

Report for Wavendon - July 2024



Medallists of the Order of the British Empire (BEM)

Alan Preen: For services to the community in Bow Brickhill, Buckinghamshire

The June SEMK Futures Panel Meeting note prepared by Michael Geddes and note that the SEMK Planning Meeting tentatively set for 19 September

I thought the meeting was very useful – on a personal level my knowledge of the mechanics of the development process was considerably improved. I was not aware of the number of “sub-contractors” involved; I thought the developer did everything under the instructions of the NHS or Council. We will have to adjust our consultation process accordingly. However, I think that the general approach to the development of the Local Centre, as outlined by Jason, was supported by the meeting. I am also aware that most of the concerns expressed by residents cannot be resolved until we get to the second stage of the application process when Reserved Matters are considered.

It is clear that a number of uncertainties surround SEMK – EWR’s plans are the most obvious but the outcome of the Election could have an impact. The lack of information from EWR makes it difficult to consider the wider transport implications of the SEMK development but I am sure that we will want to discuss these with you and O&H in due course.

There was some discussion on the number of dwellings to be provided in SEMK. I have checked my files and Policy SD11 of PlanMK (Para A) states “Land is allocated at South East Milton Keynes ...for a comprehensive residential-led mixed use development of approximately 3,000 dwellings to meet the needs of Milton Keynes up to 2031 and beyond”. Although it is some time since PlanMK was approved, and some things have changed (such as the promotion of EWR) I think it is fair to say that residents would feel very let down if the final SEMK scheme significantly exceeded this target. I appreciate that we do not yet know the scale of the proposals to be submitted by O&H for their land North of the railway line but I hope that you and your colleagues can bear in mind this target.

The long-term aim of the Futures Panel is to ensure a comprehensive and sustainable development of the wider Southeast sector of Milton Keynes for the benefit of all residents, both old and new. I am confident that this can be achieved, and I look forward to further discussions with you and your colleagues



The Grant Palmer 134 started on Monday 1st July and has been very well received by local residents. However, some confusion as although Grant Palmer confirm the bus is a request stopper at any bus stop along the route, MKCC has placed the following notices on all intermediate bus stops and is not answering my enquiries as to why they have done so?



<https://www.grantpalmer.com/bus-services/milton-keynes/134/>

A copy of the new timetable is attached to this report.

GP Press Release states Starting from 1st July, 2024, the 134 Bus Service will operate on Mondays and Fridays, providing links from Flitwick, Ampthill, Ridgmont, Aspley Guise and Woburn Sands to Milton Keynes Hospital and Centre:MK. As well as stops within Milton Keynes City Centre, the service is ideal for visiting Frosts Garden Centre in Woburn Sands, Xscape or the Kingston Centre.

Concessionary bus passes are most welcome on the service. All fares are £2 single across the service. Payment can be made by cash or contactless card.



NOTICE IS HEREBY GIVEN that Milton Keynes City Council has on 2nd July 2024 made the

above Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to temporarily prohibit vehicles from entering, waiting or proceeding along the following length of road to allow Anglian Water to lay a main and meter bypass:

22nd July – 26th July 2024 (24 hours)

Newport Road, Woburn Sands – From its junction with Hillway to its junction with Chantry Close.

Whilst the above length of road is closed the alternative route will be via Woburn Road, B5704, A507 and A421 (and vice versa).

Warning signs will be erected several days in advance to inform the public of the forthcoming closure.

MK 2050 - Policy GS15 East of Wavendon Strategic City Extension

1. The East of Wavendon Strategic City Extension is a new mixed use residential-led strategic development allocated to the east of Wavendon and north of Woburn Sands, as shown on the Policies Map. It is required to provide a comprehensive mixed-use development that makes a significant contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of people-friendly, healthy and climate sensitive places.
2. Commencement of residential development within the East of Wavendon Strategic City Extension will not be permitted to occur prior to 2038. In combination with Policy GS9, development proposals for the East of Wavendon Strategic City Extension will be required to provide a comprehensive infrastructure assessment. This would need to account for both the allocation's own demands upon infrastructure and those of other development sites within the wider area once they are substantially complete, notably but not limited to the Strategic Land Allocation, Church Farm and South East Milton Keynes.
3. The layout and design of development and infrastructure within the Strategic City Extension should take into account linkages with potential future growth on land adjacent to the allocation within Central Bedfordshire to enable development of adjacent land within both local authority areas to occur in as comprehensive and cohesive a manner as possible.
4. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted East of Wavendon Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.
5. Development proposals within the Strategic City Extension will be required to meet the following criteria:

