

MILTON ERNEST PARISH
NEIGHBOURHOOD PLAN

2020 – 2030

CONSULTATION STATEMENT

JANUARY 2021

MILTON ERNEST

NEIGHBOURHOOD PLAN

2020 – 2030

CONSULTATION STATEMENT

For more information, please visit the Parish Council website:

<https://miltonernest-pc.gov.uk/>

MILTON ERNEST NEIGHBOURHOOD PLAN (MENP) – CONSULTATION STATEMENT

PURPOSE

The purpose of this consultation statement is to set out the consultation that was carried out in relation to the MENP, to detail the results of that consultation and to show the relationship between the MENP content and the consultation findings.

INITIAL COMMUNITY ENGAGEMENT EVENTS

In 2014 a consultation evening was carried out at the village hall and there was a stall at the village fete. At that time, the key areas of interest or concern were:

- traffic and transport – traffic on the A6, the need for a bypass, traffic on Thurleigh Road and parking issues;
- Twinwoods - primarily because of a proposal for an incinerator;
- Cycle and footpaths – additional footpaths, cycleways and circular walking routes;
- Community facilities – allotments, more clubs and play equipment;
- Green spaces – improvement of Riverside Meadow; and
- Green energy – solar panels on village hall.

The presentation given at the initial consultation meeting is attached at appendix no 1.

VILLAGE QUESTIONNAIRE

In the summer of 2015, a questionnaire was sent to all houses within the village. The questionnaire sought views about what people liked about living in Milton Ernest, their appetite for development (and its type and design) and other important issues that should be covered by the neighbourhood plan. It built on the information gained from the initial consultation event.

There were 225 questionnaires completed, which represents around 70% of the 322 dwellings in the parish.

The questionnaire is attached at appendix no 2 and a detailed analysis of the results is attached at appendix no 3.

A summary of the key findings, together with the MENP response is set out below:

Living in the village

Questionnaire finding	MENP response
The MENP should seek to retain the rural atmosphere, size and feeling of the community	Objective no 1: to preserve and enhance the green and rural identity of our surrounding and the distinctive character of our village

Housing development

Questionnaire finding	MENP response
The MENP should support new development of up to around 25 houses.	Policy ME C1: allocates a site for 25 homes Policy ME H1: restricts allocated site to a maximum of 25 homes
New housing should be focussed on new and medium sized developments within the existing village SPA (Settlement Policy Area). Larger developments outside the current SPA are not desirable.	Policy ME C1: allocates a medium size development It was not possible to allocate a site for 25 houses within the pre-existing SPA
New building should, wherever possible, be undertaken on brown field sites.	Suitable and deliverable brown field sites were not available to meet the housing allocation
Development should be sympathetic to its surroundings in terms of size, height and style with the impact on the privacy on adjacent properties limited.	Policy ME H2: developments must reflect best design principles and must be appropriate to the location taken into account the Character Assessment, the appropriate housing density, the historical context and compatibility with local character and surroundings
It is important that sufficient off-road parking is provided so as not to add to the existing pressure on on-street parking.	Policy ME H3: parking to meet BBC's parking standards with a preference for off-road parking to be provided so as not to add to existing pressures
Buildings should be well-designed and future-proofed for a range of potential occupants, with good levels of natural lighting, thermal comfort and security.	Policy ME H4: dwellings must be suitable, or easily adaptable, for a range of potential occupants. Good levels of space, natural lighting, thermal comfort, privacy and security should be provided.
Plot sizes and design should provide sufficient space for general usage, mitigate noise and nuisance and minimise any reduction of natural light	Policy ME C2: development must be sympathetic to the best qualities of the surrounding environment, protect designated assets, take account of the impact on the privacy of adjacent buildings and respect the local residential amenity.

Questionnaire finding	MENP response
It is important that the local community is consulted and listened to at the early stages of project development.	Policy ME SD3: requirement to consult the local community in respect of applications for major developments.
Developments should, as far as possible, be carbon-neutral with a particular focus on reducing energy and water consumption and running costs, protecting the existing environment and mitigating flood risk. In addition, construction plans should seek to reduce the environmental impact of the construction works.	Policy ME SD1: applications should meet appropriate BREEAM standards and are encouraged to meet Passivhaus standards. Housebuilders are encouraged to register under the Home Quality Mark. Policy ME SD4: requirement for developers to avoid medium or high-risk flood areas. A range of measures to manage and minimise flood risk are required. Project/Aspiration ME SD1: developers should take positive action to reduce and mitigate nuisance
The focus should be on lower-cost homes that provide for older people (including downsizing) and for family homes.	Policy ME H1: requirement for the allocated development site to provide a mix of housing including starter homes, family homes and homes specially for older people

Business and commercial development

Questionnaire finding	MENP response
The MENP should support the maintenance of business and commercial development in the village and, where appropriate, facilitate additional development.	Whilst there are now specific policies in the MENP, this finding is included in the document
Business, commercial and industrial development should predominantly be focussed at Twinwoods with any other development being on brownfield sites. This requirement would not, however, apply to the provision of appropriate community facilities.	Whilst there are now specific policies in the MENP, this finding is included in the document

Any new business, commercial and industrial development must limit noise to acceptable levels, have effective plans for monitoring and controlling pollution and must demonstrate clearly that traffic generation will not have an unacceptable impact on the village in terms of congestion and safety.	Policy ME SD2: requirement to mitigate noise, nuisance, traffic and pollution Policy ME T1: Proposed developments must demonstrate what measures will be put in place to mitigate against any increase in traffic, or changes in traffic patterns
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Transport

Questionnaire finding	MENP response
The opportunity of development should be used to support cycle routes, bus services and to improve sustainable connectivity between villages	Policy ME T2: developments should, where possible, extend footpaths and cycle paths and support and enable active travel Project/Aspiration ME T1: to provide better and safer walking and cycling provision along, and across, the A6

Environment and open areas

Questionnaire finding	MENP response
The retention of green spaces and wildlife areas is important. Access to the countryside must be maintained and improved.	Policy ME C3: The playing field and Riverside Meadows designated as Local Green Spaces Policy ME C4: designates Milton Ernest natural areas where development will not be approved

REGULATION 14 CONSULTATION

Process

The Regulation 14 consultation was carried out between 1 November 2020 and 13 December 2020. The arrangements for the consultation were as follows:

- An advertisement was placed in the Villager magazine, which was delivered to all houses in the community prior to 1st November (copy of advert shown below);
- Notice of the consultation was placed on the Parish council web-site;
- Information about the consultation was placed on the Milton Ernest Facebook page and the MyNeighbourhood site;

- A printed copy of the draft MENP was delivered to all dwellings together with details of how to take part in the consultation;
- An on-line survey form was placed on the PC's web-site, which allowed preferences in respect of the draft policies to be expressed as well as general comments;
- A printed copy of the survey was made available to anyone who rang the PC clerk and requested one.

WE WANT
YOUR
FEEDBACK

MILTON ERNEST NEIGHBOURHOOD PLAN (MENP)

HAVE YOUR SAY

Consultation on the Milton Ernest Neighbourhood Plan starts on 1 November 2020 and will run until 13 December 2020. This is known formally as 'Section 14 consultation'.

To see the plan, go to the Milton Ernest Parish Council website: <https://miltonernest-pc.gov.uk>. The site contains a link to a detailed survey form – please complete the form to let us know your views. You will see the form if you navigate to Neighbourhood Plan, Consultation and Consultation November 2020*.

If you do not have access to the internet please contact the parish clerk, Sue Bottoms on 01234 751300. We will send you a copy of the plan together with a hard copy of the questionnaire (which should be returned to the clerk when completed).

Why is the MENP important?

The Localism Act of 2011 gave communities 'direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need'. The neighbourhood plan is the way in which that idea takes effect. It becomes a 'material consideration' for planning applications, which means that Bedford Borough Council must take into account the policies in the MENP when making planning decisions.

There are four key areas where the MENP will make a difference:

- it sets out a range of policies that will apply to development within the parish;
- it allocates a development site to meet the borough council's requirement for 25-50 new houses to be built in the village by 2030;
- it will mean that the parish council will receive 25% of developer contributions, rather than 15% if no plan is in place; and
- it sets out non planning-related projects which, if approved by the community, will give added strength in applying for funding.

What happens next?

After the consultation closes the results of the survey and other representations will be collated and analysed; the MENP will be amended as required. The final plan together with all the supporting documents will be submitted to Bedford Borough Council, with a target date of 15 January 2021.

The next stage is another six-week consultation period (Section 16 consultation). There will then be an Independent Examination by a planning inspector. If it is deemed that the plan meets all the required criteria, then it will be put to the residents of Milton Ernest through a referendum.

Note: if the start of the consultation process is delayed the end date will move accordingly.

YOUR
VOICE
MATTERS!

In addition, comments were sought from Bedford Borough Council (BBC) and from a list of statutory consultees provided by BBC.

The printed version of the questionnaire is attached at appendix no 4.

Community response

Members of the community submitted 92 responses. The results are shown below:

Policy	% agree	% disagree	% Neutral
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%
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%
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%
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%
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%
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%
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%
POLICY ME NE4: DARK SKIES. Lighting proposals for development will be supported where it is demonstrated 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)	90.2%	5.5%	4.3%
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%		

Policy	% agree	% disagree	% Neutral
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%
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%
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%
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%
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%
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%
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%
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%
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%
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 Thurlleigh Road. This could include journey planning advice, cycle storage or improved access to a bus stop.	90.1%	8.8%	1.1%

Policy	% agree	% disagree	% Neutral
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%

A screen of the automatic on-line analysis is attached at appendix no 5.

It can be seen that, with the exception of two policies there were extreme high levels of support. The two policies with lower levels of support were ME C1 about the principle of a 25 house development at the Rushden Road site (70.1%) and ME H1 about the specifics of the development of the Rushden Road site (75%). However, these still scored well, with significantly more in favour than against.

In addition, 124 comments made both to the individual policies and in general. These are collated at appendix no 6.1, together with the response to each comment.

The main comments can be summarised as follows, together with the response (in italics):

- There should be no development at all: *the Bedford Local Plan requires at least 25 new houses to be allocated in Milton Ernest. If a site, or sites, is not identified to meet this requirement then the Borough Council will allocate a site*
- Use brownfield sites: *suitable brownfield sites did not come forward from the 'call-for-sites' process*
- Views will be lost: *the Rushden Road site was not identified as a key view in the parish. It will not be possible to have some development and retain all existing views*
- Concern about bats on the Rushden Road site: *Policy ME N1 states that new developments must provide a net biodiversity gain, enhancing features of significant ecological value and habitats.*
- Keep the Queens Head open: *Policy ME CF1 lists the Queens Head public house as a community facility that must be protected from loss.*
- Concern about Rushden Road site adding to flood risk: *Policy ME SD4 (Flood Risk) sets out the range of measures to be used to mitigate the likelihood of flooding as part of a sustainable urban drainage system (SuDS)*
- Concern about the additional traffic generated by the Rushden Road site: *any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive*

days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.

- Need for a bypass: *this is not something that can be specifically addressed by the MENP*
- More cycle paths and walking routes needed: *Project/aspiration ME CF1 (access to the countryside) and Policy ME T2 (active travel) support the development of cycling and walking routes*

Bedford Borough Council response

The Local Planning Authority, Bedford Borough Council, provided a detailed response to the draft MENP. The key points of that response, together with the changes made as a result are detailed in appendix no 7.

Responses made by Bedford Borough Council at the Regulation 14 stage were supportive of the Plan and included a number of constructive comments. These included a series of clarifications that have been made to the submission version Neighbourhood Plan, encompassing, for example, updated references to various documents and suggested rewording of text in the Plan, helping officers and applicants infer how policies should be used.

The main thrust of the comments Provided by Bedford BC were in respect of heritage, which has since been expended upon in the Plan, including greater reference to assets in the area as well as the findings of the Character Assessment work undertaken in support of the Plan. The comments also requested that further information be provided in respect of the Local Green Space designations and proposed Natural Areas in the Plan. The evidence submitted alongside the Plan now provides this

Bedfordia response

Bedfordia, through their agents, DLP submitted a detailed response. In overall terms, it welcomed and supported the draft MENP. The response commented on the individual policies and, in most instances, gave additional support for the policies.

The primary concern expressed in the response was that the maximum allocation of 25 houses was too limiting and the new SPA boundary did not include all the available land. Following receipt of the response, a meeting was held between DLP and the MENP steering group. The clarification that emerged was that Bedfordia was reasonably content with the current allocation but wanted the potential to extend the site in the future, and so install infrastructure of the right size and capacity in, what they would see as, the first phase.

Other responses

- **Land beside Thurleigh Road:** A submission was made by the owner of land beside Thurleigh Road suggesting that it could could beneficially be used to provide an additional 25 houses with access directly onto the A6. The letter also offered to explore land for allotments and offered the potential for a cycle route to Clapham.
- **Highways Agency:** no comment.

- **Thurleigh Parish Council:** expressed concern that the policy M1 T1 (Traffic Mitigation) could lead to additional vehicles through Thurleigh, particularly if there was addition commerce or industry at the Twinwoods site.
- **Historic England:** no capacity to make detailed comments
- **Natural England:** no specific comments
- **Anglian Water:** supports Policy ME SD4 (Flood Risk) and has no comment to make on ME H1 (Rushden Road housing allocation)
- **Twinwoods Business Park:** no response
- **Home Office (re Yarl's Wood Immigration and Detention Centre):** Unable to comment as it is 'not an immigration matter'
- **NHS Bedfordshire, Network Rail, Marine Management, Environment Agency, Homes and Communities, Coal Authority:** no response

Comments on the responses and impact on the draft MENP

The community responses showed a strong level of support for most of the policies and good support for the two specific policies around housing development. The additional written comments related, primarily, to the principle of whether development should take place at all. However, given the Bedford Borough Local Plan 2030, allocates 25-50 houses to Milton Ernest, no development is not an option. ***No changes to the MENP have been made as a result of the community consultation responses***

The response of Bedford Borough Council details suggested amendments to the draft MENP or order to be more consistent with planning requirements. ***The MENP has been amended to reflect the changes suggested by the Local Planning Authority..***

The Bedfordia response, in essence, wished the MENP to include the potential for further expansion of the Rushden Road allocated site. The development and commercial viability of the site for 25 houses has been assessed by the Parish Council's planning advisers Troy Planning+Design. The result of that exercise demonstrated that the site, at 25 houses, could deliver a good level of profitability. The restriction of the site to 25 houses was intended to meet the Local Plan requirements whilst also reflecting the preferences of the community in terms of numbers, scale and the retention of the village 'feel' as expressed in 2015 questionnaire. The response also questioned the density requirement, as did the response from BBC. As a result, this has been removed. ***No other change to the draft MENP has been made as a result of the Bedfordia response.***

Land beside Thurleigh Road response offered an additional site for development for an extra 25 houses. This site was previously submitted as part of the 'call-for-sites' and assessed along with all the sites. The conclusion was 'Given the likely landscape impacts, harm to the setting of the Scheduled Monument and the setting of the nearby Listed Buildings it is considered that the site is not a suitable site for development'. In addition, it would mean a further expansion of the SPA and development in excess of 25 houses. ***No change to the draft MENP has been made as result of the response in relation to land beside Thurleigh Road.***

The Thurleigh Parish Council raised concern about the potential increase of traffic through Thurleigh as a result of the MENP's traffic mitigation policy combined any increased in

operations at the Twinwoods Business Park. Traffic along Thurleigh Road is a primary concern for many in the community and the traffic mitigation policy received high levels of support. ***No change to the MENP has been made as a result of the representation from Thurleigh Parish Council.***

APPENDIX 1:

Presentation given at initial community engagement event



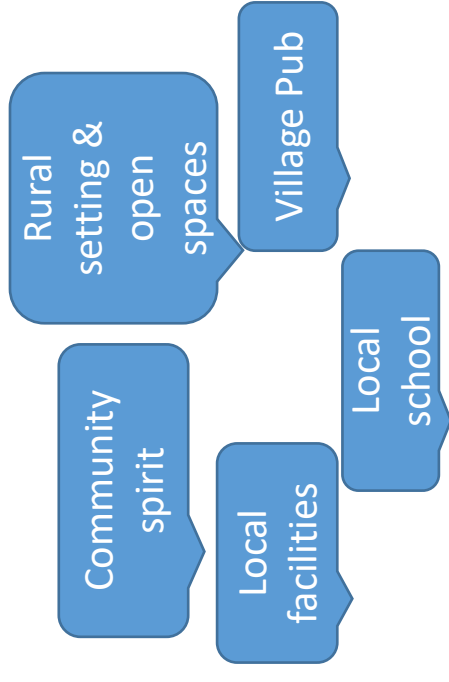
Milton Ernest Neighbourhood Plan

About today's event

The Milton Ernest Neighbourhood Plan Steering Group is producing a Neighbourhood Plan sponsored by The Borough Council which will let People have a say in how Milton Ernest is going to develop over the next 20 years.

The Localism Act brought into force by the Government in 2011 attempts to devolve more powers to local areas. As part of this Town and Parish Councils and properly constituted Community Groups can now produce Neighbourhood Plans.

What is the Neighbourhood Plan?

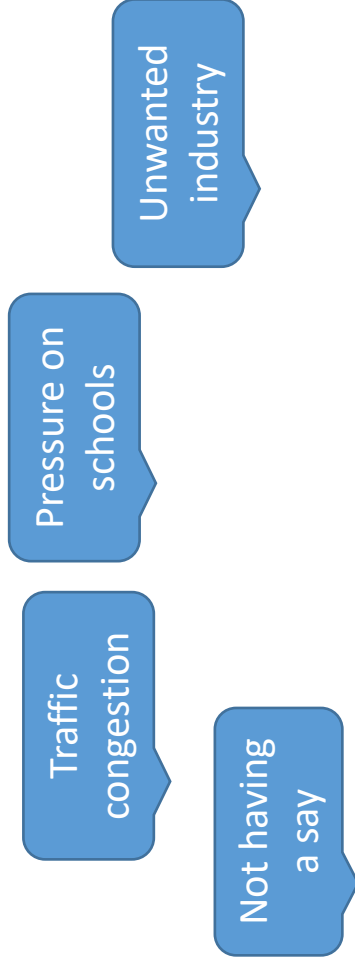


What would you like to protect in Milton Ernest?

What issues could the Neighbourhood Plan address?



What is missing or not sufficiently provided for in Milton Ernest?



What your concerns are for future development?

A parish plan is one that can cover a whole range of issues which potentially affect the community – from dog fouling to parking issues and community facilities.

A Neighbourhood Plan is one that is restricted to land use and development matters, which once adopted will become part of the formal local development plan. It should relate to the use and development of land within a designated neighbourhood. In addition, the process and regulations set out in the Localism Act 2011 will need to be followed when preparing a Neighbourhood Plan.

Once adopted this plan will carry significant 'weight' when the Local Planning Authority assess planning applications or they are considered at appeal. Milton Ernest is developing a Neighbourhood Plan to ensure that growth and development issues can be addressed by local people.

Parish or Neighbourhood Plan?



Conformity with other plans

Neighbourhood Plans need to be in general conformity with higher level plans – that means they cannot promote less housing growth of development than the Borough's Local Plan 2032. Neighbourhood Plans are allowed to deliver more development.

They must also have regard to national planning policies contained within the National Planning Policy Framework

Prepare a profile of the neighbourhood to
Inform consultation process

Undertake a neighbourhood appraisal

Consult and produce 'vision' for
neighbourhood

Draft and consult on Neighbourhood Plan

Submit for independent examination

Publish final Neighbourhood Plan and
proceed to referendum seeking a simple
majority (over 50%)

Neighbourhood Plan adopted by Local
Authority

Carry out
sustain-
ability
appraisal

How a Neighbourhood Plan is prepared?

