

WHADDON PARISH COUNCIL
PLANNING REPORT - 13th March 2025.

Items ordered as per circulated agenda.

68/24. Planning

a. To receive an update and agree any next steps on Shenley Park Development.

1. The revised Outline Planning Application notices were posted on 28th February, so WPC has until **30th March to submit a formal response** - but in reality BC must consider all responses up until the matter is finally decided at the Strategic Planning Committee. Our Chair and his two BC elected member colleagues have used the 'three member call-in' process and if required WPC should be able to address that committee during consideration if required..

2. WPC announced to all residents (via W.Q.Magazine; Village email; Facebook and Village website), immediately the site was confirmed and registered by BC., and basic instructions were given on how to view the plans and details on the BC planning portal. Given the complexity and number of documents (10 traffic ones alone totalling 1316 pages, out of the 164 documents in total!) my guess is that there will be minimal involvement and few resident responses. **SHOULD WPC ENCOURAGE REPLIES? AND IF SO WHERE SHOULD THE EMPHASIS BE DIRECTED?**

3. BC have back-tracked on their promised village meeting to explain the traffic proposals and possible mitigation measures, on the basis that the Highway Authority as a statutory consultee will undertake an independent assessment and are required to be neutral And therefore BC do not consider that they should comment further until the HA response is known and placed on the planning portal. This is very regrettable as all we wanted was for BC officers to come and explain, in a village meeting, what was being proposed, and how it might impact Whaddon and its residents. WPC has asked BC to reconsider holding a meeting, whilst also asking for details on the process to stop-up Shenley Road and whether or not BC have reconsidered that element of the development following village concerns and what extension of time would be granted to undertake our own traffic research, if that decision were taken. **Any response will be reported verbally at the meeting.**

4. It is unlikely that any response will effect serious change to the current proposal, but it may delay the process if it is found that additional information is required - for instance on traffic issues. WPC should highlight what are considered serious deficiencies, in order that the development is acceptable in planning and highway terms. Perhaps the main areas of concern are:-

a. Undertake our own traffic research (as BC indicated we might!). Work is progressing on this possibility, with the very welcome help of a Newton Longville

resident who understands the complexities of traffic data and how they can be manipulated to provide the results that the developer requires, to hopefully satisfy the decision makers. WPC has set aside and agreed a £5,000 budget towards this aim, and discussions are ongoing with 4 other local Parishes - all affected by the S.P. development and, who it is hoped, may agree to do likewise.

SUZANNE EMAILED THE MINUTES OF THE RECENT MEETING WITH OTHER PARISHES, AND THE 'TRAFFIC SURVEY PROPOSAL' TO ALL COUNCILLORS ON 10th MARCH, AND HOPEFULLY THIS HAS GIVEN YOU TIME TO READ AND HOPEFULLY UNDERSTAND WHAT IS PROPOSED, SHOULD THE OTHER 4 PC's HELP SECURE THE NECESSARY £25,000 FUNDING TO UNDERTAKE THE TRAFFIC SURVEY AND DATA COLLECTION WORK REQUIRED..

b. Also attached within Suzannes 10th March email (as the last document) was 'Traffic presentation notes'- the first two pages of which listed questions that WPC (and perhaps other PC's) should ask both BC and MKCC councils to answer in respect of traffic issues. Understanding it all is very difficult - (I certainly do not!) but 8 traffic related questions are suggested, and should form, either part of our formal response - or ideally be sent separately so that it does not get lost within other consultation material. Such action may force the developers - via the councils - to go back to the drawing board and do the job properly, if any areas are found deficient or non-compliant. If not, and the application was to get refused on transport grounds (more likely from MKCC as opposed to BC) then it may lead to a public inquiry and possible substantial improvements in the traffic and transport requirements - as happened at Salden Chase - at a huge - many million pounds - extra cost to the developers to implement further changes required by the Planning Inspectorate.

c. PUBLIC TRANSPORT. I reported at WPC's February meeting that I had personally investigated the claim - made by Savilles with Crest present - that the Public transport connection onto and along Hayton Way (H7 Chaffron Way) is nothing to do with them and is a matter for MKCC and Homes England to sort out.

I believe this to be wrong - it is Crest's development and they should be doing everything possible to satisfy the requirements of the Local Plan and SPD, especially in public transport terms. I conveyed this information to the other four parishes in the hope that it will possibly lead those councils (more impacted that WPC) to submit strong objections that the requirements of the SPD on public transport are not being fulfilled or indeed properly investigated, and that Crest should do more to provide the important Hayton Way connection rather than just propose a cheap and unacceptable alternative that will further increase traffic on the outer ring road and importantly the A421. (a bit like the planned 'at grade lights controlled crossing that will completely sever the wildlife corridor along the NB/Swan's Bridleway, and add to congestion on the outer link road - rather than providing an underpass or green bridge, although good reasons are advanced for not pursuing either of those potential solutions).

I propose that WPC highlight this transport deficiency within their formal response, and my notes on this matter entitled 'Hayton Way (H7) and Public transport' are attached within Suzannes bundle of documents.

