

As Aspley Heath Parish Councillors we OBJECT to the Milton Keynes City Plan 2050 Regulation 19 proposed submission, which we do not consider sound for the following reasons:

### **1. No consultation with communities outside the Milton Keynes Local Authority Area**

The proposed future expansion of Milton Keynes will have a heavy impact on road systems in our area, as referenced in the following policies:

- Policy GS15, East of Wavendon Strategic City Extension
- Policy GS16 Wavendon Strategic Buffer
- Policy GS17 South of Bow Brickhill Strategic City Extension
- Policy GS18 Levante Gate Strategic City Extension.

We are extremely concerned by the complete absence of direct engagement during this and the previous regulation 18 consultation, outside the Milton Keynes authority area. This appears to be a serious disregard for local democracy.

The plans described under the four policies listed above will directly affect people living in Aspley Heath, as well as our neighbours living in Aspley Guise. We are particularly concerned about the impact of this expansion on the ability of local people to go about their normal lives, be it travel to and from schools, workplaces, shops and other local facilities.

### **2. Transport Grounds**

**We consider the Regulation 19 proposed submission is unsound because traffic impacts on the neighbouring roads and communities in Central Bedfordshire is not acknowledged and no mitigation is proposed.**

Given the amount of major development planned for the south of MK with that will directly abut the Central Bedfordshire boundary, there will be significant cross-boundary traffic impacts on the local and strategic highways network in Woburn Sands, Aspley Heath and Aspley Guise.

Since the construction of 1,300 new homes in Levant Gate, traffic volumes have already risen significantly. We urge Milton Keynes Council to share with us the modelling it has undertaken to predict traffic volumes in our local neighbourhoods, but in particular Hardwick Road, where traffic from

Bow Brickhill and the A5 must travel along a narrow road, that is most usually reduced to a single lane as it crosses the double mini roundabout into further narrowed roads through Aspley Guise as it heads towards the M1. Logjams are already a normal feature of this road.

The 3,000 new homes already built exceed the previous combined total of homes in Woburn Sands, Aspley Heath, Aspley Guise and Woburn. As predicted by us, many of these new residents do indeed want to get to the M1, and the most direct option open to them has been, as was predicted, to drive via the Leys, Hardwick Road and Aspley Guise. Given that our predictions were ignored, but have been proved correct, we now call on Milton Keynes City Council to take an honourable approach to local democracy, conduct appropriate research and explain what mitigation they will apply should they, once again, go ahead and create more traffic chaos?

We also urge Milton Keynes City Council to include in its modelling, any potential closures at the Woburn Sands rail level crossing.

Until there has been professional, credible modelling over the simulation area and its impact on the highway as described above, plus mitigation, we, in the name of local democracy, will be unable to lend our support to the plan. We would urge the council to work closely with the Central Bedfordshire Highways Team.

We also note that National Highway's own VISSIM modelling at J13 shows that when the current committed development across the area is taken into account the performance of the junction is 'severely degraded'.

The capacity constraints at J13 need to be acknowledged and the impact of the additional proposed growth in the MK City Plan needs to be acknowledged and addressed.

We also urge the Milton Keynes City Plan 2050 to share with us whether the proposed mitigation via an extension to the H10 has been approved and if it has, when work will start and finish. We will then be able to share this with our local residents.

### **In conclusion**

There must be a robust assessment of the cross-boundary impact of the proposed development traffic on the local and strategic highways network,

working closely with the Central Bedfordshire Highways Team to deliver appropriate mitigation.

### **3. Policy GS15**

This is also a significant proposal which extends right up to the boundary with Central Bedfordshire and directly impacts the Parish of Aspley Heath. The policy states that this site will allow MK to explore opportunities for cross boundary growth with Central Bedfordshire. We do not support any proposal for the extension of Milton Keynes into Central Bedfordshire.

We are concerned about the impact this allocation may have on infrastructure in neighbouring Central Bedfordshire and stress the importance of infrastructure especially where it is required to mitigate growth being delivered first.

There is no reference to edge of development landscaping/buffering to protect the rural character of Aspley Heath village. This needs to be added to the policy.

All traffic assessments for the East of Wavendon Strategic Extension allocation must include a full cross boundary impact assessment with the appropriate mitigation identified and agreed with Central Bedfordshire Council.

We are unclear as to the nature or role of a mass rapid transit service or how it might relate to neighbouring villages in Central Bedfordshire. We also note there is no reference to safeguarding a route for the H10 across to the A4241. This would help divert traffic away from the villages and should be provided for in the Policy.

All of these points should be added to the policy. We emphasise again the importance of cross boundary consultation and involvement with local residents, Parish Councils and ward Councillors should this location be taken forward.

### **4. 10,000 new homes for Milton Keynes: what impact on Aspley Heath residents' local services?**

We note MK City Plan 2050 makes an overprovision for housing growth by about 10,000 houses. We are deeply concerned as to how this might impact not only on our roads, but also doctors' surgeries and schools.

To reiterate: we accurately predicted traffic jams and routine hold-ups as a result of vastly increased traffic volumes on the roads listed above. Please now take our local knowledge and incorporate it into your plan. When Milton Keynes was first conceived, a key design principle was I before E; Infrastructure before Expansion. Your proposal does not currently adhere to this principle.

To conclude, we ask Milton Keynes Council to demonstrate that it is not asking ordinary people in neighbouring communities to deal with its very tangible practical inconveniences of its City Plan, while Milton Keynes reaps the benefits of increased housebuilding. This is very much the feeling amongst the people we represent and urge you to demonstrate your commitment to all local people, not just those who might vote for you.

Yours sincerely,

Aspley Heath Parish Council