

Agenda

Planning CAG SEMK - Public Consultation Feedback & SPD Amendments

Location: Virtual Meeting

Date: 13th October 2020

1. Welcome
2. Current Position of SPD
3. Overview of the V11 extension feasibility work
4. Summary of Key Consultation responses
5. Proposed Changes to the Movement Framework
6. Pro's and cons of Option 1 and 2
7. Proposed main changes to the SEMK SPD
8. Next steps

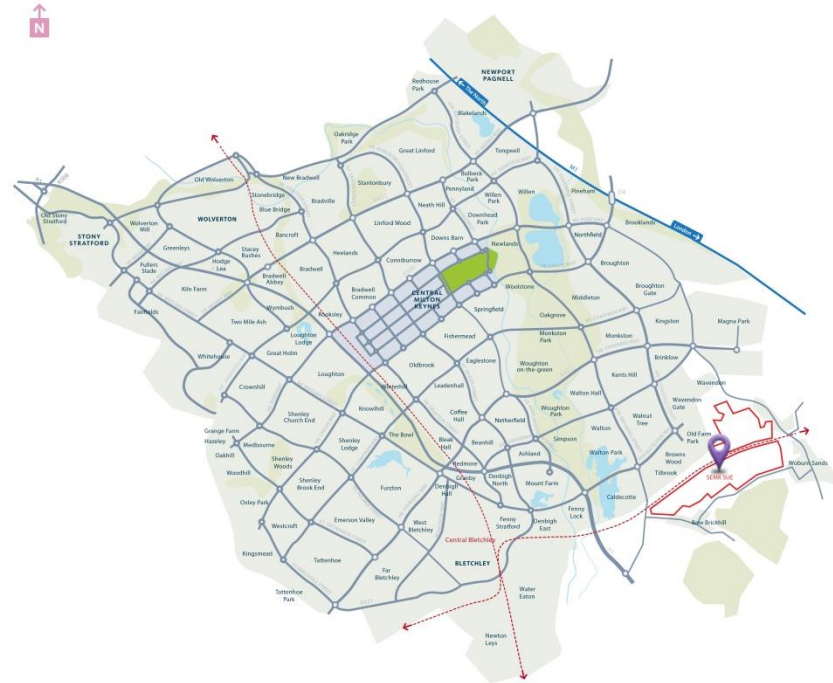
SEMK SUE Public Consultation Feedback & Proposed Revisions

Neil Sainsbury - Head of Placemaking
Andrew Turner- Planning Polic Manager
James Povey – Strategic Lead Transport
Matthew Clarke - Principal Urban Designer
Sabina Kupczyk – Principal Planning Officer



Current Position of SPD

- Formal consultation ran for 10 weeks from 8th February 2021 to 19th April 2021.
- Over 1500 responses
- The SEMK Development Framework consultation coincided with EWR non statutory consultation.
- The council commissioned a study of the feasibility of the V11 Extension.



Overview of the V11 Design Concept

- Investigated feasibility of a grid road and bridge along V11 reserve corridor
- The V11 Extension is feasible in principle
- Cost in the region of £30 - £35 million (depending on design response to Holst Crescent)
- 40mph Road
- Approximately 700m of raised carriageway up to 8.8m in height
- Not a project or proposal of the Council or EWR at this time