B. To receive an update on Shenley Park Planning Applications 23/02180/AOP (BC) and 23/01610/OUT (MKCC)

A few responses are beginning to emerge, on the BC and MKCC planning portals since both revised applications were submitted, so far from MK residents, but with one from The Lowndes Arms requesting that the Shenley Road remains open, but with traffic calming measures introduced to prevent additional rat-running through Whaddon.

c. To receive an update and agree any actions on the A421.

Further to S. Broadbent's (Cabinet Member for Transport) 12th Dec email, WPC has requested the following up to date information:-

- a. When will the final A421 Report be complete, and made publicly available for inspection and comment - will there be a public consultation on the findings and/or proposals.
- b. When will the slide presentation from the last meeting be made available?
- c. Can he confirm whether both Shenley Park (1265 new homes etc) and Salden Chase (1795 new homes etc.) were included within the study, and if not the specific reasons for not doing so?
- d. Can he comment on why BC transport and officers have declined to meet with WPC and Whaddon residents to explain exactly what is proposed within the 10 documents (1316 pages) and what likely mitigation measures are being considered. WPC understands that the Highways Authority as a statutory consultee must independently look at the proposals, and be neutral - but that does not stop BC officers explaining what the documents contain or are proposing After all, BC did agree to hold such a meeting once the revised Shenley Park application and Transport Assessment was finally submitted?

Any response will be reported verbally at the meeting.

d. To discuss and agree next steps on Shenley Rd closure, including funding of traffic survey.

See 4a & 4b in a. Above (To receive an update and agree on any next steps on Shenley Park Development).

Bearing in mind BC's decision not to hold a transport and possible mitigation meeting with Whaddon and its residents, and their comment that WPC could undertake their own independent traffic analysis, WPC has already agreed - (with hopefully the assistance of other impacted parishes) to proceed, as per the 'Traffic Survey Proposal' already circulated by email. Final decisions from the other participating councils - Shenley Brook End; Shenley Church End; West Bletchley and Newton Longville can be expected after those council's have met and discussed whether or not to financially contribute to an up to date survey. It is expected to hold a further meeting to discuss 'funding and next steps' on either 2nd or 3rd April.

It is worth noting that the petition, started by the Lowndes Arms to keep Shenley Road open, now has in excess of 450 verified signature, but it seems impossible to access those to actually see where the objections originate, or whether or not they actually use Shenley Road - i.e. are they from the village, or via the Pubs social media network? WPC is not involved in any way, but it will be interesting and important to see what happens with this petition, how BC receives it, and what action - if any - they take? This is a further question that WPC should formally ask in their response to BC, as it is important that the Shenley Road debate is properly investigated and answered by BC and/or MKCC.

NOTE:- BC and Crest are aware of our concerns that alternative solutions were not originally considered for Shenley Road (as an alternative to closure), and that they should be now looked at following the decision not to dual the A421 or - or, as we thought - not to traffic calm Coddimoor Lane. **But, looking at para 12.25 (Coddimoor Lane) of the TA Part 1, it would appear that some traffic calming is proposed along the length of Coddimoor Lane. (see extract below):-**

12.25: A package of Traffic Management interventions is proposed on Coddimoor Lane to minimise its attractiveness to through traffic, vis-a-vis the development spine road.

12.26: The scheme is proposed to reinforce the status of the proposed development spine road and 'lock-in' the benefit it delivers locally. This would thus seek to address the concerns raised by residents of Whaddon during the public exhibitions over current 'rat-running' that is said to occur at present.

12.27: It is noted in the Rural Road Environment Policy Paper (2010) that:- "..... signs and road markings can also be effective in encouraging drivers to slow down by alerting them to approaching hazards (a bend for example) or by creating the perception that, for example, the road is narrower than it is."

12.28: Therefore the works proposed to Coddimoor Lane include white lining either side of the carriageway and gateway features at either end appropriate for the rural location (see Ardent Drawing 2204390-SK003 for details). Consideration could be given to a speed table or similar at the junction with Shenley Road, subject to consultation with BC and Whaddon Parish Council.

FURTHER NOTE: Although not mentioned in the Coddimoor Lane text, careful examination of the very small scale plan shows 5 road narrowings, with priority traffic signage, - placed approximately at 200m distances along the road. WPC should ask BC exactly what **"subject to consultation with BC and Whaddon Parish Council"**. Really means, and when such consultation will occur? Copy plans of the Coddimoor Lane proposals will be available at the meeting

e. To consider and agree any next steps on requesting a name change for the Shenley Park Development.

I defer this matter to our Clerk, for any update.

f. To discuss any Bucks Council S106 progress.

This matter can only be progressed once the revised planning application and traffic impact assessment are understood, and it is hoped that BC will lead these discussions.. WPC's concern should be that these important issues are often left to be discussed with the legal teams, following planning consent being issued and rarely before, which is often too late to influence any required mitigation. How and when to deal with the proposals for Coddimore Lane is a point in question!

g. To receive an update and agree any next steps on Shenley Dens consultation process.

WPC now knows from the MKCC Planning Cabinet Advisory Group that the Shenley Dens site for approx 1000 new homes - as expected - survives and will be taken forward to the next stage of Plan MK in September But this may be delayed due to New Government guidance on Local Plan production?

