

February 2019

Milton Keynes South East Report of Local Stakeholder Group Workshops

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1. Introduction

1.1 Background and Purpose of Report

Plan:MK includes an allocation for a new sustainable urban extension for approximately 3,000 dwellings to the south east of Milton Keynes, referred to in this report as 'MKSE' (Milton Keynes South East). The emerging local plan also allocates a strategic employment site to the west of MKSE, referred to as South Caldecotte for a minimum of 195,000m² of Class B2/B8 and ancillary B1 employment.

In accordance with the planning policy requirements for the sites as per its potential allocation in Plan:MK (subject to the outcome of the current examination), a Development Framework is to be prepared by Milton Keynes Council in conjunction with the landowners to guide future proposals. The current work programme requires a draft Development Framework for MKSE to be agreed for public consultation in Spring 2019. A draft Development Framework for South Caldecotte was the subject of consultation back in February 2018, that draft is being revised and will have regard to the outputs of these workshops.

Milton Keynes Council is engaging with the local Danesborough Forum which is a group of local parish and town councils and other local civic groups who represent communities in and around Aspley Guise, Aspley Heath, Bow Brickhill, Little Brickhill, Walton, Wavendon, and Woburn Sands area. The Group meets monthly to consider issues and progress on the planning of the sites.

To complement work on the collection and analysis of technical evidence for the preparation of the Development Frameworks, the Council wishes to engage with the Danesborough Forum to seek to generate broader understanding and input to the process, and to start to evolve a concept framework and a spatial vision and development objectives for MKSE in particular which is responsive to local ambitions and community requirements. In discussion with the Danesborough Forum it was agreed that this engagement would take the form of two evening workshops.

The approach was intended to be separate (but related) to the wider Plan:MK process, through which the principle and timing of development of the sites is being tested. By participating in and contributing to the workshops, this did not fetter the position of any individual attendee or stakeholder body as to whether or not they supported the principle, timing or detail of development on the sites, and as they may have presented separately via the Plan:MK examination or other processes.

Oxford to Cambridge Expressway: the sites lie within the preferred corridor for the Expressway published in 2018, within which route options are being developed by Highways England (see Figure 1 below). Public consultation on route options is due to take place in Autumn 2019 with the preferred route being announced in 2020. Proposed Main Modifications to Plan:MK Policy SD13 which allocates MKSE state that *"If the chosen corridor for the Oxford Cambridge Expressway (OCE)*

maintains the possibility that the OCE could be routed through the site, then planning permission for housing and associated uses will not be permitted until the detailed alignment of the OCE is known”

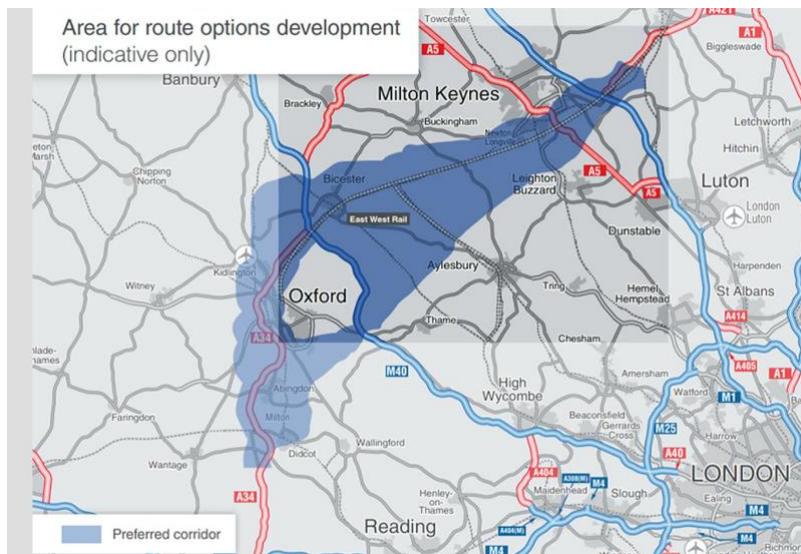


Figure 1: Preferred corridor for development of route options for Oxford to Cambridge Expressway

The current uncertainties surrounding the final route for the Expressway present the Council and developers with a challenge regarding the delivery of the site. The Council wishes to progress work on the Development Framework now so that development can move ahead in a timely fashion should the chosen route not directly impact the site. For the purpose of the workshops, therefore, a “no Expressway” scenario was adopted in order to enable the discussions to focus on the key principles that should underpin any development.

Local Area Traffic Strategy for the Wavendon/Woburn Sands area: This matter was raised at both workshops as a prerequisite before further development takes place. Cabinet on 8th January 2019 considered an item from the ward councillor, Cllr David Hopkins requesting that work on a traffic strategy for the south eastern part of Milton Keynes be agreed. The scale of development both underway and planned for the communities of Wavendon, Woburn Sands and Bow Brickhill is significant and a strategy that considers the cumulative impact of this scale of growth and identifies suitable mitigation is urgently required. A Transport Infrastructure Delivery Plan is being prepared and will report to Cabinet in March 2019, followed by consultation in the summer.

Hyas were asked to provide support for and independent facilitation of the workshops. It was proposed that the key outputs from the workshops would be:

- Evolution of a spatial vision and set of development objectives (or guiding principles) for MKSE based upon the knowledge, views, needs & objectives of the Danesborough Forum members;
- One or more conceptual plan(s) showing the Forum’s ideas in relation to spatial options for managing the growth in housing, employment and community facilities in and around the sites which are likely to be necessary in order to deliver the vision over time. The conceptual

plan/s would be part of the background information to inform the Council's preparation and drafting of the draft Development Framework.

This report sets out the approach taken to the workshops and provides a summary of the discussions and outputs.

1.2 Approach

Two linked evening workshops were held with members of the Danesborough Forum, with all information and the group discussion captured via flip-charts, notes and on map bases.

Ahead of the first workshop, the Council prepared a pack of background information about MKSE and South Caldecotte and circulated that to the Forum members. The pack included summaries of key technical information, including flood risk, landscape character, ecology, services and utilities. Workshop participants were encouraged to read the information pack before attending the sessions so that they came along aware of some of the key constraints and opportunities affecting the site.

