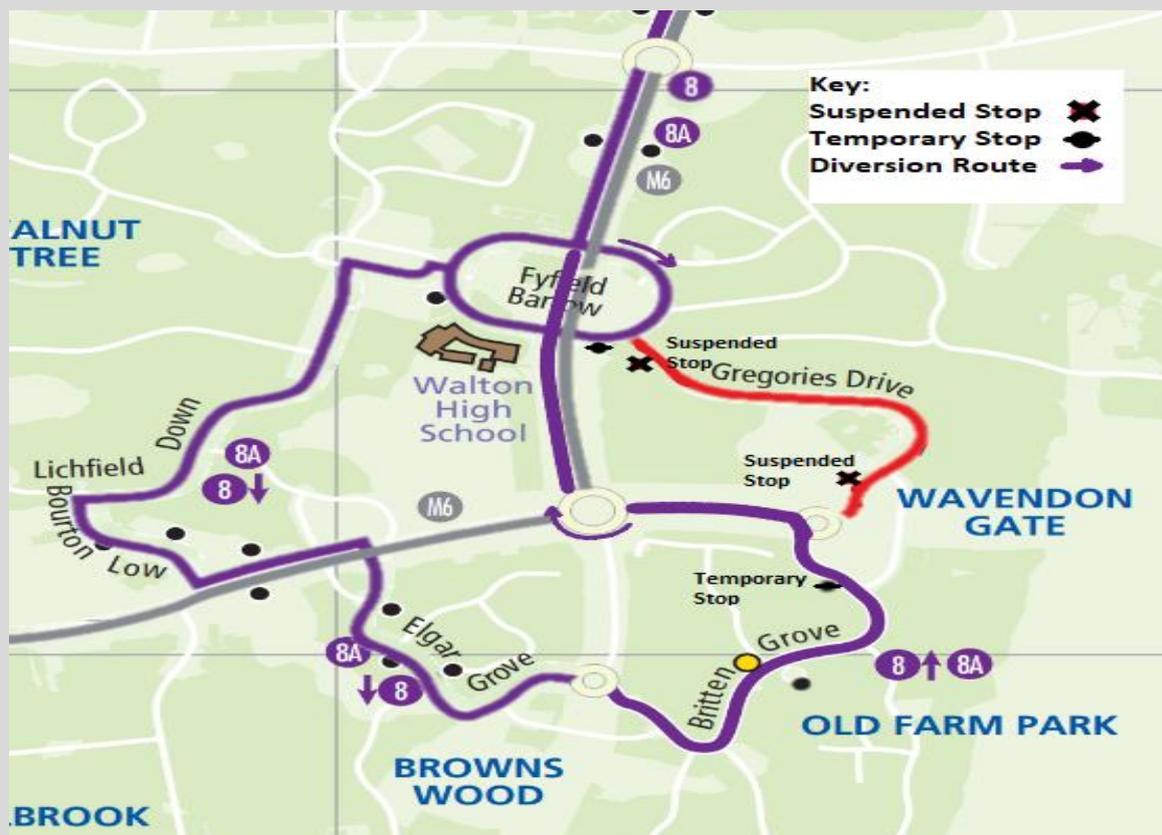
In approximately 3 weeks will start surfacing the temporary road and reconstruction of the concrete block raised table at the junction of Gregories Drive with Byrd Crescent. This is required as this will be the main construction route for H10 Phase 2 and the developer. The existing condition of the junction is extremely poor and would not be able to cope with the proposed construction traffic.

Following extensive discussions with our highway's framework contractor Ringway, the works at the junction have been planned to be carried out over the 2-week school holiday closure This will minimise inconvenience to the school, parents, and residents. I attach a copy of the traffic diversion plan.

- Dates for temporary road surfacing. 28/3/24 – 2/4/24
- Dates for Gregories Drive and Byrd Crescent junction closure. 2/4/24 – 13/4/24 – Gregories Drive will be reopened after this date.
- Date for completion of all works 10 May 2024 (subject to weather)

MKCC met with Passenger Transport (PT) and agreed the temporary suspension of 2 bus stops and provision of 1-2 temporary stop one in Britten Grove, as shown on the attached plan. PT will put

up signage of the suspension in advance of our works. We will also put out some advance signage. Disruption to PT services will only be for 2 weeks.