NOTE:- It is very interesting that within the Crest Transport Assessment Addendum - Part 1, there is a section on the possibility of the proposed MKCC Mass Rapid Transport (MK Futures 2050 Study), suggesting the importance of MK policy - which has obviously and clearly impacted and influenced the Shenley Park site and it's design - especially in highway terms, and how this as yet untried and untested MK vision might impact this area post development. Crest makes mention of line 10 serving Shenley Park and S.W. Milton Keynes, and say at para 10.21 *"The Masterplan SPD (February 2024) has confirmed the preferential treatment would be for H7 Hayton Way to act as a potential for public transport corridor, subject to MKCC securing any land required to advance the MRT scheme"*. I do not believe this statement to be true, - the SPD makes no such mention of MKCC having to acquire this land, and my reading of the document suggests that the public transport link is required for this development now Not in future years, and subject to the 'possible' MRT system being developed.

Crest also includes a plan within their TA showing MRT Line 9, which is clearly an extension of MK grid road Portway H7 And guess what, this line breaches the Shenley Ridge and effectively adjoins Shenley Dens Farm. I wonder if this was in BC's thinking when they changed their tact on Shenley Dens and suggested that it might be developable subject to acceptable landscaping being introduced!

To review local planning applications, including any new applications listed on the BC Planning Portal prior to the start of the meeting.

24/03251/APP & 24/03252/ALB - 3 High Street Whaddon - Householder applications for garage conversion to habitable space, front porch and fenestration alterations. Construction of detached carport/outbuilding.

Application **REFUSED** - 18th February, the reasons being:- *"The proposals, due to their unsympathetic visual impact, would not preserve the architectural and/or historic interest of the listed building and would not preserve the character and/or appearance of the conservation area. The proposals would result in less than substantial harm to the significance of the designated heritage assets and there are no public benefits that would outweigh this harm. The proposal would therefore be contrary to policy BE1 of the Vale of Aylesbury Local Plan and the NPPF December 2024"*

25/00138/ADP - Submission of Reserved Matters, Land rear of 'Fresh Fields', Stock Lane, Whaddon. - including (access, landscaping, appearance, scale and layout), pursuant to Outline Planning Permission 16/01298/AOP, granted in 2016, and renewed with amended boundaries 19/03666/AOP in 2022.

No decision as yet.

NEW LOCAL PLAN 4 BUCKS UPDATE.

I believe that I am right in saying that the following revised program, for the production of the required replacement Local Plan was agreed at Tuesday's BC Cabinet Meeting. So, in September we may learn where BC plans to accommodate the many thousands of new homes that the Government expects

Stage 1: Plan Preparation • Duty to Co-operate • Evidence Gathering • Plan Writing • Sustainability Appraisal **All Ongoing work at the moment.**

Stage 2: Regulation 18 consultation on the draft plan - September/October 2025

Stage 3: Further plan preparation, - November 2025 to June 2026

Stage 4: Regulation 19 publicity period - July/August 2026

Stage 5: Submission of the plan for examination to the Planning Inspectorate - December 2026

Stage 6: Examination - December 2026 to September 2027

Stage 7: Receipt of Inspector's report and Plan Adoption - End 2027.

END OF WPC REPORT - 12th March 2025.

HAYTON WAY (H7) AND PUBLIC TRANSPORT

THE VALE OF AYLESBURY LOCAL PLAN CALLS FOR A PUBLIC TRANSPORT ROUTE TO INCORPORATE MASS RAPID TRANSPORT TO EITHER H6 CHILDS WAY AND/OR H7 CHAFFRON WAY (HAYTON WAY).

THE SPD SPECIFICALLY SHOWS THE H7 ROUTE AS A PRIORITY BUS ROUTE TO PROMOTE SUSTAINABLE TRANSPORT FROM THE OUTSET OF THE DEVELOPMENT, AND STATES THAT H7 IS CONSIDERED THE MOST SUITABLE PUBLIC TRANSPORT ROUTE.

DAVID BAINBRIDGE FROM SAVILLES - WITH CREST PRESENT SAID AT THE 29th JANUARY PARISH MEETING *"THE HAYTON WAY CONNECTION WAS NOTHING TO DO WITH THEM, AND THAT MKCC AND HOMES ENGLAND WOULD NEED TO RESOLVE THAT ISSUE AND SORT IT OUT"*

SHENLEY PARK IS A CREST NICHOLSON (CN), DEVELOPMENT AND THEY HAVE A DUTY TO ENGAGE AND OPEN A MEANINGFUL DIALOGUE WITH HOMES ENGLAND (HE), MKCC AND BC TO TRY AND SATISFY THE SPD SPECIFIC REQUIREMENTS, WHILST AT THE SAME TIME PROMOTING A SAFE AND SUSTAINABLE DEVELOPMENT FOR EXISTING AND NEW RESIDENTS. IT IS UNACCEPTABLE FOR CREST TO SIMPLY IGNORE THESE RESPONSIBILITIES AND PROPOSE A SOLUTION THAT IS CLEARLY A CHEAP AND SIMPLE SOLUTION THAT CAN ONLY FORCE BUSES ONTO H6 CHILDS WAY OUTER LINK ROAD AND AN ALREADY AT OR OVER CAPACITY A421.

