



Unitary Councillors Report – Little Brickhill Parish Council (October 2025)



MK Local Plan –

Regulation 19 Stage (Consultation for 6 weeks through November / December 2025)

The following section(s) sets out the MK City Council plans for development in and around Little Brickhill as contained in its MK20590 Local Plan proposals.

See full document and maps at <https://milton-keynes.moderngov.co.uk/documents/s25807/Annex%20A%20Draft%20Proposed%20Submission%20Regulation%2019%20MK%20City%20Plan%202050.pdf>

South of Bow Brickhill and Levante Gate (Little Brickhill)

Both city expansion sites remain in the city councils local plan for development of 1250 homes in Levante Gate and 1,300 south of Bow Brickhill.

The South of Bow Brickhill and Levante Gate Strategic City Extensions will provide a significant supply of homes within the plan period to help meet our housing needs by 2050.

Both allocations are located within the Brickhill's Special Landscape Area. While this reduces the capacity of these two allocations to the amounts reflected in their respective allocation policies, it does not render development in these locations wholly unsuitable. Proposals for both allocations will need to consider and respond to landscape sensitivities through layout, design and other mitigation measures, including pulling built development back from the more prominent and sensitive parts of the site. The indicative Concept Plans show how this may be achieved, but more detailed landscape assessments will be needed to arrive at final acceptable proposals for the allocations.

While these are two separate allocations, in certain respects they are functionally linked. This is particularly the case with respect to secondary school provision to meet the needs

arising from new growth in this part of the city, but also in terms of transport infrastructure improvements. For this reason, Framework Masterplans for both sites must be cognisant of the planning for both sites to deliver an integrated and comprehensive approach to infrastructure delivery.

A. The Levante Gate Strategic City Extension is allocated for a new, mixed-use, residential-led, strategic development to the south of the A5 and east of the A4146.

B. Development proposals within the Levante Gate Strategic City Extension should be in accordance with a Framework Masterplan and site-based area Design Code that are consistent with the criteria below and wider plan policies and approved by the Council prior to planning permission being granted.

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

1. Delivery of around 1,250 new homes through a comprehensive masterplan approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing;
2. Adopt a sensitive, landscape-led approach to the distribution, layout and design of development that satisfactorily mitigates impacts upon the valued characteristics of the Brickhills Special Landscape Area;
3. Provision of early years and primary education facilities, and SEND provision appropriate to the scale and nature of the development proposal, and make necessary contributions to the provision of secondary education facilities located within the South of Bow Brickhill Strategic City Extension;
4. Contributions toward the provision of primary healthcare facilities within the South of Bow Brickhill Strategic City Extension, together with contributions to wider health and social care infrastructure, appropriate to the scale and nature of the development proposal;
5. Provision of local centres, as appropriate to the scale and nature of the development proposals;



6. The location, scale and phased delivery of social infrastructure, services and community facilities are planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1;

7. Provision of green and blue infrastructure and open space, in line with an approved Strategic Green and Blue Infrastructure and Open Space Strategy for the Strategic City Extension in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards;
8. An integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood or district scale;
9. The phased introduction of a comprehensive transport network and infrastructure that follows the movement hierarchy set out in Policy GS4, and to specifically include
 - a. Segregated routes for active travel and provision of interchange hubs that integrates well with Eaton Leys, South of Bow Brickhill Strategic City Extension and the surrounding area and network of active travel routes and routes for public transport;
 - b. Routes for movement of public transport and general traffic through the site, with access taken from the A4146;
 - c. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network;
10. Be informed by appropriate surveys and assessments of built heritage and ecology with appropriate mitigation of impact; and
11. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

And South of Bow Brickhill

- A. The South of Bow Brickhill Strategic City Extension is allocated for a new, mixed-use, residential-led strategic development to the south of Bow Brickhill and east of Brickhill Road.
- B. Development proposals within the South of Bow Brickhill Strategic City Extension should be in accordance with a Framework Masterplan and site-based area Design Code that are consistent with the criteria below and wider plan policies and approved by the Council prior to planning permission being granted.
- C. Development proposals within the South of Bow Brickhill Strategic City Extension will be required to meet the following criteria:
 1. Delivery of around 1,300 new homes through a comprehensive masterplan approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing;
 2. Adopt a sensitive, landscape-led approach to the distribution, layout and design of development that satisfactorily mitigates impacts upon the valued characteristics of the Brickhills Special Landscape Area;
 3. Provision of early years and primary education facilities, and SEND provision

appropriate to the scale and nature of the development proposal;

4. Provision of secondary education facilities appropriate to the scale and nature of the development proposal and which accommodate demand for secondary education arising from the Levante Gate Strategic City Extension;