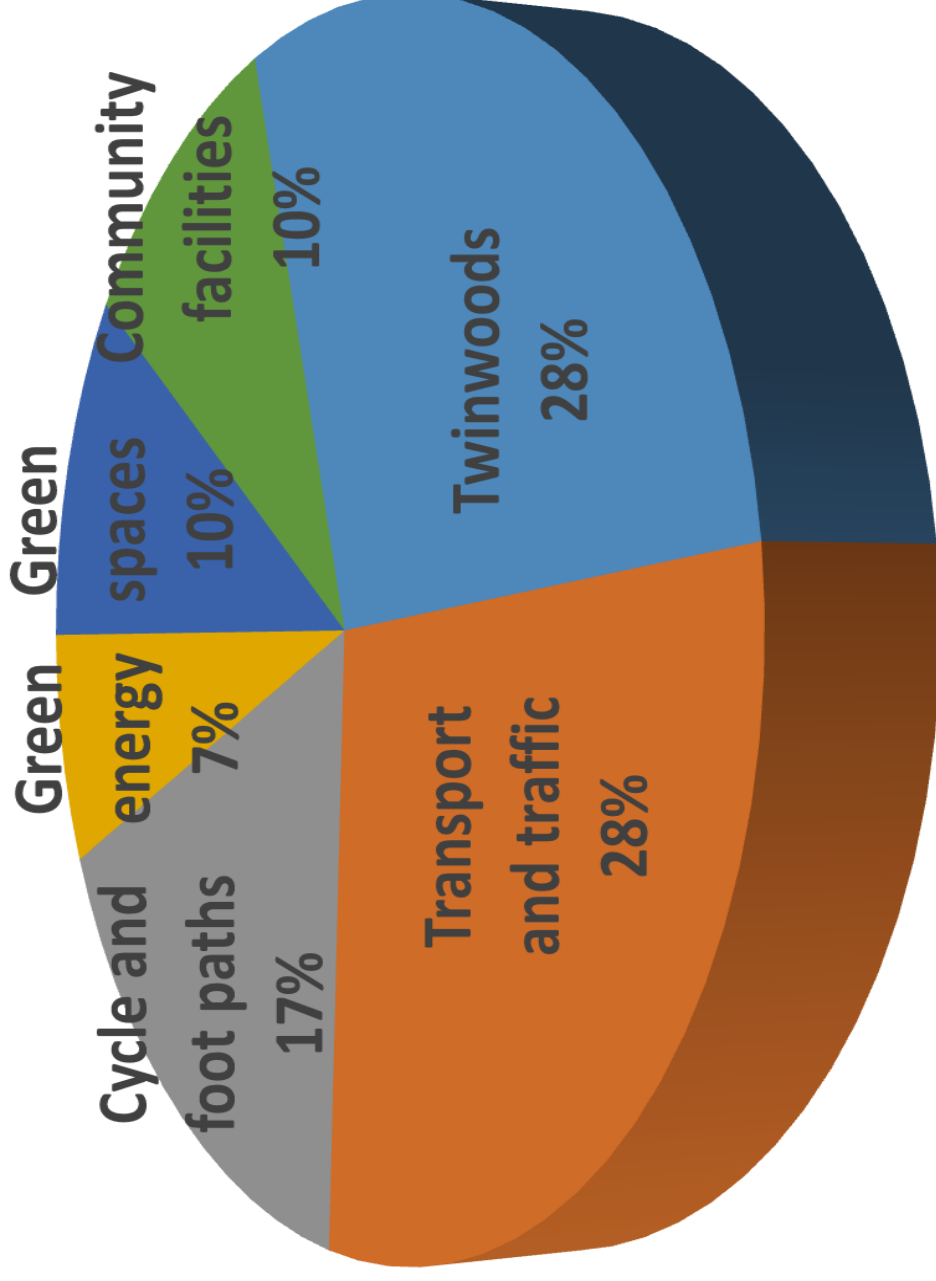


Local Authority Support...
Local Authorities must provide support and
advice to parishes and or forums preparing a
plan.

Legal Compliance...
Neighbourhood Plan must comply with a
number of EU Directives, National Planning
Policy and Local Plan policies.

Referendum...
The referendum area can be wider than a
Neighbourhood if proposals impact on
others.

Comments per issue



The issues you have raised with us from our first Event.





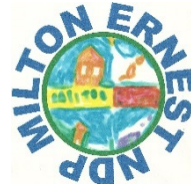
Progress so far.....

- **Establishment of Steering Group**
- **Appointment of key Consultants**
- **Registration of Neighbourhood Plan area**
- **Community Consultation and Information event**
- **Development of existing evidence base**
- **Creation of website**

Next Steps.....

- **Finalise Communication Strategy**
- **Identify key issues for the Plan**
- **Compile an evidence base from existing reports and Identify gaps**
- **Develop a draft vision and objectives**
- **Prepare for a future Community Consultation event**

APPENDIX 2:
Village questionnaire, 2015



Milton Ernest Neighbourhood Plan Questionnaire

Milton Ernest Parish Council has taken the decision to produce a Neighbourhood Plan for our parish. This is being undertaken by a Steering Group comprising of Parish Councillors and members of the community.

The purpose of the plan is to ensure that future development in the parish meets the needs and aspirations of the community.

A Neighbourhood Plan will provide planning policies based on the views of local people. It has legal weight and can be used in conjunction with Bedford Borough Council's Local Plan to shape future development in our parish.

This questionnaire is an opportunity for all members of the community to express their views on a number of issues, which will then form the basis of the Neighbourhood Plan. Once the plan is approved, which includes a referendum held for residents of Milton Ernest, and is adopted by Bedford Borough Council it becomes part of the statutory development plan for this area and has to be taken into account when any future development is considered.

Neighbourhood plans relate to the use and development of land and associated social, economic and environmental issues. It may deal with a wide range of issues (like housing, employment, heritage and transport) or it may focus on one or two issues that are of particular importance in a local area.

Some issues raised in this questionnaire may not be within the permissible scope of a Neighbourhood Plan but your views on these matters are important and may prove useful in other ways for the future development of the parish.

Bedford Borough Council is currently working on a new Local Plan 2032. We don't know as yet what this new plan will mean for Milton Ernest and whether it will provide for more development in our parish but we hope that with a robust Neighbourhood Development Plan (NDP), the community can look forward knowing that any future development will be where and what the community wants it to be.

As part of Bedford Borough Council's 2032 planning process landowners have been asked to identify and nominate sites they wish to be considered for future potential development, referred to as 'Call for Sites'. Five such sites have been put forward within the parish of Milton Ernest. Neighbouring parishes may also have nominated sites.



Sites within Milton Ernest have been illustrated (for your information) on see the map below together with a map showing the current Settlement Policy Area (SPA). Nominated sites falling elsewhere within the Borough's catchment can be accessed via Bedford Borough Council's website.

<http://edrms.bedford.gov.uk/PlanningBrowse.aspx?id=CNocfnCJiobtBgNj2P%2bqDA%3d%3d>

From comments and observations obtained through community engagement events the Steering Group have produced a draft Vision and set of objectives. These have been published on the Parish Councils website (under NDP) and are replicated below.

Vision

The Neighbourhood Plan seeks to ensure that Milton Ernest remains a safe, successful and rural village with a balanced and diverse community. It will reflect the aspirations of the community and ensure that facilities and services are provided should any additional housing or business development be required and that such development retains and improves its character and value.

Milton Ernest Neighbourhood Development Plan

Main Aims/Objectives

1. To preserve, protect and enhance the green and rural identity of our surroundings and the distinct character of our village, maintaining the separation between our neighbouring villages and avoiding the creep of urban sprawl.
2. To protect the biodiversity of our area, our local wildlife and its habitat and trees and preserve community green open spaces.
3. To ensure all residents have access to community facilities and should any future development takes place to make sure it includes new appropriate and proportionate green spaces for leisure and recreation.
4. To ensure, through our planning policies, that any future development within the parish is sensitive, sustainable and low impact (including employment sites) and deliver amenities that are important to meet the needs of the community.
5. To meet any new and identified housing demand in a way that is sympathetic to the area and that ensures that the right type of housing is built in the right locations, (specifically, previously built on/brown field sites), and to minimise the impact of such development on the natural and built environment.
6. To seek ways of addressing the problems of traffic congestion and the lack of parking on our roads, ensuring our roads and paths provide safer and more accessible routes, better balancing the needs of pedestrians, cyclists and drivers and ensuring that any future development does not worsen the present situation.



Please fill in our Questionnaire and help us to develop a Neighbourhood Plan which truly reflects the views of the residents of this Parish.

Your questionnaire must be completed **by 26th June 2015**. Copies have been delivered to your household in accordance with the Register of Electors (as of 2/3/15). If you would like additional copies please call the contact number below.

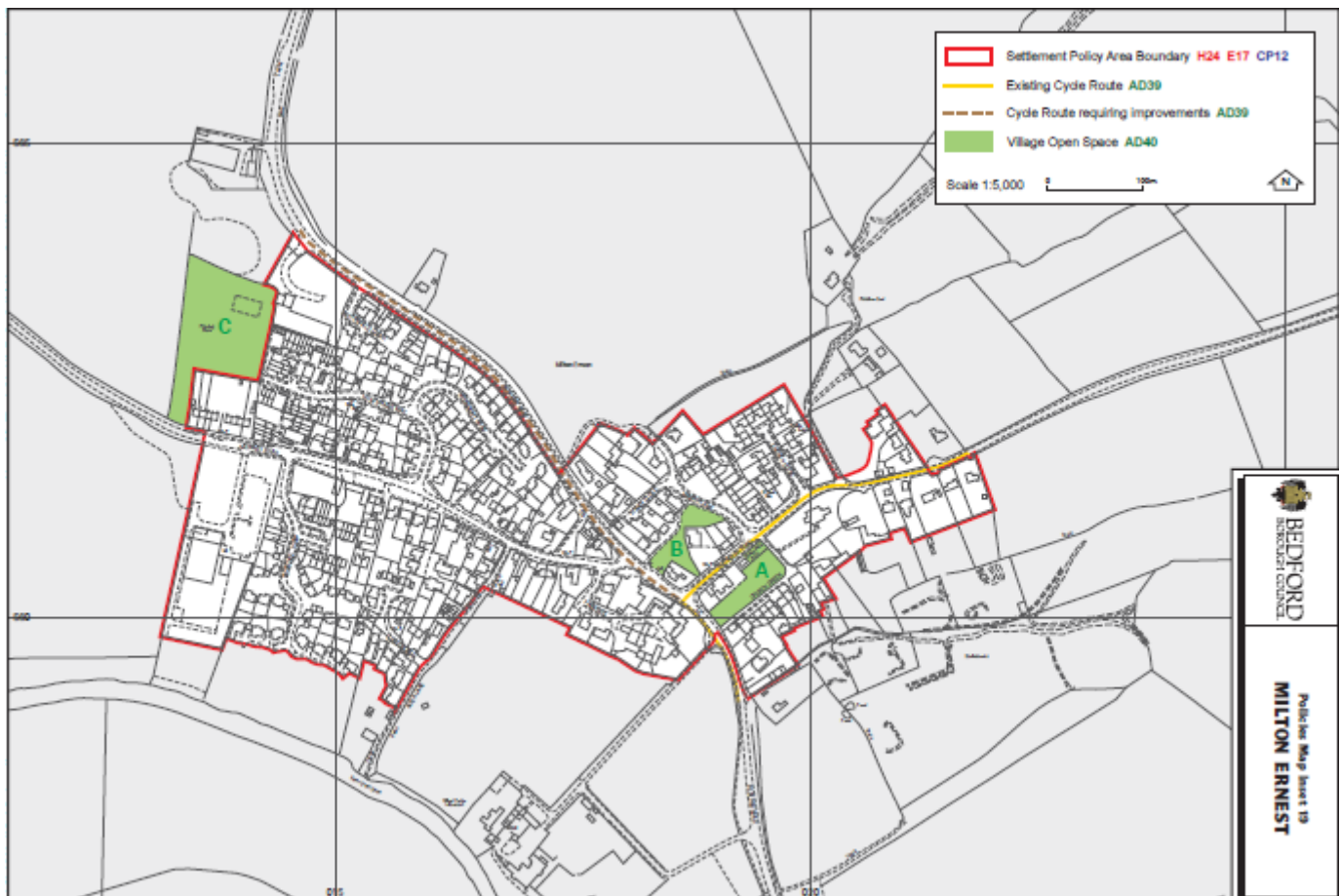
Completed and uncompleted copies will be collected by a representative of the Steering Group over the weekend of the 27th and 28th. Please have your questionnaire(s) to hand to make sure your views are captured.

If you would like any assistance in completing or returning this questionnaire, please email. mail@milton-ernest.co.uk or call 01234 824635.

Thank you for your support

The area within the red border of the map below shows the current Settlement Policy Area (SPA) for Milton Ernest. The areas shown in green are designated 'Village Green Spaces'

Milton Ernest Settlement Policy Area (source: Bedford Borough Council)





Section 1 – Local Issues

Please would you indicate how important the following issues are to you?

What do you enjoy/ like about living in Milton Ernest? (Please tick)

1.		Not Important 1	2	3	4	Very Important 5
	Size of the village					
	Its rural atmosphere					
	Feeling part of the community					
	Village activities/ community groups					
	Easy access to major road networks					
	Easy access to the countryside					
	Variety of housing; type, cost, size etc.					
	Good local schools					

Comments, if any (please write in)

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Section 2 - Development (please tick)

The current size of the village is approximately 300 houses and 750 people.

Whilst at this time we have not been allocated a requirement for homes to be built and regardless of any housing allocation from Bedford Borough Council, how many new homes do you think should be built in the Village in the next 15 years?

0	1-10 (up to 3%)	11-25 (4-8%)	26-50 (9-17%)	51-100 (17-33%)	100+ (more than 33%)

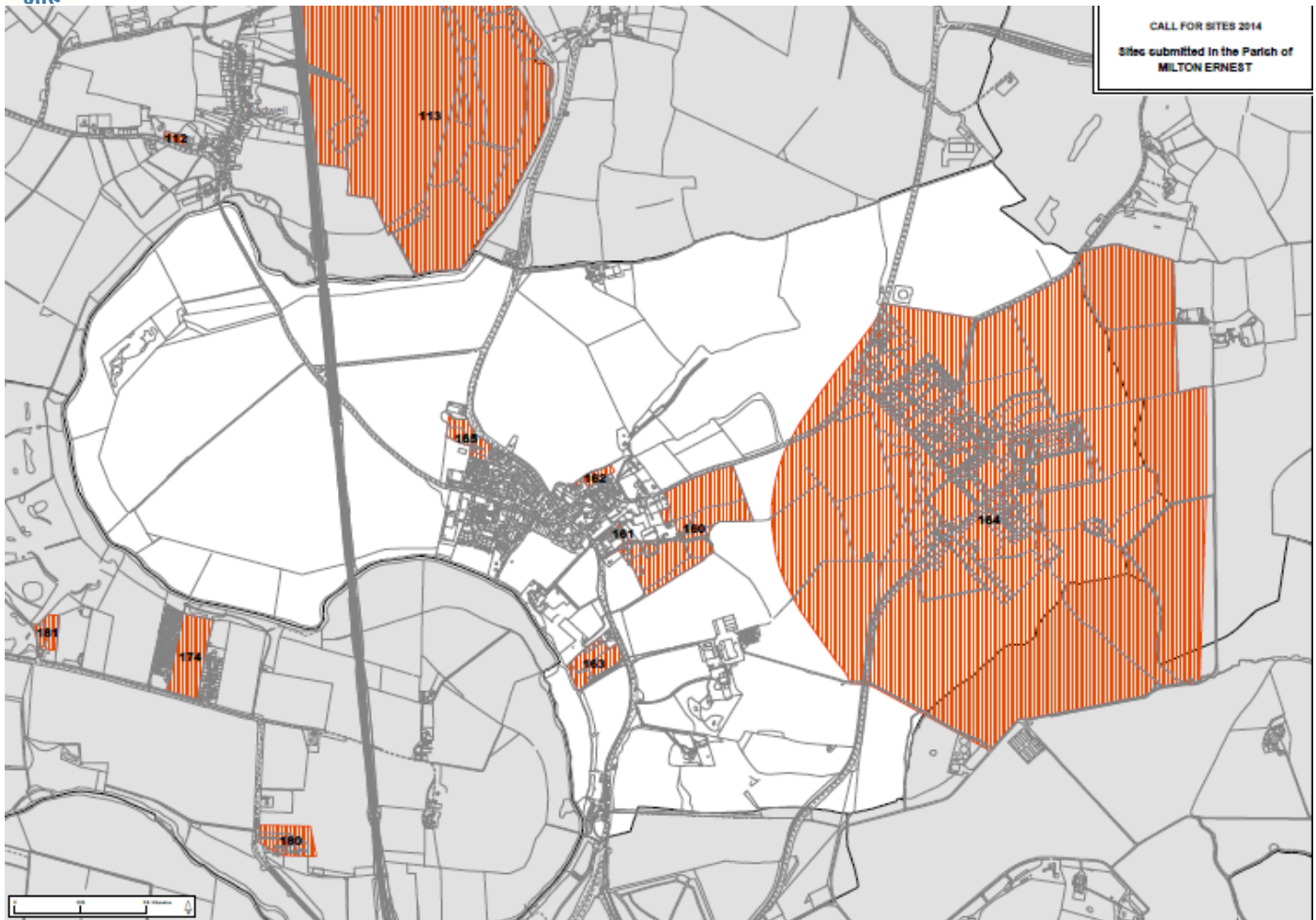


Assuming that Bedford Borough Council require us to achieve a housing allocation, please would you rank the following options 1 to 4, where 1 is your most preferred option through to 4 as your least preferred option (please rank 1-4)

2.2		Ranking
	A number of small developments	
	A mixture of medium and small developments	
	A number of medium scale developments on the outskirts of the Village	
	A single large scale development on the outskirts of the Village.	

What sort of land should any such housing be built on?

2.3		Ranking
	Brownfield (previously built on/developed) land	
	Conversion of existing buildings	
	Greenfield land (land that has never been built on)	
	Infilling (building on existing gardens/between buildings)	



Call for Sites (2014) source: Bedford Borough Council

The shaded areas of this map show the areas submitted under the Borough Council's 'Call for Sites'. This and similarly marked maps for surrounding parishes are available to be viewed on the Borough Council website under Planning Town and Country, Neighbourhood Planning.

It must be noted that these areas are simply 'expressions of interest'. The Borough Council have not allocated any of these sites for development at this time.



How important are the following aspects in relation to new developments/dwellings?

2.4	Design and function	Not Important 1	2	3	4	Very Important 5
	The design being in keeping with and sympathetic to the character of the surroundings.					
	Communal green spaces.					
	Reasonable sized gardens.					
	The height not being significantly higher than surrounding buildings.					
	The footprint (the area on the ground it takes up) not being significantly larger than surrounding buildings.					
	Overlooking of surrounding properties should not cause a loss of privacy or a visually overbearing impact.					
	Larger room sizes and sufficient drying and storage space.					
	New development including different architectural styles, not just copying traditional styles.					
	Site access not being detrimental to surrounding buildings, roads or pedestrians.					
	New developments having a variety in materials (e.g. bricks, timber, stone).					
	New developments being mixed, including open space for play/recreation, shops and facilities.					
	Off road parking to avoid obstructing pavements.					

Comments, if any (please write in)

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2.5	Wellbeing	Not Important 1	2	3	4	Very Important 5
	Listening to the community at an early stage before initiating development projects.					
	Reducing disturbances during construction.					
	Preventing/reducing noise disturbance between neighbouring/joined dwellings.					
	Thermal comfort - make sure the temperature is comfortable throughout the house.					
	The effect on daylight to the surrounding properties.					
	Good levels of natural daylight in dwellings.					
	Providing sufficient and private outdoor space.					
	Making houses more suitable/adaptable for the whole lifetime, including for the elderly and disabled.					
	Reducing light pollution.					
	Better security against burglars and intruders.					

2.6	Running costs and the environment	Not Important 1	2	3	4	Very Important 5
	Lower running costs (e.g. reducing heating and maintenance bills).					
	Making buildings low or zero carbon to reduce the effects of climate change.					
	Storage for bicycles.					
	Reducing water consumption through water saving fittings and technologies.					
	Reducing/avoiding flooding risk.					



Reducing the environmental impact from construction material manufacture and waste.					
Protecting wild animals, trees and plants (ecology).					

Comments, if any (please write in)

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Assuming that Bedford Borough Council require us to achieve a housing allocation, which types of property are required in the Parish in the future? (Please tick)

2.7		Not Important 1	2	3	4	Very Important 5
	Property for rental					
	Low cost starter homes for sale					
	Smaller homes for residents to downsize to					
	Family homes (3/4 bedrooms)					
	Larger homes (4+ bedrooms)					
	Housing specifically for older people					

Comments, if any

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Section 3 - Development – Businesses

You may already know of a small number of businesses that operate within Milton Ernest. It may be unknown by some, however, that Twinwoods Business Park also falls within the Parish of Milton Ernest. Twinwoods is privately owned and has the potential to accommodate significant industrial activity.



Do you think that there should be commercial/industrial development in the parish, (which may lead to local employment)?

3.1	Less	Maintain Existing amount	More

If you answered 'more', how much of it should be on -

3.2		None	Some	All
A	Twinwoods Business Park (brown field)			
B	Other existing commercial/industrial land, including that within the village (brown field)			
C	Farmland, pasture or woodland (green field)			

Comments, if any (please write in)

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In connection with existing or potential commercial/industrial activity to what extent do the following cause you concern?

3.3		Least Concern 1	2	3	4	Most Concern 5
A	Pollution (to the air, soil or water courses)					
B	Noise					
C	Traffic congestion					
D	Pollution from traffic					
E	How it looks (visual amenity)					
F	Dilapidation/disuse of existing commercial / industrial land					
G	Lack of employment opportunities in the parish					
H	Lack of employment opportunities in the Borough					
I	Type of Business Activity, e.g. heavy industrial, logistics (please specify below)					



J	Hours of operation; e.g. night work, before 7 am (please specify below)					
K	Increased traffic levels					

Comments, if any

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Twinwoods Business Park is the largest commercial/industrial area in the parish, to what extent would you support the following development scenarios at Twinwoods?

