

## Unitary Councillor Report

**(Snippets) Report from Cllr David Hopkins, Cllr Victoria Hopkins & Cllr Alice Jenkins – Representing Bow Brickhill at MK Council**

**September 2018**

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**Levante Gate – Application Refused on 6 September !**

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### **Dogs in Brickhill Woods**

The area of Aspley Woods under the access agreement is with the permission of the Woburn Estate (landowner) and in partnership with Central Bedford Council and the Greensand Trust (managing agent). As part of the agreement there is a clause on the correct control of dogs on the permissive routes within the woods.

#### **13. Dogs to be under control**

No person shall cause or suffer any dog belonging to him or in his charge to enter or remain in the Woods unless such dog be and continue to be under proper control and be effectively restrained from causing annoyance to any person and from worrying or disturbing any animal or water fowl

The Countryside Code applies to all parts of the countryside in England and Wales. It aims to help everyone respect, protect and enjoy the outdoors and the above is intended to reinforce this code which is quite clear that dogs should be kept on a lead in the first instance.

Keep dogs under effective control

When you take your dog into the outdoors, always ensure it does not disturb wildlife, farm

animals, horses or other people by keeping it under effective control. This means that you:

- keep your dog on a lead, or
- keep it in sight at all times, be aware of what it's doing and be confident it will return to you promptly on command
- ensure it does not stray off the path or area where you have a right of access

As the woods are not "open" it is easy to lose sight of a dog off the lead which may cause a nuisance to other users, the site being popular with cyclists and horse riders and wildlife. Users are not allowed to freely roam in the woods and must stay on the marked permissive or definitive right of way routes, as you would when crossing a field and this applies to an accompanying dog as well. I understand that there was some older "Dogs on Lead" signage in the woods but this required updating along with information to ensure that users were aware of the restrictions and access management following a number of incidents, not just dog related. The signage was designed and installed by the Greensand Trust at various access point around the woods to ensure that users were using the correctly the marked routes (some are cycle or horse users by permit only) and to reinforce the access policy.

***Maurice Barnes - Landscape Client Service Manager***

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Log an enquiry: <https://www.milton-keynes.gov.uk/pay-report-apply/report-it>

Milton Keynes Council | Public Realm Services Group | Synergy Park | Chesney Wold | Bleak Hall | Milton Keynes | MK6 1LY

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## Update: ... Expressway

The webpage address is:

<https://highwaysengland.co.uk/projects/oxford-to-cambridge-expressway/>

### Progress report

We are bringing together representatives across the region to discuss the Oxford to Cambridge Expressway and how it will enable sustainable development and economic growth. We understand that there are significant regional and local considerations that can influence how we develop the new road.

We will be exploring how we can balance better journeys, access to jobs, and a more connected country with the need to protect our environment and the places we love. We will be talking to MPs, local authorities, local enterprise partnerships, environmental bodies and businesses at this early stage.

Our first step is to establish the best potential corridor before looking at routes and locations for the new expressway. We expect to announce the decision on the corridor in Summer 2018.

### What's next?

Once we know the potential corridor we will provide everyone with the opportunity to get involved and help shape the final project. We will consult widely before making any decisions on the route's location. We will then consult again, asking for your feedback on more detailed plans before we submit the planning application to build the scheme.

### Timeline

- Autumn 2017 Commitment by the Chancellor for construction to commence on the missing link before the end of the Road Investment Strategy (RIS2) in 2025
- Summer 2018 Corridor announcement
- 2030 Road opens to the public

### Why we need this scheme

Oxford, Milton Keynes and Cambridge are growing fast in a region renowned for innovation where there are plans for a substantial increase in jobs and housing. Yet, the east-west transport connections between these areas are notoriously poor with no single route to travel the 80 miles. Indeed, it is easier to travel into London from the three cities than go from one to the other with the shortest road route currently at least 108 miles. This creates a huge barrier and risk to future growth, while a housing shortfall is stifling further investment and is a major concern for the region.

### The benefits of a new expressway

A new expressway would complement east-west rail and support the continued growth and attractiveness of the region as a place to live and work. This will support growth nationally as well as locally, providing better access to some of the world's most important business and research institutions.

The expressway would create more job opportunities for those living locally while stimulating housing growth and reducing costs for businesses. It would also unlock new areas of growth in areas including Aylesbury Vale, Milton Keynes, Bedford, St Neots, Cambourne and Bourne Airfield as well as around the A428.