5. Provision of primary healthcare facilities within the site appropriate to the scale and nature of the development proposal and which accommodate demand for primary healthcare arising from the Levante Gate Strategic City Extension, together with contributions to wider health and social care infrastructure;

6. Provision of local centres, as appropriate to the scale and nature of development proposals;

7. The location, scale and phased delivery of social infrastructure, services and community facilities are planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1;

8. Provision of green and blue infrastructure and open space, in line with an approved Strategic Green and Blue Infrastructure and Open Space Strategy for the Strategic City Extension in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards;

9. An integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood or district scale;

10. The phased introduction of a comprehensive transport network and infrastructure that follows the movement hierarchy set out in Policy GS4, and to specifically include:

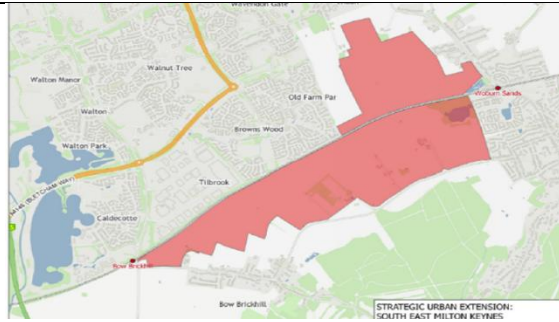
a. Segregated routes for active travel and provision of interchange hubs that integrate well with Bow Brickhill village, Bow Brickhill Railway Station, the Greensand Ridge, Levante Gate Strategic City Extension, the surrounding network of active travel routes and routes for public transport;

b. Routes for movement of public transport and general traffic through the site, with the primary access taken from either from Brickhill Road or new/enhanced junction improvements to the Brickhill Road/Station Road;

11. Be informed by appropriate surveys and assessments of built heritage and ecology with appropriate mitigation of impact; and

12. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

Plus taken forward into the new plan are



South East Milton Keynes Strategic Urban Extension

Land is allocated at South East Milton Keynes – as shown on the Key Diagram and Policies Map – for a comprehensive residential-led, mixed-use, development of approximately 3,000 dwellings (4,000 if you include Church Farm and Woburn View etc) to meet the needs of Milton Keynes up to 2031 and beyond.

In addition to the requirements set out in other policies within this plan, development of the site will be required to:

1. Provide schools to accommodate seven forms of entry for secondary education and six forms of entry for primary education, as well as necessary nursery and early years provision. Schools should be capable of dual use as community facilities;
2. Ensure development is well connected and integrated with adjacent grid squares, public transport services and the strategic and local highway grid network in line with the Council's Mobility Strategy. Provision of grade-separated crossings of the railway should be provided or retained as appropriate to ensure connectivity of the southern areas of the site with the remainder of the site and the city to the north. The number, location and purpose of any such crossings will be set out within the development framework;
3. Incorporate buffer areas, structural landscaping and strategic green infrastructure within the site to prevent coalescence with Woburn Sands and Bow Brickhill, respect and reinforce the distinct character of Wavendon, Woburn Sands and Bow Brickhill, ensure ecological connectivity, and mitigate any harm caused to the Brickhills area and wider landscape character;
4. Be informed by appropriate surveys and assessments of built heritage with appropriate mitigation of impact;
5. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals; and
6. A site to accommodate seven pitches for Gypsies and Travellers shall be provided as part of this development.

A comprehensive development framework for the site will be prepared and approved by the Council prior to planning permissions being granted.

And

South Caldecotte Strategic Employment Allocation



A. Land south of Milton Keynes in South Caldecotte, as shown on the Key Diagram and Policies Map, is allocated for the development of a mix of Class B2 and B8 employment floorspace within the plan period.

B. A comprehensive development framework for the site will be prepared prior to planning applications being approved.

The development must accord with the following principles:

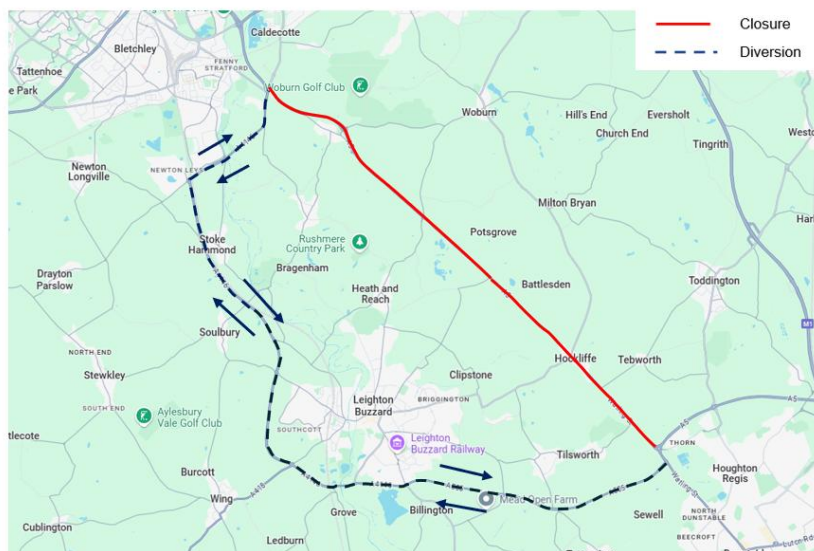
1. A minimum of 195,000 square metres of Class B2/B8 and ancillary B1 employment floorspace;
2. Access to be taken from Brickhill Street, which will be upgraded to grid road standard;
3. The development will be subject to a Transport Assessment, which will investigate the development's impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements, as agreed by the relevant highway authorities and Highways England. The Transport Assessment will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development;
4. A green open space link will be created on the site, linking into Caldecotte Lake to the north and providing future opportunity to link the park to the south/east. The open space link should include access and connectivity to Caldecotte Lake with mechanisms in place for its sustainable management over the long term and balancing ponds as part of a Sustainable Drainage System across the site;

Housing land supply 2022-2050	Source of supply No. of homes to be delivered 2022- 2050
Completions and Commitments (under construction, planning permissions and existing allocations outside of CMK) for the period 2022 – 2050	22,705
Central Milton Keynes and Campbell Park	16,000

Central Bletchley	1,184
Metro Corridors (growth along Metro routes within the existing built-up area of the city)	2,500
Walton Campus Strategic Brownfield Site	450
Wolverton Railway Works Strategic Brownfield Site	400
Eastern Strategic City Extension	7,750
East of Wavendon Strategic City Extension	2,250
South of Bow Brickhill Strategic City Extension	1,300
Levante Gate Strategic City Extension	1,250
Shenley Dens Strategic City Extension	1,000
Other small opportunity sites that would provide fewer than 10 homes	2,990
Total housing supply	59,779

Roadworks for safety improvements are currently ongoing at the A5 Little Brickhill southbound slip roads and overbridge, with a four-week closure of the southbound exit slip road from September 29, 2025. The works involve single-lane changes, kerbing, resurfacing, and vegetation clearance. Temporary traffic lights are in place on the overbridge for the initial phase, with full closures of both entry slip roads and the overbridge for the second phase during weeknights between 8 pm and 6 am.

A5 Little Brickhill to Thorn Roundabout diversion



© Google 2025 **What is happening**

Location: A5 Little Brickhill southbound slip roads and the overbridge.

Work: Targeted safety improvements, including:

- Changing the southbound exit slip road to a single lane.
- Installing new kerbing.
- Enhancing road signage.
- Vegetation clearance.
- Resurfacing.

Duration: Four weeks, starting Monday, September 29, 2025.

Closures and Diversions

Phase 1 (First 3 weeks): The A5 Little Brickhill southbound exit slip road is closed 24/7. Temporary two-way traffic lights are in operation on the overbridge.

Phase 2 (Second phase): Both A5 Little Brickhill entry slip roads and the overbridge will be closed on weeknights between 8 pm and 6 am, weather permitting.



A Little Brickhill pub says it is concerned that a month-long closure of the A5 slip road will impact its trade, after a request for signage saying the business was open as usual was declined.

The George pub, based in Little Brickhill, says that the closure, which began on September 29, has already impacted its business.

National Highways says that the work on the southbound slip road will involve changing the exit slip road to a single lane, installing new kerbing, enhancing road signage, vegetation clearance and resurfacing.

The work is scheduled to last four weeks, with the exit slip road being closed continuously for the first three weeks.

During this phase temporary two-way traffic lights will be in operation on the overbridge.

During the second phase, work will only take place on weeknights between 8pm and 6am but will involve the closure of both entry slip roads and the overbridge.

Owner of The George pub Louise Babikian told the Citizen: "We understand the roadworks are needed, but a month-long closure with no signage will greatly affect our trade.

"We encourage our loyal customers to continue to support us during this time by using the diversions and alternative routes.

"The closure has already had a huge impact on trade.

"Wednesday evening was incredibly quiet and last night our only patrons all lived in the village so were able to walk."

The pub says it has contacted both National Highways and Milton Keynes City Council to ask for clear signage to be added to the A5 advising patrons that businesses are open as usual and to follow the diversions.

However, their requests for signage have been declined, with National Highways also saying they are unable to offer compensation as it goes against their company policy.