3.4		Not at all 1	2	3	4	Very Strongly 5
A	Continue existing commercial/industrial use, including potential for heavy industry (e.g. power generation from waste)					
B	Commercial/industrial use, but excluding heavy industry					
C	Conversion to residential use (e.g. a new estate)					
D	Conversion to retail/leisure use (e.g. out of town retail park)					
E	Conversion to offices (or similar) use					
F	Renewable energy generation (wind or solar farm)					
G	Other, please specify below					

Comments, if any

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Bearing in mind that there may be some development in the future, are there any areas in the Parish of Milton Ernest which you think are important and should be protected as green space?

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Section 4 - Traffic & Transport

**Which key areas are needed to help address traffic issues in the Village?
(please tick)**

4.1		Strongly disagree 1	2	3	4	Strongly agree 5
	Improve traffic management and safety within the village					
	Install further speed control initiatives on roads into the village					
	Implement a 20 mph speed limit on Radwell Road					
	Implement a 20 mph speed limit on Thurleigh Road					
	Provide additional parking in the village					
	Implement traffic calming measures on Radwell Road					
	Implement parking restrictions in the village and strengthen the enforcement of them					
	Improve street lighting					

How can we encourage people to use other forms of transport apart from cars? (please tick)

4.2		Strongly disagree 1	2	3	4	Strongly agree 5
	Encourage sustainable forms of transport					



	Encourage cycling by providing better cycle routes within the Parish					
	Improve bus services through the Village					
	Improve footpath connectivity to neighbouring villages					

Do you have any thoughts/ comments relating to Traffic & Transport?

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Section 5 - Community Facilities

Are there facilities or areas of the Village which you use and feel are important?

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As with most villages of this size it can be difficult to support local services and facilities. With that in mind, what are the key developments which you would like to see in the future, remembering that this plan covers the next 15 years? (please tick)

5.2		Strongly Disagree 1	2	3	4	Strongly Agree 5
	Develop community facilities. (e.g. local shops, allotments)					
	Better access to Health Centre (Doctor, Dentist, Pharmacy)					
	Develop facilities for the under 18's (Please give examples below)					
	Develop the Primary School in its current location					
	Green energy initiatives e.g. solar, wind, Biogen					
	Improved broadband					

Are there any other facilities which you would like to see in the Parish in the future?



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Section 6 - Environment and Open Areas

In order to preserve the historical and rural feel of the Village, which areas should be preserved and/or improved? (please tick)

6.1		Not Important 1	2	3	4	Very Important 5
	Overlooking of surrounding properties not causing a loss of privacy or a visually overbearing impact.					
	Retain the current access to the surrounding open fields					
	Improve pedestrian and cycle routes					
	Provide children and young person's play areas in addition to Playing Field					
	Develop new wildlife areas					
	Improve Public Footpaths/ Bridleways					
	Designated green spaces – a green area demonstrably special to a local community and holds a particular significance					
	Preserve current access to river banks					
	Preserve views of Historic buildings and green spaces					
	Dark skies – limit public lighting					

Are there any other aspect which are important to you?

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To what extent do any of the following points, raised in previous NDP consultations, cause you direct concern in the Parish? (please tick)

6.2		Of No Concern 1	2	3	4	Of Great Concern 5
	Noise from A6					
	Air pollution from A6					
	Speeding traffic in Village					
	Air pollution from other sources					
	Loss of open space					
	Dog fouling					
	Loss of trees and hedgerows					
	Flood risk					
	Farming practices					
	Heavy industry (Twinwoods)					

Are there any other aspects which you think should be considered in the future?

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Section 7. About you (optional section)

We would very much appreciate if you would complete the following demographic questions. This information will assist us to demonstrate that we have collated the views of a broad cross section of people living in the Parish. It will not be shared or used in any decision making process for the Neighbourhood Plan or to any third parties.

What is your post code?

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House Number?

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To which age group do you belong? (please tick one)

Under 20	20-29	30-39	40-49	50-59	60-69	70+



What is your gender?

Male	Female

If you would like further updates please visit the web site (www.milton-ernest.co.uk) or send an email to mail@milton-ernest.co.uk

Thank you for taking the time to complete and return this Questionnaire.

APPENDIX 3:

Analysis of responses to village questionnaire, 2015

Milton Ernest Neighbourhood Development Plan - Summary of Questionnaire Results

DATE: 13 AUGUST 2015 AUTHOR: KEVIN WHITESIDE

Context

THE QUESTIONNAIRE

The Localism Act of 2011 provided the opportunity for local areas to progress plans that would become a 'material consideration' as part of the planning process – these are known as Neighbourhood Development Plans (NDPs). Milton Ernest Parish Council has decided to go through the process of adopting such a plan.

The first stage is fact finding – to understand the desires and wishes of the local community. As part of that process, a questionnaire was delivered, on the weekend of 14 June 2015, to all Milton Ernest residents who were registered on the electoral role.

The questionnaire sought views on the following:

- Local issues: what people liked about living in Milton Ernest;
- Development: the appetite for development, its type, location design and impact;
- Business and commercial development: the type, amount, location and concerns and issues;
- Traffic and transport: issues and potential for improvement;
- Community facilities: identified needs; and
- Environment and open areas: preserving the historical and rural feel of the village.

Questionnaires were delivered to a every house in the parish – 225 were returned.

ANALYSIS

The questionnaire contained 17 sections with 112 questions, plus a short, optional, section about the responder. In 98 of the questions respondents were asked to rate issues between 1 and 5, with 1 being not important and 5 being very important. The results were averaged to give an overall assessment about the view for each question.

In a number of sections there was space for additional views to be given through free text. At this stage the analysis these additional comments have not been taken into account. They will be added at a later stage.

Section 1 – Local Issues

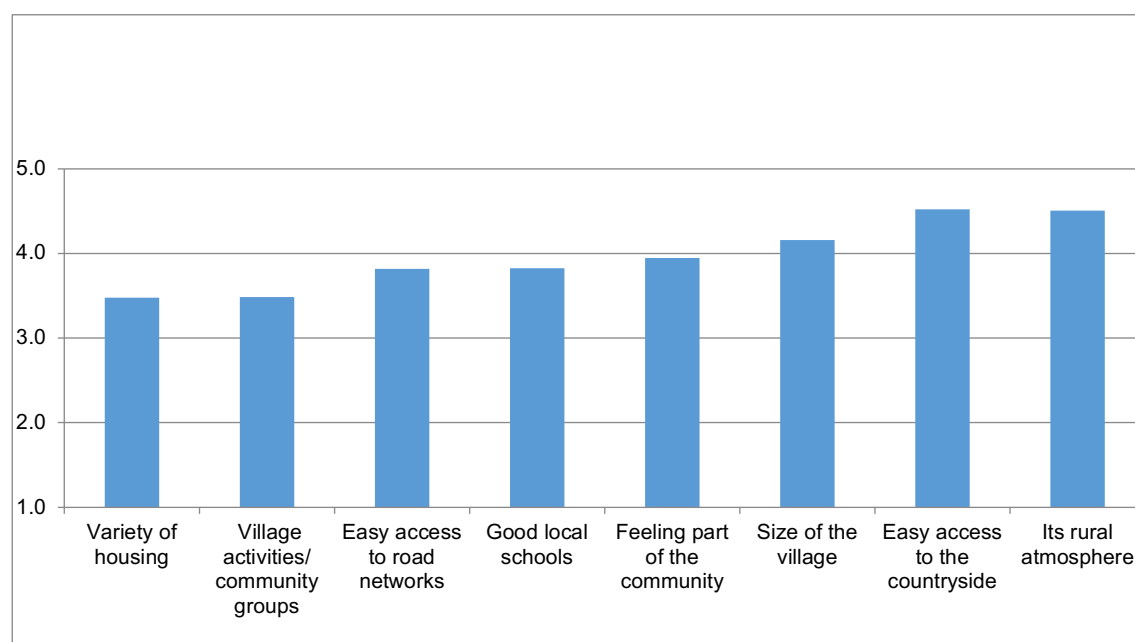
QUESTION 1: LIVING IN MILTON ERNEST

What the question asked

The question asked 'what do you enjoy about living in Milton Ernest?' It gave eight options and asked respondents to rank each one between one and five.

What we found

All options scored an average of more than three and therefore were seen to be important. The results are given below:



Standard deviation was generally low, although there was slightly more breadth of view about how good the local schools were.

Potential policy implications

In terms of policy implications, the responses show the importance of keeping the essences of the village very much as it is. This is particularly important in terms of rural atmosphere, size and feeling of community. The NDP should therefore seek to protect these.

Section 2 – Housing Development

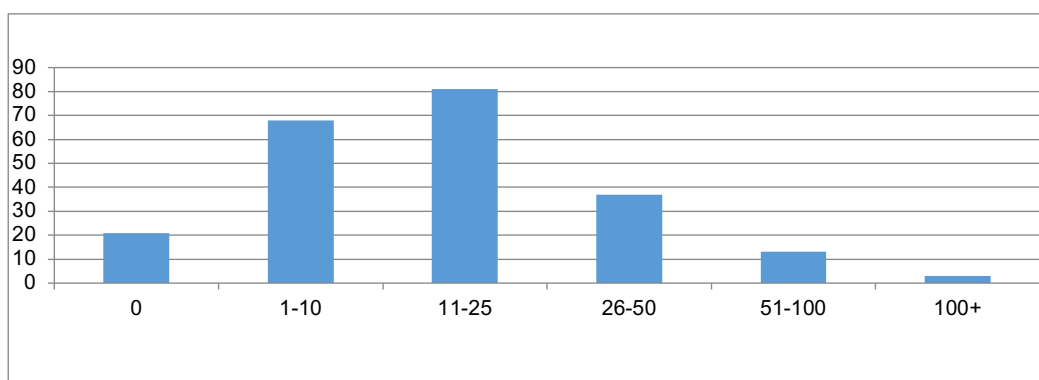
QUESTION 2.1: LEVEL OF DEVELOPMENT

What the question asked

This question asked people how many houses they thought should be built in the village in the next 15 years. There were six options, varying between 0 and 100.

What we found

The results, shown below, indicate that there is some appetite for development with the large majority falling in the bracket that covered the options ranging from one to 50 houses.



Potential policy implications

The results of this question would suggest that the NDP should support new development of up to around 25 houses.

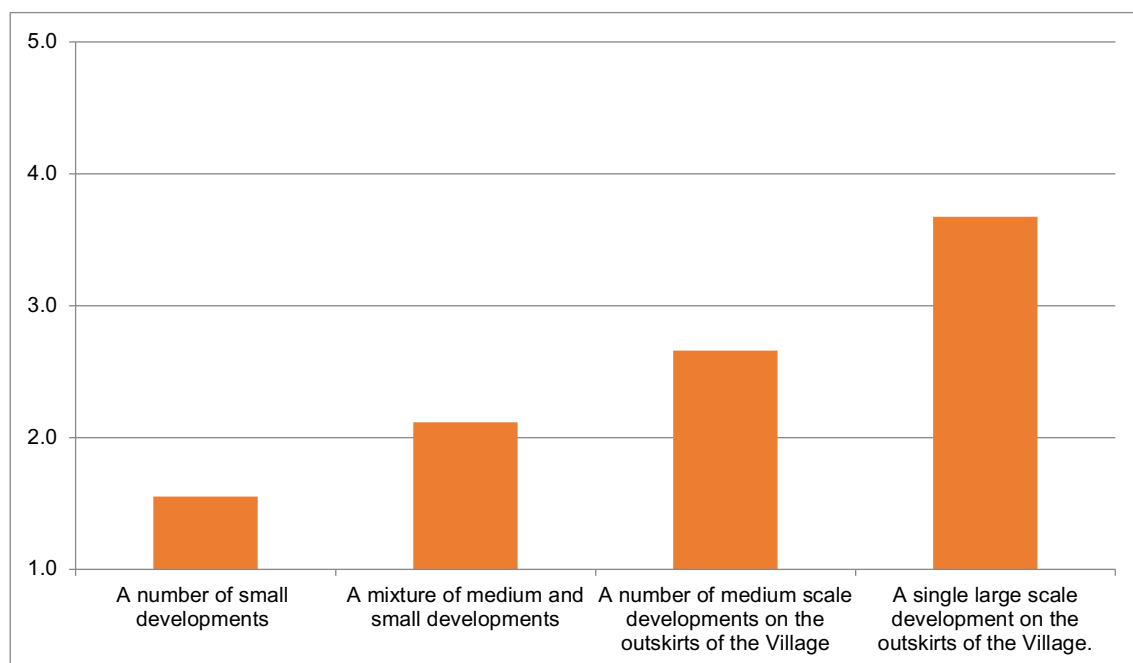
QUESTION 2.2: TYPE OF DEVELOPMENT

What the question asked

The question asked respondents to rank their preference for the type of development, ranking the four options between one and four.

What we found

On the graph below the scale is reversed – that is, the smaller the bar the higher level of importance as one was the highest ranking. This shows a clear preference for small and medium sized developments.



Potential policy implications

New housing should be focussed on new and medium sized developments within the existing village SPA (Settlement Policy Area). Larger developments outside the current SPA are not desirable.

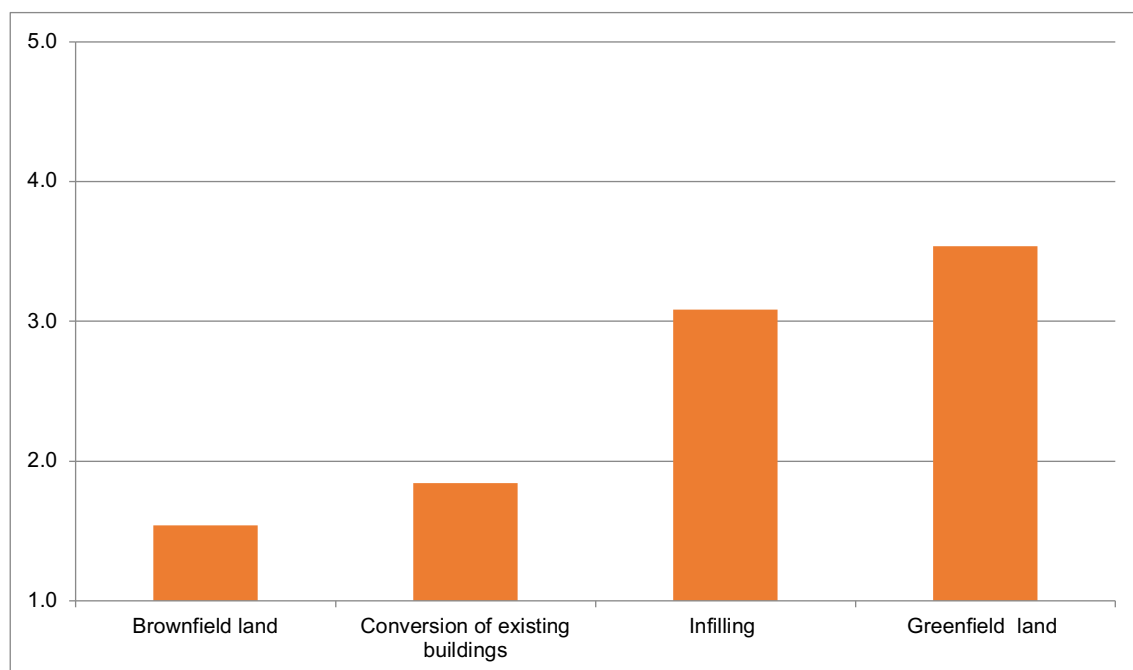
QUESTION 2.3: LAND USED FOR DEVELOPMENT

What the question asked

This question looked at the type of land being used for development with there, again, being four options to be ranked.

What we found

As with the question above the scale of the graph is reversed.



The results show a very clear preference for the use of brownfield sites, including the conversion of existing buildings.

Potential policy implications

New building should wherever possible be undertaken on brown field sites.

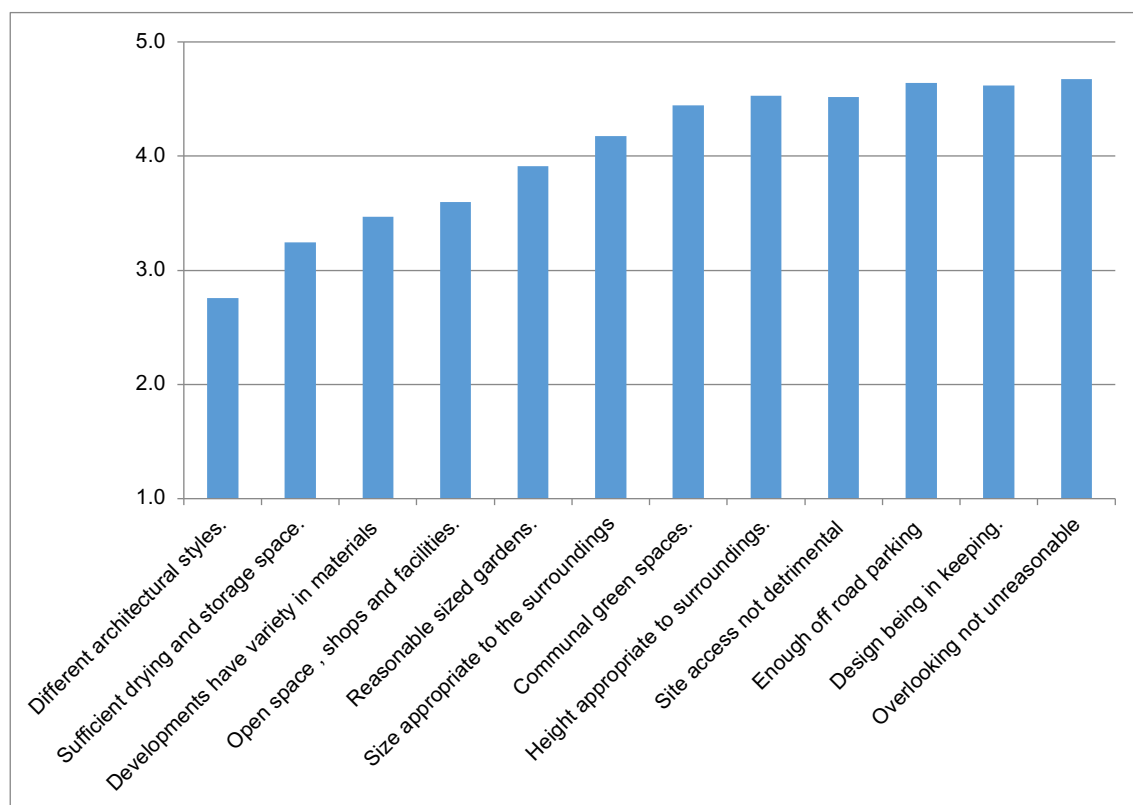
QUESTION 2.4: BUILDING DESIGN –STYLE AND IMPACT

What the question asked

The question asked respondents to assess 12 options, ranking each one between one (not important) and five (very important).

What we found

All the options but one (new design incorporating different architectural styles) score more than an average of three and therefore were seen as having some degree of importance. Those that scored over four were: footprint not being significantly larger than adjacent buildings, communal spaces were important, height not greater than surrounding buildings, site access not detrimental, provision of off-road parking, design to be sympathetic and overlooking of adjacent properties should not cause loss of privacy or have an unreasonable impact.



Potential policy implications

The extent to which the NDP can influence these factors is limited as it sits within the overall context of planning law. Nevertheless, the questionnaire does show clear preferences by the community for the type and style of development that they would prefer.

Development should be sympathetic to its surroundings in terms of size, height and style with the impact on the privacy on adjacent properties limited. In addition, it is important that sufficient off-road parking is provided so as not to add to the existing pressure on on-street parking.

