

Little Brickhill Snippets Report – September 2024



MK2050

Met Paul Simpson in August and corresponded with Jeremy Pyle. Very much work in progress

Response to MKCC from the Greensand Trust regarding the classification of the Ridge attached.

SEMK Planning Decisions

The two major outline applications for SEMK are likely to come before Committee for consideration of the two Outline applications will happen on 3rd October.

Scrutiny of MK City Plan 2050

At its next meeting the Environment and Place Scrutiny Committee will hold a dedicated session to scrutinise the MK City Plan 2050.

If you wish to speak, please email in advance to Alex.Melia@milton-keynes.gov.uk

The committee meeting will take place on Thursday 12 September at 19.00 in the Council Chamber, Civic Offices.

Once the MK2050 Local Plan consultation closes on the 9th of October the next steps of the process are:

- October 2024 – November 2024 Analysing the consultation feedback
- October 2024 – December 2024 Update and finalise evidence
- December 2024 - Finalise redrafted plan
- January 2025 - Delegated decision to consult on the redrafted plan
- February 2025 - Consult on final draft plan
- March 2025 - Consultation on final draft plan concludes
- April 2025 - Preparation of documents ahead of submission to the Secretary of State
- May 2025 - MK City Plan and supporting evidence will be submitted to the Secretary of state for examination by an independent planning inspector.

Dates for the examination stage, receipt of the Inspector's report and adoption of the plan will be published once known.

Marston Vale Line

I am pleased to inform you that the £1 Ticket has been extended for a further 3 months to run until 16th November.

Please see <https://www.marstonvalecommunityrail.org.uk/1-ticket-offer-extended-again-until-16th-november> for details.

I would be really grateful if you could circulate to your networks and post on your websites & intranet as appropriate, please.

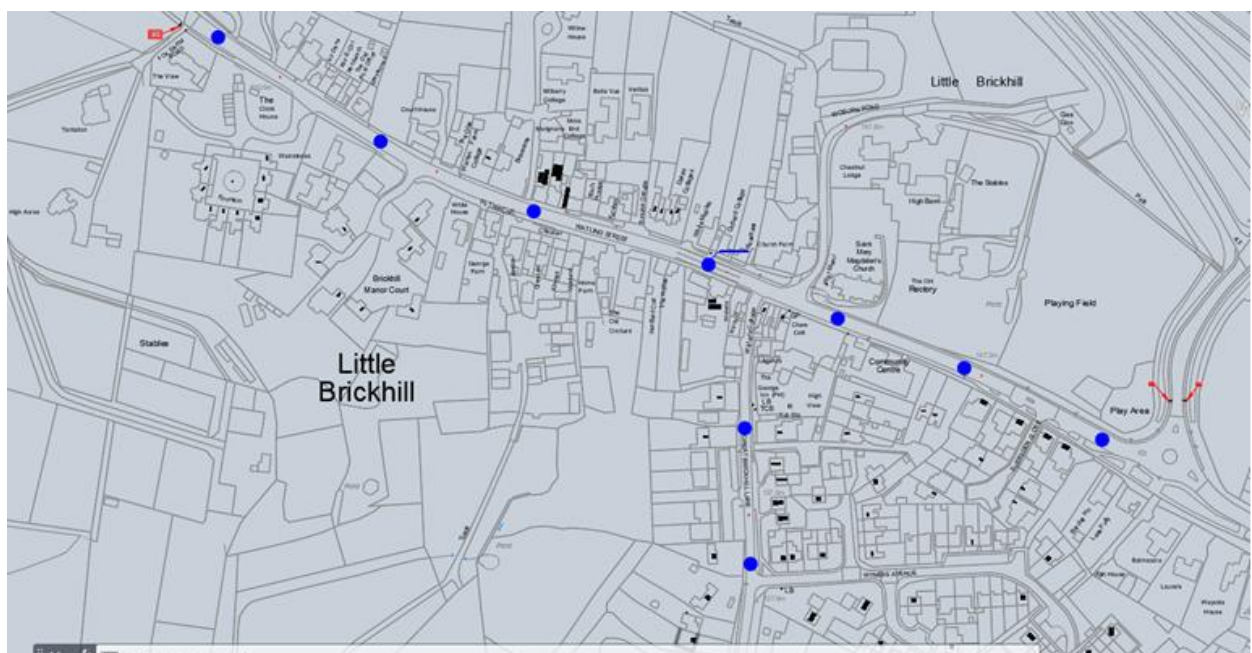
Posts are being scheduled for publication on the Marston Vale CRP Facebook & Twitter/X accounts. Any assistance with sharing would be much appreciated.