Response to AAL Consultation – response from Greensand Trust



Land Use Consultants

250 Waterloo Road
London
SE1 8RD

Re: Potential Special Landscape Area consultation in Milton Keynes

Dear Sir/Madam,

The Greensand Trust's response to LUC's Local Landscape Designation in Milton Keynes focuses solely on the potential Special Landscape Area for the Greensand Ridge. The Greensand Trust exists to protect and enhance the landscape, biodiversity, and heritage of the Greensand Ridge and surrounding areas. For over a decade it has been leading on the Greensand Country Landscape Partnership, a multi-partner initiative to raise the profile of the area as a much-loved landscape, and drive forward projects that protect and enhance it. It was recognised that the area has suffered from poorly planned development, recreational pressure, and lack of appropriate management, all leading to erosion of the landscape character. A number of different resources inform this response, including landscape character assessment work created to support the inception of the Greensand Country Landscape Partnership. These are listed at the end of this response.

Why should the Greensand Ridge be a Special Landscape Area?

The Greensand Ridge extends across National Character Area 90, through different local authorities. Within the potential Special Landscape Area, the following elements give the Greensand Ridge a distinctive and valued character worthy of local landscape designation.

- A mosaic of different land uses historically determined by the underlying sand and clay geology gives the study area a strong sense of visual variety and complexity. Heathland and acid grassland, broadleaf woodland and conifer plantation, and estate farmland, parkland, and ancient woodland create a landscape of rich texture within the Milton Keynes area.
- The steep scarp of the Greensand Ridge, at its steepest at Bow Brickhill, creates a distinctive skyline highly visible from surrounding areas. Significant woodland coverage creates structure, enclosure, and unity within the study area. More widely, it acts as a key wooded backdrop.
- Heathland and acid grassland create areas of openness, contributing to the mosaic of habitats. Through appropriate management, these habitats are vital to support heathland and acid grassland flora and invertebrates. The contact with 'closed' woodland gives the area its rich landscape texture.

- A strong estate character, created through the historic parklands (both Registered Parks and Gardens and locally listed sites) along the Greensand Ridge and their associated estate cottages and historic agricultural buildings give a distinctive landscape feel. Smaller Victorian gardens, such as those at Henry VII Lodge, and areas of pasture further contribute to this distinctive estate character.
- Evidence of ancient settlements, such as the Danesborough hill fort, visible from without the study area reinforce the historic character of the Greensand Ridge.
- The study area's settlement structure is typified by nucleated (e.g. Little Brickhill) and linear villages up the scarp (e.g. Bow Brickhill). These settlements dating back to the Domesday book are often linked by sunken lanes, creating an intimate character and reinforcing the long history of settlement atop the Ridge.
- Within settlements, use of local sandstone creates a unique sense of place. Sandstone churches along the Ridge are distinctive local landmarks, and more minor sandstone structures and boundary treatments contribute to a prominent presence of this localised vernacular style. The study area has a particularly high density of (often minor) sandstone structures, this is itself a characteristic of the Milton Keynes area of the Ridge and should thus be identified as locally significant (see figure 1).

The 2016 Landscape Character Assessment identifies three landscape character types within the proposed Special Landscape Area (Valley Settled Farmlands; Sandstone Scarp and Slopes; Sandstone Hills). We would suggest you consult the Landscape Character Assessment for more detail on the make-up of these character types.

The potential Special Landscape Area

We note that the potential Special Landscape Area does not include areas of Bow Brickhill that fall under the 'Sandstone Scarp and Slopes' landscape character type. We would support the inclusion of this area into the potential Special Landscape Area. Bow Brickhill is a key settlement that contributes strongly to the landscape character, primarily through the density of sandstone structures that are found within the village (see figure 1). The former Area of Attractive Landscape also included areas of Bedford Clay Plain, in addition to areas of the Greensand Ridge. Within the Milton Keynes border, this included the land between Station Road, Bow Brickhill and the A5, and the land south of the A5 to the east of the A4146. The Central Bedfordshire Landscape Character Assessment provides an overview of this character type, which the 2016 Landscape Character Assessment confirms as spreading across the Central Bedfordshire and Milton Keynes borders. The settlement character is closely linked to that of the Greensand Ridge, with use of buff brick and clay tiling. The strong agricultural feel, evident in surviving historic field boundaries, farmsteads, and agricultural buildings further links this area to the character of the Greensand Ridge and acts as a clear buffer zone between the Ridge and more (sub)urban development beyond. The Greensand Ridge as a prominent backdrop is a key part of its landscape value.