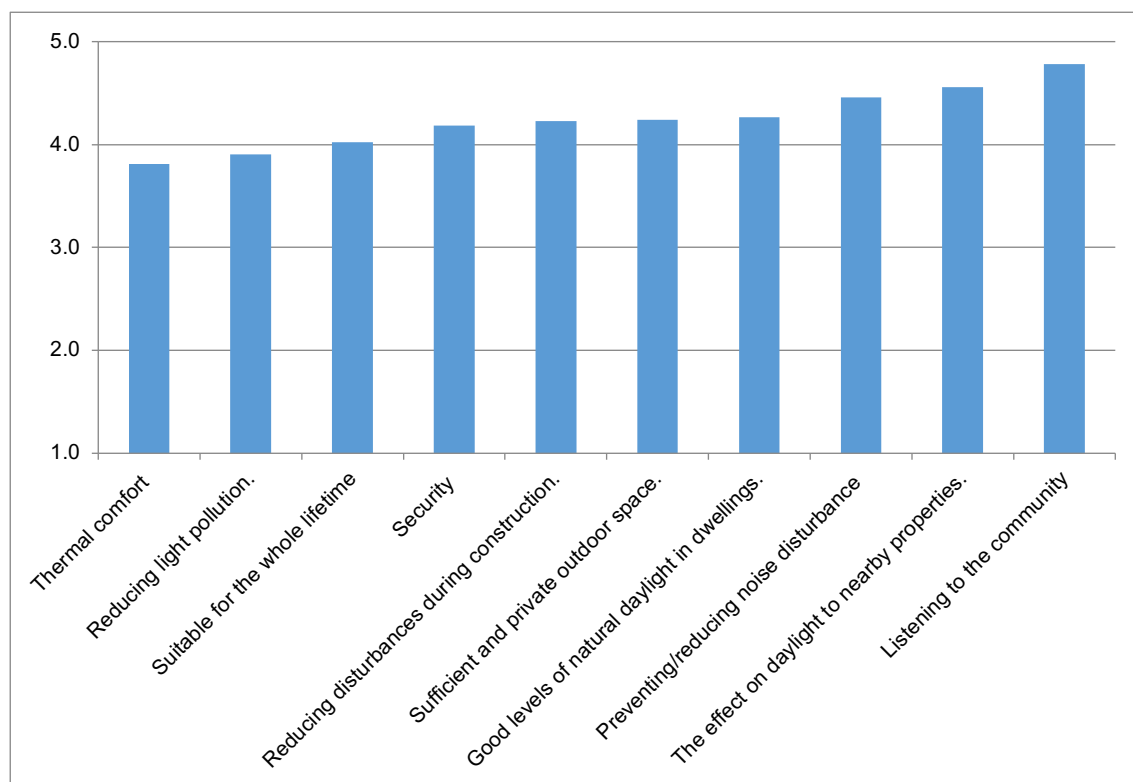
QUESTION 2.5: BUILDING DESIGN – LIVEABILITY

What the question asked

This question sought to understand peoples' view on the way design of buildings impact on their well-being.

What we found

All the ten options given scored more than 3.5 and therefore were felt to be important. The highest scorers were preventing nuisance between neighbouring dwellings, ensuring the impact of daylight loss on nearby properties was mitigated and (the highest scorer) listening to the community before initiating developments.



Potential policy implications

As with the question above, the ability of NDP to make a real difference in this area may be limited. However, the questionnaire does show the following policy desire:

- Buildings should be well-designed and future-proofed for a range of potential occupants, with good levels of natural lighting, thermal comfort and security. Plot sizes and design should provide sufficient space for general usage, mitigate noise and nuisance and minimise any reduction of natural light. It is important that the local community is consulted and listened to at the early stages of project development.

There will need to be coherence here with the policies of the Borough Council in terms of both planning and building control – NPD policies can help augment and strengthen Borough policies but cannot contradict them.

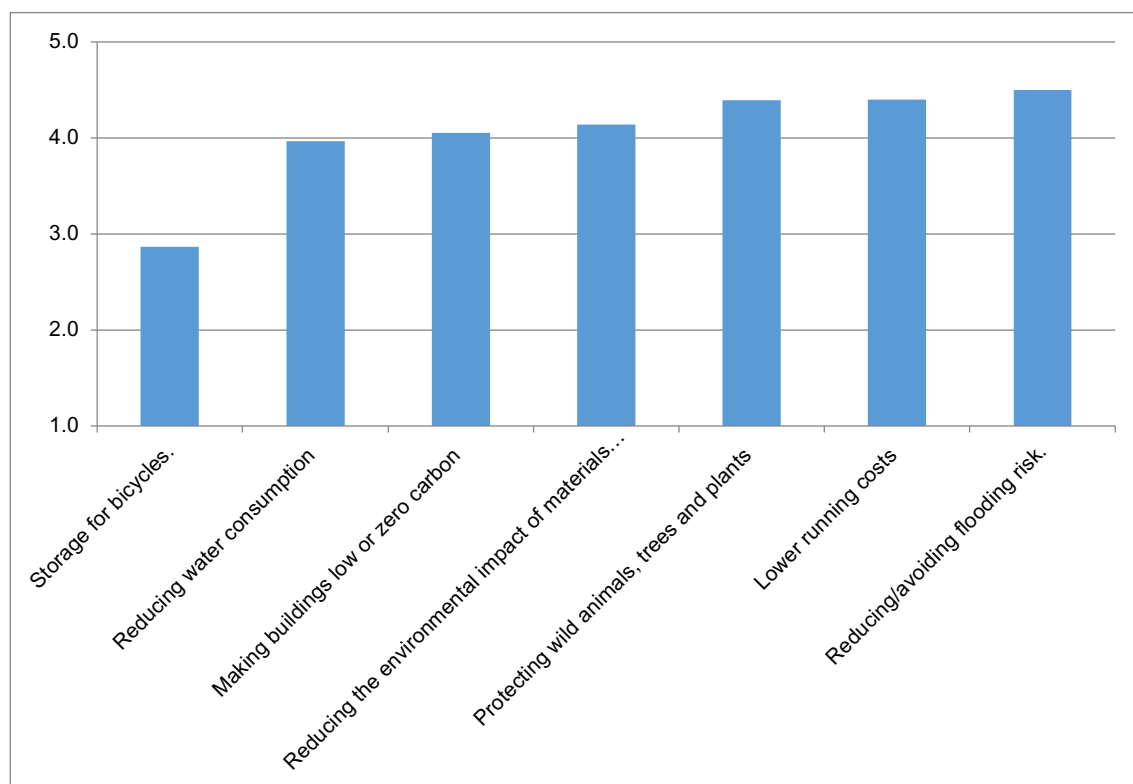
QUESTION 2.6: BUILDING DESIGN – ENVIRONMENTAL IMPACT

What the question asked

This question looked at views around the environmental impact of development.

What we found

All seven areas in the question were seen as important, with exception of providing storage for bicycles.



Potential policy implications

With the caveats in the two questions above (that is coherence with Borough policies) the policy position arising from the questionnaire results is:

Developments should, as far as possible, be carbon-neutral with a particular focus on reducing water consumption and running costs, protecting the existing environment and mitigating flood risk. In addition, construction plans should seek to reduce the environmental impact of the work.

QUESTION 2.7: HOUSING NEED

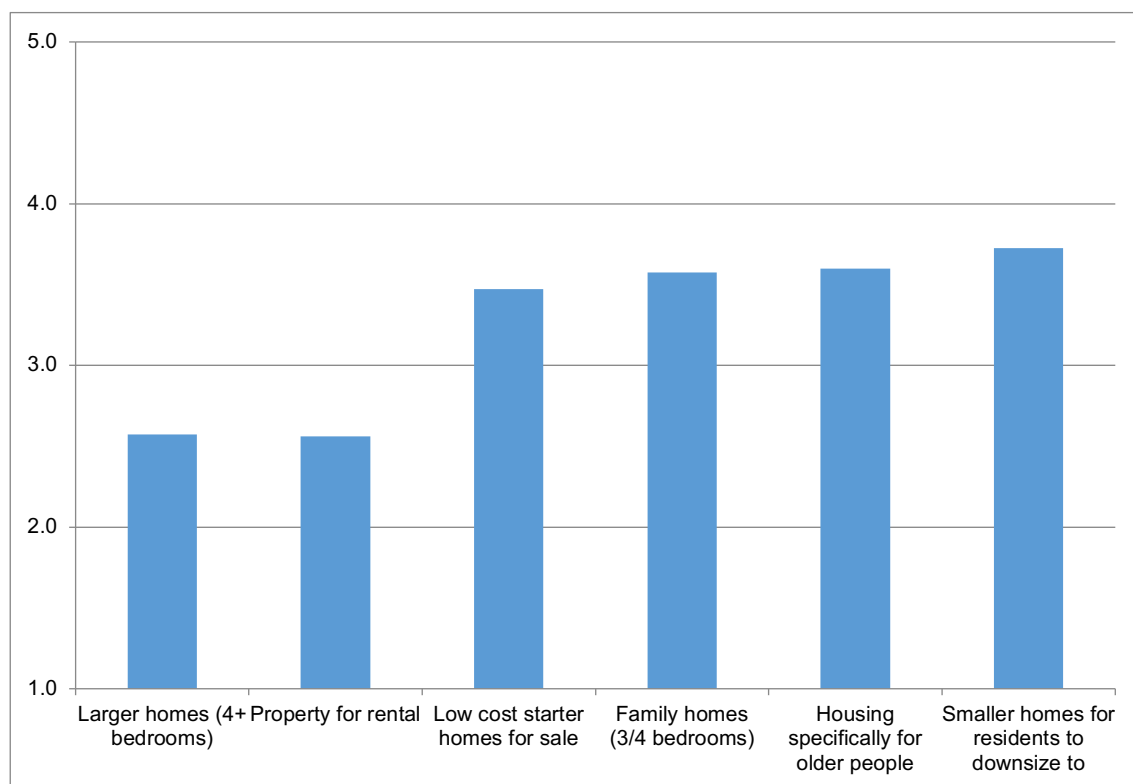
What the question asked

The purpose of this question was understand community preferences in terms of house size and type – in essence, asking; what does the village need?

What we found

The results were clear-cut: the focus should be on lower-cost homes that provide for older people (including downsizing) and for family homes. There was not seen as a need houses with more than four bedrooms.

The results did not show that there was a specific need for rental property.



Potential policy implications

The focus should be on lower-cost homes that provide for older people (including downsizing) and for family homes.

Section 3 – Business and Commercial Development

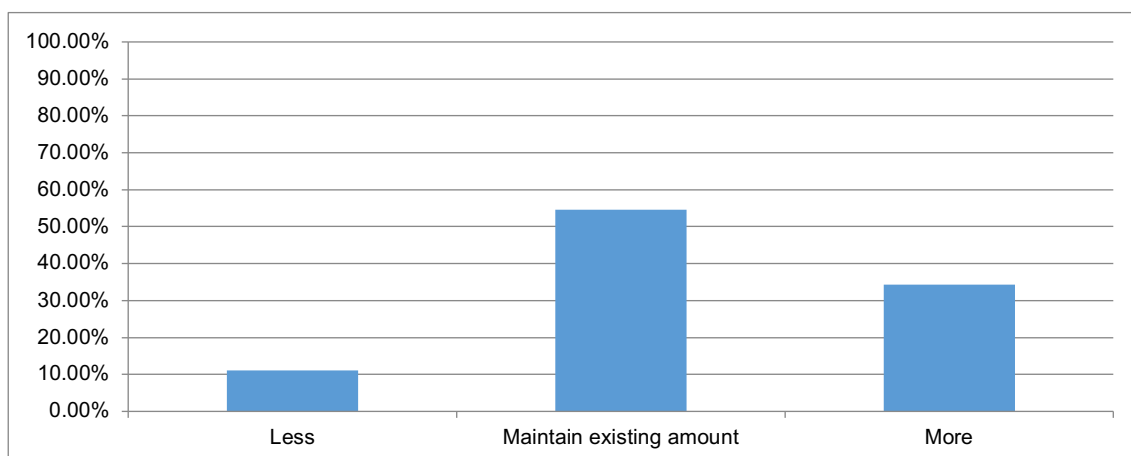
QUESTION 3.1: AMOUNT OF BUSINESS AND COMMERCIAL DEVELOPMENT

What the question asked

This question asked views on commercial development – should there be more, less or about the same.

What we found

Over half the respondents felt the existing amount should be maintained with over 30 percent feeling that it should be increased. Only 10 percent felt that the amount of commercial and business development should be reduced.



Potential policy implications

The NDP should support the maintenance of business and commercial development in the village and, where appropriate, facilitate additional development.

QUESTION 3.2: LOCATION OF DEVELOPMENT

What the question asked

This question looked at where any additional development should be – at Twinwoods, on other existing commercial and industrial land or on green field sites.

What we found

The results showed a clear preference for all, or some of any new industrial/commercial development to be at Twinwoods. Any such development not at Twinwoods should be limited to brownfield sites.

Potential policy implications

Business, commercial and industrial development should predominantly be focussed at Twinwoods with any other development being on brownfield sites. This requirement would not, however, apply to the provision necessary village facilities.

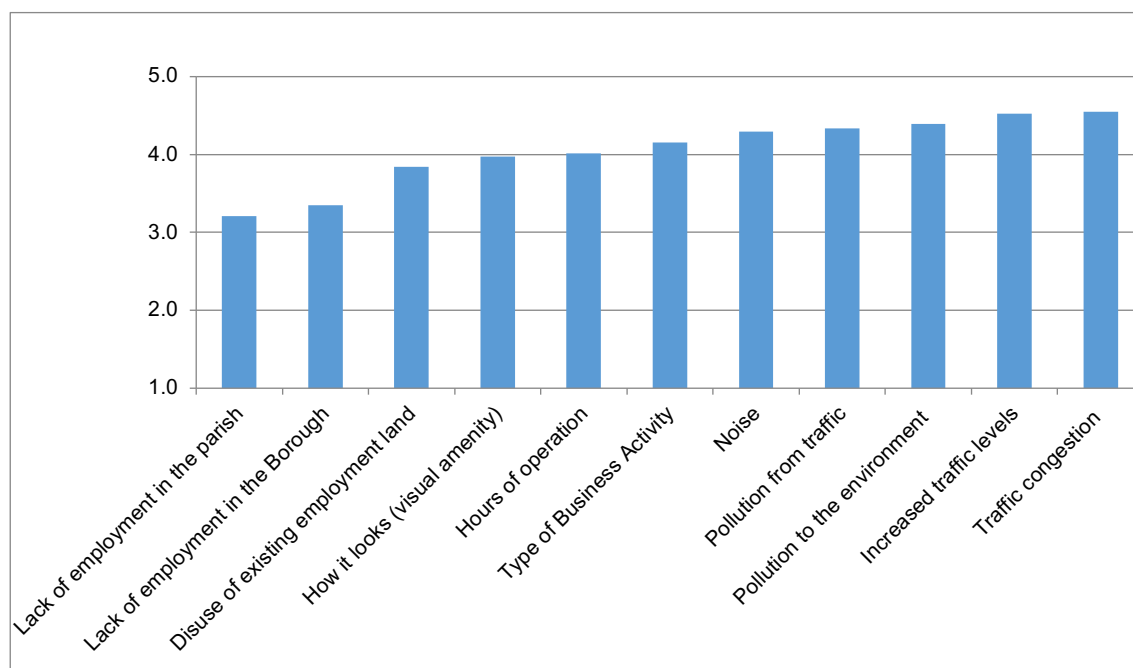
QUESTION 3.3: CONCERNS ABOUT BUSINESS AND COMMERCIAL DEVELOPMENT

What the question asked

The question sought to understand community concerns about business and commercial development. Eleven options, many drawn from previous consultations, were given.

What we found

All the options were seen as having some degree of importance but top of the list were concerns about pollution, noise and traffic.



Potential policy implications

Any new business, commercial and industrial development must limit noise to acceptable levels, have effective plans for monitoring and controlling pollution and must demonstrate clearly that traffic generation will not have an unacceptable impact on the village in terms of congestion and safety.

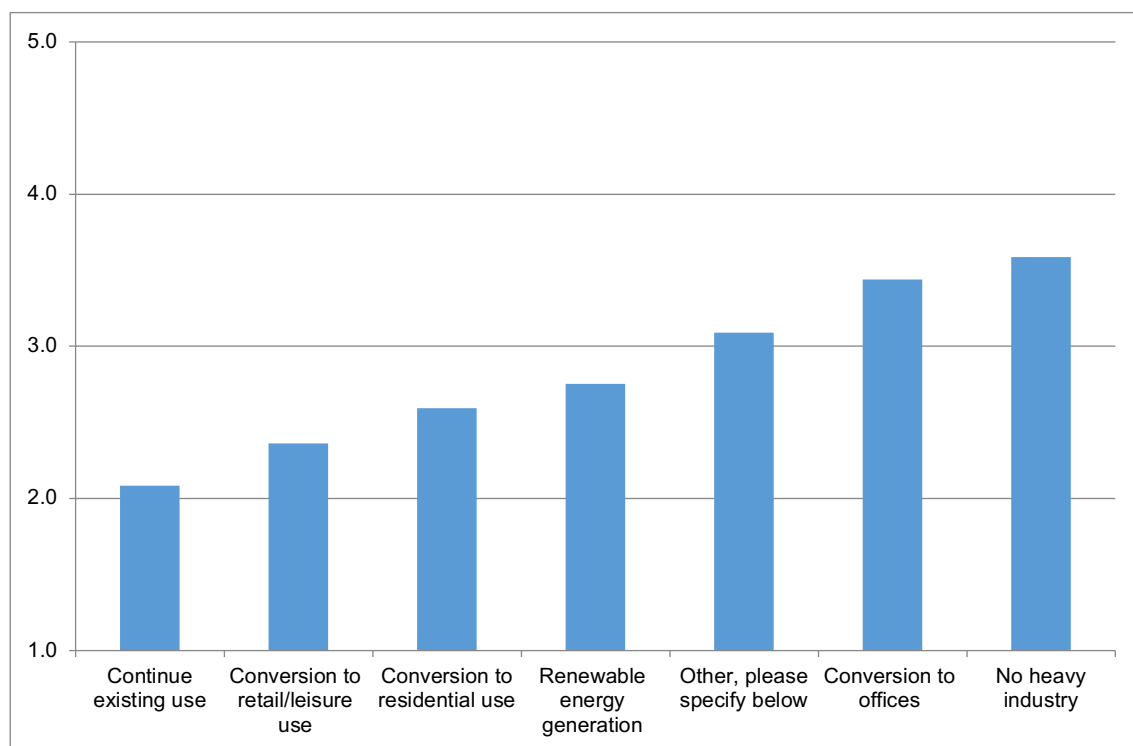
QUESTION 3.4: VIEWS ABOUT DEVELOPMENT OF TWINWOODS

What the question asked

This question asked about preferences for the type of any new development at Twinwoods. Five options were given with the potential for a sixth, free-text, option. The additional free-text options have not yet been analysed.

What we found

The results support for commercial and industrial use (including conversion to offices) but excluding the use of heavy industry. There was, specifically, little support for heavy industry; there was also low levels of support for the conversion of Twinwoods to housing.



Potential policy implications

Twinwoods should remain a business, commercial and light industrial development. The NDP does not support the introduction of heavy industry or the conversion of the site to a housing development.

Section 4 – Traffic and Transport

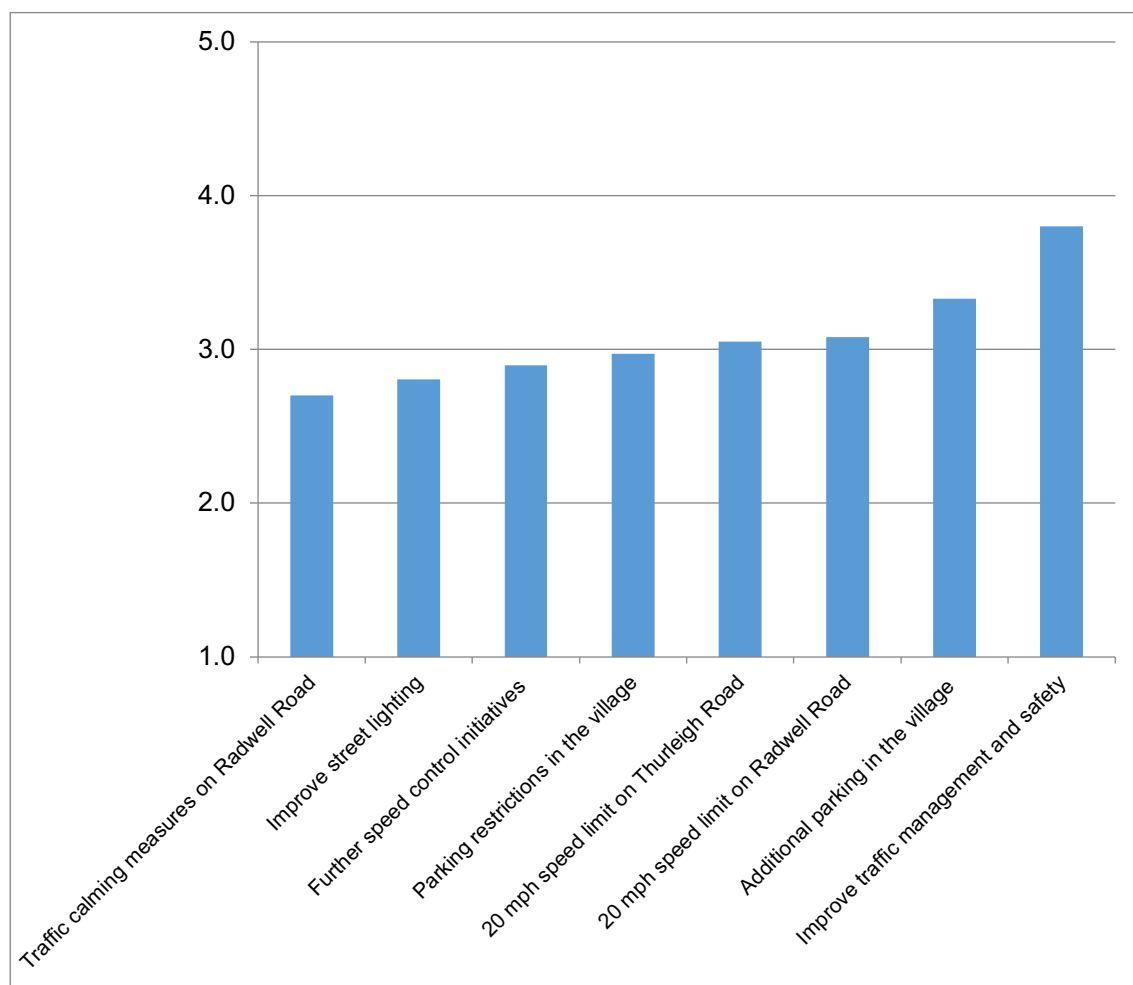
QUESTION 4.1: TRAFFIC AND TRANSPORT ISSUES

What the question asked

The question asked about the key areas needed to address the traffic issues in the village. Eight options were given.

