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For and on behalf of
HB (South Caldecotte) Ltd

STATEMENT OF COMMUNITY INVOLVEMENT

Land at South Caldecotte, Milton Keynes

**Prepared by
DLP Planning Ltd
Bedford**

July 2019





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1.0 INTRODUCTION

- 1.1 This Statement of Community Involvement (SCI) has been prepared in support of HB (South Caldecotte) Ltd.'s outline planning application at land at South Caldecotte in Milton Keynes.
- 1.2 The site is allocated for employment development within Plan:MK (2019). Policy SD14 sets out that the site should deliver a minimum of 195,000m² of Class B2/B8 and ancillary B1 employment floorspace.
- 1.3 HB (South Caldecotte) Ltd are to submit an outline planning application for South Caldecotte which responds to the Plan:MK allocation and seeks to establish the principles of development for the site. HB (South Caldecotte) Ltd will at a later stage submit reserved matters planning applications with more detail of the proposals in the event of outline planning permission being secured.
- 1.4 The SCI has been produced to demonstrate HB (South Caldecotte) Ltd.'s commitment to public consultation and to show how HB (South Caldecotte) Ltd have taken on board the views of the residents and attendees as plans for the site have evolved and developed. It includes a summary of feedback received from the consultation event and how these views have influenced the proposals.
- 1.5 The Consultation was designed to reflect the approach set out in Milton Keynes Council's Draft Statement of Community Involvement 2019. Aside from setting planning policies, the Council has consulted twice on Development Frameworks for the site, the second of which is currently underway.
- 1.6 The SCI contains details surrounding the public consultation event held on Thursday 14th March 2019. It analyses the feedback from the meeting and seeks to demonstrate how the feedback from the proposal received has informed the design process.
- 1.7 A schedule of the redacted responses received at and after the event is available in Appendix 4.

2.0 THE CONSULTATION PROCESS

2.1 Milton Keynes Council adopted its Statement of Community Involvement in March 2014. Further to this a consultation on a revised Statement of Community Involvement was held between January and March 2019. HB (South Caldecotte) Ltd have sought to work to the Council's principles for community involvement.

2.2 The consultation programme has ensured that elected representatives and the wider community have been given the opportunity to input into and influence the design of the scheme.

2.3 The following consultation methods were used:

- Engagement with elected representatives – HB (South Caldecotte) Ltd wrote to both Ward Councillors and Parish Councillors and invited them to the event. In addition, the project team met with Council officers and members of Bow Brickhill Parish Council on 15th November 2018 to outline the proposals and receive feedback from the Parish Council.
- Engagement with statutory consultees – The project team has sought to liaise with relevant statutory consultees through the pre-application stage of the project.
- Engagement with residents – HB (South Caldecotte) Ltd held a public exhibition locally at the All Saints Church Hall in Bow Brickhill on Thursday 14th March from 16:30 to 20:00. During the exhibition, attendees had the opportunity to meet representatives from HB (South Caldecotte) Ltd and members of the project team to ask questions. Feedback forms were available for residents to fill in and a website was prepared for attendees to review the information in their own time. The consultation sought local residents' views on a range of questions on the proposals and gave the attendees an opportunity to raise any issues and make suggestions, which HB (South Caldecotte) Ltd have sought to address as they have developed the plans further.
- Letter advertising the public exhibition – Flyers advertising the details of the public exhibition were distributed to all residential properties and businesses in Bow Brickhill and Caldecotte and also within vicinity of the site. The delivery area took into account the possible impact of the proposals on residents and businesses, as well as those living nearby. As stated above, the Parish Council and Ward Councillors were also made aware of the event separately by email.
- Local press release – the exhibition was advertised within MK Citizen which is distributed in and around Milton Keynes. The newspaper was also available electronically.
- Online presence – A website went live prior to the exhibition which provided

residents with the ability to view and download the exhibition boards. The website was advertised at the public exhibition so that attendees could refer to it if they wanted to review the proposals again.

- Email response – Contact details were made available to residents in order to get in touch to ask questions and raise issues. Feedback forms also provided a number of opportunities to give feedback via email and post.

3.0 PUBLIC CONSULTATION EVENT

- 3.1 A public consultation event was held at All Saints Church Hall in Bow Brickhill on Thursday 14th March from 16:30 to 20:00 outlining the proposals for land at South Caldecotte to the general public and any other interested parties.
- 3.2 The exhibition was advertised through a leaflet drop to all residents and businesses of Bow Brickhill and also via an advert in the MK Citizen newspaper.
- 3.3 Six exhibition boards were presented to the public explaining the site and planning policy context along with the proposals and the draft parameters plan. There were a number of members of the project team on hand to answer questions.
- 3.4 The information displayed on the exhibition boards were published on HB (South Caldecotte) Ltd.'s website to give people a chance to review the information in their own time, or for those who could not attend the event to have the opportunity to view the proposals.
- 3.5 Members of the public were given the opportunity to make comments and respond to the consultation via a feedback form or via post or email.
- 3.6 A total of 127 people completed the sign in sheet at the exhibition and there were approximately 92 written responses received and a number of emails.
- 3.7 Feedback from the forms that were completed at or after the event show that 6 people support the scheme with reservations; 5 are unsure and 86 object.
- 3.8 The main issues raised at the public consultation event and within the feedback received are as follows:
- Approximately 70 comments were made raising concerns about traffic.
 - A number of responses emphasised the need for a bridge over the level crossing.
 - V10 Brickhill Street should be made into a dual carriageway.
 - Residents have requested a right turn only.
 - Some comments question the need for more warehouses when there are already some empty units in Milton Keynes.
 - There are concerns about the amount of parking available for employees, as this is already a problem for the nearby business park.

- Some responses asked if it is possible to implement a weight limit of 7.5 tonnes and route the HGVs via the A5.
- The timing of the application has been questioned given the emerging East West Rail route and Expressway.
- Some residents are concerned about the impact on the Greensand Ridge.
- There have been requests to make Brickhill Street a dead end.
- The amount of employment that will actually be created as a result of the development has been questioned, as the respondents are under the impression that everything will be automated.
- Residents are worried about the pollution that will be created.
- There has been a request to change the name of the development as it is not perceived by some residents to have anything to do with Caldecotte.

4.0 RESPONSE TO FEEDBACK

4.1 Throughout the consultation process the project team has sought to address local views on the project. The following provides a summary of the issues raised by elected representatives, local groups and residents, and how these have been sought to be addressed.

Issue	Response
Impact of traffic	The application is accompanied by a comprehensive Transport Assessment and Travel Plan which will model the impacts of the proposed development and propose mitigation where necessary.
The need of a bridge over the level crossing	The Transport Assessment has modelled the impact of the proposals on the level crossing. This has found that the impact would not be such that it would necessitate a bridge over the level crossing. However the scheme has been designed in a manner that would not preclude a bridge over the level crossing in the future should this be feasible.
The need for the development	The need for the development is based on the evidence base which supports the development plan and is identified within Plan:MK, with the site forming the principal employment allocation. In this way, there is an identified need for employment uses.
The amount of parking for employees	The amount of parking to be provided will be in line with Milton Keynes parking policy. This exact amount and design of parking spaces will be addressed with at the reserved matters stage, and will be policy compliant with the standards set out by Milton Keynes Council.
The timing of the application in relation to the Expressway	The location of the Expressway is likely to be constrained by the location of Magiovinium Scheduled Monument and Eaton Leys development. In addition the site has been allocated for development by Milton Keynes Council and is required to be brought forward during the plan period. It is not feasible to delay this development due to an unknown entity such as the Expressway, where timescales are unknown.
The timing of the application in relation to East-West Rail	The East-West rail link will make use of the existing Bletchley-Bedford Line. The development would not prejudice the future intensification and expansion of the

	use of this line.
The potential impact on Greensand Ridge	<p>It is recognised that there will be some impact on the landscape which is inevitable due to its current greenfield nature.</p> <p>Through careful consideration of landscaping, design and building heights and further landscaping the impact can be minimised.</p> <p>A detailed Landscape and Visual Impact Assessment will accompany the planning application in order to illustrate and assess the landscape impacts of the proposal.</p>
Change the name so that it is not related to Caldecotte	The name “South Caldecotte” is simply used for the purposes of the planning application, as the site is south of Caldecotte. A bespoke name for the development will be created for the site submit to the granting of planning permission.
Weight limit of 7.5 tonnes on traffic	This will be a matter for the Highways Authority to decide if it is necessary to make the development acceptable.
The need dual of all of V10	Based on the modelling we have carried out as part of the Transport Assessment, Brickhill Street will be dual carriageway between the A5 and the site access roundabout, dualling Brickhill Street north of the site access roundabout to the railway level crossing and beyond is not necessary as part of the South Caldecotte employment proposals.
Exit should be right turn only	The creation of a right turn exit would direct traffic into Milton Keynes which is considered undesirable in transport terms.
Brickhill Street should be made a dead end	The creation of a dead end would be likely to result in undesirable highways impacts.
How much employment will be created?	<p>The development would generate significant employment for the local area and region and generate major inward investment.</p> <p>Based on Department for Communities and Local Government Guidance this we estimate that the development will generate a minimum of 2,050 jobs.</p>

5.0 NEXT STEPS

- 5.1 Following the consultation event, the comments raised have been fed back to and considered by the project team.
- 5.2 The scheme masterplan has been amended to take into account the feedback received, as well as revised operational requirements. Where changes have not been incorporated, we have set out the reasons for not doing so.
- 5.3 A planning application will be submitted to Milton Keynes Council for consideration, this will include a detailed Planning Statement and Design and Access Statement outlining the justification for the development.
- 5.4 This will be subject to consultation by Milton Keynes Council and members of the public will have the opportunity to make comments on this for consideration by the council and decision makers.

6.0 SUMMARY

- 6.1 This document illustrates how HB (South Caldecotte) Ltd have sought to engage with residents and other stakeholders prior to making this planning application.
- 6.2 This strategy has been prepared in accordance with '*Before submitting an application*' Planning Practice Guidance. The approach that HB (South Caldecotte) Ltd have taken fully complies and exceeds general good practice.
- 6.3 The consultation event held was well attended, and the feedback from this has been used to inform the illustrative masterplan and accompanying documentation which forms a central part of the planning application documentation.
- 6.4 Furthermore, members of the project team were present at the exhibition and consultation feedback has been shared and fed into a number of the relevant technical reports.
- 6.5 In this way, the Statement of Community Involvement illustrates how engagement has taken place and how this has shaped the proposals.