- a. Delivery of around 3,000 new homes through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
- b. Layout, design and range of densities that meet public transit-oriented, peoplefriendly and healthy places principles.
- c. Use of layout and design to achieve an appropriate response mix to protecting and enhancing the character and sense of place of Woburn Sands and Cross End. This may include a mix of sympathetic integration with existing built development or separation using buffers, setbacks and landscaping.
- d. Conserve and enhance designated and non-designated heritage assets within the site and wider area that may be affected, including Wavendon House and the Registered Park and Garden, in accordance with Policy ECP4.
- e. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal.
- f. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, and active travel and public transport stops and hubs.
- g. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP2.
- h. Incorporation of a new District Park at least 12 hectares in area as part of a strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
- i. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
- j. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
 - i. Segregated routes for active travel that integrates well the surrounding network of active travel routes, route(s) for Mass Rapid Transit and public transport.
 - ii. A dedicated, and if feasible traffic-segregated, route and infrastructure for Mass Rapid Transit connecting from Keightley Gate and through the site, with appropriate protection and Safeguarding to allow onward extension or connection to land east of the Strategic City Extension into Central Bedfordshire.
 - iii. Routes for movement of general traffic with the primary access connecting into Keightley Gate and secondary accesses onto Newport Road and Cranfield Road, with appropriate protection and safeguarding to allow onward extension or connection to land east of the Strategic City Extension into Central Bedfordshire.
 - iv. New and/or upgraded active travel connections to and crossings of Newport Road and Lower End Road to ensure appropriate connectivity with existing communities and community amenities.
 - v. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
- k. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact.
- l. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

In light of a proposed change to the settlement hierarchy, the city boundary would be extended to incorporate built up areas of Newport Pagnell and **Woburn Sands**. In doing so, certain open areas surrounding Wavendon, which do not currently benefit from any other designation, would be considered as vacant land within the city. The ensure these areas of land are not

inadvertently and inappropriately developed, we are proposing new strategic buffers around Wavendon as below. Proposals for SEMK will still be required to incorporate landscape buffers within that site in a complementary fashion to the newly proposed Wavendon Strategic Buffer to the south of Wavendon.

Policy GS16 Wavendon Strategic Buffers

1. Wavendon Strategic Buffers are designated as shown on the Policies Map. Development within these areas will be refused in order to maintain the existing open character between Wavendon and surrounding built development and retain Wavendon's character as a distinct and historic settlement within the wider built-up area of Milton Keynes city.
2. Development proposals that enhance the open space function and landscape quality within the Wavendon Strategic Buffers will be supported, providing they do not result in the encroachment of built development into the buffers that adversely impacts their openness.

First decision towards Local plan MK2050

Executive summary

The report received at Delegated Decisions on 25th June sets out the background to, and proposals contained within, the *Regulation 18 MK City Plan 2050. It seeks agreement to publicly consult upon the draft plan in accordance with our Statement of Community Involvement (SCI) as the first statutory step in the process of preparing the plan towards submission to the Secretary of State by June 2025 for examination in public.

Proposed Decision/s

1.1 That the Regulation 18 draft MK City Plan 2050, as set out in Annex A, be published for a twelve-week period of public consultation in accordance with the adopted Statement of Community Involvement 2024; and

1.2 That the Director of Planning and Placemaking, in consultation with the Leader, be authorised to make any minor necessary amendments to the Regulation 18 MK City Plan 2050 document prior to consultation commencing.

The consultation period starts on 17th July and runs for 12 weeks.

***What is local plan regulation 18?**

The purpose of this stage is to engage with local residents and relevant organisations to identify how planning policy can be used positively to help address key issues within the local authority area.

Residential teams – Street Cleaning etc

Residential teams will be working through the borough from east to west, split between northern and southern teams. Schedule of works has been given to Milton Keynes City Council and the cleansing frequency can be found in detail at:

<https://mapping.milton-keynes.gov.uk/mymiltonkeynes.aspx>



MK2050 Local Plan

Policy GS18 Levante Gate Strategic City Extension

1. The Levante Gate Strategic City Extension is a new mixed use residential-led strategic development allocated to the south of the A5 and east of the A4146, as shown on the Policies Map. It is required to provide a comprehensive mixed-use development that makes an important contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of peoplefriendly, healthy and climate sensitive places.
2. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted Levante Gate Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.
3. Development proposals within the Strategic City Extension will be required to meet the following criteria:
 - a. **Delivery of around 1,250 new homes** through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
 - b. Development of the site must adopt a sensitive landscape-led approach to the layout and design of development that satisfactorily protects or mitigates impacts upon the valued characteristics of the Brickhill Special Landscape Area in accordance with Policy CEA12.
 - c. Layout, design and range of densities that meet people-friendly and healthy places principles.
 - d. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal and to support access to a wider range of community amenities for residents of Eaton Leys.
 - e. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, and active travel and public transport stops and hubs.
 - f. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1.
 - g. Incorporation of a strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
 - h. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale

- i. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
- i. Segregated routes for active travel that integrates well with Eaton Leys and the surrounding area and network of active travel routes, and networks or routes for public transport.
 - ii. Routes for movement of public transport and general traffic through the sites, with the primary access taken from the A4146.
 - iii. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
- j. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact as consistent with other policies of the Plan and the NPPF.
- k. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

Heavily used pathway resurfaced by MKCC – thank you Alison



The link path between Weathercock Lane and Station Road has finally been resurfaced following heavy lobbying by the Town Clerk (and others).

