

## **Wavendon Parish Council Snippets Report – September 2024**

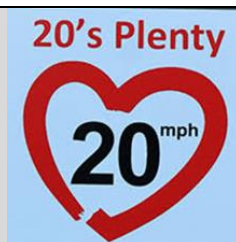
**\*SEMK Planning applications to be heard at MKCC  
Planning on Thursday 7 November at 7pm  
(Civic Offices). Note: The meeting previously scheduled for 3 October  
has been cancelled.**



**A meeting of the SEMK  
Stakeholder Group has been scheduled for Thursday  
3<sup>rd</sup> October in the old school hall, Wavendon  
Community Centre (time to be circulated)**



**Plan MK2050 – Residents  
drop in session.  
Friday 27 September at the Wavendon Hub (off  
Dankworth way) – 2.30 pm to 7.30 pm**



### **Petitions for Glebe Farm and Eagle Farm South**

I will be presenting petitions on behalf of residents of both Glebe Farm and Eagle Farm South at Milton Keynes City Council full council meeting on Wednesday 18<sup>th</sup> September. The petitions call for 20 MPH zones to be established across the entirety of both estates.

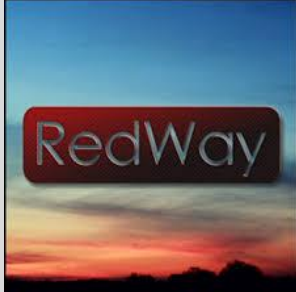


### **Highways Update**

**The update (Murray Woodburn)** on current projects are as follows:

- Cross End/Lower End Road - Road Safety scheme. Works due to begin next month. This scheme will incorporate speed limit works on Cranfield Road as well.
- Newport Road - 30mph proposal. Statutory consultation to begin next month (October)
- Walton Road Options There remains some nervousness to consult on the possible scheme options when one of these options is not yet deliverable by the Council. The submission of an application to the Department for Transport for Moving Traffic Contravention enforcement using automatic number plate recognition (ANPR) was approved by delegated decision on 27th August and officers would prefer to await an indication of the outcome of this application before confirming the possible options for the informal consultation – as one of these is dependent upon this permission being granted. We can appreciate how residents will be frustrated by this delay, but we are keen to avoid a situation where a preferred option may be chosen by the community but may then not ultimately be deliverable. We will continue to work on the consultation materials for the various options in the meantime to ensure we take on board the comments on pros and cons of options that have been suggested to us by residents, and as soon as we have an indication from DfT on the outcome of our application, we will move forward with the informal engagement with the camera-enforced options included or excluded as appropriate.

I appreciate that this is not all good news, but we would hope to have some indication of how our application will be received by DfT in the next month or two, which will give us the necessary confidence to proceed with the informal engagement exercise.



**Redway Link adjacent to Lower End Road – red way connection on Wigg Close, Eagle Farm South between the David Wilson and Dandara sites**

**See drawing attached.**

*Jonjo McBride reports ... David Wilson Homes are going to connect the redway. Were just finalising the design. See attached almost approved drawing.*

*Just finalising the culvert pipe design.*

*Putting the redway over the reserve won't be an issue, if we ever put a road in we will design an appropriate crossing.*

*Hopefully this will translate into action on site in the not-too-distant future and then we should be well on the way to having the full link along Lower End Road, probably just waiting for the 'clubhouse' infill to complete the whole thing.*



**Church Farm – from Diljeet Singh (see attached files)**

**In** terms of the further GI work which is needed for foundation design and to finalise the earthwork strategy and platform levels starting tomorrow and will consist of a mix of boreholes and trial pits across the site which will run until 23rd September. Hydrock are the principal contactor and are aware of all utilities across the site (incl the overhead cables and gas main) and have notified and liaised SGN re the gas main.

During that time we will clear the scrub under the (blue shading below) back to the 5m buffer off Walton Road so that Cotswold Archaeology can undertake their excavation in the northern part of the site (blue area below with RPAs shown) as agreed. See WSI attached for more info which might be useful. At the same time we will aim to undertake further trial trenching in the southernmost field which has not been done yet. We may continue the clearance down the eastern boundary where the site meets the woodland copse and I have attached the AIA showing the areas/trees for removal (see page 48 onwards).

The intention is to enter via Byrd Crescent tomorrow morning with welfare unit etc and close all gates behind to prevent access and locate the compound in the Connolly site on the Haul Road. The GI contractor will then reverse this process on exit when the Archaeologists arrive on the 23rd September.