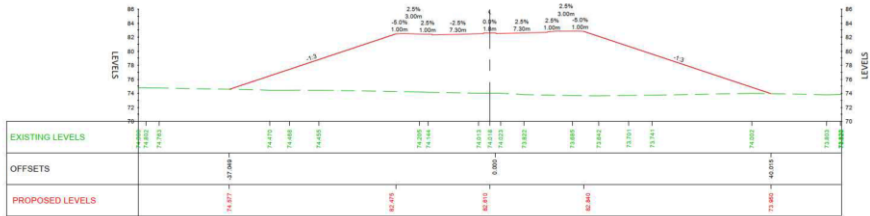
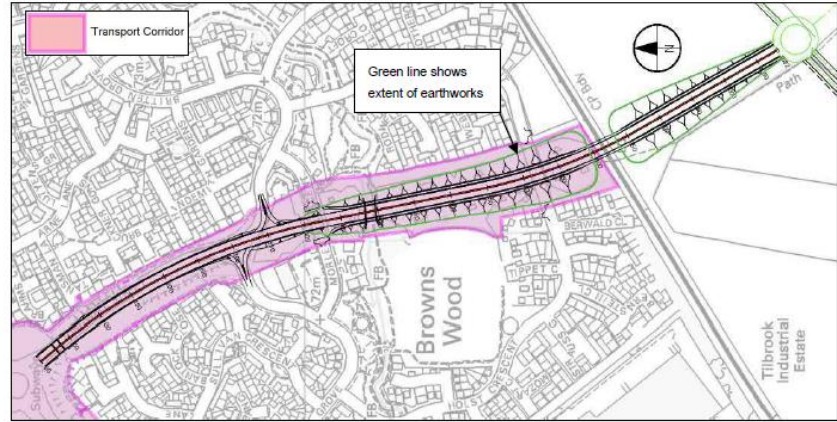
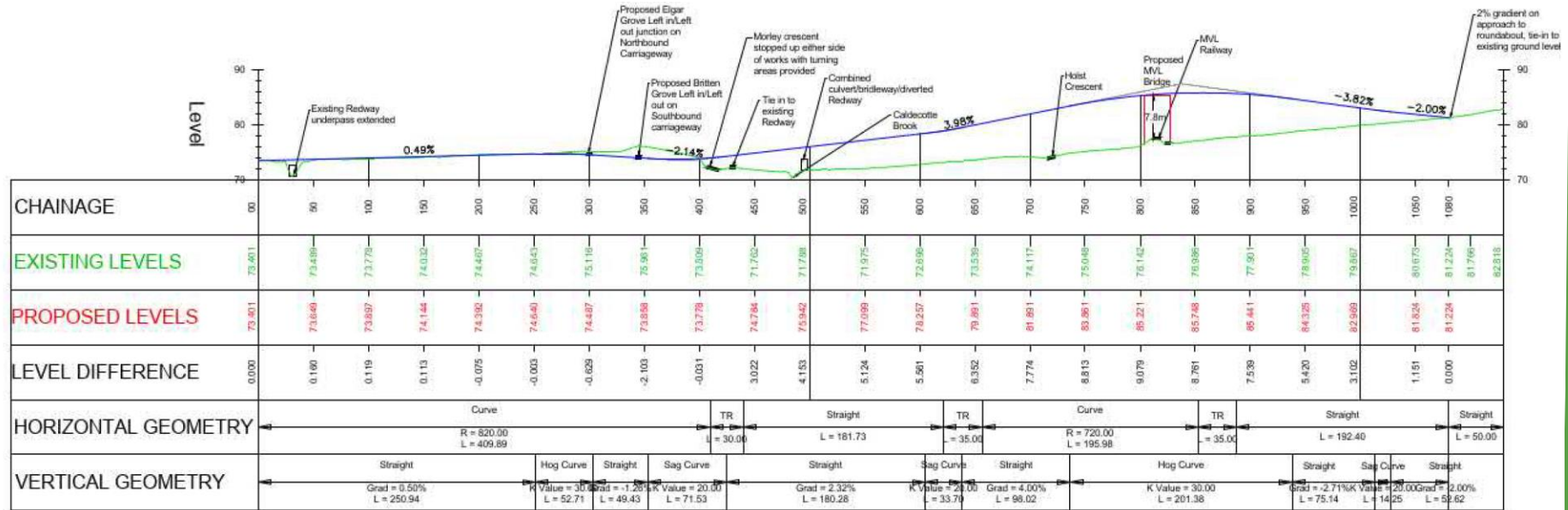


Figure 3-8: Cross Section at Holst Crescent

V11 Design Concept Road Profile



Note: Vertical scale is 5 times greater than horizontal

Figure 3-8: Road Profile- Preferred 70kph Design Speed (40mph)

Summary of Consultation Responses

- There has been a wide range of views received which can be broadly summarised into the following areas
 1. General Comments
 2. Movement Network
 3. Landscape and Open Space
 4. Infrastructure Delivery
 5. Gypsy & Traveller's Site
 6. Character & Density
 7. Surface, Water Drainage & Flooding

Movement Network

General Comments

- Comments received in favour and against Bow Brickhill relief road,
- Comments in support and against MK grid network being extended up to Newport Road,
- Comments is **support** and **against** of draft movement options presented in the SPD around V10 and V11, few comments supporting all 3 bridges option,
- **Only local traffic to be allowed to access Woburn Sands/ SEMK** traffic should have access to Woburn Sands to access its services and facilities
- Need to undertake strategic transport review with the consideration of EWR proposal
- SPD work to be delayed



Movement Network

- Grid roads
- Traffic concerns
- EWR related comments
- H10
 - Comments in support to the extension (acting as a relief A421)/Concerns comments against H10 extension since it will increase traffic on Newport Road (potential blight to existing properties, community severance, possible air pollution), H10 becoming a rat run to M1,
 - H10 to be developed in more southerly directions,
 - H10 to be extended eastwards to Newport Roads (and beyond to the A421/M1 J13),
 - Supports but as a single carriageway with a speed of 40mph



Movement Network

V10

- Should extend to the South-west with a new roundabout that will be the end point of the V10 grid road. Some respondents would like it to be extended all the way to the A5 at Kelly's Kitchen roundabout,
- The original V10 alignment should be proceeded with since the proposals by EWR are not appropriate in accommodating traffic entering and leaving MK,
- V10 to be given priority over V11 since it has MRT route

V11

- **Support to V11 extension**, must be extended South, through the reserved corridor. Crossings at Holst Crescent and Morley Crescent must be grade separated,
- **Grid Roads should form access to, not through this development, against V11**
- No support for V11 extension with railway crossing and access at Woburn Sands and Brickhill should be maintained and do not extend the V11 from the H10 roundabout and across the railway.
- V11 extension violates recreation and open space between Browns Wood and Old Farm Park