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APPENDIX 1
Flyer/Newspaper Advertisement

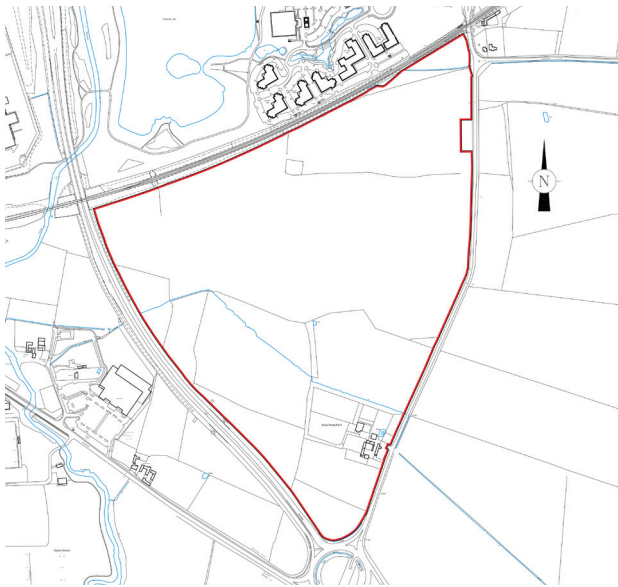
'South Caldecotte

DEVELOPMENT CONSULTATION

Thursday 14th March 4.30pm - 8pm

All Saints Church Hall, Church Road, Bow Brickhill MK17 9LH

South Caldecotte is allocated within Milton Keynes' draft local plan for employment land. An exhibition will take place which will provide an update on the development proposals.



Members of the project team will be available to discuss the proposal and background work with you on the evening.

We look forward to speaking with you.



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APPENDIX 2
Exhibition Boards

South Caldecotte

DEVELOPMENT CONSULTATION



Welcome

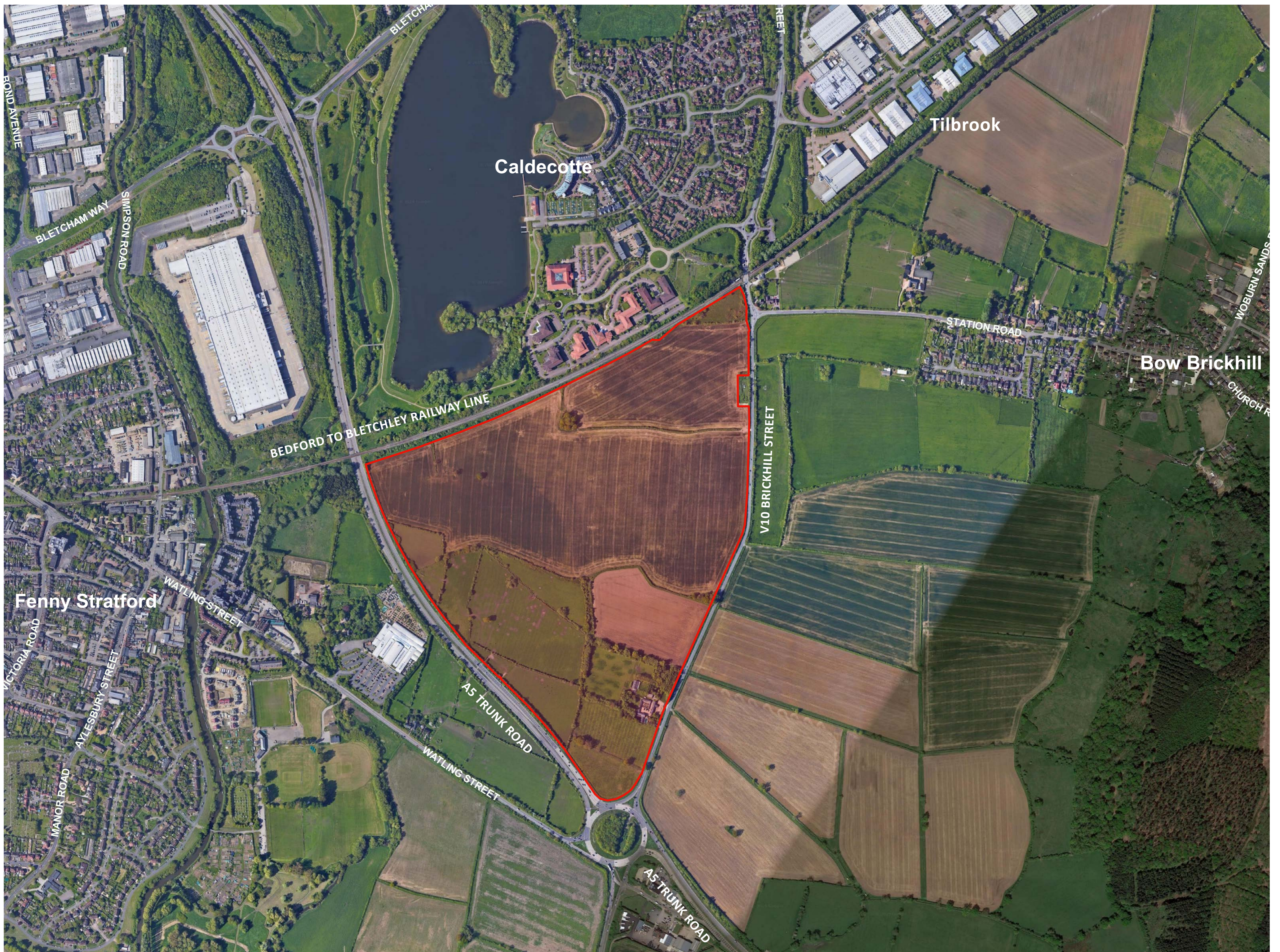
Today's exhibition outlines the proposals for a new commercial development known as South Caldecotte, Milton Keynes a 56 hectare site that will accommodate warehousing and HQ logistics buildings.

The development is being brought forward by Hampton Brook a privately owned regional developer with an established and successful track record for development of both small and large scale employment sites throughout the Midlands market place. We have undertaken a range of commercial developments across all sectors and have been successful delivering significant Inward Investment and employment growth throughout the region and specifically Milton Keynes.

The company has a highly regarded reputation for providing employment buildings that are wide ranging from Institutional to very bespoke design including several prestigious headquarters buildings. This reflects our ability to deliver for a wide range of occupiers that meet their demands for innovative, energy efficient and sustainable buildings.



The site

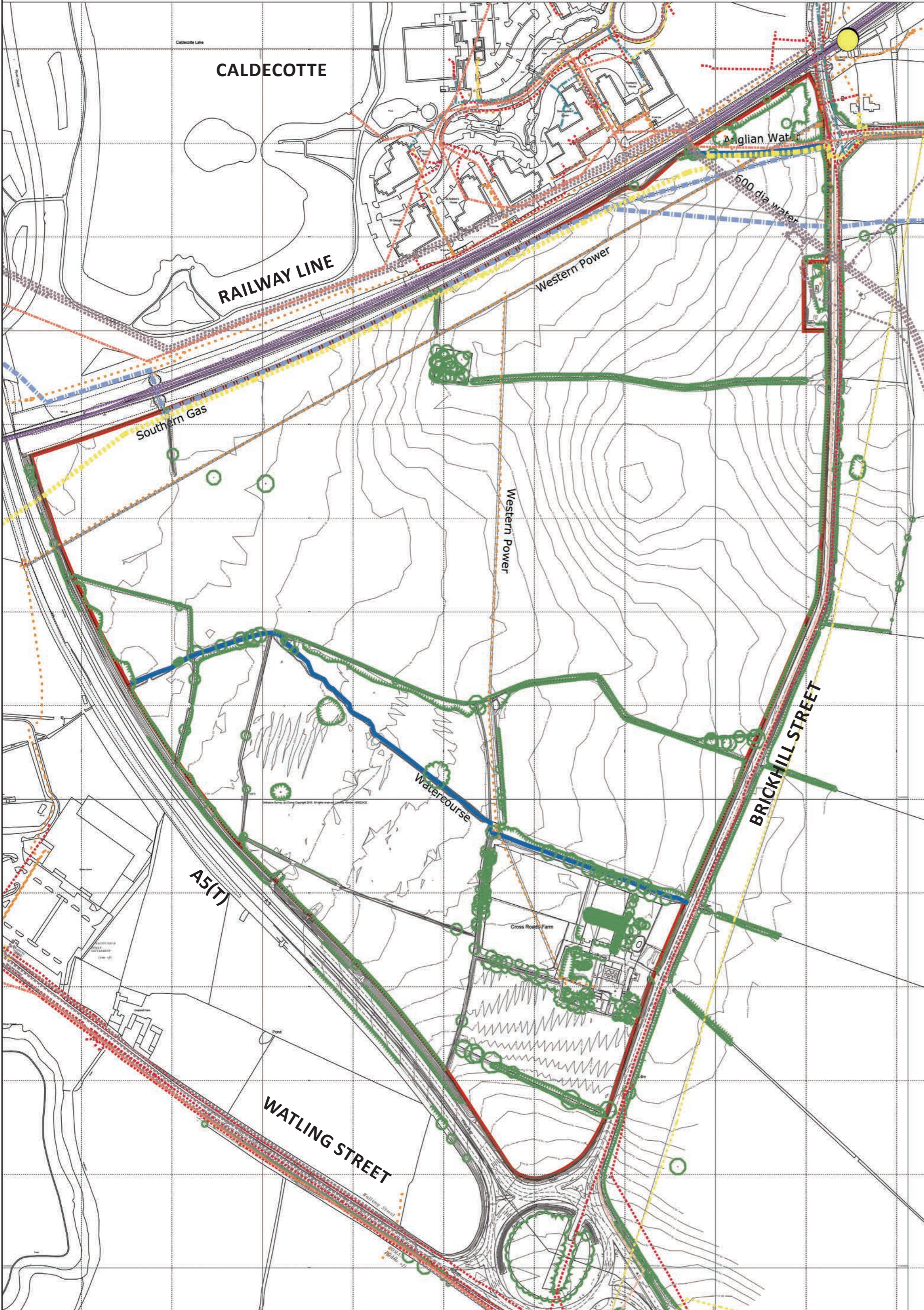


The site covers an area of approximately 56.3 hectares (139 acres) and forms the whole of Policy SD14 of **Plan:MK** for the strategic employment allocation for the development of a mix of Class B2 and B8 employment floorspace