**District (Country) Park – from the resident’s group (reproduced with their permission)**



A copy of what we think a 12Hectare Park might look like. The group is essentially talking about the bright green areas along the driveway and around the Lake. If they could get a little more (4Hectares), at least half of which they'd need to give up anyway to provide the necessary buffer around Cross End, then you could add in the central dark green area. We recognize the turquoise-ish areas at the top aren't as likely but going to our initial ask of 20Ha would give us the whole-coloured area. All this would provide a very usable and useful Park with great connections into both old and newer areas of Wavendon. But even the 12Ha one plus a buffer around Cross End would be a useful start.

The Northern and Western grid roads are just samples, but there aren't many other places they could go. The one to the East over towards Cranfield Road could run anywhere though so that one is more of a guess.





**Caldecotte South**

**From: Joanne Orton** [Joanne.Orton@milton-keynes.gov.uk](mailto:Joanne.Orton@milton-keynes.gov.uk)

Further to your email below to my colleague, I can confirm that the application is still in the process of being assessed and is unlikely to be presented to Planning Committee, until the latter part of the year.

Jo Orton

Principal Planning Officer (East Team - Development Management)

Tel: 07484921461

Web: [www.milton-keynes.gov.uk/planning](http://www.milton-keynes.gov.uk/planning)

Milton Keynes Council | Civic | 1 Saxon Gate East | Milton Keynes | MK9 3EJ



## Library Box for discussion



**MK2050**

Very much work in progress

Response to MKCC from the Greensand Trust regarding the classification of the Ridge included in this report.

### **\*SEMK Planning Decisions**

The two major outline applications for SEMK are likely to come before Committee for consideration of the two Outline applications will be heard on 3<sup>rd</sup> October.

### **Scrutiny of MK City Plan 2050**

At its meeting the Environment and Place Scrutiny Committee held a dedicated session to scrutinise the MK City Plan 2050.

If you wish to speak, please email in advance to [Alex.Melia@milton-keynes.gov.uk](mailto:Alex.Melia@milton-keynes.gov.uk)

The committee meeting took place on Thursday 12 September at 19.00 in the Council Chamber, Civic Offices.

Once the MK2050 Local Plan consultation closes on the 9th of October the next steps of the process are:

- October 2024 – November 2024 Analysing the consultation feedback
- October 2024 – December 2024 Update and finalise evidence
- December 2024 - Finalise redrafted plan
- January 2025 - Delegated decision to consult on the redrafted plan
- February 2025 - Consult on final draft plan
- March 2025 - Consultation on final draft plan concludes
- April 2025 - Preparation of documents ahead of submission to the Secretary of State
- May 2025 - MK City Plan and supporting evidence will be submitted to the Secretary of state for examination by an independent planning inspector.

Dates for the examination stage, receipt of the Inspector's report and adoption of the plan will be published once known.



#### **Marston Vale Line**

I am pleased to inform you that the £1 Ticket has been extended for a further 3 months to run until 16th November.

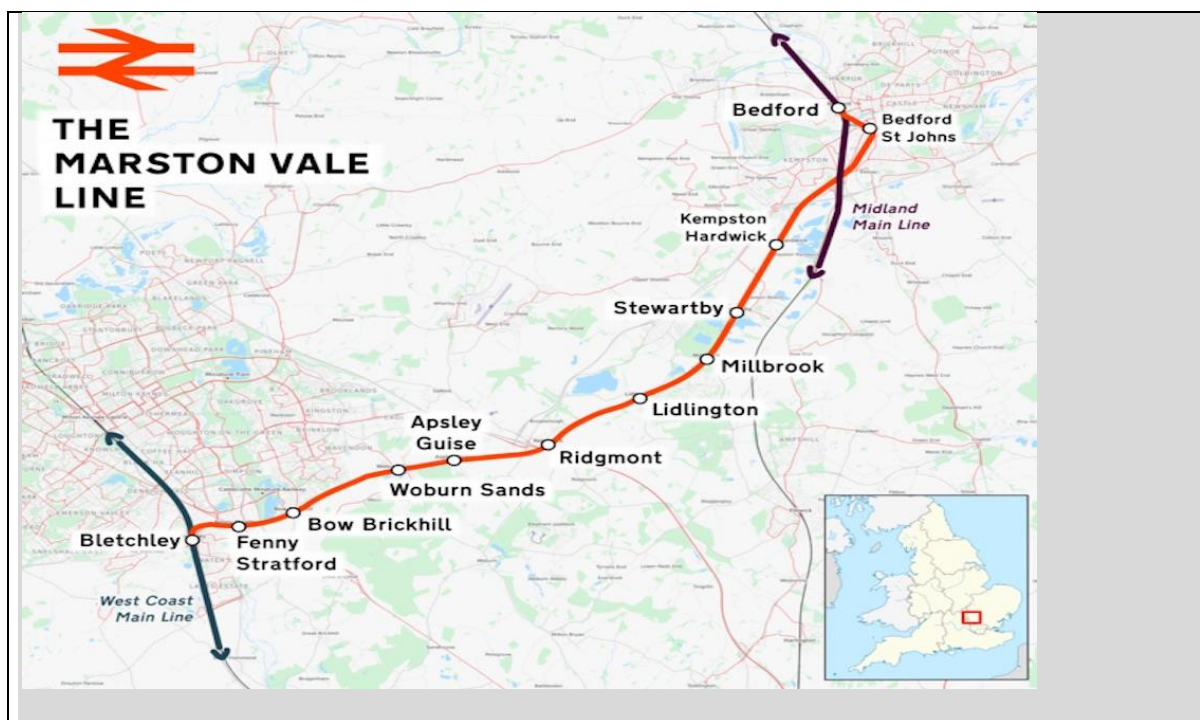
Please see <https://www.marstonvalecommunityrail.org.uk/1-ticket-offer-extended-again-until-16th-november> for details.