### **The case for a new expressway**

Annual output along the Cambridge, Milton Keynes and Oxford corridor could be £163 billion higher than in 2014 (twice the rate of growth than otherwise predicted). An additional 384,000 people are predicted to be brought within a 45-minute drive of Milton Keynes and 470,000 more within the Oxford Science Park, meaning greater job opportunities and business growth.

The Expressway will help tackle a 40% increase in travel demand, predicted for the Oxford-Milton Keynes-Cambridge corridor by 2035.

Once complete, the new road is expected to take 45 minutes off journeys between the south of Oxford and Cambridge and bring both cities to within a 45-minute drive of Milton Keynes.

### **Aims**

The key objectives for the expressway are:

- Connectivity: provide an east-west strategic road link between Milton Keynes and Oxford that delivers enhanced connectivity through faster, safer and more reliable connections across the corridor in the broad arc from Oxford to Cambridge via Milton Keynes
- Strategic Transformation: support the creation of an integrated corridor between Oxford and Cambridge, reflecting and advancing plans for infrastructure, housing, business investment and development
- Economic Growth: unlock the economic potential in the corridor by facilitating strategic growth to the benefit of the UK economy through increased productivity, employment and housing, and maximising synergies with potential growth associated with east-west rail.
- Skills and Accessibility: promote accessibility and wider socio-economic benefits by improving access to job opportunities at key employment centres, developments, and at education, leisure, health, and retail facilities whilst creating wider employment opportunities
- Planning for the future: reduce the impact of new housing on local roads for communities and contribute to better safety, security and health whilst promoting sustainable transport modes

- Environment: to provide a healthy, natural environment, reducing congestion and supporting sustainable travel modes and promoting equality and opportunity
- Innovation: apply innovative technology wherever possible to support the sustainable planning, construction and operation of transport measures

### **The scheme in detail**

The Oxford to Cambridge expressway project was one of six strategic studies which were commissioned as part of the Government's first Road Investment Strategy (RIS 1) in 2015, for delivery in 2020-25.

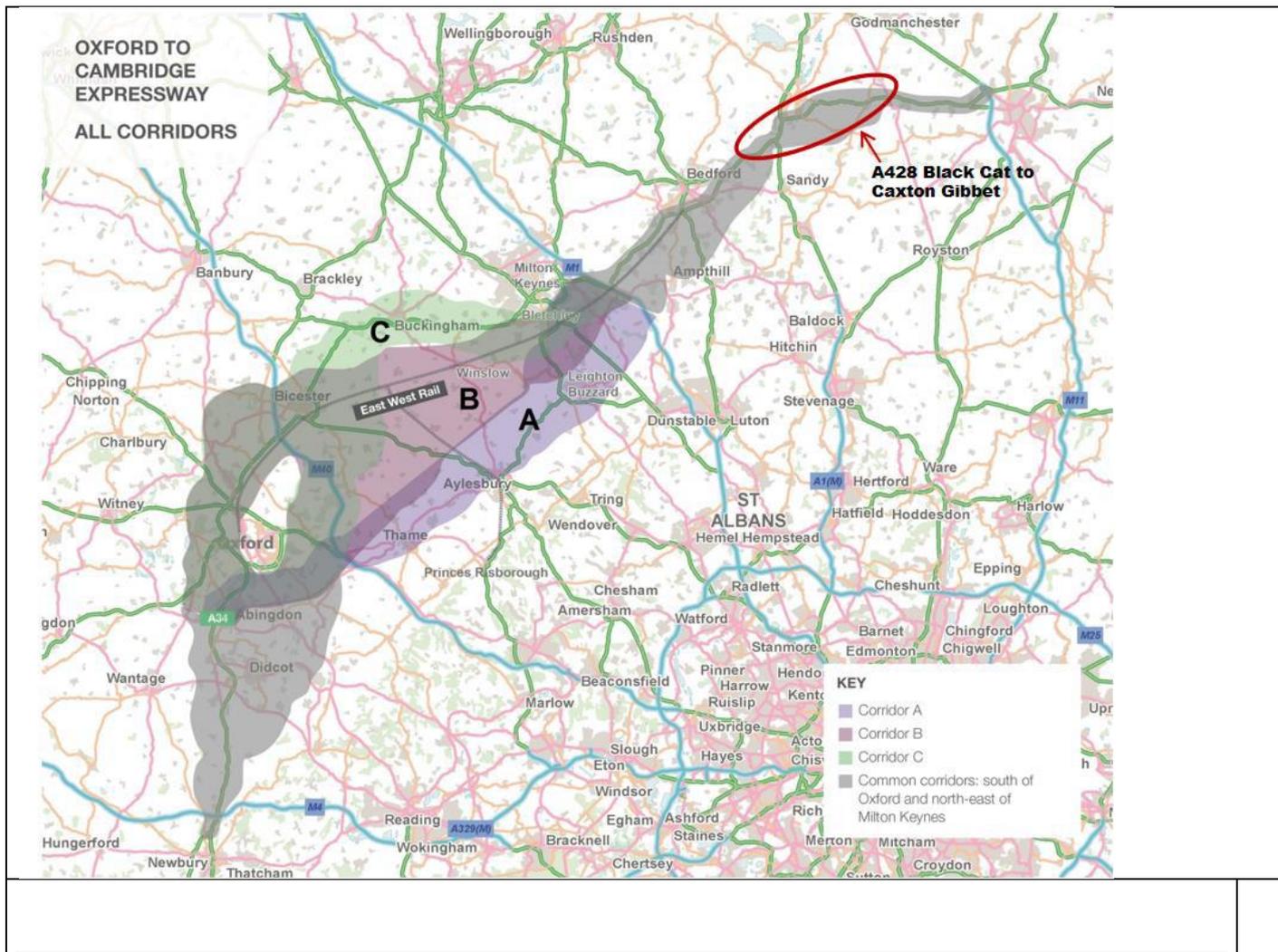
The study explores the potential to connect the three cities by developing a fast, high quality route, along a single corridor, including filling a 30-mile gap in the network between the M1 and M40 ('missing strategic link').