Report from Phil Jeffs -

I've been tasked with looking at a 20mph zone for Little Brickhill. Initial speed counts have shown that the existing average and 85th%ile speeds (The 85th percentile speed is the speed at or below which 85 percent of the drivers travel at. Motorists traveling above the 85th percentile speed are exceeding the safe and reasonable speed for road and traffic conditions) are too high for a 20mph without vertical traffic calming features. 20mph zones and speed limits should be self-enforcing - this guidance is given to us by the Department for Transport.

I have looked at the option of road humps for Great Brickhill Lane and Watling Street – see image below showing the proposed hump locations in blue. As part of any traffic calming proposal the Council is required to undertake a street lighting assessment. The assessment has been carried out, and unfortunately without significant improvements to the existing lighting in the village any traffic calming scheme can't be installed. There is only a limited amount of budget available to the Council for 20mph zone schemes, and our budget doesn't stretch far enough to implement the required street lighting changes.



As an alternative, we will now investigate a new scheme which will help reduce speeds. I will be in touch in the coming weeks with a new proposal for you to provide comments on.

Phil Jeffs - Senior Highways Engineer

M: 07586551322

Milton Keynes City Council | Civic Offices | 1 Saxon Gate East | Central Milton Keynes | MK9 3EJ

<http://www.milton-keynes.gov.uk/>



Ongoing work at A5 slip road continues - 24 Apr 2024 - 1 Jan 2025

for National Highways

Information for Road Users - Lane Closure in force

All the time for the construction - Improvement/Upgrading - A5 southbound

Little Brickhill - exit slip road lane closure for construction improvement/upgrade on behalf of National Highways

Date - 24 Apr 2024 - 1 Jan 2025

Information for Operational Teams

Highway authority

Milton Keynes

Works reference

NOMS-375124

Caldecotte South

I can confirm that the application is still in the process of being assessed and is unlikely to be presented to Planning Committee, **until the latter part of the year.**

Jo Orton

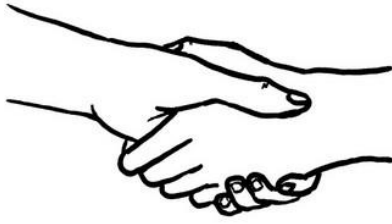
Principal Planning Officer (East Team - Development Management)

Tel: 07484921461

Web: www.milton-keynes.gov.uk/planning

Milton Keynes Council | Civic | 1 Saxon Gate East | Milton Keynes | MK9 3EJ

Cabinet Decisions of Interest



SECTION 106 - COMMUNITY / SOCIAL INFRASTRUCTURE FUNDING

Contact - Kay Pettit, Programme Manager - Parish and Town Councils

Executive Summary

Under planning legislation and regulations, the Council can require a developer to contribute towards providing infrastructure or taking other steps to offset the impact of a development; these are called Planning Obligations. These obligations are contained in legally binding agreements or unilateral undertakings, often referred to as Section 106 or S106 Agreements (after the relevant section in the 1990 Town and Country Planning Act).

Planning Obligations are used to secure financial and in-kind contributions for infrastructure and facilities made necessary by the development itself, such as schools, health centres recreational and open space and community facilities, along with monies for community and social infrastructure.

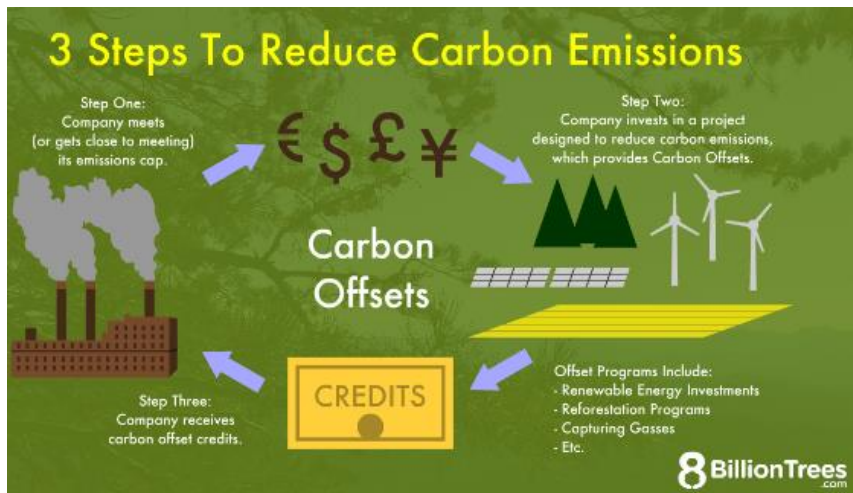
The Council's Planning Service is responsible for monitoring development and ensuring that the obligations set out in Section 106 Agreements are met.