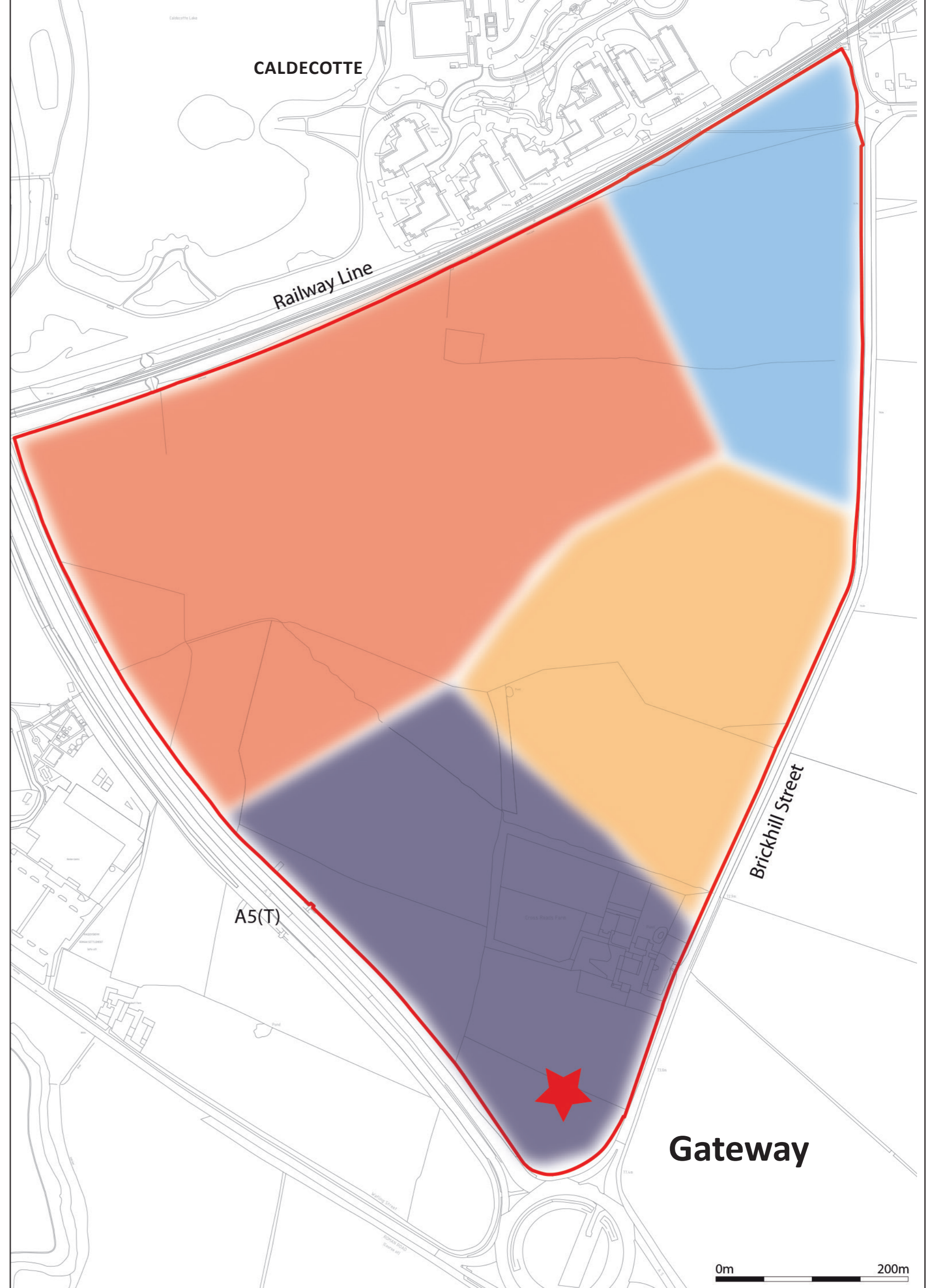
The site is located approximately 6.2km south east of Central Milton Keynes and lies between the Bedford to Bletchley railway line to the north, the A5 Trunk Road dual carriageway to the south west, and Brickhill Street to the east.

Context





Constraints and Opportunities



Zones



The site slopes gently down from the highpoint in the north eastern corner towards the A5, a change of level of approximately 11 metres. The existing site features are fields, hedges, a small copse and individual mature trees. A watercourse runs east west across the site from Brickhill Street to the A5 and on to the River Ouzel. Underground and overhead utilities pass through the site. Bow Brickhill railway station is located just beyond the north of the site.

-  **Gateway Character Area** this area will be medium to large scale units. Offices orientated south to create a focus at the site entrance.
-  **North Brickhill Street Character Area** Small and Medium Enterprise (SME) office and light industrial units.
-  **South Brickhill Street Character Area** Small to medium scale units
-  **Central Character Area** Large scale units

Indicative Masterplan



The proposed development features:

- A layout which is flexible to a wide range of unit sizes, integrated into an extensive landscape setting and incorporating a landscape street boulevard;
- Access that is sympathetic to the existing highway layout and maximises opportunities for the use of different modes of transport; public transport, cycle and private car;
- The use of appropriate building design striking a balance between expressions of individual identity whilst providing a harmonious built form;
- Integration of the built forms into the landscape both visually and physically.

Precedents



It is the intention of the developer to create an innovative and high quality scheme that will attract regional and national employers. A variety of unit sizes will also be an attractive proposition for smaller more local companies to allow them to grow and remain in the locality.

Parameters



AREA SUMMARY:

Redline Area:
56.3 Ha / 139 Ac

Total Developable Area:
45.2 Ha / 111.7 Ac

Proposed Use:
Flexible B2/B8 with ancillary B1(a)

Number of Units:
Ranging from 6-12 Units

Maximum Floorspace:
241,754 m² (2,602k ft²) GIA

Proposed Unit Height:
Haunch height ranging from 8m to 21m

Car Parking Provision:
Compliant with Milton Keynes Council's parking standards: B1 use - 1/30m²; B2 use - 1/60m² and B8 use - 1/100m²

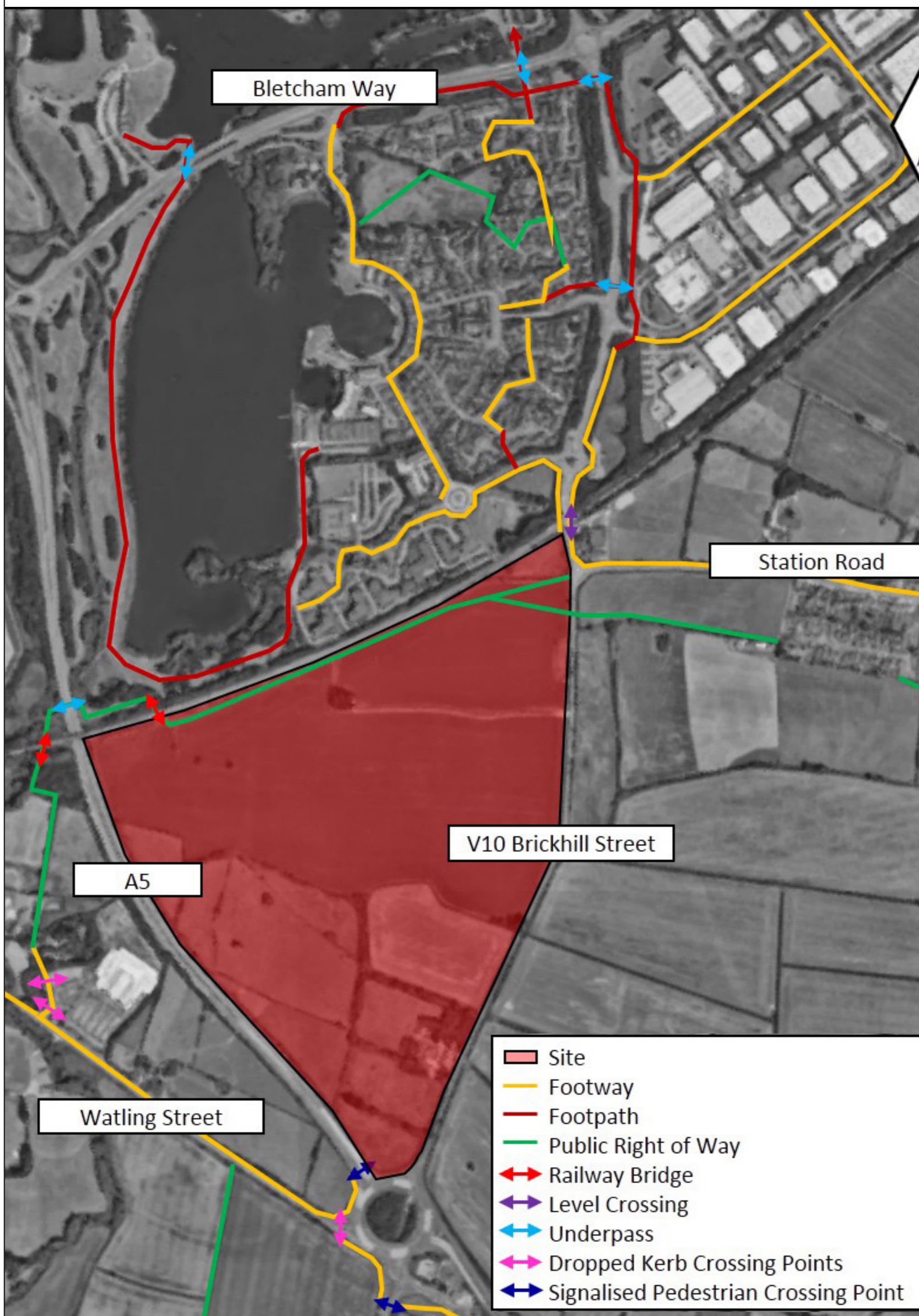
SuDS Provision:
Each Unit will have its own surface water drainage strategy as well as attenuation of public realm

Landscaping:
Appropriate landscaping will be included as part of the development proposals

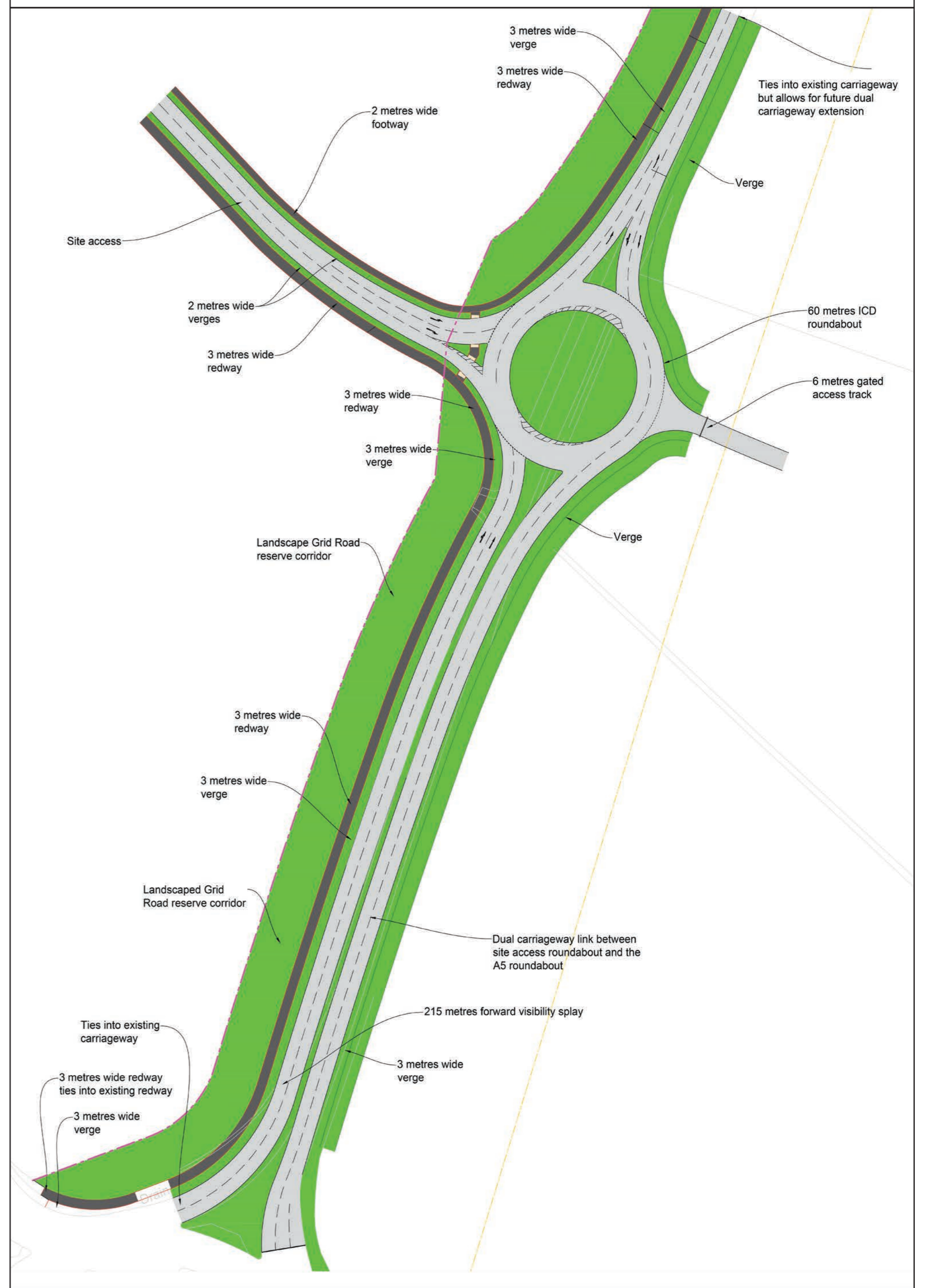
The above plan shows potential parameters for the development, including heights and floor areas. The proposals will comprise of 6-12 units with floorspace for flexible B2/B8 class use as well as ancillary B1(a) uses. Each unit will have its own surface water drainage strategy and the public realm will be attenuated. Landscaping will be included as part of the development proposals.