I would be really grateful if you could circulate to your networks and post on your websites & intranet as appropriate, please.

Posts are being scheduled for publication on the Marston Vale CRP Facebook & Twitter/X accounts. Any assistance with sharing would be much appreciated.

Unfortunately, on the negative side there have been a number of cancellations due to traincrew shortages. Please encourage residents to complain to LNR via <https://www.londonnorthwesternrailway.co.uk/contact-us/customer-relations>





#### Community Action in Walton & Wavendon (see attached report)

Walton Community Council and Wavendon Parish Council	Towergate, Litchfield Down, Frosts, Walton Road, Ortensa Drive	£85,727
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Community Action: MK is the local infrastructure organisation for the Voluntary and Community Sector in Milton Keynes. We would like to make an application for S106 contributions to the Voluntary Sector as part of the Social Infrastructure Planning obligations generated by developments in the following areas of the Walton Community Council and Wavendon Parish Council:

- Towergate, Site A
- Litchfield Down, Walnut Tree
- Frosts, Wavendon
- Walton Road, Wavendon (in partnership with Wavendon Parish Council)
- Ortensia Drive, Wavendon Gate

There is a sum of £85,727 available in ten different S106 agreements for social infrastructure support to be used towards the provision of a welcome service to new residents on the development and towards the provision of activities aimed at integrating the development with its locality and the

wider city. The details are set out in the legal agreements between Milton Keynes City Council and the developers.

### **Request for Walton Community Council and Wavendon Parish Council**

To review the proposal and offer feedback and support for the proposal so we can submit it to Milton Keynes City Council for approval.



### **Response to Land Use Classification on the Ridge**

#### **Letter sent to MKCC and to Land Use Consultants**

Re: Valued Landscape Policy review in Milton Keynes

Dear Sir/Madam,

Since our last letter, we have been made aware of the Valued Landscapes Policy Review paper prepared by yourselves in December 2022. In addition to our previous comments, we have the following observations to make now that we have reviewed the aforementioned document.

We note the recommendations are for the new local landscape designations to be based on both the 1999 LDA study and the 2022 landscape character assessment.

Having reviewed extracts of the 1999 LDA, we were pleased to see areas of Bow Brickhill were included in the 'Brickhills Ridge' area, as this settlement contributes strongly to local landscape distinctiveness. However, the 2022 landscape character area does not include areas of Bow Brickhill and the surrounding countryside. We would strongly urge you to consider inclusion of the wider Bow Brickhill area specified in our previous response into any new local landscape designation. This area contributes strongly to the character of the wooded Greensand Ridge, primarily through the density of sandstone structures found throughout the village. Furthermore, the strong agricultural feel of the surrounding countryside provides a buffer and a more gradual transition from a suburban landscape to that of the Ridge. Retaining this agricultural character is vital in protecting the wider setting of the Greensand Ridge.

We support your recommendations to include open public consultations as part of the local landscape designation process. Equally, the description that local landscapes are not just about the quality of the landscape itself, but also its wider role in the setting of Milton Keynes is key for the Greensand Ridge as a wooded backdrop.

Please keep us informed of any further developments regarding local landscape designation in Milton Keynes.