The first workshop was structured with the aim of capturing themed objectives and to inform the evolution of a vision statement. A series of themes under Environmental, Social & Economic were used to elicit thoughts and discussion as to how they could apply to the development. This was followed by an interactive session, with the group starting to annotate plans to show how a spatial layout could consider and translate the objectives in to a spatial form.

The outputs from the first workshop were used to evolve three initial conceptual plans. These were brought back to the second workshop for further consideration, amendment and feedback.

The overall findings from the two workshops are captured within this document.

2. Workshop 1 (held on 16th January 2019)

This was a formal, structured workshop. Its purpose was to identify and understand the baseline issues in relation to MKSE and to start to consider a potential vision and set of objectives to inform the preparation of a Development Framework for the site. This included a facilitated review across a number of social, economic, environmental and placemaking themes, illustrating options, capturing local perspectives and aspirations and identifying the key elements which will ultimately inform what the development should become. This section was a whole group activity, facilitated by members of the Hyas team and drawing upon local and national examples & illustrations to prompt discussion by the full group.

Following this opening session, a round table discussion took place with the participants, Council officers and the Hyas team. Using large scale maps the group was asked to capture key issues, opportunities and considerations that have a spatial perspective at both a wider strategic scale (looking at connections and influences in the wider area) and the site itself. The main focus of this activity became the local roads, grid roads and connections to them from the new developments.

2.1 Key Outputs

Views, feedback, issues & objectives from the group discussion session were captured and are set out within Appendix B to this report.

Some of the key points emerging from the discussion included:

Transport & Connectivity

- Connections across railway (number, type and location)
- Connections to Newport & Bow Brickhill Roads (or lack of)
- Links into the grid system (or not) - whether there should be a different approach north and south of railway line?
- Internal east-west and north-south connections – eg to schools; train station. Ensuring on-site facilities are accessible from all parts of the development.
- Extend existing bus routes into site.
- The possibility/ desirability of relocating Woburn Sands rail station into the site.
- Cycle/ pedestrian links & new routes – link to Sustrans routes 6 and 51.
- Recreational vs ‘commuter’ cycling routes.
- Impact of level crossing barrier ‘downtime’ on queuing traffic.

Environmental

- GI structure – multifunctional corridor along railway’ - noise buffer; SUDS; leisure use.
- Country park on western edge of Woburn Sands.
- Internal GI along springs/watercourses.
- Consider impact on views from Greensand Ridge – building heights; densities.
- Micro energy generation

Services; Social & Cultural

- Provide 2 x primary schools and 1 x secondary school on site.
- Community facilities including GP surgery.
- Allotments and playing pitches.
- Faith groups requirements.
- Local centre.

Due to the group's concerns around traffic and connectivity, the drawings produced at the session itself focussed on highlighting areas of bottlenecks, key edges and potential connections.

Group Work

Strategic discussion and sketch focused on connections.