Landscape and Open Space

- Green buffers to be widened or created,
- The existing fishing lake to be made accessible/ Safety concerns around turning the fishing area into a country park,
- Green access links to be extended or improved,
- Content with a proposal of the linear park alongside the railway line. Considered as a valuable recreational and wildlife corridor



Landscape and Open Space

- Need to protect the Greensands Ridge,
- Concerns over reduction of open countryside and/or merging of the surrounding areas with SEMK,
- Sports pitches should be located next to the railway line to avoid excessive noise to residents and away from high pollution areas,



Infrastructure delivery

- General comments
- Community facilities
- Health facilities
- Schools



Gypsy and Travellers site

- Comments received on each proposed location
- Proposed new locational criteria. Site to be:
 - in close proximity to the industrial site,
 - in close proximity to the Bow Brickhill rail station,
 - away from playgrounds and wooded areas, away or on edge of residential area,
 - Site should not be located in the green buffer zone,

Character and density

- Impact on the character,
- Higher/lower density,
- Concerns over increased densities and decreasing level of amenity and open space,
- Concerns over densities near Greensand ridge,
- Need for the 30dph rate to be included in the SPD / Density should be min of 35dph
- Need to follow original design principles of Milton Keynes with buildings not higher than 3 storey,
- Suggestions to lower the number of homes that the site should deliver,

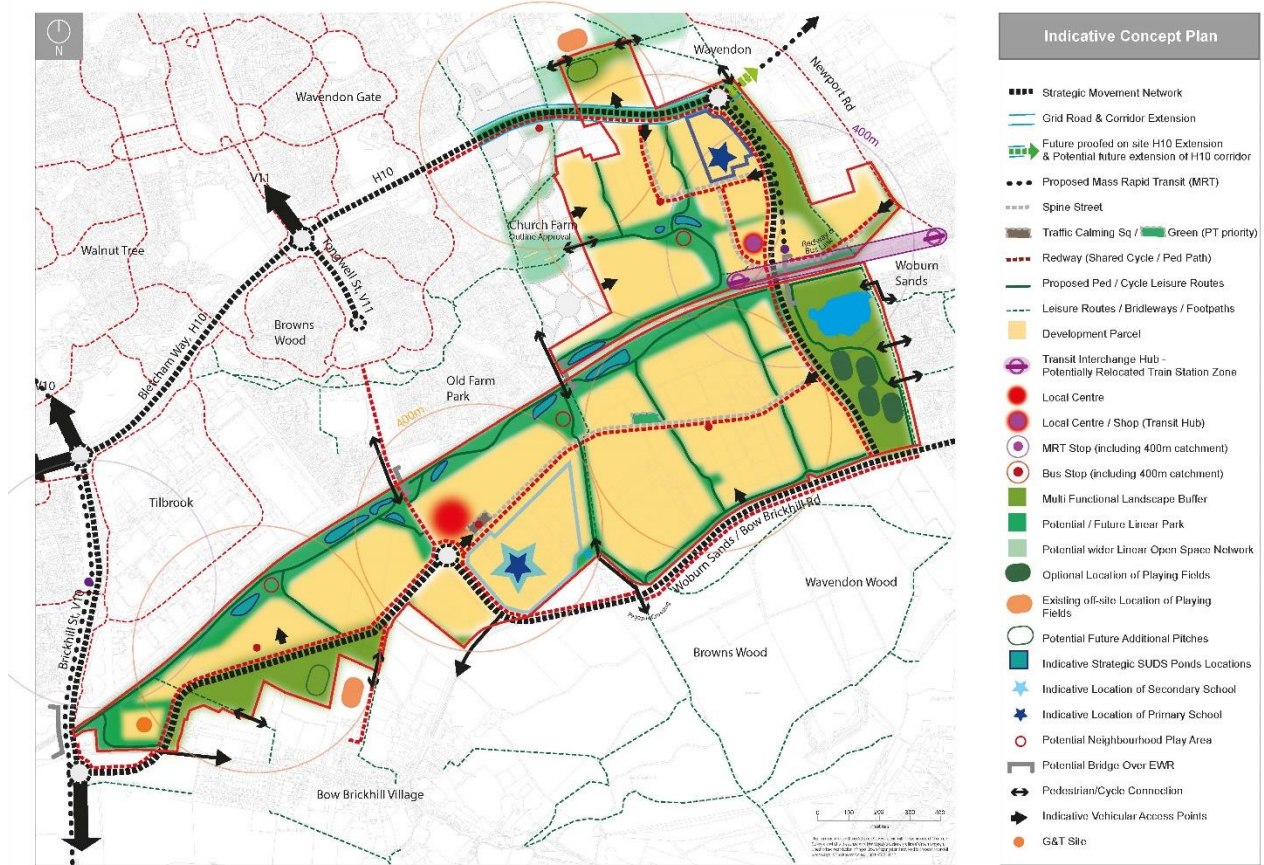
Surface Water, Drainage and Flooding

- Impact on Caldecotte Brook and adjacent flood risk,
- Support provided to the inclusion of SuDs,
- Mitigation measures needed to elevate loss of permeable land,
- The flood risk from this site,
- Existing drainage issues,
- Consideration to be given to any future flood elevation schemes,
- Impact from neighbouring estates in addition to possibility of flooding from the site itself.