HE ARE A GOVERNMENT DEPT. TASKED WITH PROVIDING NEW HOMES AND IMPORTANTLY TO FACILITATE AND ENSURE SUSTAINABILITY ON NEW DEVELOPMENT SITES.

CN's ONLY CONTACT WITH HE WAS EARLY IN 2023. THIS WAS A GENERAL CHAT ABOUT BOTH PUBLIC TRANSPORT AND PRIVATE VEHICLES USING HAYTON WAY. HE SUPPORTED USE FOR PUBLIC TRANSPORT BUT HAD RESERVATIONS ON THE QUALITY OF THE ROAD FOR ANY HEAVIER/WIDER USE.

HE BELIEVES THE H7 HAYTON WAY PUBLIC TRANSPORT ROUTE IS AN ACHIEVABLE AND AFFORDABLE OPTION WHICH HAS NOT BEEN PURSUED BY CREST. HE BELIEVES THAT CN SHOULD TAKE GREATER RESPONSIBILITY TO ACHIEVE WHAT IS CALLED FOR IN THE ADOPTED SPD, BUT SINCE 2023 THERE HAS BEEN ZERO CONTACT.

HE HAVE TO ACHIEVE BEST VALUE FOR THEIR LAND, BUT WILL BE ENTIRELY SENSIBLE OVER ANY VALUATION, WHICH TO DATE HAS NOT BEEN UNDERTAKEN, AS THERE HAS BEEN NO DIALOGUE. GIVEN THE CHANCE THE VALUATION WOULD BE VERY REALISTIC BECAUSE UNLOCKING AND FACILITATING SUSTAINABLE SITES IS PART OF HE FUNCTION.

HE ARE NOT STATUTORY CONSULTEES SO THIS SITE HAS NOT BEEN ON THEIR RADAR AS THEY DEVELOP OUT THE ADJOINING TATTENHOE PARK SITE. WHADDON PC WILL THEREFORE THROUGH THEIR FORMAL CONSULTATION RESPONSE (TO MKCC AND BC), IDENTIFY WHAT THEY SEE AS A SERIOUS PUBLIC TRANSPORT DEFICIENCY, WHICH IS TOTALLY UNACCEPTABLE AND BELIEVED TO BE DRIVEN BY SIMPLE FINANCIAL MOTIVES, AND MISINFORMATION ABOUT WHERE THE RESPONSIBILITY TO PROVIDE THE PUBLIC TRANSPORT ROUTE LIES. WPC ENCOURAGES OTHER IMPACTED PC's, ON BEHALF OF THEIR COMMUNITIES TO DO LIKEWISE.

AS CURRENTLY PROPOSED THIS PUBLIC TRANSPORT SOLUTION, DOES NOT CONFORM TO THE ADOPTED SPD REQUIREMENTS AND DOES NOT COME CLOSE TO ACHIEVING THE 'EXEMPLAR DEVELOPMENT OF REGIONAL SIGNIFICANCE' WHICH IS PROMOTED IN THE AYLESBURY VALE LOCAL PLAN. TO SKIMP ON THE PREFERRED PUBLIC TRANSPORT SOLUTION AND ADD UNNECESSARY PRESSURE ON ALREADY OVERLOADED HIGHWAYS IS NOT THE BEST WAY TO GO ABOUT IT!!

IN CONCLUSION, CN NEED TO ENGAGE IN MORE PROACTIVE DIALOGUE WITH DECISION MAKERS TO DEVELOP AND PROVIDE A SAFE PUBLIC TRANSPORT SOLUTION THAT IS FIT FOR PURPOSE AND MEETS THE SPD REQUIREMENTS, BEFORE THE TWO PLANNING APPLICATIONS CAN BE PROPERLY CONSIDERED.

NOTE:

As an aside, and not mentioned during the meeting, point 10.21 of the submitted Transport Assessment Addendum states *"The masterplan SPD (February 2024) has confirmed that the preferential treatment would be for H7 Hayton Way to act as a potential for public transport corridor, subject to MKCC securing any land required to advance the MRT scheme"*.

I believe this statement to be untrue. Within the 5.3 Public Transport section of the adopted Shenley Park SPD, Mass Rapid Transport is briefly mentioned, but only as a 'potential service' There is however, no mention that MKCC must first secure the land to achieve this - as yet untested - 'step change towards sustainable transport investment by both MKCC and BC'!

From: Transport Strategy Mailbox <transportstrategy@buckinghamshire.gov.uk>
Sent: 13 March 2025 14:00
To: clerk@whaddonbucks-pc.gov.uk; Transport Strategy Mailbox
Cc: Matthew Garland; John Chilver (Cllr); Beville Stanier Bt; Derek White; Graham Stewart; Jane Herriman; Jonathan Allard; Neeraj Nagpal; Paul Sainthouse
Subject: RE: [EXTERNAL] A21 Study

Dear Suzanne,

Thanks for your email in relation to the A421 Corridor Study.

We understand the importance of the A421 corridor study to Whaddon Parish and other areas along the corridor. The study carried out a high level of analysis of potential interventions to reduce congestion and improve the experience for all road users.