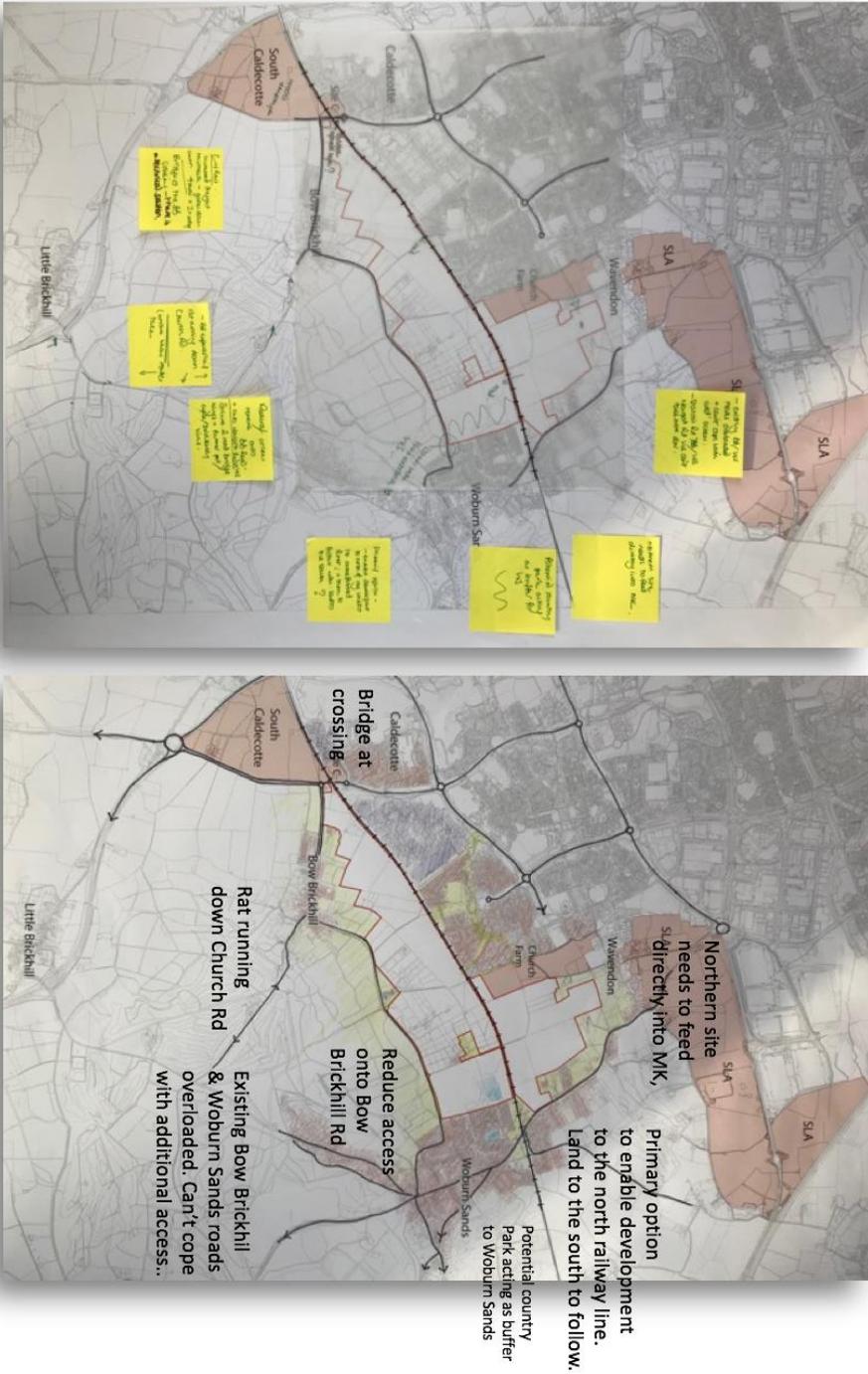


Figure 2: Workshop 1 Strategic Connectivity

Site edges



Figure 3: Workshop 1 Site Edges

3. Workshop 2 (held on 17th January 2019)

This session was held a day after the first workshop and with the same invitees, albeit with some participants who had been unable to attend the first session. Workshop 2 started with a presentation to run through the issues and views captured as part of the initial discussions at the first evening session. In order to generate discussion, the Hyas team had produced three draft concept plans (Figures 4a, b and c), each representing a different approach to the layout and connectivity of the developments.

A round table discussion with all participants enabled them to consider the pros and cons of each of the three draft concept plans and to agree on a preferred solution. The discussion moved on from the initial focus on roads and connectivity to consideration of the wider social, economic and environmental drivers for the developments. The notes from the round table discussion were captured and are attached at Appendix D to this report.

3.1 Key outputs

The round table discussion led to Concept 1 being identified as the preferred approach of the three, although the final output draws in a number of the features of Concepts 2 and 3. The notes from the round table discussion attached at Appendix D provide additional context to supplement the draft final concept plans.

Some of the key points emerging from the discussion include:

- Density should reduce towards the rural edges of the site and towards boundaries with existing rural
- Significant concern about extra traffic joining the Bow Brickhill Road (and Newport Road in Woburn Sands) resulting in a draft concept that avoids connections onto these roads from the new developments.
- Suggestion for new 'grid road' running parallel with the railway line through the southern part of MKSE, with connections north to the grid road network.
- Suggestion to use the South Caldecotte site for Park and Ride.
- Suggestion to make the road from the Bow Brickhill level crossing to the A5 roundabout ('McDonalds roundabout') a grid road to take the traffic from South Caldecotte and MKSE south.
- Provision of buffer to the eastern and western ends of MKSE.
- Recognised need for at least an emergency access onto Newport Road from the northern part of the site.
- Question about how bus services linking Bow Brickhill, MKSE and Woburn Sands could operate without access from MKSE.
- Question whether the Woburn Sands rail station have more parking or relocate into MKSE?
- Location of the secondary school towards the western end of MKSE south of the railway line, to reduce impact on Fulbrook school in Woburn Sands and closer to the Eaton Leys which the new school will also serve.
- Building heights – locate higher buildings (such as the secondary school) immediately south of Tilbrook to minimize impact on views from the Greensand Ridge.

- Small local centre and primary school to be located in the northern part of the site and the second primary school with a local centre serving the southern part of the site, to be located towards the western end of the site, to improve access to shops and services for Bow Brickhill residents.

From the discussions draft final concept plans have been produced at both the strategic and more detailed scale as set out in Figures 5 and 6 below.

Concept 1 Connections led

INSPIRATION PRIMARILY FROM THE MK GRID.

Characteristics

Fully connected by a grid network of roads.

Requires 2 bridge crossings.

Clear & similar development parcels.

Housing

Probably defined by character areas rather than areas of high, medium and low density.

Local Centre, schools, community facilities etc not shown.



Figure 4a: Concept Plan 1 for Workshop 2 discussion – Connections Led approach

Concept 2 Built form led

INSPIRATION FROM MK, WOBURN SANDS & THE VILLAGES

Characteristics

- Railway as divider.
- Utilises existing points of vehicular access to the south.
- Distinct areas of housing separately served.
- Extensive network of green routes.

Housing

- High Density Housing as an extension of the grid and MK with green buffer surrounding it.
- Medium Density housing drawing inspiration from Woburn Sands with green buffer to the railway.
- Low density housing drawing inspiration from the Villages with green buffer to the railway.
- Local Centre, schools, community facilities etc not shown.**



Figure 5b: Concept Plan 2 for Workshop 2 discussion – Built Form Led approach

Concept 3 Green Infrastructure led

Characteristics

- Maximise green infrastructure potential: Plot and enhance all public rights of way.
- SUDs and green buffers.
- Links strongly into Sustrans.
- Ecological enhancement.

Housing

- Designed to work well with existing contours and slopes.
- Could lend it self to ecological and a 'greener' approach to housing.

Local Centre, schools, community facilities etc not shown.