Fly Tipping in Bucks UA Area



I reported on the fly tipping in John Horncapp Lane (Great Brickhill Parish) to our opposite number in Bucks, Jilly Jordan (Cllr) Jilly.Jordan@buckinghamshire.gov.uk .

Tim Wheaton has asked if MKCC cameras sited in the village might have caught the possible perpetrators?

Pete Roberts - Environmental Crime Manager (Environmental Crime Unit) is investigating this incident.

Pete Roberts Pete.Roberts@Milton-keynes.gov.uk

Council offers SLA as landscape area definition for Greensand Ridge ... but refuses to reveal the outcome of the Land Use Consultants ... LUC ... led consultation until 17 July!



The national, official definition of this designation is ...

The Special Landscape Area (SLA) designation provides protection for locally significant and attractive landscapes that are of comparable quality to Areas of Outstanding Natural Beauty (AONB). They should be protected and enhanced, particularly through the planning process.



Site of Levante Gate identified land.

September 2018 – Headline in MK Citizen .. New 500 home development in Milton Keynes countryside gets refused....

MK Local Plan 2050 - South of Bow Brickhill Strategic City Extension

1. The South of Bow Brickhill Strategic City Extension is a new mixed use residential-led strategic development allocated to the south of Bow Brickhill and east of Brickhill Road, as shown on the

Policies Map. It is required to provide a comprehensive mixed use development that makes a significant contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of people-friendly, healthy and climate sensitive places.

2. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted South of Bow Brickhill Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.

3. Development proposals within the Strategic City Extension will be required to meet the following criteria:

- a. **Delivery of around 1,500 new homes** through a comprehensive master planned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
- b. Development of the site must adopt a sensitive - led approach to the layout and design of development that satisfactorily protects or mitigates impacts upon the valued characteristics of the Brickhill **Special Landscape Area** in accordance with Policy CEA12
- d. Layout, design and range of densities that meet people-friendly and healthy places principles.
- e. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal.
- f. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, Mass Rapid Transit infrastructure, and active travel and public transport stops and hubs.
- g. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1.
- h. Incorporation of a strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
- i. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
- j. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
 - i. Segregated routes for active travel that integrates well with Bow Brickhill village, the Greensand Ridge, Bow Brickhill Railway Station, the surrounding network of active travel routes, and networks or routes for public transport.
 - ii. Routes for movement of public transport and general traffic through the sites, with the primary access taken from either from Brickhill Road or new/enhanced junction improvements to the Brickhill Road/Station Road associated with South East Milton Keynes Strategic Urban Extension.
 - iii. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
- k. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact.
- l. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

Boundary ward changes – Response from David Hopkins

I write specifically in connection with the current Danesborough & Walton ward at Milton Keynes City Council and how it might be amended for the proposed 60 councillor, 20 ward arrangements moving forward.

1. The parish of Walton is currently split between two city council wards. This impacts the integrity of the parish and causes confusion among parish residents; I therefore submit that Walton should become a single ward in its own right. The ward to be called, simply, Walton ward.

2. The remainder of the Danesborough and Walton ward should become a new Danesborough ward consisting of the parishes of Wavendon, Bow Brickhill and Little Brickhill and the town of Woburn Sands. The evidence for this being as follows;

- A strong geographic feature, the Greensand Ridge connects Little Brickhill, Bow Brickhill and Woburn sands and the historic Wavendon Woods form part of the ridge, linking all four communities historically and geographically.

- The Marston Vale railway line (projected to be part of the East West rail link) passes through Wavendon Parish with station stops at Bow Brickhill and Woburn Sands.

- Strong social, retail, sporting and educational links exist across parish boundaries within Danesborough as do medical (NHS GP) links connecting Asplands Surgery in Woburn Sands with patients in the town and from Wavendon and Bow Brickhill parishes. Other organisations such as Woburn & Wavendon Lions FC, Woburn Sands Rotary, Wavendon Cricket Club, Woburn Sands Tennis Club, the local WI's and many other take their membership from across the parishes and the town.

- Other historic links include the 2100 year old Danesborough Fort in Wavendon Woods (now in the Parish of Woburn Sands) links the ward name with the creation of the ward back in 1974.

- There is a strong retail link between the town of Woburn Sands and its near neighbours in Wavendon and Bow Brickhill offering a range of retail, public house and restaurant outlets serving all the local communities.

- Local, local government at parish level meets together on a regular basis either through the Danesborough Forum, the SEMK Stakeholder Group or Woburn Sands Futures (amongst others). There is a plethora of 'common local interests discussed at these meetings and a close working relationship exists at parish and town council level within the Danesborough ward.

- The new urban expansion development of SEMK (plus the SLA development of Church Farm) are co located and split 50% in the parish of Woburn Sands and 25% Bow Brickhill and 25% Wavendon. These number approx. 3000 additional dwellings which will come into occupancy during the lifetime of the outcome of this review.