In a message on its social media page The George says that anyone wishing to access the premises and coming from Kelly's Kitchen roundabout should continue to The Flying Fox roundabout, go all the way around the roundabout and head back into the village that way.

In a statement a National Highways spokesperson said: "The slip road off the A5 is being closed whilst we carry out important safety improvements to the junction.

"This includes work to change it to a single lane, installing new kerbing, enhancing road signage, vegetation clearance and resurfacing. The project is expected to be completed in November.

"We are working with the local community and businesses to minimise disruption to them during this time, including introducing appropriate signage."



Marshalls not moving to Cranfield

<https://www.bbc.co.uk/news/articles/c62l6gnvdyqo#:~:text=However%2C%20on%20Wednesday%2C%20Marshall%20said,expand%20on%20the%20costs%20involved.>



National Highways have now provided a final layout of the intended works at the southbound off-slip, as per the attached drawings.

The planned start of works was 29th September and will take approximately 4 weeks to complete. Any questions regarding the delivery of the works, including traffic management and closures, please contact @Mohammed Rahman.

Adrian.Clothier@nationalhighways.co.uk>

Adrian Clothier Engineering Team Manager - Road Safety

Planning & Development

National Highways | OpsEast | Woodlands | Manton Lane | Bedford | MK41 7LW

Chat with me on Teams!

Web: www.nationalhighways.co.uk

Road Safety: Road safety - National Highways

<https://www.gov.uk/government/publications/new-towns-taskforce-report-to-government/new-towns-taskforce-report-to-government#:~:text=The%20New%20Towns%20Taskforce%20was,of%20new%20towns%20in%20England.>

Report 'extract' from the New Town Taskforce Report

Milton Keynes was in the third wave of the original new towns, designated in 1967, and has continually been a nationally high performer in terms of housebuilding since. The 'renewed town' proposal in Milton Keynes could support the increased delivery of c.40,000 new homes across the city and expansions to the city periphery, to reinvigorate an already highly productive local economy.

With development commencing in the city centre and in urban extensions, a renewed town can help unlock the full growth potential of Milton Keynes. While the sites are not geographically contiguous, they are intrinsically linked by their economic and social connections, which would be further strengthened by an enhanced public transport network. The construction of a bridge will bind the northern development to the city centre, whilst the eastern site will catalyse ongoing development, accelerating at pace.

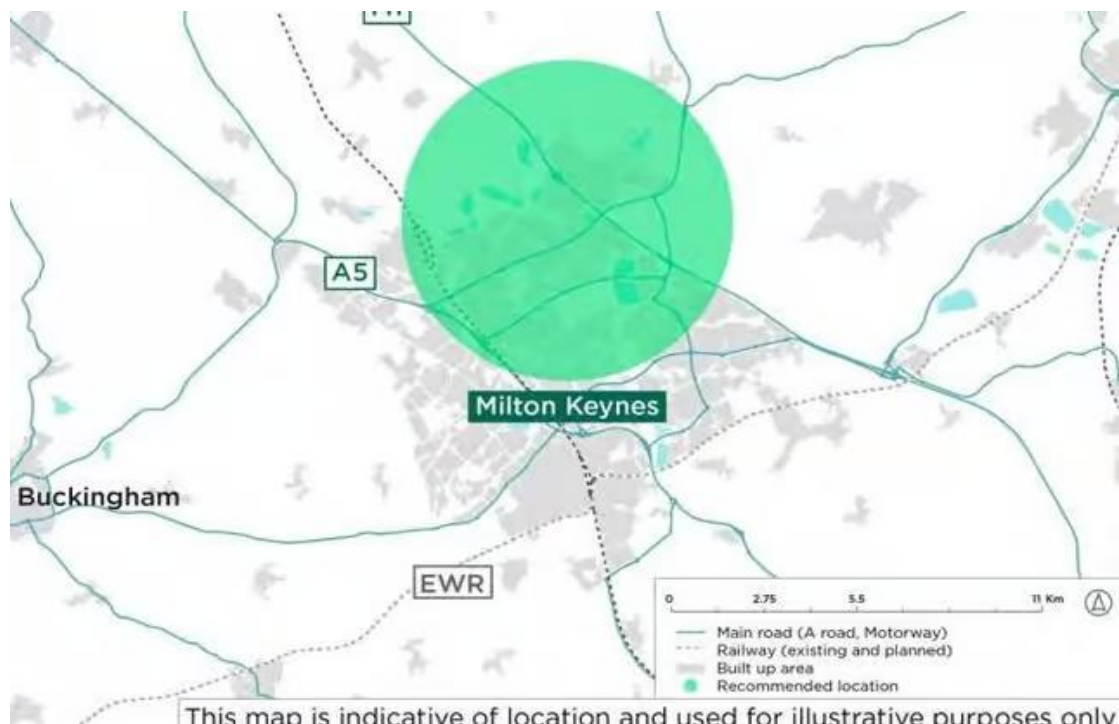
Milton Keynes is known for its distinctive design identity, which has led to a perception of domination by the car, with ample, low-cost parking in the city centre being a particular feature. The low-density nature of the city centre has also contributed to a lack of vibrancy and activity, including in the night-time economy. Despite this, there has been a credible shift away from the city's initial 1970s vision and now there is a population of almost 300,000 people, with renewed city standards for modern living. The initial sites will be well-served by a proposed mass rapid transit system. The city centre inclusion will