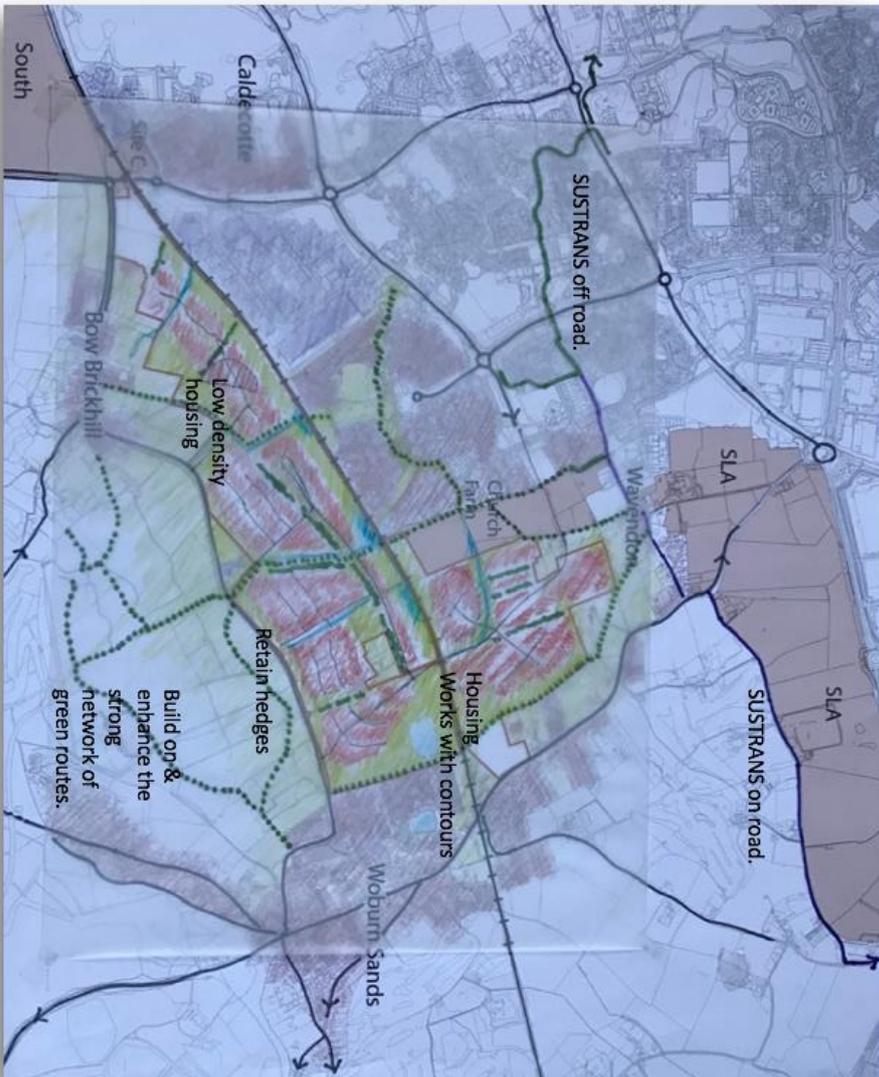


Figure 6c: Concept Plan 3 for Workshop 2 discussion – Green Infrastructure Led approach

Strategic Composite Concept Plan Connections led

Key components

- 1 New vehicular network based on grid.
- 2a Secondary school, primary school & one nursery.
- 2b Primary school.
- 3a Local centre including Doctors Surgery.
- 3b Local centre.
- 4 Housing. Higher density housing near railway line. Lower density housing on edge.
- 5 Existing network of green routes preserved & enhanced. Links to SUSTRANS. Some hedgerows retained.
- 6 Country Park.
- 7 Sustainable Urban Drainage.

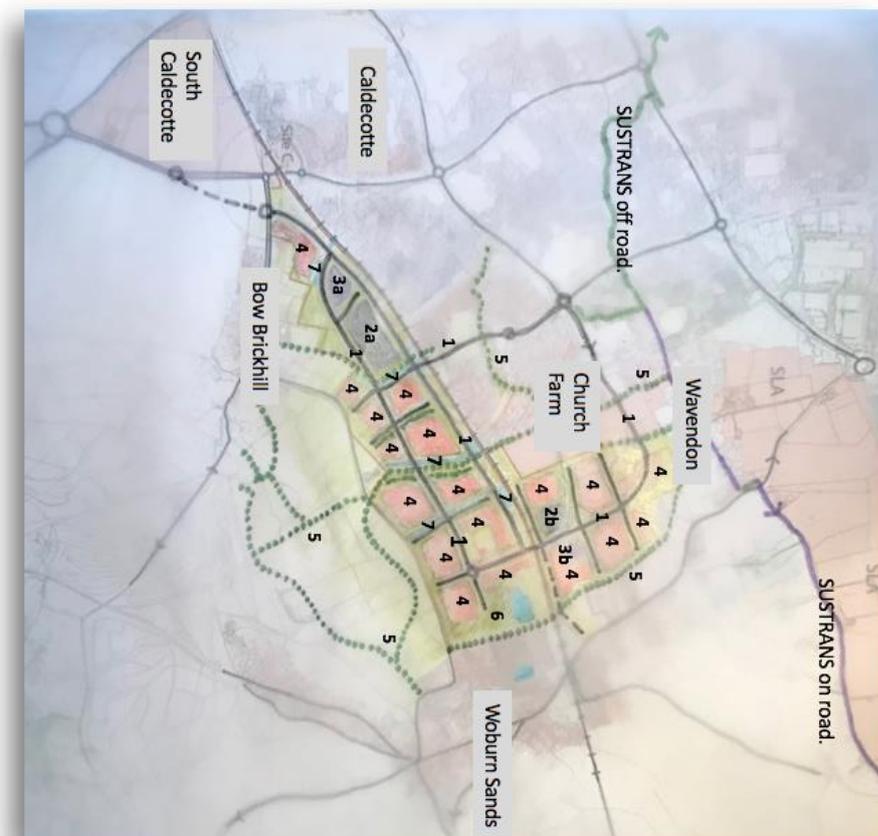


Figure 7: Draft final Strategic Concept Plan for MKSE

Detailed Composite Concept Plan

Key components

- 1 New vehicular network based on grid.
- 2a Secondary school, primary school & nursery.
- 2b Primary school.
- 3a Local centre including Doctors Surgery.
- 3b Local centre.
- 4 Housing. Higher density housing near railway line. Lower density housing on edge.
- 5 Existing network of green routes, preserved & enhanced. Some hedgerows retained.
- 6 Country Park including football pitches.
- 7 Sustainable Urban Drainage.
- 8 Green buffer.