Proposed Changes to the Movement Framework

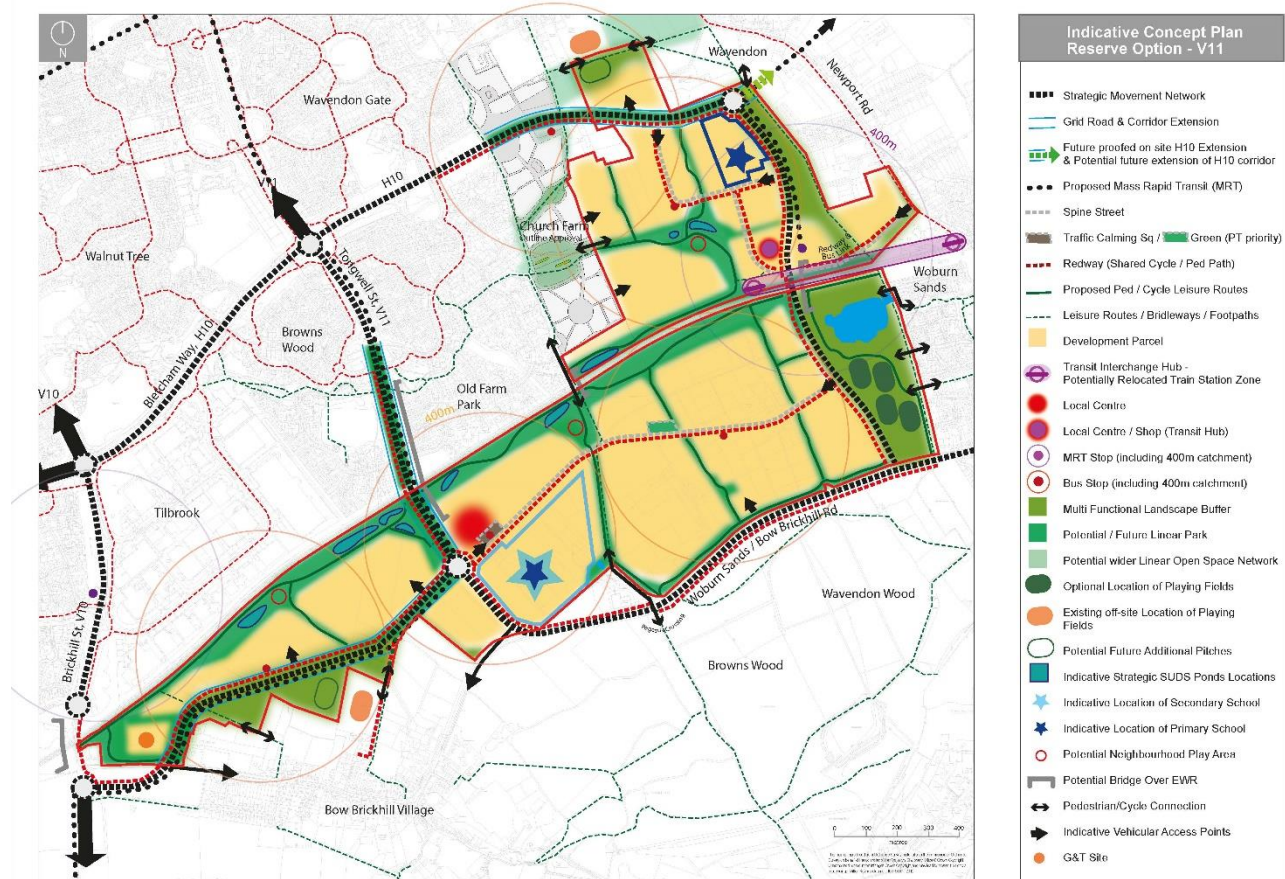
Primary Option - V10

- If the bridge is on line or close to it
- Must include provision for MRT and Redway



Reserve Option - V11

- This option will be 'active' if the V10 cannot be delivered on line or close to it and accommodating redways & MRT
- All other elements of the layout are the same



Pros and Cons – Primary Option

(vehicular bridge at V10, redway bridge only at V11)

Pro's

- Limits visual intrusion, noise and severance for the new & existing communities
- Above applies as well due to treatment of Bow Brickhill Relief Road
- Requires less land resulting in lower density
- Short raised section of carriageway with one bridge
- Consistent with the 2050 plans for MRT
- More direct link to the A5

Con's

- Impact on Red Bull and a limited number of Caldecotte residents
- MRT may be challenging (but possible)

Pros and Cons – Reserve Option

(vehicular bridge at V11 and V10 redway bridge only)