Threats to landscape character

The 2016 Landscape Character Assessment identified the potential Special Landscape Area as a priority area (see figure 2), one in which landscape character is at a high risk of erosion, with the following threats particularly evident in this area:

- Development pressure from urban centres creating a spread of suburbanisation at the foot of the scarp and the coalescence of distinct village settlements across the Ridge.
- The loss of characteristic topography through sand extraction.

- Cottages and historic agricultural buildings give a distinctive landscape feel. Smaller Victorian gardens, such as those at Henry VII Lodge, and areas of pasture further contribute to this distinctive estate character.
- Evidence of ancient settlements, such as the Danesborough hill fort, visible from without the study area reinforce the historic character of the Greensand Ridge.
- The study area's settlement structure is typified by nucleated (e.g., Little Brickhill) and linear villages up the scarp (e.g., Bow Brickhill). These settlements dating back to the Domesday book are often linked by sunken lanes, creating an intimate character and reinforcing the long history of settlement atop the Ridge.
- Within settlements, use of local sandstone creates a unique sense of place. Sandstone churches along the Ridge are distinctive local landmarks, and more minor sandstone structures and boundary treatments contribute to a prominent presence of this localised vernacular style. The study area has a particularly high density of (often minor) sandstone structures, this is itself a characteristic of the Milton Keynes area of the Ridge and should thus be identified as locally significant (see figure 1).