- Wavendon Parish Council operates a One Wavendon policy blending and integrating the older communities of Wavendon (Church End, Lower End and Cross End) with the new expansion areas of Eagle Farm South and Glebe Farm. It is essential for community cohesion that the existing Parish of Wavendon is not divided in any way following the wad boundary review.

- There is a case for examining and including in the Glebe Farm (Wavendon) development houses that have been developed to the east of Ortensia Drive in Wavendon Gate as part of the parish of Wavendon, naming all within the Glebe Farm development to avoid confusion and achieve very positive community outcomes.

Councillor security'

<https://www.local.gov.uk/councillors-guide-handling-harassment-abuse-and-intimidation>



Marston Vale Line update – EWR

Please see <https://eastwestrail.co.uk/news/latest-stories/community-conversation-events>

Bedford River Festival is back for 2024! Fantastic free fun for the family including live music, boat parades, funfair, arts & culture, craft market, raft & dragon boat races, water sports, sports village, green earth village, festival of motoring, and much more! It's all happening on Saturday 20th & Sunday 21st July.

Check out <https://riverfestival.bedford.gov.uk>

Avoid the traffic and hop on the train into Bedford. The festival site is just a short walk from Bedford St Johns.

A normal Saturday timetable will be running plus a Special Sunday Service. The first train leaves Bletchley at 09:40 and the last service departs Bedford at 18:45, 18:49 from Bedford St Johns.

Return tickets from any Marston Vale Line station are just £2, Railcard & Bedfordshire Bus Pass discounts (half price travel after 10:00 on weekdays and all day on Saturday & Bank Holidays) apply.

Please purchase rail tickets in advance, if possible, from any staffed station by cash or card or via <https://www.londonnorthwesternrailway.co.uk>

Tickets purchased online can be collected at staffed station or any Ticket Vending Machine (TVM).

Alternatively, tickets can be purchased on the day from the conductor on the train (cash or card) or TVM at each Marston Vale Line station (card only).

Collect ideas for days out & giveaways at the Marston Vale CRP stand in the Cultural Area on Mill Meadows (in conjunction with Heritage Bedford). The link to the timetable is reproduced below

<https://www.marstonvalecommunityrail.org.uk/wp-content/uploads/2024/06/Bedford-River-Festival-2024-Timetable.pdf>

NEW PRIMARY CONTACT for Parishes regarding landscape issues is Jonathan Hawes Jonathan.hawes@milton-keyes.gov.uk or 01908 253266

CLlr David Hopkins letter of objection



Jo Orton
Principal Planning Officer (East Team - Development Management)
Milton Keynes Council | Civic Offices
1 Saxon Gate East |
Milton Keynes | MK9 3EJ

Dear Jo

Application 24/01028/OUTM – Taller buildings to be constructed on Zone 2 South Caldecotte, Bow Brickhill

I would ask that the above-named application is brought to Planning Committee.

The reasons for 'calling in' the application being as follows.

1. Based on the information submitted with the application to Milton Keynes City Council, the developer is seeking to amend the approved parameters plan to allow taller building to be developed at zone 2 but there appear to be no amendments proposed by the applicant on the proposed drainage strategy. Given the scale of the changes, a revised drainage strategy should be submitted with the application as part of the approved plans.
2. Neighbouring businesses have objected to the additional volume building due to insufficient drainage both foul and surface water. Since the initial stage of building has been completed Caldecotte Lake Business Park on the north side of Marston Vale line, has experienced an increase in surface water run-off. Previously the farm fields used to act as drainage for the railway, but this seems to now be forcing water onto the neighbouring business park at the rear of buildings 1 & 2 and at the rear of building 3 in volumes not experienced in the previous 20 years since the business park opened. To date the Caldecotte Lake Business Park has just about been able to cope with the surface water drainage but given the impacts of climate change and extremes of weather being experienced there is an inevitability regarding flooding. The foul drain was connected onto an existing system of piping that runs under the train tracks and under the business park to reach main foul drain under Caldecotte Lake Drive, as no increase to the capacity of the drains has been made, there is a genuine and realistic concern over volume through existing drain, especially once (or if!) the distribution park is ever in full use.

The floor area of this development (which you recall was only approved by the inspector at appeal) took account of anticipated traffic generation, both commercial and private (employees) and was persuaded by the applicant that sufficient mitigation and traffic management would be put in place. The road system (Brickhill Road) is already not coping with only a tiny proportion of the site let. Now that the Marston Vale rail line is again operational significant traffic queuing is apparent due to the required down-time of the level crossing gates. With increased services, regardless of East West Rail's intentions to extend the line, such queues will only increase.

3. Prior to the development it was the norm, at peak morning rush hour, for traffic to queue through the entire village of Bow Brickhill. No traffic mitigation was included in the S106 for the approved application. Were this new application to be granted, there should be significant S106 allocation to fund measures to prevent the road through the village from becoming little more than an extended car park.

4. The apparent (but yet unpublished) detailed traffic studies undertaken by EWR and MKCC must be made available and accompany this application showing traffic movements at a time when 'normal rail line traffic' is running, to determine if the queues will actually clear between one level crossing closure and the next.