To better understand traffic volumes and patterns along the corridor both now and in the future, the study used the Buckinghamshire Strategic Traffic Model (BSTM) which takes into account traffic growth from development-related trips from existing site allocations and existing commitments (this includes Salden Chase and Shenley Park). However (as we have noted in the workshop sessions), the study did not consider site access or highway mitigation measures that are not yet committed. This includes the new roundabout to access the Shenley Park development as this is not yet committed and subject to agreement as part of the development planning process.

Once completed, the A421 study report will identify a package of suitable intervention options that will be taken forward for further development and feasibility assessment (as and when funding becomes available). There will be no public consultation on the report's findings.

As the study has not yet been completed, we are not yet in a position to discuss the report's content, or the slides presented at the engagement workshop in November 2024. We are planning to get the report finalised by the end of March and then it will need to be reviewed and progressed by the new administration following the local elections in May.

Our Planning and Highways Development Management colleagues will get back to you in relation to your request for a meeting to discuss planning matters for Shenley Park and Salden Chase developments.

Thank you for your patience and understanding.

Kind regards,

Transport Strategy team

Planning, Growth and Sustainability
Buckinghamshire Council
Walton Street Office, Aylesbury, Buckinghamshire, HP20 1UY

From: Transport Strategy Mailbox
Sent: 12 March 2025 17:36

To: clerk@whaddonbucks-pc.gov.uk; Transport Strategy Mailbox
<transportstrategy@buckinghamshire.gov.uk>
Cc: 'Matthew Garland' <mattgarland72@hotmail.com>; John Chilver (Cllr)
<John.Chilver@buckinghamshire.gov.uk>; 'Beville Stanier Bt' <bdstanier@whaddonbucks-pc.gov.uk>;
Derek White <dwhite@whaddonbucks-pc.gov.uk>; 'Graham Stewart' <gstewart@whaddonbucks-
pc.gov.uk>; Jane Herriman <jherriman@whaddonbucks-pc.gov.uk>; Jonathan Allard
<jallard@whaddonbucks-pc.gov.uk>; Neeraj Nagpal <nnagpal@whaddonbucks-pc.gov.uk>; 'Paul
Sainthouse' <psainthouse@whaddonbucks-pc.gov.uk>
Subject: FW: [EXTERNAL] A21 Study

Dear Suzanne,

Many thanks for your email below. This has been passed on to relevant teams but unfortunately we are unable to guarantee a response by tomorrow.

We will get back to you with a full response as soon as possible.

Kind regards,
Transport Strategy team

Planning, Growth and Sustainability
Buckinghamshire Council
Walton Street Office, Aylesbury, Buckinghamshire, HP20 1UY

From: clerk@whaddonbucks-pc.gov.uk <clerk@whaddonbucks-pc.gov.uk>
Sent: 10 March 2025 17:35
To: Cabinet Member for Transportation Mailbox <cmt@buckinghamshire.gov.uk>
Cc: Matthew Garland <mattgarland72@hotmail.com>; John Chilver (Cllr)
<John.Chilver@buckinghamshire.gov.uk>; Beville Stanier Bt <bdstanier@whaddonbucks-pc.gov.uk>; Derek
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Neeraj Nagpal <nnagpal@whaddonbucks-pc.gov.uk>; Paul Sainthouse <psainthouse@whaddonbucks-
pc.gov.uk>
Subject: [EXTERNAL] A21 Study

FAO Steve Broadbent

Dear Cllr Broadbent

Further to your email of 12th December regarding the A421 Study, are you now able to update/confirm to Whaddon Parish Councillors regarding the following?

- a) When will the final A421 Report be complete and made publicly available for inspection and comment?
- b) Will there be a public consultation on the findings and/or proposals?
- c) When will the slide presentation from the last meeting be made available and circulated to affected Parishes and attendees of the meeting as promised?
- d) Can you confirm whether both Shenley Park (1265 new homes etc) and Salden Chase (1795 new homes etc.) were included within the study, and if not the specific reasons for not doing so?
- e) Can you please comment on the fact that Buckinghamshire Council's (BC) transport and planning officers have declined to meet with Whaddon Parish Council and Whaddon residents, to explain

exactly what is proposed within the 10 documents (1316 pages) of Transport Assessment? And what likely mitigation measures are being considered? We understand that the Highways Authority as a statutory consultee must independently look at the proposals and be neutral - but that does not preclude BC officers explaining what the documents contain and are proposing After all, in their email of 10th July, BC did agree to hold such a meeting once the revised Shenley Park application was finally submitted, which has now taken place.

Your prompt attention would be much appreciated – our Council Meeting takes place on 13th March – Thursday – and these matters are tabled for urgent discussion.

Kind regards

Suzanne Lindsey CiLCA
Clerk & RFO to Whaddon Parish Council

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Shenley Park: traffic survey proposal

As promised, here is my initial proposal for the traffic surveys at Wednesday's meeting. This is an initial stake in the ground to allow the individual PCs to discuss how to proceed with the surveys and funding.

I have attached two pages covering north and south of the A421 and the pricing indication that Newton Longville received in Dec 2024.

