

# CALDECOTE FARM

NEWPORT PAGNELL · MILTON KEYNES

*SUPPORTING DOCUMENTS*

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## STATEMENT OF COMMUNITY CONSULTATION

by Oxalis Planning

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JULY 2021

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## STATEMENT OF COMMUNITY CONSULTATION

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### 1.0 INTRODUCTION

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- 1.1 This document summarises the pre-application consultation exercise and public consultation process undertaken by Newlands Developments and their consultant team in relation to the preparation of an outline planning application for the Caldecote Farm scheme, on land to the west of Willen Road, Newport Pagnell, Milton Keynes.
- 1.2 This process was used to inform the local community and stakeholders of the proposals and to provide them with an opportunity to comment on the proposed scheme.
- 1.3 The consultation was undertaken in July 2021, at which time social distancing guidance was still in place pursuant to the COVID-19 pandemic. As such, it was not possible to appropriately hold a physical consultation exhibition. The consultation therefore comprised the distribution of leaflets and the creation of a website dedicated to explaining the proposals and providing the opportunity for comments to be submitted via the website.

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### 2.0 BACKGROUND

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### 2.1 Site History and Pre-application Advice

- 2.1.1 The Planning Statement provides a detailed breakdown of the site's history and the previous applications. This section of the Statement of Community Consultation provides a summary overview, for the purposes of understanding the consultation process.
- 2.1.2 Historically, the site has been subject to sand and gravel extraction.
- 2.1.3 Two previous applications for a similar form of development were submitted by a different applicant (SEGRO (Newport Pagnell) Limited) in respect of the site in both 2018 and 2019.
- 2.1.4 The previous applicant undertook positive engagement with the Council prior to both of these application submissions.
- 2.1.5 The 2018 application was supported by an occupier. However, due to the timescales involved in the planning process, the occupier eventually sought a site elsewhere and the application was withdrawn.
- 2.1.6 The 2019 application was submitted following further engagement with the Council regarding the status of the site (within the allocated Milton Keynes East Strategic Urban Extension (MKESUE)) and the infrastructure provision and funding arrangements for the wider scheme.
- 2.1.7 The application was submitted in September 2019, but was refused at the June 2020 Planning Committee, primarily due to prematurity. However, five specific reasons were listed: (1) Principle – the Council was concerned that infrastructure funding for the wider allocation had not yet been secured. (2) Highways – the Council was concerned that permitting the application could prejudice forthcoming highway infrastructure improvements associated with the wider allocation. (3) Residential Amenity – the Council was concerned that the nature of the development could have a detrimental impact on residential amenity and could be overbearing in nature. (4) Planning Obligations – the Council had not established their Tariff Framework Agreement for seeking equitable contributions by developers across the site allocation. (5) Landscape and Character Area – the Council was concerned that sufficient depth for landscaping and screening the development had not been provided.
- 2.1.8 Following the refusal of the 2019 application, the current applicant has positively engaged with Milton Keynes Council (MKC) officers around the scope and preparation of this outline planning application.
- 2.1.9 As part of this engagement the applicant has sought to better understand the previous reasons for refusal to ensure that they are appropriately addressed through the current scheme. This has included extensive discussions with MKC to understand the Tariff Framework Agreement, and how this will operate alongside a site-specific Section 106 Agreement. The Applicant recently met with the other developer's, Berkley St James and Bloor Homes, who are involved in delivering the MKESUE to discuss this alongside another of other detailed matters stemming from the policy requirements for the allocation. As such, a joined-up and collaborative approach is being taken to the delivery of this strategic site.
- 2.1.10 In response to comments from MKC Officer's during pre-application discussions, Newlands have worked collaboratively with Bloor Homes, who are delivering development on the eastern side of Willen Road. The proposed highway works and landscape mitigation associated with the application have been discussed in detail with them to ensure they meet their requirements as part of a co-ordinated approach. A letter of support from Bloor Homes is appended to the accompanying Planning Statement.

### 2.2 The Proposal

- 2.2.1 The proposal seeks to deliver a commercial development scheme of up to 78,429sqm of B8 floorspace, with ancillary offices and associated infrastructure, including access, parking, servicing and landscaping.
- 2.2.2 The Parameters Plan submitted with the application identifies the proposed areas for built development alongside those parts of the site to be retained for landscaping and biodiversity enhancements.

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### 3.0 THE CONSULTATION PROCESS

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### 3.1 Engagement with Newport Pagnell Town Council

- 3.1.1 Due to COVID-19 restrictions, it was not possible to attend a physical meeting with Newport Pagnell Town Council. As such, a collaborative approach was taken with Bloor Homes, where a joint Briefing Document was prepared and issued to the Town Council, in advance of the public consultation.
- 3.1.2 The Briefing Document is attached at Appendix A. It provides the context for the proposals (established through the site allocation and Plan:MK's Policy SD12 (see Planning Statement for details)) and sets out the ambitions and aspirations for these elements of the employment and housing for the Strategic Urban Extension. It also provides an overview of the proposals for both impending applications. Specifically with regard to this planning application, it highlights the locational advantages of the site, in terms of its attractiveness to the logistics market, and explains how the sector is experiencing rapid growth, which has been accelerated through the COVID-19 pandemic. It identifies the previous reasons for refusal and explains how these have been dealt with through the current application proposals.
- 3.1.3 The document also includes a context overlay plan so that the Town Council could see how the illustrative schemes sit in context with each other and the wider site allocation.
- 3.1.4 The Briefing Document was submitted to the Town Council, with the offer of discussions, if there were any questions or queries regarding either proposals. At the time of writing, no response has been received.

### 3.2 Public Consultation

- 3.2.1 Again, due to COVID-19 restrictions a physical exhibition was not possible.
- 3.2.2 In lieu of this, a website was set up, which contained a detailed overview of the proposals.
- 3.2.3 In advance of 'publishing' the website, a consultation newsletter leaflet was distributed to residents and businesses in the areas around the application site.
- 3.2.4 The leaflet provided a brief explanation of the proposal alongside details of the consultation website, the dates of the consultation, and how people could respond. A copy of the leaflet is included as Appendix B.
- 3.2.5 The consultation ran from Monday 5th July to Monday 19th of July. However, at the time of writing, the website is still available to view, but with a 'pop-up' which notifies visitors to the page that the consultation is now closed.
- 3.2.6 The website received a good 'volume of traffic' and 81 comments were received during the consultation timeframe, with one comment coming through after the consultation had closed. The consultation webpages are contained at Appendix C.



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### 4.0 COMMENTS

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## 4.0 COMMENTS

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### 4.1 Overview of Comments Received

- 4.1.1 The majority of the responses received during the consultation neither supported nor objected to the proposed development, but instead raised questions about the development.
- 4.1.2 In total 16 of the comments received explicitly objected to the development, whilst 4 explicitly supported the proposals. A summary schedule of all of the comments received is contained at Appendix D; the full comments can be made available upon request.
- 4.1.3 Of those objecting to the proposals, some objected to the principle of the development. Whilst these comments have been included in the assessment of consultation responses, the principle of employment development at this location has already been established through the allocation of the site specifically for employment purposes.

### 4.2 Responses to Comments

- 4.2.1 With regard to the comments explicitly supporting the proposals, these noted that the scheme looked good and that the proposed improvement works to Willen Road and Marsh End Roundabout would be welcome changes.
- 4.2.2 With regard to the objections, and general comments on the application, there were several points of concern raised, which generally related to traffic; scale; and flood risk. Taking each item in turn, we would respond as follows and direct consultees to the application documents, as set out in the following sub-sections.

#### Traffic Impacts

- 4.2.3 The traffic impacts of the scheme are dealt with through Chapter 12 of the Environmental Statement, which includes three appendices containing the Framework Travel Plan; Transport Assessment; and Transport Assessment Addendum.
- 4.2.4 Chapter 12 identifies that the proposals include changes to the existing road network which will help to alleviate existing issues and create capacity for the application site, alongside the wider allocation.
- 4.2.5 The Chapter considers the construction and operational impacts of the scheme on the surrounding road network. The construction impacts are considered to be minor adverse (during construction), but with negligible residual impact. The operational impacts are considered to be permanently minor-beneficial, due to the new redway connection and increased capacity at Marsh End Roundabout.
- 4.2.6 Berkeley St James have recently submitted their application for the majority of the SUE, which also includes the majority of the infrastructure to support the whole of the SUE. Their assessment independently concludes that the delivery of the SUE will require improvement works to Marsh End Roundabout and that the proposals which are being put forward through this application should be able to accommodate the increased traffic generated by the SUE.
- 4.2.7 In that overall context, the traffic proposals for this planning application will not only help to resolve existing issues, but will mitigate the effects of the Proposed Development as well as providing capacity for the delivery of the wider SUE.

#### Scale

- 4.2.8 Some of the comments raised concern regarding the scale of the buildings in the proposals.
- 4.2.9 It is important to note that this planning application is submitted in outline, which means that the detailed design for the individual building is not yet known. The design and layout of the buildings and their plots will be brought forward through Reserved Matters applications at the detailed design stage of the process, once outline planning consent has been secured.

- 4.2.10 Notwithstanding, the proposals include a Landscape Parameters Plan which establishes the parameters within which future detailed design submissions will need to fit. The Landscape Parameters Plan identifies a band of perimeter landscaping surrounding the built development area. The landscaping safeguards the Wildlife Corridor along the M1 motorway and supplements it, and other existing perimeter habitat, with additional planting and provides separation between the built element of the proposals and the surrounding area.
- 4.2.11 In direct response to comments received on the 2019 application, the perimeter landscaping has been increased, specifically along Willen Road. This has enabled a wider band of planting to be introduced to this area, creating greater separation and more opportunities to filter views to the site and deliver habitat benefits. A similar separation distance is provided within the Bloor Homes illustrative proposals, which has been devised as part of the collaborative and masterplanned approach to bringing the SUE forwards.
- 4.2.12 An Illustrative Masterplan is also submitted in support of this application which demonstrates one way in which the proposals could be delivered. It shows two units set within a strong landscape framework.
- 4.2.13 Whilst protecting amenity and minimising landscape and visual impact has been a key consideration in the evolution of the proposals, the site also needs to respond to market and occupier demand in order to make it a viable site, to deliver the employment growth aspirations.
- 4.2.14 Operators are increasingly attracted to warehouses that are of a sufficient height to allow for internal stacking and installation of automated machinery. The Parameters Plan enables market-facing units to be delivered in line with the recognised industry standards that include adequate eaves height of 18 metres, equating to a ridge height of 21 metres as confirmed in the submitted Market Report.
- 4.2.15 Importantly, the proposals offer similar set-back and landscaping opportunities to the employment areas proposed through the Berkeley St James application.

#### **Flood Risk**

- 4.2.16 The application site is situated within Flood Zone 1, meaning that it is land classified with a low probability of flooding.
- 4.2.17 The flood risk and drainage elements of the proposals are dealt with through Chapter 8 of the Environmental Statement.
- 4.2.18 Appendix 8.1 of the Environmental Statement includes the detailed Flood Risk Assessment which has been prepared in support of the planning application.
- 4.2.19 In combination, these documents demonstrate that the site is not at significant risk of flooding and, importantly, that the proposed development could be brought forward without increasing the risk of flooding elsewhere.

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### 5.0 CONCLUSION

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- 5.1 The consultation process undertaken for the Caldecote Farm scheme was designed to provide Newport Pagnell Town Council, residents and stakeholders with the opportunity to view and understand the reasons for the proposals and to express comments to inform the final preparation of the planning application.
- 5.2 The results of the consultation demonstrate that, whilst there were some concerns regarding the development, there was also an element of support for the scheme locally.
- 5.3 Matters of concern raised primarily focussed on three key matters, which have been addressed through this document and which are answered through the detailed supporting documents prepared for this planning application.
- 5.4 Whilst a high volume of comments was received regarding the proposals, the vast majority raised questions rather than providing explicit support or objection to the scheme.
- 5.5 The site is allocated for the form of development proposed and whilst some comments noted that they did not wish to see development in this location, the principle is already established through the SUE allocation and the application proposals accord with the overall SUE framework.

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## APPENDIX A NEWPORT PAGNELL TOWN COUNCIL BRIEFING DOCUMENT

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# MILTON KEYNES FUTURE ENGAGEMENT BRIEFING DOCUMENT

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PREPARED BY

**NEWLANDS DEVELOPMENTS**

AND

**BLOOR HOMES**

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JUNE 2021



**newlands**  
developments

**BLOOR HOMES**<sup>®</sup>

# 01 INTRODUCTION

This document introduces the development proposals of Newlands Developments and Bloor Homes to interested parties at a time that the Government is urging the nation to 'Build, Build, Build' as we seek to mitigate the impacts of the COVID-19 Pandemic.

These complementary developments form part of 'Milton Keynes East': an allocated Sustainable Urban Extension (SUE) within Plan:MK that will deliver around 5,000 houses and 105 hectares of employment land to assist in meeting the long-term needs of Milton Keynes. These developments will be delivered in line with the principles adopted under Policy SD12 & the corresponding Milton Keynes East Development Framework SPD.

