



Shenley Park Housing Development

Don't Miss Your Chance to Have Your Say!!!

Deadline 5th April 2025 – Next Saturday!!!

Your Step-By-Step Guide to Responding Online....

1. Log on to <https://publicaccess.aylesburyvaledc.gov.uk/online-applications/applicationDetails.do?activeTab=makeComment&keyVal=RY1JXOCLGNQ00>
2. Follow the instructions to Register, Login and Make a Comment.
3. Check you are in the correct place! The application reference number is **23/02180/AOP**.
4. Click on 'Documents'.
5. Suggested reading; The Illustrative Master Plan, Transport Assessment and Coddimoor Lane traffic calming description and plan. (These documents are available below. For better clarity zoom in online).

- a. **21412_3501V_Illustrative Master Plan** – located at the bottom of 17 Feb 25 section (allow time for the document to download) – and available below.

<input type="checkbox"/>	17 Feb 2025	Plans	21412_3501V_ILLUSTRATIVE MASTERPLAN
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Areas you might like to comment on;

- i. Your views on shutting Shenley Rd. Are you for or against?
- ii. Insufficient green gap beyond Briary View. Is approx. 130m gap sufficient?
- iii. Demand early provision of landscaping/tree planting on all peripheral areas.
- iv. Express your concerns about severing wildlife corridor on Swans/N Bucks Way with an 'at grade' road crossing rather than a green bridge.
- v. Demand that the public Transport Link via Hayton Way is provided, to avoid buses being forced onto the congested A421.
- vi. Redway links from Whaddon cross a very busy outer link/ring road with no apparent crossing arrangements detailed.
- vii. What bus services are provided for Whaddon?
- viii. Demand a 20mph Speed Limit through Whaddon to mitigate rat-running and HGV traffic, paid for by developer funds, because the proposed outer spine road will not relieve A421 congestion.
- ix. Demand the dualling of the A421 through to Whaddon Roundabout with the eastern section to the new access being dualled as the absolute minimum.
- x. Demand a total ban on development traffic via Shenley Rd and through Whaddon Village.
- xi. Etc... and anything else you wish to add.

- b. **TA Part 1** – located 41 items up from the Illustrative Master Plan – and copy available below.

<input type="checkbox"/>	17 Feb 2025	Supporting Documentation	TA PART 1
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Coddimoor Lane Traffic Management plan description - page 133, para. 12.28.

An area you might like to comment on:

- i. Whaddon Parish Council and Residents demand a further proper consultation, not just on Coddimoor Lane traffic calming, but also on the whole traffic and highways issues which will undoubtedly impact the safety and wellbeing of Whaddon Village residents. We wish to understand more and may have additional comments when it is understood exactly what is planned, and what mitigation will be provided”.

- c. **TA Drawings Part 2 of 5**

<input type="checkbox"/>	17 Feb 2025	Plans	TA DRAWINGS PART 2 OF 5
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Scroll to the second Plan - Coddimoor Lane Traffic Calming – and available below. Plan of the proposed traffic calming layout.

An area you might like to comment on:

- i. Priority should be given to traffic heading out of Whaddon rather than encouraging rat running through the village. It is unlikely such calming will work and a 30mph limit secured with speed cameras would be a far more effective solution.

6. How to Submit Your Comments. Above the online list of documents, you will find “Make a Comment” button which opens a 6000-word area to input your views. As your logon can timeout, you might want to draft your comments in Word or Notepad and copy/paste into this section.

7. Click ‘Submit’.

General Guidance

Residents must formulate their own views and express their own concerns, but the following paragraphs might assist;

“I have no confidence that the Crest/Ardent Traffic Assessment is accurate or reliable, and therefore it should not be relied upon until both Milton Keynes and Buckinghamshire Councils have made absolutely sure that the data supplied are accurate, honest, and have been thoroughly checked and is found to comply with all professional standards and regulations, including NPPF Recommendations.”

“I believe that the A421 is already at capacity and is incapable of accepting the additional traffic that this development (along with Salden Chase) will generate; the outer spine/ring road will not work as planned, and can only lead to further unacceptable congestion, queuing, and rat-running through Whaddon Village - which is all contrary to the Crest/Ardent Predictions”.

“The name of the development “Shenley Park” is already in use in the adjacent parish of Shenley Church End. This is misleading and confusing, and the development needs a suitable name relating to Buckinghamshire.”

