

Representor ID: RP-146

UI Representor ID: 802

UI Representation ID: 861

Representor Name: David Broadley

Representor Organisation: Buckinghamshire Council

Policy: Policy GS18		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	No	Yes
Paragraph		
Compliance Comment		
<p>This site is still 1,250 homes and the same extent as in the Draft Plan. In the October 2024 Draft Plan consultation stage, we raised concern to landscape and visual impact and suggested the policy criteria have explicit regard to landscapes in Buckinghamshire (which will take a visual, character impact). This point has not been addressed.</p> <p>The only regard for landscape and visual impact within criteria GS18 (C) (2) as drafted is to the Brickhills Special Landscape Area designated within Milton Keynes. The site would be visible from open views into the site from landscapes in Buckinghamshire south of the A5, north of Great Brickhill and we request the criterion is amended to address impacts on all landscape affected.</p>		
Modification Comment		
Please add into GS18 (c) (2) "...and avoids harm to other affected landscapes including into Buckinghamshire;"		
Appear at examination?	No	
Appear at examination reason?		

Representor ID: RP-146

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Representor Name: David Broadley

Representor Organisation: Buckinghamshire Council

Policy: Policy GS7		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	No	Yes
Paragraph		
Compliance Comment		
<p>In the 2024 draft plan we raised concerns to the solar areas suggested for designation near Shenley-Calverton but also near Great Brickhill. More significant was the wind opportunity areas near Upper Weald. Wind turbines for 3MW or more suggested in the supporting text can be typically 150 metres in height and therefore cannot be screened. We welcome the changes removing the wind opportunity areas near Calverton and the Brickhills reducing impacts on Buckinghamshire landscapes and communities.</p> <p>The solar opportunity areas under Policy GS7 shown on the Policies Map near Calverton-Beachampton remain from the 2024 draft plan.</p> <p>Whilst development for solar farms can be mitigated to an extent by landscape mitigation – there is likelihood for some adverse landscape and visual impact from panels sited on the downward slopes visible into Buckinghamshire.</p>		
Modification Comment		
<p>Requested change: Add a policy criterion to GS7 to avoiding adverse landscape and visual impacts and through mitigation and detailed design address identified harm to all landscape including those in Buckinghamshire.</p>		
Appear at examination?	No	
Appear at examination reason?		

Representor ID: RP-146

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Representor Name: David Broadley

Representor Organisation: Buckinghamshire Council

Policy: Policy GS2		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	Yes	
Paragraph		
Compliance Comment		
Modification Comment		
Appear at examination?		
Appear at examination reason?		

Representor ID: RP-146

UI Representor ID: 802

UI Representation ID: 861

Representor Name: David Broadley

Representor Organisation: Buckinghamshire Council

Policy: Policy CB1		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	Yes	Yes
Paragraph		
Compliance Comment		
Bletchley Railway Station connects to the rural north-eastern area of Buckinghamshire, giving communities access to national public transport networks. We support the proposal for the development of Bletchley Railway station as a regionally significant transport hub while capitalising on the East-West Rail route.		
Modification Comment		
Appear at examination?	No	
Appear at examination reason?		

Representor ID: RP-146

UI Representor ID: 802

UI Representation ID: 861

Representor Name: David Broadley

Representor Organisation: Buckinghamshire Council

Policy: Policy GS3		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	Yes	Yes
Paragraph		
Compliance Comment		
Modification Comment		
Appear at examination?	No	
Appear at examination reason?		

Representor ID: RP-146

UI Representor ID: 802

UI Representation ID: 861

Representor Name: David Broadley

Representor Organisation: Buckinghamshire Council

Policy: Policy GS10		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	No	Yes
Paragraph		
Compliance Comment		
<p>Co-ordinating Growth and Movement – the A421 Corridor</p> <p>To reiterate a matter stated in our Draft Plan stage representations and meetings with council officers this year, Buckinghamshire Council has an interest in the implications of cross-boundary growth and movement and the alignment of emerging Local Plan policies to maximise connectivity and address any potential adverse impacts.</p> <p>The A421 Corridor Study report was published in March 2025. The study confirms that there are currently frequent delays especially from Buckingham to Milton Keynes at the Bottledump roundabout (A21) and H8 Standing Way. Model forecasts predict 10–48% traffic growth by 2040 along the corridor which will worsen:</p> <ul style="list-style-type: none">• congestion (delays rising from 15 ~ 90 seconds depending on location),• rat running through villages and• safety/noise issues from increased HGV flows. <p>Objection – Section Movement & Access. Policy GS10. Soundness.</p> <ol style="list-style-type: none">1. The City Plan needs to be more explicit that cross-border coordination with Buckinghamshire Council should be required for recommended junction upgrades in the A421 study. These are the Bottledump roundabout and next 2 roundabouts closest to Milton Keynes.2. Also, the City Plan needs explicitly mention the need for active travel investments to mitigate congestion, improve safety, and support sustainable growth in the vicinity of the Bottledump roundabout and along the A421 corridor.3. Public Transport provision in the area is also infrequent and fragmented. The Plan needs to make a commitment that infrastructure planning linked to growth in the vicinity of the A421 will help to improve bus services and so address these deficiencies. <p>Reason:</p> <p>There is a constrained road network on the Buckinghamshire / Milton Keynes boundary causing congestion on the A421, particularly at peak hours. We are aware of pinch point congestion at the Bottledump roundabout that leads to increased traffic through the villages of Whaddon and Newton Longville. The A421 corridor is a</p>		