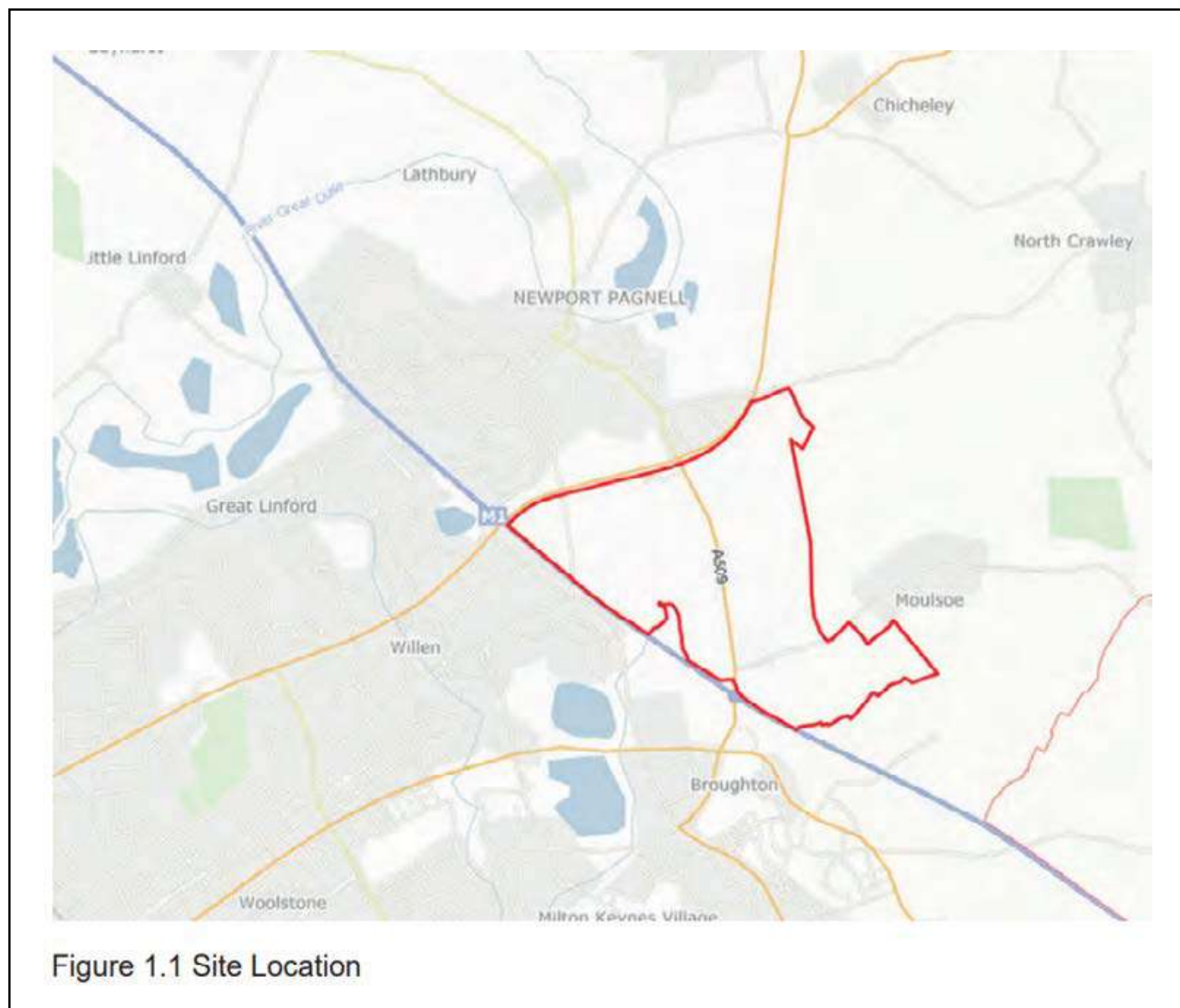
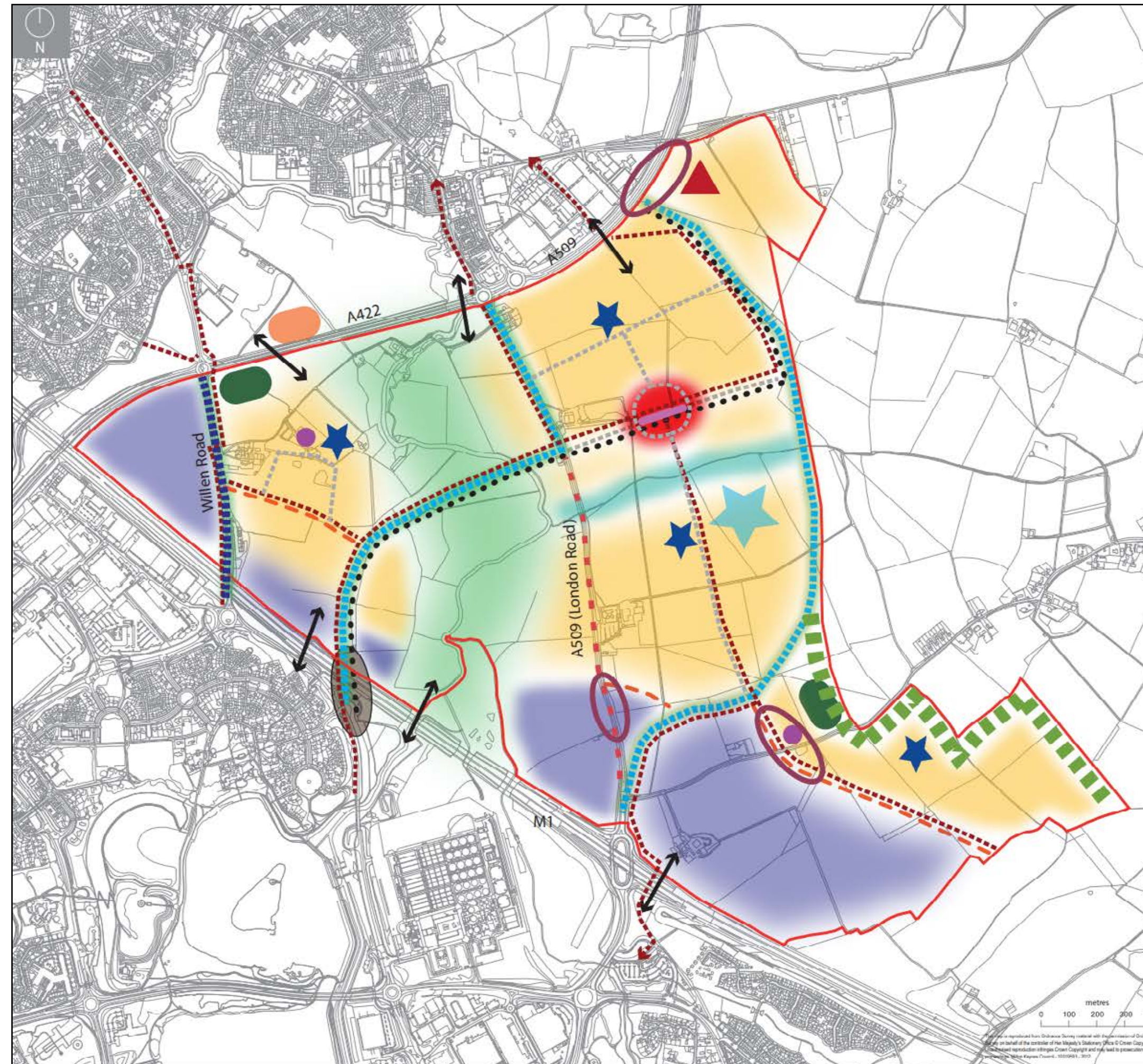


Figure 1.1 Site Location





## 02 CONTEXT & BACKGROUND

Milton Keynes East is being delivered by three main parties: Newlands Developments, Bloor Homes & Berkley (St James Group).

- **Berkley St James:** control 80% of the allocation and have recently submitted a planning application for around 4,000 dwellings and 403,000m<sup>2</sup> (circa 80 hectares) of employment floorspace for a mix of uses.
- **Bloor Homes:** the site is circa 42 hectares and will deliver up to 800 dwellings.
- **Newlands Developments:** circa 25 hectares of employment land that will be used to deliver warehousing and logistics floorspace given its prime location adjacent to the M1.

Newlands Developments and Bloor Homes will be submitting subsequent planning applications and have been working collaboratively to plan the remainder of the SUE in a coherent and sustainable manner.

In line with the Council's ambitions, this collaborative approach will enable the SUE to be delivered comprehensively to include the provision of strategic infrastructure improvements.

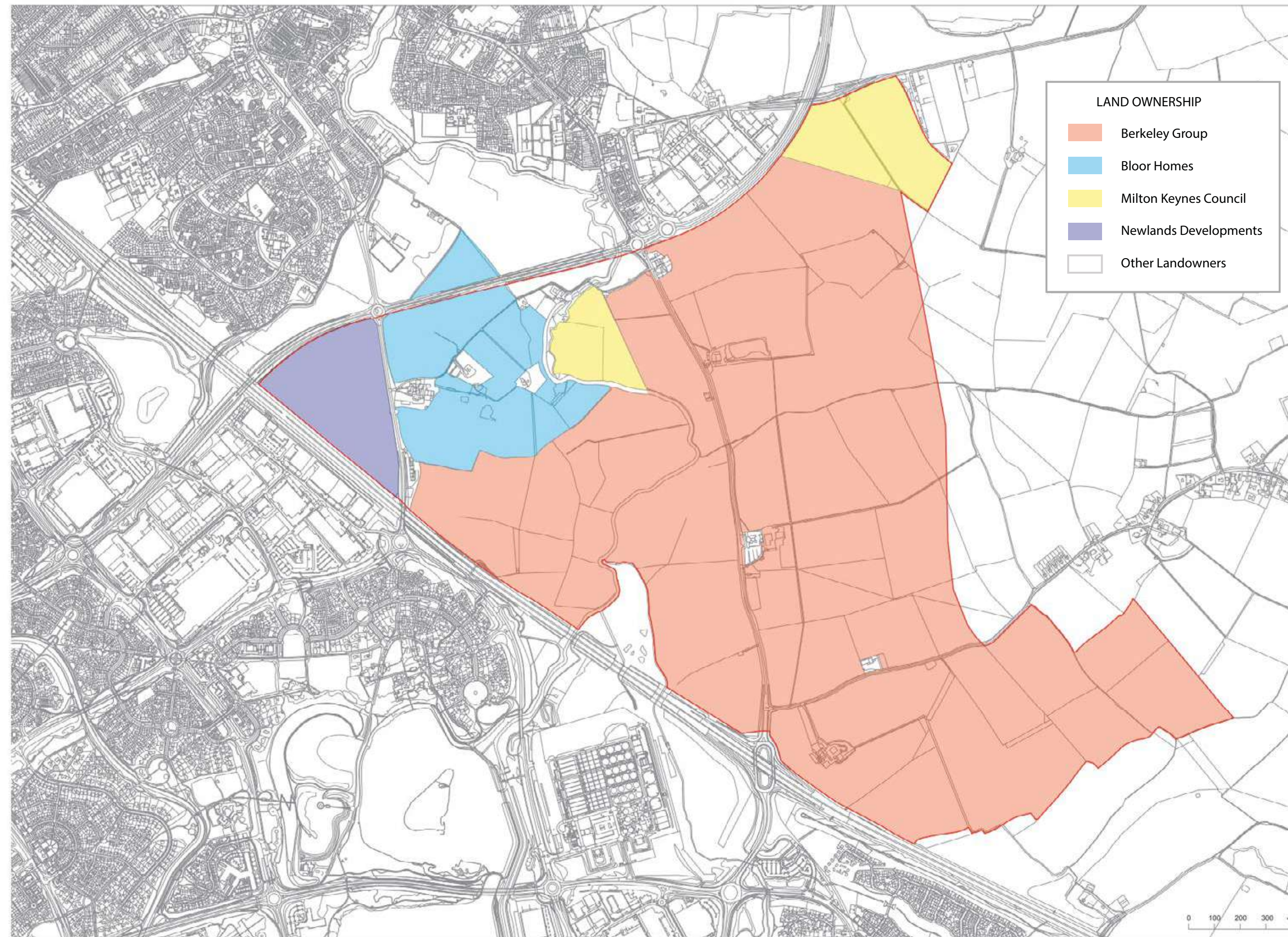
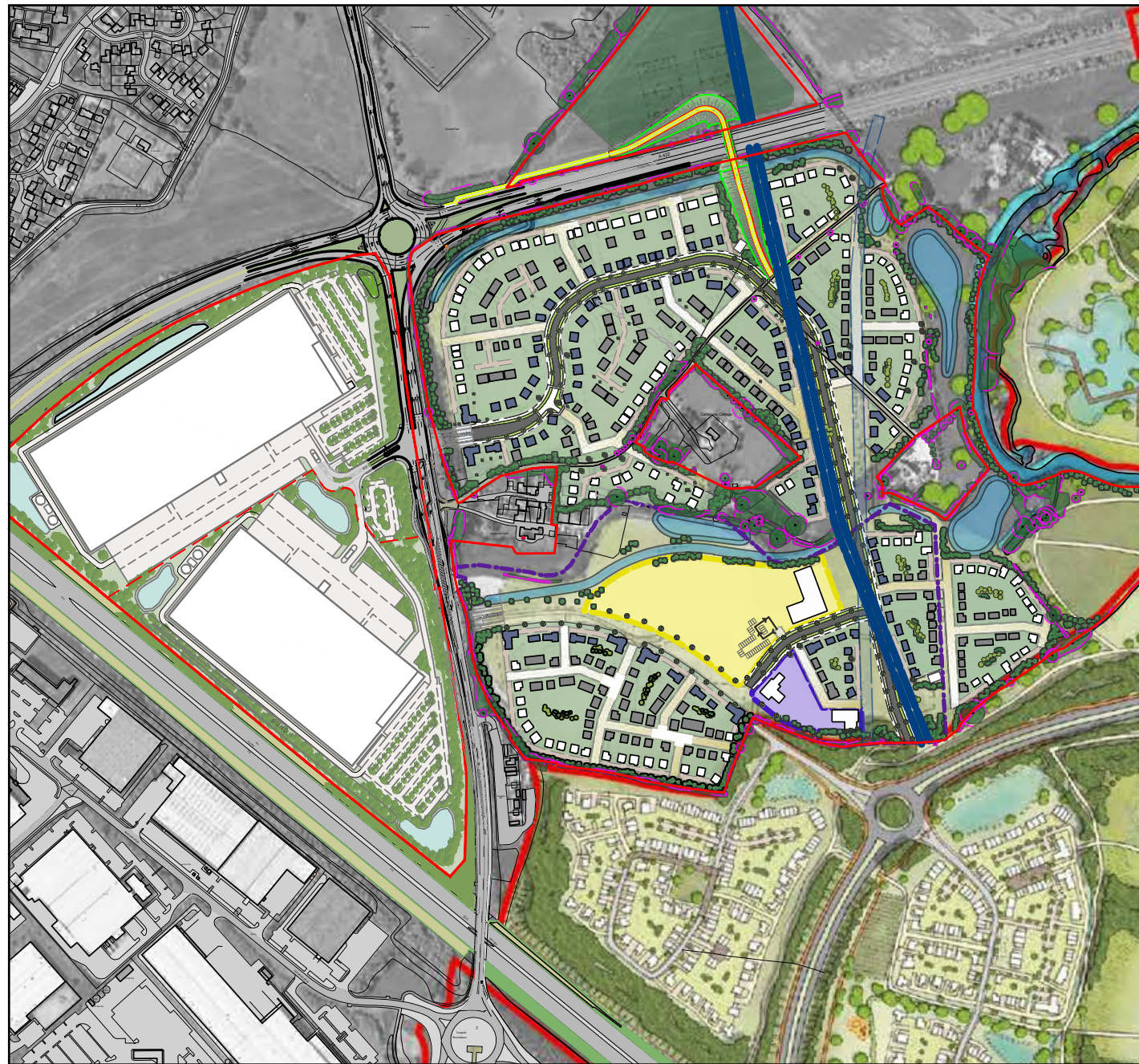


Figure 2.1 Land Ownership

# 03 THE VISION



# 04 BLOOR HOMES

## OUR VISION

The Bloor Homes site is the centrally located land parcel within the Milton Keynes East development allocation. The Newlands land is to the west and to the south lies the St. James land.

The emerging masterplan, prepared to provide a 'design vision' for the land, has undergone a thorough, iterative process, and has been evolved in discussion with other landowners, key consultees and Officers of Milton Keynes Council.

The scheme as envisaged comprises the following:-

- Up to 800 dwellings of mixed type, a primary school and small local centre.
- Provision of substantial green space, including formal open space (sports pitches), landscape and amenity areas.
- Provision of a series of wildlife corridors/habitat area and a north-south pedestrian green link
- Provision of Sustainable Urban Drainage Systems
- The development is proposed to be accessed via two access points, to be taken from the eastern side of Willen Road.
- A pedestrian bridge is proposed across Monks Way A422 and pedestrian links to Newport Pagnell as required by the MKE SPD.
- Remediation of the existing quarry on site.

## DEVELOPMENT MASTERPLAN



# 04 BLOOR HOMES

## PHOTOS OF RECENT BLOOR HOMES DEVELOPMENTS



## TRANSPORT & MOVEMENT

### Encouraging a low carbon footprint and reducing car use

The proposals encourage use of non-car modes of transport, utilising and connecting to existing public rights of way.

The proposals would safeguard the MRT route which falls within the St. James's land to the east, whilst providing connections to this.

### Well-connected development

The proposals would make provision for a new pedestrian bridge over the A422 and would aid permeability across to the site, to Newport Pagnell and the remainder of the development.

### Well integrated development

The proposals would include the upgrade of Willen Road to grid road standard. The masterplan has been drawn up in discussion with the owners of the other development parcels, and the infrastructure connection to the south would integrate with the Grid Road and MRT.