Transport

Connections



Proposed Site Access



The development will be well integrated to local transport networks with road links, links to Redways and Public Footpaths. The proposals will be accompanied by a detailed Transport Assessment which will address the impact of the proposals in highways terms including any necessary mitigation.

The Site will be accessed off Brickhill Street via a new roundabout to be created as part of the development. Brickhill Street is proposed to be upgraded to a dual carriageway between the A5 and the new roundabout, safeguarding a grid road reserve to facilitate future upgrade of Brickhill Street to Grid Road standard for wider MK growth.

What happens next...

Thank you for attending the exhibition today, which we hope you found informative. Should you have any questions or feedback please fill out a comments form. These can be posted to us or emailed to graham.robinson@dlpconsultants.co.uk. The project team will consider all feedback raised.



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APPENDIX 3
Blank feedback form

Feedback form

SOUTH CALDECOTTE

Name

Address

.....

Email

Please tick the following statement in relation to the proposals you have seen today:

- SUPPORT** **SUPPORT WITH RESERVATIONS** **UNSURE** **OBJECT**

Please could you tell us what you **like** about the scheme?

Please could you tell us what you **dislike** about the scheme?



Thankyou...

Is there anything within the scheme that you believe is missing that you would like to see provided?

Do you have any general comments about the proposals?

- I would like to** receive information regarding planning updates, practice guides, information on changes to planning regulations, and legislative changes and rulings.
- I do not wish to** receive information regarding planning updates, practice guides, information on changes to planning regulations, and legislative changes and rulings.

Please return completed feedback forms into the ballot box or via email or post to:

Graham Robinson
DLP Planning Limited
4 Abbey Court, Fraser Road, Priory Business Park, Bedford. MK44 3WH
graham.robinson@dlpconsultants.co.uk



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APPENDIX 4
Redacted Consultation Responses

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
1	Object	N/A	Beyond belief this would be planned beneath the greensand ridge. Poor road links and ten miles from the Berkley employment land by the M1 motorway. Looks awful and will permanently and irreversibly damage the landscape. Very disappointed indeed, a very sad day for MK.	More thought to the open countryside.	Appears a knee jerk reaction to a perceived shortage in employment land.
2	Object	Nothing.	So many objections including beautiful villages being sadly incorporated into a metropolis. Destroying green space and wildlife habitats, overcrowding the roads in the area, lack of doctors and serious lack of schools. Why destroy all the green spaces in MK?! People need nature to survive!	N/A	N/A
3	N/A	N/A	Spoiling village. Too much traffic.	N/A	N/A
4	Object	N/A	Spoiling Bow Brickhill. More traffic.	N/A	N/A
5	Object	Nothing – I like the green spaces and I like to be able to use the road system without huge traffic problems. We are a	No thought for current rural community. The roads cannot take the HGVs. There are at least 10 massive empty	Yes! Go do it on M1 – keep this sort of thing well away from traditional rural communities. It doesn't fit.	Listen to us for once!

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
		rural society and MK is spreading its ugly tentaclesoul to far.	warehouses within 2 miles of here. Traffic pollution and poor air quality. Noise 24/7 from traffic. No regard for countryside and pursuits.		
6	Object	<u>Nothing</u>	See attached (pre-typed response prior to exhibition)	N/A	<p>The proposed site will bring a nightmare situation to the village Bow Brickhill and the surrounding area, due to the vast increase of traffic on already congested local roads. Brickill Street V10 and Station Road are already at a standstill when the barriers at the Halt are down. At certain times of the day, residents of Bow Brickhill are increasingly unable to get out of their drives due to traffic backing up from the Halt.</p> <p>There will also be an increase in noise and pollution caused by vehicle omissions making this Area of Attractive Landscape and recreation just another urban sprawl.</p> <p>There appears to be no joined up thinking with reference to the proposed East – West rail link, the proposed Expressway, and the easiest route to the M1 for lorries through Bow Brickhill</p>

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
					<p>and Woburn Sands which has a weight restriction which would be ignored.</p> <p>If this proposal goes through it will undoubtedly have an adverse effect on house values.</p> <p>For the reasons given above, I am strongly opposed to this development going ahead.</p>
7	Object	N/A	N/A	N/A	N/A
8	Object	N/A	N/A	N/A	N/A
9	Object	See attached (pre-typed response prior to exhibition)	N/A	N/A	<p>Having received on Monday afternoon the leaflet advising of the meeting to discuss the proposal to build a mixed warehouse development at the end of the village, my wife and I set off to drive to Luton and as usual set out to follow our usual route – Woburn Sands, Hockliffe, A5, M1 link road, joining the M1 at junction 11A.</p> <p>On reaching Hockliffe and turning left (south) onto the A5, the northbound lane had its usual queue running back from the traffic lights at the crossroads.</p>

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
					<p>As we make this journey daily, it has become a game to try and guess how long with the northbound queue be, how far back towards Dunstable will the queue stretch, not uncommonly it reaches back to the M1 link junction with the A505 a distance of a mile or so.</p> <p>Imagine our absolute astonishment on Monday to find the queue not only reached the junction but extended all the way back to the M1 itself, with both lanes full with predominantly heavy goods vehicles – literally hundreds of trucks – all stationery and going absolutely nowhere – the queue we discovered the result of the M1 being completely closed because of an accident.</p> <p>Now for my point – the M1 link roads' primary purpose is to provide relief to the vastly overburdened local road network in/around/through Dunstable which for decades has suffered from traffic blight largely as a result of excess traffic travelling to/from the M1.</p>

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
					<p>Whilst the link road may have provided some relief to the centre of Dunstable and made it easier to join the M1 from the A5 if you are travelling south at junction 11A, it has not solved the problem of what happens to northbound traffic leaving the M1 and joining the A5. All of it is now funnelled onto local roads already abnormally busy with traffic – end result the omnipresent queue at the traffic lights in Hockliffe and the lives of residents are permanently blighted by endless thundering of traffic.</p> <p>The proposed development, will undoubtedly, just by the nature of the beast, bring more and more traffic onto already very, very busy roads in and around Bow Brickhill, bringing yet more congestion to roads already struggling to support the local community.</p> <p>I am sure those involved in this development will utter soothing words, laying out how their plans include a variety of measures to both minimise the impact of the development on</p>

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
					<p>villagers day to day lives and I suspect will also tell us how their plans will in fact actually improve the environs in and around the village. I suggest any such claims are naïve in the extreme and will stretch the belief of most villagers beyond breaking point.</p> <p>Now seems an appropriate point to refer back to my observations of the impact of vastly increased traffic flow onto already overburdened infrastructure as is currently being experienced by the residents of Hockliffe 24hrs a day and I am more than confident this same impact will be the end result of this development on Bow Brickhill, ultimately turning the village into no more than a very large roundabout.</p>
10	Support with reservations	N/A	Would like to understand how this and Caldecotte site C are being planned around the alleged bridge to continue in this area.	N/A	Would like to be kept informed on timelines of the project.
11	Support with reservations	N/A	1. Chris Holloway advised that this scheme has nothing to do with the	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
	Unsure		<p>proposed bridge over the railway – please confirm.</p> <p>2. We have reservations around the proposed road not being sufficient in exiting north (i.e. no works planned north of new roundabout)</p>		
12	Object	Nothing	<p>Industrial units stuck in the heart of villages instead of nearer to motorway junctions where they belong.</p> <p>Also pollution, traffic and road issues cannot be properly addressed.</p>	N/A	Yes they most inappropriate and must be blocked.
13	Object	Good for employment.	<p>Insufficient parking for employees/goods vehicles. Road management insufficient causing congestion level crossing impacts on traffic. Extremely too many units not enough thought given to transport. Totally poorly thought out.</p>	Inadequate parking and access to and from site.	Poor planning. No concern given to locals and their requirements. Brickhill Street will be a daily nightmare. Planner ill advised and somewhat naïve.
14	Object	N/A	<p>Traffic flow left out off new roundabout onto Old Road single track over railway roundabout with no improvement. Footpath improvements required.</p>	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
15	Unsure	Not a lot.	<p>1. Potential for major traffic issues – access to and egress from site.</p> <p>2. A5 roundabout on Brickhill Road already exceedingly busy – potential for serious accidents already.</p> <p>3. Real risk of HGVs and vans using Station Road unless it is physically restricted. Community feedback has not been effective in the past.</p>	Many more trees to shield the view and act as noise abatement (to a degree anyway).	Why now? We don't know the exact route of the new Oxford-Cambridge railway <u>or</u> the East-West Expressway. Everyone seems to want to use the same lane. Is it a case of who gets in first??
16	Object	N/A	Increase in traffic congestion, noise, air pollution – village already experiences heavy traffic during rush hour.	N/A	N/A
17	Object	Nothing.	See attached, (pre-typed response prior to exhibition)	N/A	Apart from the much discussed and very obvious problems, particularly traffic as to why this proposal should not go ahead, I am particularly concerned about the impact this development would have on the Greensand Ridge which is acknowledged as an area of National Importance. SO much so that Greensand Country has recently been awarded a multi million pound budget to enhance the Ridge! It lies in open countryside on greenfield land and any