Yours faithfully,

Jon Balaam

Director of Development

The Greensand Trust



Woburn Sands High Street

<https://one.network/?tm=GB140236112>

Central Beds Council and UK Power Networks

#### **Cabinet Decisions of Interest**



#### **SECTION 106 - COMMUNITY / SOCIAL INFRASTRUCTURE FUNDING**

**Contact - Kay Pettit, Programme Manager - Parish and Town Councils**

#### **Executive Summary**

Under planning legislation and regulations, the Council can require a developer to contribute towards providing infrastructure or taking other steps to offset the impact of a development; these are called Planning Obligations. These obligations are contained in legally binding agreements or unilateral undertakings, often referred to as Section 106 or S106 Agreements (after the relevant section in the 1990 Town and Country Planning Act).

Planning Obligations are used to secure financial and in-kind contributions for infrastructure and facilities made necessary by the development itself, such as schools, health centres recreational and open space and community facilities, along with monies for community and social infrastructure.

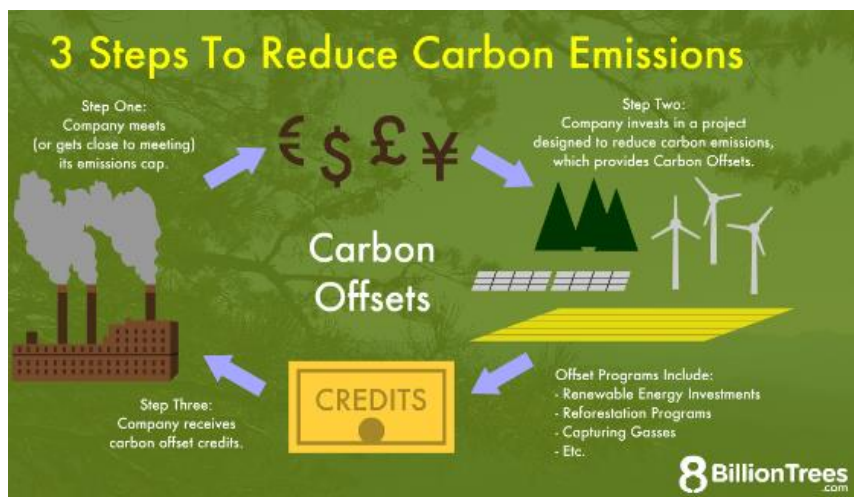
The Council's Planning Service is responsible for monitoring development and ensuring that the obligations set out in Section 106 Agreements are met.

Sometimes the contribution is for something very specific (such as providing the expansion of a named school) and sometimes it is for a certain type of project (like providing public art in the vicinity of the development)

In respect of Community and Social Infrastructure (Voluntary Sector), the obligations often relate to the provision of community development work and voluntary sector projects to support local voluntary and community activities to help the new residents integrate into the existing community and could include the facilitation and encouragement of voluntary groups to help encourage local people, including residents of the Development, to play an active part in their community.

Organisations that meet the terms of the Section 106 Agreements can apply to the Council to have the funding released to them if they are able to demonstrate such.

Community Action:MK, the proposed recipients of funding from this decision, are listed within the Council's Planning Obligations Supplementary Planning Document (SPD) (2021) as one of two principal organisations that lead this activity locally and would therefore be considered a legally compliant organisation for accessing available funding.



## CARBON OFFSET FUNDING

**Contact at MKCC - Neil Allen - Head of Regulatory Services**

### Executive Summary

This decision is to approve grant contributions over £100K from the Carbon Offset Fund (COF) to two educational organisations and the Authority.

The COF was originally set up in 2005 to reflect the objective of carbon neutrality under the Local Plan Policy D4. We were the first city in the UK to set up such a fund based on planning policies for sustainable construction. The fund was established into which new developments paid a premium according to the predicted amount of CO<sub>2</sub> emissions if they weren't carbon neutral themselves. The fund was then used to fund mitigation measures in other buildings across the city. Developers are required to pay £200 per tonne of annual CO<sub>2</sub> emissions into the fund and any applicants wishing to use the fund elsewhere have to demonstrate that their proposal will save at least £200 per tonne of annual CO<sub>2</sub> emissions to be eligible.

The Sustainability Team took over the running of the COF grant programme in 2022 and have been promoting the availability of it via our website, Parish and Town Council forum meetings, through conferences and by word of mouth. In this time a total of 55 enquiries have been received seeking c.£2.9M of contributions. It was slow to gain momentum but has accelerated in 2023 and 2024 to



date. It has resulted in 12 completed projects to date totalling awards of c.£0.470M. There is a total of c.£1.45M being requested in this report, which will leave c.£0.500Mk unallocated which will be available in the future. It is scheme dependent, but we are expecting around another £1M to come into the scheme between now and the end of 2026.