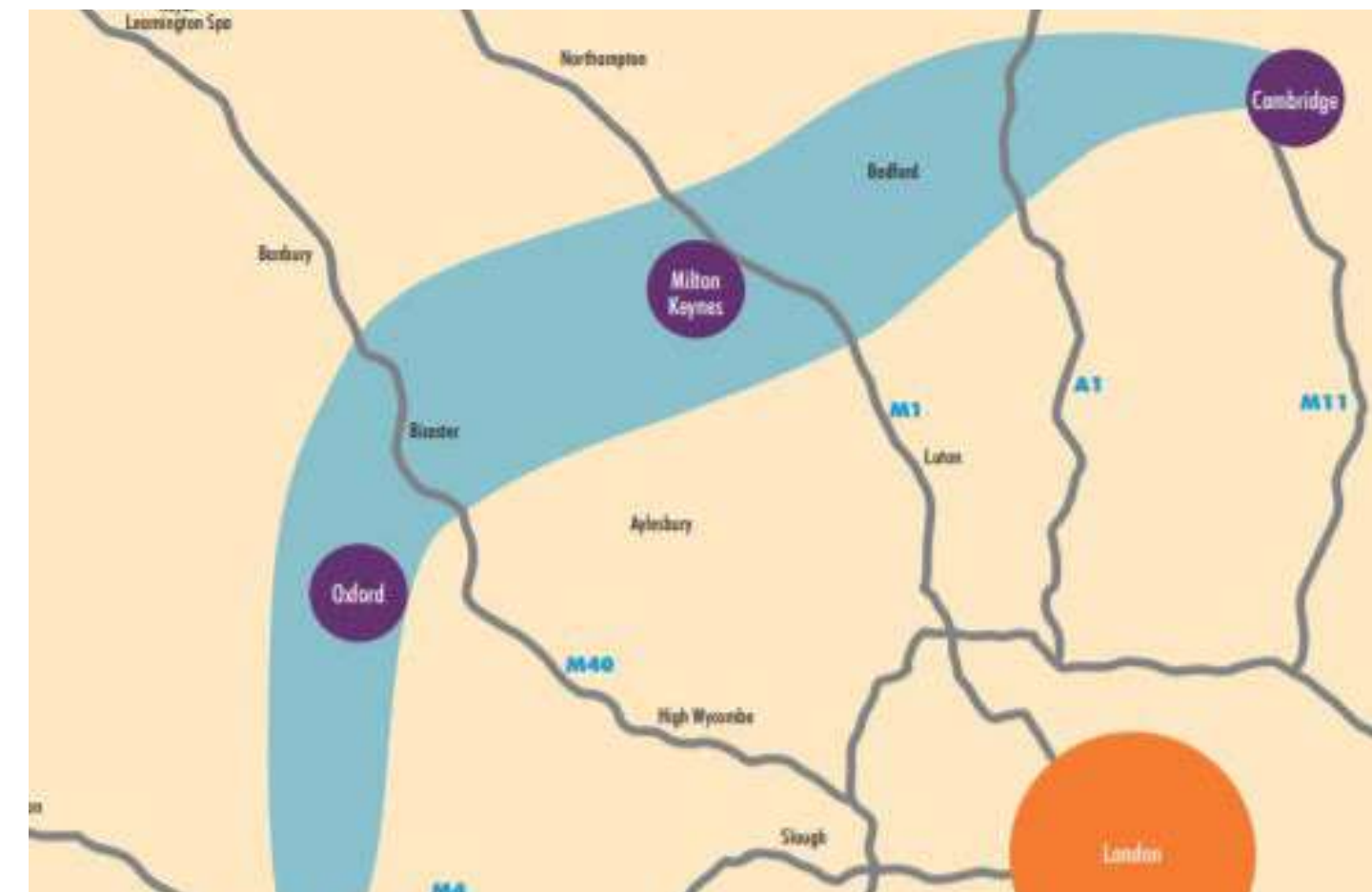
### Reducing environmental impact

The development masterplan would allow significant landscape buffers to transport corridors to the A422, Willen Road and south-east Grid Road.

## EXAMPLE OF MASS RAPID TRANSIT



## STRATEGIC LOCATION OF MILTON KEYNES WITHIN THE OX-CAM ARC



# 04 BLOOR HOMES

## A HIGH QUALITY GREEN MASTERPLAN

<b>People centric and community focused development</b>	A centrally located primary school within the masterplan. Integrated links to the remainder of the MKE site including the community hub to the east of the site.
<b>Maximise economic benefits and opportunities in a sustainable manner</b>	A sustainable combination of uses that would deliver modern ways of living and working. A small scale retail use to serve residents of the development.
<b>An appropriate mix of residential densities</b>	The development would consist predominantly of medium & low density family sized homes, including affordable housing.
<b>Provision of green and blue infrastructure</b>	The provision of a pedestrian/cycle Green Way link running north to south through the development.  Creation of open space running adjacent to a SUDS corridor and attenuation ponds, providing a link to the linear park.
<b>Biodiversity gain</b>	Biodiversity net gain will be achieved through the creation of significant new planting & habitats.

## EXAMPLES OF LANDSCAPING ON BLOOR HOMES DEVELOPMENTS



## SUMMARY OF DEVELOPMENT BENEFITS

### Social Benefits

- Improved Connectivity – Delivering a well-connected local development which will enhance and complement nearby communities, improving permeability through new pedestrian/cycle routes and footbridge
- Placemaking and Public Realm – the development will deliver high quality design and sense of place
- Increasing housing choice and affordability - providing a mix of homes, including affordable homes that will make significant contribution to meeting established local needs
- Educational benefits – delivery of new primary school

### Economic Benefits

- Delivering Strategic Allocation - Initial homes to be occupied in 2025 in order to address local housing needs as soon as possible
- Job creation – jobs created during construction and within local centre and school
- Boosting post pandemic growth - Development will seek to respond to challenges presented by pandemic, featuring high amounts of green space and adaptable homes to accommodate flexible working

# 04 BLOOR HOMES

## Environmental Benefits

- Sustainable Methods of Construction - Bloor Homes are a 5-star house builder (HBF) and are committed to sustainable methods of construction
- Reduced congestion and vehicle use - Improved Reduction in congestion from new traffic routes and non-car modes of travel.
- Biodiversity Net Gain - Created through use of green and blue infrastructure, including creation of substantial new planting and habitats
- Habitat improvements and connectivity – the development will create significant new habitats and trees. The creation of new habitats will include green links to other habitats to aid connectivity.
- Blue infrastructure – Development would include significant creation of flood capacity including new attenuation and swales.

## EXAMPLE FLOOD ATTENUATION



## CREATION OF NEW HABITATS



## DEVELOPMENT WILL CREATE NEW REDWAYS AND CONNECTIVITY



## CREATION OF NEW JOBS DURING CONSTRUCTION



# 05 NEWLANDS DEVELOPMENTS

## CONTEXT

The site is separated from the remainder of the allocation by Willen Road, forming a discrete parcel that is allocated as a prime employment site within the Milton Keynes East Strategic Urban Extension (SUE).

In terms of the planning history, a full planning application was submitted with a named local occupier with expansion requirements (Makita) in July 2018. This was later withdrawn in September 2018 following advice of officers who at the time deemed it premature.

A further full planning application was submitted in September 2019 for a logistics scheme. Despite all technical matters being resolved through the planning application consultation process (including highways, drainage and ecology), in the run up to Committee landscape concerns were raised and the late timing of the response left insufficient time to address the comments. Council Officers also considered that the application was premature, insofar as the rest of the SUE allocation was not being brought forward at that time.

Consequently, the application was refused at Planning Committee in June 2020.



# 05 NEWLANDS DEVELOPMENTS

## PROPOSED SCHEME

There were five specific reasons for refusal for the 2019 scheme, that will be addressed through the forthcoming outline planning application.

<b>Principle</b>	The funding for the strategic infrastructure has not yet been secured.	Funding has now been secured through the confirmation of the HIF monies, which were signed off in 2020.
<b>Highways</b>	The works could prejudice forthcoming infrastructure works for the wider allocation and that the cumulative impacts had not been fully assessed, in the context of the remainder of the site allocation.	Newlands are working alongside Bloor Homes to ensure a co-ordinated approach to the delivery of highways works that can accommodate both sites' requirements and take into account the wider cumulative impact of the Berkley proposals. This will be assessed fully within the submitted Environmental Statement & Transport Assessment.
<b>Residential Amenity</b>	Lack of landscaping and set-back could have a detrimental impact on the amenity of residential dwellings to the east of the application site	The Applicant has reduced the overall floorspace from the previous scheme that has resulted in the building being pulled away from Willen Road. The amount of landscaping provision along the eastern boundary has also increased. Bloor Homes are providing a similar off-set and landscape buffer within their site. In combination, these measures will ensure the amenity of existing and future residents will not be subject to unacceptable impacts and Bloor Homes are supportive of our approach.
<b>Landscape and Character Area</b>	Insufficient depth of landscaping provided to provide effective visual screening and mitigation	As above, positive amendments are being made to the treatment of the eastern boundary and the amended scheme will be supported by a revised LVIA and landscape sections.
<b>Planning Obligations</b>	The Tariff Framework Agreement had not been established.	Newlands are in discussions with the Council and will be seeking to agree the Tariff Framework Agreement with the other developers later this year.



# 05 NEWLANDS DEVELOPMENTS

## A PRIME LOGISTICS OPPORTUNITY

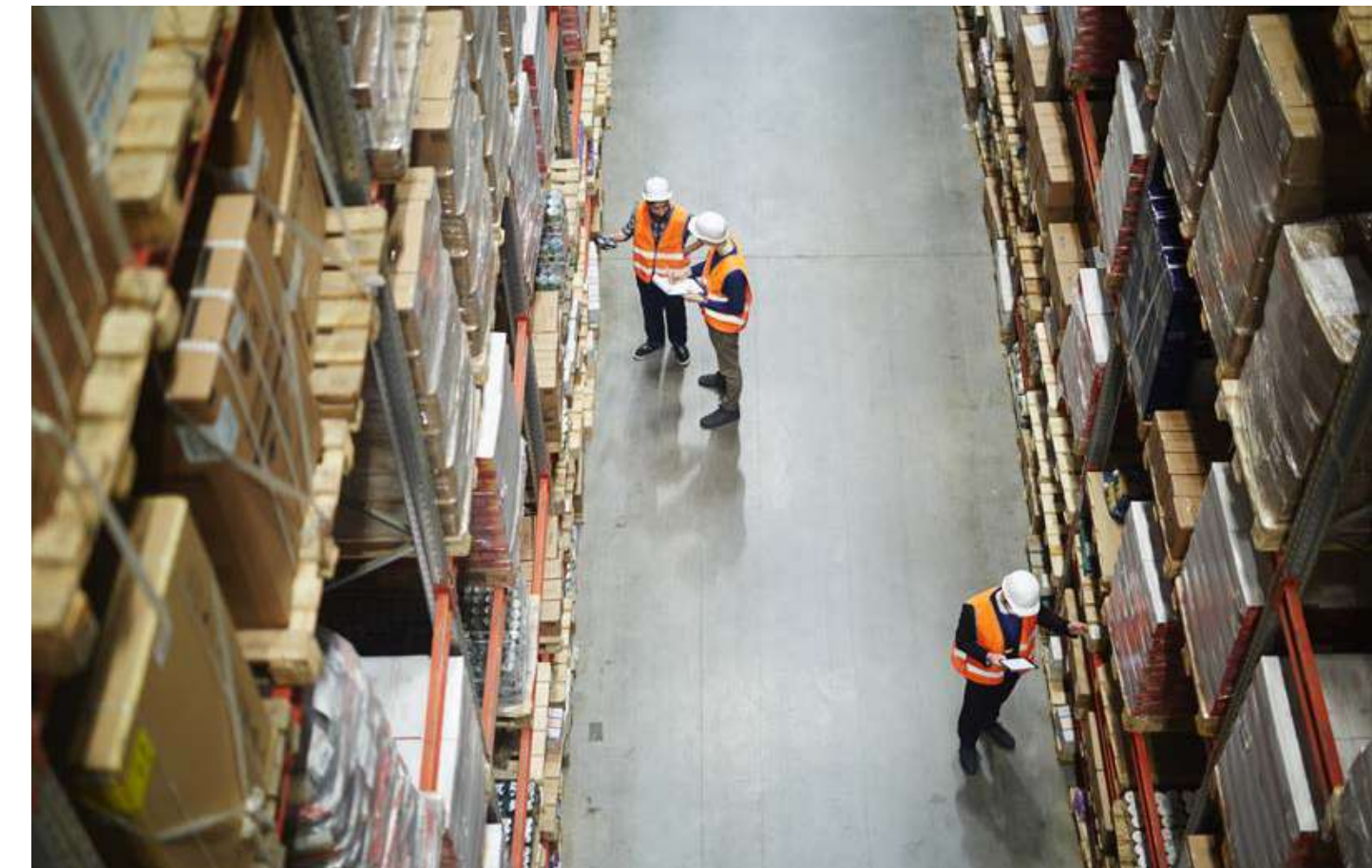
The Site has been promoted for strategic warehouse and distribution uses for 5 years. During this time, it has been subject to significant market interest from several occupiers who have taken units elsewhere or are in discussions to do so, due to a lack of progress in the planning process. These include:

<b>4PX</b>	Have taken 335,000 sq ft in Leicester
<b>BSH</b>	Have taken 850,000 sq ft in Corby
<b>Wayfair</b>	Have taken 1,000,000 sq ft in Lutterworth
<b>Europa</b>	Have taken 500,000 sq ft in Corby
<b>Makita</b>	Unable to find a site for 350,000 sq ft in Milton Keynes reviewing options.
<b>West Coast</b>	Have taken 340,000 sq ft in Andover.
<b>Aldi</b>	Have purchased land in Bedford to build 800,000 sq ft unit.
<b>Amazon</b>	Have taken 405,000 sq ft unit in Bedford.
<b>B&amp;M</b>	Have purchased land in Bedford to build 1,000,000 sq ft unit.

National Planning Policy Guidance calls for planning policies and decisions to recognise and address the specific locational requirements of storage and distribution uses.

The site reflects the key locational requirements of logistics occupiers set out within national planning policy guidance (i.e. a sizeable site, good access to the strategic transport network via the M1, sufficient power availability and access to an appropriately skilled labour pool) so provides an excellent opportunity to accommodate these types of uses when opportunities elsewhere in MK are limited.

Accordingly, one of the Milton Keynes East SPD's 'Development Principles', entitled Economic Role, calls for it to maximise its prime location with high accessibility to the strategic road network and making provision for a wide range of new local employment opportunities.