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
					<p>development, particularly one of the magnitude proposed, will obliterate views to and from the Ridge. Tree screening will not help due to the height of the Ridge.</p> <p>Also of personal concern is that Bow Brickhill is a historic village and lies within an Area of Attractive Landscape. Therefore the proposed site would be in conflict with Plan:MK policies. Brickhill Woods, at the top of Church Road and bordering on Bedford Estates, is a major leisure destination not only for villages but for people from Milton Keynes and further afield. People come from miles around to enjoy horse riding, cycling, walking etc. Noise pollution from the proposed warehousing hub would seriously affect the present tranquillity and peace of the woods.</p> <p>For the above reasons, I am strongly against this development going ahead.</p>
18	Object	Nothing.	As attached. (pre-written response prior to exhibition)	N/A	Having lived in MK for 40 years I have watched the planning of this town decline from well thought out, sustainable, connected end truly

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
					<p>brilliant to the shambolic, last minute .com, ill considered planning that is now forced upon us. Joined up thinking has gone out of the window. All the shots are held by highly profitable big developers who run rings around naïve planners.</p> <p>The warehousing at Caldecotte south is a classic example. A last minute site brought forward into MK Plan after a political battle to keep it from going elsewhere.</p> <p>What a crazy site to choose. Connectively is diabolical. It's <u>10</u> roundabouts to the M1 or a major battle to get down the A5 past Hockcliffe. The railway barriers being down result in massive traffic queues even now. Do the planners realise that East-West Rail is running through Bow Brickhill. It's a major national project which result in the barrier being down and traffic halted for longer periods.</p> <p>Of course the planners know, a half hearted bridge has been suggested.</p>

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					<p>Your drawing indicates that lorries will need to negotiate a ski jump!!!</p> <p>The preferred route for the Oxford to Cambridge Expressway passes through this land. Have the planners actually talked to highways? The document you present suggests you haven't.</p> <p>So with a railway on one side and AST on the other the single accessed site will be serviced from the road to the McDonalds roundabout. Even upgraded to a gridroad it won't cope. The queues now are unacceptable. Come and visit at 5pm on a Friday. The traffic will try and get through the village of Bow Brickhill on a B rated road to Woburn Sands. Where there is already congestion and a weight limit. You are going to leave a legacy of congestion and mayhem for our children.</p> <p>The Greensand Ridge is the only major landscape feature in MK. The view to and from it are amazing. Greensand Country has a multi million pound budget to enhance it. Bow Brickhill is fully engaged and playing its part.</p>

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					<p>Nobody in their right mind could think that industrial sheds will improve that view.</p> <p>Are you aware that the massive ex-Tesco warehouse at Fenny Lock is back up for rent. It has direct access onto the A5 but it has over the last 20 years been empty for long periods. Distribution units needs to be near a major motorway for good connectivity.</p> <p>On a minor note if it weren't for the fact that I aware of what happens locally I wouldn't have known about the consultation apart from the BBPC leaflet. We don't get the local newspaper in this village and your delivery outfit only leaflet dropped a few houses on one side of Station Road. Caldecotte didn't appear to know anything until we told them. That isn't proper consultation – that's let's see what we can get away with!</p> <p>Please listen to what people have got to say and don't ride rough shod over our</p>

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
					concerns. Your credibility is rock bottom already and respect for planners.
19	Object	Very little.	Adding traffic to this area will cause further disruption to the life of a <u>village</u> This is a rural community and should remain so.	N/A	N/A
20	Object	Nothing.	Visual impact – degrading of area of scenic attractiveness. Disastrous effect on local roads. Effect on ecosystems – detrimental. Effect on house prices – detrimental.	-	There seems to be a complete disregard for the local community with regard to increase of traffic problems and air pollution.
21	Object	Nothing	Eating up farmland – we will need it in the future – I remember the war. We can't replace farming land!	N/A	N/A
22	Object	N/A	All the extra traffic it could cause extra pollution, we have problems getting out of the village at certain times of the day now the railway line causes problems with the gates being shut for up to 10 minutes on the crossing exit on to the	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			V10 is not a good idea to take it out on the A50.		
23	Object	N/A	Access to the proposed site will cause further traffic issues that are already current. Backlog of vehicles are frequent along V10 in both directions – towards the A5 roundabout and towards Caldecotte so an increased number of HGV and other vehicles will cause backlogs in both directions particularly at peak times. The land has flood plains – suggested water cause will not solve flooding issues.	N/A	N/A
24	Object	N/A	I dislike the idea that this plan can work at all of traffic. Lorries going north <u>will not</u> want to go south to 11A they will cross the railway line. The level crossing already causes traffic jams what is going to happen with increased traffic? What about parking. Have you looked at Caldecotte Lake Drive? The parking in the business park is totally inadequate. We will have cars parking up Station Road. Having the railway line bordering one site is madness there is nowhere else for traffic to go	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			except to the A50 or Brickhill Street. It would be better if the access was from the A50. The McDonalds roundabout is already jammed up in peak periods. The development at Newton Leys has already added considerable traffic. This will also add traffic through the village in the morning from people going to work. This is a completely inappropriate place to build this warehouse development.		
25	Object	Nothing at all – nobody can give any answers.	It's too far from M1 for heavy goods to be on our local roads which are overcrowded already, the extra roundabout will make no difference as all traffic still going to A50. Why don't MKC and the developers work together?	The developers being able to give positive answers.	The entire project is a total mess.
26	Object	N/A	No provision for heavy lorries <u>not</u> using Station Rd. There is a primary school at risk – road is not suitable for heavy vehicles also additional car traffic and no weight restriction at present.	Weight restriction on Station Rd. Consideration of the 3,000 houses proposed for area, therefore even more traffic.	I forecast grid-lock for the area.
27	Object	N/A	<ul style="list-style-type: none"> • Not necessary • Wrong location • Highways issues 	See previous box.	MK's employment needs for large scale warehousing should and could be met

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			<ul style="list-style-type: none"> • Impact upon environment • Archaeology • Sustainability • Design • Railway crossing issues • Impact upon Bow Brickhill residents • Impact on Greensand Ridge 		at J14 (the so call Barclay Development Land) east of the M1.
28	Object	Not a lot/nothing.	<p>Traffic flow/congestion to and from</p> <p>Outlook</p> <p>Motorway traffic</p> <p>No infrastructure improvements</p>	N/A	N/A
29	Object	Nothing – not appropriate to the area.	<p>1. Access – the fact that the only access is to Brickhill Street will certainly exacerbate the existing traffic issues prevailing in Station Road Bow Brickhill – a rat-run from the M1, which is already unacceptable.</p> <p>2. Style of development – the industrial area opposite the railway line adjacent to the planner area is the style of the region and the proposal bears no resemblance to that.</p>	A forest and a lake and some farmland!	<ul style="list-style-type: none"> • Inappropriate to the style of the area (I.A.W. MK Plan this means a rejection) • Exacerbate existing traffic problems. • Destroy more land and green space. • Not close to M1 and thus forces traffic over A5 and hence all the villages to the south. • Creates more pollution – in our village we HAVE HAD ENOUGH OF MILTON KEYNES COUNCIL INCOMPETENCE.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			3. Lack of parking – the existing site opposite the railway line provides A LOT of parking places and these are STILL TOTALLY INSUFFICIENT – thus without considerably increased provision at this site, it will be unacceptable.		
30	Object	ABSOLUTELY NOTHING. This is an entirely unsuitable development that has no regard for Bow Brickhill.	Traffic increase with no provision for excessive flow. Highway safety, noise, design, appearance. Development of E/W expressway and rail scheme. No understanding of local issues. The village will oppose every planning application.	Withdraw this scheme or expect to face expensive opposition from residents.	This is an ill conceived scheme with no merit whatever.
31	Object	Nothing.	The traffic is going to be unbearable.	More talks to the villagers, and put in ramps and cameras on Station Road as there is a school and houses, so need to stop traffic.	I moved into Bow Brickhill to live in a nice village and all I see is it going downhill due to traffic and other things. The village needs less vehicles not more.
32	Object	Nothing!	I have lived in Bow Brickhill now for nearly 4 years. I live on Station Road	Yes!	I moved to Bow Brickhill due to the fact that it is a quiet and charming village.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			and currently <u>cannot</u> enter or leave my driveway due to the volume of traffic which <u>already</u> frequents Station Road all day every day.	Nobody is listening to the residents and people who live in this village. We have a voice and we would like MKC to provide the ramps/cameras we have asked for continuously and listen to our opinions and rights and act respectfully!	Since moving here the traffic volume has already increased. This development will make it unbearable. This village is <u>not</u> built for this volume of traffic. No matter what promises are made nobody can guarantee the traffic will <u>not increase!!</u>
33	Object	Nothing – it is totally inappropriate for this area.	Everything – but particularly the following – <ul style="list-style-type: none"> • Loss of more green space around Milton Keynes • Increased traffic, more pollution and risk to life in Bow Brickhill from heavy lorries. 	N/A	It is a stupid place to build an employment zone – next to a village – the traffic impact will be highly dangerous.
34	Unsure	N/A	Very intensive warehousing, poor provision for water run off. Lack of certainty regarding traffic from the east and north. Traffic issues already in existence for local residents not dealt with and no provision for bridge over railway crossing.	Dualling of Brickhill Street is imperative <u>before</u> any construction commences. No provision for possible east/west rail upgrade. No provision for impact of possible east/west expressway.	The small brook/water course is inadequate for dealing with the water run off – no wildlife corridors – insufficient landscaping.
35	Support with reservations	It's not housing, logical in terms of infrastructure links that will attract business.	Concerns over the level crossing and the local authority/NR ensuring that an	<ul style="list-style-type: none"> • Assessment of impact of housing development. • Railway and crossing • Vehicle traffic routing/management 	I would like to offer support to provide a balanced view of proposals to appease

