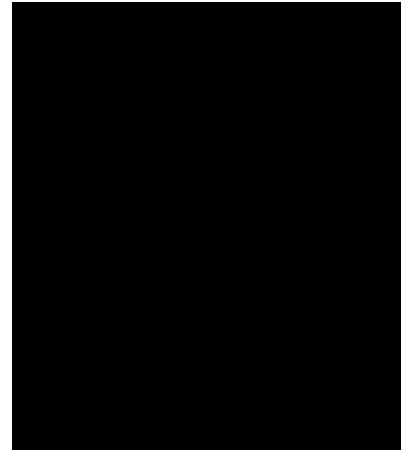


Development Plans
Milton Keynes City Council
Civic
1 Saxon Gate East
Milton Keynes
MK9 3EJ

Adams Hendry Consulting Ltd



19th December 2025

BY EMAIL ONLY: ncp.engagement@milton-keynes.gov.uk

Dear Sir / Madam,

Re: Milton Keynes Draft Local Plan – MK City Plan 2050 Regulation 19 Consultation

This consultation response to the Regulation 19 consultation on the draft MK City Plan 2050 ('the draft City Plan') is submitted on behalf of the East West Railway Company Limited (EWR Co).

Background and progress of East West Rail

EWR Co is the organisation responsible for delivering East West Rail (EWR), a project of national significance that will deliver frequent, fast, and reliable rail links for communities between Oxford, Milton Keynes, Bedford, and Cambridge.

Between 14th November 2024 and 24th January 2025, EWR Co undertook its third non-statutory consultation ('NSC3') on its emerging proposals for the EWR project, which were set out in a series of [consultation documents and plans](#). In total, EWR Co received 6,218 responses to NSC3 which included feedback on route-wide matters as well as specific proposals in local areas, including Milton Keynes. The feedback received, combined with previous consultation feedback and ongoing surveys and assessments, has helped EWR Co to refine its proposals and inform design decisions about some elements of the project and the decision to update the Safeguarding Directions.

On 19th November 2025, EWR Co published the [You Said, We Did – Autumn Update](#) ('the YSWD report'), setting out these design decisions and how consultation feedback has helped shape the EWR proposals.

The YSWD report includes updates on the following key topics and proposals relevant to Milton Keynes and the draft City Plan:

- Expanding the capacity of EWR – see chapter 4.2



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- Delivering EWR services earlier – see chapter 4.3
- Route-wide matters – see chapter 4.4
- Bletchley station – see chapter 4.5.3
- MVL stations and train services – see chapter 4.6.1
- Bow Brickhill level crossing – see chapter 4.6.4
- Fenny Stratford twin-tracking – see chapter 4.6.5

Of these topics, the updates on the capacity of EWR, Bletchley station, MVL stations and train services and the Bow Brickhill level crossing are of particular relevance to the development allocations included in the draft Local Plan and to EWR Co's consultation response:

Expanding the capacity of EWR

As a result of the Universal entertainment resort complex proposals and other planned development across the Oxford-Cambridge Growth Corridor, demand for EWR is expected to be significantly higher than previously predicted. EWR Co has carried out further analysis to understand how its proposals might need to adapt to accommodate this additional demand, concluding that there is a need for additional EWR station and service capacity, particularly at peak times.

Whilst EWR Co is still working through the detail, its proposals to accommodate this additional demand are outlined in the YSWD report (see p. 34) and include delivering up to five passenger trains per hour during peak times, alongside freight trains.

Bletchley station

Following further analysis of future passenger demand at Bletchley station and taking account of consultation feedback received, EWR Co has developed its design proposals to improve the station and increase its capacity. The proposed station upgrade now includes:

- A new accessible footbridge at the south end of the station, with lifts and stairs to all platforms.
- Extended platforms and improved emergency exits for platforms 6, 7 and 8.
- An expanded western ticket hall and gate line, along with upgrades to the station forecourt.

In addition to these improvements, EWR Co is now considering including an eastern entrance to the station within its design, although the construction of this entrance would be subject to securing third-party funding.

If delivered, the eastern entrance would benefit users of the station and the wider area, especially travellers accessing the station from the town centre, supporting a longstanding priority for the Council and the wider community. The eastern entrance would improve connectivity through the town, support wider regeneration plans including those set out in the draft City Plan, and reduce the walking distance between EWR platforms and the town centre. EWR Co will provide more details regarding the potential eastern entrance at consultation in 2026.

MVL stations and train services

In the YSWD report, EWR Co confirmed that, taking into account feedback from NSC3 and engagement with local stakeholders, its preferred option for MVL stations and train services is to replace the nine

existing stations with four new, larger, easy-to-access stations at Woburn Sands, Ridgmont, Lidlington and Stewartby, along with the relocated Bedford St Johns ('the Consolidated Option'). These stations would be served by three trains an hour in each direction.

Along with an upgraded Bletchley station, Milton Keynes would therefore also see a relocated Woburn Sands station, which would support the existing community and nearby developments, including the South East Milton Keynes Strategic Urban Extension (Policy GS22 in the draft City Plan) and the East of Wavendon Strategic City Extension (draft Policy GS15). Delivery of a new station at Woburn Sands will require significant investment on behalf of the taxpayer and as a consequence, EWR Co will be continuing to explore third-party funding opportunities to enable its full delivery.