Pro's

- No impact on Redbull
- In some respects can accommodate MRT more easily than V10

Con's

- Significant impact on existing community of Old Farm Park and Browns Wood, up to 700m of raised carriageway through existing & proposed communities
- More detrimental in terms of placemaking - visual intrusion, noise and severance impact on the new & existing communities. Existing streets blocked off. Further division of already small residential communities
- Bow Brickhill Relief Road needs to be a grid road, more land taken and expense – less homes or higher densities.
- Likely to be more expensive
- Likely to encourage traffic towards Junction 13, via Woburn Sands

Proposed main changes to the SEMK SPD

Changes to SPD

One main option

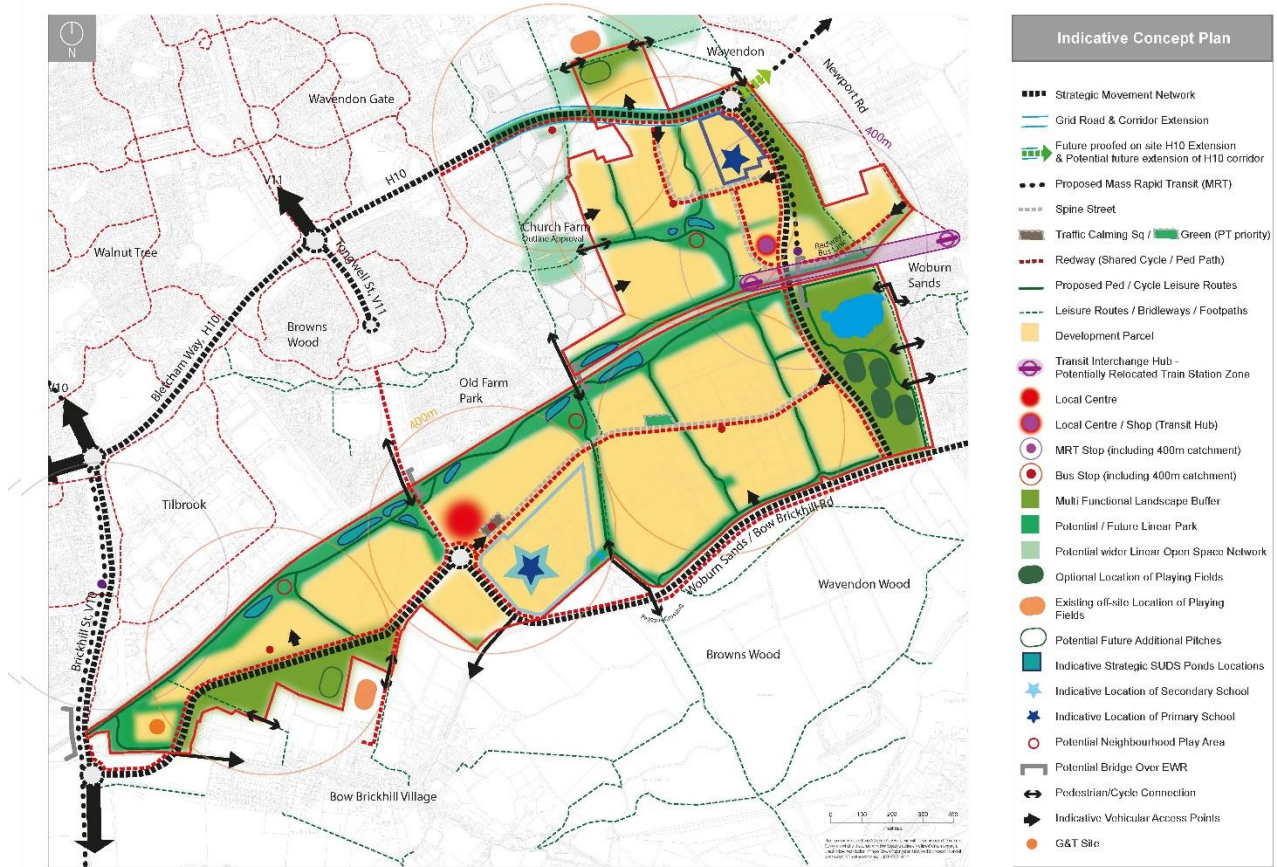
Relocated primary school

G&T site at far western end

Shown more context – Church Farm

Further detail on land equalisation as part of delivery

Community Hub now called local centre



Changes to SPD

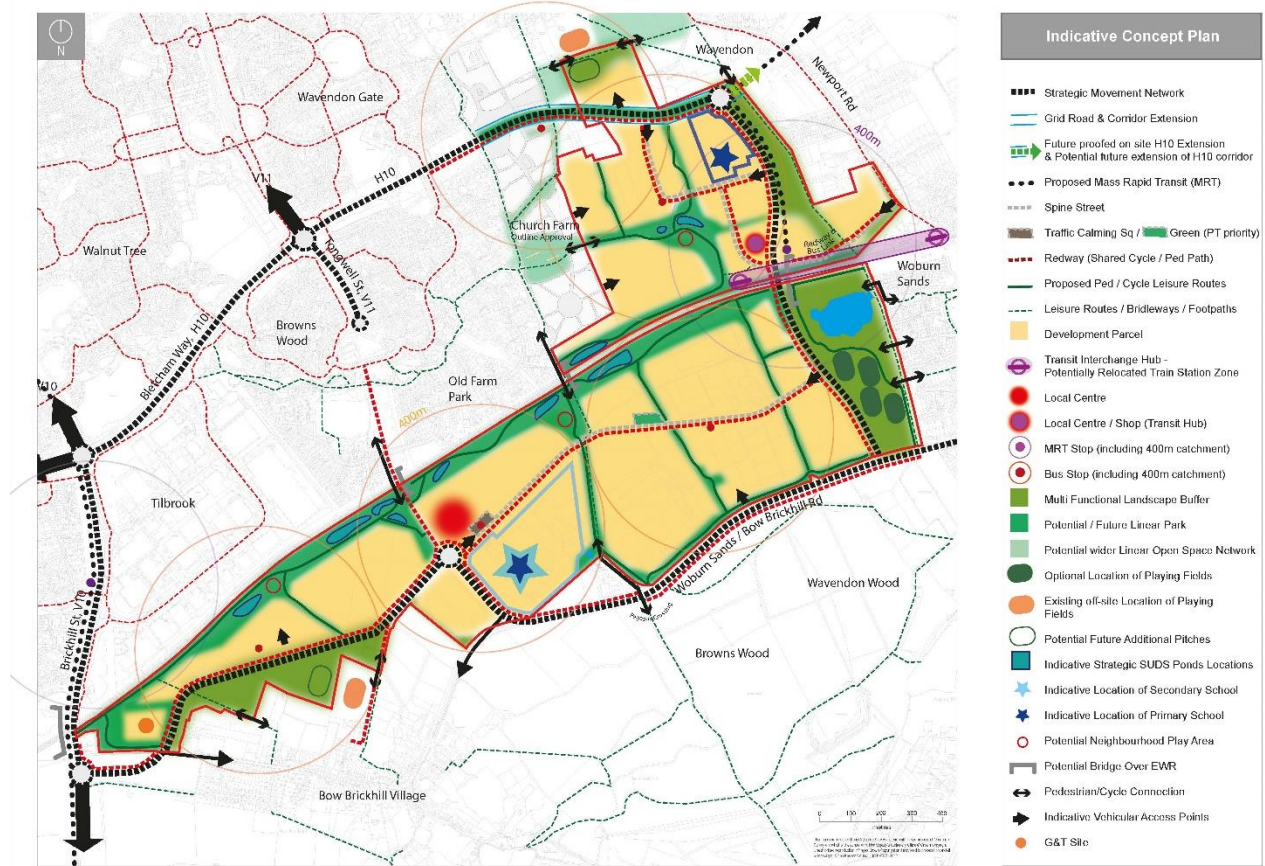
Stronger vision – landscape led approach