5. Plan:MK, in allocating this site, required an upgrade to Brickhill Road / Brickhill Street as a condition of the development. Despite that, the site developer was granted permission despite only upgrading 20% of the length of Brickhill Road serving the site. If the Council is minded to allow this subsequent application, it must be a requirement that the developer completes the upgrade for the entire length of Brickhill Road between the railway line at Bow Brickhill station and the A5 at the MacDonalds Roundabout. Such upgrade could be designed to alleviate the queuing problems, by providing an additional lane capacity for the queues. A weight limit at the junction with Station Road would ensure that even if HGV traffic were minded to turn left and head north from the site it would be restricted to the Grid Road system only.

6. The current development is exceptionally intrusive to the views of the historic Greensand Ridge from urban Milton Keynes which it is anticipated would be allocated Area of Attractive Landscape designation in the MK2050 local plan. This whole area is a much valued and sensitive landscape and recreation area as acknowledged in Plan:MK. Already the vista of the existing development is an eyesore from the ridge, the suggestion of a requirement for green roofs having been ignored at the original site application by the developers and MKCC. To have buildings of increased height on South Caldecotte would only increase the 'visual blot' on the landscape.

7. The whole site ran contrary to the main principles of Plan:MK in terms of sensitive development but was hastily included in Plan:MK to fulfil a perceived statutory need to include 'logistics employment sites' in that plan. To raise the height by way of an adaptation of the permission in some form of Phase 2 would be to pile visual misfortune upon visual misfortune.

8. In addition to point 1. above, I would add further to the observations under the heading of sustainable urban drainage. If there is any, it is clearly not effective, because already parts of the site have repeatedly flooded, and the area of Phase 2 accommodates a semi-permanent lake now frequented by wading birds and "twitchers" to observe them. As mentioned above, water run-off is already of concern to neighbours at the Caldecotte Lake Business Park. Clearly the extant application is deficient, and this should be addressed by condition if the Council is minded to approve this fresh application.

Yours sincerely

Cllr. David Hopkins Representing Wavendon, Woburn Sands, Walton (part), Bow Brickhill and Little Brickhill at MK Council



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 from entering, waiting or proceeding along the following length of road to allow Anglian Water to lay a main: 29th July – 9th August 2024 (24 hours) Station Road, Bow Brickhill – Between its two junctions with Greenways.

Whilst the above length of road is closed the alternative route will be via Brickhill Street, Groveway, Newport Road and High Street (and vice versa).

Warning signs will be erected several days in advance to inform the public of the forthcoming closure.

The Council is satisfied that the temporary closure Order is necessary to enable works to be carried out on the highway. The temporary Order will come into effect on 9th July 2024 and remain in effect for a period of 3 months and will take effect at times during the above period only when works are required and only when indicated by the appropriate traffic signs, which will be erected in advance of any closure.

Map of proposed diversion attached to this order. – contact is Gareth Hughes at MKCC

East West Rail Business Update

<https://mailchi.mp/eastwestrail/keeping-you-connected-edition13-9510911>



INFORMATION FOR ROAD USERS

Kate Rolfe kate.rolfe@buckinghamshire.gov.uk writes Jilly Jordan (Cllr) Jilly.Jordan@buckinghamshire.gov.uk Bucks Council Great Brickhill ward councillor) has asked me to respond directly to your e-mail regarding the Great Brickhill Lane pothole repairs.

Having checked our works ordering system, there are no outstanding repairs on this road. The road was last inspected by Highway Officers in April and all urgent defects were repaired. Great Brickhill Lane is on a quarterly inspection regime. The road will next be routinely inspected in July.

Our Local Area Technician (LAT) has not had any enquiries for this section of road for a while, so the LAT has had no reason to inspect himself. The only enquiries he has received have been for Pound Hill within Great Brickhill village, but nothing between the village and the county boundary. The road is on our four-year Capital resurfacing programme, but is not scheduled for treatment until 2027/28, so it's a few years away. However, it will likely be brought forward depending on deterioration.

I hope this information helps.

Kate Rolfe - Highways Community Liaison Team Leader

Aylesbury & High Wycombe - Buckinghamshire Council



Newport Road Wavendon/Woburn Sands - Road Closures

Notes from Gareth Hughes (MKCC)

As you will be well aware the amount of roadworks on Newport Road have been extensive recent. There are to be considerably more to come. All of the works below will be taking place over the coming months. We have coordinated such that there will not be works on Newport Road at the same time as Cranfield Road. See below list of approved works so you are forewarned.