Whilst EWR Co recognises the importance of the stations outside of the Consolidated Option, which include Fenny Stratford and Bow Brickhill stations in Milton Keynes, to the local residents of those stations, at present, these stations are not designed to safely support the operation of EWR services, requiring either significant upgrades or rebuilds. These stations are also subject to a number of site-specific constraints and upgrading and rebuilding them would require significant additional public investment. EWR Co considers that the limited benefits of upgrading or rebuilding these stations would not justify the costs and the impacts on neighbouring properties and businesses, and that its proposal to consolidate stations would provide better services and facilities along the route as a whole.

EWR Co is working with councils (including Milton Keynes City Council), communities, key stakeholders, rail partners and developers to support communities affected by these proposed station closures. This includes considering ways the listed buildings adjoining the existing stations at Fenny Stratford and Woburn Sands can be protected; opportunities to repurpose stations for new community uses; and how existing public rights of way can be maintained. A new road connection west of Woburn Sands will also be delivered prior to 2030 as part of the South East Milton Keynes Strategic Urban Extension, and this is intended to be in place before further level crossing works are undertaken. Furthermore, EWR Co is considering a package of door-to-door connectivity measures to connect people who currently use the railway with new stations. Whilst the list of measures in Milton Keynes remains under development, in addition to providing car parking at its new stations, EWR Co will seek to:

- Work with third-party funding contributors to deliver a new eastern entrance at Bletchley station linking into active travel routes which would make it easier for people to reach local bus services, the town centre and Fenny Stratford.
- At the new Woburn Sands station, provide walking, cycling and road routes which make reaching this station easy from all directions, particularly from Browns Wood and Bow Brickhill. Additionally, EWR Co is planning to make the station bridge publicly accessible so that pedestrians can continue to cross the railway in this location despite the proposed closure of Fisherman's Path level crossing.

EWR Co is also working with local authorities and bus operators to discuss how its new stations can be made more accessible by public transport. EWR Co is designing each of its new stations with bus facilities to make it quick and easy for all users to use the bus before or after their train journey.

As outlined in Chapter 4.6.7 of the YSWD report, EWR Co is looking again at some of its proposals for level crossings given its decision to increase the frequency of train services, and the potential changes to local traffic patterns as a result of Universal's proposals for a new entertainment resort complex at Stewartby. This work is ongoing, and while it is not yet possible to confirm which level crossings might be affected and how, EWR Co will only propose further level crossing closures where this is necessary for

safety or congestion reasons. EWR Co understands how important the remaining level crossings are in this area, particularly those which sit central to local communities such as at Fenny Stratford and Woburn Sands in Milton Keynes. EWR Co is focused on how to maintain the connectivity they provide if more closures are required and will share more details on this at consultation in 2026.

Bow Brickhill level crossing

With the decision to adapt the project to deliver more passenger services in order to accommodate the significant additional predicted demand, EWR Co needs to reassess whether Bow Brickhill level crossing can be retained or not.

EWR Co has also compared how traffic patterns and congestion in this area would change if the level crossing were closed and replaced either with a road bridge or a traffic diversion via the A5. If the level crossing does need to be closed, EWR Co's modelling shows that a bridge would be required as diverting traffic would increase congestion at a number of local junctions, including Kelly's Kitchen, in ways it cannot mitigate effectively.

As a result of the above, and while EWR Co assesses whether the level crossing needs to be closed, it has been focusing on developing its design for the road bridge. In response to feedback, this has included refining the designs to minimise impacts on local properties and businesses and considering amendments to junctions north and south of the level crossing to reduce traffic congestion and land take.

East West Rail Safeguarding Directions

To protect the planned route of the railway from conflicting development, the Secretary of State for Transport safeguarded land required for the EWR project by giving Safeguarding Directions to the relevant local planning authorities (LPAs), including Milton Keynes City Council, on 14th November 2024, under articles 18(4), 31(1) and 34(8) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

EWR Co also produced guidance for local planning authorities setting out how the Safeguarding Directions should be implemented and administered ('the safeguarding guidance'), which aligns with guidance produced for other rail projects such as HS2 and Crossrail 2, and was provided to LPAs by EWR Co along with the Safeguarding Directions on 14th November 2024. Paragraphs 24-29 of the guidance set out how the Safeguarding Direction should be taken into account in the preparation of local plans. This includes the requirements that the limits of land subject to Safeguarding Directions ('the safeguarded area') be shown on the policies map and that LPAs should not include any proposals in their local plan that conflict with the Safeguarding Directions (paragraph 24).

On 19th November 2025, the Secretary of State updated the safeguarding directions to ensure that the safeguarded land aligns with EWR Co's latest proposals as outlined in the YSWD report. The EWR safeguarding guidance was also updated with minor consequential amendments and provided to the relevant LPAs.

The Safeguarding Directions apply to any application for planning permission not finally determined by that date, where any of the land within the planning application boundary falls within the safeguarded area. As a result, relevant local planning authorities must consult EWR Co on any planning applications covered by the Safeguarding Directions before determining those applications.

The Safeguarding Directions, guidance, maps and GIS shapefiles showing the safeguarded area can be found at the EWR website: www.eastwestrail.co.uk/safeguarding.

EWR Co's consultation response

In line with its response to the Regulation 18 consultation on the draft City Plan in October 2024, EWR Co strongly supports the Council's overarching growth strategy for Milton Keynes which underpins the draft Plan, and of the Plan's focus on enabling sustainable transport options and connections to facilitate and support those growth ambitions and reduce carbon emissions. The EWR project will play a significant role in helping the Council achieve its ambitions for Milton Keynes by 2050.

EWR Co welcomes the Council's support for the development of EWR, and the recognition of the benefits which Bletchley will experience due to its location at the intersection of EWR and the existing West Coast Main Line (WCML), which will help to attract investment and facilitate Bletchley's development and renewal.