The Oxford to Cambridge study identified three broad corridors for the 'missing link':

- Option A – southern, via Aylesbury, linking to the M1 south of Milton Keynes
- Option B – central, following the east-west rail corridor
- Option C – northern, roughly following the existing A421 to the south of Bicester and via Buckingham to the east of Milton Keynes

View map of potential corridors: <http://assets.highwaysengland.co.uk/roads/road-projects/Oxford+to+Cambridge+expressway/Oxford+to+Cambridge+expressway+potential+corridors2.pdf>

With the help of a number of experts and representatives from local communities, environmental and heritage bodies, and technical specialists, we are currently exploring three potential geographical corridors and their suitability for the new expressway.



# Plan:MK

## Plan:MK – Public Enquiry

### Examination of Plan:MK.

### Inspector’s Advice following the Stage 1 Hearings: - Main Modifications

#### Introduction

1. During the Stage 1 hearing sessions a number of main modifications were discussed and agreed by the Council. These should now be incorporated into the schedule of draft main modifications previously presented in Document MK/SUB/004. Consequently, this letter relates solely to a small number of critical main modifications which, having reflected on what was discussed in the hearings, and with reference to the written material before me, I now consider necessary for plan soundness.

2. At this stage I am not inviting any comments about the contents of this letter. That said, in outlining them now, I hope to have an informed discussion with the Council at the final session on 30 August on the likely timeframe for the examination going forward, including consultation on proposed main modifications.

### **Plan Period**

3. To justify the Plan period to 2031 there would be a need to commit to a review within a defined timescale. I am persuaded there are particular circumstances relating to the need for coordinated strategic growth in Milton Keynes that would justify this approach. As discussed at the hearings, the Council's commitment to a review of Plan:MK should be formalised in a policy of the Plan as a main modification. The policy should set out the factors that will guide the timing of the review but in any event should commit to submitting a plan document containing strategic policies no later than 2022. Additional supporting text to the policy should contextualise the particular circumstances for the timing of the plan review, including the current plan period to 2031 as well as the developing background for very substantial, aspirational growth along the Cambridge-Oxford Arc.

### **Objectively Assessed Need (OAN) and housing requirements**

4. I have reflected on the written evidence, the discussion at the hearings and the Council's subsequent clarification on the application of the East of England Forecasting Model (EEFM) (Examination document MK/EXAM/013). Based on what is before me, I see no need at this stage to recommend any adjustments to the submitted OAN of 1,766 dwellings per annum for plan soundness. The Council's clarification on the EEFM should accompany the main modifications consultation and I will consider any related submissions before preparing my report.