# 05 NEWLANDS DEVELOPMENTS

## ECONOMIC RECOVERY: WHY WE MUST ACT NOW!

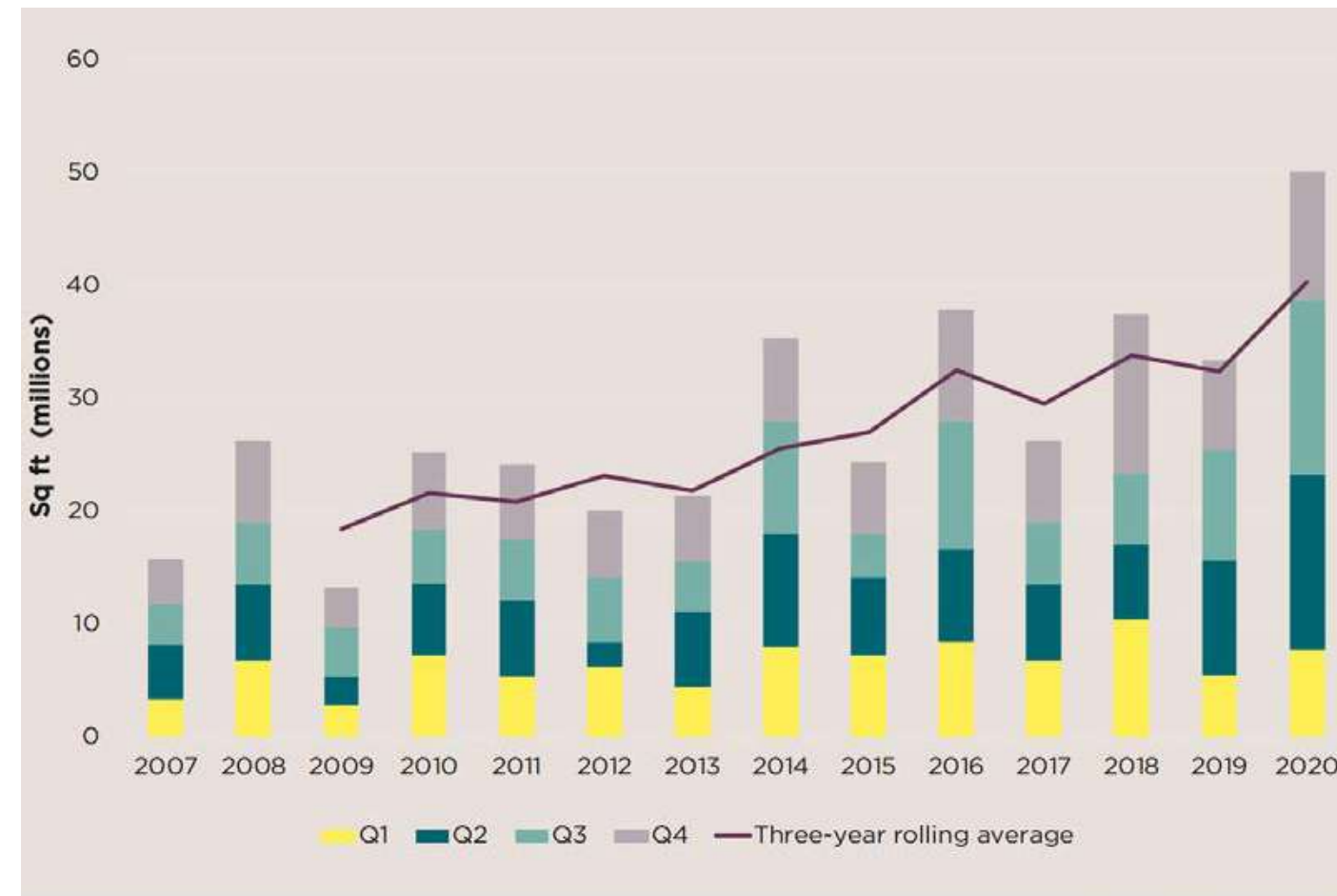
Logistics is highly resilient and exhibited growth through the previous recession and through the COVID-19 Pandemic.

Occupational demand for good quality and well-located distribution facilities remained buoyant, principally being driven by the industry's response to changing consumer shopping patterns and the increased demand for new and expanding e-commerce and discount retailing platforms, as well as a resilience in UK manufacturing.

The COVID-19 pandemic accelerated pre-existing trends around ecommerce growth, such that a decade of growth occurred in only a matter of months. ONS figures for November 2020 show that online retail sales grew by 74.7% y-o-y and these new consumer behaviours are irreversible.

Resultantly, there was record take-up of 50.1 million ft<sup>2</sup> in 2020: 12.7 million ft<sup>2</sup> ahead of the previous record set in 2016.

## TAKE-UP STRONGEST YEAR EVER RECORDED



Source Savills Research

Despite significant demand the wider region is severely undersupplied resulting in an imbalance. Therefore, allocated sites in extremely attractive locations such as Milton Keynes need to be brought forward to assist with economic recovery and create jobs.

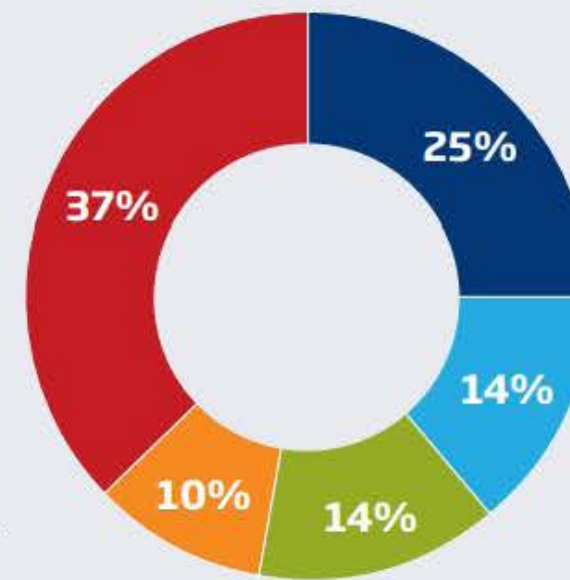
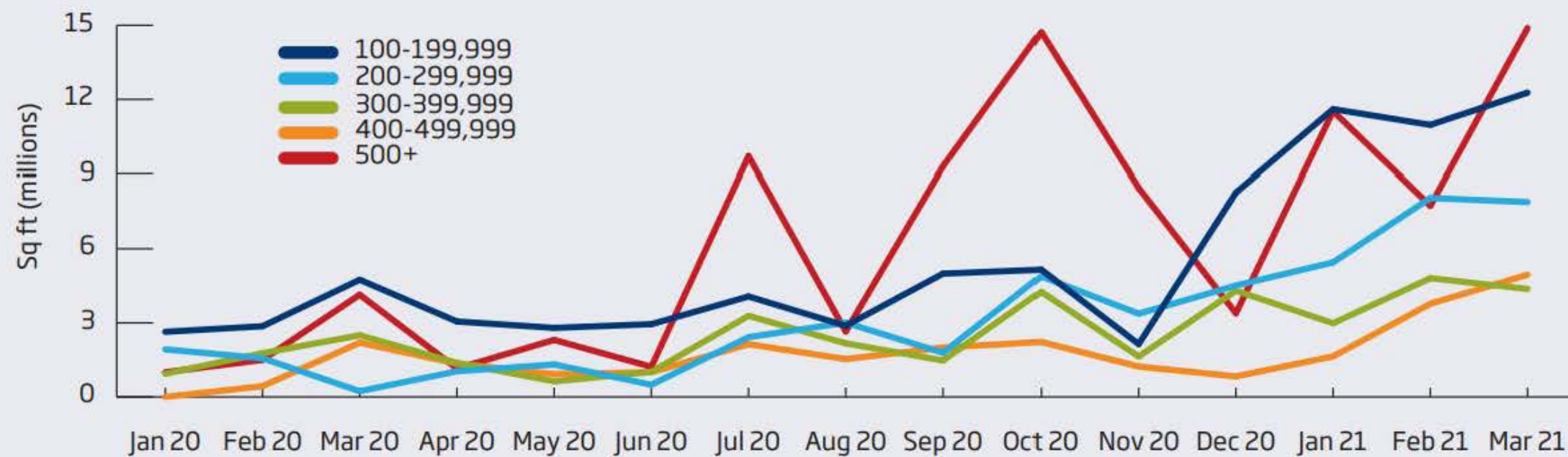
Logistics can generate economic benefits quickly compared to other uses: delivering substantial construction and operational jobs in a matter of months.

Recent research has shown that areas with large concentrations of storage and distribution uses are staging the fastest economic recovery with the strongest growth in job opportunities.

Given the Site's character, we feel there is a reasonable expectation that large units will be delivered at the Site due to current market signals. The average size of a warehouse unit in the UK has been steadily increasing underpinned by modern operational requirements of occupiers and now sits at approximately 340,000ft<sup>2</sup>.

Larger units are in demand and 2020 saw a surge in take-up for units over 500,000ft<sup>2</sup> with 25 deals recorded: more than the previous two years combined.

## 174m sq ft of requirements logged in 2020 - 40% between 100,000 sq ft and 300,000 sq ft and 37% above 500,000 sq ft



# 05 NEWLANDS DEVELOPMENTS

## SUMMARY OF BENEFITS

Social	
Improved Connectivity	The scheme delivers local road improvements including the upgrading of Willen Road and increased capacity at Marsh End roundabout, alongside a new Redway connection.
Providing jobs in the right location	In line with national and local planning policy and ambitions, the scheme delivers employment close to housing, both existing and that proposed through the wider allocation.
Job creation	Both a social and economic benefit, the scheme could deliver circa 1,200 operational jobs.
Skills and Training	Opportunities for local people to gain skills and start new careers both through the construction and operational phases of the development.
Environmental	
Increased Landscaping	The scheme will deliver increased landscaping around the perimeter of the site.
Habitat Links	The proposals protect and enhance the Wildlife Corridor running alongside the motorway. The connectivity of the perimeter landscaping provides habitat links around the entire site. These correspond well with the green infrastructure provided through the remainder of the allocation enabling wider wildlife connectivity.
Biodiversity Net Gain	The scheme will deliver a net gain in biodiversity.
Habitat Management	The site will be managed, ensuring that the habitat delivered on-site through the landscaping proposals is managed and maintained for the long-term.
Connectivity	Local road improvements should ease congestion with the subsequent environmental benefits this brings.
Green Credentials	In line with sustainability aspirations the individual units will achieve a minimum of BREEAM Very Good. Electric vehicle charging points will be provided for each unit and active travel will be encouraged with cycle parking facilities.
Economic	
Job creation	Both a social and economic benefit, the scheme could support circa 1,200 operational jobs.
Delivering Strategic Objectives & Policy Ambitions	The application proposals fully align with the Plan:MK Policy objectives for the SUE. They accord with national policy guidance around building a strong economy and align with the growth ambitions of the CaMkOx Arc and South East Midlands Local Industrial Strategy.
Growth following the Pandemic	Throughout the COVID-19 pandemic the logistics sector has seen significant growth. Ensuring that the economy bounces back, post pandemic, is crucial and there is recent evidence that employment schemes such as this are contributing to a swift recovery by facilitating growth in other key growth sectors.

# 06 WORKING COLLABORATIVELY

## WORKING COLLABORATIVELY

Bloors and Newlands are continuing to work collaboratively as part of a joined-up approach to realising the aims of Milton Keynes East SUE and securing a truly sustainable development that co-locates housing and employment. This includes a co-ordinated approach to the provision of strategic infrastructure proposed in the vicinity of both sites, as required by Policy SD12 and the corresponding Supplementary Planning Document. Furthermore a common/consistent approach has been taken to the cumulative highways impact of the proposals: reflected in the transport modelling set out in the respective transport assessments for each application.

Careful consideration has been given to how the two developments interface with one another at Willen Road, especially given the reasons for refusal on the previous Newlands application on residential amenity and landscape grounds. The design response has been to reduce the overall footprint of the warehouse buildings to effectively pull them away from the site boundary; ensure adequate setbacks from Willen Road on both sites; together with a widened landscape buffer on the Newlands site to soften the built form. This is complemented by an additional landscape buffer on the Bloors site. The relationship between the proposed warehouse unit and nearest dwellings on the Bloor's masterplan is shown on the adjacent section drawing.

Bloors have no objection to the scale of the proposed warehouse buildings and recognise the beneficial impact they will have in acting as a barrier in reducing noise from the nearby M1.



# 07 PROGRAMME/TIMELINE

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## PROGRAMME/TIMELINE

Newlands and Bloors are proposing to submit their planning applications in July 2021 after undertaking their community engagement exercises. Following submission, the intention will be to work alongside Berkley St James to agree the Tariff Agreement with Milton Keynes Officers. Once agreed, it is the Council's intention that all applications are determined together at the end of 2021.

# CALDECOTE FARM

NEWPORT PAGNELL · MILTON KEYNES

*SUPPORTING DOCUMENTS*

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## STATEMENT OF COMMUNITY CONSULTATION

by Oxalis Planning

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## APPENDIX B CONSULTATION NEWSLETTER

# DIGITAL PUBLIC CONSULTATION

JULY 2021



We are currently carrying out pre-application discussions with the Local Planning Authority in relation to development at Caldecote Farm, Newport Pagnell, adjacent to Willen Road and the M1. We would like to invite you to find out more about what we are proposing.

We would normally carry out drop-in sessions which would allow you to meet the project team however, due to current restrictions with COVID-19, and to ensure the safety of you and our project team; we are choosing to host this consultation event online.

Our website, [www.caldecotefarm.co.uk](http://www.caldecotefarm.co.uk) will allow you to learn more about our proposals and to give your view on aspects of the development.

The pre-application consultation will run from **Monday 5th to Monday 19th July**. During this time you will be able to view the proposals via the website address above and make comments on the scheme.

Following the two week consultation, the application will be submitted to the Council, as Local Planning Authority. You will still be able to view the application via the website above. However, once the application is registered with the Local Planning Authority, any comments you wish to make should be submitted via their formal consultation process.

Newlands Property Developments LLP is proposing to deliver an employment scheme for up to 81,297sqm of floorspace, in line with the Council's 'Milton Keynes East Strategic Urban Extension' (SUE).

The Newlands application is part of the wider SUE development which is being brought forward to deliver new homes and employment opportunities to the area. The SUE is allocated for development in Plan:MK and the Newlands application site is specifically allocated for employment development, within this context.

**Consultation closes on 19th July 2021**

We hope to hear from you.

# CALDECOTE FARM

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*SUPPORTING DOCUMENTS*

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## STATEMENT OF COMMUNITY CONSULTATION

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## APPENDIX C WEBSITE PAGES OVERVIEW



# CALDECOTE FARM

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## Welcome

Newlands Property Development LLP (Newlands Developments) welcomes you to this virtual consultation in relation to proposals for land at Caldecote Farm, Newport Pagnell, Milton Keynes. This event explains our plans for the proposed employment scheme on land between Willen Road and the M1 motorway.

These plans will be submitted as an outline planning application which will be made to Milton Keynes Council.

Whilst COVID-19 Lockdown restrictions are being relaxed, to be consistent with current Government guidance during the pandemic we are hosting this consultation online, rather than through physical events.

As we are unable to join you face to face for discussions, we are inviting and encouraging you to submit your comments via this website to [comments@caldecotefarm.co.uk](mailto:comments@caldecotefarm.co.uk)



Should you wish to make any comments relating to Caldecote Farm, we would ask you to complete the following feedback form [here](#), and email it to us at: [comments@caldecotefarm.co.uk](mailto:comments@caldecotefarm.co.uk)

This consultation will run from the 5th July 2021 until the 19th of July 2021.

# CALDECOTE FARM

## MILTON KEYNES CONSULTATION

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### Introduction & Context

This website sets out the proposals of Newlands Developments for an employment scheme on land at Caldecote Farm.

The proposed development forms part of the 'Milton Keynes East Strategic Urban Extension' (SUE) which is allocated for development within the Council's Plan:MK.

Overall, the SUE will deliver around 5,000 houses and 105 hectares of employment land to assist in meeting the long-term needs of Milton Keynes. The delivery of the SUE will be undertaken in line with the principles adopted under Policy SD12 of Plan:MK and the corresponding Milton Keynes East Development Framework SPD.

**Berkley St James:** control 80% of the allocation and have recently submitted a planning application for around 4,000 dwellings and 403,000 sqm (circa 80 hectares) of employment floorspace for a mix of uses.

**Bloor Homes:** the site is circa 42 hectares and will deliver up to 800 dwellings.

**Newlands Developments:** circa 25 hectares of employment land that will be used to deliver warehousing and logistics floorspace given its prime location adjacent to the M1.

Newlands Developments will be submitting an outline planning application and have been working collaboratively with the other developers of the SUE to ensure the allocation is brought forward in a coherent and sustainable manner.

In line with the Council's ambitions, this collaborative approach will enable the SUE to be delivered comprehensively, to include the provision of strategic infrastructure improvements.