Lower End Road closure Monday 1st to Friday 12th July a few metres west of Wavendon Lodge News. National Grid

Cranfield Road traffic lights Saturday 29th to Friday 12th July National Grid

Newport Road traffic lights Monday 15th to Sunday 21st July traffic lights Redrow developer

Newport Road closure Monday 22nd to Friday 26th July adjacent Redrow site for water connection. Anglian Water

Newport Road traffic lights Monday 29th July for approximately 4 weeks Redrow developer

Gareth Hughes- Streetworks Manager

M: 07586543565

Milton Keynes City Council | Environmental & Property | Highways

East West Rail and the Marston Vale Line Service



EWRI Initial Fleet - [Oxford to Milton

Keynes only]

- Modern two-carriage diesel trains;
- Operate the initial Oxford to Bletchley with potential to extend to Milton Keynes Central service temporarily;
- Engines meet EU Stage IIIB emissions standards and use Ad Blue in the exhaust system to reduce nitrogen oxide (NOx) emissions;
- Each train has an accessible toilet, passenger information throughout, and dedicated spaces for three bikes.

Answer to June Parish Council questions on cleansing etc etc

I heard back from Kay Pettit (Parish Liaison Programme Manager) who writes ...

Sincere apologies for the delay in my response – I was away last week.

I have attached the details for the CIF for both 25/26 and 24/25

I have also attached the email sent by Penny Fletcher (Waste and Environment, which details the street cleansing plan, and refers you to page 15, which points you to My Mapping MK, which shows you how to pull the details of cleansing rotas for your areas – extract of page 154 below

Residential teams

Residential teams will be working through the borough from east to west, split between northern and southern teams. Schedule of works has been given to Milton Keynes City Council and the cleansing frequency can be found in detail at:

<https://mapping.milton-keynes.gov.uk/mymiltonkeynes.aspx>

Regarding street grass cutting / tree management visits, it's probably best that I defer to Euan Darling Euan.Darling@Milton-keynes.gov.uk – our Landscape Manager, who will be able to provide you with information /details direct

Hope that all helps.

Kay Pettit - Programme Manager – Parish and Town Councils

To speak with me: use Microsoft Teams or 07971 102 278

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www.milton-keynes.gov.uk

Working with parish councils

Information for parish councils including our Dog Bin Guidance, Double Yellow Line applications and the Community Infrastructure Fund.

<https://www.milton-keynes.gov.uk/highways/our-policies-and-processes/working-parish-councils>



Street Cleansing Plan

Please see the attached street cleansing plan produced for us by Suez. I apologise for the delay in sharing this with you, and very much appreciate your patience. The document does provide the detail that you were requesting. I would encourage you to make use of the link on page 15, which will take you to MKCC website My mapping page. Here you will have access to all the layers of street cleansing information at your fingertips.

Tree watering

As you know, trees are important in Milton Keynes, and we continue to plant the right tree in the right place. This season we have already planted 260 trees and 2500 whips. Young trees need lots of water, especially when it's warm. We would appreciate your help in sharing the attached tree watering request with your networks. Trees that have hydration bags attach need to be topped up with water. Any water is fine – rain, tap and even used dishwasher.

Contact arrangements

Do please continue to encourage residents to use the report-it function on the website wherever possible and for councillors, do make use of councillor casework for more complex matters. I will be leaving the Council at the end of May. It has been a pleasure to work with you. Nicholas Hannon as always remains available to you for more nuanced issues and Kay Pettit also works closely with Environment and Waste.

The application window for the next round of Community Infrastructure Fund projects is now open until 5pm on 31 August 2024.

Parishes may apply for up to £20,000 to match fund a public realm project for their local area.

All the documents to make your application are available to view on the MKCC website under the 'Working with Parish Councils' section or you can download the attached files.

<https://www.milton-keynes.gov.uk/highways/our-policies-and-processes/working-parish-councils>

Each parish will be allocated a Highways Liaison Officer as a contact to help them with any questions about the process.

Please read the CIF Guidance carefully before choosing a project to apply for, considering how it fulfils the criteria below.

All applications received are scored on these four categories and the highest scoring will be placed on the shortlist to go to Delegated Decision in early 2025.

	1	2	3	4
Persistent problem	No background of historic problem	Limited evidence to show a historical problem	Good level of evidence to show a historic problem	Significant evidence to show a consistent long-term problem
Safety	No safety concerns	Low level of safety concerns	Medium level of safety concerns	High level of safety concerns
Community benefit	No evidence of community engagement	Some engagement with the local community	Good level of engagement with local community	Excellent level of engagement with the local community
Added value	No added value	Minimal added value	Some added value	Significant added value



Message from Milton Keynes City Council



Welcome to the Milton Keynes PFM!

<https://pfm.exacom.co.uk/miltonkeynes/>

The PFM provides live, up-to-date information on the monitoring of all S106 agreements associated with development within the Milton Keynes City Council authoritative area, as it is carried out by the Planning Obligations Team. This includes information on receipt, allocation and spend of development contributions and provides details of what funds are currently available and what each financial contribution can legally be spent on.



WS Futures meeting with L&Q – 11 June – Two Practice Partner

GP's from Asplands were present - Mike Geddes reported as follows ...