5. As discussed at the hearings the Strategic Housing Market Assessment (SHMA) considers the accommodation needs of older persons as part of the overall housing requirement. The SHMA advises of an institutional population increase of 1,032 persons over the plan period. The Planning Practice Guidance at paragraph 3-037 states that housing provided for older people, including residential institutions (Use Class C2), should count against the housing requirement. The SHMA seeks to quantify the 1,032 persons as translating into a need for 1,173 care home bedspaces (allowing for vacancies) and thus amounting to an equivalent 878 dwellings if the C2 provision did not materialise and existing stock were not vacated as assumed.

6. As I interpret it, the SHMA at paragraphs 6.22 and 6.23 advises two options. Firstly, if no specific provision is made to plan for the forecast C2 provision, to include the 878 dwellings assumed to be vacated by such households as part of the housing requirement. At the hearings the Council confirmed the submitted Plan makes no specific provision for C2 accommodation (for example, site allocations or requiring specific provision as part of the strategic sites). There was a verbal indication at the hearings the Council could be minded to include the 878 dwellings as part of the housing requirement.

7. The second option in the SHMA would be to establish a separate target for C2 provision and monitor the supply of bedspaces. The SHMA at paragraph 6.23 advises. "However, if this approach is preferred, it will be necessary to consider the extent to which some older persons assumed to need residential care (and therefore not counted as part of the OAN) may be diverted to Extra Care housing, and therefore should be counted as part of the housing requirement."

8. One of the action points from the Stage 1 hearings requires the Council to clarify its position on older person accommodation and the 878 figure. To assist on this point, having reflected further on the evidence before me, I would recommend the Council includes a separate target for C2 provision (some 1200 bedspaces) within Policy DS2 which is then cross-referred to in Policy HN3 and for this to be reflected in the monitoring framework of the Plan. Having made this modification it would be a matter for the Council to consider whether any further adjustment to the housing requirement would be necessary for older persons accommodation. This may well be discussed further when we examine development management policies (including the HN policies) at the forthcoming Stage 2 hearings.

#### **Housing Land Supply**

9. I am satisfied that the Council's trajectory for delivery is broadly justified. The only exception is South East Milton Keynes where, notwithstanding the Council's positive approach to delivery, the timetable needs to be put back by one year so that initial completions would be in 2023/24. It would be a matter for the Council to consider the reprofiling of delivery at this strategic site over the plan period, including the 450 units projected to be delivered in the year 2030/31. Nonetheless, some 50 units should not be counted in the year 2022/23 for the purposes of deliverable supply. The relevant documents will need to be updated.

#### **Primary Shopping Area**

10. The proposed Primary Shopping Area (PSA) in the City Centre would not be justified or consistent with national policy. It should be revised to reflect the existing PSA in the adopted Core Strategy and this would need to be a main modification. The full reasoning will be set out in my report.

#### **Consideration of potential main modifications**

11. The views I have expressed in the hearing sessions and in this letter on potential main modifications and related policies map changes are based on the evidence before me, including the discussion that took place at the Stage 1 hearing sessions. However, my final conclusions on soundness and legal compliance will be provided in the report which I will produce after the consultation on the potential main modifications has been completed. In reaching my conclusions, I will take into account any representations made in response to the consultation. Consequently, the views I expressed during the hearing sessions and in this letter about soundness and the potential main modifications which may be necessary to achieve a sound plan could alter following the consultation process.

12. If you require any clarification on the contents of this letter, please contact me through

the Programme Officer.

Yours sincerely  
David Spencer



**Claire Poulton**

**Programme Manager  
Greensand Country Landscape Partnership**

Landscape Partnership Programme of the Greensand Country for the Bedfordshire Rural Communities Charity and the Greensand Trust.

Our '2020 Vision' for the end of our 4 ½ year Landscape Partnership programme is for the Greensand Country to be a living and working landscape that is cherished by present and future generations.

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**Snippets for September**

• **Milton Keynes Council Waste and Recycling team** would like to invite all Parish and Town Councillors, and Parish and Town Council staff, to come and tour around our facilities to learn more about what happens to the black bin bag rubbish and clear sack recycling collected here in MK.