Sometimes the contribution is for something very specific (such as providing the expansion of a named school) and sometimes it is for a certain type of project (like providing public art in the vicinity of the development)

In respect of Community and Social Infrastructure (Voluntary Sector), the obligations often relate to the provision of community development work and voluntary sector projects to support local voluntary and community activities to help the new residents integrate into the existing community and could include the facilitation and encouragement of voluntary groups to help encourage local people, including residents of the Development, to play an active part in their community.

Organisations that meet the terms of the Section 106 Agreements can apply to the Council to have the funding released to them if they are able to demonstrate such.

Community Action:MK, the proposed recipients of funding from this decision, are listed within the Council's Planning Obligations Supplementary Planning Document (SPD) (2021) as one of two principal organisations that lead this activity locally and would therefore be considered a legally compliant organisation for accessing available funding.



CARBON OFFSET FUNDING

Contact at MKCC - Neil Allen - Head of Regulatory Services

Executive Summary

This decision is to approve grant contributions over £100K from the Carbon Offset Fund (COF) to two educational organisations and the Authority.

The COF was originally set up in 2005 to reflect the objective of carbon neutrality under the Local Plan Policy D4. We were the first city in the UK to set up such a fund based on planning policies for sustainable construction. The fund was established into which new developments paid a premium according to the predicted amount of CO₂ emissions if they weren't carbon neutral themselves. The fund was then used to fund mitigation measures in other buildings across the city. Developers are required to pay £200 per tonne of annual CO₂ emissions into the fund and any applicants wishing to use the fund elsewhere have to demonstrate that their proposal will save at least £200 per tonne of annual CO₂ emissions to be eligible.

The Sustainability Team took over the running of the COF grant programme in 2022 and have been promoting the availability of it via our website, Parish and Town Council forum meetings, through conferences and by word of mouth. In this time a total of 55 enquiries have been received seeking c.£2.9M of contributions. It was slow to gain momentum but has accelerated in 2023 and 2024 to date. It has resulted in 12 completed projects to date totalling awards of c.£0.470M. There is a total of c.£1.45M being requested in this report, which will leave c.£0.500Mk unallocated which will be available in the future. It is scheme dependent, but we are expecting around another £1M to come into the scheme between now and the end of 2026.

Overall, the fund has been very successful. Of £6.3M collected from the inception of the COF from developments not delivering to the carbon targets set out in the Local Plan, £3.4M has been paid out and a further £2.4M showing in the Annex is being considered from the grant fund in delivering complaint schemes. These schemes will broadly benefit our local communities.



ENFORCEMENT

OF MOVING TRAFFIC OFFENCES

Contact - Murray Woodburn, Traffic and Transportation Manager

Executive Summary

In August 2021, the Department for Transport (DfT) announced the opportunity for local authorities to apply for powers to enforce moving traffic offences.

The report outlines the requirements to undertake the enforcement of moving traffic offences and seeks approval to delegate the submission of the Council's application for these powers to the Director Environment and Property, in consultation with the Cabinet Member for Public Realm, following the completion of our public consultation.

Between Friday 17 May to Friday 28 June 2024, the Council carried out a public consultation seeking feedback on proposals to improve road safety by enforcing against drivers who commit certain moving traffic offences. We also asked people for their views about parking offences and enforcement.

In addition to the consultation, we conducted contravention, traffic counts and site surveys for various locations that are proposed to become Moving Traffic Contraventions enforcement sites. A detailed compliance check of potential locations was performed to ensure adherence to relevant legislation and to confirm that the current Traffic Regulation Order aligns with on-street conditions and regulatory requirements.