The overall conclusion of the meeting was that most of the queries raised by panel members could not be answered until outline permission had been granted (possibly September). Mike's note of the meeting indicated that L&Q would be happy to enter more substantive discussions once outline permission had been granted; they indicated that they would submit for discussion by the Panel more detailed plans for the local centre (along with other various matters). Mike had a subsequent discussion with Sam Howell who has gathered quite a lot of useful material regarding the proposed medical centre which she would be happy to share. She agrees that the NHS is unlikely to be able to meet the full cost but thinks that there may be medical charities who could help; she is clearly against the idea of private funding, but Paul Van Geete (MKCC) seems to be more receptive.

It also seems to Mike that we will need a fairly comprehensive "community access" agreement with the operators of the combined school which is to be provided but it is too early in the process to consider this.

Mike observes that he thought the meeting was very useful – on a personal level his knowledge of the mechanics of the development process was considerably improved. Mike was not aware of the number of "sub contractors" involved; he thought the developer did everything under the instructions of the NHS or Council. Mike proposes that WS Futures will have to adjust its consultation process accordingly. However, he thinks that the general approach to the development of the Local Centre, as outlined by Jason from L&Q, was supported by the meeting. He notes that most of the concerns expressed by residents cannot be resolved until we get to the second stage of the application process when Reserved Matters are considered.

It is clear that a number of uncertainties surround SEMK – EWR's plans are the most obvious but the outcome of the Election could have an impact. The lack of information from EWR makes it difficult to consider the wider transport implications of the SEMK development but Mike is sure that we will want to discuss these with Asplands, L&Q and O&H in due course.

There was some discussion on the number of dwellings to be provided in SEMK. Mike checked his files and Policy SD11 of PlanMK (Para A) states "Land is allocated at South East Milton Keynes ...for a comprehensive residential-led mixed use development of approximately 3,000 dwellings to meet the needs of Milton Keynes up to 2031 and beyond". Although it is some time since PlanMK was approved, and some things have changed (such as the promotion of EWR). Mike thinks it is fair to say that residents would feel very let down if the final SEMK scheme significantly exceeded this target. He appreciates that we do not yet know the scale of the proposals to be submitted by O&H for their land North of the railway line but he hopes that L&Q and O&H and other colleagues can bear in mind this accepted target.

The long-term aim of the Futures Panel is to ensure a comprehensive and sustainable development of the wider South East sector of Milton Keynes for the benefit of all residents, both old and new. I am confident that this can be achieved, and Mike looks forward to further discussions with L&Q, O&H and the other 'independent' conglomerate of landowners.

MK Citizen



Fewer football pitches in Milton Keynes – raising fears for 'the next generation of footballers'

The number of council-owned football pitches in Milton Keynes has declined over the last 14 years, new figures show.

It comes as a new study reveals there are over 800 fewer public pitches across the UK.

The GMB union, which released the figures as England and Scotland began their Euro 2024 campaign in Germany, warned council cuts could "crush grassroots football".

Figures obtained by a freedom of information request show there were 30 council-owned or operated football pitches in Milton Keynes in 2009-10.

By 2022-23, this had fallen to 18.

The figures show among the 176 councils to respond to the request, there were 869 fewer council-owned or operated pitches last year than in 2009-10.

The worst-hit part of the UK was Scotland, which lost 258 pitches during that period.

The other areas to have lost the highest number of pitches were in northern England and Wales.

Pitches in the Southeast have experienced an increase of 43 in 14 years.

Speaking at the GMB's annual conference prior to the European Championships, union secretary Rachel Harrison said: "Before a ball has even been kicked, the next generation of footballers have already lost.

"Losing almost 1,000 council football pitches could crush grassroots football in the UK and is yet another deeply depressing legacy of the Conservative's austerity mission."

A spokesperson for the Local Government Association said accessible sports facilities are important for public health, but financial pressures force councils to make unpopular choices.

"Councils face a £6.2 billion gap over the next two years just to keep services at current levels. This means that difficult decisions must be made when given the choice of funding statutory services such as social care or non-statutory services like sports.

"Councils are aware that residents expect a broad range of services when they pay tax, however they are increasingly faced with the almost impossible task of trying to make limited budgets stretch to cover the full range of services that they have provided in the past."

It has called on whoever forms the next government to invest in services that help to prevent ill health, such as football pitches, leisure centres and cultural venues.

Milton Keynes City Council to invest in new technology to fix more potholes.

Milton Keynes City Council is investing funding to buy a new state of the art machine to fix more potholes in and around the city.

The council will be investing £100,000 on a new Roadmender Elastomac machine. The system uses new technology that improves the quality and speed of repairs while being more sustainable and reducing carbon.

The council has been trialling the machine here in recent months and results from MK, and other local authorities, have been positive. Conventional repair methods can create lengthy disruption to roads due to requiring potholes to be excavated for repairs, this new technology uses a pioneering material which is poured into and over the top of defects, welding itself to the surface and improving the road surface.



Purchasing the new machine will ensure more efficient use of existing budgets and allow more potholes to be fixed.

Recent independent analysis has highlighted Milton Keynes has some of the best roads in the country, but a severe winter and wet spring and early summer has seen an increase in road defects. National research has shown there is a £16.3 billion road repair backlog in England.

The council will pay for the purchase by using part of an underspend of the council budget last year.