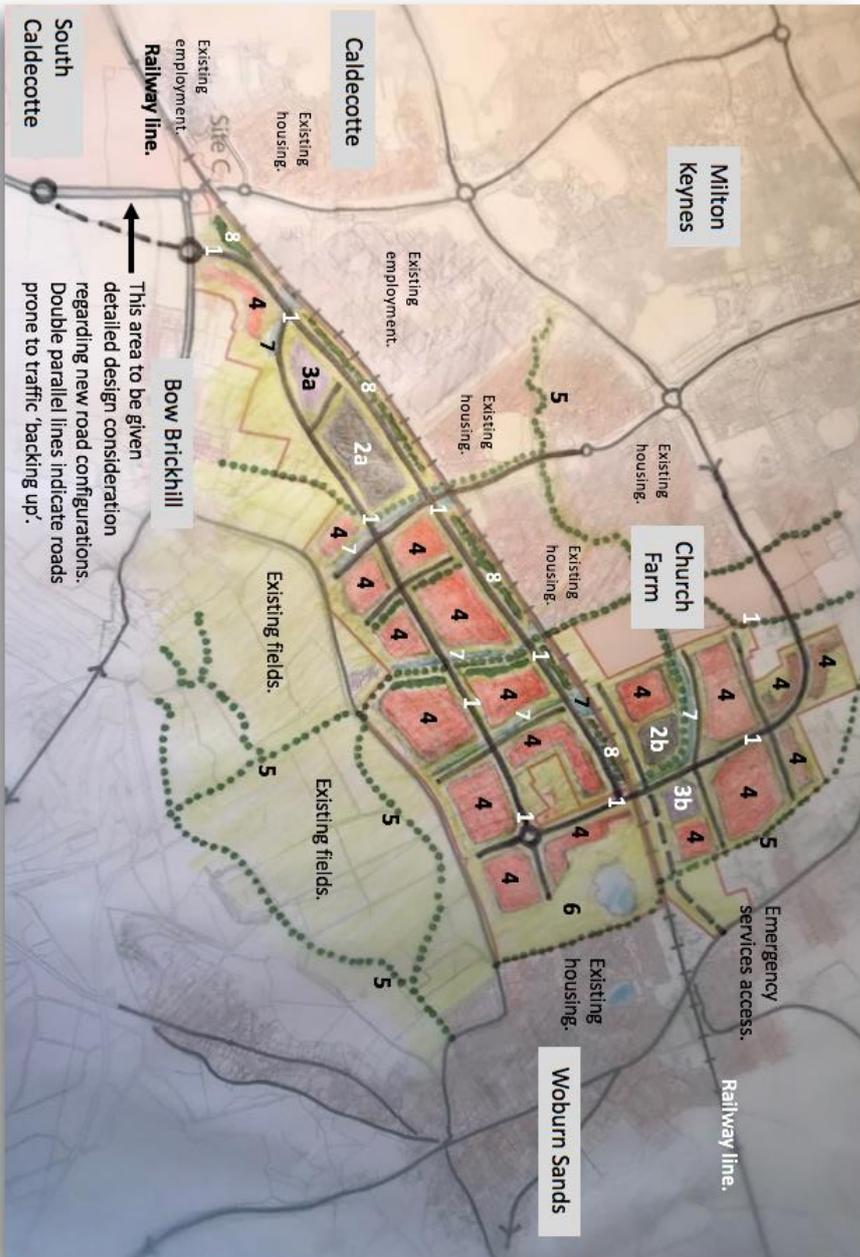


Figure 8: Draft Final Detailed Concept Plan for MKSE

4. Draft Vision and Key Principles

From the discussions at the two workshops and the resulting draft composite plans it has been possible to draw out a number of elements that could form a Vision and set of key principles for the development. The following elements are intended to form the basis for future discussion within the Danesborough Forum and with the Council and ultimately the developers.

4.1 Creating the Vision for MKSE

The following statements are intended to provide a starting point for further consideration and discussion as part of agreeing a Strategic Vision for MKSE.:

...MKSE will become a thriving new community on the edge of Milton Keynes, with excellent vehicular accessibility to Milton Keynes and the A5 for jobs, shopping and culture. A strong network of 'green' walking and cycling routes will provide access to neighbouring settlements and the wider countryside for leisure & recreation.

....South of the railway line, in particular, MKSE will feel like living in the countryside, with the amenities of a city on the doorstep.

....It will be a place which complements but is distinct from the adjoining urban area and towns and villages.

.....It will be an exemplar of modern town planning that can take forward the proud and successful legacy of place-making locally. It will be based upon a bespoke masterplan led approach to create a new community for the 21st century that will be sustainable and responsive to local context whilst also being future proofed to accommodate new ways of living, working and mobility.

.....It will be designed to foster a strong sense of community and belonging, providing a range of new homes of varying styles and densities, together with new schools, facilities and services for the benefit of new and existing communities.

.....It will be a welcoming and sensitively designed environment, working with the existing landscape, topography and natural assets to provide a strong network of connected green spaces whilst also respecting the identity and integrity of Wavendon, Bow Brickhill and Woburn Sands.

.....Strong internal connectivity will be a key defining characteristic whilst also facilitating through movements for the most sustainable forms of movement, such as walking and cycling.

.....it will be well served by public transport, enhancing and extending existing bus routes and providing excellent internal connections to Woburn Sands railway station for access to East-West Rail and then on to Bletchley for the West Coast Mainline. Transport facilities will promote. Connections will be made to the rest of Milton Keynes' grid road and transport network.

....MKSE will provide opportunities for people to enjoy a healthy lifestyle, with well managed and maintained attractive, safe cycle and walking routes across the new community, into Milton Keynes and surrounding small towns and villages and out to the countryside, making use of the redway network and the national cycle routes.

....Green spaces within the new community will allow views to Greensand Ridge to the south whilst providing sustainable links between the community facilities within MKSE and surrounding settlements.

4.2 Key Principles and Objectives

Transport & Movement

- A comprehensive transport strategy is required to underpin the Development Framework for MKSE and, in any case, prior to the determination of any planning applications to ensure that appropriate access to and from the site and the connectivity of the southern part of MKSE across the railway is achieved.
- Connectivity: The development will need to include robust and efficient connections to the grid road and redway network across the railway line for all modes of transport in order to minimise the barrier effect.
- MKSE will connect to the grid road network from an extension to H10, Bletcham Way with a new railway crossing to connect the northern and southern parts of the site. An additional connection to the grid road network across the railway line should be provided from a southward extension of the V11 Tongwell Street transport corridor between Old Farm Park and Browns Wood.
- A new east-west grid road will serve the site, running along the southern side of the railway line from the V10 Brickhill Street in the west to the extension of the H10 Bletcham Way in the east.
- Sustainable movement: the development will be designed to accommodate accessible, frequent and high quality public transport connections throughout the site, maintaining and improving existing public transport connections to Bow Brickhill in particular.
- Active modes: Walking & cycling will be promoted throughout the site with the provision of a comprehensive network of segregated footpaths & cycleways, linking to the National Cycle Routes 6 and 51; extending the Milton Keynes Redway network into the site and ensuring good connectivity to adjoining communities of Wavendon, Bow Brickhill and Woburn Sands as well as to the Brickhills and Greensand Ridge to the south.