Assumptions:

I have assumed that each camera can cover two lanes but this would need to be confirmed and so we may need more cameras.

I have also assumed that additional surveys like video counts and ATCs are not required although PCs may wish to consider these for local reasons e.g. speeding etc.

The schemes:

The first is where the camera sites are designated by a red star comes to a total of 40 cameras. The optional includes another 8 but extends the coverage into MK via H6 and H7.

Based on the £3750 + VAT for 10 cameras, the total for the first scheme is £15000 + VAT.

Based on the £3750 + VAT for 10 cameras, the total for the first scheme with options is £18750 + VAT.

What do we get?

We get turning counts and traffic flow numbers at all the starred locations. This allows us to challenge the Ardent data survey and growth assumptions that underpin the whole model. I have the official government growth software for traffic prediction and can use that to generate a set of forecasts to compare with the Ardent data. I have done some preliminary work and it looks like there is a big difference.

We also get vehicle tracking. This is probably the most important. We will be able to track vehicles when they enter the monitored network, where they leave and how they got there. We will also get their routes through the network so that we will have information to counter the Ardent 14 year old census data that has been used.

e.g.

Of all the traffic that goes onto the H6 at the Whitney roundabout, we will know how much goes straight on, south or north and where they leave our monitored network. That would

also represent where the Shenley Park traffic is likely to go and I suspect it is radically different from what Ardent state. If it isn't, then we at least know and can focus on other areas. My guess is that it will be.

How much of the current Whaddon rat run traffic goes to local destinations or through to the A421 and Leighton Buzzard bypass? If the traffic is predominantly local, then shutting the road will cause that traffic to take another route and what does that do?

What else to be aware of?

The survey will be only for 2 days with no ATC and it could be argued that it is not compliant. The cost to add compliance will be prohibitively expensive. However we are not the applicant and the data is good enough to argue that the Ardent data is unreliable and should be repeated using the same technique as we have done and to the required standard. It should also cover the complete network as they have submitted. After all, it was done for Salden Chase.

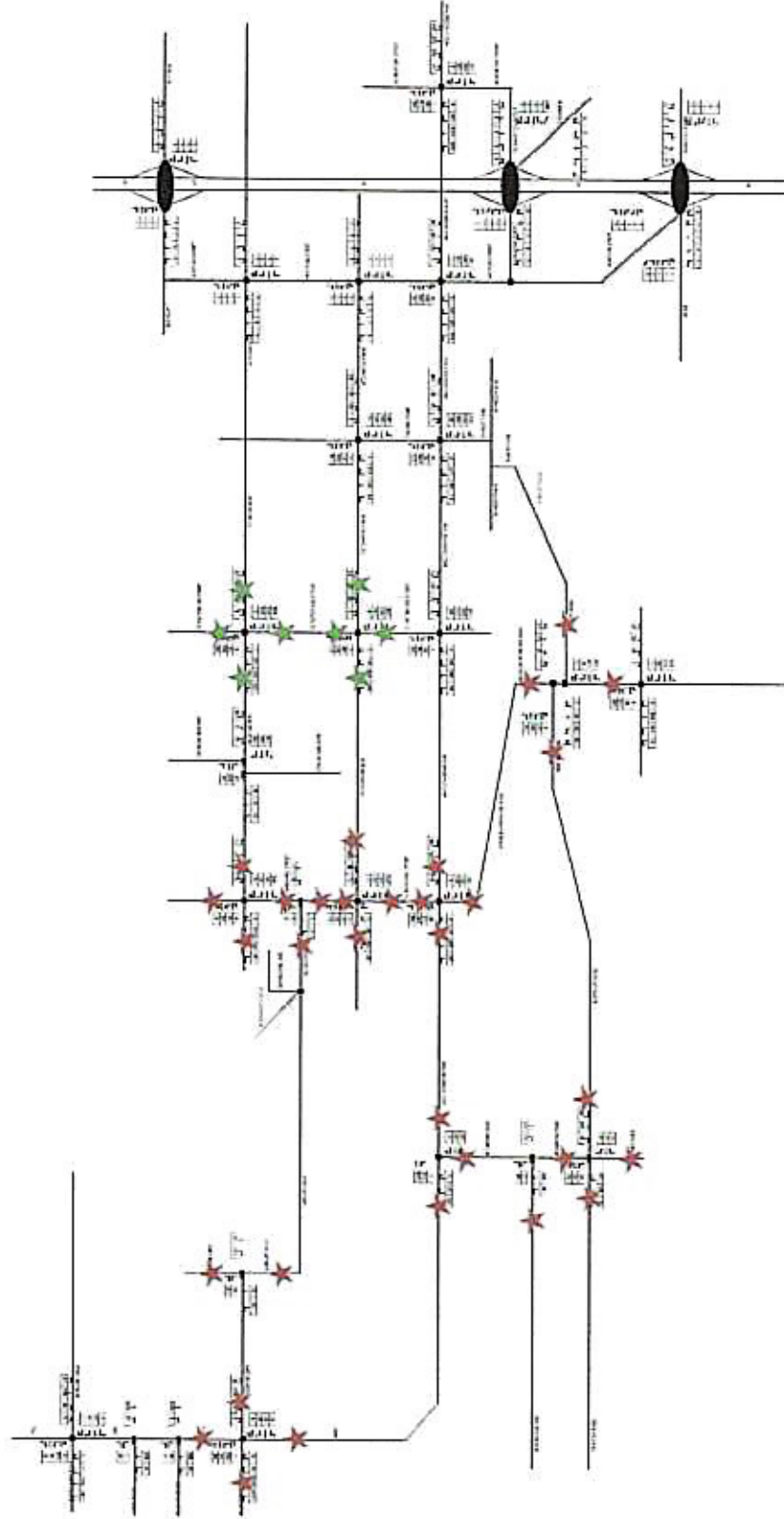
We are not replacing the Ardent data but challenging it. The reality is we are actually confirming (or not) their work using an independent data source.