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			<p>upgrade (Bridge) is planning as part of the works.</p> <p>Consider 7.5t weight limit into MK (i.e. direct haulage traffic via A5)</p>	<ul style="list-style-type: none"> • Make Brickhill St a deadend. 	<p>as best as possible the local community.</p> <p>*mobile number listed*</p>
36	Support with reservations	<ul style="list-style-type: none"> • Creating jobs • Parking within the site to accommodate for enough people working and visiting the new buildings/warehouses. • Having a dual carriageway on Station Road – providing this is done and a footpath is in place BEFORE the new buildings are put up. • No planned provision for amenities within the site or nearby to facilitate lunches etc of workers intended with healthier choices than McDonalds. 	<ul style="list-style-type: none"> • Size of some of the new warehouses/buildings they need to be green and not the bluefaded into the sky/ground type. • Proximity to house planned for the future i.e. do not put the biggest warehouses near future residential areas. • There are no pathways planned. These need to be in first and a zebra crossing at least on Station Road or traffic lights for pedestrians. 	<ul style="list-style-type: none"> • Pedestrian crossing on Station Road. • Eatery facilities for workers in new warehouses. • Footpaths around the site. • Trees planted tall enough to hide site from roads (or will grow tall enough). • Intention to make roundabout pleasing to the eye i.e. planning, statue? • Lighting of area and Station Road. 	<p>Great development of site but needs mentioned facilities for cars and people surrounding this area and conservation of local wildlife habitats.</p>
37	Object	Nothing – it is sacrilege	Everything	N/A	Why do you ask – our opinion does not matter – you are a load of hypocrites
38	Object	N/A	The whole idea of building this proposed industrial site has not been thought out very well indeed. I main M1 road link is not easily accessed by HGVs on the A5 or through W. Sands.	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
39	Object	N/A	HGV vehicles in around and going through Bow Brickhill and V10.	How is it "possible" that M1 traffic will go via any rote other than via Bow Brickhill?	N/A
40	Object	N/A	Traffic congestion, increased speeds volume. Air pollution, particularly for children in village. Loss of light. Quality of life for residents greatly reduced. ...lots more.	N/A	N/A
41	Object	Nothing.	Loss of agricultural land. Unproven need for this warehouse space. Lack of provision for traffic and rail expansion. Everything!	Maintain the land as it is as a green open space.	Not without swearing.
42	Object	Nothing.	Everything including increase in traffic (already appalling), increase in traffic fumes, inappropriate in residential area! An eyesore!	Common sense!	The Oxford-Cambridge Expressway is very close to this proposed development – could be that developers are hoping for compo!
43	Object	Design lovely for such a site.	No coordination re railway/expressway. Traffic on Brickhill Street. General noise. And not good access for industry.	Coordinate re railway. What about overspill parking?	Sadden at lack of coordination re road (rail, MK canal) and impact on village.
44	Object	You have a good road system within this but linking to nowhere to get the lorries away.	More high vol traffic to the village – overcrowding, unable to get out of Downs View at certain views.	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			Traffic fumes increasing considerably.		
45	Object	The upgrade of the V10 road from Bow Brickhill railway station to the A5 roundabout, because existing road is dangerous.	The scheme is a recipe for road congestion on a massive scale – which will impact on Bow Brickhill village. The absence of information about crossing/bridge over tracks near Bow Brickhill rail station is crucial. The scheme will generate a huge amount of traffic trying to access the M1 to the east. How will this be accomplished.	The upgrade of the E-W railway line and the promised east-west expressway are fundamental to *illegible* use in this S. Caldecotte area. These issues are invisible. They deserve to be addressed at regional strategic level. When such decisions have been made detailed development plans can be produced in the light of national and regional priorities. Your scheme does not have such a sound context.	Other matters are: absence of interest in wildlife and conservation matters. Inadequate proposals for drainage issues in this low-lying land in the Ouzel valley which is prone to flooding now – never mind when concreted over. Poor transport linkage. The single roundabout on to the V10 road is INADEQUATE.
46	Object	Nothing.	It increases traffic to Bow Brickhill which is an area which is used by many in Milton Keynes for recreation = walking/cycling/horse riding and enjoying driving through the beautiful countryside. It is becoming increasingly difficult for residents to leave and enter the village because of increased traffic. During the meeting there is little parking space and there is a car across my drive – a frequent problem.	What seems to be missing is proper information about roads/trains and development. I can't make sensible suggestions until I have better information about structural development – ROAD and RAIL.	Any scheme produces incredible increase in traffic. To avoid A5 roundabout many use Church Road through the woods as a rat run. There are no pavements and a nursery school. The speed limit is 30mph, this is not respected. The road is already dangerous. It will increase the danger/pollution and noise.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
47	Object	I don't like it.	Too much traffic for an area that is already overloaded. What about the expressway you don't seem to know where it is – more trains more congestion. Fumes coming over the village as it is a low lying site.	N/A	N/A
48	Object	There is nothing about the scheme which is without controversy.	There will be huge disruption of traffic on roads which are already congested. Visit this area between 8:00-10:00am and 4:00-6:00pm and you will understand. It is especially difficult when trains are due.	I would like to see the proposal taken away. There is very little employment on offer with warehousing so you cannot use this as an argument!!	With development of this land, and other precious pockets of countryside, where the hell will we grow food, crops etc especially now we will need to produce more food for ourselves without the EU!
49	Object	Do not like anything about this scheme!	This development will hugely increase not only traffic but very heavy traffic in the way of lorries. Our main road through the village is all ready dangerously busy with house built close to the road as is typical in villages. Taking and picking our child up from the village school is already horrendous even though it is only a short walk. The pollution from traffic and noise is also going to be unacceptable, let alone disruption to the wildlife on the planned site. If this development goes ahead it will destroy our rural village beyond	N/A	<u>Cancel them??</u>

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			recognition. Deeply unhappy about this scheme in every way!		
50	Object	Nothing	Spoiling the village feel of Bow Brickhill and the surrounding area of natural beauty.	N/A	N/A
51	Object	We are struggling to find anything we like. Why were MK Council not present to explain the railway crossing/upgrade. The expressway and the proposed housing development between Bow Brickhill and Woburn Sands. No one present could answer any questions about this, only your development. Which the developers say are taken in isolation, but we say should be taken together.	<ul style="list-style-type: none"> • Additional traffic through the village, which is already unacceptable during rush hours. • There must be a 7.5 tonne limit through the village to Woburn Sands. We already have enough lorries. • No consideration of placement of bridge or access from Station Road. • Traffic noise. A5 noise is currently a nuisance and this is going to be 24 hours per day – there is nothing to stop the noise. How do you plan bridge this? 	<p>How can you guarantee that there will be no overspill parking in the village as there is in Caldecotte and Tillbrook? (without putting parking restrictions in the village)</p> <p>We currently have a lot of horse riders/bikes using the pad – what protection will they receive!</p> <p>Light pollution – how are you going to control the extra lights?</p>	Why can't the access to this site be down the road by Dobbies – which would reduce the traffic chaos through the village. This development is mainly going to produce low quality jobs – sweeping up after robots and will not provide good quality careers for our children.
52	Support with reservations	The proposed dual carriageway will be good for transport links.	Possible design of proposed buildings, they need to be pleasing to the eye.	Safe crossings.	N/A
53	Object	N/A	Huge amount of extra traffic. Safety of residents	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			<p>Pollution</p> <p>Loss of wildlife habitat</p> <p>Lorries from the site waiting to turn left will end up completely blocking the V10 over the redway.</p>		
54	Object	N/A	<p>The road to and from Bow Brickhill is already at full capacity at rush hour. How will we get out children to school and how will we get to work if the roads get any busier?</p> <p>Pollution – I already suffer from asthma, how will sufferers cope with all the extra traffic fumes in the area? Not only toxic diesel exhaust fumes but the noise pollution of trucks thundering past houses day and night, houses that were built many years ago that if this goes ahead could be considered far too close to a major road!</p> <p>Bow Brickhill is a lovely village with listed properties along the main road, links to our history. They will gradually be destroyed by the acid in exhaust</p>	N/A	N/A

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			<p>fumes and the ground shaking from all the trucks.</p> <p>Bow Brickhill is a safe and quiet environment with a nice atmosphere and community. Can you really justify the safety of the village children and older generation being second to business profit? What about disabled people crossing the road safely?</p> <p>Properties will be overlooked and will lose their natural light and will be overshadowed.</p> <p>What about parking? Caldecotte is a nightmare already, this will only make things worse.</p> <p>What plans are there for the railway line? The crossing is awful now, and no plans I've seen are viable to replace it, a steep little bridge won't work.</p> <p>Our small cars doing the school run with children on board and driving to and from work this way will be at risk of not being seen by the huge trucks on our small roads, is this safe?</p>		

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			<p>Will the road through Bow Brickhill be made into a dual carriageway in order to accommodate all the additional traffic? Have you given any thought to the residents who live quietly at the side of this road which will soon be a thoroughfare?</p> <p>The density of building is too great, the impact of such dense building has not been considered.</p> <p>Nature conservation – why fill in all the green spaces? Milton Keynes has been a lovely place to live but it is becoming all concrete! Residents need their green spaces to unwind and de-stress. And what about the wildlife, does it not have a vote?</p> <p>I am shocked at the plan for this area! Our area has done enough! We are already accommodating thousands of new houses, enough already please!</p>		
55	Object	Your representatives have no answer to traffic through Bow Brickhill so <u>cannot</u> like anything about the scheme. Jobs what jobs these units will be automated	Massive increase in traffic through a poor existing infrastructure.	Sensible, well planned all round proposals!	Too disjointed proposal and presentation – lots of talk (well trained) no reliable substance.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
		run by robots and few people – more rubbish.	Noise pollution, emission pollution. Road safety. A new dual carriageway exiting units reverting to single as it approaches Bow Brickhill. STUPIDITY!!		
56	Object	Nothing	Everything	Common sense	Where is the E-W rail link, the expressway and the thousands of proposed houses going to go?
57	Object	Nothing	An area of outstanding beauty is to be desecrated by an enormous industrial development. The 20-30k staff working onsite will generate an increase in traffic through Bow Brickhill the developers have no concrete plans to stop this happening.	N/A	N/A
58	Object	Nothing!	Everything! Decimation of green space and homes for wildlife who don't have a voice!	Trees provide us with oxygen. No trees, HUGE carbon monoxide poisoning for human race.	When the whole of Britain is concreted over, what have you gained for the future? What next? The Lake District?!
59	Object	<u>Nothing</u>	More traffic on our roads, lorries thundering past. More countryside taken, not following the original MK Plan. Lorry and cars using Brickhill	Countryside.	Please do not help to continue to ruin MK.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			Street. No respect for the public CR people who live in our area.		
60	Unsure	The access is not near the railway.	The walkway is not being upgraded to dual carriageway.	Consideration of providing parking for the adjacent business park, possible income from this and solving the existing problem.	N/A
61	Object	Absolutely nothing.	Continued bricking over every bit of greenspace for human greed. Featureless warehouses. Will bring increased pollution, noise and traffic.	Some common sense and sympathy for wildlife and existing villagers who chose a village location to live.	Give somewhere for sheep to graze, badgers to live and trees for birds to build nests. <u>LOTS</u> of empty warehouses and office already in MK ready to use.
62	Object	Nothing	Everything	Common sense	Wrong place for this use
63	Object	Absolutely nothing	<ul style="list-style-type: none"> • Ill-conceived plan and poor location for such a development • Road system inadequate • Not aligned with other potential developments in area (roads/housing/rail) and little knowledge of these from presenters. 	N/A	N/A
64	Object	Nothing	The proposed scheme is totally inappropriate in this location. It appears to be primarily warehousing which will	HOUSES FOR THE PLANNERS WHO DREAMT THIS UP.	TOTALLY UNACCEPTABLE.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			provide relatively little employment, but will lead to a very high volume of heavy goods traffic. Traffic congestion and associated pollution is already a major problem and would become intolerable. BOW BRICKHILL AND OTHER LOCAL VILLAGES DO NOT DESERVE THIS.		
65	Object	Absolutely sod all.	Noise Vibration Traffic Destruction of green space Geology of the area isn't *illegible* to a project of this size and all the known on effects to historical and older buildings.	It's destruction.	Utter tosh and we will fight you to the last. Horrible gender diversity of the "team" you've sent. It will take much more than the use of a *illegible* font to even attempt to change the perception this is nothing more than a cynical exploitative money making scheme for a very small minority of people.
66	Object	Nothing	The roads in this vicinity are already to capacity and traffic to this proposed development will increase traffic to breaking point. Priority to traffic from the site will take preference to traffic using Brickhill St – traffic using this street already backs up from the A5 roundabout to nearly the Perol crossing driving peak times.	Traffic control, weight limit through Bow Brickhill and Brickhill Street.	The scheme wants to put a quart into a half pint pot.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
67	Object	N/A	I have grave concerns about the pressure this scheme will put on local roads – the A5 is not full dualised as far as the roads leading to J11A of the M1 and there are already long tailbacks. Traffic movement through Bow Brickhill would be unacceptable and in any case Woburn Sands is a pinch point. The challenges posed by the railway and level crossing are also huge. This does not seem like the right place for a development of this scale and nature.	N/A	The logistical challenges posed by the site are huge and need to be reconsidered. Despite being by a railway line transport links are poor (trains 1x an hour) very infrequent buses. Surely your efforts would be better expended on an area closer to the M1.
68	Object	N/A	There is warehousing being built along the road from Kingston to M1 along A421 and around Bedford along A421. Fenny warehouse is being run down - should be using brownfield sites. Not a huge number of jobs huge increases in lorry traffic along roads which can't cope at the moment. Insufficient parking at Caldecotte Tilbrook etc. Brickhill Street is dangerous with lorries turning right from Tilbrook. Where is the water runoff going to go? Need weight restrictions over the Bow Brickhill crossing and through the	Trees Water attenuation schemes	Should be rejected because of traffic. Need a bridge over Bow Brickhill crossing. Improved visibility at dog-bone roundabout at junction of A5 and V11 at Caldecotte as traffic will be diverted there, it is dangerous.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
			village including Bow Brickhill, Great Brickhill etc.		
69	Object	NOTHING!!!	<p>Massive industrial units!</p> <p>Unsuitable road access Brickhill St already very busy over level crossing queues down past Caldecotte! Large lorries continuously 24hrs past housing.</p> <p>It also needs renaming it is a grid square on its own so should not be called Caldecotte. This is a bad idea and will cause confusion with Caldecotte itself!!</p>	N/A	If you need to use this green belt land then build houses on it not warehouses.
70	Object	N/A	<p>Concern is for the traffic along Brickhill Street the road infrastructure is already at breaking point, creating a dual carriageway part way along the road will not resolve the traffic flow. You can not guarantee all traffic will go along one road and access from A5. Lorry traffic is not suitable for a country road. Automated warehouses create noise pollution and the vibrations created from the traffic impacts residents and wildlife.</p>	Name should be changed as it has nothing to do with Caldecotte and will bring the image of industrial area into people minds when mentioned not the lake and beautiful area that springs to mind currently. It's a new area and new development so new name.	There is already a litter problem in Caldecotte if colleagues from the site spend lunch etc at Caldecotte lake potentially impacting the wildlife further. There are plenty of warehouses at the new J13 site that are available along with the multiple sites across Milton Keynes use them instead of building a new site.