The Council's support for the Aylesbury spur connecting Milton Keynes to Aylesbury is noted. However, whilst EWR Co is seeking to ensure that the design of EWR does not prevent delivery of an Aylesbury spur, it does not currently form part of the scope of the project.

EWR Co also welcomes the draft City Plan's 'infrastructure first' approach, and criterion E of draft Policy GS3: Strategy for economic prosperity which identifies that proposals associated with maintaining, improving or delivering new public transport infrastructure and services will be strongly supported. EWR Co agrees that this approach is necessary to achieve the ambition and objectives of the Plan.

Having reviewed the policies and proposals in the draft City Plan, EWR Co wishes to make the following specific comments in the interests of ensuring that its proposals and those of the Council are aligned and that the proposed allocations would not conflict with, or prejudice the delivery of EWR, which in turn could undermine the achievement of the Plan's ambition and objectives.

Policies map

As set out in paragraph 24 of the EWR safeguarding guidance, the area safeguarded by the Safeguarding Directions should be represented on the policies map (in accordance with regulation 9 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)).

EWR Co therefore requests that the policies map is amended to show the safeguarded area. This will help those considering development in the area, as it will facilitate early engagement between developers and EWR Co, thus allowing EWR Co to consider how proposals interact with EWR and how they might be accommodated with the proposed railway project at an early stage. This will help to avoid the possibility of a recommendation for refusal being made to the LPA by EWR Co at the planning application stage.

Furthermore, in line with paragraph 26 of the EWR safeguarding guidance, the draft Local Plan should state that the Safeguarding Directions have been made by the Secretary of State for Transport. They are not proposals of the local planning authority and the route of East West Rail will not be determined through the development plan process. The route will instead be subject to an application for development consent

under the Planning Act 2008 which will provide an opportunity for interested parties to submit representations on the proposals.

Policy GS15: East of Wavendon Strategic City Extension

Draft Policy GS15 allocates an area east of Wavendon and north of Woburn Sands for mixed-use residential-led strategic development. EWR Co supports the principle of the proposed allocation and in particular the requirement under criterion E (14) for a comprehensive transport network and infrastructure that prioritises active travel and public transit modes, to include segregated routes for active travel and provision of interchange hubs that integrate well with Woburn Sands and public transport. This aligns with EWR proposals for a new modern, well-equipped EWR station at Woburn Sands, which will support existing communities, the East of Wavendon Strategic City Extension, and the South East Milton Keynes Strategic Urban Extension.

To facilitate the EWR project, EWR Co has identified that a small area of land within the East of Wavendon allocation site, adjacent to the existing MVL, is required for a proposed Global System for Mobile Communications-Railway (GSM-R) telecoms compound and associated access. This land is included within the EWR safeguarded area (see Figure 1 of this response).

In line with the EWR safeguarding guidance, proposals which conflict with the Safeguarding Directions should not be included in the local plan. To avoid a conflict between the proposed East of Wavendon Strategic City Extension and the EWR Safeguarding Directions, EWR Co requests that draft Policy GS15 is amended as follows (additions underlined):

...

E. Development proposals will be required to meet the following criteria:

...

15. Development must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions;

...

EWR Co furthermore requests that the safeguarded area is shown on the Indicative Concept Plan for the East of Wavendon Strategic City Extension (draft City Plan Figure 2), so that it is clear that this represents a constraint for the development. In addition, it would be helpful to show the proposed location of the new Woburn Sands station on the Indicative Concept Plan as shown at NSC (see Figure 2 to this response), as this presents an opportunity to integrate with public transport in line with criterion E (14) of Policy GS15 and Policy GS4.

Policy GS17: South of Bow Brickhill Strategic City Extension

Draft Policy GS17 allocates an area south of Bow Brickhill and east of Brickhill Road for a new mixed-use residential-led strategic development. As with draft Policy GS15, EWR Co supports the principle of the proposed allocation, including the requirement under criterion C (10) for the introduction of a comprehensive transport network.

Draft criterion C (10)(a) requires the development to include segregated active travel and provision of interchange hubs that integrate well with Bow Brickhill railway station. As set out in the YSWD report and highlighted above, Bow Brickhill station will not be retained under EWR Co's proposals, and the nearest EWR station will therefore be at Woburn Sands. As such, EWR Co recommends that the reference to Bow Brickhill station is removed from draft Policy GS15 and replaced with a reference to 'the nearest railway station'. This would help to ensure that the development is integrated with the new station at Woburn Sands, whilst also supporting the existing community affected by the proposed closure of Bow Brickhill station.

As mentioned above and in the YSWD report, EWR Co is assessing whether Bow Brickhill level crossing can be retained or would need to be closed and replaced with a road bridge. Land within the north-west of the South of Bow Brickhill allocation is likely to be needed to deliver this road bridge, if it is required. The land which EWR Co has identified as being required to deliver the road bridge is included within the EWR safeguarded area and shown on Figure 3.

To avoid a conflict between the proposed South of Bow Brickhill Strategic City Extension allocation and the EWR Safeguarding Directions, and taking account the comment above on criterion C (10)(a), EWR Co requests that draft Policy GS17 is amended as follows (additions underlined and deletions struck-through):

...

C. *Development proposals within the South of Bow Brickhill Strategic City Extension will be required to meet the following criteria:*

...

10. *The phased introduction of a comprehensive transport network and infrastructure that follows the movement hierarchy set out in Policy GS4, and to specifically include:*

- a. *Segregated routes for active travel and provision of interchange hubs that integrate well with Bow Brickhill village, ~~Bow Brickhill Railway Station~~ the nearest railway station, the Greensand Ridge, Levante Gate Strategic City Extension, the surrounding network of active travel routes and routes for public transport;*
- b. *Routes for movement of public transport and general traffic through the site, with the primary access taken from either from Brickhill Road or new/enhanced junction improvements to the Brickhill Road/Station Road;*

11. *Development must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions;*

...