We may get anomalies due to unexpected road works and accidents and we need to establish what happens in that case and whether the surveys are extended.

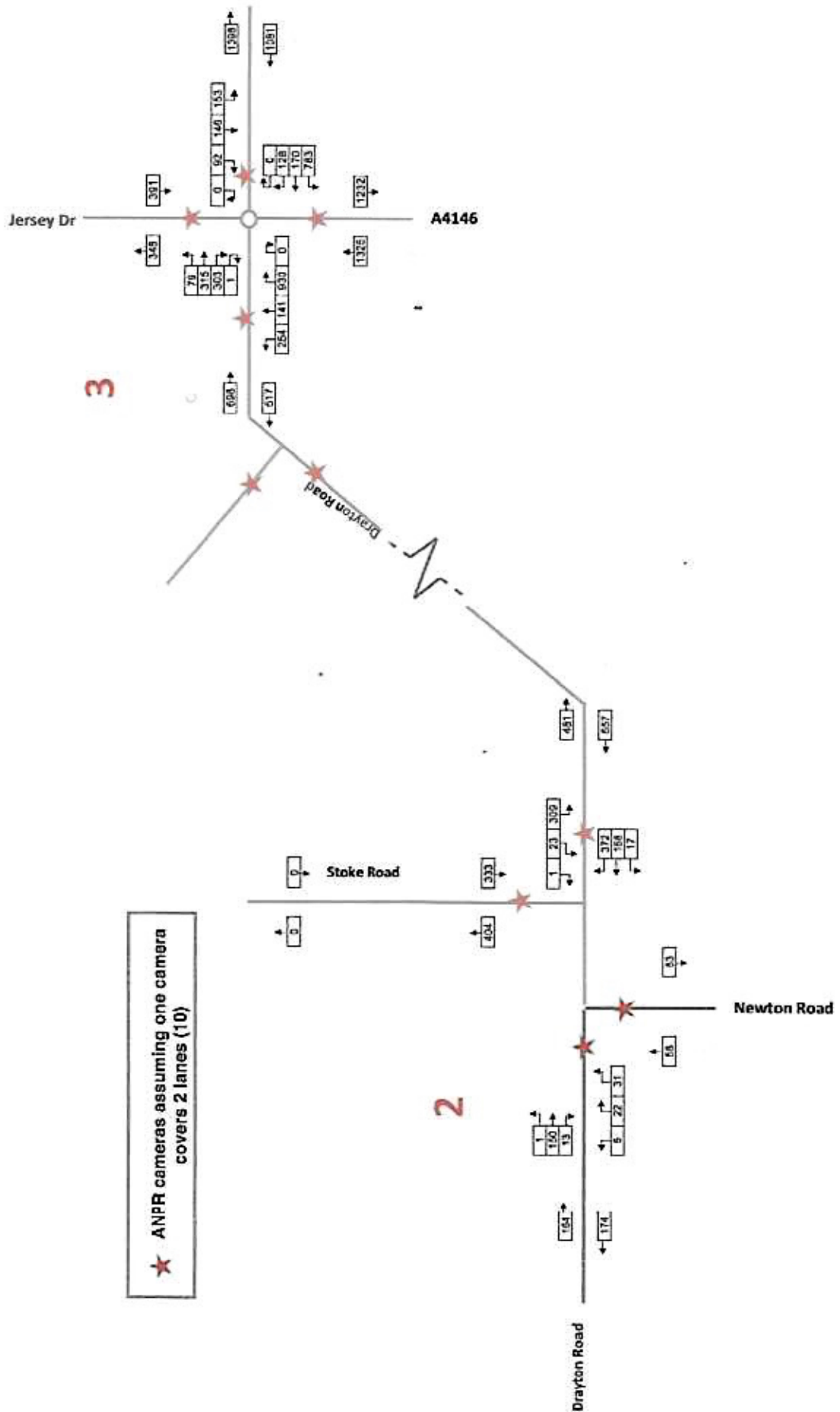
- ★ ANPR cameras for first scheme
- ★ ANPR cameras for optional scheme

Suggested Camera Sites

(page 1 of 2)



Suggested Camera Sites (page 2 of 2)



From: Mike Galloway <Mike.Galloway@newtonlongville.gov.uk>
Sent: 15 December 2024 16:52
To: Cllr Tim Welch <Tim.Welch@newtonlongville.gov.uk>
Cc: ian.whipp@cooglemail.com; Cllr Mike Chapman <Mike.Chapman@newtonlongville.gov.uk>
Subject: Cost of traffic surveys etc

Tim

>From an email I got in February, from the contact I dealt with in 2017 (now with a different company). I'll check with him tomorrow what the cost of hiring boxes will be (if they hire them) but given the costs below it could be better to just have them do it all.