	Support, Support with Reservations, Unsure or Object	What you like about the scheme	What you dislike about the scheme	Anything within the scheme that is missing	General comments
71	Object	Nil	Everything	N/A	<ul style="list-style-type: none"> • Destruction of villages • Traffic congestion • Plenty of empty warehouses already in MK.
72	Object	N/A	I support the need for the upgraded road link and the new expressway and I am concerned that the current scheme will restrict the optimum plan being implemented for the new road. I am also concerned that the redways are not properly integrated into the existing network that runs beside the existing A5 and Watling Street. I am concerned that congestion at the roundabout will result in Great Brickhill being used as a rat-run for commuters at peak times.	The redway scheme needs to be properly developed for the A5 roundabout otherwise I fear there may be fatalities. The design of the A5 roundabout needs to be improved to handle the increase in heavy traffic on the A4146/A5 from junction 11A on the M1.	I am unconvinced about the case for providing more warehouse employment at a time of very high employment in the area. I work for a company in Bletchley where we really struggle to recruit suitable employees and developments like this will attract people from some distance away increasing congestion even more.
73	Object	No, no, no!!! Should we have to have it a bridge is needed before any building is started. At the level crossing!!! What will happen to our lovely village???	Everything!!!	A bridge at level crossing.	Yes – please don't do this!!!
74	Object	Nothing as this plan will only create bottlenecks on the surrounding roads	As above and potential for east-west railway line causing long delays and	A mandatory weight restriction and traffic calming through Bow Brickhill	The infrastructure in and around this proposed development is totally

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		(including the A5 roundabout) and railway crossing.	more frequent delays at the crossing – 15 minutes per hour due to crossing being closed. Potential for more traffic to come through Bow Brickhill.	village (Station Rd and Woburn Sands Road).	inadequate for a development of this size.
75	Support with reservations	N/A	Not sufficient parking. Road access inadequate. Congestion at Bow Brickhill rail crossing in view of increase in trains	N/A	N/A
76	Object	Not a lot	Presentation does not consider the impact of other proposed developments such as housing so the transport study is flawed.	N/A	N/A
77	Object	N/A	No integration of existing landscape. Height of buildings. Impact on wildlife.	Final plans of expressway Final plans of railway	This is designed in the way to fit as many boxes in the area as possible.
78	Object	It provides some economic development and employment opportunity – albeit small as most of it will be warehouse space.	The inadequate upgrade of the V10 road from the A5 roundabout to H10. A dualling of a small section from the current A5 roundabout to a proposed new roundabout (not far away giving	Removal of the rail crossing on V10 and dualling of V10 from H10 to the current A5 roundabout.	N/A

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			access to the development) ignores the issue of traffic travelling towards the M1 via the rail crossing.		
79	Object	N/A	The sheer scale of the development, the size of the units. The negative effects it will have on local wildlife, the impact on the roads (congestion etc). The pollution on the local area, noise pollution.	Representatives were unclear on the size of units and other information.	N/A
80	Unsure	Nothing in particular – but at least it is not residential – which is a good thing.	Traffic impact on V10 – there are bound to be very large lorries heading north to the M1. Improvements to/dualling of the V10 might help but something would need to be done about the railway crossing. Also yet more nice green land goes west!	Change to railway crossing	No.
81	Object	The warehouse themselves do not offend me. I have no issues with the development but I feel traffic from the site should not be allowed to turn left towards MK and Bow Brickhill and should only be directed right towards the A5.	I do not like what would happen to the infrastructure in the area the roads in the area cannot take the extra traffic that will be produced and flow through Bow Brickhill and the level crossing will cause chaos for people entering and leaving Milton Keynes.	A no left turn sign at the site entrance roundabout.	N/A

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			I believe there is more than enough industrial areas being built especially around Magna park and by Wavendon,		
82	N/A	<p>I hope the warehouse/industrial units will be sympathetically designed/placed in view of the land which is being effectively built over in the development.</p> <p>I hope that there will be good landscaping with plenty of trees being planted by people who know which trees, plants etc to put there for maximum impact.</p>	<p>I am concerned about the loss of green space/land – trees, hedges, fields and yet again, shrinking habitat for birds and wildlife, not to mention loss of green space for people.</p> <p>I am concerned about traffic implications on the access road, and how they will affect us locally.</p> <p>I am also concerned about air pollution due to increased traffic.</p>	N/A	I think it's a shame that this is happening but hope the 'damage' to landscape can be mitigated by sensitive re-planting after all the development.
83	Object	Nothing!	<ul style="list-style-type: none"> • Inappropriate development of green fields. • Other sites already developed more appropriate. • Brickhill Street will become <u>dangerous</u> and used by commercial vehicles. Bottleneck already at railway crossing. • Parking for staff already massive problem for Caldecotte from Tilbrook estate. 	If it goes ahead access – should be from A5 <u>not</u> Brickhill St!!	As over – totally inappropriate.

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			<ul style="list-style-type: none"> In summary a <u>massive</u> industrial development in the wrong place. 		
84	Object	N/A	The fact the road from the A5 to the railway crossing is far too busy currently this will only add further congestion. If the site is approved the traffic through the village is paramount – other villages incl Woburn Sands have a weight limit – this would be essential in my opinion and a no left turn for traffic from the new roundabout or at least for heavy vehicles.	N/A	I appreciate everyone has a NIMBY outlook the quiet village of Bow Brickhill needs to be preserved. The railway line to the south of MK was originally to be the boundary.
85	Object	If the scheme is to proceed, which I hope it won't, I like the proposal for footpaths/cycleways/redways giving non-car transport routes.	I think it is poor use of a large site, given the existing and planned warehousing capacity in MK. The jobs generated per hectare are insignificant and will disappear as automation increases. I would prefer development for leisure use, possibly with associated housing. Also, I am far from convinced about the solutions to the traffic problems. Lorry drivers going for 40 minutes south to go north? I don't think so!	N/A	The wrong sort of development – warehousing – in the wrong place. "Doughnut" proposal for A5 roundabout looks horrific!

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86	Object	Absolutely nothing, it is the wrong idea for this area!	This site if sold and developed could be a university site or homes NOT warehousing!! With low employment the roads and access is already very bad it will destroy this area! Parking is already bad! This should never take place it is a very bad idea!!!	I do not think this should happen!!	Bad idea, wrong development there are already warehouse sites empty!! All over MK. This smacks of planning without thinking!!!
87	Object	N/A	Huge warehousing proposed close to large empty warehousing. Why is this brownfield land not being redeveloped instead. Impossible small country road to Milton Keynes – not suitable for HGVs and already gridlocked. Reason for siting appears to be due to 'ease of delivery' non – need. Houses would be better and actually needed.	Proper road links?	Very poor choice for B2/B8 due to inadequate transport links and current over provision.
88	Object	N/A	N/A	N/A	I feel there are enough 'logistic parks' and empty warehouses in and around MK already. The railway line was supposed to be the southern limit to any more expansion.
89	Object	<u>Absolutely nothing.</u> We do not need any more warehouse space in Milton Keynes. What we do need, after our proposed exit from the EU is land to produce food, which will inevitably	<u>Everything.</u> I cannot for the life of me understand developers desire to cover every green space with concrete, it is unadulterated vandalism!	I sincerely hope that the whole scheme will be missing!	Yes. Don't do it.