What we found

There was no clear support for any of the options seemed, although there was some measure of agreement on the need to provide improved traffic management and additional parking. It is also known that a number of comments were made about additional traffic issues, particularly in relation to the A6.



Potential policy implications

From the current analysis there is no clear policy position around traffic and transport issues.

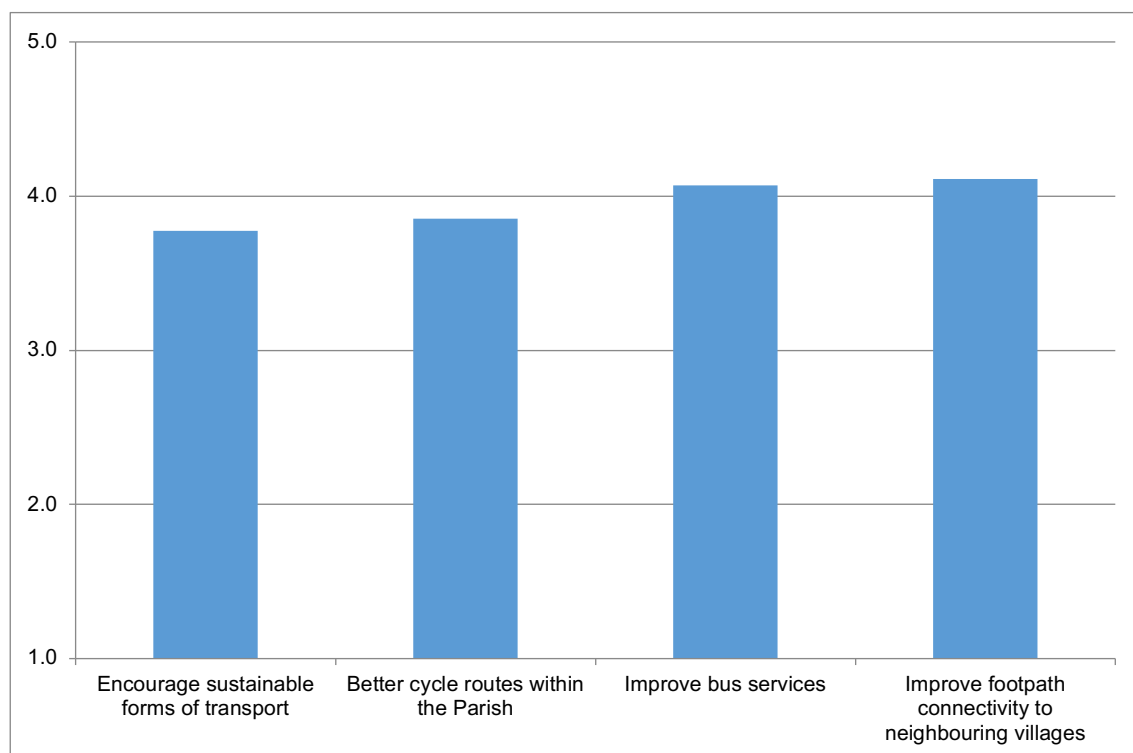
QUESTION 4.2: SUSTAINABLE TRANSPORT

What the question asked

This question asked could encourage people to use sustainable transport, four options being given

What we found

There was a strong level of support for all the options.



Potential policy implications

The opportunity of development should be used to support cycle routes, bus services and to improve sustainable connectivity between villages

Section 5 – Community Facilities

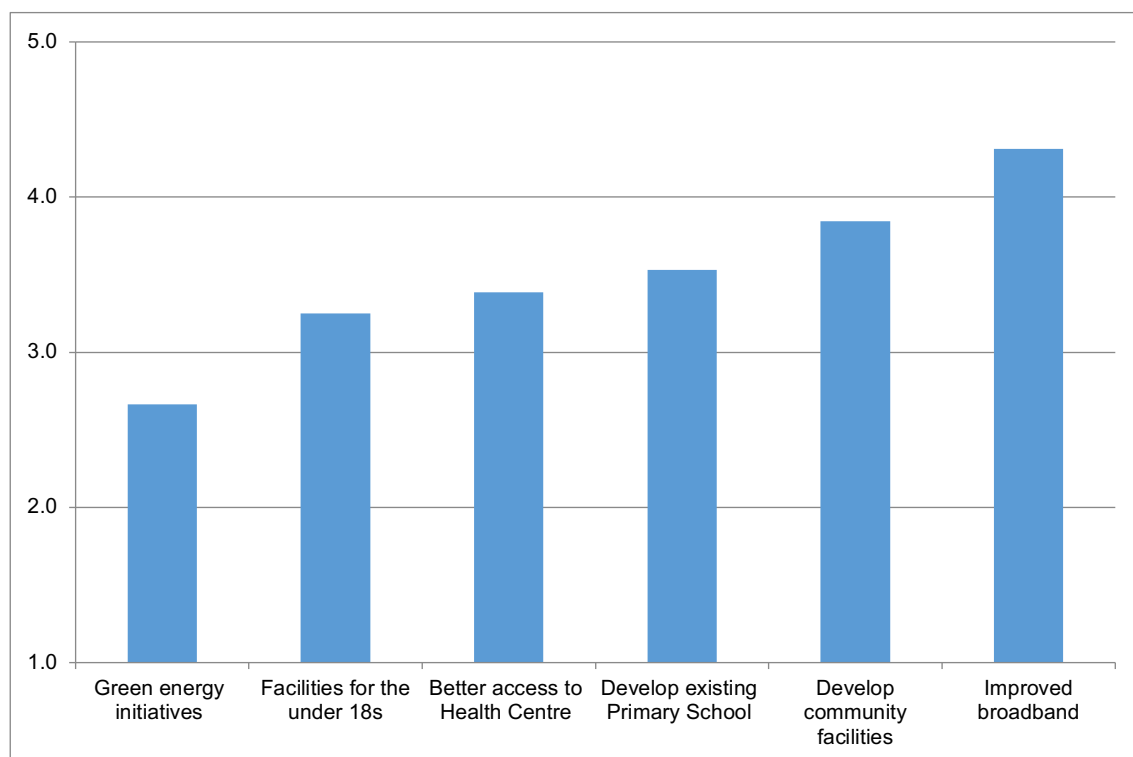
QUESTION 5.1: FACILITIES' NEED

What the question asked

This question what additional facilities the community would like to see over the next 15 years.

What we found

Most options were supported, with the highest score being for improved broadband. This was unexpected given that high-speed broadband is available in the village.



Potential policy implications

More work needs to be done understand how the preferences around community facilities can translate into policy, although this is beyond the immediate scope of the NDP.

Section 6 – Environment and Open Areas

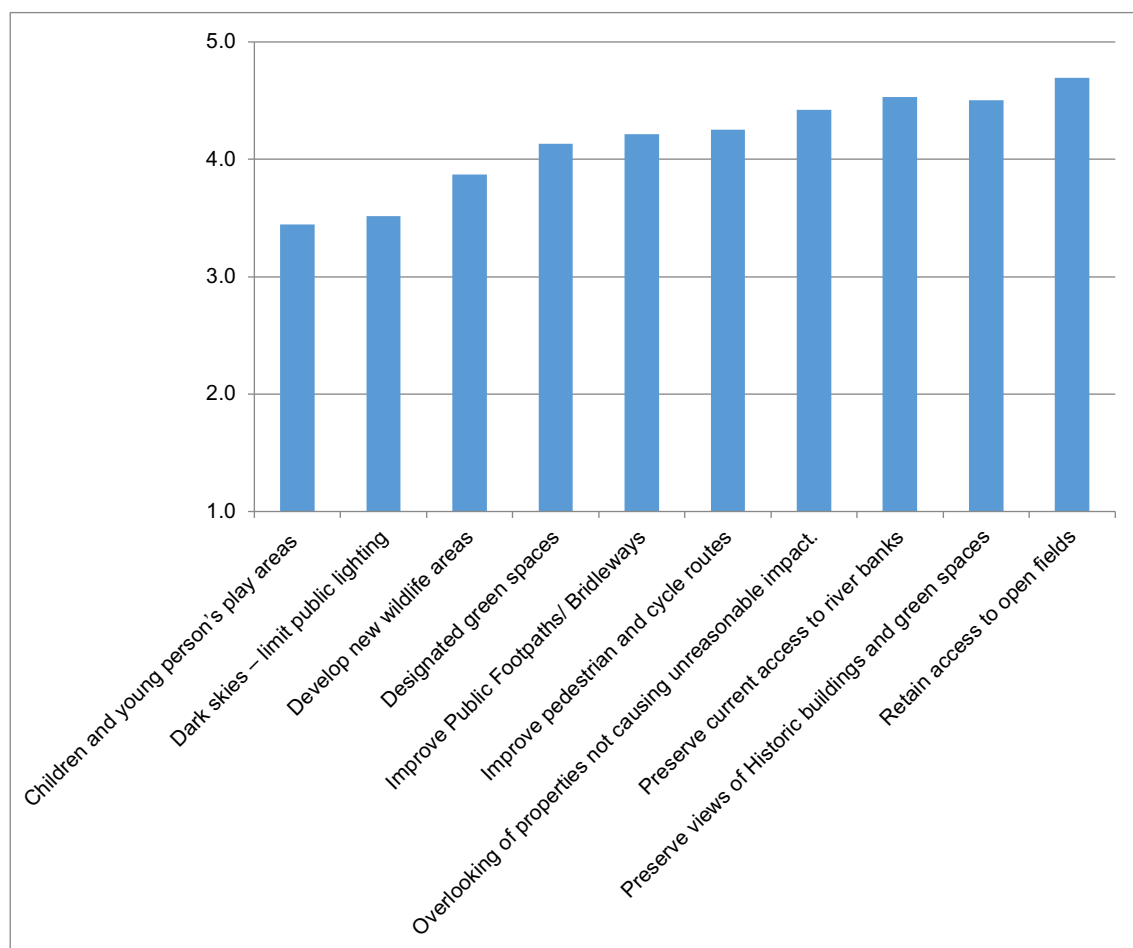
QUESTION 6.1: PRESERVATION OF THE ENVIRONMENT AND OPEN SPACES

What the question asked

This question asked, in relation to the historical and rural feel of the village, which areas should be preserved and improved. Ten options were given.

What we found

There was good to strong support for all options here. In particular access to the countryside and river banks by footpaths and bridleways was seen as important, as was retaining green spaces and views of historic buildings and the countryside



Potential policy implications

The retention of green spaces and wildlife areas is important. Access to the countryside must be maintained and improved.

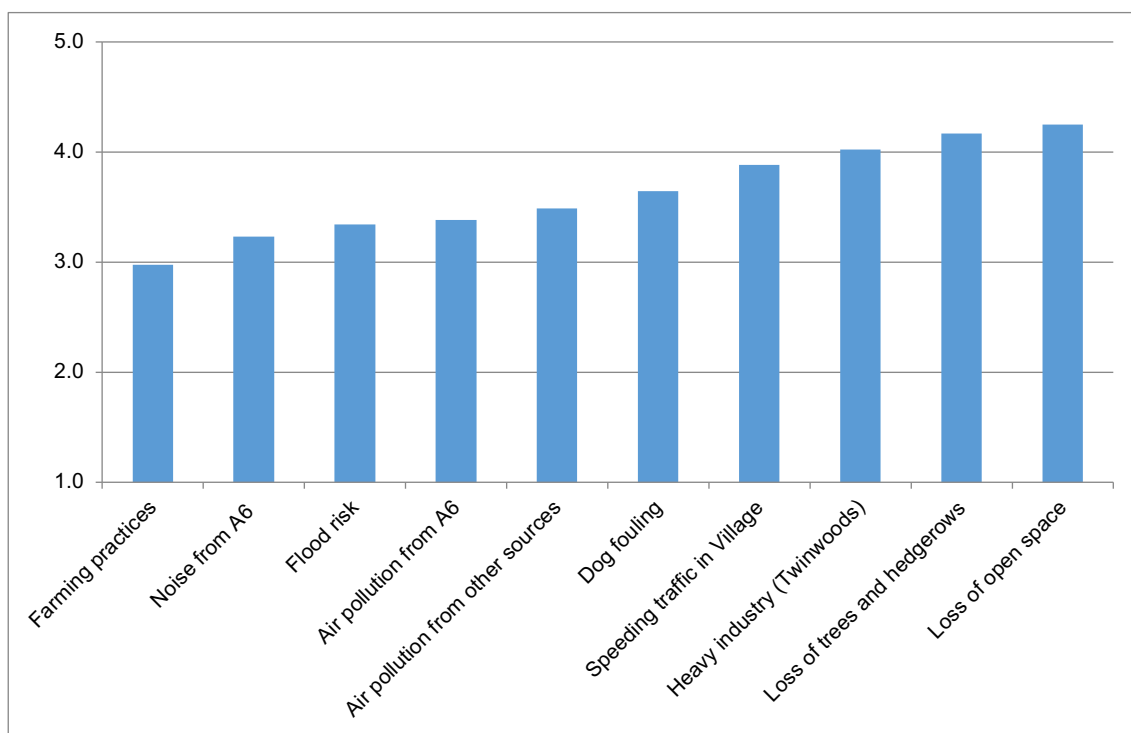
QUESTION 6.2: ISSUES PREVIOUSLY RAISED

What the question asked

A number of issues had been raised at previous consultation events. This question sought to understand the degree to which they were more generally considered to be a problem.

What we found

Whilst all remained an issue to some degree they did not receive the high level of importance that might have been expected. Speeding traffic was seen as an issue but from the question on traffic there was no evidence of support for measures that would reduce speed.



Potential policy implications

There is nothing in this section that has not previously been addressed.

Section 6 – Summary of policy implications

LIVING IN THE VILLAGE

- The NDP should seek to retain the rural atmosphere, size and feeling of the community

HOUSING DEVELOPMENT

- The NDP should support new development of up to around 25 houses.
- New housing should be focussed on new and medium sized developments within the existing village SPA (Settlement Policy Area). Larger developments outside the current SPA are not desirable
- New building should wherever possible be undertaken on brown field sites.
- Development should be sympathetic to its surroundings in terms of size, height and style with the impact on the privacy on adjacent properties limited
- It is important that sufficient off-road parking is provided so as not to add to the existing pressure on on-street parking.
- Buildings should be well-designed and future-proofed for a range of potential occupants, with good levels of natural lighting, thermal comfort and security

- Plot sizes and design should provide sufficient space for general usage, mitigate noise and nuisance and minimise any reduction of natural light.
- It is important that the local community is consulted and listened to at the early stages of project development.
- Developments should, as far as possible, be carbon-neutral with a particular focus on reducing water consumption and running costs, protecting the existing environment and mitigating flood risk.
- In addition, construction plans should seek to reduce the environmental impact of the work.
- The focus should be on lower-cost homes that provide for older people (including downsizing) and for family homes.

BUSINESS AND COMMERCIAL DEVELOPMENT

- The NDP should support the maintenance of business and commercial development in the village and, where appropriate, facilitate additional development.
- Business, commercial and industrial development should predominantly be focussed at Twinwoods with any other development being on brownfield sites. This requirement would not, however, apply to the provision necessary village facilities
- Any new business, commercial and industrial development must limit noise to acceptable levels, have effective plans for monitoring and controlling pollution and must demonstrate clearly that traffic generation will not have an unacceptable impact on the village in terms of congestion and safety.
- Twinwoods should remain a business, commercial and light industrial development. The NDP does not support the introduction of heavy industry or the conversion of the site to a housing development.

TRANSPORT

- The opportunity of development should be used to support cycle routes, bus services and to improve sustainable connectivity between villages

COMMUNITY FACILITIES

- More work needs to be done understand how the preferences around community facilities can translate into policy

ENVIRONMENT AND OPEN AREAS

- The retention of green spaces and wildlife areas is important. Access to the countryside must be maintained and improved.

APPENDIX 4:

Regulation 14 questionnaire, 2020

MILTON ERNEST NEIGHBOURHOOD PLAN (MENP)

SECTION 14 STATUTORY CONSULTATION SURVEY NOVEMBER 2020 - PRINTED VERSION

GUIDANCE

Set out in the survey are each of the proposed policies in the neighbourhood plan.

Please express your views on these policies indicating the option you wish to choose. Not all questions need to be answered. Some of the policies have been shortened to manage space. Where that is the case, there is a note saying, 'further detail in the MENP'.

You may add comments in the spaces on the form or include additional pages if you wish.

When you have completed please put it in the box provided at the Milton Ernest Garden Centre

CONSENT (required)

Do you consent to Milton Ernest Parish Council sharing your address and email address with persons or organisations with a legitimate interest in the process of making the MENP, for example: Bedford Borough Council, the official examiner or statutory consultees. If you do not agree to share details, your views will still be taken into account. *

- ☐ I agree
- ☐ I do not agree

YOUR DETAILS

What is your connection with Milton Ernest? (required) *

- ☐ Resident
- ☐ Landowner (other than home owner)
- ☐ Business owner
- ☐ Employee
- ☐ Other:

What is your name (optional)?

What is your address (optional)?

CHARACTER OF MILTON ERNEST

Objective no 1: *to preserve, protect and enhance the green and rural identity of our surroundings and the distinct character of our village*

Policy MEC1: Settlement Policy Area

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.

- Agree
- Neutral
- Disagree

Comments (if any):

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)

- Agree
- Neutral
- Disagree

Comments (if any):

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.

- Agree
- Neutral
- Disagree

Comments (if any):

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

- Agree
- Neutral
- Disagree

Comments (if any):

NATURAL ENVIRONMENT

Objective no 2: *to protect the ecological value and increase biodiversity of our area, our local wildlife and its habitat and also maintain the integrity of designated sites downstream on the river Great Ouse.*

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.

- Agree
- Neutral
- Disagree

Comments (if any):

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)

- Agree
- Neutral
- Disagree

Comments (if any):

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.

- Agree
- Neutral
- Disagree

Comments (if any):

Policy ME NE4: Dark skies.

Lighting proposals for development will be supported where it is demonstrated 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)

- Agree
- Neutral
- Disagree
- Other:

COMMUNITY FACILITIES

Objective no 3: *to seek to maintain, enhance and increase appropriate community facilities within and around the village*

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)

- Agree
- Neutral
- Disagree

Comments (if any):

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.

- Agree
- Neutral
- Disagree

Comments (if any):

SUSTAINABLE DEVELOPMENT

Objective no 4: *to ensure that any future development, including employment sites, within the parish contributes to the achievement of sustainable development*

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)

- Agree
- Neutral
- Disagree

Comments (if any):

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.

- Agree
- Neutral
- Disagree

Comments (if any):

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

- Agree
- Neutral
- Disagree

Comments (if any):

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)

- Agree
- Neutral
- Disagree

Comments (if any):

HOUSING

Objective no 5:

To meet any new and identified housing demand in a way that is appropriate to the needs of the local community

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)

- Agree
- Neutral
- Disagree

Comments (if any):

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)

- Agree
- Neutral
- Disagree

Comments (if any):

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)

- Agree
- Neutral
- Disagree

Comments (if any):

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.

- Agree
- Neutral
- Disagree

Comments (if any):

TRANSPORT

Objective no 6:

To improve the safety, sustainability and convenience of all forms of transport within the village and to reduce any negative impacts to the local community

Objective no 7:

to ensure that the local environment enables residents to have an enjoyable, safe, and peaceful place to live, including mitigating severance of the community by the a6.

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.

- Agree
- Neutral
- Disagree

Comments (if any):

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.

