

SUMMARY OF REGULATION 14 CONSULTATION COMMENTS – CLOSED 15 December 2020 (92 responses)

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment
POLICY MEC1: Development or redevelopment within the Milton Ernest Settlement Policy Area (SPA) as indicated on Figure 9 will be acceptable in principle provided that it is consistent with other policies in this plan. This includes development on land allocated at Rushden Road for 25 homes and open space. Development outside the SPA will not be permitted, except where otherwise stated within this document or in accordance with BBC Local Plan policies	71.4%	24.2%	4.4%	- I do not agree with development on Rushden Road because the space is currently green agricultural space in keeping with the rural community. Any new housing development should be on brown field site and brownfield in-fill within the village. The old mill on Rushden Road A6 is I think being rebuilt as flats. This is an example of intelligent and sensible housing development with efficient use of brown field site which improves the appearance with a replacement building. Whereas, building on attractive and precious green agricultural fields detracts from the rural appeal of the village, and development of houses on agricultural green fields is not in line with the statement above which states 'To preserve, protect and enhance the green and rural identity of our surroundings. In fact, the proposal to develop on land allocated at Rushden Road for 25 houses does the opposite to the statement. - No development or redevelopment at all within the SPA will be acceptable	- new housing should be on brownfield sites - goes against the policy to preserve and protect the rural surroundings - no development at all
POLICY ME C2: DESIGN QUALITY, CONTEXT AND AMENITY. Development must be sympathetic to and respond to the best qualities of the surrounding environment and built-form, as described in the Character Assessment, and expressed in terms of size, height, style and historic growth, as well as the presence and setting of statutory and non-statutory designated heritage assets, and impact on the privacy on adjacent properties, respecting local residential amenity. (further detail in the MENP)	90.2%	6.7%	3.3%	- No property of any kind in area indicated as figure 9 - See previous answer - I object to the extension of the existing SPA and houses being built on green fields	- Against development site - Object to extension of SPA
POLICY ME C3: LOCAL GREEN SPACES. The following areas are designated as Local Green Spaces: 1 The Playing Field; 2 Riverside Meadow. Planning applications for development on the Locally Designated Green Spaces will not be permitted unless they perform a supplementary and supporting function to the Green Space	95.5%	2.3%	2.2%	- No development on greenfield sites. All development should be on brownfield sites - No planning applications at all to be permitted on Local Green Spaces - No building on allocated Green Space a tall. Future development should only be on brownfield site or brownfield in fill.	- new housing should be on brownfield sites - no building on Local Green Spaces - no building on Green Space

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POLICY ME C4: NATURAL AREAS. Development that would have an adverse impact on the Milton Ernest Natural Areas (MENA), as shown on Figure 6, that cannot be mitigated will not be approved. These include: seven sites within Huntsman's Way area development; three sites at the junction of Radwell Road and the A6; and Land between terraced housing and Marsh Lane	98.9%		1.1%	No development to be permitted at all on Milton Ernest Natural Areas	no building on MENA
POLICY ME NE1: ECOLOGY. New developments must provide a biodiversity net gain, enhancing features of significant ecological value and habitats including (but not limited to) existing ecological corridors, natural landscape features, watercourses and woodland.	91.3%	6.5%	2.2%	- How can developing 25 houses alongside Rushden Road, on green agricultural fields provide a net gain and enhance features of significant ecological value and habitats.? A development on the Rushden A6 is removing habitats and not increasing biodiversity of the area, our local wildlife and habitat - Not applicable as no new developments to be permitted - any new development will have a negative ecological impact - Additional woodland would be beneficial - Strongly agree. No development in parkland adjacent to the village given wildlife there eg owls	- development at Rushden Road would affect habitats and biodiversity - no new developments - new developments will have negative ecological impacts - Additional woodland would be beneficial
POLICY ME NE2: NATURAL ENVIRONMENT AND VIEWS. New development must maintain, and where applicable enhance the amenity of the natural environment. Open views to key historical and natural features that define the village, as described in the Character Assessment, must be maintained (further detail in the MENP)	95.7%		4.3%	- Not applicable as no new developments to be permitted - The rural view for a considerable number of residents in the village will be severely impacted. By developing a housing estate of 25 houses alongside Rushden Road A6, is extending the scale of the village, and under point 4 page 17 MENP. Character in 4.1 states in forth bullet point : To retain defining scale and rural village nature of Milton Ernest. - by building new houses the open view of field and hill will not be maintained - Not applicable as no new development to be permitted	- no new developments to be permitted - rural view of many will be impacted by the Rushden Road site. - Rushden Road development will lose open view of the field - No new developments
POLICY ME NE3: CHARACTERISTIC FEATURES. New developments must protect features of the built and natural environment so as to maintain the character of the village. These features include (but are not necessarily limited to) the trees and verges along the A6 and Radwell Road, and the tall trees around the vicarage of All Saints Church.	93.4%	2.2%	4.4%	- Agree to protection of characteristic features. The tall trees are around All Saints Church not the vicarage - Not applicable as no new developments to be permitted (x2) - Agree - plus the three tall small-leaved Lime trees behind Parkside - We agree with Policy NE3 but would go further. Additional new woodland sympathetically planted beyond the proposed new SPA to the east of Rushden Road would enhance the natural environment, soften the impact of new development and dampen light pollution and traffic noise from traffic - also protected trees in The Park	- tall trees are around All Saints - no new developments to be permitted - include Lime trees Parkside - new woodland should be planted beyond the proposed Rushden Road site - protect trees in The Park
POLICY ME NE4: DARK SKIES. Lighting proposals for development will be supported where it is demonstrated	90.2%	5.5%	4.3%	- Not applicable as no new developments to be permitted (x2) - Development of housing of 25 houses Rushden Road A6 will mean that lighting will impact on adjacent fields with habitats and Bedford Bat Group should be contacted to investigate whether there are active bat roosts.	- no new developments - light impact on habitat. Contact Bedford Bat Group.