create an engine to facilitate peripheral growth, providing the economic heart for the expanded city.

Government investment in infrastructure could bring the transformational change required to give Milton Keynes a stronger sense of place and completely reshape the way people travel in the city by building a Mass Rapid Transit system. The city's position in the Oxford-Cambridge Growth Corridor and its rail connection within the region through the East West Rail route will further enhance the local job market and the government's growth strategy for the area.

The city has an entrepreneurial business identity, as a net importer of workers, continuing to rapidly expand itself with growing finance, digital and technology sectors. This is encapsulated in recent years by its identity as a city at the forefront of growth in artificial intelligence, autonomous vehicles and smart city technologies. In addition, Milton Keynes' growth will benefit from access to higher education institutions such as the Open University (which has a physical campus in Milton Keynes) and Cranfield University, and the ambition for in-person undergraduate education in the city centre. This strong economic base could help to sustain significant job growth for the thousands of new residents expected to move to the new town, with less reliance on commuters coming in.

Housing affordability is a challenge, with median house prices being 8.47 times median earnings in Milton Keynes in 2024. Varied housing products are required so affordable housing is within the reach of everyone. Land ownership and site assembly is relatively straightforward across the new town locations; master developers and consortia are working together in the expansion areas and Milton Keynes Development Partnership – the Council's property and development company – own major landholdings in the city centre. Confirmation as a new town could accelerate land assembly activities and the planning process to deliver homes earlier, and in a strategically joined-up approach.



Milton Keynes offers a unique opportunity to facilitate both urban renewal, and growth beyond its current parameters through a working partnership with the private sector. A

new towns designation could maximise ambition beyond piecemeal housebuilding and drive a transformational change to the identity of the city and to residents' ways of life.

Delivery of a Mass Rapid Transit system would not only discourage car dependency and connect residents to key existing employment, commercial, and cultural spaces, but it could unlock other neighbouring sites for large-scale development that would otherwise be unviable or unappealing to the private sector. Through transport improvements, government support would facilitate a joined-up approach to city centre densification and increase the diversity in the housing market, alongside public realm improvements that would make the city centre an even more desirable place to live.

Milton Keynes City Council are an enthusiastic agent for the proposal and a renewed town approach in the city could deliver transformative, community informed development in one of the country's original new towns.



***On the other hand** Construction work on new homes in Milton Keynes has fallen by more than a tenth in the 2024-2025 financial year, according to figures from the Ministry of Housing, Communities and Local Government.

Data showed that work started on around 970 new homes during the previous financial year, a decrease of 13 per cent on the 1,120 new properties started during the previous year.

Of the new homes started in the last financial year in Milton Keynes, 630 or 65 per cent were started by private enterprises, with 330 or 34 per cent by housing associations.

*MK Citizen



The future location of

an aerospace company is uncertain after a proposed move was deemed to be "no longer affordable".

Marshall Group announced plans in 2019 to leave Cambridge Airport, with 12,000 homes set to be built on the site.

It agreed a "potential relocation" to Cranfield University's base in Bedfordshire, but was now "actively exploring a number of alternative options".

The university's chief executive and vice-chancellor, Dame Karen Holford, said it "isn't the outcome we'd hoped for".

The company was founded in 1909 and in 2020 signed an option agreement providing it with "the right to take a 150-year lease" at Cranfield Airport.

Its most recent accounts, published last week, said a strategic review last summer "concluded that all major components of the group's engineering businesses, which currently occupy Cambridge East and the surrounding land, will vacate no later than 2028".

However, on Wednesday, Marshall said "after a lot of work and analysis, we have had to conclude that this proposed location is no longer affordable".

The group, which has more than 2,000 employees, did not expand on the costs involved.

"Our focus remains firmly on securing the long-term future of the business, and we are actively exploring a number of alternative options for relocation," the statement continued.

"Although commercial sensitivities mean we cannot share more detail at this stage, we are committed to providing updates as our plans continue to develop."

The accounts said "2024 was a challenging year" and the group made a loss of £55.5m before tax.