- Agree
- Neutral
- Disagree

Comments (if any):

GENERAL

Below is the opportunity to add any general comments about the MENP

General comments

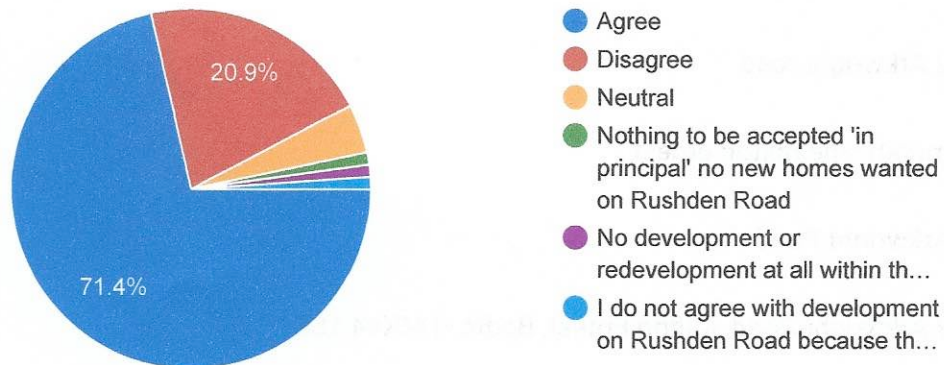
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APPENDIX 5:

Screen shots of Regulation 14 responses

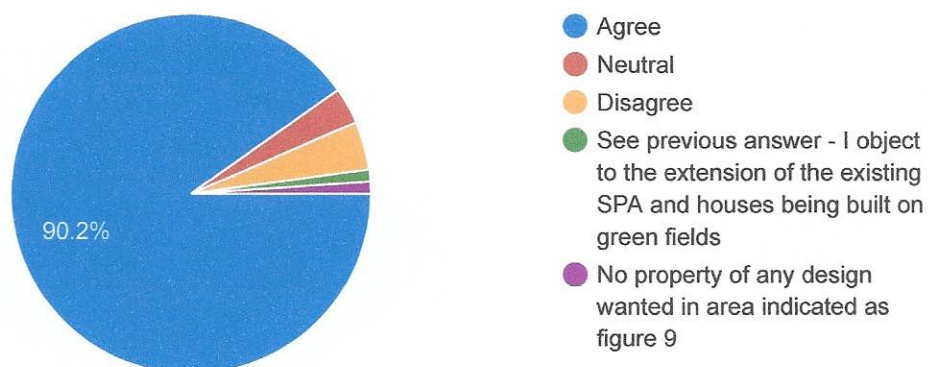
POLICY MEC1: Development or redevelopment within the Milton Ernest Settlement Policy Area (SPA) as indicated on Figure 9 will be acceptable in principle provided that it is consistent with other policies in this plan. This includes development on land allocated at Rushden Road for 25 homes and open space. Development outside the SPA will not be permitted, except where otherwise stated within this document or in accordance with BBC Local Plan policies

91 responses



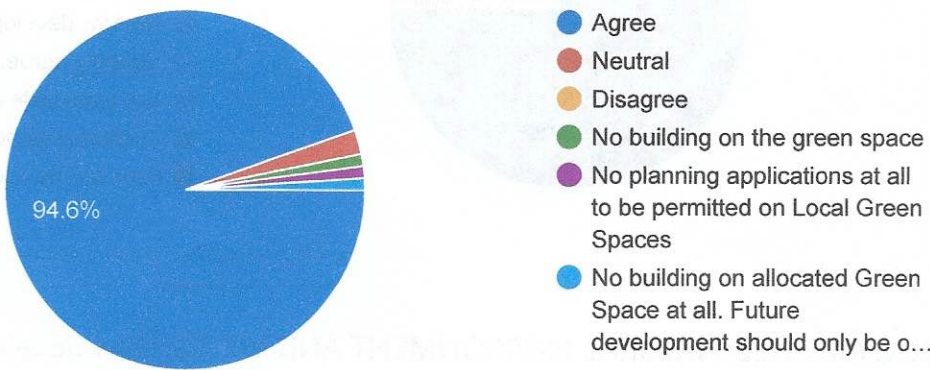
POLICY ME C2: DESIGN QUALITY, CONTEXT AND AMENITY. Development must be sympathetic to and respond to the best qualities of the surrounding environment and built-form, as described in the Character Assessment, and expressed in terms of size, height, style and historic growth, as well as the presence and 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)

92 responses



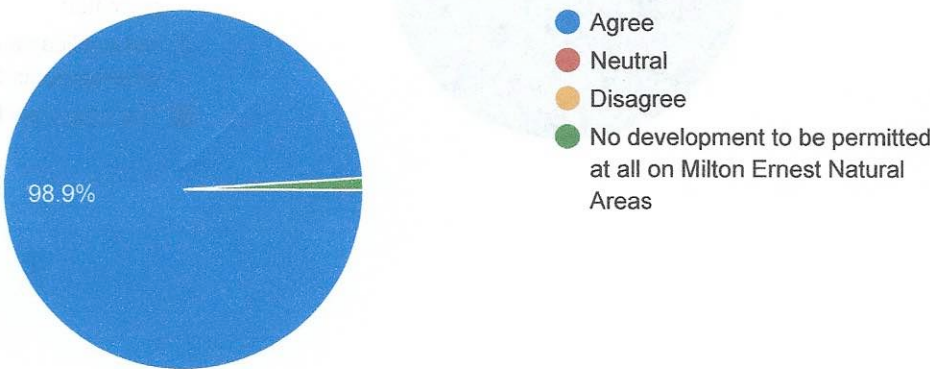
POLICY ME C3: LOCAL GREEN SPACES. The following areas are designated as Local Green Spaces: 1 The Playing Field; 2 Riverside Meadow. Planning applications for development on the Locally Designated Green Spaces will not be permitted unless they perform a supplementary and supporting function to the Green Space.

92 responses



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

92 responses

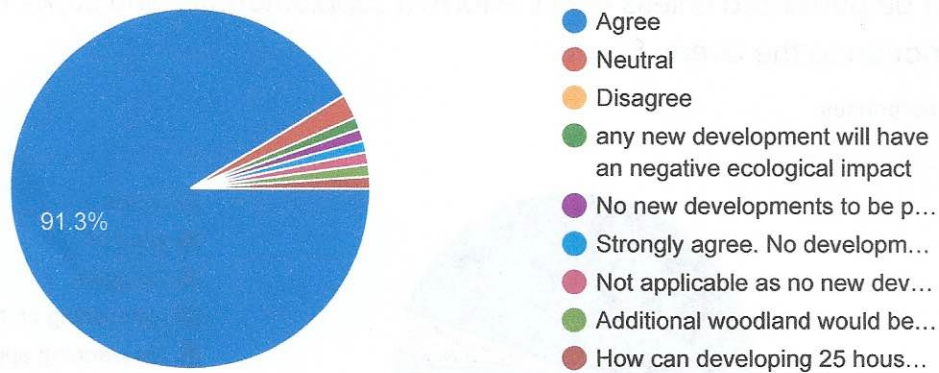


NATURAL ENVIRONMENT



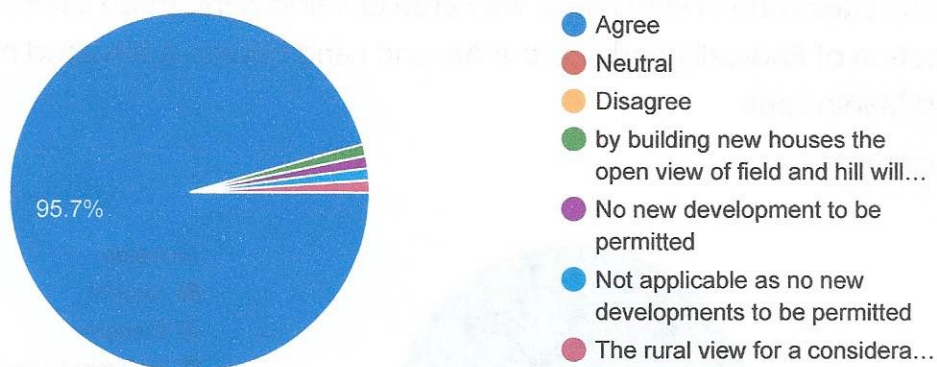
POLICY ME NE1: ECOLOGY. New developments must provide a biodiversity net gain, enhancing features of significant ecological value and habitats including (but not limited to) existing ecological corridors, natural landscape features, watercourses and woodland.

92 responses



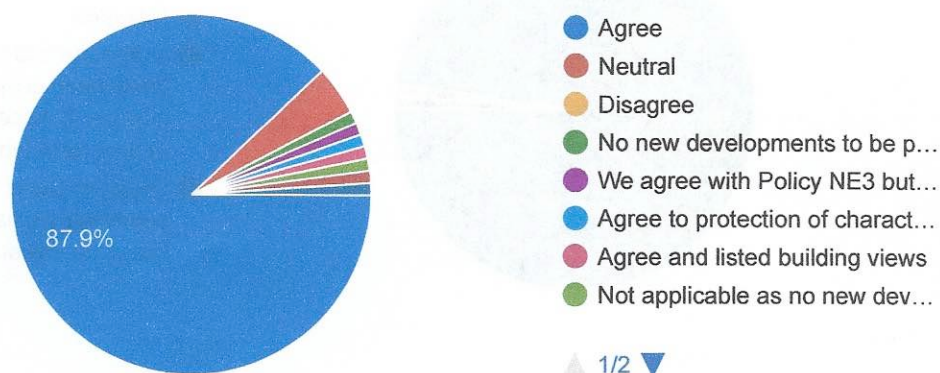
POLICY ME NE2: NATURAL ENVIRONMENT AND VIEWS. New development must maintain, and where applicable enhance the amenity of the natural environment. Open views to key historical and natural features that define the village, as described in the Character Assessment, must be maintained (further detail in the MENP)

92 responses



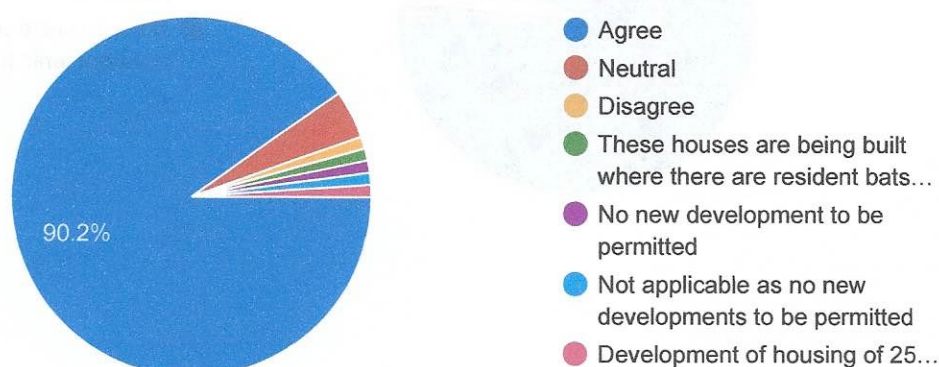
POLICY ME NE3: CHARACTERISTIC FEATURES. New developments must protect features of the built and natural environment so as to maintain the character of the village. These features include (but are not necessarily limited to) the trees and verges along the A6 and Radwell Road, and the tall trees around the vicarage of All Saints Church.

91 responses



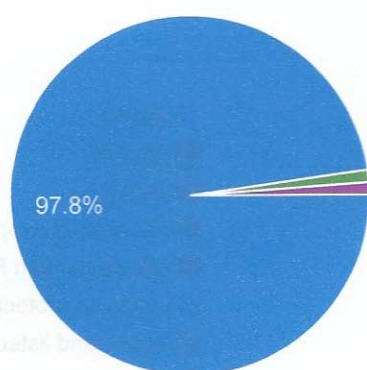
POLICY ME NE4: DARK SKIES. Lighting proposals for development will be supported where it is demonstrated that, if external lighting is required, it protects the night sky from light pollution. Any lighting scheme must not impact negatively, particularly near edges of areas of ecological value including woodland and green spaces – specifically near habitats used by bats and other light-sensitive protected species. (further detail in the MENP)

92 responses



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)

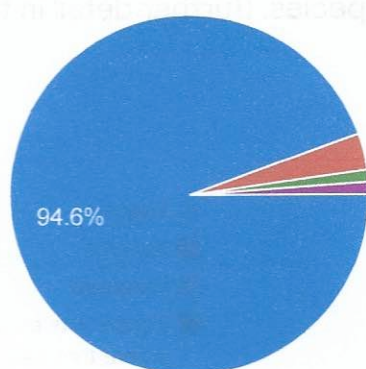
91 responses



- Agree
- Neutral
- Disagree
- 1. Important to keep Queens Head open despite threat of closure. 2. Access along whole of river bank would be benefic...
- Owing to Covid there is a possibility we have lost Queens Head, i.e. fewer facilities and...

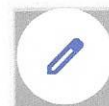
POLICY ME CF2: GREEN ROUTES. Where existing green routes run through proposed development sites the green route shall be retained and incorporated into the development proposals. The stopping up of green routes will not be permitted. Any proposal that would result in harm to or loss of a green route must be justified, and any harm minimised.

92 responses



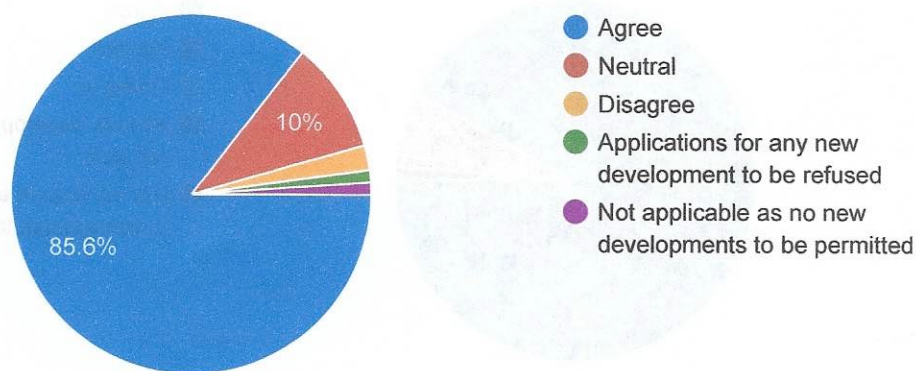
- Agree
- Neutral
- Disagree
- No new developments to be permitted
- Not applicable as no new developments to be permitted

SUSTAINABLE DEVELOPMENT



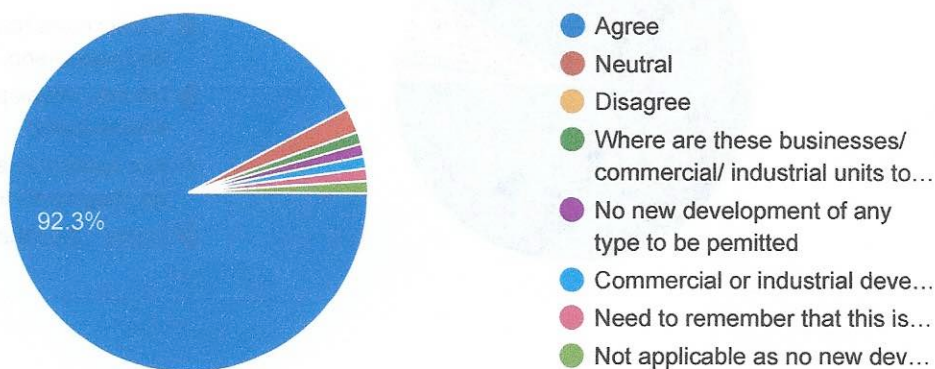
POLICY ME SD1: SUSTAINABLE BUILDING DESIGN. Applications for development are encouraged to demonstrate accordance with the appropriate BREEAM standards in use at the time of submission. Encouragement is also given to schemes that meet Passivhaus standards. (further details in the MENP)

90 responses



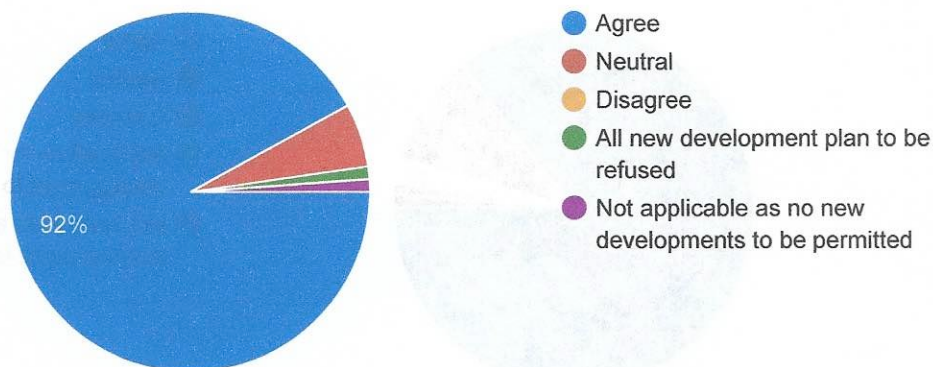
POLICY ME SD2: DEVELOPMENT IMPACTS. Any new business, commercial and industrial development must demonstrate that the design mitigates operational noise, dust, smells, traffic, artificial light, pollution and other nuisances as far as possible. Applications must demonstrate that traffic connected to 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.

91 responses



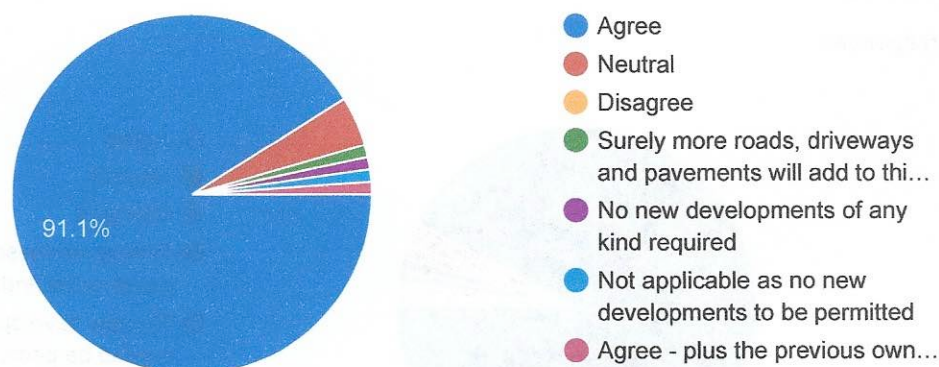
POLICY ME SD3: STATEMENT OF COMMUNITY INVOLVEMENT. Applications for major development and or those in the setting of a heritage asset must be accompanied by a Statement of Community Involvement. The Statement must include: how consultation was carried out and why the method of consultation was appropriate; the responses to the consultation; and how the proposals have taken into account the responses

88 responses



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)

90 responses

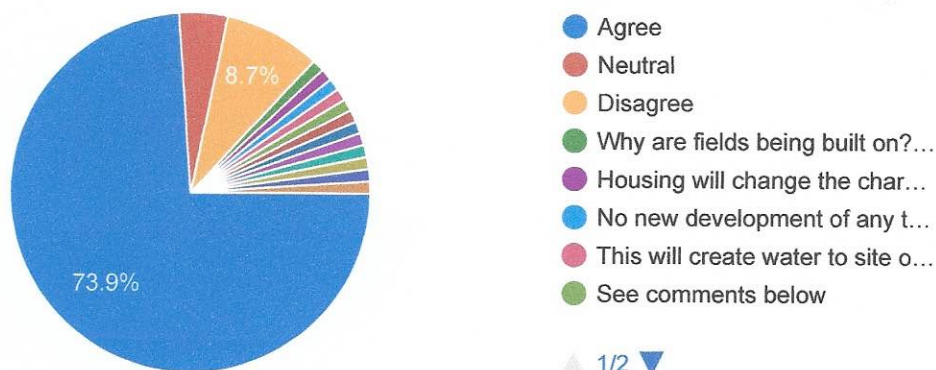


HOUSING



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)

92 responses

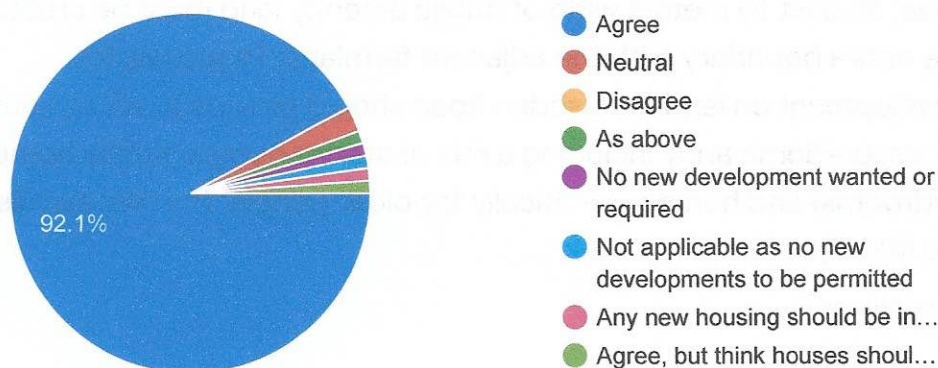


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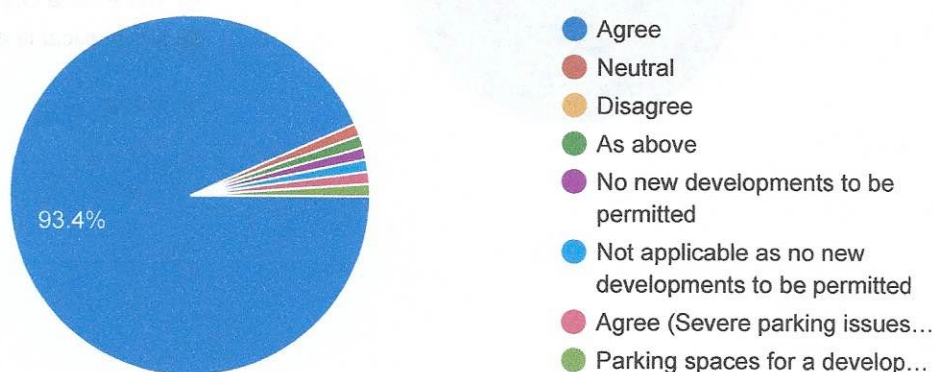
POLICY ME H2: DESIGN. All proposals for new development must reflect best practice design principles as established in the National Design Guide. In Milton Ernest, the design of new development must be appropriate to the location and the character of the area as described in the Character Assessment, taking into account: The appropriate housing density. • The historical context. • Good compatibility with local character and natural surroundings (further details are in the MENP)

89 responses



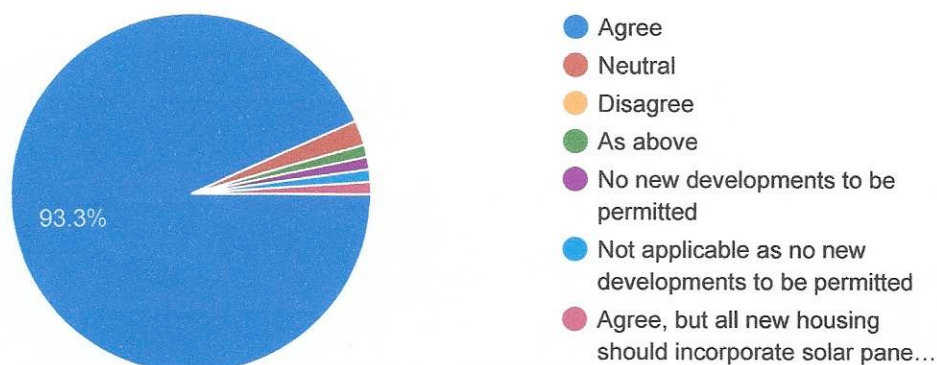
POLICY ME H3: PARKING. Proposals for new development shall provide parking in line with standards and design guidance established in the Bedford Borough Council Supplementary Planning Document (Parking Standards for Sustainable Communities) or a subsequent update of this. The preference is for car parking 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)

91 responses



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.