Quality Place-making

- Quality Placemaking: The new community will be an exemplar in terms of place-making & design quality to set the standard for potential future growth into the future. It should be designed to have a clear and unique identity, distinct from but sensitive to adjoining areas.
- Provision of buffer areas, structural landscaping and strategic green infrastructure within the site to prevent coalescence and respect and reinforce the character of Wavendon, Woburn Sands and Bow Brickhill in addition to ensuring ecological connectivity, and mitigation of any harm to the Brickhills area and wider landscape character
- Protecting existing settlements: the character and identity of Wavendon, Bow Brickhill and Woburn Sands will be protected from new development with quality landscape led green buffers. The green buffers should allow for suitable interaction and connectivity between the new and existing settlements.
- Living environments: the site should include a small number of character areas to enable the approach to urban design and place-making to help foster and define separate parts of the new community, aligned to local contexts & environmental assets and roles.
- Density. The site should accommodate a mix of residential densities to provide for diversity and distinctiveness across the site whilst protecting the fringe rural character and existing settlements. Higher densities should be provided in areas with strong accessibility to public

transport and services as well as along/near the railway with lower densities along the edges of the site.

- **Social & Community:** The site should be people-centric and be designed to work for new residents and existing communities, provide for a wide range of social and community facilities, including new schools (pre-school, primary and, secondary), health facilities, social and wider uses. It should provide opportunities for people to meet and interact and generate a strong sense of local community.

Economy & Retail Uses

- **Retail & Centres:** 2 local centres should be provided on MKSE providing accessible opportunities to address day to day needs of new residents: a smaller centre integrated with the primary school should be located in the part of the site north of the railway line and a larger centre in the southern area, again linked to the new schools. The southern local centre should be located towards the western end of the site to enable it to serve Bow Brickhill and to minimise impact on existing shops in Woburn Sands.

Environmental

- **Water:** Development should integrate existing springs and minor water-courses and surface water flooding areas into the green infrastructure on the site to provide accessible green routes for the benefit of the new and existing local communities.
- **Wider green infrastructure:** the development should benefit from a network of accessible green routes, following the line of important hedgerows where possible. A green buffer on the eastern edge of the development to protect the identity of Woburn Sands could take the form of a park, including playing pitches to benefit both the new and existing communities.
- **Sustainable Urban Drainage:** SUDs should be integrated effectively into the open space and green infrastructure network to assist in on site water management and to protect against surface water flooding. The development should seek to improve overall local water management and local flood protection.
- **Biodiversity.** New and retained green infrastructure should encourage biodiversity gains, protect existing habitats and maximise existing assets as part of the overall network.

5. Summary & Conclusions

The workshops provided an opportunity for members of the Danesborough Forum to discuss issues, contribute ideas and generate wider understanding of key issues, concerns and opportunities around the proposed development at MKSE and South Caldecotte.

Whilst the sessions were underpinned by consideration of a range of spatial constraints and environmental influences, a key issue and concern for participants remains that of the traffic impact of these and other committed and proposed developments in the surrounding area. The participants' solution to this is to restrict vehicular connectivity into and out of MKSE, avoiding connections to the Bow Brickhill and Newport Roads.

There was acknowledgement at the workshops that the above approach would inconvenience both residents of the new development wanting to travel to Woburn Sands and existing communities adjoining MKSE who may wish to access the new schools and facilities that will be developed there, but the need to protect the amenity of the existing settlements was considered to be a key principle.

The issue of connections into and out of MKSE touches on one of the points raised in the first workshop session, that of whether the new facilities to be provided on MKSE will merely replicate or present an opportunity to enhance the range available in the local area. A greater range of facilities on MKSE are likely to act as an attractor for residents in adjoining communities.

The concerns expressed about traffic underlines the need for a comprehensive strategy to consider and address the cumulative effect of development planned across the southern and south eastern parts of the Milton Keynes area. The road network around the Bow Brickhill level crossing and roundabout also requires further investigation.

Overall there was consensus amongst the participants on the majority of the spatial elements discussed in the workshops as reflected in the Draft Detailed Concept Plan at Figure 6 above including the location of the primary and secondary schools and local centres; the green infrastructure network underlying the development and the internal movement network. The workshop participants, although small in number, are knowledgeable about their area and the issues it faces. It is, however, suggested that a next step should be to start a conversation with the wider communities to test the emerging concept and principles for the new developments.

Appendix A - workshops 1 & 2 programmes

MKSE LOCAL STAKEHOLDER GROUP

WORKSHOP 1 – VISIONING, OBJECTIVES AND SPATIAL ANALYSIS

WEDNESDAY 16TH JANUARY, 2019, 17:30- 21:00

COUNCIL CHAMBER, THE CIVIC, MILTON KEYNES COUNCIL

Indicative timings	Activity	Lead
17:30-18:00	Arrival and refreshments	
18:00-18:10	Welcome and introductions	Hyas
18:10- 18:20	Broad Site Context	MKC
18:20-19:20	Group Activity: Vision & objective setting Group discussion on key place-making themes, opportunities, aspirations & objectives	ALL (led by Hyas)
19:20-19.30	BREAK	
19:30-19:35	Introduction to Group Activity	Hyas
19:35-20:45	Group Activity: Spatial Analysis Separate tables to annotate plans, mapping key issues and considering where development could be located to address issues discussed in previous activity	ALL
20:45-21:00	Next steps and close	Hyas

**MKSE LOCAL STAKEHOLDER GROUP
WORKSHOP 2 – VISIONING, OBJECTIVES AND SPATIAL ANALYSIS**

**WEDNESDAY 17TH JANUARY, 2019, 17:30-20:15
CALDECOTTE XPERIENCE CENTRE, 366 SIMPSON ROAD, MK6 3AG**

Indicative timings	Activity	Lead
17:30-18:00	Arrival and refreshments	
18:00-18:05	Welcome and introduction. Outline of the key objectives and purpose of the session	Hyas
18:05- 18:30	Feedback from Session 1	Hyas
18:30-19:30	Group Activity: Review of Scenarios Separate tables to review emerging scenarios/concept plans by considering their alignment with the objectives and local issues identified in Workshop 1. Points to be captured and/or annotated onto plans and discussed as a group.	ALL (led by Hyas)
19:30-20:00	Feedback (Suggest 10 mins per group)	All
20:00-20:15	Next steps and close.	Hyas