Cranfield boss Dame Holford said of the move's collapse: "This isn't the outcome we'd hoped for, however our airport remains an important asset for the university and a unique facility for research and innovation in the UK.

"The land proposed for development retains long-standing planning permission and we are actively exploring other options for the site."

Local Plan MK 2050 – We have reached the Regulation 19 Stage

Existing supply	New urban growth locations	New Strategic City Extension (SCE)
Around 22,700 from completions and commitments (excl. CMK commitments)	16,000 in CMK and Campbell Park ~ 3,000 Windfall sites within settlement boundaries (e.g. brownfield opportunity sites) ~2,500 in Metro route corridors ~1,200 in Central Bletchley 400 Wolverton Railway Works 400 Walton Hall (down from 1600 at the Reg 18 consultation stage)	7,750 Eastern SCE 2,250 East of Wavendon SCE 1,300 South of Bow Brickhill SCE (close to Caldecotte) 1,250 Levante Gate SCE (Little Brickhill) 1,000 Shenley Dens SCE
~22,700 homes (38%)	~23,500 homes (39%, 63%)	13,550 homes (23%, 37%)

Headlines

- Provide over 15k affordable homes, primarily in social rent tenure
- Employment floorspace needs 2025-2050:
- 66 hectares/380k sqm (net) office
- 57 hectares (net) industrial
- 310 hectares (net) warehousing & logistics
 - MKCP will make provision for 300k sqm of office space in CMK and 208 hectares of employment land, including 40 hectares within Eastern SCE.
 - Unable to make full provision for warehousing.

Flexible policy approach which supports higher density development near to new interchange hubs along the new Metro routes, provided:

- Densities up to 80 dph
- Good accessibility to community facilities as well as Metro services

Net increase in affordable homes as well as market homes

Healthy food growing

Protect and improve biodiversity and habitats

Infrastructure Prioritisation – a Framework approach			
Category A (Unlocking Sites)	Category B (Mitigation from early occupation)	Category C (Longer term policy priority)	Category D (Making a better place to live)
‘We can’t unlock / get development on site without it’ • must happen to enable growth • ‘blockers’ or ‘showstoppers’ • most common in relation to strategic (often city-scale or sub regional) transport and utilities infrastructure • also includes Essential Services required to facilitate growth or be delivered in advance of residential / commercial development, i.e. connection to the potable water and wastewater network	‘We can’t get residents living on site without this’ • required to mitigate impact arising from operation of development (i.e. from the point at which residents arrive) • unlikely to prevent development being built in short term • failure to invest could result in delays in development / occupation in medium term as capacity in facilities and networks is constrained • most common in relation to trip and population generated by the development • largely secondary infrastructure, after Category A	‘We can’t meet City Plan Priorities without this, and the site won’t be sustainable longer term’ • required to support wider strategic or site-specific objectives set out in planning policy or subject to statutory duty (unless already included in Categories A or B) • typically, not directly related to additional population (i.e. adding need per new person) • would not necessarily prevent development from occurring if not provided	‘The site won’t be a good place to live without this’ • required for sustainable growth • unlikely to prevent development in short to medium term • often aligned to placemaking objectives • does not require previous enabling
Description of Category	Description of Category	Description of Category	Description of Category

Regulation 19 consultation covers

Statutory consultation shaped by legislation that specifically asks if the plan is **legally compliant** (e.g. SA, Consultation, Duty to Cooperate, etc.) and meets the **tests of soundness**:

- Positively prepared (meets identified needs)
- Justified (appropriate and evidence-based)
- Effective (can be delivered by 2050)
- Consistent with national policy

Timeframe – Next Steps

- **October 2025** -Scrutiny and delegated decision to consult
- **November – December 2025** - Six-week consultation
- **March 2026** - Submission and examination



4158

- **Come and meet your neighbourhood policing team**
- **Tell us about the issues that matter most to you**

Wavendon Parish Council / Thames Valley Police - Danesborough & Walton

At the Wavendon Hub (off Dankworth Way)
Thursday 16 October – 7pm till 8 pm
(all residents welcome)

The draft Community Safety and Serious Violence Strategy is now out for consultation.

Link below to read more and submit your comments.

MKTSP Community Safety and Serious Violence Strategy 2025-2029 | Milton Keynes City Council - <https://www.milton-keynes.gov.uk/consultations/mktsp-community-safety-and-serious-violence-strategy-2025-2029>

The MK Together Safeguarding Partnership is inviting feedback from residents on its draft combined Community Safety and Serious Violence Strategy.

The priorities identified are based on data from a Strategic Needs Assessment and annual community safety public surveys.