key road link providing East/West connectivity which will be impacted further by growth in Buckinghamshire and Milton Keynes. Development proposals in the MK City Plan 2050 needs to be supported by infrastructure plans that will ensure that the strategic function of the A421 corridor is enhanced and that any significant impacts from the proposed development in terms of capacity, congestion or rat running can be cost effectively mitigated to an acceptable degree.

Modification Comment

1. The City Plan needs to be more explicit that cross-border coordination with Buckinghamshire Council should be required for recommended junction upgrades in the A421 study. These are the Bottledump roundabout and next 2 roundabouts closest to Milton Keynes.
2. Also, the City Plan needs explicitly mention the need for active travel investments to mitigate congestion, improve safety, and support sustainable growth in the vicinity of the Bottledump roundabout and along the A421 corridor.
3. Public Transport provision in the area is also infrequent and fragmented. The Plan needs to make a commitment that infrastructure planning linked to growth in the vicinity of the A421 will help to improve bus services and so address these deficiencies.

Appear at examination?	No
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Appear at examination reason?

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Representor Name: David Broadley

Representor Organisation: Buckinghamshire Council

Policy: Policy GS19		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	No	Yes
Paragraph		
Compliance Comment		
<p>Shenley Dens The site remains in the City MK Plan at Reg 19, allocated for 1000 homes and with a concept plan and policy criteria (Policy GS19). There is also now a proposed Gypsy and Traveller site (15 pitches by 2035) close to the Buckinghamshire border on Whaddon Road in the allocation landscape buffer area. Objection - Policy GS19 Shenley Dens. Soundness. We do not object to the principle of the new development of the Shenley Dens site but rather the allocation criteria and query the boundary chosen. The City MK Plan Policy GS19 on Shenley Dens has not incorporated the change we requested to the draft policy criteria regarding the impact on landscapes in Buckinghamshire. We made these concerns to the Draft Plan stage and reiterated in meetings with officers under the Duty to Co-operate this year. Reason: The site allocation policy GS19 (C) suggests a development proposal only has regard to landscape impacts within the City of Milton Keynes council area. Given the location of the site, on the border and the slopes across the site with a ridgeline and downslopes towards Buckinghamshire, there would be a considerable landscape and visual impact expected within Buckinghamshire. The policy needs to be amended to have full regard to all the landscape character including landscapes in Buckinghamshire with the aim to make the new built development as least visually intrusive and impacting as possible on what it at present quiet open countryside. We also query why the site allocation could not be moved to abut Tattenhoe Street – rather than having green space in council ownership between the Western Expansion Area/Tattenhoe Street and the Shenley Dens site. By moving the allocation boundary east to integrate the new development into Milton Keynes built area it would more likely take development of the 1000 new homes from spilling over the 110m/100m ridgeline and thus being visible and adding an urbanising effect on the surrounding countryside, closing the perceived gap to rural villages such as Whaddon and Beachampton. Adding the new Gypsy and Traveller site into the Shenley Dens allocation and locating it on the lower slopes close to Whaddon Road also leaves the Gypsy and Traveller site</p>		

as an urbanising effect on the countryside with a likely adverse landscape and visual impact.

Modification Comment

Please add in to GS19 (c) Any development must also consider visibility beyond the ridgeline from Oakhill Wood running north-westerly and the impact on landscapes into northern Buckinghamshire.

Appear at examination?	No
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Appear at examination reason?

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Representor Organisation: Buckinghamshire Council

Policy:		
Legal Compliant:	Soundness Compliant:	Duty to Cooperate Compliant:
Yes	Yes	Yes
Paragraph		
Several opportunities for sustainable growth beyond the current built-up area of the city have been identified and assessed through preparation of the plan, principally through our Land Availability Assessment and Sustainability Appraisal. The conclusion		
Compliance Comment		
We thank the City council for the supporting Para 181 in the plan regarding the potential Aylesbury Spur line for East West Rail. This responds to a request for support in our representation in 2024. We look forward working the City council as a stakeholder on East West Rail delivery and the Spur line should it get national support.		
Modification Comment		
Appear at examination?	No	
Appear at examination reason?		