Appendix B – workshops 1 & 2 attendees

MKSE Workshop 1, 16th January 2019

Name	Organisation/Private Individual
Cllr David Hopkins	Danesborough Ward Councillor, MKC
Michael Geddes	Woburn Sands Town Council
Peter Skelton	Woburn Sands Town Council
Sue Malleson	Preserve Bow Brickhill
Becky O'Rourke	Bow Brickhill resident
Paul Evans	HYAS
Diane Webber	HYAS
Andrew Turner	MKC Development Plans
David Blandamer	MKC Urban Design and Landscape Architecture

MKE Workshop 2, 17th January 2019

Name	Organisation/Private Individual
Cllr David Hopkins	Danesborough Ward Councillor, MKC
Michael Geddes	Woburn Sands Town Council
Paul Farrant	Woburn Sands Town Council
Becky O'Rourke	Bow Brickhill resident
Tony O'Rourke	Bow Brickhill resident
Terry Reynolds	Walton Community Council
Lisa Emmanuel	Project Manager, Walton Community Council
Paul Evans	HYAS
Diane Webber	HYAS
Andrew Turner	MKC Development Plans
David Blandamer	MKC Urban Design and Landscape Architecture

Appendix C

Milton Keynes South East Sustainable Urban Extension Flipchart notes from Workshop 1 visioning discussion

Note: these are the written-up notes from workshop and record the comments made on the night. They do not imply consensus on any one point but set out the range of views expressed by the individual attendees.

1. Transport & Connectivity

Connectivity

- Key point is the allocation site's relationship to Milton Keynes - as an urban extension to the city would expect the main connections from the site to run northwards. If it is more of a standalone development (especially the part south of the railway line) then the connectivity strategy would be different.
- Southern part of site not part of the grid; the northern part could however be incorporated due to link from H10.
- Strong rationale for northern part of site to relate to the grid and for the southern part of the site to relate to the more traditional road network and the two existing communities.
- Woburn Sands is a nucleated settlement unrelated to the grid system. Existing connections from WS and Bow Brickhill don't work all that well – roads frequently clogged with traffic (one reason is the barrier down-time on the level crossings).
- Internal east-west connections through the site essential to get new residents to and from train stations and bus routes eg in Woburn Sands.
- Need to consider the bigger picture of the total transport network in the south eastern part of Milton Keynes - look comprehensively at current and future network in order to develop a strategy to improve the network in this part of the city.

Public Transport

- It can take an hour to get to CMK from Bow Brickhill by bus.
- Need for a better integrated public transport network – can't rely on the railway line to deliver non-car travel. East-West Rail will not stop at Bow Brickhill station so will need to be able to travel to Woburn Sands station.
- Only 2 buses a day serve Bow Brickhill.
- Railway line is a barrier – many more crossings re needed (both road connections and pedestrian/cycle/bridleway) in order to improve connectivity of the southern site to the rest of Milton Keynes.
- Rail connectivity hampered by the lack of a direct connection between E-W rail and Milton Keynes Central.
- Need an improved bus network but that will only happen through subsidy.
- Traffic delays in the area (especially when level crossing barriers are down more often as traffic on E-W rail increases, may make bus routes unviable.
- Extend existing bus routes through the site.
- Could Woburn Sands rail station be relocated into the development site? Although would be a white elephant without improvements to the E-W route (ie extend to Cambridge).

Cycling

- Link the site to Sustrans routes 6 and 51 and to the MK Redway network.
- Bow Brickhill would welcome cycle routes to the woods.
- Consider different needs of cyclists ie provision for recreational cyclists vs commuting cyclists

2. Housing & Built Environment

- Backdrop of the Brickhills/ Greensand Rudge when looking south
- Parklands in Woburn Sands looks stark in comparison to rest of WS but it remains a very popular development. Why? It provides a range of house types & sizes that were not previously available in WS, complementing and enhancing the local offer.
- Car parking in Parklands inadequate, but lots of it is in rear parking courts which are not used/ popular with residents who prefer to be able to see their car and park on the road in front of the house.
- Difficulties of shared surfaces – hedges opening straight onto the road, difficult with small children and issues of air pollution.
- Issue in MK of most sites being in the hands of volume housebuilders who have a set number of house styles and layouts.
- NB: there have been considerable delays in adopting the roads in Parklands.
- Design flexible house layout to enable homeworking (requires digital infrastructure to be in place as well). Flexible layouts can also enable extensions and adaptation as household circumstances change.

3. Environmental

- New connections to the linear park system – to Caldecotte Brook and then into the Ouzel Valley Park system would provide recreational benefits both for new and existing residents.
- Green infrastructure would provide structure for the new development.
- Spring line exists at the foot of the Greensand Ridge, affecting the site south of the railway line. Use the springs and brooks to inform the green infrastructure – incorporate shorter linear routes along water courses within the development.
- Multi-functional role of linear park along the railway line – noise buffer; surface water attenuation/ SUDS; play areas; recreational routes.
- Would E-W Rail company contribute to/ provide a noise buffer?
- Restrict building heights on the site to protect views from Greensand Ridge.
- Densities should be lower closer to the existing settlements and the rural edge (eg along the Bow Brickhill Road).
- Provide allotments.
- New country park on the western edge of Woburn Sands – idea previously considered in early 1990s – would provide a buffer between the new development and existing development in WS as well as providing recreational benefits for new and existing communities.
- Need for playing fields and pitches – WS has n playing pitches at present.

Low Carbon

- Avoid blots on the landscape especially when site is viewed from the Greensand Ridge – therefore aim for more micro-generation than larger scale solutions.
- Use wooden frames/ modern construction methods to reduce carbon footprint of construction materials.