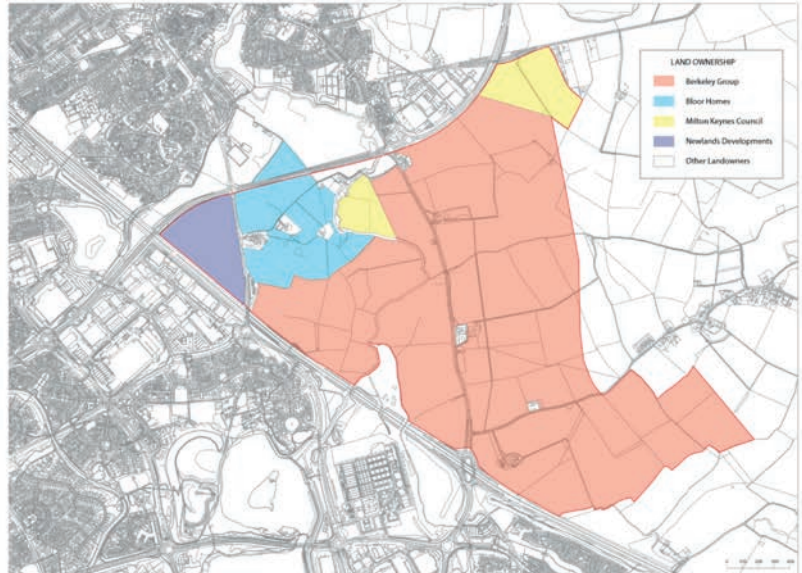


Figure 2.1 Land Ownership

# CALDECOTE FARM

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### THE DEVELOPER



[WWW.NEWLANDSUK.COM](http://WWW.NEWLANDSUK.COM)

#### WHO ARE NEWLANDS DEVELOPMENTS?

- Newlands Developments is a specialist industrial / logistics developer with unrivalled experience and success in delivering large scale logistics projects;
- The team consist of 16 individuals covering development, planning, constructions and finance based up at our headquarters in Rugby at the heart of the logistics network;
- In the past decade we have delivered positive planning determinations including major projects at East Midlands airport, Rugby, Coventry, Peterborough & Northampton;
- Specialises in investing in upfront infrastructure immediately on securing planning consent;
- Take a long term land interest ensuring stewardship and legacy;
- Newlands has built up an impressive landbank with sites at various staged on the planning process. The portfolio has the ability to deliver in excess of 15 million sq ft.

#### NEWLANDS KEY CUSTOMERS

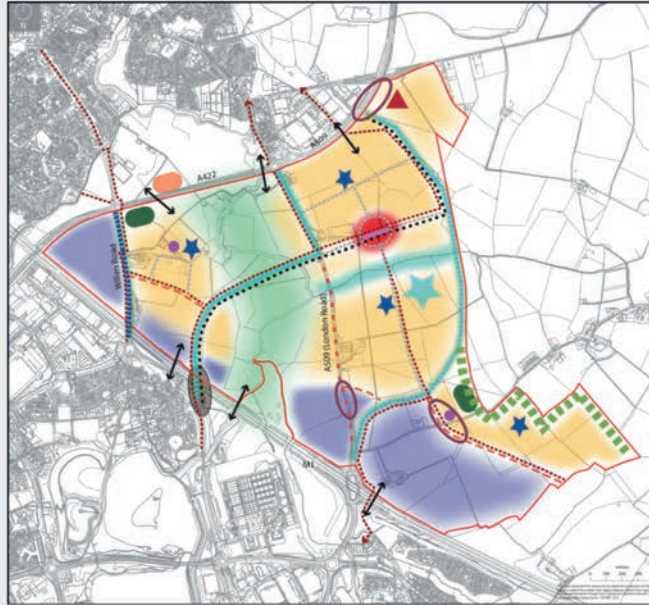


# CALDECOTE FARM

## MILTON KEYNES CONSULTATION

### Logistics Developments – Why Here?

- The site is allocated for employment development in Plan:MK.
- The site reflects the key locational requirements of logistics occupiers set out within the National Planning Policy Guidance (i.e. a sizeable site; good access to the strategic transport network via the M1; sufficient power availability; and access to an appropriately skilled labour pool). As such, it provides an excellent opportunity to accommodate these types of uses when opportunities elsewhere in Milton Keynes are limited.
- Accordingly, one of Milton Keynes East Supplementary Planning Document's (SPD's) 'Development Principles', entitled the 'Economic Role' calls for the SUE to maximise its prime location with high accessibility to the strategic road network and make provision for a wide range of new local employment opportunities.
- Logistics can generate economic benefits quickly compared to other uses, delivering sustainable construction and operational jobs in a matter of months and recent research has shown that areas with large concentrations of storage and distribution uses are seeing the fastest economic recovery with the strongest growth in job opportunities.



INDICATIVE CONCEPT PLAN	
	Grid Road
	Existing Road to be Retained and Upgraded to Grid Road
	Local Distributor Road
	Fast Mass Transit
	Primary Residential Street
	London Road to be Downgraded
	Roadway
	Park and Ride
	Housing
	Employment
	Mixed Use Community Hub
	Local Centre
	Linear Park
	Open Space Link
	Green Buffer
	Indicative Location of Playing Fields
	Potential Off-site Location of Playing Fields
	Indicative Location of Secondary School
	Indicative Location of Primary School
	Proposed Road Bridge
	Pedestrian/Cycle Connection
	New Junction (Detailed Location and Form to be Determined)
	SUE Boundary
	Pedestrian Priority Street

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### The Proposals

The proposals seek outline planning permission for up to 81,297 square metres of storage and distribution floorspace, which falls under Use Class B8, with ancillary office floorspace and a maximum building height of 21 metres. Alongside the delivery of new employment space the proposals will also deliver:

- Improvement works to Marsh End roundabout.
- Improvement works to Willen Road, including road widening to accommodate a new redway.
- The delivery of a new junction on Willen Road to serve the application site and adjacent allocated housing area.
- Service yards and HGV parking, with staff car parking, disabled parking bays, motorcycle parking and bike shelters.
- Strategic landscaping to serve as a buffer for the development and deliver biodiversity opportunities.

As the application will be submitted in outline, it will include a Parameters Plan establishing the limits of development that will be supplemented by an Illustrative Masterplan demonstrating an option for how the proposals may be delivered.



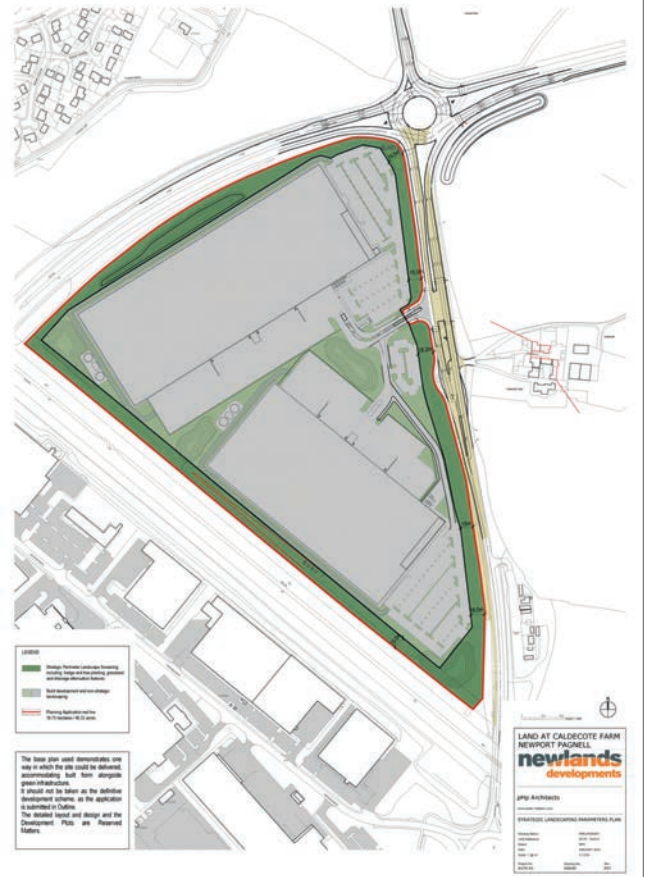
1 [Click here to view the illustrative layout](#)

[Click here to view the Parameters Plan](#)

2

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#### ILLUSTRATIVE LAYOUT



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### Sustainability

As the scheme is submitted in outline, the details of the individual units and plot layouts will be determined through further detailed submissions, once the principle of the proposed development is established.

However, Newlands Developments are committed to delivering a sustainable scheme which meets the Council's ambitions with regard to the development of the wider SUE.

The guiding principles for the detailed design of the proposals, which will be established through this outline application, include:

#### Sustainable benefits include:



The provision of a sustainable development in terms of both location and physical sustainability measures.



Meeting a demand for new modern commercial premises in an area where demand has consistently outstripped market supply for industrial land, particularly for distribution and logistics activities.



Each individual warehouse unit will achieve a minimum of BREEAM Very Good.



Provision of a redway to encourage active travel, establishing better links between Tongwell and Newport Pagnell.



Cycle parking will be provided on site to include secure and sheltered cycle parking.



Electric vehicle charging points will be provided on site.



Bespoke Travel Plan for the occupier will be developed with the Local Planning Authority to demonstrate how sustainable travel is being encouraged and carried out. This may include initiatives such as car sharing schemes and prominent parking spaces for car sharers.



Delivering a net-gain in biodiversity.



Will assist with Government's Green Recovery Ambitions as well as alignment with the South East Midlands Local Industrial Strategy aims.



The creation of a wide range of skilled and unskilled jobs opportunities for local residents, plus apprenticeships and training opportunities.

# CALDECOTE FARM

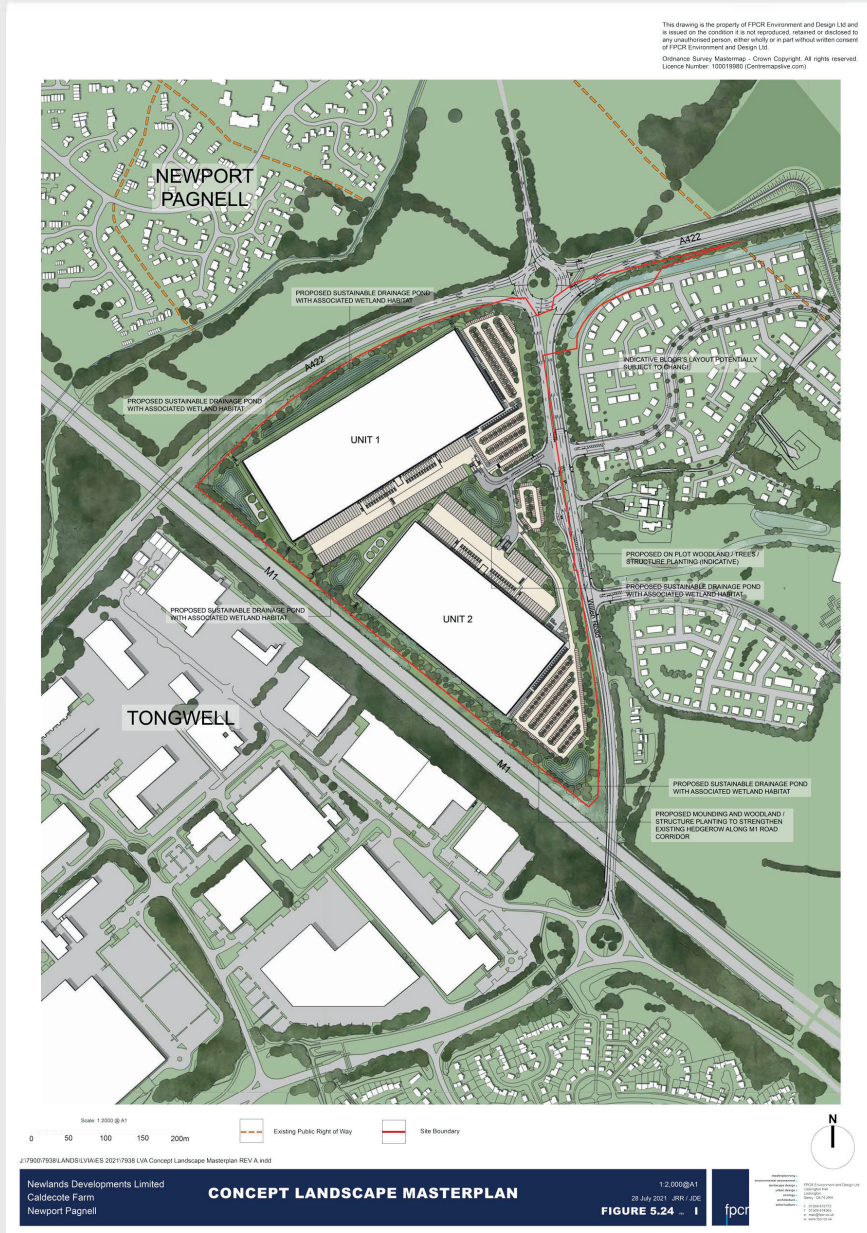
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### Landscaping

The site will be surrounded by perimeter landscape planting, which will provide biodiversity habitat enhancement opportunities alongside providing a buffer for the built form of the development.

The proposals will protect and enhance the wildlife corridor which runs along the M1 motorway. This will be connected to the rest of the perimeter landscaping which will provide habitat links around the entire site.



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## Transport & Access

The application scheme will deliver a new access to the site from Willen Road.

The application will be supported by a Transport Assessment which will identify how the proposals will be accommodated in highways terms and how the scheme responds to the infrastructure requirements of the wider SUE.

In this context, alongside the application site access, additional benefits will be provided, including:

- The new Willen Road access junction will serve not only the application site but also the adjacent allocated housing area.
- Improvement works to Marsh End roundabout.
- Improvement works to Willen Road, including road widening to accommodate a new redway.





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### Summary of Benefits

#### Social

Improved Connectivity	The scheme delivers local road improvements including the upgrading of Willen Road and increased capacity at Marsh End roundabout, alongside a new Redway connection.
Providing jobs in the right location	In line with national and local planning policy and ambitions, the scheme delivers employment close to housing, both existing and that proposed through the wider allocation.
Job creation	Both a social and economic benefit, the scheme could deliver circa 1,200 operational jobs.
Skills and Training	Opportunities for local people to gain skills and start new careers both through the construction and operational phases of the development.

#### Environmental

Increased Landscaping	The scheme will deliver increased landscaping around the perimeter of the site.
Habitat Links	The proposals protect and enhance the Wildlife Corridor running alongside the motorway. The connectivity of the perimeter landscaping provides habitat links around the entire site. These correspond well with the green infrastructure provided through the remainder of the allocation enabling wider wildlife connectivity.
Biodiversity Net Gain	The scheme will deliver a net gain in biodiversity.
Habitat Management	The site will be managed, ensuring that the habitat delivered on-site through the landscaping proposals is managed and maintained for the long-term.
Connectivity	Local road improvements should ease congestion with the subsequent environmental benefits this brings.
Green Credentials	In line with sustainability aspirations the individual units will achieve a minimum of BREEAM Very Good. Electric vehicle charging points will be provided for each unit and active travel will be encouraged with cycle parking facilities.

#### Economic

Job creation	Both a social and economic benefit, the scheme could support circa 1,200 operational jobs.
Delivering Strategic Objectives & Policy Ambitions	The application proposals fully align with the Plan:MK Policy objectives for the SUE. They accord with national policy guidance around building a strong economy and align with the growth ambitions of the CaMkOx Arc and South East Midlands Local Industrial Strategy.
Growth following the Pandemic	Throughout the COVID-19 pandemic the logistics sector has seen significant growth. Ensuring that the economy bounces back, post pandemic, is crucial and there is recent evidence that employment schemes such as this are contributing to a swift recovery by facilitating growth in other key growth sectors.