As in its comments on Policy GS15, EWR Co requests that the EWR safeguarded area is shown on the Indicative Concept Plan for the South of Bow Brickhill Strategic City Extension (draft City Plan Figure 3), so that it is clear that this represents a potential constraint for the development.

The draft City Plan carries forward the SEMK allocation from the adopted Plan:MK (2019), under Policy GS22. EWR Co supports the principle of a new residential and employment development at South East Milton Keynes, as it aligns with EWR Co's objective to facilitate economic growth within the Oxford–Cambridge Growth Corridor.

EWR Co is aware that this allocation is subject to outline planning applications (refs: 22/02528/OUT and 22/00524/OUTEIS), which have a resolution to grant permission from the Council subject to completion of S106 agreements, and to which EWR Co has previously submitted representations.

The part of the SEMK allocation located to the north of the railway is not currently subject to an application for planning permission. In line with the principles of the draft Plan's growth strategy, EWR Co would support maximising densities on this parcel, as development in this area would benefit from a highly sustainable location in close proximity to the proposed EWR Woburn Sands station. This additional growth would help to justify the significant investment which will be required for a new station here.

EWR Co understands that the proposals for the gypsy and traveller site within the SEMK allocation will be brought forward by the Council under a separate planning application, which will take account of EWR proposals for Bow Brickhill level crossing.

EWR proposals requiring land within the SEMK site include the new Woburn Sands station and associated infrastructure, drainage works, GSM-R telecoms compound, and (if required) the Bow Brickhill road bridge. Land identified as potentially being required for EWR (including a road bridge), within the SEMK allocation site, is included within the EWR safeguarded area and shown on Figure 4.

It is acknowledged that the outline applications for development of the SEMK site south of the railway have a resolution to grant permission and EWR Co is collaborating with the applicants to manage the interactions between the development and EWR, and to develop design solutions and efficiencies which support both developments and the existing community. Nonetheless, it will be important to ensure that the detailed designs of the developments south of the railway, and the forthcoming proposals for development to the north, do not prejudice the delivery of EWR. To this end, and to avoid a conflict between the proposed SEMK Strategic Urban Extension and the EWR Safeguarding Directions, EWR Co requests that draft Policy GS22 is amended as follows (additions underlined):

...

B. In addition to the requirements set out in other policies within this plan, development of the site will be required to:

...

7. Avoid conflicting with, or prejudicing the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.

...

EWR Co will continue to work closely with the Council, O&H, Urban and Civic and Network Rail to enable delivery of the allocated development alongside EWR. This includes the ongoing work relating to the delivery of the overbridge at Woburn Sands prior to 2030.

Policy GS23: South Caldecotte Strategic Employment Allocation

The draft City Plan carries forward the South Caldecotte Strategic Employment Allocation from the adopted Plan:MK (2019), under Policy GS23. EWR Co has identified that small areas of land in the north of this site are required to deliver EWR, including works associated with new railway infrastructure and (if required) the new road bridge to replace Bow Brickhill level crossing. The land identified as being required for EWR within the allocation site is shown in Figure 5.

As the land required to deliver EWR appears to benefit from detailed planning permission associated with the allocated development which is understood to have been implemented, EWR Co does not consider that it is necessary to amend draft Policy GS23, in line with the amendments requested to draft Policies GS15, GS17 and GS22, to avoid a conflict with the Safeguarding Directions. EWR Co will continue to liaise with the developer to seek to ensure that both the South Caldecotte allocation and EWR are delivered alongside each other.

Policy CB1: Supporting investment in Central Bletchley

Section 5 of the draft City Plan refers to the Council's ambitions to redevelop and improve Bletchley as a 'Transport Hub', capitalising on EWR and improvements to the public realm, accessibility of the town and growth of the area. EWR Co welcomes the references in draft Policy CB1 to strengthening Bletchley Railway Station as a major transport hub by safeguarding the delivery of an eastern access and egress to the station and improving connectivity between Bletchley Station and the Town Centre.

EWR Co is continuing to work closely with the Council, Network Rail and other local stakeholders to support the development of a vision and masterplan for the area, including a potential eastern entrance to the station, which could be transformational for Bletchley. Whilst the eastern entrance is not required to accommodate EWR passenger demand, EWR Co is considering including the entrance in its proposals as there is potential to secure third-party funding for its delivery, and due to the additional benefits and connectivity it could bring. If third-party funding is not secured, then the inclusion of an eastern entrance in EWR Co's proposals would be reviewed. It is therefore important that all parties continue to work together to secure this necessary funding.

Draft Policy CB1 also allocates around 1,000 new homes within the Central Bletchley area and seeks the redevelopment of the former Wilko store, former Brunel Centre, former Sainsbury's store and Stanier Square to provide a convenience store, a mix of homes and other community facilities. EWR Co is supportive of the high density of development proposed, to maximise the use of the available land, which will benefit from a highly sustainable location at the nexus of EWR and the existing WCML.

Land within the CB1 allocation site identified as being required for the delivery of EWR is shown on Figure 6, and includes land needed for the improvements to Bletchley station described in the YSWD report, new railway infrastructure and the potential eastern entrance to the station. This land is included in the EWR safeguarded area.