The priorities are focus on tackling:

- Domestic violence and abuse
- Violence against women and girls
- Anti-social behaviour
- Online harm and radicalisation

- Retail theft and acquisitive crime
- Serious violence

The strategy will inform the Partnership's work for the next three years in driving down crime and disorder and improving feelings of safety for everyone in Milton Keynes. The Consultation closes on the 10 October 2025



From: Murray Woodburn

<Murray.Woodburn@milton-keynes.gov.uk>

Sent: 17 September 2025 11:50

Cc: Philip Jeffs <Philip.Jeffs@milton-keynes.gov.uk>

Subject: **Walton Rd Vehicle and Pedestrian Activated Signage**

Dear Ward Councillors,

We have finally received an implementation date for the above scheme from our supplier Swarco. I can only apologise for the time this has taken, and we have made our displeasure clear to our supplier.

The works will commence on 13th October and will last for three days. Phil and I will be on site on the final day to supervise the commissioning.

As we would like to have the new signage in place for a month or so before we start the informal consultation on options, that would suggest that our consultation will commence in late November.

This may mean we have to keep the consultation open over the festive season, to give residents ample opportunity to respond.

My colleague Joe Mundy in the transport planning team has already started building the consultation pages on the Commonplace consultation platform, and we will share these with you for comment and revision once we have the draft pages ready. We are also compiling a list of FAQs to upload to the consultation site, so if you would like to suggest any of these, we'd be happy to include them.

kind regards

Kind Regards,
Murray Woodburn



Traffic & Transportation Manager

New Towns

<https://www.bbc.co.uk/news/articles/c179z9z1lxwo> and
<https://www.bbc.co.uk/news/articles/cly1geen679o>

The construction of three new towns will begin before the next general election, Labour has pledged.

A taskforce has recommended 12 locations in England for development, with three areas - Tempsford in Bedfordshire, Leeds South Bank, and Crews Hill in north London - identified as the most promising sites.



Housing Secretary Steve Reed will announce the plans in a speech on the opening day of Labour's annual party conference.

Labour has put housebuilding at the centre of its vision of how to get the economy growing, promising to build 1.5 million new homes by 2029.

However, the industry has warned the government faces huge challenges to reach its target, with housebuilders facing pressures including rising costs and taxes.

Meanwhile, recent figures showed the number of planning approvals for new homes in England fell to a record low during Labour's first year in office.

Where will the next new towns be?

The New Towns Taskforce has recommended 12 locations are taken forward by the government:

- A standalone settlement in Adlington, Cheshire East
- A corridor of development in South Gloucestershire, across Brabazon and the West Innovation Arc
- A development bringing together Chase Park and Crews Hill in Enfield, north London
- Redevelopment of the former airbase at Heyford Park in Cherwell, Oxfordshire

- An urban development in the South Bank area of Leeds
- New homes in Victoria North, on the edge of Manchester city centre
- A standalone settlement in Marlcombe, East Devon
- **A renewal of Milton Keynes city centre and an expansion of its periphery, alongside a new mass transit system**
- Densified development in Plymouth
- A new settlement in Tempsford, Bedfordshire
- A riverside settlement in Thamesmead, south-east London
- Expanded development around Worcestershire Parkway train station

Glebe Farm School

The 24 top-ranked primary schools in and around Milton Keynes as revealed by The Telegraph's 2025 league table. With Ofsted no longer publishing single word ratings for primary schools, The Telegraph has created a new primary school league table for the current academic year.

The ranking uses a 40-point scoring system built on 10 key indicators including exam results, class sizes and pupil progress.



Top ranked is our local Glebe Farm School, a combined primary and secondary school in the Glebe Farm area of the city has an average Key Stage Two score of 111.3, and a score of 34/40. It has 907 pupils on the roll, with 75 per cent meeting the Key Stage Two standard.



Chiltern Railways tight-lipped on launch date for Oxford to Milton Keynes line as rail action group brands scheme "failure of Government planning"

Chiltern Railways has remained tight-lipped on any start date for the Oxford to Milton Keynes line, which includes stops at Winslow and Bletchley, as a rail action group has branded the scheme "a failure of Government planning."

The Oxford to Milton Keynes rail line stops are Oxford, Oxford Parkway, Bicester Village, Winslow, Bletchley, and Milton Keynes Central. It is the first phase of the East West Rail project, and the line will be operated by Chiltern Railways. Construction was completed on the line in October 2024 at a cost of more than one billion pounds, however no passenger services have run since then.

The services were due to start in late 2024, and it was previously reported by the BBC that testing is underway with the line expected to become operational in late 2025.

However, when approached by National World, Chiltern Railways, which was appointed as the service's operator in March of this year, did not give any indication of a start date. A Chiltern Railways spokesperson said: "We are working closely with the Department for Transport and other industry partners to deliver this service for local passengers and businesses.