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that, if external lighting is required, it protects the night sky from light pollution .Any lighting scheme must not impact negatively, particularly near edges of areas of ecological value including woodland and green spaces – specifically near habitats used by bats and other light-sensitive protected species. (further detail in the MENP)				- These houses are being built where there are resident bats and barn owls	Resident bats and barn owls on the Rushden Road site
POLICY ME CF1: COMMUNITY FACILITIES. The following existing community facilities, should be protected from loss: The Queens Head public house; The Church of All Saints; Milton Ernest Lower School; The village hall; The playing field; The riverside frontage and other open spaces; and The coffee shop, post office and village shop (currently located within the garden centre). (further details in the MENP)	100%			1. Important to keep Queens Head open despite threat of closure. 2. Access along whole of river bank would be beneficial - Owing to Covid there is a possibility we have lost Queens Head, i.e. fewer facilities and a main focal point for the village	- Keep Queens Head open - Provide access along the whole river bank - Have lost the Queen's Head so fewer facilities
POLICY ME CF2: GREEN ROUTES. Where existing green routes run through proposed development sites the green route shall be retained and incorporated into the development proposals. The stopping up of green routes will not be permitted. Any proposal that would result in harm to or loss of a green route must be justified, and any harm minimised	94.6%	2.1%	3.3%	Not applicable as no new developments to be permitted (x2)	No new developments
POLICY ME SD1: SUSTAINABLE BUILDING DESIGN. Applications for development are encouraged to demonstrate accordance with the appropriate BREEAM standards in use at the time of submission. Encouragement is also given to schemes that meet Passivhaus standards. (further details in the MENP)	85.6%	4.1%	10.0%	Not applicable as no new developments to be permitted (x2)	No new developments