As in its comments on Policies GS15, GS17 and GS22, EWR Co requests that Policy CB1 is amended as follows to ensure that the proposed allocation does not conflict with the EWR Safeguarding Directions (additions underlined and deletions struck-through):

A. *Development proposals within the Central Bletchley Area will be guided by the following principles:*

...

5. *Strengthening of Bletchley Railway Station as a major transport hub by safeguarding the delivery of an eastern access and egress to the Station.*
6. *Improve connectivity between Bletchley Station and the Town Centre through safe, direct and inclusive active travel routes that embrace people-friendly and healthy places principles; and*
7. *Avoid conflicting with, or prejudicing the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.*

...

Participation in examination hearing sessions

EWR Co wishes to reserve the right to participate in the examination hearing sessions relating to the growth strategy and the specific allocations referred to in this response, as these are relevant to the EWR project.

Summary and conclusion

EWR Co strongly supports the Council's overarching growth strategy as proposed in the draft City Plan. The EWR project will make a significant contribution to the Council's ambition for Milton Keynes City by 2050, providing a transformational east-to-west rail link which will support the City's place at the heart of the Oxford–Cambridge Growth Corridor. EWR Co welcomes the Council's support for the EWR project and the recognition of the benefits it will deliver for Bletchley in particular.

As set out in the safeguarding guidance, proposals which conflict with the EWR Safeguarding Directions should not be included in the local plan. EWR Co therefore requests amendments to draft Policies GS15, GS17, GS22 and CB1 to avoid a conflict between the proposed allocations and the Safeguarding Directions. EWR Co considers that these amendments are necessary in order for the local plan to be found 'sound' at independent examination in due course. It is a requirement of the National Planning Policy Framework (NPPF (paragraph 72)) that planning policies should identify a supply of sites for housing, taking account of their availability, suitability and economic viability, that are deliverable and/or developable (as defined in the Annex 2 Glossary to the NPPF).

Without EWR Co's proposed amendments, development of land within the safeguarded area may conflict with, or prejudice the delivery of, EWR and be subject to an objection from EWR Co at the planning application stage or compulsory acquisition authorised as part of the EWR Development Consent Order (if granted), potentially making it undeliverable or undevelopable. EWR Co's proposed amendments would provide the necessary policy tests to ensure that all parties continue to work together to develop proposals which avoid this outcome, whilst also aligning with the safeguarding guidance.

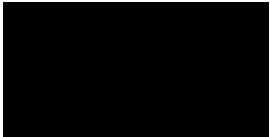
EWR Co also requests that the policies map is amended to show the area safeguarded by the Safeguarding Directions, in accordance with the safeguarding guidance. It would also be helpful to show the safeguarded area on the Indicative Concept Plans associated with Policies GS15 and GS17.

In line with the approach it takes across the EWR route, EWR Co is committed to working closely with the Council, landowners and developers in Milton Keynes to ensure that both EWR and proposed development allocations can be delivered alongside each other; develop design solutions which support EWR, the proposed developments and existing and future communities; and to seek to avoid or reduce conflicts between EWR and new developments and mitigate any impacts arising.

EWR Co looks forward to continuing to work positively and collaboratively with the Council as it proceeds to finalise the draft City Plan and submit it for examination.

If the Council has any queries or requires any additional information or clarification, then please do not hesitate to contact me.

Yours faithfully,



Matthew Barron
Associate

Figure 1: EWR safeguarded area in relation to East of Wavendon Strategic City Extension allocation site (overlay based on extract from draft MK City Plan 2050 policies map)