MK City Council, Civic, 1 Saxon Gate East, Central Milton Keynes, MK9 3EJ

This report and annexes provide a detailed overview of the contravention assessments, traffic counts, and compliance reviews. It also outlines the consultation activities undertaken to gather feedback from the public and other stakeholders, along with a thorough analysis of the comments received. (These details are contained in the annexes to this report.)

The findings from the public consultation and the comprehensive assessments conducted have informed the decisions put forward.

The types of moving traffic offences that can be enforced under Part 6 of the TMA include:

- making a banned turn;
- driving through a 'No Entry' sign;
- driving in a route for use by buses (and taxis) only;

- entering a pedestrian (and cycle) zone, for example a school street; and
- entering and stopping in a yellow box junction when prohibited



Question to Cabinet

Advanced notice of a question to the Leader of MKCC at Cabinet in September - Milton Keynes Local Plan

In June MKCC published its draft Local Plan for MK2050.

Since the publication of Plan:MK 2050, MK City Council has given no indication as to how it will respond to public concerns and modify planning policy given the change of government and the new governments promised amendments to NPPF. Add to that uncertainty over EWR and a major national government budget / autumn statement due in late October and we have the most uncertain era for planning locally for many years.

Three issues have emerged:

1. First, the excessive housing numbers proposed would have a damaging impact on MK City's exceptional natural environment and cultural heritage, existing green spaces and The Ouse Valley and The Greensand Ridge in particular. Excessive numbers are driven by the Standard Method with its 40% "affordability uplift". In fact, MK already has enough planning presumptions remaining in Plan:MK for more than 30,000 new dwellings (10 years' supply even at the unachievable demanded rates). We currently have close to an eight year, evidence based housing land supply. There also appears to be very little connection between planning policy contained within the MK2050 proposals and the climate and ecological emergencies declared by MK City Council. Developments are planned on the edge of the existing city (urban) growth areas, adjacent (to an alarming extent) to a major ecologically sensitive area that is considered to be an area of outstanding natural beauty – namely the Greensand Ridge - and with (yet again) little or no public transport and insufficient consideration given to future infrastructure requirements. Houses are planned to be built to lower levels of insulation than will be required in future; solar panels are rarely installed; houses are still built with gas central heating. All this will need expensive retrofitting in a few years' time. In effect what is in danger of being perceived as a policy of build in haste, repent at leisure.
2. Secondly, the existing approach to providing affordable housing, through percentages of commercial (usually greenfield) developments, has failed to address the problem. A new approach and plan are needed. MK's real housing crisis is a lack of truly affordable homes for local people, especially for social rent.
3. Finally, East West Rail is still to publish its proposals for the Bletchley to Cambridge link, proposals which will trump (in planning terms) whatever is included in the MK2050 plan. The new government has also indicated that it would be looking to identify sites for Development Corporation

managed new towns of 60,000 plus dwellings 'within or adjacent to the M1 corridor', with north MK, south Northants and the so-called Aspley Guise triangle in Central Beds very probably included as one or more of a dozen such sites. The report of the New Towns taskforce is expected in about 12 months and will be managed by Kate Barker as deputy chair and Sir Michael Lyons as chair. Surely it would be best to await the outcomes of and the detail that is anticipated as being contained within that report.

So, my question is: are you willing and minded pausing the existing, already outdated draft Local Plan which has become a source of anguish and concern to so many residents? Instead, will you commit to produce a fresh, new MK2050 Local Plan (taking onboard regional and national political, transport and planning priorities) at a date sometime in 2025 or 2026 when the planning landscape becomes so much clearer and there is increased certainty and at that stage to genuinely engage with local people once again throughout a revised process?



A5 northbound Little Brickhill exit & entry slip roads –

maintenance

I am writing to tell you that we plan to carry out maintenance work on the entry and exit slip on the A5 northbound, Little Brickhill. This will ensure the A5 continues to remain in a safe and serviceable condition. We plan to complete this work over one night on Tuesday 3 September 2024. We will work between 8pm to 5am, weather permitting.