Focal open space provided adjacent to Spine Street

Extended interconnected open space network

Widened buffer to Wavendon

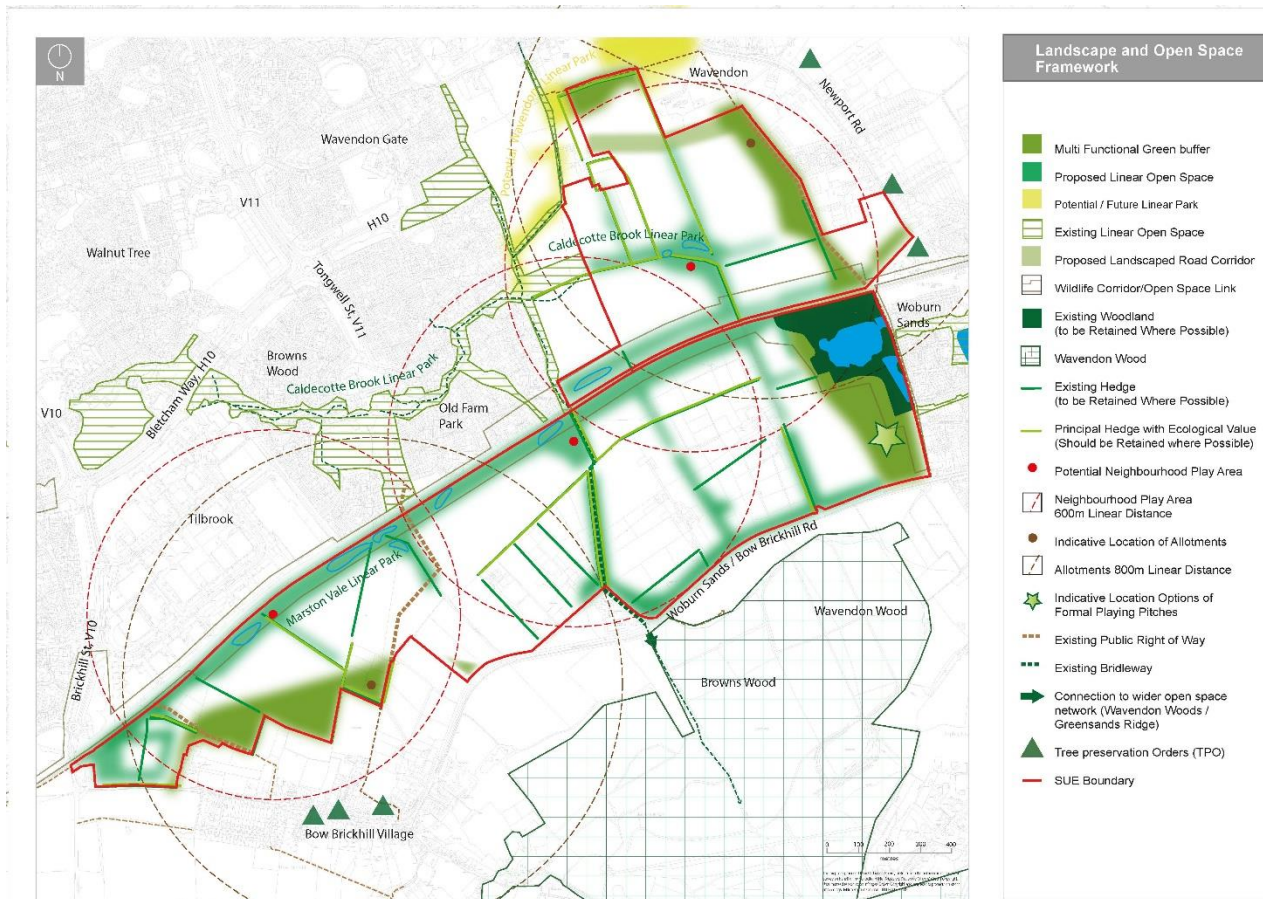
Playing fields preferred on Woburn Sands side



Changes to SPD

Open space network
added along Bow
Brickhill Road

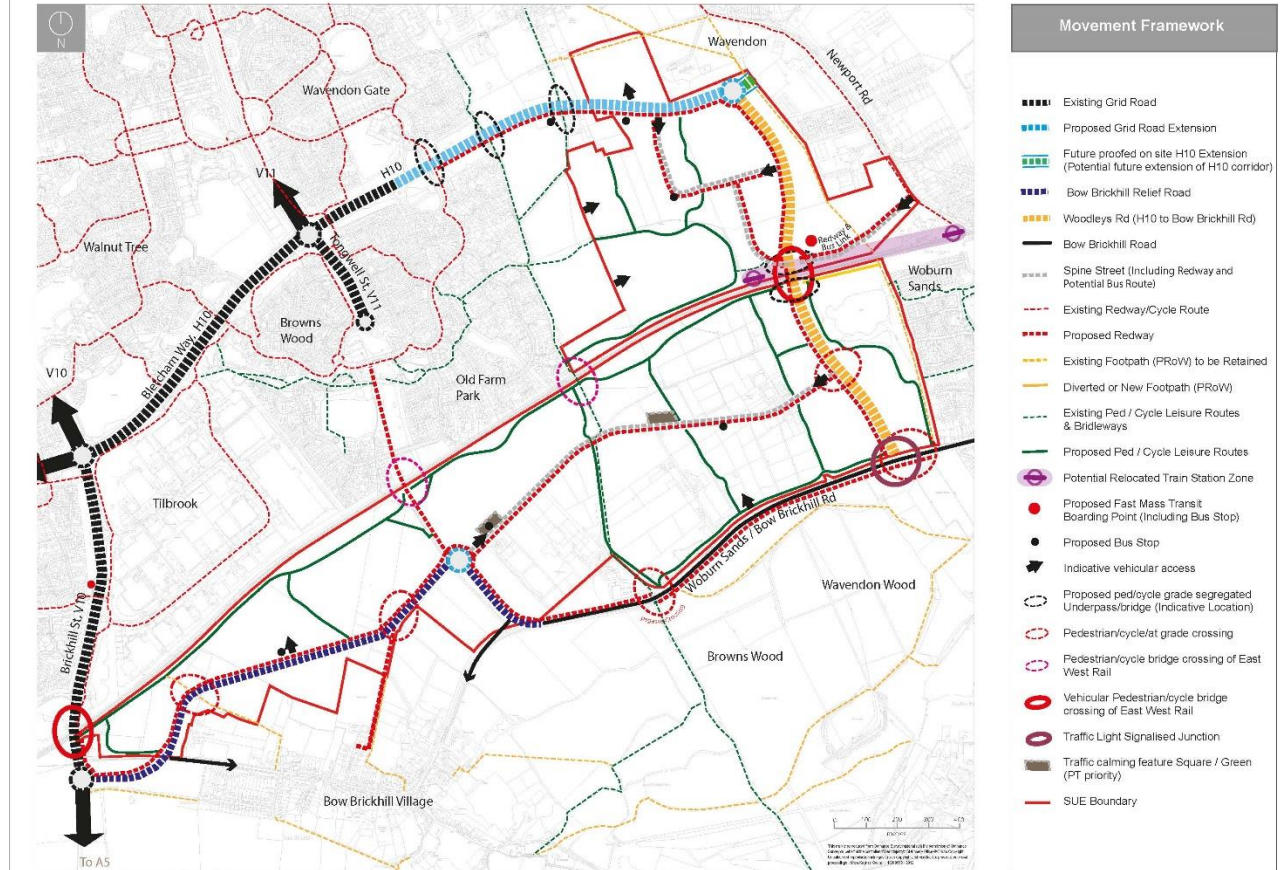
Future linear park off
Caldecotte Brook Linear
Park, extending along
Phoebes Lane and
passing along southern
edge of Wavendon and
connection to potential
future growth areas to
the east of Newport
Road