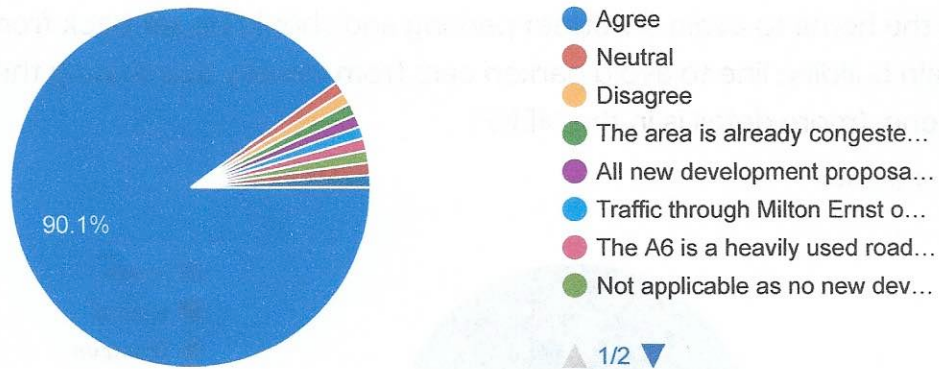
90 responses



TRANSPORT

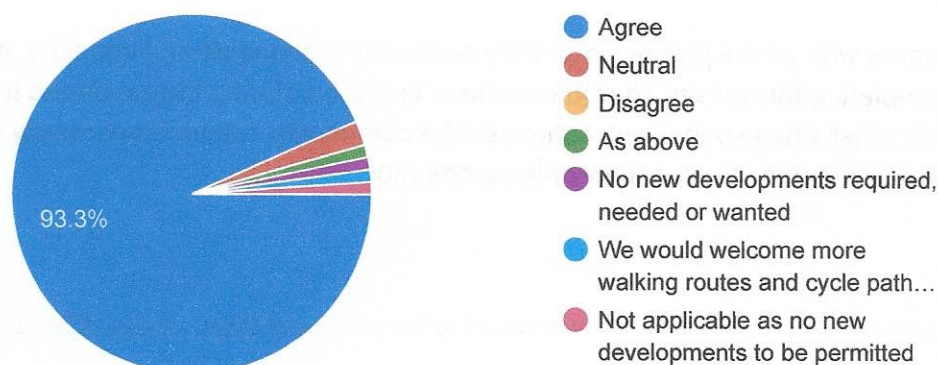
POLICY ME T1: TRAFFIC MITIGATION. Proposed developments must demonstrate what measures will be put in place to mitigate any increase in traffic, or changes in traffic patterns, due to development on Radwell Road or Thurleigh Road. This could include journey planning advice, cycle storage or improved access to a bus stop.

91 responses

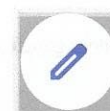


POLICY ME T2: ACTIVE TRAVEL. Support will be given to proposals for development that incorporate improved and extended footpaths and cycle paths where appropriate. They should be direct, convenient and safe to use. Wherever possible, proposed new development should provide natural surveillance of public 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.

90 responses



GENERAL



APPENDIX 6:

Comments received at Regulation14 stage

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

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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 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	- not enough brownfield sites to meet the housing allocation - given the above development has to take place on non-greenfield sites - the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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	- The site was allocated following an assessment process using BBC's site assessment criteria - The housing numbers allocated in the Local Plan cannot be accommodated in available sites within the existing SPA <i>No changes have been made to the MENP as a result of these comments</i>
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	- not enough brownfield sites to meet the housing allocation - development is not permitted on Local Green Spaces and policy ME C4 restricts development on Milton Ernest Natural Areas <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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 C4 is as restrictive as possible whilst meeting the Basic Conditions of being consistent with national and local planning guidance <i>No changes have been made to the MENP as a result of these comments</i>
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 - new developments will have negative ecological impacts - no new developments - Additional woodland would be beneficial	- Policy ME NE1 states that new developments must provide a net biodiversity gain. In addition all the recommendations of the Habitats Regulation Assessment have been included in the MENP. - the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - Noted <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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 - No new developments - rural view of many will be impacted by the Rushden Road site. - Rushden Road development will lose open view of the field	- the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - Whilst the loss of this view is recognised it has not been identified as a key view within the village. Some loss of views will be the inevitable result of meeting the Local Plan housing allocation <i>No changes have been made to the MENP as a result of these comments</i>
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	- noted - the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - Noted - Lime trees are subject of TPO 7/190/2/316 - Noted - Noted <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
POLICY ME NE4: DARK SKIES. Lighting proposals for development will be supported where it is demonstrated 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)	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. - These houses are being built where there are resident bats and barn owls	- no new developments light impact on habitat. - Contact Bedford Bat Group. - Resident bats and barn owls on the Rushden Road site	- the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - Noted - Development it is primarily open field. Bats/Owls do not live in burrows <i>No changes have been made to the MENP as a result of these comments</i>
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	- The Queens Head is identified as a community facility in policy ME CF1 - This is included in Project/Aspiration ME CF1 - Noted <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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	the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. <i>No changes have been made to the MENP as a result of these comments</i>
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	the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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?	- The 2015 survey showed support for commercial/industrial development provided strict criteria were put in place, which are covered by this policy - Farming development that requires planning consent will need to comply with this policy - the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - There is no allocation of sites for business/commercial development (other than Twinwoods). <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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	the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. <i>No changes have been made to the MENP as a result of these comments</i>
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	- the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - Noted - The detail in policy ME SD4 addresses this with, for example, SUDs and attenuation. <i>No changes have been made to the MENP as a result of these comments</i>

POLICY ME H1: RUSHDEN ROAD HOUSING 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.	- 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	- This is a matter of opinion. The policies in the plan aim to provide development that makes a positive impact on the community. - The detail in policy ME SD4 addresses this with, for example, SUDs and attenuation. - any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays. - There would appear to be little specific impact on Butterfield Court residents - the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - The development will be consistent with Milton Ernest, as set out in the Character Assessment - Noted – this will be addressed as part of the detailed design proposals - Limited rural views other than to 2 dwellings, unless standing in upstairs bedrooms - Whilst the loss of this view is recognised it has not been identified as a key view within the village. Some loss of views will be the inevitable result of meeting the Local Plan housing allocation
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Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
				- 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	- Buffer zone should be at least 20m - Will there be a r/b on the A6? - Would change the character of the village - Will add to congestion on the A6	- Impact on housing value is not known 10m is recommended in the Masterplan and seems a reasonable balance between community interests and commercial viability. - r/b not known at present - The development will be consistent with Milton Ernest, as set out in the Character Assessment - The detail in policy ME SD4 addresses this with, for example, SUDs and attenuation. - Whilst the loss of this view is recognised it has not been identified as a key view within the village. Some loss of views will be the inevitable result of meeting the Local Plan housing allocation - Impact on housing values is not know <i>No changes have been made to the MENP as a result of these comments</i>
				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	- Spoil rural views - Will reduce property value	- Only visible from upstairs bedrooms - Whilst the loss of this view is recognised it has not been identified as a key view within the village. Some loss of views will be the inevitable result of meeting the Local Plan housing allocation - Impact on house values not known

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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 H2 says 'the design of new development must be appropriate to the location and the character of the area as described in the Character Assessment' - As above - the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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	- the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - Noted - Adequate parking will need to be part of the design proposals - Compliance with BBC standards is part of the Basic Conditions requirement <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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	- the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - Policy ME SD1 says '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'. <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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	- the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays. - Policy ME H1 says 'Vehicular access must only be provided from the A6. For the avoidance of doubt, no vehicular access (with the exception of bicycles) from Marsh Lane will be permitted' - Thurleigh Road is not an access point to the Rushden Road site <i>No changes have been made to the MENP as a result of these comments</i>

Policy	% agree	% disagree	% Neutral	Full comment	Summary of comment	MENP response
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	- the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest. - This is covered in Project / Aspiration ME CF1: Access to the countryside and Project/Aspiration ME T1: Crossing the A6 <i>No changes have been made to the MENP as a result of these comments</i>

MENP REGULATION 14 CONSULTATION – GENERAL COMMENTS

COMMENT	SUMMARY OF COMMENT	
Consideration should be given to liaising with the Borough Council/Highways to have the speed limit on the A6 from Bedford direction on approach to Milton Ernest reduced to 40mph where the dual carriageway reduces to a single line carriageway (where the speed camera is). This would enable cyclists/pedestrians to cross more safely at the end of the cycleway and also introduce a gradual speed reduction on the approach to Milton Ernest (as happens at the opposite end of the village).	• Reduce 50mph to 40 mph on A6	▪ Noted – crossing of the A6 covered in Project/Aspiration ME T1: Crossing the A6
The segregation disadvantages to the village by the A6 is referred to several times in the MENP. The A6 and Milton Ernest is a shortcut to the M1 South from both the A14 and A45. A significant increase in HGV and other traffic has occurred since the completion of the western bypass creating even more congestion, noise and pollution to the disadvantage of the villagers and their health. Milton Ernest is the only village in Bedfordshire without a by-pass between those major trunk roads and the M1. With the possible exception of Clophill, the same is true for the A6 to Luton. A continuous effort should be made by the Parish Council to push the BBC for a development that includes such a by-pass.	• Must continue to push for a bypass	▪ Noted
The ever increasing traffic flow is a major concern and divides the village. Surely the village should at least be listed for a bypass. At the very least, a crossing should be put in place to link safely the footpath/cycleway across the A6 at the end of the dual carriageway and the Clapham junction	• Should have a bypass	▪ noted
I would encourage proposals for an A6 bypass of Milton Ernest, noting the village is the only settlement between Luton and Rushden without one.	• Should have a bypass	▪ noted
We think on verge parking in Radwell Road should be stopped because the grass areas are being turned into muddy patches. Also, on road parking on Radwell Road, where it joins the A6 in particular, to be reduced by providing off road parking wherever possible and more generally in that road. Also, provision of more paved walkways around the village and between adjacent villages. Some pavements are in need of repair around the village, as they are somewhat dangerous for the elderly. Restoration of the annual bulky waste skip please and restoration of green bin collections during winter months. Provision of orange sacks restored. A6 bypass long overdue. Milton Ernest is a really lovely village to live in, and speed cameras have been very helpful. An active and thoughtful Parish Council is to be commended.	• Parking on verge problem Radwell Road • Pavements in need of maintenance • Restore annual bulky waste collection and green waste during winter months • A6 bypass needed	▪ Noted – not in the remit of the MENP ▪ Noted – not in the remit of the MENP ▪ Noted – not in the remit of the MENP ▪ noted

COMMENT	SUMMARY OF COMMENT	
How do you intend to effectively minimise the impact of new developments and increasing traffic generally for residents in Radwell Road & Thurleigh Road having to cross the A6? What plans support this statement?	Need to minimise impact of traffic from new development	any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.
Any further housing developments on the A6 through Milton Ernest will cause greater problems for residents trying to get onto the A6 from Radwell Road. This is difficult at the best of times and any increase will make it even worse. I also fear that in giving permission for these houses to be built in this small village increases the likelihood that further houses will be built along the A6 hence completely ruining this lovely, quiet village	Traffic from proposed new development will cause problems exiting Radwell Road to the A6	any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.
I will add that I would like to see an improved provision of public transport from the village to both Bedford and Rushden, particularly in view of the proposed numbers of new homes and so residents. Included in the proposal is housing for low income, and older households, both of which would benefit from an adequate public transport provision	Better public transport needed	This is an objective in section 9 of the MENP

COMMENT	SUMMARY OF COMMENT	
The proposed new development opposite Butterfield Court will cause added congestion for accessing the A6. In addition no consideration to how residents safety has been considered when accessing the rest of the village along the A6. The pathway is too narrow and the overgrown hedges on that side of the A6 adds to the danger of using this facility to access other parts of the village from Butterfield Court. Butterfield Court has now been in existence over 15 years and its about time that Milton Ernest PC took into consideration this small estate when considering the Neighbourhood Plan	• Development will cause congestion for Butterfield Court residents accessing the A6 • Pathway alongside the A6 is too narrow and hedges are overgrown	▪ any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays. ▪ Noted and will investigate solutions
Important factor is increased traffic on the A6 through Milton Ernest and access to the A6 from Radwell Road and Thurleigh Road	▪ Concern about increased traffic on the A6	▪ any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.
I would prefer the plan which redirects the A6	▪ A6 to be diverted	▪ Was considered as part of the Masterplanning exercise but was not viable for a 25 house development

COMMENT	SUMMARY OF COMMENT	
i am concerned about the extra traffic on the A6 as the A6 is already a nightmare for turning traffic. The impact of sewage. this site is popular for dog walkers	Concern about increased traffic on the A6	any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.
The traffic situation on Thurleigh Road is already bad with very few people slowing down for the speed humps, with close proximity with the church, village hall and the primary school, which affects all ages from young to old. The last thing we need is an influx of extra traffic on this road, from a safety aspect. Currently the junction on Thurleigh Road and the A6 is already busy, so to have more homes/traffic would make this situation worse	- Traffic on Thurleigh Road is bad - Extra traffic from the development will cause problems at the Thurleigh Road junction	any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.
We really need A6 bypass, the is so much traffic going through the village and air quality and noise is unacceptable. Has the air the air quality been monitored?	Need a bypass	Noted

COMMENT	SUMMARY OF COMMENT	
The New Plan falls short on "Transport" It does not mention that decisions have been taken by other Parish Councils (and supported by BBBC) that affect the traffic flow in Thurlough Road at Milton Ernest. (i.e. Clapham Parish Council Minutes 20-01-09) No effort has been made to rectify this and have the perfectly excellent concrete road to Twinwoods reopened for all Yarl's Wood Immigration Centre and Business Park traffic. Since most of the traffic comes from Bedford this would mean a shorter journey less pollution and help the environment. Access to the Twinwoods Road would also mean that vulnerable visitors to the immigration centre would not have to pay double the taxi fare from Bedford Station as they must now	The plan should include measures to reduce the traffic on Thurlough Road, for example getting the concrete road from Clapham to Yarl's Wood reopened	This is not within the remit of the MENP
I believe that it is very important that any future development in and around the village of Milton Ernest, especially regarding social and leisure facilities, are proposed in a manner which pay attention to enhancing the lives of as many local residents as possible. Especially taking into account the possibilities of enhancing local services, facilities and potential employment opportunities.	Future development should support the enhancement of local services and facilities	Increasing the population will help to support existing facilities
the site are is not suitable as i cannot understand why we would use a green site when we have so many brown site to consider. i am concerned about the extra traffic on the A6 as the A6 is already a nightmare for turning traffic. The impact of sewage. this site is popular for dog walkers.	Site not suitable; sewage issues, should use brownfield site	- Suitable brown field sites not available - Anglian Water did raise any issues in response to the Regulation 14 consultation
I do not agree with any more housing developments in Milton Ernest!! It will have a detrimental effect on the existing community and put a drain on village resources...not to mention the already terrible traffic conditions and parking problems. Leave our village alone!!!!	Doesn't agree with any new developments	the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest.
The reason the village of Milton Ernest is an ideal place to live is because it is rural. Building 25 houses at Rushden Road A6 is taking some of the rural away. I feel saddened that green agricultural land is even being considered for housing	25 more houses will impact on the rural feel	the Bedford Local Plan 2030 allocates 25-50 new dwellings to Milton Ernest.
Didn't like the way the questions were worded, they were worded as if it is fait accompli that housing developments are going ahead and it was a case (for simplicity) of whether people would prefer to see red roofs, brown roofs or grey roofs on the new houses. Every question bar one I opted for 'other' and left my own answer, generally along the lines of 'Not applicable as no new developments to be permitted' The only question I agreed with was 'existing community facilities to be protected from loss'. In general, a very poor questionnaire. Can someone please tell me when the next Parish Council meeting is, as I would like to attend	Poor questionnaire – seems like a fait accompli	The questionnaire offered the opportunity to comment on every policy. The draft MENP was delivered to every house in the parish. It gave the context rationale behind the reason additional development.
I agree that the village needs to grow and provide more housing. The proposed site seems a logical next area for development. I am concerned that there is no mention made of the infrastructure needs for a new development. Is there sufficient water supply and sewage capacity? Will the electricity network cope with the likely need for electric car charging points in all the new houses, as well as in the rest of the village. The new houses will also need electricity for heat pumps etc. Has the Oakley exchange the capacity for broadband need of this development? Thanks for all the work that has been put into this plan.	Agree village needs to grow. Concerned about the supporting infrastructure	Anglian Water did raise any issues in response to the Regulation 14 consultation

COMMENT	SUMMARY OF COMMENT	
Development on land next to the garden center on Radwell road, opposite the playing field could be a more suitable site and/or the brownfield site where the old garden center used to stand (near Milton Ernest Hall). Any site would need to be heavily screened with substantial planting of trees and appropriate hedging to mitigate some of the environmental impact. My view is that the allocation of housing would have a lower impact on the locality if it was divided into two or more smaller developments. To meet obligation of 25 dwellings, the old Mill site on the A6 already has planning permission for 12 flats, as I understand. This should surely count towards the allocation of 25 dwellings.	- Does the old Mill site 12 dwellings count towards the 25? - Would be better split into two smaller sites - Land next to the garden centre opposite the playing field would be more suitable	- No, this is an existing consent - That opportunity did not present itself - Was not put forward in the call-for-sites and so has not been assessed. Would extend outskirts of the village
More broadly, the 2015 questionnaire results highlight a very clear sentiment from village residents that brownfield sites should be used from development purposes. I also question whether development on the other side of the A6, closer to the amenities (i.e. the garden centre, park, pub etc) would potentially suit better - one point being, to reduce the number of road crossers and hence traffic flow interruptions. However, I do appreciate the need for new housing and therefore the need for the village to play its part, so as a stakeholder I'd be happy to discuss views further.	2105 questionnaire showed preference for brownfield sites - Understand the need for new housing - Wouldn't the other side of the A6 be better?	- Brownfield sites to meet the housing requirement were not available - Noted - The preferred site followed from a site assessment appraisal
Living on the border of the proposed development at Rushden Road, I have a number of concerns driving my disagreement of the site and its location. These include, in no particular order, 1) A6 traffic and the impact of more standing traffic from turning vehicles (i.e. fumes and flow), 2) very close proximity of the development to listed buildings spoiling their setting which is enjoyed by many walkers on a daily basis, 3) broader concern of being overlooked in my own property which is open fronted, 4) dealing with potentially greater run-off water from the field (we currently have to address by maintaining a ditch with Bedfordia), 5) general impact on surrounding wildlife.	- Concerns about standing traffic and fumes - Close proximity to listed buildings - Property being overlooked - Increased water run-off - Impact on wildlife	- Impact from additional traffic will be small in comparison with the existing flow. The junction with the A6 will need to be designed to reduce the need for waiting traffic - A 10m buffer zone is included in Policy ME H1 - Overlooking will be limited by the buffer zone - The detail in policy ME SD4 addresses water run-off with, for example, SUDs and attenuation. - The recommendations of the Habitats Regulation Assessment have been fully complied with
Polices Map Inset 19 The fact that the existing Settlement Policy Area Boundary can be breached after such a short time from when it was last agreed means there does not seem much point in drawing up future area boundaries. Spelling under Flood Risk Milton Earnest	What's the point of an SPA if it can be changed so quickly	Required to meet the housing allocation