Illustrative Master Plan



LANDSCAPE

- 1 Green buffer along A421 to allow for potential carriageway dualing
- 2 Western defensible edge with structural planting
- 3 Pocket parks with play area will be distributed across residential parcels
- 4 Tattenhoe Valley Park Extension along existing stream to include retention features, new and retained planting, play areas, recreational routes and BMX track
- 5 Different size play areas distributed across landscaped areas
- 6 A network of green corridors along retained and proposed hedgerows
- 7 Woodland and dense vegetation to be retained and enhanced
- 8 Outdoor sport pitches to include MUGA, changing facilities and parking area
- 9 Green space provided around veteran tree to create gateway to southern parcel
- 10 Local Centre Square to include outdoor space for temporary uses, landscaped areas and community hall
- 11 Play areas directly connected to Local Centre Square
- 12 Semi-natural green space providing a buffer to Whaddon Conservation Area. The parkland will include trees, recreational routes, informal play and swales
- 13 Proposed skate park accessible from sports facility

DEVELOPMENT

- 14 Key buildings to be provided at gateways
- 15 Houses to front Outer Link Road
- 16 Low density southwestern parcel with maximum 2 storey dwellings
- 17 Higher residential density around the Local Centre
- 18 Local Centre mixed use building to include residential use and commercial uses on ground floor with active frontages onto pedestrian area
- 19 Residential care facility need to other Local Centre uses and bus stops
- 20 Primary school with nursery within Local Centre area
- 21 Block structure and built form around Tattenhoe Valley Park extension will respond to topography, minimising the need for earthworks

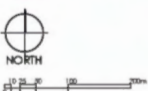
ACCESS & MOVEMENT

- 22 New roundabout to provide access from A421
- 23 Link Road corridor provided along the western edge of the development to include safeguarded verge, road carriageway, drainage and informal planting, and Redway to the south
- 24 Redways provided along green corridor linking Milton Keynes with Whaddon through the Local Centre
- 25 New vehicular access along Chicks Way
- 26 Potential bus link to Hayton Way
- 27 Shenley Road to be converted into a Redway and closed to vehicular traffic, with private access provided to farms
- 28 Structural Street will be provided around the Local Centre with pedestrian and cycle shared facility and verges to either side to include tree planting and swales
- 29 Secondary routes north of Shenley Road will include pedestrian and cycle shared facility and verge with trees and swales to one side
- 30 Secondary routes south of Shenley Road will include pedestrian and cycle shared facility and a narrower verge with trees. Road alignment will respond to topography
- 31 Public right of way potentially diverted and lined with proposed bridleway west of the Link Road
- 32 Potential bus link onto Shenley Road
- 33 New pedestrian/cycle network along landscaped areas to link with existing paths
- 34 Bridge over Tattenhoe Brook
- 35 Primary mobility hub provided at Local Centre
- 36 Secondary mobility hubs provided along with bus stops
- 37 Milton Keynes Boundary Walk bridleway runs along the eastern edge of the site
- 38 Local Centre car park

ILLUSTRATIVE MASTERPLAN SHENLEY PARK

Key

- | | | |
|--|--|------------------------------------|
| Site boundary | Indicative attenuation feature | Existing water course |
| Buckinghamshire/Milton Keynes Boundary | Retained vegetation | Existing water body |
| Residential land | Proposed hedge | Retained and surrounding buildings |
| Care facility | Proposed indicative trees | Primary mobility hub |
| Road infrastructure | Proposed Redway (foot/cycle route) | Secondary mobility hub |
| Local centre mixed-use building | Key active travel route within public open space | |
| Control square (including community hall and mobility hub) | Public Right of Way | |
| Primary school and nursery (2FE) | Local Area of Play (LAP) | |
| Strategic landscape/verges | Local Equipped Area of Play (LEAP) | |
| Outdoor sports | Neighbourhood Equipped Area of Play (NEAP) | |



Updated in line with consultant comments received on 23/01/25	PG MD 27/01/2025
Amended in line with Local Centre workshop and updated drainage strategy	PG MD 31/01/2025
Mobility hubs added; changes to A421	PG JE 15/01/2025
Amendments	by CH/d Date

PLANNING

App No/Planning No: 21412/3501V	App No: Shenley Park
Drawn: Date: Drawn: CH/d	Drawing Title: Illustrative Masterplan
1:10000 (A42) PG DA	
AS Drawings to be checked on: 05/11/2025	
Architect: Design Ltd - The Solihull Development - Solihull Road - Solihull B37 1YU - Tel: 01743 838888 - www.parkdesign.co.uk	

Coddimoor Lane Traffic Calming Description

Coddimoor Lane

- 12.25 A package of Traffic Management (TM) interventions is proposed on Coddimoor Lane to minimise its attractiveness to through-traffic vis-à-vis the development spine road.
- 12.26 The scheme is proposed to re-enforce the status of the proposed development spine road and 'lock-in' the benefits 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 RoSPA's **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.

Sifting Criteria

- 12.29 It has been established that there would be changes in traffic across the study area. However, many of these differences in traffic will be small-scale in nature.

Coddimoor Lane Traffic Calming Plan