Closures and diversions

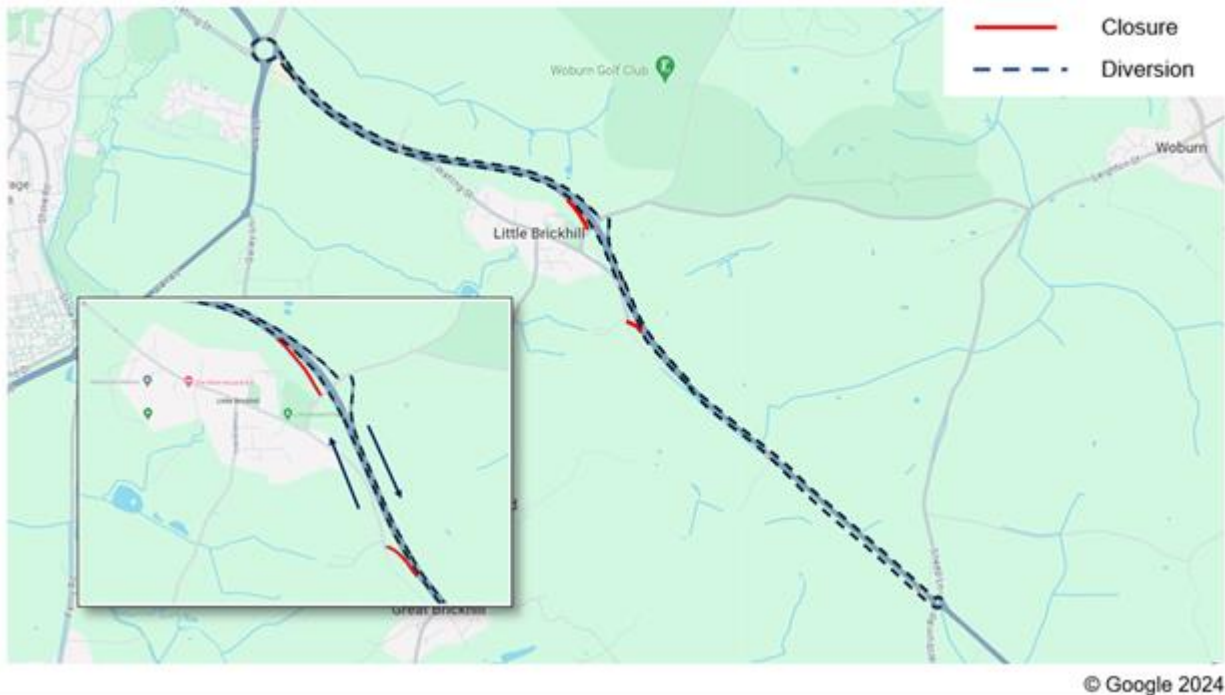
To carry out the work safely, we will need to close the A5 northbound exit and entry slip at Little Brickhill, and divert traffic as follows:

Traffic wishing to exit the A5 for Little Brickhill will be diverted to Kelly's Kitchen Roundabout and return to the A5 southbound before leaving at the south Little Brickhill exit slip.

Traffic wishing to enter the A5 northbound will be diverted via Watling Street, towards the Little Brickhill exit slip southbound and then travel towards the Flying Fox Roundabout. At the Roundabout take the fourth exit and head northbound back towards the Kelly's Kitchen Roundabout and return to the A5 southbound before leaving at the Little Brickhill exit slip.

A map of the diversions can be found below.

A5 northbound diversion



How to find out more

To find out more about road improvements we're carrying out across the East of England, please visit our website at <https://nationalhighways.co.uk/our-work/east/>.

If you would like more information, please contact us on 0300 123 5000, or by email at info@nationalhighways.co.uk.

Yours faithfully

Sean Sharp

Service Delivery Manager

Operations East, Service Delivery Team

National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | info@nationalhighways.co.uk



Thanks for your email.

Firstly, apologies for the delay in coming back to you on a potential date to meet with David. During the LRG webinars we received many requests for meetings with David, and all of these have been combined into an overall engagement plan in which we are also setting up meetings with MP's, Local Authorities, and other stakeholders. Currently we are already looking at October for the next

available meeting slots, but until I have confirmation of this, I am unable to come back to anyone with date options. He is a very busy man!

Please be assured that this is very much on my radar, and I do hope to be able to come back with an update on this soon.

Sarah Jacobs - Local Representatives Groups Engagement Manager

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E: sarah.jacobs@eastwestrail.co.uk

W: www.eastwestrail.co.uk

Cllr David Hopkins

Representing Little Brickhill at MK City Council