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POLICY ME SD2: DEVELOPMENT IMPACTS. Any new business, commercial and industrial development must demonstrate that the design mitigates operational noise, dust, smells, traffic, artificial light, pollution and other nuisances as far as possible. Applications must demonstrate that traffic connected to the development will not have an unacceptable impact on the village in terms of congestion and safety. In addition, applications must demonstrate that adequate parking for customers and staff will be provided.	92.3%	5.5%	2.2%	- Commercial or industrial developments should not be permitted in the village - Need to remember that this is a rural area and farming activity needs to continue - Not applicable as no new developments to be permitted (x2) - Where are these businesses/ commercial/ industrial units to be built? Will there be another extension to the SPA without consultation?	- No commercial or industrial in the village - Policy should not impact on farming activities - No new developments - Where are new business/commercial etc units to be built?
POLICY ME SD3: STATEMENT OF COMMUNITY INVOLVEMENT. Applications for major development and or those in the setting of a heritage asset must be accompanied by a Statement of Community Involvement. The Statement must include: how consultation was carried out and why the method of consultation was appropriate; the responses to the consultation; and how the proposals have taken into account the responses	92%	4.3%	5.7%	Not applicable as no new developments to be permitted (x2)	No new developments
POLICY ME SD4: FLOOD RISK. Developments shall avoid being in areas of medium or high flood risk as defined by the Environment Agency. Any proposals for development in these areas will need to be supported by sequential and exceptions testing. Development shall not increase the risk of flooding elsewhere downstream of the development. (further details are in the MENP)	91.1%	4.5%	4.4%	- Not applicable as no new developments to be permitted (x2) - Agree - plus the previous owners of Milton Ernest Hall (Stareys) indicated that the field behind Parkside had flooded in their lifetime, as flood risk is increasing with global warming this field will be at risk. - Surely more roads, driveways and pavements will add to this risk.	- No new developments - Field behind Parkside has previously flooded - More roads and pavements will lead to increased flood risk

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POLICY ME H1: RUSHDEN ROAD HOUSING ALLOCATION. Land at Rushden Road, identified on Figure 9 is allocated for a maximum of 25 homes. The layout and scheme design must reflect the principles established in the Milton Ernest Neighbourhood Plan Masterplanning report. Vehicular access must only be provided from the A6. The design of the scheme and development density must reflect the Character Area. A permanent 'buffer zone' at least 10 metres wide of public amenity land must be created along the entire boundary with the adjacent farmland. Proposals for development on land at Rushden Road should provide a mix of housing types, predominantly including a mix of starter homes, family homes (3/4 bedrooms) and homes specifically for older people. (further details are in the MENP	75%	20.8%	4.3%	- Housing will change the character of the village - This will cause water to site on land and drain to Radwell Road, causing the river to rise - I do not believe this is a suitable site for the development of 25 homes. This would have an adverse effect on the congestion of traffic through the village at the junction of the Radwell road with Rushden road (A6), on an already busy road with single carriage way. The impact on the rural nature of the village with houses built on green field land, which will be visible above the existing hedgerow detracts from the attraction of a village surrounded by largely unspoiled countryside. The buffer zone would do nothing to mitigate the impact of the houses built up to the hedge on the A6. - There has been no consideration made to the residents of Butterfield Court - Not applicable as no new developments to be permitted (x2) - Development of 25 homes on land at Rushden Road A6 is not in keeping with the sustainability of a rural community. It could be unattractive to drive through the A6 with fences along the A6 on both sides of the busy road. The 25 homes will impact on rural views for a considerable number of residents. Why is there no consideration for a permanent 'buffer zone' at least 10 metres wide of public amenity land between busy and noisy A6 road along the entire boundary with the adjacent road and houses.. - Housing development at this site would spoil the rural views from the rear of my property, increase noise and potentially adversely affect the value of my property - We agree with Policy H1, but would go further ... that the "buffer zone" should be at least 20m along the adjacent farmland. - Why are fields being built on? Will access to A6 be a roundabout? - One of my concerns for this proposed development, which in itself is a major concern and will change the character of the village but also the access from wherever is proposed. The A6 is a major trunk road going straight through the village with several access points already - this will add to the main commuter traffic flow which can become quite congested, bearing in mind also the fact that many parents drive children to the village school - Housing development at this site would spoil the rural views from the rear of my property, increase noise and potentially adversely affect the value of my property	- Will change character of village - Run off will cause river to rise - Will cause congestion on A6 - Will despoil the rural nature of the village - Need to take into account impact on Butterflied Court - No new developments - Not in keeping with rural community - Fences both sides of the A6 would be unattractive - Will impact on rural views for many - Suggesting buffer zone between development and A6 - Would decresae value of property - Buffer zone should be at least 20m - Will there be an A6 r/b? - Concerned about change of character of the village - Will add to congestion on A6 - Will spoil views and affect house value