**Visit the Residual Waste Park – where rubbish from black bin bags is processed**

Milton Keynes Waste Recovery Park is an exciting new facility which deals with Milton Keynes' black sack waste in a sustainable way. It brings together state-of-the-art mechanical treatment and heat energy recovery technologies to make the most of rubbish from households and businesses across the borough. Waste which had previously been landfilled is now used to create enough energy to power the equivalent of 11,000 homes . The tour includes a presentation regarding the on-site technologies, video and a view into the facility.

Maximum number of 25 persons per session.

Booking is essential.

All tours are free and open to Parish Councillors and staff.

Monday 8th October, 2pm to 4pm

Wednesday 5th December, 2pm to 4pm

Thursday 28th February, 2pm to 4pm

To book your place please email: [mk.education@amey.co.uk](mailto:mk.education@amey.co.uk), stating date required, your Parish & number of persons

**Visit the Materials Recycling Facility – where recycling from clear and pink sacks is sorted**

The 'Recycling Factory' celebrates being 25 years old in November 2018, the first of its kind in the UK. Here recycling from local residents is sorted and baled ready for transportation, to be made into new recycled products, such as newspaper, new cans, traffic cones, fleece and more! MK recycling rate is currently just over 50% but there is more we need to encourage our residents to do!. The session clarifies what can be recycled, what it is recycled into and answer any questions you may have. Tours include a presentation, video and tour of the recycling factory along a raised viewing gallery to see the machines and staff at work

Maximum number of 32 persons per session.

Booking is essential.

All tours are free of charge to Parish Councillors and staff.

Wednesday 19th September, 10am to 12pm

Thursday 31st January, 10am to 12pm

Tuesday 9th April, 10am to 12 noon

To book your place please email: [wasteeducation@milton-keynes.gov.uk](mailto:wasteeducation@milton-keynes.gov.uk), stating date required, your Parish & number of persons

Sarah Spicer

Waste Education

Tel. 01908 252312

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[sarah.spicer@milton-keynes.gov.uk](mailto:sarah.spicer@milton-keynes.gov.uk)

Tour the factory [www.milton-keynes.gov.uk/mrf](http://www.milton-keynes.gov.uk/mrf)

School resources [www.milton-keynes.gov.uk/schoolsrecycle](http://www.milton-keynes.gov.uk/schoolsrecycle)

Nappy Info [www.milton-keynes.gov.uk/realnappies](http://www.milton-keynes.gov.uk/realnappies)

Recycling Info [www.milton-keynes.gov.uk/recycling](http://www.milton-keynes.gov.uk/recycling)

The Recycling Factory, Milton Keynes Council, Colts Holm Road, Old Wolverton, Milton Keynes, MK12 5QD

T: 01908 254984 / M:07946 747825

***David Hopkins / Victoria Hopkins / Alice Jenkins***

***MKC Senior Staff List Corporate Core - MKC Senior Team  
2018***

<b><i>Chief Executive (Interim)</i></b>	<b><i>Michael Bracey</i></b>	<b><i>01908 252200</i></b>
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<b>Service Director: Finance and Resources</b>	<b>Steve Richardson</b>	<b>01908 252756</b>
<b>Head of Revenues and Benefits</b>	<b>Robin Bates</b>	<b>07738 636820</b>
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<b>Service Delivery Manager: ICT</b>	<b>Hazel Lewis</b>	<b>01908 254117</b>
<b>Capital Programme Director</b>	<b>Kamran Rashid</b>	<b>07792 540523</b>
<b>Head of HR</b>	<b>Musrat Zaman</b>	<b>01908 254278</b>
<b>Head of Customer Service, Digital and Transformation</b>	<b>Vacant from November 2017</b>	
<b>People Corporate Director</b>	<b>Michael Bracey</b>	<b>01908 258041</b>
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<b>Service Director: Planning, Culture and Infrastructure</b>	<b>Vacant from August 2017</b>	
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<b>Independent Chair</b>	<b>John Duggan john.duggan@mkdp.co.uk</b>	<b>01908 253405</b>
<b>Director of Strategy &amp; Futures</b>	<b>Geoff Snelson</b>	<b>01908 252665</b>

<b>Acting Service Director: Policy, Insight &amp; Communication s</b>	<b>Sarah Gonsalves</b>	<b>01908 252275</b>
<b>Head of Communications</b>	<b>Kellie Evans</b>	<b>01908 252413</b>