"We are looking forward to commencing services once we have completed mobilisation and gained the necessary approvals."

A stumbling block is thought to be operating agreements, with the National Infrastructure and Service Transformation Authority reporting that trade unions are unhappy that Chiltern Railways have not revealed their position on whether they would use driver only operation.

When asked by National World, Chiltern Railways did not comment on whether they would use this method of operation, opposed by unions on safety grounds, on the line.

A spokesperson for the Oxon and Bucks Rail Action Committee said the organisation considered the whole issue of East West Rail as "a failure of Government planning."

The spokesperson added: "After years of feasibility studies, the line has been partly rebuilt and in spite of being ready for nearly a year passengers are not able to travel on it with no opening date announced."

Services on the line between Oxford and Milton Keynes are expected to take 44 minutes and are due to run every half an hour.



Finally agreement on the brand-new park and play area for Wavendon as part of the 240-home Elmswell Gate development.

As Milton Keynes continues to grow, the city council is committed to parks, green spaces, and play areas remaining easily accessible to all residents. As a result, Milton Keynes has more play areas than any other city in England or Wales; one for every 255 children.

The new park and play area – which will become MK's 467th - will be paid for by money collected from housing developers. A double slide, climbing frame, swings, spinner, floor trampoline, table tennis and benches are planned, creating welcoming outdoor spaces for children and families to enjoy. It's expected to open next year. Details of the site attached to this report.

Little Brickhill - Planning Applications and Notifications

Planning Applications and Notifications

Application Number: PLN/2025/1831 - Notification of proposed works to trees in a conservation area

Location: HIGH ACRES, FOX FARM ROAD, LITTLE BRICKHILL, MILTON KEYNES, MK17 9NS

Proposal: The removal of deadwood and the reduction of the over-extended lower front branches by 10ft of Ash Tree (T1)

Case Officer: Patrick Coll

Consultation Expiry: 2025-10-10

Application Number: PLN/2025/1684 - Notification of proposed works to trees in a conservation area

Location: Roundacre, Childrens Playground, Great Brickhill Lane, Little Brickhill

Proposal: The reduction by up to 4m of NE bough over road, the reduction by 2m of lower over-extended bough to E, the removal of deadwood and severing ivy of Mature Ash

Case Officer: Jennifer Pfeifer

Consultation Expiry: 2025-10-17

Application Number: PLN/2025/1831 - Notification of proposed works to trees in a conservation area

Location: HIGH ACRES, FOX FARM ROAD, LITTLE BRICKHILL, MILTON KEYNES, MK17 9NS

Proposal: The removal of deadwood and the reduction of the over-extended lower front branches by 10ft of Ash Tree (T1)

Case Officer: Patrick Coll

Consultation Expiry: 2025-10-10

Application Ref: PLN/2025/1682

Proposal: The reduction of branches to give 1m clearance of street lamp to suitable lateral growth by approximately 1m to a height of 8m of Norway Maple at Land at Watsons Field, Watling Street, Little Brickhill

Make any comments by: 31/10/2025

The application can be viewed on our online planning register via this link:

<https://www.be.milton-keynes.gov.uk/pr/s/detail/a0lWS00000205Zd> or by searching under the above reference number at www.milton-keynes.gov.uk/planning-register

Further guidance on how applications are handled and what can be considered under specific types of application is available at the above website. If you need to clarify any matters around this process, please contact the case officer by replying to this email. The email address you reply to is bespoke to this case and will take the following format: 'planning@[bespoke case code]apex.salesforce.com'. Please be assured this email is genuine and has been sent from Milton Keynes City Council.

All comments should be received by the date specified above to ensure they are considered.

Should you wish for the application to be referred to the Planning Committee/Panel for a decision, an explicit request must be made in line with our Scheme of Delegation .

The case officer will make an assessment of the proposal which will be published alongside the decision notice on our online planning register. A weekly list of applications decided is also available at www.milton-keynes.gov.uk/planning-register .

Patrick Coll - Planning Services



Support Unblocktober

It's Unblocktober this month, a national campaign raising awareness about what not to put down drains. Last year Anglian Water teams cleared 35,000 blockages from the sewer network. 80% of these were avoidable and were caused by items that should have gone in the bin. Wipes are the most common problem – around half a million (9,500 packets) are flushed into the region's sewers every day.

Following the warmest summer on record, the risk of flooding this autumn / winter has increased as hardened ground struggles to absorb rainfall. The attached leaflet provides advice on reducing the risk of flooding.

Cllr David Hopkins

Representing Little Brickhill at MK City Council

October 2025