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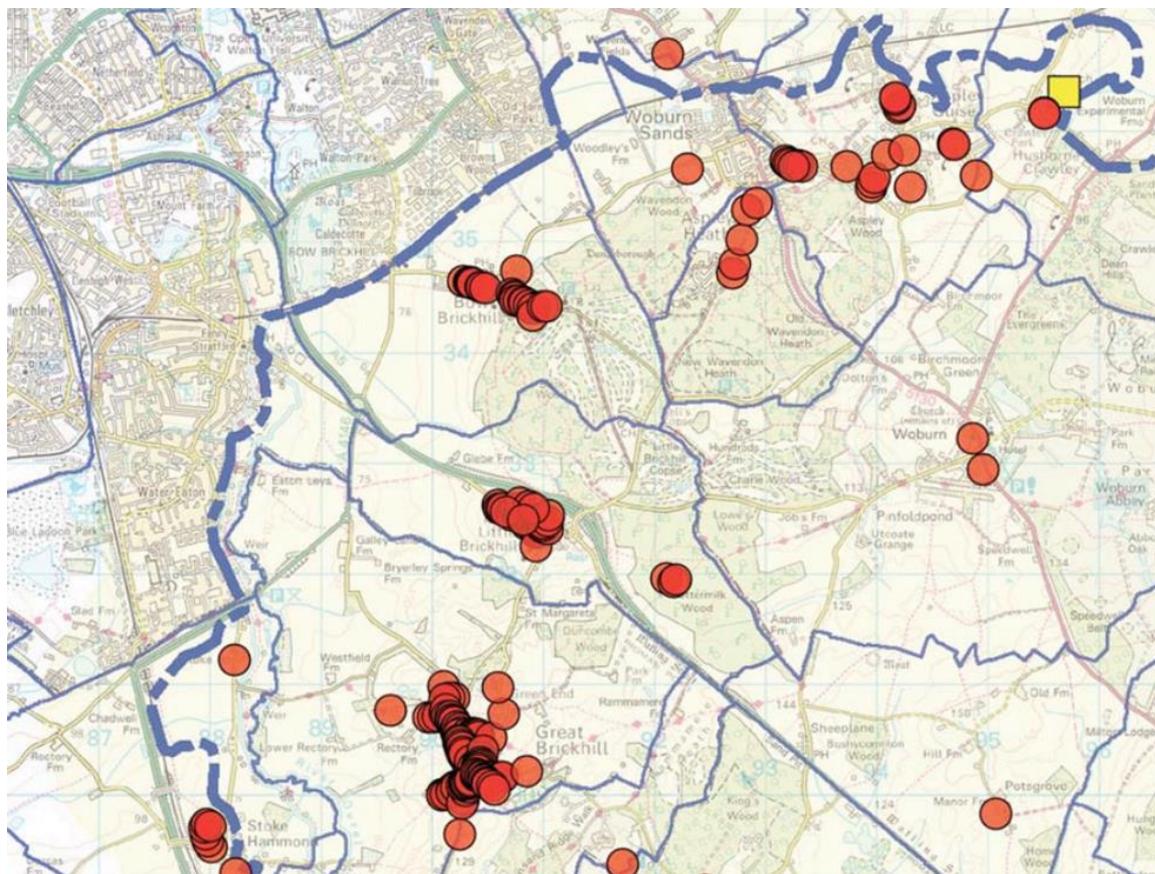
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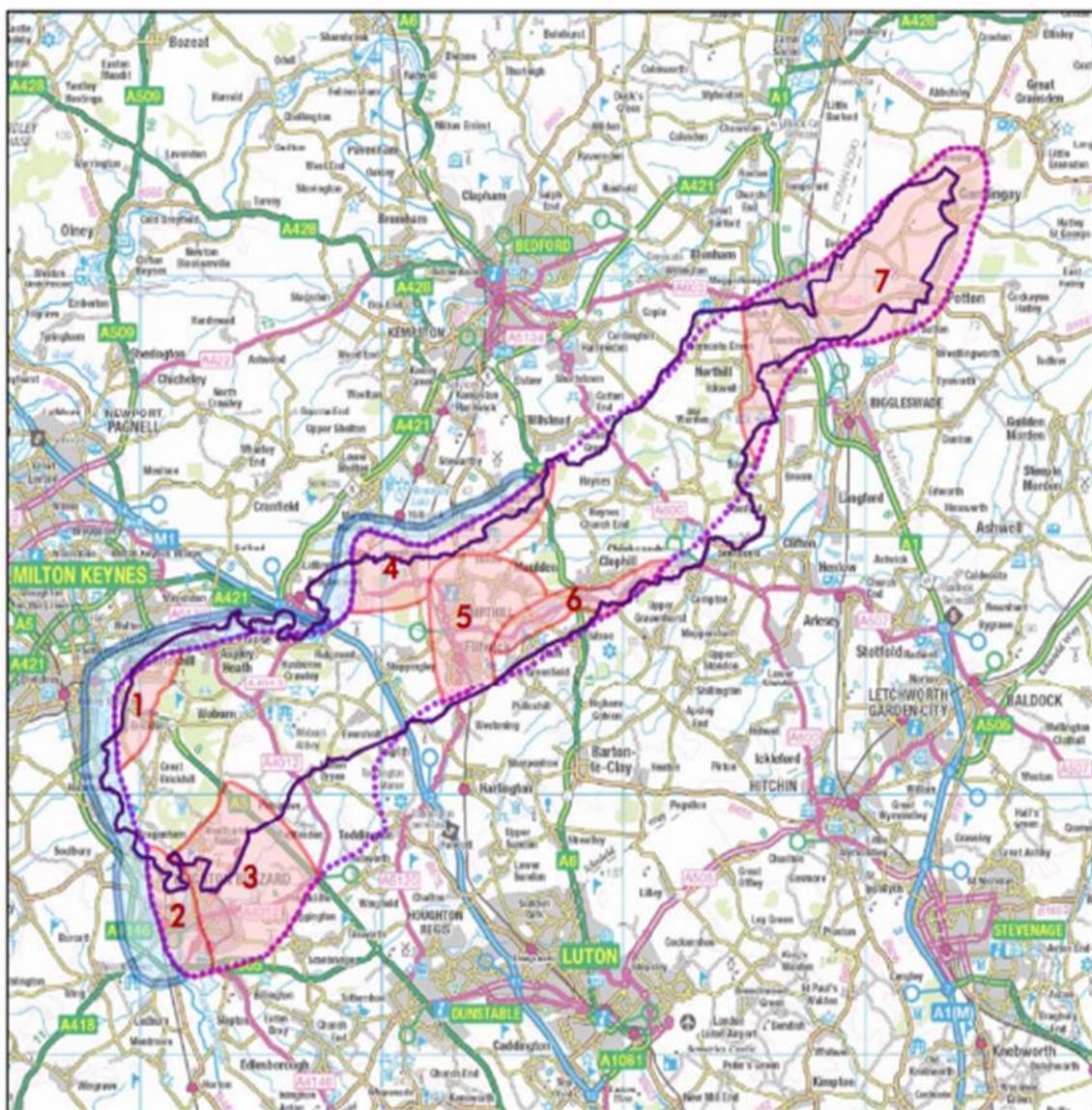
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- Development pressure from urban centres creating a spread of suburbanisation at the foot of the scarp and the coalescence of distinct village settlements across the Ridge.
- The loss of characteristic topography through sand extraction.
- Increased visitor and recreational pressure on existing green infrastructure and heritage assets.
- Loss of views to distinctive local landmarks through increased tree cover in more historically open areas and vegetation cover (e.g. at Danesborough hill fort).
- Loss of tranquillity through increased noise and visual pollution.