A MKCC spokesperson said “Judging by national standards, the roads in Milton Keynes are amongst the best in the county but we are not complacent. We want to make sure we keep standards high. A severe winter and wet spring and early summer means we have work to do.”

“This new machinery will allow us to carry out repairs quickly, reduce lengthy road closures, cut costs and be even more sustainable. Trials have highlighted this new technology works well and so we are investing to make sure we are able to fix our roads more efficiently. The funding is coming from an underspend in last year’s budget, highlighting that as a well-run council we can afford to invest in new technology like this rather than having to make more and more cuts.”

Accessibility Fund Programme 2024-2025



Each year a fund of £25,000 is set aside to cover the cost of works on the highway to improve accessibility. This may be removing obstacles or adding dropped kerbs or handrails.

Requests to consider a location for a scheme may be made at anytime using the form on the MKCC website. <https://www.milton-keynes.gov.uk/highways/making-highways-more-accessible>

Each request and location will be assessed by a highways officer against our criteria such as the number of people who will benefit as well as whether a scheme is possible.

This year we will be carrying out schemes at the following locations in this ward.

Woburn Sands - dropped kerbs.

- Asplands
- Chapel Street
- Theydon Avenue

Please note this list is provisional and may change if there are any unforeseen changes. The work is expected to take place over the summer months and any approved permits will be listed on One.Network. <https://one.network/>

Regional News

Planned Universal theme park in Bedfordshire to 'bring £50bn to UK economy'

Hollywood group says 200-hectare site will be based around popular film and games franchises and open 365 days a year.

The movies group Universal has said a Hollywood theme park it plans to build in Bedfordshire, England, will be open 365 days a year and will boost the UK economy by nearly £50bn.

Universal Destinations & Experiences, which is owned by the US telecoms group Comcast, the parent company of Sky, plans to build on a 192-hectare site (476 acres) in Kempston Hardwick near Bedford. The company has an option to buy a further 25 hectares.



The theme park is expected to attract millions of visitors a year and would include a 500-room hotel and a dining area open to those without a theme park ticket.

The park's experiences would include rides, shows and areas "based on the most popular films, video games and stories that people have enjoyed for decades". Universal's existing theme parks around the world feature Nintendo, Harry Potter and Shrek.

Construction is forecast to create 20,000 jobs and once open create 8,000 jobs initially, with more jobs likely over time, according to Universal. The company has pledged to pay the living wage to employees.

An analysis by Universal, produced in line with Treasury guidelines on economic appraisal, estimates the resort would bring in nearly £50bn of economic benefits to the UK.

The net economic contribution is forecast to be £35.1bn during construction and the first 20 years of operation. It would generate up to £14.1bn in additional tax returns over the same period, the study said.

Universal is still conducting due diligence and expects to decide on the project by the end of the year.



The new park, which would take five to six years to build, would be constructed on the site of Kempston Hardwick brickworks, once the world's largest brickworks, which shut in 2008 and was demolished in September 2021.

The company said 92% of 6,000 people surveyed during a four-week public engagement period in May supported the theme park. It said it had “been delighted by the enthusiasm and overwhelmingly positive responses provided throughout the public engagement period”.

Page Thompson, Universal's president in charge of new ventures, said: “A world-class theme park and resort from Universal has the potential to generate billions in economic benefit for the UK, by creating thousands of high-quality jobs and attracting millions of new visitors to the country.”

He told Sky News: “We've spent the last decade looking all over Europe and the United Kingdom for locations, and we think this is the best location we've ever seen.”

At the moment, Universal has five theme parks around the world: US parks in Hollywood, California, and at Orlando in Florida; as well as sites in Japan, China and Singapore.

Disneyland Paris, together with the associated Walt Disney Studios Park, is Europe's biggest theme park, and attracts nearly 15 million visitors a year.

And finally, from East West rail

Dear Local Representatives Group member,

Following the May announcement of a General Election in July, and so that we comply with pre-election guidelines, unfortunately we were unable to proceed with our statutory consultation and planned July LRG meetings.

However, whilst we await further updates on this, I am delighted to invite you to an LRG webinar meeting to meet with our new CEO, David Hughes.



The meeting will be held on 16th July @ 7.30-

8pm

David is aiming to gain a clear understanding of people's views on the Project and in particular how we can develop East West Rail while minimising disruption for local communities. This will be an opportunity to hear from David and for you to address any questions you may have. Please be aware, that until we can announce further details on the statutory consultation, that it may be difficult to provide answers to those more technical questions that may arise.

The webinar will be a short introduction from David, and any further questions you have for him, or about the project, can be sent to the regular communication address- contact@eastwestrail.co.uk

An Outlook meeting invitation with the Teams meeting link will also be sent your registered email address. Please accept or decline this invitation.

Please note that this meeting is for Local Representative Groups only.

Sarah Jacobs -Local Representatives Groups Engagement Manager

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W: www.eastwestrail.co.uk

Cllr. David Hopkins - MK City Councillor for Wavendon - July 2024