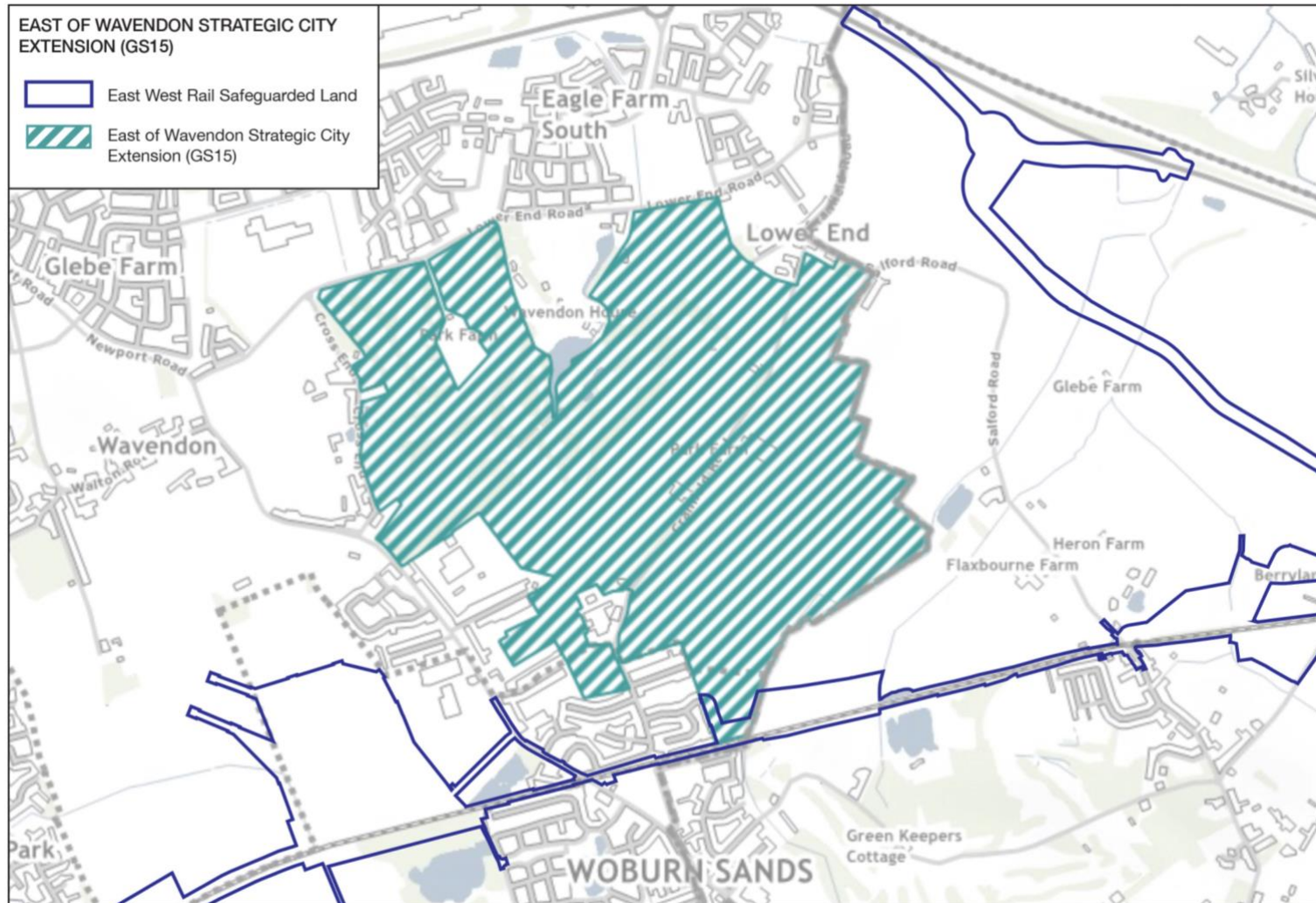


Figure 2: Location of new EWR Woburn Sands station as presented at NSC3 (Figure 23 from NSC3 Consultation Document)

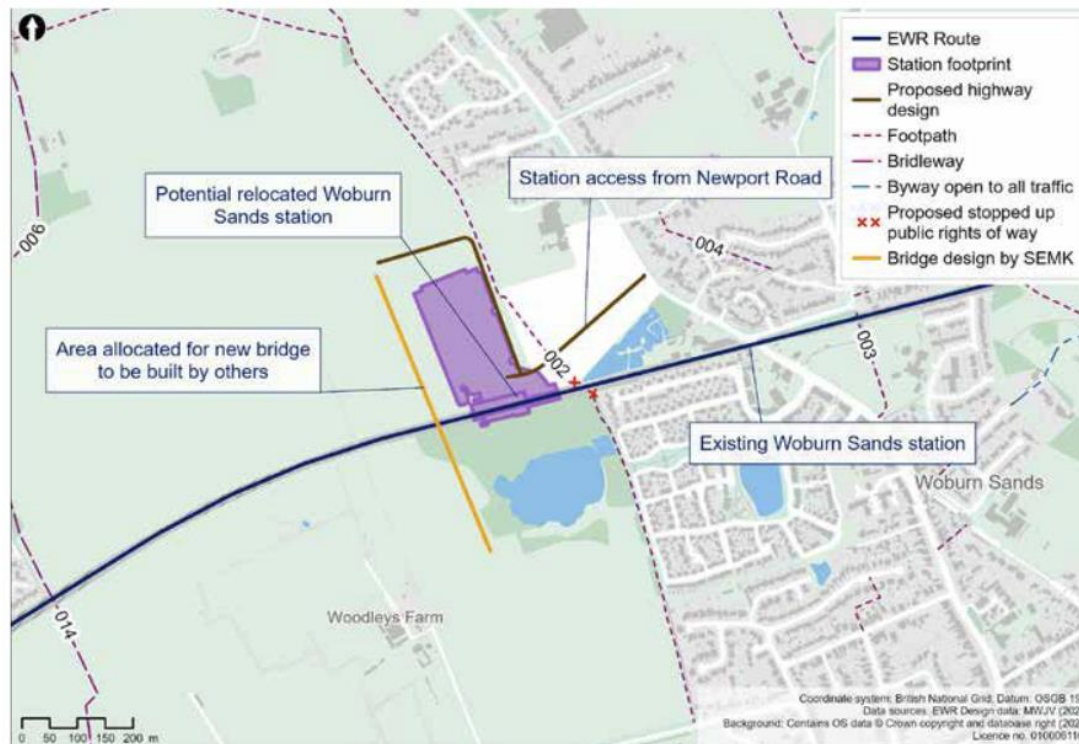


Figure 3: EWR safeguarded area in relation to South of Bow Brickhill Strategic City Extension allocation site (overlay based on extract from draft MK City Plan 2050 policies map)