We hope this information will be of use in providing more detail on defining the potential Special Landscape Area, and we wish to highlight the resources in the appendix that may be of particular interest.





Secrets of the Sands

-  Greensand Ridge adjusted LCA
-  Bedfordshire Greensand Ridge NCA
-  Extension Zones
-  Priority Zones



This map contains Ordnance Survey data © Crown copyright and database right 2015.



Sensitive Interests - Letter from Simon Hoare MP

All councils have received a letter from Simon Hoare MP, Minister for Local Government, regarding withholding details of councillors' sensitive interests and home addresses. You can read the letter here.

https://content.govdelivery.com/attachments/UKMK/2024/03/19/file_attachments/2818086/240318%20Minister%20Hoare%20letter%20-%20Sensitive%20Interests%20Chief%20Execs.pdf

As a reminder, a sensitive interest is one which the councillor and the Monitoring Officer, consider that disclosure of its details could lead to the councillor, or a person connected to the councillor, being subject to violence or intimidation. Where this is the case the interest (usually the councillor's home address) is withheld from their public register of interests.

Around 50% of MKCC councillors have already agreed a sensitive interest with the Monitoring Officer. Both city and **parish councillors** can complete the form attached to this update to request a sensitive interest and submit it to Business Support at MKCC for review. dsbusinesssupport@milton-keynes.gov.uk

Example Journey

-  Ravenstone
-  MK Connect
-  Newport Pagnell
-  Bus Services
-  MK Central



Changes to MK Connect

MK Connect Six-month Pilot Scheme

On the third anniversary of MK Connect, the on-demand transportation initiative, MKCC is starting a six-month pilot scheme where it can zone the service in order to test its impact on waiting times and on closer connectivity with bus services. The pilot scheme is due to

start on Monday 8 April. During the pilot, most MK Connect vehicles will be restricted to one of three zones, rather than covering the whole city.

Most passenger journeys will be made within one of the zones, which means they won't need to change vehicle. However, a passenger whose journey takes them out of their pick-up zone may be asked to change, either to another MK Connect vehicle or to a bus if the journey follows an existing bus route. Changes won't be needed when bus services are less frequent, such as on Sundays or after 7pm. We expect some passengers' pick-up times will drop from as long as 70 minutes to around 15 minutes as a result. Passengers who are asked to change vehicle will only be charged for one leg of their trip, so they won't pay more than they usually do.

Ward Councillors and Parish / Town Councils within the trial area will receive more detailed information next week. Adele Wearing, Strategic Lead for Transport is the city council lead for this service adele.wearing@milton-keynes.gov.uk.

