

SEMK Local Stakeholder Group Meeting
18.00 – 19.30, Wednesday 16 October 2019
Room 1.04, Civic Offices, Central Milton Keynes

MINUTES

Attendees

Lesley Sung	Walton CC
Mario Toto	Walton CC
Josan Race	Community Action MK
David Hopkins	MKC Danesborough and Walton Ward
Stewart Bailey	Aspley Guise Parish Council
Tony O'Rourke	Bow Brickhill PC
Neil Sainsbury	Head of Placemaking, MKC
Matt Clarke	Senior Urban Designer, MKC

Purpose of Meeting

To discuss emerging potential concept layouts for SEMK as agreed at the Stakeholder Group Meeting held on 25 July.

Presentation and Discussion

Neil Sainsbury (NS) explained that any concept layout for SEMK should be informed by 3 sources of information:

1. Surrounding and Site Context, so for example retaining and structuring the development around key existing landscaping features.
2. Existing Local Planning Policy notably SD1: Placemaking Principles for Development, SD11 South East Strategic Urban Extension, D3: Designing a High Quality Place, CT1 Sustainable Transport Network, CT 3 Walking and Cycling, CT5 Public Transport, CT8 Grid Road Network
3. Feb 2019: Milton Keynes South East Report of Local Stakeholder Group Workshops

NS presented 2 options based on the above (the actual/eventual layout will be very much influenced by the Expressway alignment as well as the outcome of the Transport Study):

Prior to the presentation of 2 options, NS explained a potential interconnected pedestrian/cycle network that would be applicable to any future development layout focussed around an interlinked open space network that builds on existing landscape features. NS explained that this would support a variety of policy identified above.

Both options include a central (largely east-west aligned) primary street which had been positioned to accommodate bus stops so that all future residents live within 400m of a bus stop. South of the railway line the local centre and schools are proposed on this route. An additional local centre and primary school are proposed just north of the railway line in close proximity to the bridge crossing. In line with existing policy, densities on both sides of the railway line would be higher around these PT stops.

Both options also include a potential link to and across Newport Road to integrate with potential future expansion of MK south of the SLA and east toward J13 on the M1. NS pointed out that this connection was however outside of the SEMK allocation.

Finally both options also identify a pedestrian and PT only link through the Linden Home land just north of the railway line onto Newport Road.

Option 1

- Extension of H10 east and then south to cross the railway line at or in vicinity of Woodleys Crossing and connecting to Bow Brickhill Road. This could potentially then serve as a Woburn Sands bypass. NS said that a highway solution could potentially be found to not allow traffic from the development to turn left onto Bow Brickhill Road (but could serve PT only).
- Additional grid road to join Bow Brickhill Road further west (on line of V11) and continue for a short stretch to connect to a proposed Bow Brickhill bypass
- V10 existing future proofed grid road corridor would be extended south over the railway line into the allocation to allow for a further bridge crossing in the future if required

Option 2

NS explained that the main difference with option 2 was around the strategic movement network, with the inclusion of a grid road running parallel to and immediately to the south of the railway line. This was seen as a logical location in the sense that it doesn't add to the barrier / severance effect as the railway line is already a barrier. The inclusion of this grid road meant that a grid road was not needed to connect onto Bow Brickhill Road at the eastern end of the site.

The grid road would extend across the entire east-west alignment of the allocation and would therefore also serve as a Bow Brickhill bypass.

NS said that in both options, grid roads were wherever possible kept to the edges of residential areas to minimise their severance effect on pedestrian movement in particular.

Discussion

Support was given to the connected nature of the open space network and the opportunities that this would provide for attractive and direct routes for pedestrians and cyclists.

Cllr Hopkins expressed significant concerns in particular regarding option 1 about a grid road connection onto Bow Brickhill Road as this could result in unacceptable traffic congestion through the narrow roads of the Leys and Hardwick Road. He stated the allocation is an extension of MK so all vehicular traffic generated from the development should connect with the existing grid road network. He strongly said that there should be no vehicular connections onto Bow Brickhill Road. Cllr Hopkins also disputed how a highway solution could be found to stop cars from turning left onto Bow Brickhill Road.

Stewart Bailey equally expressed concerns that by allowing traffic generated from the allocation to access Bow Brickhill Road it would cause unacceptable congestion through Aspley Guise as people access J13 on the M1.

Cllr Hopkins also made the point that there should be no vehicular connection onto Newport Road in the north east of the allocation.

Mario Toto expressed an alternate view and believed the entire allocation should follow the MK Grid Road / Grid Square principle with connections made onto Bow Brickhill Road and Bow Brickhill Road made into a grid road.

Mario also indicated Walton CC did not support option 2 because of the inclusion of a grid road south of the railway line which would add to pollution and noise levels for residents of Old Farm Park and Browns Wood.

Mario also said the extension of the grid roads over the railway line needs to be an early commitment.

The overall view of the meeting was that Option 1 was preferred to Option 2.

NS said that these comments would be noted when preparing a future iteration of the concept plan.