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## Contact us

### What Will Happen Next?

Thank you for viewing our virtual exhibition. Please provide your feedback through our feedback form or by email:



Email: [comments@caldecotefarm.co.uk](mailto:comments@caldecotefarm.co.uk)

We will be submitting the outline planning application in July 2021. Once the application has been submitted to Milton Keynes Council, they will consult on the proposals, which will provide you with the opportunity to formally make your comments to the Council.

### Contact and comments form:

Comments:

# CALDECOTE FARM

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## STATEMENT OF COMMUNITY CONSULTATION

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## APPENDIX D CONSULTATION COMMENTS OVERVIEW

## Caldecote Farm, Newport Pagnell - Consultation Responses Schedule

NOTE: The consultation comments are summarised below. Please see the original emails for the full wording of the responses.

Reference	Explicit Objection	Explicit Support	Comments Summary
CF01			There is no way the immediate road network will be able to support the amount of additional traffic caused by these units.
CF02		1	Looks brilliant; really up for the improvements to the roads and roundabouts
CF03			Is this a resubmission of plans that were submitted about a year ago?
CF04			Since gravel extraction no end of problems with roundabout flooding. Note that there are drainage ponds, but they'll need to drain which will no doubt continue to flood the road. The whole area is very low lying and think the ponds will make little difference when we get heavy rain
CF05		1	Totally against proposals, as with the housing. Roads around Willen are gridlocked each morning and evening. Adding more traffic will make it unbearable. Willen Road already being used as a rat run. Extra traffic created will push other traffic into the estate. Increase in noise and air pollution and damaging roads.
CF06			The area already suffers from flooding; where will the water go? Newport Pagnell is lower than the areas that the site. What guarantees are there that flooding won't increase? Traffic is very busy on H3, Wolverton Rd and Willen Rd and there are only three access points across the motorway for Newport, surrounding villages and Olney and Northampton. How is this being properly addressed?
CF07			Concerned about the height of the buildings and the traffic that the scheme will generate. Willen Rd and Marsh End Road already very busy in the mornings and evenings: the volume of traffic is huge at normal times. Surprised the old gravel pit isn't being turned into a wildlife haven.
CF08			Your Transport and Access webpages refers to redways but they are not shown on the site masterplan. Is this an error of omission?
CF09		1	Glad to see that the land is going to be put to good use and will be supporting local employment. However, use the road daily and whilst increase in traffic won't be a bother, the dirt, mud etc produced by the development will. This was a problem during gravel extraction; make sure it doesn't reoccur as it was at times dangerous. Good luck with the project

CF10	1		Not welcome here. We will be opposing this work. Our children grew up here and we don't want to hear lorries making noise and running up and down the already busy roads. YOU ARE NOT WELCOME HERE!!!!!!!!!!
CF11	1		Very bad idea. The road infrastructure cannot cope with the extra traffic which would result from the development with large lorries etc. The roads are already very busy, especially with the school at Green Park and there are often queues which will be exacerbated by extra traffic. The buildings will be unsightly and ruin the area and a small town like Newport Pagnell would not be able to cope with this extra building.
CF12			Anything that deprives the local residents, especially kids, of natural light should not be built near a residential area.
CF13			Suggest you make an approach to telecommunications - EE to install a mast in the corner of the designated site nearest to the M1 south of the plan and Willen roundabout. Potential new residents, plus existing residents, are lacking in telecommunications in this area and would be a good selling point for the proposed housing development. Also would be a good idea to make Willen Road a dual carriageway as an extension of the current H4 - Danstead Way from Willen roundabout and widen the bridge across the M1.
CF14	1		Don't think it's a good idea. Aware of 21m height of warehouses. This will ruin the skyline for the town. It will worsen congestion in the local area, increasing traffic on Willen Roundabout which is already struggling.
CF15	1		As a resident of Green Park, Newport Pagnell I strongly oppose these warehouse's being built as do the majority of our neighbours. The traffic will be a complete nightmare down that road, the infrastructure is simply not there for this to be on Newport's door step, plus this will be a complete eye-sore and potentially decrease the value of houses. I sincerely hope this does not go through and I couldn't help but notice the 19th July (freedom day) is when the consultation period finishes, is this to avoid face to face dialogue with the locals by any chance? I look forward to your response.
CF16			How many new traffic movements will result per day when the development is operational. Have the traffic controls taken peak movements in rush hours. Will heavy goods be restricted during peak rush hour over night and weekends. Does the traffic control system take into account the housing development and the local increased traffic movements. What preventative actions are in place to prevent grid lock. In which direction will heavy goods vehicles be allowed to enter the industrial site development. When will traffic improvement works commence. When will the site development begin and for how long to complete both traffic and site development works.

CF17	1		I wish to lodge my wholehearted opposition to the height and size of the warehouse proposals. I have lived in MK for 32 years and the planning committee has totally lost the plot. Height is the main issue but the infrastructure would not be able to cope with the amount of traffic generated.
CF18			This application will go ahead but my concern is the run off and storm water, the only river is the ouzel, that runs through the development if that increase of water arrives in Newport it will be under a constant threat of flooding. Can it be explained where this water is going and what you will be doing.
CF19			I live in Newport Pagnell and the roads are congested already as routes to Bedford, Olney etc are used daily by commuters. These warehouses will dominate the skyline as too tall for the area. Even with new routes the congestion will be escalated and cause anger and frustration to all.
CF20			<p>The document states a maximum height of 21m but can you confirm the proposed height of these warehouses. Nearly all others in the area are 2 to 3 stories and 21m would make it the equivalent height of a 7 story building with its length approximately the length of the entire green park estate. It will also dwarf the new estate proposed opposite.</p> <p>Both sides of Willen Road are flood plains and whilst this has been taken account in the document, how does this affect both the warehouse site and the new housing estate as a bigger picture.</p> <p>The Willen Road roundabout provides main access to Newport Pagnell and on most days pre covid saw heavy congestion. On many a day I would spend 20 minutes sitting next to the proposed site in my car heading home.</p> <p>Whilst you are looking at widening the road you are not doing the portion over the m1 which is where the majority of traffic is, therefore the widening proposed would be ineffective. Proposed traffic lights across the dual carriage way a422 will create a huge amount of congestion to an already very busy route. Please confirm how long the proposed works to improve the road will take and how you propose the people of green Park actually enter and exit Newport Pagnell.</p> <p>Will landscaping block the view of the proposed buildings? We have an aerial view but not how the building will look from the ground. That will make a huge difference in people's views if the proposed site.</p> <p><del>Will any money be invested into the Newport Pagnell High Street as part of the proposal?</del></p>
CF21			Our main concern would be the pressure on the A422 bypass and the on the Monks Way/Willen Road roundabout. That is a very busy area especially mornings and evenings. Will the Willen Road area between Monks Way and Danstead Way be duelled? The majority of Newport residents use that route daily into Milton Keynes, so huge congestion would follow.

CF22		<p>I have some initial questions that would assist in my understanding of the proposal. - I couldn't work out the individual sizes of the two warehouse units. Could you possibly provide key dimensions for each please? - are these units being built speculative or do you have declared interest from specific businesses, if so, who are they? - the document indicates a maximum of 21m height. That is extremely high for a warehouse unit. Is it intended to build to that level, if so, why? again, in reference to questions above, so you have a business in mind that needs that height? - do you expect these proposals to increase commercial vehicle activity on V11 between H4 and H5? - would you expect these units to be utilised on a 24 hour/7day a week basis?</p>
CF23		<p>The idea of developing this otherwise useless piece of land makes sense, but there are a few things worth considering: The North-east corner of the site regularly floods, as does Marsh End roundabout. Building on the site would probably increase this risk. Willen Road, in normal times, carries a high volume of traffic between Newport Pagnell and MK, especially at peak times. HGVs coming in and out of the site and the marked access point would cause substantial delays for both the HGVs and the traffic using Willen Road. Major road improvements, such as dualling Willen Road and introducing a roundabout at the site access point would be necessary. There are already major building projects planned for the London Road area and the land on the Eastern side of Willen Road, opposite your site. Both of these will put considerable pressure on Willen Road, the A422 bypass and London Road, all of which will be main routes from your site to the M1. If your development coincides with the others this would lead to chaos on these three routes. There is no timescale indication in your notification.</p>
CF24		<p>Beautiful farm land being destroyed yet again</p>
CF25		<p>The site entrance should be made into a large roundabout first to accommodate the future housing development on the opposite side to your commercial site. This will benefit both projects in enhancing the road network. Also, telecommunications to the site would be an advantage too, as mobile data in this area of Milton Keynes is limited.</p>
CF26		<p>/ Magna Park), which would require a much more direct access to M1 J14 (and, potentially, a remodelling of J14 althogther - it is already overloaded). 'Light Industrial' would be a far better use in this location. Putting traffic lights for a Redway crossing on the A422 is a mad idea; this is a major high-speed route linking the M1 to/from the north of Milton Keynes (and further north and west). The scheme requires much better Redway planning to provide access to the existing Redway system across the two M1 bridges (A422 and Willen Road) and in the new housing development opposite. Subways are essential for the A422 and, ideally, Willen Road. The area is prone to flooding and Newport Pagnell is regularly affected. There is no provision in the proposal to address this risk. It is no appropriate to offer: - "The creation of a wide range of skilled and unskilled jobs opportunities for local residents, plus apprenticeships and training opportunities.". When the end-user is unknown. It can only be an aspiration at this time.</p>

CF27			<p>The planned warehouses are too high and too large and will dominate the area which is close to housing and it will exacerbate the serious problem with flooding in Newport Pagnell. This development will also have a detrimental effect on an already very busy and frequently congested route to and from the motorway with the number of additional heavy goods vehicles this development will generate.</p>
CF28			<p>I've had a quick skim over your website, and see that the newlands interest is a relatively small parcel of land - part of a much larger development under the SUE heading. Please can you provide some detail of how you and other SUE developers are taking account of the impact urbanisation of the land will have in flood hazard and potential for worsening that hazard? What reports or impacts assessments have been submitted on this topic? It is of major concern within this area where rivers converge and many properties can no longer be insured as they exist in a very active flood plain.</p>



CF29		<p>I see with this proposal. <b>1.</b> What is going to be done about the serious flooding that this site is susceptible to? Is this going to create even more flooding in Newport Pagnell than at present? or to the Willen roundabout? <b>2.</b> Have the enormous consequences of putting traffic lights on Willen Road roundabout and outside the warehouses on Willen Road really been looked at, (look at the mistake the planners made with the traffic lights on the roundabout outside the red house). Pre-pandemic the traffic levels (particularly at peak times) caused traffic to stretch back beyond the Green Park roundabout. It could easily take 15-20 minutes to get from Green Park to the roundabout at the dual carriageway. Also the traffic queues along the A422 from the A509 (Cazoo) roundabout and the queues along Willen Road (going back into Newport in the evening rush hours) are backed up to that roundabout, the traffic lights will make the queues even longer and more Co2. <b>2a.</b> It won't make any difference putting 3 lanes on the Newport side of Willen Road due to the amount of traffic using the road. <b>3.</b> 21 meter high warehouses are higher than the warehouses surrounding the site and an eyesore. <b>4.</b> Why have a toucan crossing at the Willen Road roundabout causing more/longer queues (for a redway) when the SUE development has 4 underpasses/bridges going over the A422 Monks Way Grid Road, route the redway to the underpasses/bridges, also if you have toucan crossing they automatically reduce the speed of that road. Leave grid roads alone! <b>5,</b> The redway crosses the road outside the warehouse exit, more traffic queues and more Co2!. (This is not shown on your diagram) Residents should see and know everything about this development. <b>6,</b> What is the impact of HGV's on Willen road (how many will be arriving and leaving this new site and what times of the day and night) <b>7,</b> I'm not convinced of your boast of employment for these new warehouses as the company's that move into them will only require people from the immediate area to work on the warehouse floor (picking and packing ie poor wages) and the IT, manager and management will come from outside the area so more vehicles in this area and more Co2. <b>8,</b> All the road closures that will facilitate all this infrastructure, more queues and more Co2! (for months) and more misery for residents of Newport. <b>9,</b> All in all very! very! poor for Newport residents and the SUE development for traffic queues, Co2 levels, eyesore, flooding and poor paid jobs.<b>10,</b> People will always prefer their cars to public transport and redways and this will not change.</p>
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CF30		<p>I have lived in Newport Pagnell for several years now and I don't think you have any idea how difficult it is to get in and out of NPP via Marsh End and Willen Road. There are long queues to get over the A422 towards MK and at 5pm there are long queues in the opposite direction. So by placing traffic lights at the proposed entrance to the site is only going to cause more chaos. If you have managed to get across the A422 in the direction of MK you have free passage to the rest of MK, but if you put traffic lights there will be queues back to the A422 so basically you will only be making things worse. Milton Keynes used to be a lovely place to live with small estates laid out like villages but now with the concept of the Eastern expansion it is becoming a concrete jungle without any soul and is encroaching on small villages taking away the tranquility that people have become used to having. But the council have already decided that they are going to go ahead with all of their new proposals including the Eastern expansion, so it doesn't matter what people think, someone is going to make money out of these projects and it isn't going to be the residents of Milton Keynes and surrounding areas.</p>
CF31		<p>The site of the two gigantic warehouses give me great concern as follows - unpleasant views from Green Park, House prices being devalued, Increased levels of traffic, Danger to existing wildlife/flowers. With plenty of existing warehouses empty, WHY the need to build more. What consideration to the historic stature of Newport Pagnall</p>
CF32		<p>Having lived in MK since 1975 , I came as I wanted to be in at the beginning and have stayed because I have loved it, worked and raised a family , but all I see now is destruction and money grabbing and land demolition . The loss of the grid system in some areas and the eating up of landscape and removal of old trees and hedge rows that were established and fruitful has wrecked the place I came to live, but retired and settled I can only raise my voice and ask you to reconsider.</p> <p>Transport links; By putting a traffic light system on Willen Road, this will cause a back up on Dansted and Tongwell Roads, the roads that run adjacent to Willen Estate which is part of a conservation area as we have the Old Willen Village at our heart . We are already used as rat run and this will increase . The proposed New Bridge to MK East has been opposed several times, as has the new development in its entirety, as it is only being planned because of government money with no consideration of any of the residents of Willen and Newport Pagnell. The traffic would have to come through the Mk East estate to get on to Tongwell Road to get to junction 14 of the M1 . The increase in traffic night and day will have a detrimental effect on houses bordering it .</p> <p>Warehouses: we do not need more, take a look at all the empty ones we already have. Will they be super eco efficient with solar panels etc?</p>

CF33		<p>Why am I welcome the thought of jobs in the local area I have several comments to make about this development. Alongside the massive housing development on the other side of Willen Road I think there will be an enormous increase of traffic along this road and along the H3. Travelling from the Tongwell roundabout along the Willen Road at peak times is already considerably slow and the location of the entrance to this development will only add to the congestion. Also traffic along Marsh End Road probably also increase. The view from the Freen Park area of Newport Pagnell will be sadly blighted by the long side walls of the unit across the H3 and might well reduce their house prices. Will the area between the said units and the Green Park development become an infill site in years to come as so often happens?</p>
CF34		<p>I've looked at the plans, we have concerns about pollution from M1 and now your site ,how many units will be allocated? looks as if you have spaces for over 50 lorry's. Willen Road will be the only way in and out, far too many for that road .also lorry's should only be able to turn left towards newport not across the road causing more hold ups.The part on willen road which will wider is where you go in and out of the site. This will not help with everyday traffic which always grid locked at best times. It would make more sense to have a entrance and exit on different sides</p>
CF35		<p>I beg you to reconsider the plan to build these warehouses. Not only will they cause disruption to the road users they will create a massive eyesore to the town</p>
CF36		<p>It is disheartening to envisage the huge increase in traffic that will impact in and around the picturesque area of Willen, a site of natural beauty which houses the magnificent 'jewel' of St Mary Magdalene Church – designed by the historic Royal Society Scientist, Robert Hooke, who would surely turn in his grave at the prospect of such modern devastation of such a lovely area</p>
CF37	1	<p>I strongly object to this development. We live in Newport Pagnell and the flooding is getting worse. We need more fields around the town to absorb the flood water. Having a massive site of hardstanding will only force the flood water elsewhere. It's very irresponsible of you to even consider building on this site. You should be ashamed of yourself as it's all for money. There are plenty of spaces in Milton Keynes that you could use but you want to use this as it near the motorway. You don't care if it's going to affect a lovely town.</p>
CF38		<p>As a long term resident of Newport Pagnell I would like to enquire on the plan for surface water drain off from the proposed development. We have experienced a number of flood events over the years and are of the understanding that any further developments without significant flood planning will impace on the situation here. If you would be kind enough to provide information based on surface water drain offs I would be very grateful.</p>