COMMENT	SUMMARY OF COMMENT	
Yet more congestion at the northern entrance to the village on the A6. A much safer and less damaging site on Radwell Rd. , next to the garden centre would be safer and far more appropriate. It would be far less intrusive on the site lines from the one or two properties opposite ,than the proposed site on the properties on Arkwright Rd. and have a far safer entrance to the site	Will led to more congestion	any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017 , using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.
i believe we are sacrificing a green belt area, and losing a popular walking area for residents. i beleive to location of the proposed site would not be ideal.	Sacrificing green belt and losing a walking area	- The preferred site followed from a site assessment appraisal - Site not public path or accessible
Sustainable Design - let's hope the new buildings are empathetic with the village and surrounding area.	Design must be sympathetic to the area	Policy ME H2 says 'the design of new development must be appropriate to the location and the character of the area as described in the Character Assessment'
I suggest the separation of Twinwoods from the Parish of Milton Ernest should the 'new village' be proposed on the grounds of the potential size of the potential 'new village' with 4000 to 6000 homes compared with the existing village of Milton Ernest with a population of approximately 761 people. The planning needs for Twinwoods would be different	Separate Twinwoods from the parish	noted

COMMENT	SUMMARY OF COMMENT	
Very concerned at how traffic will access the A6 (roundabout/ lights?). Milton Ernest is the only village not to have been bypassed by the A6 and has a very high through flow of traffic. Also have concerns regarding sewage; there have already been issues with current sewage levels putting too much pressure on the system according to residents down River Lane. Will the current sewage system cope with additional housing?	▪ Concerned about traffic impact ▪ Will the sewerage system cope?	▪ any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays. ▪ Anglian Water did raise any issues in response to the Regulation 14 consultation

COMMENT	SUMMARY OF COMMENT	
The Milton Ernest NP Objective 5 is not met since the proposed development will not meet housing demand appropriate to the needs of the local community as expressed in its response to the 2015 survey. Site 518 reduces the village's rural atmosphere, it is not the preferred multiple small developments, it lays a foundation for more than the desired maximum 25 dwellings, it is not at Twinwoods, is not brownfield, it is overlooked on 3 sides, it does not preserve but destroys green and open space and it is a development outside the SPA. The Parish Council Neighbourhood Plan Steering Group has not justified the proposed revision of the SPA. Section 8.2 of the NP states that one site (518) is considered suitable. This statement is not supported by the evidence presented. The NP Section 8.4 directs the reader to the site assessment report updated Jan 2019. This scores Sites 162 and 678 higher than Site 518 (which incidentally scores the same as Site 161 and Site 907, additionally assessed). We first learn now, in Nov 2020, that the masterplanning exercise reported April 2018 considered just the one site. Why was this?	• The allocation of one site for 25 houses does not meet housing demand • Preference is for multiple sites • Why was there only one masterplanning exercise done? • Choice of site not supported by site assessment	▪ 25 houses is consistent with the preference show from the 2015 survey ▪ The Masterplanning exercise was used to plan the preferred site ▪ Whilst some sites had similar scores in the assessment processed other options were not chosen for the following reasons: - Site 160 (land adjacent to A6 and Thurleigh Road): inappropriate in scale and making harmful impacts to nearby scheduled monuments and listed buildings; - Site 162 (land at Marsh Lane): access via Marsh Lane unsuitable; - Site 163 (land at Meadow End House): outside the SPA; and - Land south of Parkside: severe impact on setting of a Grade 1 listed building (Milton Ernest Hall) and unsuitable access arrangements. In addition, it covers an area of Permanent Grassland identified in the Milton Ernest Biodiversity map.
In my view, the decision to exclude the prime brownfield site of Twinwoods for any residential development whatsoever in favour of out-of-town commercial development ("office space") is a missed opportunity in terms of protecting the character of the village and will be less environmentally-friendly. Reduced need for office space in a post COVID-19 world reinforces this view	• Twinwoods should have been included for development	▪ Not offered for development ▪ Only put forward for new settlement – not progressed by BBC

COMMENT	SUMMARY OF COMMENT	
In my view this is a missed opportunity to provide Milton Ernest with some much needed facilities. I would rather have seen a large number of houses built in the field next to the Playing Field but in doing so the developer would have to provide a new school alongside the field and a small supermarket off a new roundabout next to the A6 / New Road. In doing so Milton Ernest would grow but would have the facilities to meet the increase in population. The roundabout could be used to reduce traffic through Radwell Road and be the main access point to the North Beds villages. Extra population in ME would ensure there were enough children to keep the school viable and they would also help to ensure the pub and Garden Centre had enough custom to survive. Allocating a supermarket alongside the A6 would also be beneficial for the residents of the North Beds villages and those travelling to Rushden as well as the villagers making it a viable business proposition. Milton Ernest is lacking in amenities and the MENP is short sighted and could have been the catalyst to improving the village. Finally I disagree with the site chosen for the 25 new homes as it is in a field where water drains towards the A6 where the houses will be situated; it would mean more traffic accessing the already too busy A6; and is planned to be built on raised ground which would overlook the houses in Arkwright Road	• Would rather see houses built near the playing field • Missed opportunity to provide much needed facilities. • Disagree with the Rushden Road sites because of increased surface water run-off and increased traffic	▪ Not offered for development ▪ The increased population will help support existing facilities. ▪ any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays. ▪ The detail in policy ME SD4 addresses water run-off with, for example, SUDs and attenuation.
Very biased questions, the creator of this questionnaire has written the questions in the hope that the residents of Milton Ernest are Lemmings, very insulting, very unprofessional, very poorly administered questionnaire	• Questionnaire biased and unprofessional	▪ This view is noted

COMMENT	SUMMARY OF COMMENT	
My worry from looking at the proposal is that the boundary for 25 homes would then give the go-ahead for more housing based on the boundary of the call for sites Line of BBC site 518. A permanent buffer zone should be at least 20 metres to allow for traffic noise, light pollution and views for existing residents. The village already has a heavy flow of traffic through it and crossing the A6 can be unsafe, adding more housing with the potential for at least another 50+ cars and another junction would worsen it. I feel the village is already 'cut in two' with the busy A6. Limiting the already few amenities the village has due to having to cross the busy road with my small children. We would welcome further facilities this side of the village.	• Worried about the site being extended in the future • Will worsen traffic flow on the A6	▪ The MENP does not provide for extension in the future ▪ any development in Milton Ernest is likely to lead to additional traffic on the A6. However, the number of additional movements will be small in comparison to the existing level of vehicles. A development of 25 houses might result in 50-100 vehicle movements during the morning peak period. This compares to the 20,000 vehicles in total that were recorded, in a survey carried out by Bedfordshire Police in 2017, using the A6 in Milton Ernest (in both directions) between 0600 and 0900 for seven consecutive days. That translates into around 3,000-4,000 vehicles per day between 0600 and 0900 for the five weekdays.
Cycling, leisure and community facilities Consideration should be given to incorporating a cycle path around the playing field to enable youngsters to learn how to ride a bike safely and then for ongoing exercise. We strongly support the development of an allotment site for villagers.	▪ Cycle path around the playing field for learning to cycle ▪ Supports allotments	▪ Not under remit of NDP ▪ noted
Some years ago, a number of residents were keen for the development of allotments for village use. This has only been touched on briefly in the plan, with no outcome envisaged Regarding Policy ME CF1, can this be strengthened in any way. The importance of the connection of the Queens Head, the School, the Village Hall, the Green and the Church is recognised in the reports and policies but, for example, the Queens Head has remained closed during a period when it could have been re-opened. The Brewery web site has indicated that the facility would remain closed until the end of December and I have a concern that it will not be re-opened	▪ Supports allotments ▪ Concern about losing the pub	▪ noted ▪ The Queens Head is identified as a community facility in policy ME CF1
Cycling paths should be a top priority as part of our local and national commitment to a lower carbon footprint. These, and footpaths, will also . have huge well being benefits to the local residents in ME and neighbouring villages	▪ More cycle paths	▪ This is covered in Project / Aspiration ME CF1: Access to the countryside and Project/Aspiration ME T1: Crossing the A6
Community Facilities vitally important to residents , all must be kept	▪ Community facilities are important and must be kept	▪ Policy ME CF identifies community facilities to be developed.

COMMENT	SUMMARY OF COMMENT	
The proposals for improved cycle ways through the parish are to be warmly welcomed. In particular, the ambition to provide a better and safer route for cyclists to cross the A6 at the northern end of Clapham bypass where the road returns to a single carriage	Supports new cycleways and cycle crossing of the A6	This is covered in Project / Aspiration ME CF1: Access to the countryside and Project/Aspiration ME T1: Crossing the A6
Community Facilities vitally important to residents , all must be kept.	Community facilities are vital	
Now the manager has left the Queens Head to keep it operating as a public house/hotel for community meeting as its an essential for village life	Concerned about losing Queens Head	The Queens Head is identified as a community facility in policy ME CF1
What will happen if Green King decide to close the Queens Head?	Concerned about losing Queens Head	The Queens Head is identified as a community facility in policy ME CF1
It is important to me that wildlife is not adversely affected by any development	Wildlife must be protected	The MENP includes all the recommendations of the Habitats Regulation Assessment
The existing playing field is in an isolated part of the village and younger children do not feel safe playing there.	Playing field is isolated and children do not feel safe	Noted
It is vital to maintain a village public house as a welcome hub for the community to congregate and socialise in	Concerned about losing Queens Head	The Queens Head is identified as a community facility in policy ME CF1
Greater emphasis could be placed on the concept of a circular walking route of around 5 miles all within the parish envelope; practical plans for the development of public allotments within the Parish	Circular walking route needed	This is covered in Project / Aspiration ME CF1: Access to the countryside and Project/Aspiration ME T1: Crossing the A6
General comments on the plan		
I am very grateful to the NDP team for the time, effort and expertise dedicated to producing this highly developed plan.		noted
Thanks		noted
All the above proposals are very honourable. I hope the very rural atmosphere of Milton Ernest is not destroyed by landowners and developers greed		noted
I Support this plan		noted

COMMENT	SUMMARY OF COMMENT	
A well put together plan which I hope is adopted by the village.		▪ noted
Well done for such a comprehensive document. I can see many hours have been dedicated to the MENP		▪ noted
A good document, thank you		▪ noted
Looks good.		▪ noted
I am very grateful to the NDP team for the time, effort and expertise dedicated to producing this highly developed plan		▪ noted
The MENP is a coherent planning document		▪ noted

APPENDIX 7:

Regulation 14 response from Bedford Borough Council

TABLE OF COMMENTS FROM BEDFORD BOROUGH COUNCIL ON THE REGULATION 14 CONSULTATION DOCUMENT AND THE MENP RESPONSE

BBC Comment	MENP response
General heritage comments The policies and the wording of the Plan don't feel "especially 'Milton Ernest'". This in part derives from the lack of specific information or regard for the unique elements of Milton Ernest's historic environment. For example, a key element of the setting of Milton Ernest is the shrunken medieval village Scheduled Monument either side of Thurleigh Road, which is such an important part of the 'History and Character of the Area" (p.4) and the setting of the village (p. 17) but is not mentioned in the NP.	Do not agree that the plan is not Milton Ernest – the Character Assessment for a key plan in the development of the policies.
Page 4 'History and character of the area' This section should also aim to set out the contribution made by heritage assets to the character of the village and parish. This should include the various listed buildings and scheduled monuments, particularly the scheduled monument of the 'Shrunken medieval village at Milton Ernest' which is a defining element of the settlement's development over time. These assets make an important contribution to the character of the parish in their own right. The plan should also ideally recognise non-designated heritage assets within the parish and their contribution to a sense of place and local distinctiveness. These are those heritage assets that do not benefit from statutory listing but nevertheless merit informal recognition due to their historic, architectural and sometimes archaeological interest.	- Reference to the shrunken medieval village and the Scheduled Monument made in the initial section history and character - Appendix added listing heritage assets
Page 10 Paragraph 2.25 The first sentence should read that the neighbourhood plan has to be submitted within 12 months of the adoption of the Local Plan 2030. Twinwoods section 2.26 Reference should be made to Yarl's Wood Hermitage and Moated Site Scheduled Monument. Paragraph 2.27 Second sentence could read 'As part of the preparation of the Local Plan 2030, BBC asked developers to identify sites where new garden villages could be provided	- Change made - Suggested changes made
Page 11 Figure 4 Listed Buildings are noted on the map, but the two Scheduled Monuments to the north east should ideally also be included (as well as the listed buildings / structures to the south associated with Milton Hall). Alternatively we suggest an additional Figure with a map clearly showing the designated heritage assets within the NP Area.	Listed buildings added to figure 4
Page 12 The map needs to be clear and not be based on a screen shot. The Parish Council can access information to create these maps through the Ordnance Survey.	New map produced

Page 15 Paragraph 3.9. This sentence should read as follows as the Local Plan is just one of the documents that form the development plan. ‘It is important that the Neighbourhood Plan is read as a whole and in conjunction with Bedford Borough Council’s Local Plan development plan documents.’ You may wish to include this link to our development plan web page. https://www.bedford.gov.uk/planning-and-building/planning-policy-its-purpose/development-plan-documents	▪ Suggested wording and reference included
Page 16 Objective 1 This is the only objective linked to the historic environment. Add “...and its historic environment” to the end of the sentence.	▪ Wording added
Page 17 Policy Area 1: Character The wording here could relate more clearly to the historic environment, although it is noted that bullet point 2 references the Character Assessment and the content within. Previous comments regarding both designated and non-designated heritage assets and their identification through the NP process remain – this is an ideal opportunity to set out the assets which contribute to the character of the village and therefore allow the LPA to give this due weight in the planning process. Setting and character This section should mention the key contribution made by the scheduled earthworks which represent former medieval settlement and activity. Also, the parkland character of the grounds of Milton Ernest Hall which are visible on the approach to Milton Ernest from the south.	▪ The following has been added 'Project / Aspiration ME C1: Non-statutory heritage assets <i>As indicated in the Character Assessment, the presence of non-statutory heritage assets contributes to the sense of place and local distinctiveness of Milton Ernest. As an ongoing project, the Parish will consider preparing a local list of such assets which make an important contribution to the character of the village.</i> ▪ Reference to the medieval settlement and the setting of Milton Ernest Hall added.
Page 18 Policy ME C1 The policy wording should be changed to reflect that Figure 9 should be named the Policies Map. In the last sentence, it is not just the BBC Local Plan policies that development will be assessed against. It is suggested to change this to – ‘with Bedford Borough Council’s development plan policies.’ Policy ME C2 First paragraph – the Character Assessment should be an appendix to the plan especially as applications will need to be determined against this policy and this document. Change wording of third bullet point – substantial harm is, in policy and case law terms, a particularly high bar which is almost never reached short of total demolition / loss of a designated heritage asset. Development often will not be supported if they result in even a low degree of	▪ Suggested change included ▪ Character Assessment included as an appendix ▪ Suggested change added

'less than substantial harm' to the significance of a designated heritage asset, such as a listed building or a Scheduled Monument, because their conservation is afforded great weight in the planning process. Consider revising to: "Preserve the heritage significance of heritage assets through any proposed new alterations or new development in their setting, except where any loss of significance accords with local and national policy requirements". Page 19 Where is the evidence for the Local Green Space designations? It would be useful to provide this in a background document.	Suggested change added
Page 20 Where is the evidence for the Milton Ernest Natural Areas? What evidence is there regarding condition, quality, value and benefit to the community? It would be useful to state that this is in a background document. Policy C4 is more restrictive than green belt policy so it would not meet the basic conditions.	Supporting document 'Natural Spaces in Milton Ernest' added
Page 21 Figure 6 This map should be redrafted with a base map from the OS and not Google Earth. What is the reason for showing permanent grassland as this does not relate to the policies above? It is also noted that the proposed permanent grassland takes in much of the Scheduled Monuments but not all of them. Ideally this plan should be amended so that the scheduled monuments in their entirety are included under 'permanent grassland'. In addition to this there are some surrounding earthworks which are not covered by the scheduling but which would also benefit from inclusion in this category. Doing so would emphasise the importance of the permanent grassland and the role it plays in preserving the historic environment in Milton Ernest.	- Map redrawn - Clarity around permanent grassland and Scheduled Monuments added
Page 23 Section 5.6 Again, there should be a mention of the Scheduled Monuments either side of Thurleigh Road, both of which incorporate public rights of way in and out of the village.	Reference made as suggested
Page 24 Policy NE1 - There has to be recognition that minor development, for example house extensions, will not be able to nor would be required to result in gain. The policy needs to acknowledge that not all new development will have an impact on ecology. The Government intends to allow minor development (householder) not to trigger the requirement for net gain, especially where it occurs on residential garden land. Policy ME NE3: We question whether this is a workable policy. What are 'features of the natural and built environment'? The policy examples refer to natural things – what built characteristics is the policy to protect?	- Minor development excluded - The following wording added 'Retention of such features shall reinforce the rural setting of the village and built form'.

Page 25 This map was produced as a result of a records search carried out in 2017. The map is now out of date and there is an additional County Wildlife Site that has been added since 2017 which is not shown on this map. It is suggested to remove this map from the document, although the records search could usefully be included in a background document.	The map is considered an important document in the MENP and has been retained. A note has been added that there is an additional County Wildlife Site
Page 26 Paragraph 5.8 What does the term “light levels above 2 nanowatts/cm2/sr” mean? It would be helpful if this could be explained in simple terms.	Explanatory paragraph added
Policy ME NE4 Where is the evidence for the light limits in the policy? Paragraph 5.9 – the NPPG on light pollution was updated in 2019.	Reference made to CPRE Night Blight
Page 29 Policy CF1 Community facilities Question that the riverbank and open spaces are community ‘facilities’, although they are ‘social infrastructure’. The policy could be amended to refer to both terms of social and community infrastructure.	Amended to community facilities and social infrastructure
Page 30 Policy ME CF2 Are the green routes Rights of Way or something else? If so, they should be mapped so it is clear what this policy is referring to.	Green routes changed to public right of way network
Page 32 Policy ME SD1 Consider if this is a policy that could be implemented as the wording only states ‘encouraged’? You might like to consider moving this to the text of the plan instead of in a policy.	Noted but retained as a policy
Page 33 Policy SD3 This is a policy that we cannot mandate. A developer does not have to consult with the community, except on wind turbine applications.	Policy changed to an aspiration
Page 36 Paragraph 8.5 Third and fourth dot point – what is meant by buffer? Is this a gap or planting?	Clarity around the buffer added

Page 37 Policy ME H1 (Rushden Road housing allocation) The site has the potential to form part of the setting of 'Lindham Court' (list entry no.1321520) and 'Barn and Outhouse at Lindham Court' (list entry no.1114307); both of which are grade II listed. The policy wording for ME H1 makes no mention of the setting of the two adjacent listed buildings or the need for a buffer to mitigate the impact of the development on the listed building. This is covered in Section 8.5 of the document on page 36, which is a positive, but as the impact on a listed building is a constraint to development in this instance, the policy wording should reflect this.	▪ The following wording added: <i>Furthermore, the allocation site forms part of the wider rural setting of the Grade I listed parish Church of All Saints and the Scheduled Monument of the Shrunken Medieval village at Milton Ernest. Proposals for development will need to be subject to consultation with Historic England and require a Statement of Significance and Impact Assessment to accompany any planning application. This shall include assessments of Lindham Court, Barn and Outhouse, Stone Cottage, the Church and Scheduled Monument. Given the archaeological potential of the site itself, this Statement will also need to include the results of an archaeological evaluation.</i>
we recommend the following additional point in policy ME H1: <i>A Heritage Statement of Significance and Impact Assessment will be required in order to describe the significance of the surrounding heritage assets and the likely impacts upon them. This document will need to incorporate or be accompanied by the results of a pre-determination archaeological evaluation.</i>	▪ Wording added
Policy ME H1 Bullet b) restricts development to be not more than 18 dwellings per hectare. This could be a severe restriction on achieving 25 dwellings by the time you add in roads, green space, buffers, etc. Is there any need for the dwellings per hectare to be identified when the opening line states that the scheme must reflect the traditional character area and Policy H2 also requires accordance with the character study?	▪ Specified housing density removed
Page 38 This map should be labelled as Policies Map. It should also be drawn on an OS base map rather than a screen shot as the base map. It should clearly identify the new SPA boundary, housing allocation site and other open space designations.	▪ Map redrawn
Page 42 Section 9 'Transport' The traffic calming measures along Thurleigh Road closest to the Church have resulted in harm to its significance, any additional measures in the village would need to be carefully considered with regards to impacts on the setting of heritage assets.	▪ Noted

Milton Ernest Parish Council

**Neighbourhood Plan for Milton Ernest Parish,
2020-2030**

Consultation Statement

January 2021

Milton Ernest Parish Council
<https://miltonernest-pc.gov.uk/>