4. Services

- Existing schools – primary in Bow Brickhill; currently a pre-school in BB although that is likely to have to close due to the building condition. Private day nursery/pre school operates from the Bow Brickhill Community Centre.
- Wavendon village school is to be closed and relocated onto the Strategic Land Development at Glebe Farm. The existing community centre at Wavendon will expand into the vacated school buildings.
- Fulbrook school in Woburn Sands is to become a secondary school (NB Fulbrook is in Central Beds Council area)
- Concern at standard design of recent new schools in Milton Keynes; would like the scope for a more bespoke/ creative approach to school design for this site.
- Support for community use/ dual use of school facilities (although difficulties of achieving this as academy schools have control over the use of their facilities). Schools should be centres for lifelong learning.
- Need for more healthcare facilities / GP surgeries. Existing surgeries at Woburn Sands and at the Red House in Bletchley have closed their lists to new patients.

5. Economy

- Local centre needed – actual scale depends on the connectivity of the new development. Limited connectivity would limit the catchment that the local centre could serve reducing its viability.
- Woburn Sands concerned that any new local centre should not compete with the WS High Street shops.
- No shops in Bow Brickhill now, without a car nothing is accessible after that last bus, unless people shop and order online. Access to a local centre south of the railway line has the potential to improve access to shops.

6. Social & Cultural

- Existing community facilities in the surrounding area are all very well used.
- Need for new community facilities and provision of smaller flexible spaces (not just large halls) to cater for a variety of demands.
- Support for dual use of school facilities for community use.
- Replicate or supplement existing facilities? ie provide similar facilities to those already available nearby or aim to provide different facilities not currently available in the area to widen the offer.
- New development would benefit from having a pub/restaurant; some shops (see earlier comments about local centre).

- Question about requirements of faith groups for premises.

7. Governance

- Impact of this scale of growth on existing parish/ town councils. Bow Brickhill currently having difficulty filling vacancies on the parish council – morale in the village very poor due to uncertainty caused by the development proposals and the expressway.
- WS Town Council and Wavendon Parish Council feel that they can growth to accommodate the additional demands placed on them by the development and would look to manage new facilities themselves.

8. Equity

- Include affordable housing and a mix of types and tenures. Enable the local community to have a greater say in decisions about the housing mix of new developments.

Appendix D

Milton Keynes South East Sustainable Urban Extension Notes from Workshop 2 round table discussion

Note: these are the written-up notes from round table discussion and record the comments made on the night. They do not imply consensus on any one point but set out the range of views expressed by the individual attendees.

At the outset, the need for a strategic traffic study for the south east of Milton Keynes was raised. This was seen a necessary piece of work given the scale of new development that the area is facing and the cumulative impact of those on local communities and local roads which are already congested.

General points raised during the slide presentation introducing the 3 concept plans:

- Density should get lower as the development approaches existing settlements.
- Concern about extra traffic joining the Bow Brickhill Road (and Newport Road in Woburn Sands).
- Suggestion for new 'grid road' running parallel with the railway line through the southern part of MKSE, with a northerly connection to the extension of the H10.
- Need to future proof roads, such as the new grid road mentioned above, so that it can take the additional traffic that will be generated by the South Caldecotte, Eaton Leys and Levante Gate developments.
- Any traffic modeling needs to reflect the real world situation – eg Hardwick Road heading west out of Woburn Sand is effectively a single track road due to the on-street car parking for the existing houses along it.
- Concern that HGVs from the South Caldecotte development will head east into Woburn Sands and cause problems on Hardwick Road before heading out to M1 J13 through Aspley Guise.
- A radical solution needed for the Bow Brickhill roundabout near the level crossing.
- Suggestion to use the South Caldecotte site for Park and Ride.

Concept 1 felt to deliver the most benefits. It ensures that the development links into Milton Keynes and has the least impact on Bow Brickhill and Woburn Sands.

- Amend Concept 1 to remove any access from MKSE onto the Bow Brickhill Road.
- Happy with a grid road approach.
- Unresolved question around how a new 'grid road' parallel to the railway line through MKSE would link to the main road at the Bow Brickhill level crossing and roundabout.
- Suggestion to make the road from the Bow Brickhill level crossing to the A5 roundabout ('McDonalds roundabout') a grid road to take the traffic from South Caldecotte and MKSE south.
- Concept would allow for provision of buffer to the eastern and western ends of MKSE.
- Lack of access onto Bow Brickhill and Newport Road raises questions of accessibility not just for new residents on MKSE but also for Woburn Sands residents who may wish to take advantage of new facilities on the site. There would be pedestrian/cycle access but vehicular access is problematic.

- Recognised need for at least an emergency access onto Newport Road from the northern part of the site.
- Question about how bus services linking Bow Brickhill, MKSE and Woburn Sands could operate without access from MKSE.
- Should the Woburn Sands rail station have more parking or relocate into MKSE?

Facilities/services: 2 x 3 FE primary schools and one 7FE secondary school to be delivered on MKSE site. 6 FE of the secondary school are to serve the needs arising from MKSE itself; the 7th FE is to serve pupils from the Eaton Leys development to the west. Fulbrook school in Woburn Sands (but in Central Bedfordshire council area) is to become a secondary school.

- Location of the secondary school towards the western end of MKSE south of the railway line, to reduce impact on Fulbrook and closer to Eaton Leys.
- Suggestion to locate the higher buildings (such as the secondary school) immediately south of Tilbrook to avoid introducing high buildings into other parts of the site and so increasing the impact on views from the Greensand Ridge.
- Primary school will come with a 39 place pre-school/ nursery – concern about potential impact on Bow Brickhill pre-school and private nursery.
- Concern about impact of new primary school south of railway line on Bow Brickhill primary school.

Other community facilities - is there potential/ need for a new parish council office combined with a community building?

Suggest a small local centre and primary school for the northern part of the site and the second primary school with a local centre serving the southern part of the site towards the western end of the site, to improve access to shops for Bow Brickhill residents.

Need for playing pitches.

Soften density towards the rural edges of the site and towards boundaries with existing rural settlements. Average density c 35dph.

Acknowledged the need to plan for the travellers' site (7 pitches), but no agreement on location or principles to guide its development.

Identify and retain important hedges and protect them during development.

Concepts 2 and 3 would have a greater impact on Bow Brickhill and Newport Roads.