CF39		<p>From my point of view, units of this size and how tall they are will be a blot on the landscape, and it does not matter how many trees you plant, also it is bad enough trying to get out of Newport in the morning via Marsh End Rd / Willen Rd and also on the H3, with all the extra traffic from 1200 employees going into these units and the increase in HGV vehicles, will cause major problems, which will not be elevated by a new red way and widening Willen Road, and to make it worse traffic lights, which will cause increased tail backs at the roundabout on Willen Rd and the H3 in both directions. I'm not sure when you want to start these units if approved, but I was on the understanding that nothing could be built in the SUE area until the infrastructure was in place first. These plans for buildings of that size should NOT be approved for the good of Newport Pagnell residents.</p>
CF40		<p>Can you detail what flood mitigation plans you have that do not simply involve speeding water even more rapidly into the R Ouzel? This area is frequently flooded and as part of the natural floodplain slows down the transit of water into Newport Pagnell. We have already suffered increased numbers of flood events in recent years and the current storm water dispersal system is inadequate for present pressures.</p>
CF41	1	<p>100% do not want this development to go ahead. I've lived in Newport Pagnell all my life, I've never had any intention of leaving as it is different to the rest of Mk. More rural, quieter, safer etc etc. I absolutely don't want any developments going up around this area. Not to mention we just don't have the infrastructure for it! The dual carriageway running down the edge of Newport is already ridiculously busy at rush hour. This will have a huge impact on all the families living in Newport and I will not be supportive of it at all.</p>
CF42	1	<p>I live in Willen and I am appalled that yet again plans are being developed which would substantially impact the way of life in Willen. It would appear that despite your plans to "improve" the Marsh End roundabout, heavy lorries during development and when the warehouses are in operation, will be moving along the V11 to reach the M1 (at all hours of the day and night) which is a single carriage road and is often busy at peak times and is close to local housing. This will create extra pollution and noise for the residents and would force local traffic to use Willen as a rat run ! As you will know, many of the residents are objecting to the current plans for the SUE development and proposed additional road bridge and I'm afraid your proposals just make the whole thing worse for Willen residents including the local hospice. You may know that recently a huge warehouse was built in Blakelands which is taller than originally approved and has lorries coming and going through a residential area at all hours (again not in line with the original plans) and is lit up 24/7. It has made the residents life a nightmare and has been featured in national and local news. We would need to be satisfied that your development will not follow a similar disregard for residents sanity!</p>

CF43			<p>The problem with this site and indeed the whole Eastern expansion is drainage. Currently this area is field and as such will hold water. If it is built on, and particularly if it is industrial where there is very little green space, then rainfall will have to directly drain to either the Ouse or the Ouzel (Lovat) both of which flow through Newport Pagnell. In recent years Newport Pagnell has suffered from flooding the last time being this year. This site is unable to use Tongwell lake as a balancing lake so drainage will be direct in the Ouse. If a balancing lake is created in the proposed area there will be no room for development. I am very interested in how you plan to manage EFFECTIVE drainage to prevent further flooding to Newport Pagnell.</p>
CF44			<p>Due to the location being so close to a residential area - all buildings should be low level. They should be no higher than the existing units on the opposite side of the motorway. Can the developers give a written guarantee to this effect. Also, to allow traffic to flow freely along Willen Road there should be more than one access to this site - to prevent traffic jams when people are trying to enter or exit the site, particularly during rush hour.</p>
CF45			<p>Willen Road is already busy at peak times with traffic to and from Tongwell. Under these proposals it is due to provide access to the site for 1200 employees plus the 800 dwellings on the Bloor site. Without seeing the traffic calculations and having access to TRICS data at this stage I fail to see how widening it, unless to a dual carriageway, will cater for this increased traffic loading. In addition, the signalised junction is too close to the Marsh End roundabout and the Danstead Way / Tongwell Street roundabout and is likely to cause disruption at both. I cannot immediately see how the traffic from this site will access the M1. The design also needs to take into account the proposals on the main Milton Keynes East site for closing off the end of Tongwell Street in its traffic modelling. The new Redway along Willen Road needs to link up with the existing Redways at the Danstead Way/Tongwell Street roundabout and provide good cycling access to Newport Pagnell at the other end too. There needs to be pedestrian and cycle crossing facilities at the new access junction on Willen Road so that residents of Milton Keynes East could cycle or walk to work there. Warehouses: The potential users and any future environmental planning constraints on their use need to be considered at this stage so that we don't have another Blakelands-style white elephant that cannot be occupied.</p>
CF46		1	<p>Looking good</p>
CF47			<p>We already have a major issue with flooding in the town and this has never been more evident than the most recent floods on Xmas Eve last year. We have absolute assurance from our local Councillors that Flood protection will be at the forefront of any planning applications. Please confirm to me how you are addressing this issue as we cannot possibly sustain any further development that will impact river levels or the water table. The impact of flooding on the local community is absolutely devastating and some people are still 7 months later not able to return to their homes.</p>

CF48			<p>The changes to Willen Road to increase its traffic capacity seem reasonable, but in reality, they will prove insufficient. Willen Road is already heavily congested and traffic is often crawling or stationary. The road changes planned by Berkley St. James closes the V11 Tongwell Street between Carleton Gate and the Tongwell round about. This is currently a key route for rush hour traffic, including traffic to\from the Tongwell Industrial estate. A high percentage of this will now have to use Willen Road. Add to this the traffic from the Caldecote Farm Development, Bloor Homes and Berkley St. James and the result will be complete grid lock of the roads feeding to\from Junction 14. It should also be noted that whilst Berkley St. James quotes 4,000 homes and 403,000 sqm of employment floorspace, this is only the initial phase. There are plans to expand to 8,000 homes (with the potential for up to 11,000) so the situation will only worsen over time. A signal-controlled junction to service the site is included in the plan, otherwise with the volume of traffic on Willen Road, vehicles would stand little chance of getting into or out of the site. The junction will exacerbate the traffic problems by creating queues of vehicles waiting to turn into the site. Concerned about volume of lorries entering or leaving the site and potential they have to worsen congestion, noise and plooution. Traffic flow - are there high volumes of traffic planned for evenings and weekends? There are power lines and pylons in the area which would need to be relocated and may therefore interrupt the power supply and would mean some properties would incur costs associated with power outages. No elevation date as to the height of the warehouses and Milton Keynes has already had a bad experience with warehouses being higher than advertised.</p>
CF49			<p>It is imperative that a thorough flood impact assessment is undertaken and it is equally imperative that this is conducted by visual inspection rather than just a desktop evaluation. It is patently clear that the existing natural and built infrastructure in the town can not accommodate the volume of water hitting the town from the rivers Ouse and Ouzel plus the run off from Milton Keynes via the Cotton Valley Treatment Works. The proposed site is one of many that suffer in adverse weather conditions, which are becoming increasingly regular occurrences, and in the absence of proper evaluation and safeguards will exacerbate what is already a very serious problem for the town and its residents.</p>
CF50	1		<p>The area in which I live (very close to Marsh End roundabout) has seen increased flooding as has the local area as a whole with threat to my home. I cannot see any plans to tackle this on Caldecote Farm and the consequences of not allowing water to soak away from a site to which I understand floods today. Building on this land may have an adverse effect on the safety of my property and therefore unless the measures can be explained and guarantees given that this development will not harm my property I am firmly against the proposal.</p>
CF51			<p>Getting out if Newport Pagnell is bad enough at times so I hope you will be improving the roads around this area before you start building work</p>

CF52	1	For goodness sake how many houses do we need, with the point in Mk now being flats and thousands of more going up, there must be enough. STOP BUILDING FOR GOODNESS SAKE OF THE FLOODS THAT ARE HAPPENING
CF53		Overall I have no objection to the plan in principle except for the height of the warehouses. I think the plan has been well thought out and the positioning of the loading bays on the opposite side of the warehouse to Newport Pagnell is thoughtful to reduce noise. However I have two concerns about the height of the warehouse, particularly the one nearest Newport Pagnell. I live on Tabard Gardens in Newport Pagnell and have the H3 Monks Way between us and the proposed development. My main concern is noise reflection from vehicles on the H3 Monks Way accelerating away from the Marsh End roundabout. These are audible at the moment but with a 21 meter high warehouse and practically no screening any noise that would have been directed over the proposed site previously will be reflected towards Newport Pagnell and in particular the Green Park estate. I understand trees will be planted to reduce noise, but these will take many years to mature and provide effective noise dampening. The area allocated for tree planting isn't very deep so there won't be much depth to the trees, especially around the 'pond' area. So I'm concerned about how effective this will be if at all. Are you able to provide any details of the types and density of trees that will be planted and what effect these will have on the sound dampening, particularly in the early years before they are mature? My second concern is the sheer dominance a 21 meter building will have that close to the entrance to Newport Pagnell. I know you provided visuals previously showing how the warehouse will look but these were all taken at a considerable distance from the proposed site. Are you able to provide visuals from the position of Marsh End roundabout? On a separate note, what is the expected hours of use for the two
CF54		I am broadly supportive of this development, however the provision of an at-grade road crossing on the A422 is completely inappropriate and not acceptable. This is a high-speed, dual carriageway A-road, at the end of a dead-straight section, used for long-distance journeys. A grade-separated crossing, either a footbridge or underpass, is the only appropriate solution here. If this change is made, I would unreservedly support the proposals.
CF55	1	The proposed 2 warehouses, are massive and will dominate the skyline, I do not wish to see them, even in the distance from around Newport Pagnell.
CF56		Redway do you ride round in a triangle or does it join any other red way out of Newport pagnell marsh end road also willen village over the m1 . Also it can take 20 minutes or longer to drive from Green park drive to the football club roundabout at certain times of the day with traffic from Olney one way and traffic the other way from stantonbury and Linford Wood plus Blanklands and Tongwell industry and if that's not enough there's your little bit as well THANK YOU

CF57		<p>I've taken a look at your proposed development and am very concerned about several factors: 1. Access to your proposed site not being from M1 directly is very concerning to me. For already stretched and over congested road from cars coming to MK via A 509 /or leaving Newport Pagnell to go to work, and a modest Willen road that resembles nothing like the infrastructure provided in Kingston development, I do fear that you are not considering the real impact on the increasingly worsening traffic in Milton Keynes, I live in Pennyland and, because it would take me around 40 minutes to drop off my son to his school in Newport Pagnell, I opt to drop him off in Bleaklands instead.</p> <p>I understand that you want to be close to M1 but, why should our roads be congested more with lorries coming in and out?</p> <p>Newport Pagnell is a large and established community and already has to deal with not the best infrastructure and the whole of Tongwell and Bleaklands development on its doorstep. There is no need to add more to that.</p> <p>Why don't you place your development on the other side of M1 opposite Broughton, creating a direct access to M1 first? 2. My second point is, you are trying to maximise the space and want to build huge facilities, however, did you consider the strain on the environment? You talk about employment benefits for MK. There are loads of unused and empty facilities in Milton Keynes- yes they may not be huge but they could be converted into your required spaces and that way the pressure wouldn't be on one concentrated area but, instead, spread out to benefit people who perhaps don't drive.</p> <p>3. Have you considered the impact a further development may have on the environment, crime rates and pollution? MK Council constantly talks about stretched budgets and is unable to effectively clean the roads, pick the litter coming off of the cars and lorries, maintaining the bushes and grass cut or not having enough CCTV in operation to catch the perpetrators of environmental crimes and other crimes in general?</p>
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CF58			<p>Having lived on Richmond Way Newport Pagnell for 46 years, we have personal knowledge of the affects "Progress" brings to the surrounding area. Newport Pagnell has retained its "small Town" feel throughout our 46 years in this area, despite various housing projects arising during this time. Marsh End Road has gone from a no through road to one of the main thoroughfares in Newport Pagnell. The traffic that uses this road is not only residential, schooling etc but also accommodates trucks passing through rather than take the dual carriage way. This has a detrimental affect on the residents that live along this road. 1. Pandemic aside, when the schools are fully operational, there is a gridlock not only on Marsh End Road but throughout Newport Pagnell. This includes the dual carriageway already in existence. 2. Willen Road itself cannot take extra traffic as this is gridlocked both morning and evening with traffic coming into Newport Pagnell and traffic travelling from the dual carriageway into wider areas such as Milton Keynes. The gridlock is not only along Willen Road but spreads throughout the neighbouring industrial estate , Michigan Drive and Delaware Drive. This whole area is normally at a standstill come 17.00 hours. Giving access to not only this development but the proposed housing development will cause more congestion to the residents who live in Newport Pagnell. 3. The dual carriageway itself is grid locked each morning due to the amount of traffic moving towards and from the MI and school traffic using this road to access all schools in Newport Pagnell. In addition, any traffic problems on the M1 causes total lockdown to Newport Pagnell as the traffic is so dense and again ends up in total gridlock. 4. Marsh End roundabout is a constant flood area during inclement weather and although road works have been on going to this roundabout, with the extra, heavier traffic, that this development plus the proposed housing area will create, will only exacerbate this problem, the drainage has never been adequate to cope. 5. Building large industrial units so close to a residential town detracts from the total area, causing stress and mental health issues to those that chose to live in a quieter small town. Newport Pagnell prides itself in being Newport Pagnell and</p>
CF59			<p>how do you plan to blend 21m tall (equivalent 6 storey) buildings into the landscape - how will you manage 20,000 additional cars a day into and out of the area with completely snarling up an already congested area????? I dont see any new motorway junction or improvements to J14. I just see you connecting to existing milton keynes roads.</p>
CF60		1	<p>Excellent proposal. Hope it goes ahead as soon as possible. Particularly liked the long overdue improvements to Willen Roundabout (A422/H3/Willen Road junction), especially the extra lanes and signalization. Also welcome the improvements to Willen Road and the new redway.</p>
CF61			<p>I would just like to express my concern about the possible height of these warehouses. In principle I think it's a reasonable use of this land and improvements to Marsh End roundabout would be a bonus. I would really like it to be possible to walk easily from Willen to Newport Pagnell i.e. to be able to cross the H3 safely. But please remain mindful of the aesthetics of the area and keep the height in proportion to its surroundings</p>