Clearly the other advantage is they now have ANPR cameras which make analysis very much easier.

*As discussed, please see below for some pricing options based on providing a selection of ANPR and/or standard cameras.

Please note that depending on the selected locations, in terms of road width, speeds & alignment you may be able to cover 2 lanes with 1 ANPR camera. We won't really know this until the sites are confirmed.

The ANPR will give you classified Origin-Destination information plus journey times between points. Standard cameras are used in parallel for validation.

I appreciate you said there probably won't be any ATCs this time round, but I've added a price there too for completeness.

For 10 ANPR cameras over 2 days for 12 hours per day the fee would be circa £3,750.00+VAT, inclusive of analysed results.

For 10 standard cameras to provide footage only (2 days) the fee would be circa. £1,200.00+VAT

For 10 standard cameras to provide footage & link flow data in excel formats (2 days/12hrs per day) the fee would be circa. 1,700.00+VAT

For ATCs, assuming 3 sites or more the fee would be around £250.00+VAT per unit. The fee per unit would decrease slightly if you add more.

I hope this helps for now but let me know if you want to explore alternative options (such as full junction turning counts). Please send me your updated specification and locations next week and I can recommend the best approach/pricing options. Depending on your requirements early March might be a good time to do the surveys."

Mike

Mike Galloway
Clerk to Newton Longville Parish Council
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1. Has the 2023 MKMMM model been validated and if so, why have the associated reports been not been made available to allow the Shenley Park application to be reviewed?

If the answer is yes, then where are the reports?

If no, why has the entirety of the Shenley Park application based on something that has no proven validity?

2. Where is Shenley Park sending its children to secondary school? As this will affect the amount of traffic and dispersion, this needs to be decided now yet it appears that Crest Nicholson have no idea and are pinning their hopes on Salden Chase.
3. We are forever told that travel plans will reduce traffic and while there is plenty of case history with workplace plans, there is none for residential plans. Developers pay many thousands of pounds to local authorities to audit their success, yet no evidence of any improvement appears to have been published. Given the claims made, this indicates that they are imaginary and not backed up by any evidence. Can the council confirm that it will provide evidence from its own monitoring to support the levels claimed and if this is not possible, inform applicants that they cannot rely on the travel plan to reduce the traffic levels accordingly.
4. Given that Whaddon is not part of the MK health area yet the proposed development's residents will undoubtedly use or attempt to use MK doctors and medical resources, can the destination of the medical funding be confirmed and if outside of the MK areas, what will be done to prevent it's residents being an additional burden on MK services.
5. Does the council condone the paper chase caused by Crest Nicholson by dumping the additional documentation without giving indication of what the new documents supercede and indeed with no references to which version of the application was made? This is contrary to the paper chase ruling of laid down by Lord Hoffman in *Berkeley v SSETR* [2000].

The documents are not revision marked and there is no indication which should be considered or ignored making it an onerous and impossible task to determine exactly should be examined within the time frames given for consultation. This practice seems to be the standards for many applications these days and should be stopped.

This appears to be a deliberate attempt to mis lead both residents and officers and waste time and effort chasing through reams of documents with little or no idea if they are relevant anymore. Crest Nicholson should be told that they need to address this issue immediately and supply marked up copies of all documents within 8 weeks and the consultation period appropriately extended or that the application will be refused due to insufficient information.

6. Given that the usual method of defining the dispersion of traffic is based on 2011 Census data which is now 14 years old – when much of the western side of MK was not fully developed, when will the council request ANPR surveys for more accurate source-destination data for use in planning applications. 14 year old traffic data would be turned down as not recent enough yet it appears to be accepted as the norm in this case. Given the costs are low compared to the total development, this seems to be a good way forward.

7. Can the council confirm that it is now their policy to accept any planning application with missing data and studies and does not meet the basic requirements and then accept addendums and updates over the next 12 to 18 months which requires constant monitoring.

If this is not policy why hasn't Shenley Park and Newton Leys application simply been refused on that basis thus requiring developers to only apply when they have everything ready. Such a refusal would focus their minds on doing the job correctly instead of creating this merry-go-round of confusion in the hope that applications would slip through.

8. Crest Nicholson claim that the MKMMM was calibrated using its traffic surveys and queueing data from March 2023. The queueing data has never been published nor any explanation of how the calibration was carried out. The Shenley Park data consisted of a single day of manual counts with ATC reading on some arms taken at over 600m from the concerned junction. This is not compliant with the minimum specified in the May 2024 TAG UNIT M1.2 paragraphs 4.3.11 and 12 is for 1 day manual count with 14 days ATC readings for either individual turns or junction entry and exit arms. Given this discrepancy, is it now council policy to allow major planning decisions to be based on data from non-TAG compliant models?