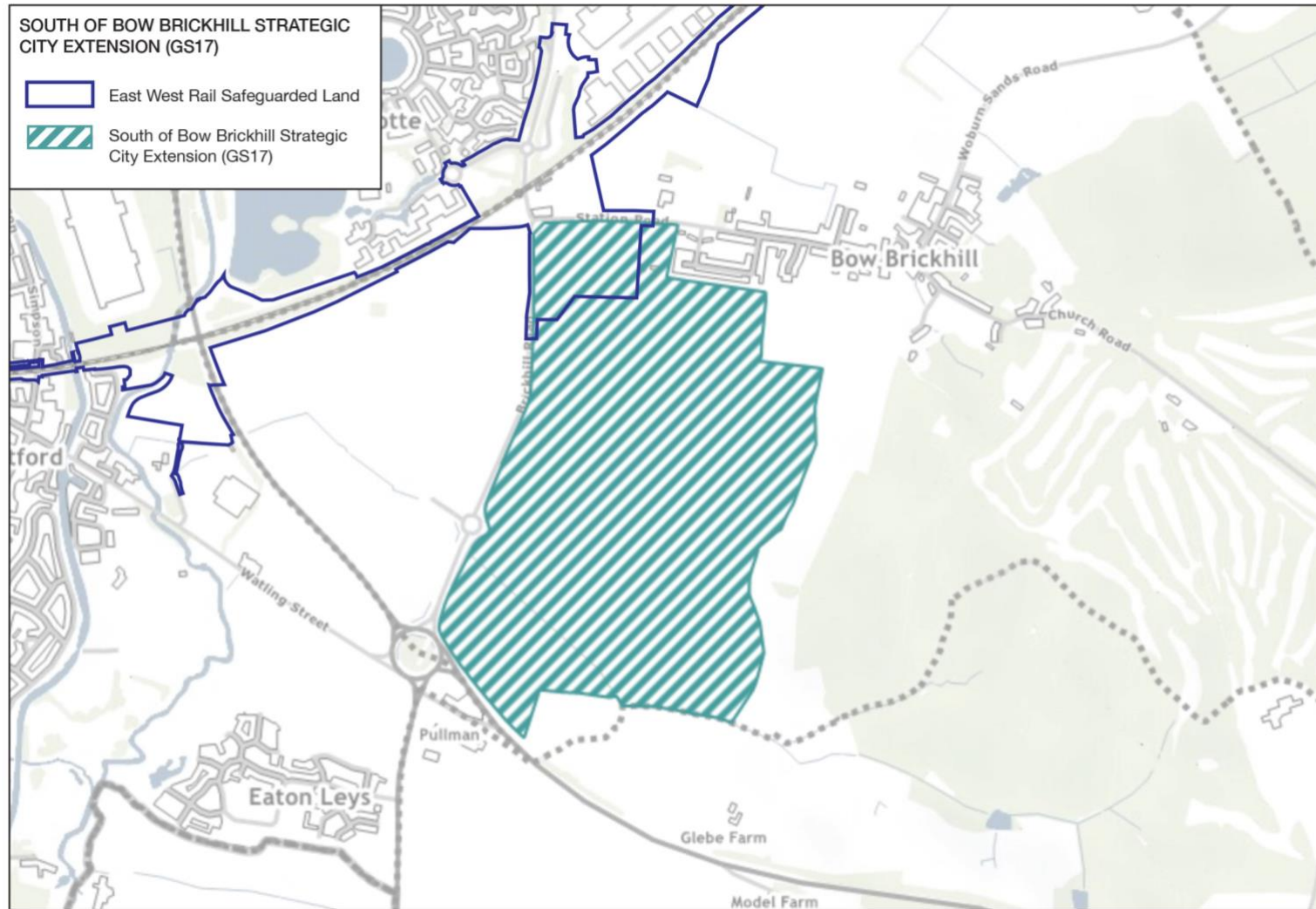


Figure 4: EWR safeguarded area in relation to South East Milton Keynes Strategic Urban Extension allocation site (overlay based on extract from draft MK City Plan 2050 policies map)