CF62			<p>I would like to voice my concerns to this proposal. Pre Covid times the traffic queue from 7:30 to 9:00 stretches from the Marsh End/H3 Monks Way roundabout extends down Marsh End Road into Green park and also queue back on the A422 past the London Road/ A509 roundabout. Then reverses late PM. As we start to return to pre-covid times i believe this development will significantly increase the traffic on these roads causing extended traffic delays on these roads and therefore increasing the air pollution in these areas. Although we are getting used to large warehouse buildings the increase in traffic on an already busy set of roads is a real concern.</p>
CF63			<p>My concern is water drainage on the site and any potential water runoff onto nearby roads. I note the proposed drainage ponds on the site - which was a gravel pit with water-filled areas not long ago. I live nearby, in Newport Pagnell, and the rodabout at the junction of Monks Way and Willen Road floods quite regularly. Recently, nearby drains along the road were cleared. Then it rained (not that heavily) - and the roundabout still flooded. The problem is that the land is low-lying and at least some of the road drains are not where the water is deepest. I'm concerned that covering a nearby large area with hardstanding and buildings is not going to help this flooding issue and may exacerbate the situation. Not good in the face of the housing being planned nearby, nor for current residents living close to Monks Way. In conclusion, I'm not against the proposed development - I just want those responsible to be very sure their flood prevention strategy will actually work.</p>
CF64			<p>Clearly the proposals will result in an increasing amount of traffic joining the H3 And the A422 from Newport Pagnell subsequently is any consideration being given to the Newport Pagnell Green Park traffic being able to join the H3 where it crosses the M1, in other words coming out of the top of the estate instead of on to Green Park Drive, thank you.</p>
CF65			<p>Please find comments from Milton Keynes Cycling pursuant of your request for feedback. It may be helpful for your application if we discuss issues on a video call to ensure that the concerns are understood and suitably addressed. - <a href="#">see attachments saved separately in the email , one is a powerpoint</a></p>
CF66			<p>I attach the comments of the Cycling UK Milton Keynes Group on the proposals. We have serious concerns which we hope we can work with you, Milton Keynes Councils and other stakeholders in resolving. <a href="#">See attachemnt saved separtely in the email</a></p>

CF67		<p>I am concerned about a number of things. The road infrastructure through Newport Pagnell already gets backed up at rush hour. Simply improving 1 round about is unlikely to improve this when considering the number of staff it is proposed that the site will employ. Newport Pagnell already floods regularly. Adding so much concrete, despite the drainage ponds, seems likely to exacerbate the problems for residents. What studies have been done to prove that the ponds being built are going to be sufficient for drainage in times of heavy rainfall, and that they will still be sufficient in 20-50 years as global warming is set to increase flooding in areas such as ours? Buildings up to a height of 21m are much too high and will be starkly visible, completely changing then view and horizon on Newport Pagnell - an eye sore.</p>
CF68		<p>not reject the land being developed upon, but do question the plans that have been drawn up. The impact on traffic will be enormous, and considering that during rush hour standstill traffic is common along this entire section of Willen Road, this will only add to it. There are two obvious solutions in my opinion; widening the entire road that must include the M1 bridge, which would be expensive and only address a few of my concerns, or moving the entrance of the development to the A422 where there is no impact on any residential property. Alternatively an entrance coming off the roundabout itself may work. The new residential development will also add to this traffic. And so having two separate junctions, not opposite each other as is proposed would ease the expected congestion at that point. Further to my concerns over traffic, is the view. Not only for the existing residents of Glen Fields, but for those in the new residential developments. We live in a beautiful part of Newport Pagnell, the street has a particular style of its own due to the development being on the edge of a farm. Building a tall warehouse will impact the feel of the area as well as impacting the value of our home. I appreciate that the buildings do seem to have been positioned with the least impact as possible to us, but I would argue that this is still unreasonable given the height, added noise and expected traffic. I don't believe the relative short tree line will be sufficient, to address the view or added noise. We do not want to wait 50 years for the tree line to be sufficiently tall and thick enough to hide the impact of the warehouses. I do hope you take into consideration that we have chosen to live in a relatively quiet area. And that this development plan will cause a significant negative impact to our lives in turning this part of Willen Road that is primarily used as a light commuting route into/from Milton Keynes into one bearing constant lorry traffic</p>

CF69	1	<p>Your document does not mention it but the plan shows an elevated section being built on Willen Road. At the moment the noise is contained somewhat by trees and bushes. But with an expanded road carrying HGVs at bedroom level just 80m away from our homes our lives will become hell and our houses valueless. And all unnecessary. The entrance could easily be built on the A422 Between the M1 and Marsh end Roundabout. This way: * The nearest houses to the North are much further away from the industrial site entrance and are already protected by four rows of trees. * An expensive and, from our point of view - ruinous, elevated road will not be necessary as the Marsh End roundabout is only 3-400 yards from the entrance. * Although the northernmost of the two buildings will have to be split in two, any reduction in rent can be offset by protection of property values not only in Glen Fields but also in the planned Bloor Homes and Berkeley Group properties on either side of Willen Road - if it is kept as a ground level single carriageway. Your document is quite disappointing in relation to noise mitigation on Willen Road and the effect on existing residents' lifestyle and property values. Nor does it mention how you would screen utilitarian (i.e. ugly) 21m buildings to maintain the pleasant outlook at Glen Fields. It seems this scheme is driven solely by the desire to maximise revenue from the site. I am sure that Newlands desires to be a better property developer than this.</p>
CF70	1	<p>Again another proposal that gives no considerations to the residents in Newport Pagnell nor the small dwelling of housing at Glen fields. We have previously put in feedback to since rejected proposals. The A422 cannot cope with the traffic flow at present let another with the proposed 5000 house right next to it. The entrance on these plans has been moved slightly but in reality this road can not cope with rush hour traffic now. Why can't the entrance do go off the main dual carriage way of the A422? The tree lining that would block factory light needs to stay and previously was going to be ripped down. There is also no path along the Willen road for access. Will restriction be put in place for noise and light? To ensure lorries are not Turing up after 10pm??</p>
CF71		<p>I believe this development will present a significant additional risk to Newport Pagnell from flooding the planned development is on a vital flood plain. The christmas 2020 high water event has underlined that existing capacity in and around Newport Pagnell does not have capacity to cope with the increasing high speed run off from hardstanding development. All drainage around Newport enters the river. There is no holding capacity beyond Caldecote lake and Willen Lake, these lakes are now overwhelmed during high rainfall events. any further hardstanding development requires corresponding water runoff storage to prevent water from entering the river system. additionally, a corresponding storage capacity equal to or greater than the loss of the floodplain that this development will occupy. It would be appropriate that this calculation should be based on the december 2020 highwater levels at this floodplain plus an appropriate % to build in a contribution towards long term protection for the town.</p>

CF72			<p>Our concerns as residents in Willen is the increase hgv traffic coming off at junction 14 (or going back on) and using the v11 (tongwell road) as access to the new development. We would like to think that you would mandate that this traffic use the A509 and A422 to access the proposed new infrastructure. This would avoid noise and air pollution impacting any residents in willen. Also there are no estates to pass through on this route, do no one to impact negatively. Additionally The Tongwell roundabout is already gridlocked at peak times and sending more hgvs this way would only compound the issue, as well as creating excessive road noise to the estate. Can you please confirm your plans in this regard.</p>
CF73			<p>I see the entrance for the planning of units on willen Road is for two storey units. I object to two story units built opposite our housing community as they will blot the landscape and overlook our houses. I object to the entrance on willen Road as in rush hour morning and evening the road is solid with traffic and adding more industrial traffic is mindless. The entrance should be a slip road off the A422 dual carriage way. I object to traffic lights on willen Road, as previously mentioned willen Road is toe to toe with traffic already during rush ours not to mention all the added traffic from the new estates being built on the opposite side to the industrial plans.maybe someone from planning should attend willen Road during rush our and see that the slip Road off the A422 would be much more sensible.</p>

CF74			<p>1; Water. I note the drainage ponds, however I am led to wonder if these are sufficient. I write this comment a few days after dozens of people have been killed in Germany and Belgium, both following extreme rain, and a few months after the largest floods in Newport Pagnell for decades following heavy rains. Various environmental reports say that extreme rain and flood events are going to more and more common in the next 30 years. The size of the warehouses and hard standing areas significantly reduce the amount of surface area which can soak up heavy rain falls. Whilst the ponds may go some way to mitigating this, I would like to urge the planners to take present and future rain fall into account when determining the details of this proposal to make sure that there is no detrimental effect on the flood risk to residents of Newport Pagnell. 2; Traffic. I note the improvements to Willen Road for traffic turning left, or North, out of the Caldecote Farm site. However there don't appear to be any improvements to Willen Road for traffic turning Right, or south. In rush hour it is common for the later route to be a quicker route for travel to the M1 J14 junction. I would urge the planners to consider how to manage traffic heading both ways out of the Caldecote Farm site. 3: Red way. I note the plans to have a redway along Willen Road as part of this proposal. This is positive. However it's difficult to judge the quality of this redway as there are too few details in the plan. I would urge planners to make sure that a quality redway that links with the current redway network and meets MK's standards of redways is detailed as part of any approval.</p>
CF75	1		Please do not develop around Newport Pagnell.

CF76		
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I wish to put on record that, in my opinion, this site is wholly unsuitable for buildings of this size, and particularly height (of up to 21m). I do have other questions: \* Whereas the site is immediately adjacent to the M1, it is not close to Junction 14. What route do you envisage the lorries will take to gain access to the wider strategic road network (specifically the M1)? \* Your proposals state that up to 2,100 jobs may be created. At the scale of the plans, it is difficult to gauge the number of car parking spaces being provided. Am I to assume that the number is in accordance with MKC parking standards. If it is, I see this as creating two problems:- \* Several of the existing employment areas within Milton Keynes have a significant shortage of parking spaces on site, causing parking problems on adjacent access roads. \* Several of the existing distribution warehouses within Milton Keynes operate a two or three shift system. This means that people arriving in cars for the second shift can have problems finding spaces (because the first shift is still on site). How do your proposals address these issues? \* As I understand the Plan:MK / SUE proposals, Willen Road will be upgraded to grid road status. There is very little precedent for traffic lights between grid road roundabouts, particularly as they provide for pedestrian access to the bus stop on the other side of the road, and the redway. \* Whereas redway provision on Willen Road had been a long term aim of Milton Keynes Development Corporation, it was unable to secure sufficient funds. It is appreciated that you are prepared to fund it as part of these proposals, but this does raise some issues:- \* With Willen Road upgraded to grid road status, a redway immediately adjacent to the carriageway (as I read your plans) is wholly inappropriate. There should be a minimum of 3m of verge between (for safety reasons). \* As with previous proposals for this site, improvements to the Marsh End Roundabout have been proposed, together with a Toucan crossing of the dual carriageway. The Newport Pagnell Bypass is one of the strategic roads that access your site, and the wider Milton Keynes area, Whatever the Transport Assessment will say about the effect this will have on traffic in the area, Milton Keynes was developed to separate redways from grid roads. There should be a subway provided here to ensure the safety of cycling and pedestrians, without impeding traffic flow.

\* I can't tell from the plan, but does the redway discontinue as it crosses the M1 bridge? \* You state that the new junction to your site will also provide access to the Bloor Homes housing site opposite.

2nd comment

CF77	1	<p>At the moment the noise from Willen Road, which runs about 80 metres from our home, is just about contained by trees and bushes. But building an elevated section of the road to carry industrial traffic and HGVs at bedroom level means our lives will become hell and our houses valueless. See plan. And not just in Glen Fields. Both Bloor Homes and Berkeley Group are building homes that will be adjacent to Willen Road, whose values will be significantly reduced by locating the site entrance and elevated roadway on Willen Road. I believe the entrance could easily be built on the A422 Between the M1 and Marsh End Roundabout: * The nearest houses to the North of the A 422 would be much further away from the industrial site entrance than the 80m distance on Willen Road. They are also already protected from traffic noise at the entrance by four rows of trees. * An expensive and, from our point of view - ruinous, elevated road will not be necessary as the Marsh End roundabout is only 3-400 yards from the entrance. * In fact Willen Road can remain a minor road servicing the housing along it's eastern side also reducing cost. * Although the northernmost of the two buildings will have to be split in two, any reduction in rentable value will be offset by reduced infrastructure costs and protection of property values not only in Glen Fields but also in the planned Bloor Homes and Berkeley Group properties. I am sure you have provided a copy of the consultation document to Berkeley Group, Bloor homes and MK Council. However I have copied them in as I think this alternative should be openly discussed. Your document is quite disappointing in that it doesn't consider noise mitigation on Willen Road or the effect on existing residents' lifestyle and property values. Nor does it mention how you would screen utilitarian (i.e. ugly) 21m buildings to maintain the pleasant outlook at Glen Fields. It seems this scheme is driven solely by the desire to maximise revenue from the site without any thought for nearby residents. I am sure that Newlands desires to be a better property developer than this.</p>
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CF78		<p>Comments on Caldecote Farm Proposals from the Fred Roche Foundation The Foundation campaigns to ensure that new development in Milton Keynes is carried out in accordance with the guiding principles of urban design, planning and landscaping that has made Milton Keynes such a huge success. These comments are representative of the views of the members of the Foundation. Land Use The Foundation supports the use of this site for employment. However we have serious concerns that the proposal for two large distribution depots is contrary to what Milton Keynes needs to grow its employment opportunities. These sheds are land hungry and create few skilled jobs. We urge that a range of smaller buildings is provided to provide space for manufacturing, research and high tech jobs. Connectivity and Road Links It is essential that these proposed developments east of the M1 are adequately connected to the city over the M1 and to Newport Pagnell to the north. The proposal merely links the site to Willen Road forcing traffic to use a single carriageway road before joining the A422 to the north or V11 Tongwell Street to the south. No development should take place until there is a comprehensive new road network is designed to provide for the whole of MK East which provides better access to J14 of the M1 and that all surrounding and new roads have segregated crossings for pedestrians and cyclists via underpasses or bridges. Cycling and Walking The proposals show how a new redway can be provided on either side of Willen Road, but makes no proposals as to how this is linked to the existing redway network, either at the junction with V11 Tongwell Street or Marsh End Road to the north. It is essential that these connections are made a condition of any consent to this scheme and that there should be grade separated connections under the A422 by underpasses. The proposals should also demonstrate how the redways should be connected to the cycling and walking network on the land being developed by Berkeley and Bloor. Overall we have serious concerns about how this development is to link to Milton Keynes, Newport Pagnell and the new residential neighbourhood, MK East. Design The two buildings proposed appear to have been just plonked onto the land in order to maximise floor space, leaving very little by way of open space and structural landscaping which will be required to mitigate the impact of such tall buildings. We have serious concerns about the height of these buildings and better use of the site could be made if the matters discussed above under land use are taken into account, that is the provision of space suitable for</p>
CF79		<p>Having looked these plans - which would seem to be for two large distribution centres - and also the plans for some 5,000 houses on the opposite side of Willen Road I fail to see how the road system (even with the 'improvements' shown) can hope to cope with with with additional traffic from both sites. At Peak times at the moment both H3 (Monks Way) and Willen Road are badly congested leading to lengthy queues for traffic coming out of Newport Pagnell onto the H3/Willen Road roundabout. This can only have a 'knock-on' effect of that traffic going along an already congested Wolverton Road in an attempt to avoid this. The nett result, I fear, will be traffic chaos!</p>

CF80			I am very concerned about the following: The height of the buildings. The buildings need to be lower. It will be a blot on the landscape. The impact on the flood plain Large and heavy lorries/traffic and the impact on Newport Pagnell It will be an eyesore like other large buildings in Milton Keynes We are losing too many open spaces. The local roads can't cope now and those that commute will struggle more. Newport Pagnell has suffered severe flooding and this will just add to the problems.
CF81			My concerns are the height of the building, and the extra noise generated, pollution expelled by any generators., being so close to Newport Pagnell. Will be an eye sore. There's already too much local traffic on the willen road. It can not cope with any HGV traffic.The price of houses being reduced because of this eye sore these huge buildings are.
			<b>CONSULTATION CLOSED</b>
CF82			The idea of a toucan type crossing for a redway on the busy A422 is less than ideal. Pedestrian / cycle crossings on the A422 from the M1 to the eastern end need coordinating to achieve a proper user friendly set of crossings . This will require cooperation with Bloor Homes. What liaison is currently happening ?
<b>TOTAL</b>	<b>16</b>	<b>4</b>	