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		become much more expensive after our withdrawal.			
90	Object	N/A	Extra traffic.	N/A	N/A
91	Object	Trying really hard to think of something but nope – NOTHING	I genuinely do not think the proposal has been thought through. Is there actually any need for any more industrial units in MK? There are countless units that are empty around the city. Why not repurpose, redevelop them rather than spending on new – to the sole benefit of the building companies – <u>not</u> local businesses.	There is obviously ZERO consideration for the increase in traffic on the surrounding villages. Increased pollution, noise – time challenges with additional traffic. This is also an area of outstanding natural beauty and more ugly units is not what we need.	There really seems to have been a lack of planning behind this lineup, weak proposal – I am not sure the proposal team have done any due diligence or in fact even know what they are doing – how would you feel about this being ‘dumped’ on your village – literally DUMPED!
92	Object	There is nothing I like or agree with on this plan. This plan should be rejected. We live in a rural area – <u>not an industrial park!</u>	<u>Everything!!</u> No consideration for how to address traffic in the village. <u>This is a major concern!</u> No increase in traffic is acceptable!	<ul style="list-style-type: none"> • No consideration for traffic flow. • No plan for volume in traffic. • No plan to tackle increase in noise, light and air pollution. • You clearly have not thought this through and done due diligence! Or spoken to local people. 	<ul style="list-style-type: none"> • Complete lack of consultation with local residents on the proposal. • Complete disregard for the impact on local area. • Complete disregard for the impact on local residents quality of life.
93	Object	0	Brainless. The major issues are still unclear. Why waste your time and mine before you can?	Common sense	N/A
94	Object	N/A	N/A	N/A	As a long term resident of Bow Brickhill I object most strongly to the scheme of

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					<p>developing a vast industrial hub on the outskirts of the village. It is a totally inappropriate proposal for this area, which does not have the appropriate infrastructure and so will be unable to support it.</p> <p>Bow Brickhill is a rural village of some 260 properties situated in a designated area of natural beauty on the edge of the Greensand Ridge. The residents are justifiably proud of their village and its history and enjoy a strong community spirit in a safe, quiet, law-abiding environment – which cannot be said of everywhere these days. With heavy commercial vehicles roaring through 24 hours a day, this environment will be totally destroyed, property values will plummet, the lives of pets and children will be put at risk, the air will be even more polluted and the villagers’ quality of life will be ruined. The rights of those who have chosen to make their homes and bring up their families in the tranquillity of a country village and not on the edge of a</p>

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					<p>huge, noisy industrial complex, have to be respected.</p> <p>Already the infrastructure is struggling to cope with the demands of the new buildings in the area. Station Road, which was originally a sleepy track linking Bow Brickhill to Woburn Sands, has become the main route for those from the increasingly built-up outlying villages to access Milton Keynes and so is carrying far more traffic than it was designed to do. At busy times it can already take up to 15 minutes to join the traffic on Station Road from one of the side roads. There is only one pedestrian crossing (situated outside the school) and trying to cross anywhere else on foot is hazardous – due to the number of vehicles on the road. This country road can barely cope with the amount of traffic already using it and is not equipped for an influx of heavy vehicles.</p> <p>Brickhill Street, between the Macdonalds roundabout and the mini-roundabout by the level crossing,</p>

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					<p>(where the entrance to this proposed development is to be) is frequently congested. When the railway barriers are down traffic can be backed up on Brickhill Street almost to the A5 roundabout and Station Road, our Village Street, becomes impassable. These roads are not designed to carry the size and weight of traffic which would be inflicted upon them if the South Caldecotte Commercial Hub were to be built, leading to a permanent traffic gridlock – impacting not only on those already using these roads but also making it difficult for the 'new traffic' to access the warehouses. I do wonder if those who put these proposals together have ever actually visited the area to research the resulting problems. I fear not!</p> <p>The 'modernistic' design of these warehouses is totally outside the style and nature of the existing buildings in the area which are residential not commercial. Although there is an employment site north of the railway it</p>

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					<p>is drastically different in appearance to that proposed for South Caldecotte.</p> <p>The area designated for these buildings is at present, farm land, where crops are grown and sheep graze. On leaving the EU it will be more important than ever for this country to become as independent as possible in the production of food so it seems to be a crazy decision to destroy even more of our productive countryside – especially when there are already local commercial sites standing empty. If further warehousing is needed in the area would it not be a more sensible and economical decision to develop these rather than allowing them to become derelict and desecrating the countryside by building new?</p> <p>There are also two small copses on the site, a haven for our native wild flora and fauna, which will be destroyed. Whatever is happening to our 'green and pleasant land'? If greedy developers have their way there will</p>

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					<p>soon be nothing but concrete for our children to 'enjoy'.</p> <p>I am at a loss to understand how this development can possibly benefit the village. It will grossly overload, with heavy traffic, roads which are even now struggling to cope; add enormously to the problems of an already congested village street and be an unsightly blot on our rural landscape with huge warehouses totally out of keeping with the village architecture and even with the commercial buildings in North Caldecotte.</p> <p>I can only hope that sanity will prevail and that the scheme to develop South Caldecotte in this totally unacceptable way be shelved!</p>
95	Object	Nothing about this scheme is likeable. Its overdevelopment of the countryside. There are already existing vacant warehouses and business park. And there are other warehouses/employment zones being	<ol style="list-style-type: none"> 1. Loss of countryside and green area which acts as a natural barrier between existing built up areas. 2. Increase in noise from traffic movement. 	We totally object to this scheme so unless you can provide 100% countryside on this site – then NO!	This development is not required as there are already significant warehousing and employment sites available in and around Milton Keynes and Bedford. The countryside areas which form a natural barrier to already developed zones need to be protected

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		<p>built – A421 (Bedford), A5 (Dunstable) and potentially junc 10 (M1).</p>	<p>3. West of money – there are already a significant number of empty and soon to be built warehouses in the area.</p> <p>4. Increase in traffic and therefore congestion which adds to travel time and longer queues of stationary traffic. Which will only get worse when the residential developments go ahead and the Red Bull Training Centre is up and running.</p> <p>5. Increase in air pollution. Recent Government report shows there is a link between air pollution and heart disease with traffic/vehicles meaning a major contributor to bad air quality. The Government is urging Councils to start now with improving air quality and one scheme is to charge vehicles going through residential areas.</p> <p>6. Brickhill Street and both existing roundabouts will require extensive and expensive upgrading to cope with size and increase of traffic. When these works go ahead it will cause chaos in an already congested area, causing traffic to go through residential areas</p>		<p>in order for rural communities to retain their identity.</p>

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			<p>which are not designed to cope with such large traffic flow.</p> <p>7. Also extremely concerned with the size of vehicles which may use Station Road if the potential warehouse development goes ahead as there are many period/listed properties along this road made of timber-frame construction and they already struggle to cope with the vibrations caused by existing levels. Councils should be looking to preserve these historic properties. Many have been around for 400+ years but are unlikely to survive another 40 years with all of this threat of development.</p>		
96	Object	N/A	<p>The plans do not take into consideration the wider development in the area and are being planned as a singular development. Woburn Sands will be directly affected for access into Milton Keynes and the A5. The A5 is my daily commute.</p> <p>The current plans only has a single entry/exit onto the business park on the key route to the A5. There should at least be a slip road directly off the A5</p>	<p>The current plans only has a single entry/exit onto the business park on the key route to the A5. There should at least be a slip road directly off the A5 Southbound carriageway for lorry access into the park to avoid further tailbacks on the A5 to turn into Brickhill Street.</p> <p>Given the farm fields (with sheep) will no longer be there - what are your wildlife principles that will be</p>	<p>A simple roundabout is insufficient planning to "alleviate" traffic issues where there will be an increase in volume and size of vehicles. Lessons should also be learned from Tilbrook and other business areas where parking is wholly inadequate for employees, visitors and delivery traffic (or resting delivery traffic).</p>

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			<p>Southbound carriageway for lorry access into the park to avoid further tailbacks on the A5 to turn into Brickhill Street.</p> <p>The ease of access from Woburn Sands to the A5, The Brickhills (Bow, Little & Great) and Stoke Hammond will be greatly reduced and village life directly impacted. With only proposed plans for the railway crossing at Brickhill Street there will be short and medium impacts to the quality of daily life for residents in surrounding villages if the business development occurs first. The changes planned for the larger population of Woburn Sands (Level Crossing, down at least 4 times an hour), and potential further housing proposed between Bow Brickhill and Woburn Sands will leave the residents of Woburn Sands isolated and all access routes further impacted and stuck in traffic, thereby negating the advantages of living in the surrounding areas of Milton Keynes.</p>	<p>implemented to encourage wildlife? Rather than providing the bare minimum green development that accompanies current developments?</p>	

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			<p>The red cycle route is not linked to any existing or safe method of crossing over Brickhill Street (V10) to the park.</p> <p>There must be assurances that the fields on the opposite side of the V10 are not developed under any circumstance and remain agricultural land to offset the environmental impact of larger vehicles close to a small village. Environmental impact should include, but not limited to, air quality, noise, vehicular traffic and visual impacts.</p> <p>The continued urban sprawl into every single green field in the vicinity is against the environmental ethos which Milton Keynes Council always seems keen to promote.</p>		
97	Object	N/A	<p>• Objection in principle to the development when there are many other empty/derelict warehousing areas available</p>	N/A	<p>If the scheme were to go through, the following need to be addressed:</p> <p>Traffic calming through Bow Brickhill (chicanes/weight limit/speed reduction)</p>

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			<p>It is also a long way from the M1 (which is where most of the lorries will be heading)</p> <ul style="list-style-type: none"> • Massive increase in traffic (both from lorries/vans but also from people who will work there) <p>Lorries backing up onto the A5 queuing to get onto the dualled section of Brickhill Street and up to the new roundabout into the site</p> <p>Lorries using the railway crossing to access (and depart from) the site</p> <p>Employees driving from both the Caldecotte and Bow Brickhill directions to arrive at work (the former will further congest the area round the railway crossing and the latter add to an already congested rat run through the village)</p> <ul style="list-style-type: none"> • From point 2 (above) clear that a bridge over the railway crossing is essential. Who will pay? • Increase in pollution 		<p>Anti-pollution measures on the site – e.g. a double line of tall trees on the east/south east side of the development</p> <p>New crossing over the railway line funded by the developers</p> <p>Parking issues on site need to be planned carefully to avoid the parking chaos as now on the Caldecotte business park</p> <p>Extension of the redway up to Bow Brickhill which might alleviate some car journeys</p> <p>Consideration also should be given to providing a cycle (redway) path under the railway line and converting the existing footpath to a redway to encourage cycle usage from Fenny Stratford/Caldecotte direction.</p>

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			Although in an ideal world lorries/vans will be all electric by c. 2040, realistically the pollution emanating from the site will be huge and, with a prevailing south or south-west wind, will be blown directly towards the village		
98	Object	Nothing	<p>It will take away open countryside</p> <p>Infrastructure won't support the traffic</p> <p>Lots of empty industrial units available – no need for more</p> <p>Blot on the landscape/horizon</p> <p>Increased traffic will cause gridlock – level crossing already causes tailbacks</p>	<p>Move to a different site/location</p> <p>Access point will not be acceptable</p> <p>Near a busy roundabout on A5</p>	<p>I object whole heartedly</p> <p>Pure greed as there are enough industrial units</p> <p>Wrong site and location entirely</p> <p>Roads will not cope as they cannot cope now without the industrial units</p>

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