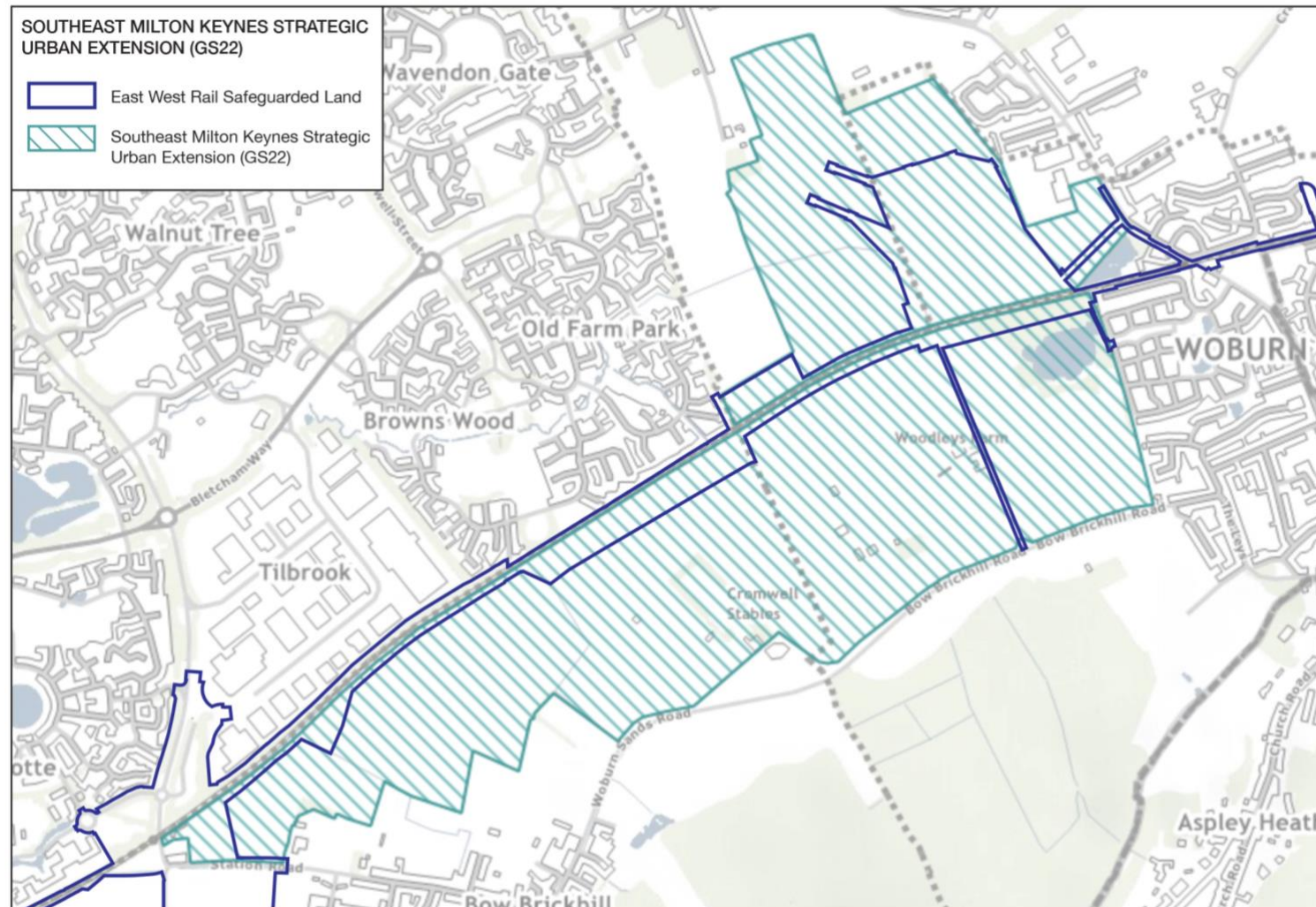


Figure 5: EWR safeguarded area in relation to South Caldecotte Strategic Employment Allocation site (overlay based on extract from draft MK City Plan 2050 policies map)

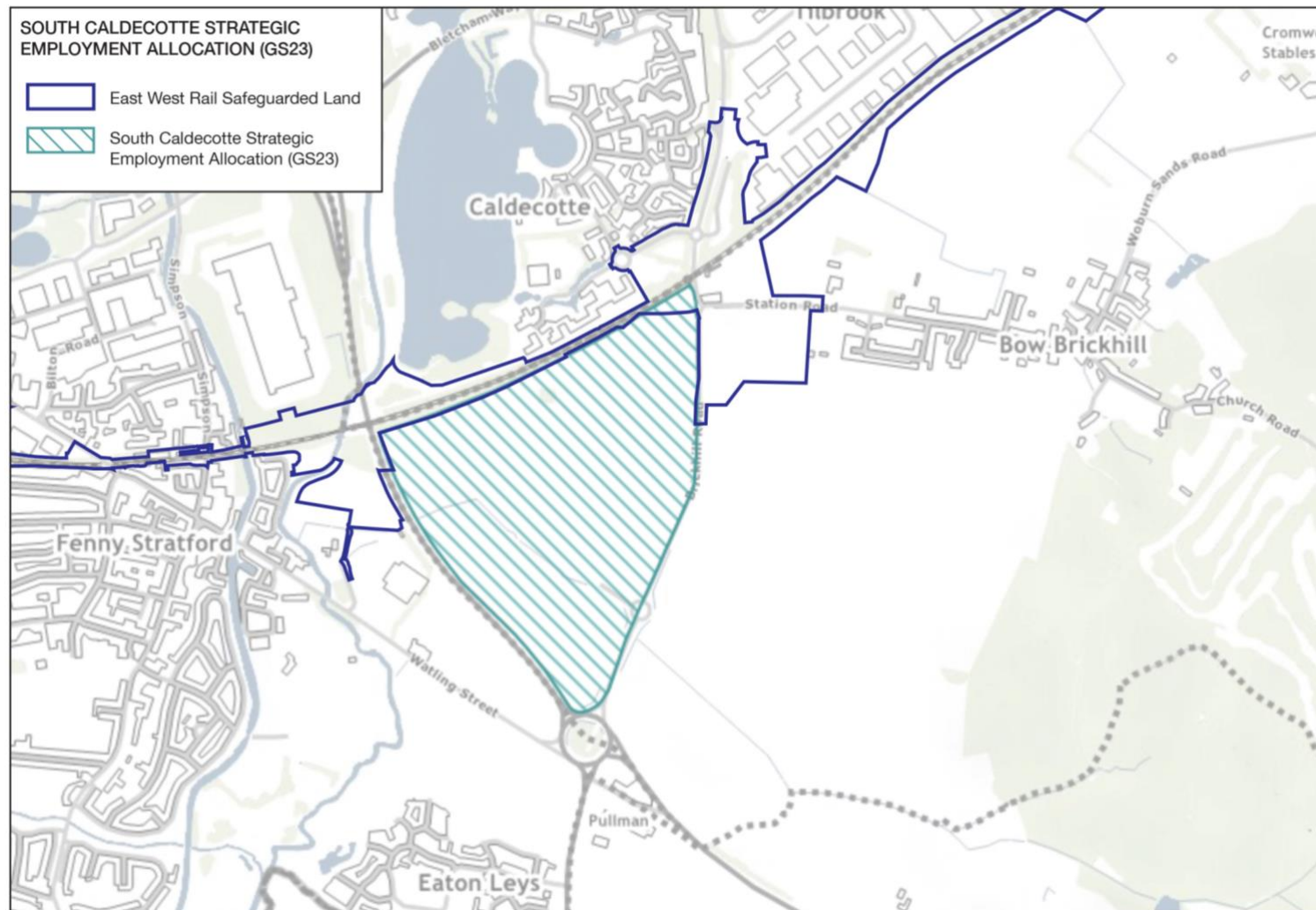


Figure 6: EWR safeguarded area in relation to the Central Bletchley allocation site (overlay based on extract from draft MK City Plan 2050 policies map)