Residents can find out more here <https://www.milton-keynes.gov.uk/news/2024/mk-connect-pilot-scheme-aims-test-faster-journeys>



Good contact points in Highways at MKCC

Moses So
Highways Liaison Officer
To speak to me use: Microsoft Teams or 01908 254885

Moses So Moses.So@milton-keynes.gov.uk

And

Nicolina Cooper
Interim Highways Operations Manager

Nicolina Cooper Nicolina.Cooper@milton-keynes.gov.uk

Good contact Points in Waste and landscape Management

Euan Darling – Landscape Client Manager
01908 254183
Euan.darling@milton-keynes.gov.uk

Phil Snell - Strategic Landscape and Countryside Manager
01908 253606
Phillip Snell Phillip.Snell@Milton-keynes.gov.uk



Thames Valley Police – update from PCC

<https://www.thamesvalley-pcc.gov.uk/>

Locally

Anti-social behaviour, at the Wick, Church Road, and in Bow Brickhill: This remains an ongoing issue. – The Neighbourhood Team, will continue to conduct regular patrols, including in the evenings when activity is likely to be higher.

Danesborough Hill Fort

Liaising with Bow Brickhill History Society (BBHS) is that there is a single area of concern, a “chute” and run-out track created by bikes on the SE rampart connecting to the valley path below. This is shown in the attached images and marked plan kindly supplied by BBHS.





COUNTERSCARP TO VALLUM



VALLEY BELOW LOOKING UP TO DANESBOROUGH

Southern options – MK New City Plan (Growth ‘options’)

Repeated as a reminder ...

Growth Option Name	Category	Estimated Capacity homes (rounded)	Development Type(s)	Recommended in Strategy for 2050	Early considerations
<i>Land east of Newport Road, Woburn Sands & Wavendon</i>	<i>City expansion</i>	<i>1,900 – 3,750</i>	<i>Residential-led</i>	<i>Y</i>	<i>1. Very complex landownership – deliverability? 2. May need to be planned cross-boundary 3. Landscape work still to report – potentially sensitive area</i>
<i>Land east of Newport Road, Woburn Sands and Wavendon reduced (reduced to accommodate country park proposal)</i>	<i>City expansion</i>	<i>1,300 – 2,600</i>	<i>Residential-led</i>	<i>Y</i>	<i>Very complex landownership - deliverability? May need to be planned cross-boundary Landscape work still to report – potentially sensitive area</i>
<i>SEMK southern extensions</i>	<i>City expansion</i>	<i>580</i>	<i>Residential-led</i>	<i>Y</i>	<i>Piecemeal separated additions to a comprehensively planned site – integration with SEMK vis a vis buffers and lower density in SEMK Landscape likely to be sensitive (Landscape work still to report)</i>

<i>Land south of Bow Brickhill</i>	<i>City expansion</i>	<i>1,850 – 2,500</i>	<i>Residential-led Employment allocation</i>	<i>Y</i>	<i>Landscape likely to be sensitive (Landscape work still to report) Impact of EWR?</i>
<i>Levante Gate, land south of A5 McDonalds Roundabout</i>	<i>City expansion</i>	<i>450 – 600</i>	<i>Residential-led Employment allocation</i>	<i>Y</i>	<i>Landscape likely to be sensitive (Landscape work still to report) Impact of EWR?</i>
<i>Land south of Bow Brickhill & Levante Gate, land south of A5 McDonalds Roundabout COMBINED</i>	<i>City expansion</i>	<i>2,300 – 3,100</i>	<i>Residential-led Employment allocation</i>	<i>Y</i>	<i>Landscape likely to be sensitive (Landscape work still to report) Impact of EWR?</i>
<i>Rural Villages</i>	<i>Rural</i>	<i>Little Brickhill 2 sites 85-265 @ 30dph (net)</i>	<i>Residential</i>	<i>N</i>	

How much new housing does MKCC feel it needs?

- Planning for 63k to match Strategy for 2050 and provide a buffer – needed to ensure a sound plan*
- Current supply of c.30k homes*
- MKCC maintains that this means it will need to allocate c. 33k homes in the New City Plan*



Helping people to live longer, healthier lives.

MKCC has been working with leaders from its main health partners to agree what's called 'the MK Deal' – a way to do things differently and be more effective together.

The council also involved professionals from health and social care and with their help have developed some long-term ambitions for the city in four key areas:

- *Tackling obesity*
- *How we can prevent more people needing serious care*
- *Children and young people's mental health*
- *Enabling people to help themselves more often*

There's more information in this booklet.

https://content.govdelivery.com/attachments/UKMK/2024/04/02/file_attachments/2834004/2028%20MK%20Health%20and%20Care%20Report.pdf

Cllr David Hopkins

14 April 2024