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POLICY ME H2: DESIGN. All proposals for new development must reflect best practice design principles as established in the National Design Guide. In Milton Ernest, the design of new development must be appropriate to the location and the character of the area as described in the Character Assessment, taking into account: The appropriate housing density. • The historical context. • Good compatibility with local character and natural surroundings (further details are in the MENP)	92.1%	5.7%	2.2%	- Any new housing should be in keeping with local stonework or local brick work and not be resembling brick buildings with no character - Agree, but think houses should be limited to 2 storeys - Not applicable as no new developments to be permitted (x2)	- New buildings need to be in character - Limit new buildings to two-storey - No new developments
POLICY ME H3: PARKING. Proposals for new development shall provide parking in line with standards and design guidance established in the Bedford Borough Council Supplementary Planning Document (Parking Standards for Sustainable Communities) or a subsequent update of this. The preference is for car parking spaces to be provided off-road so as not to add to existing pressures. Parking should, where required, be close to the home to avoid on-street parking and should be set back from the main building line to avoid parked cars from visually dominating the street scene. (more detail is in the MENP)	93.4%	5.5%	1.1%	- Not applicable as no new developments to be permitted (x2) - Agree (Severe parking issues in Huntsmans Way & Arkwright Road) - Parking spaces for a development directly off the A6 must exceed the standard provision to provide sufficient parking for residents and visitors and avoid excess parking on the A6 footpaths and spill over parking in Marsh Lane if pedestrian access is planned. My observation in new developments is that residents prefer to park near their front door which is often on the road and not in their parking spaces which are often located at the side or back of the property	- No new development - Existing parking issues in and around Huntsmans Way - Need to avoid overspill parking on A6 and Marsh Lane - Need to exceed the standard provision for parking
POLICY ME H4: HOUSING STANDARDS. Each dwelling must be designed to be suitable for, or easily adaptable for, a range of potential occupants. Good levels of space, natural lighting, thermal comfort, privacy and security should be provided. New developments must contribute to safe environments and support crime prevention. Encouragement is given to schemes that meet the Nationally Described Space Standards	93.3%	4.5%	2.2%	- Not applicable as no new developments to be permitted (x2) - Agree, but all new housing should incorporate solar panels and heat pumps (not gas boilers)	- No new developments - Heat pumps, not gas boilers

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POLICY ME T1: TRAFFIC MITIGATION. Proposed developments must demonstrate what measures will be put in place to mitigate any increase in traffic, or changes in traffic patterns, due to development on Radwell Road or Thurleigh Road. This could include journey planning advice, cycle storage or improved access to a bus stop.	90.1%	8.8%	1.1%	- Not applicable as no new developments to be permitted (x2) - The area is already congested with traffic - The A6 is a heavily used road most of the time of day but particularly in the morning and late afternoon. Further traffic feeding from the new builds into it at these times will increase congestion to horrendous levels and increase the problems in traffic coming from Radwell Road onto the A6 which is very difficult - By having 25 homes on Rushden Road A6 will increase traffic and therefore increase traffic congestion on an already very busy road using by large vehicles as well as cars. Access from the development direct on to the A6 will mean more congestion, pollution and traffic noise. - Access from Thurleigh Road presumably via Marsh Lane would be difficult owing to many of the residents being elderly and the Lane itself is often congested with residents/carers parking. Also parents parking in the Lane at school times. There is the additional concern about speed from thoroughfare traffic - Traffic through Milton Ernst on Radwell rd and Thurleigh Road is already busy at certain times, adding another junction will add to this pressure. Thurleigh Road should not be considered an access point.	- No new developments - Will increase congestion and increase problems accessing the A6 from Radwell Road - New site will increase congestion - Concern about access from Marsh Lane - Already busy junctions. Thurleigh Road not an access point
POLICY ME T2: ACTIVE TRAVEL. Support will be given to proposals for development that incorporate improved and extended footpaths and cycle paths where appropriate. They should be direct, convenient and safe to use. Wherever possible, proposed new development should provide natural surveillance of public spaces and a safe pedestrian environment. Proposals for non-residential use should support and enable active travel through inclusion of safe, secure and convenient cycle parking as well as changing facilities where appropriate. Proposals for development that reduce the capacity or safety of existing active travel infrastructure, including footpath or cycle space, will not be considered favourably.	94.4%	3.4%	2.2%	- Not applicable as no new developments to be permitted (x2) - We would welcome more walking routes and cycle paths in the village and surrounding areas.	- No new developments - More cycling and walking routes