Changes to SPD

More clarity on nature of higher order movement network

Removed V11 future proofed corridor south of railway line but retain open space network

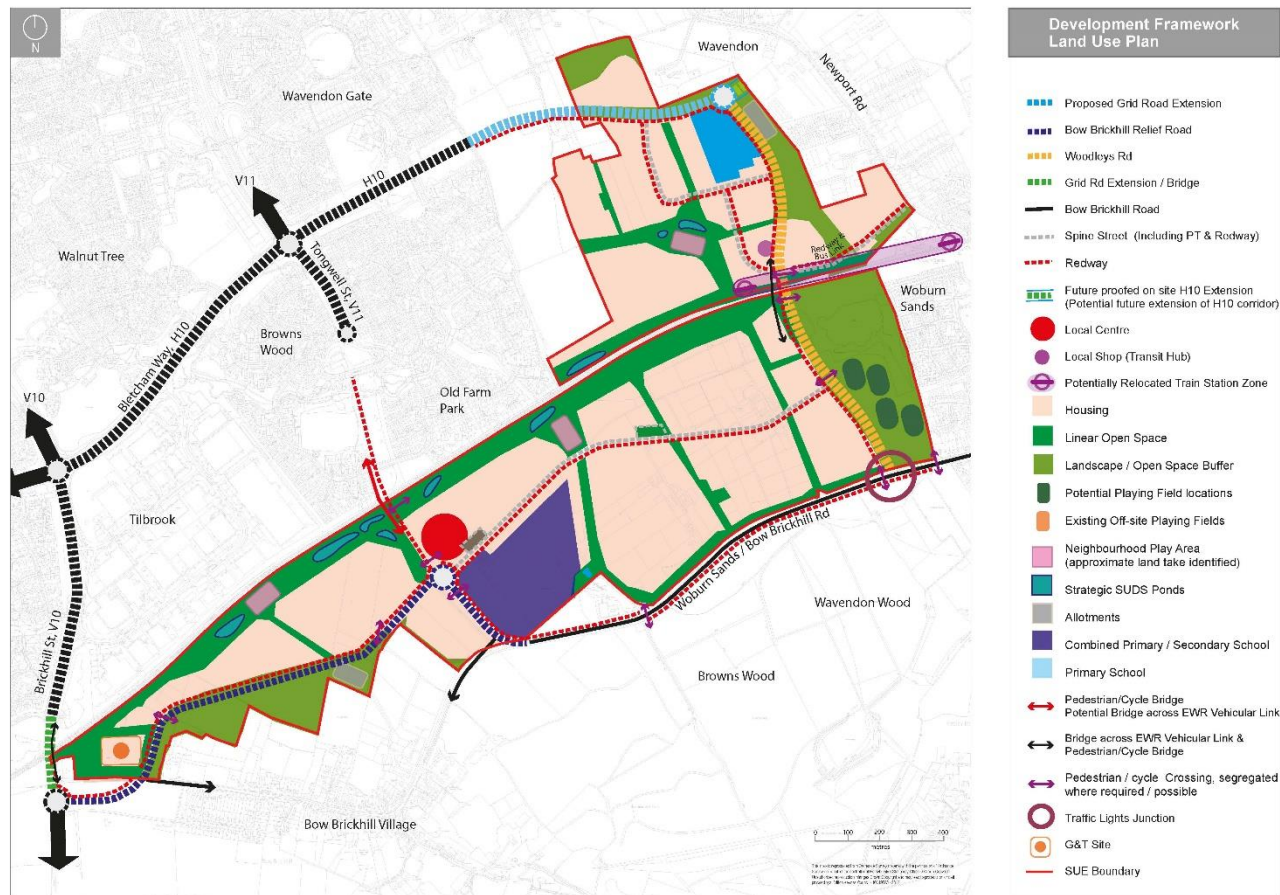


Changes to SPD

Character areas largely remains the same



Development Framework Plan



CAG's thoughts on the Proposed changes



Thoughts

SEMK SPD Next Steps

- Proposed to take the updated SPD for adoption to Delegated Decision meeting in November 2021



Thank you

Please send us your
written comments