Overall, the fund has been very successful. Of £6.3M collected from the inception of the COF from developments not delivering to the carbon targets set out in the Local Plan, £3.4M has been paid out and a further £2.4M showing in the Annex is being considered from the grant fund in delivering complaint schemes. These schemes will broadly benefit our local communities.

As an example, 13/03/2024 Bow Brickhill PC Application approved, and agreement fully signed.  Solar and battery - completed 2/7/2024	£8,684.52
MK SNAP Application part submitted for solar PV panels	£26,790.00

### **A Step by Step Guide to applying for COF**

- 1 Show interest in COF scheme, engage with Sustainability Team.
- 2 Applicant has submitted their draft application to Sustainability Team.
- 3 Subsidy checks confirmed.
- 4 S106 contributions confirmed.
- 5 Application has been submitted to the board.
- 6 Application has been approved by the board.
- 7 Applicant has been notified of their success and a draft funding agreement has been drawn up.
- 8 Applicant has signed funding agreement.
- 9 MKCC has signed funding agreement.
- 10 Proof of practical completion has been received.
- 11 Payment has been made to the applicant.
- 12 Post project comms is completed.

<https://www.milton-keynes.gov.uk/sustainable-milton-keynes/carbon-offset-fund>



**ENFORCEMENT**

## **OF MOVING TRAFFIC OFFENCES**

**Contact - Murray Woodburn, Traffic and Transportation Manager**

### **Executive Summary**

In August 2021, the Department for Transport (DfT) announced the opportunity for local authorities to apply for powers to enforce moving traffic offences.

The report outlines the requirements to undertake the enforcement of moving traffic offences and seeks approval to delegate the submission of the Council's application for these powers to the Director Environment and Property, in consultation with the Cabinet Member for Public Realm, following the completion of our public consultation.

Between Friday 17 May to Friday 28 June 2024, the Council carried out a public consultation seeking feedback on proposals to improve road safety by enforcing against drivers who commit certain moving traffic offences. We also asked people for their views about parking offences and enforcement.

In addition to the consultation, we conducted contravention, traffic counts and site surveys for various locations that are proposed to become Moving Traffic Contraventions enforcement sites. A detailed compliance check of potential locations was performed to ensure adherence to relevant legislation and to confirm that the current Traffic Regulation Order aligns with on-street conditions and regulatory requirements.

MK City Council, Civic, 1 Saxon Gate East, Central Milton Keynes, MK9 3EJ

This report and annexes provide a detailed overview of the contravention assessments, traffic counts, and compliance reviews. It also outlines the consultation activities undertaken to gather feedback from the public and other stakeholders, along with a thorough analysis of the comments received. (These details are contained in the annexes to this report.)

The findings from the public consultation and the comprehensive assessments conducted have informed the decisions put forward.

The types of moving traffic offences that can be enforced under Part 6 of the TMA include:

- making a banned turn;
- driving through a 'No Entry' sign;
- driving in a route for use by buses (and taxis) only;

- entering a pedestrian (and cycle) zone, for example a school street; and
- entering and stopping in a yellow box junction when prohibited



### **Question to Cabinet**

I asked a question to the Leader of MKCC at Cabinet in September - Milton Keynes Local Plan. This is a question I shall be asking the Leader of the Council at the September Cabinet meeting of MKCC.

In June MKCC published its draft Local Plan for MK2050.

Since the publication of Plan:MK 2050, MK City Council has given no indication as to how it will respond to public concerns and modify planning policy given the change of government and the new governments promised amendments to NPPF. Add to that uncertainty over EWR and a major national government budget / autumn statement due in late October and we have the most uncertain era for planning locally for many years.

Three issues have emerged:

1. First, the excessive housing numbers proposed would have a damaging impact on MK City's exceptional natural environment and cultural heritage, existing green spaces and The Ouse Valley and The Greensand Ridge in particular. Excessive numbers are driven by the Standard Method with its 40% "affordability uplift". In fact, MK already has enough planning presumptions remaining in Plan:MK for more than 30,000 new dwellings (10 years' supply even at the unachievable demanded rates). We currently have close to an eight year, evidence based housing land supply. There also appears to be very little connection between planning policy contained within the MK2050 proposals and the climate and ecological emergencies declared by MK City Council. Developments are planned on the edge of the existing city (urban) growth areas, adjacent (to an alarming extent) to a major ecologically sensitive area that is considered to be an area of outstanding natural beauty – namely the Greensand Ridge - and with (yet again) little or no public transport and insufficient consideration given to future infrastructure requirements. Houses are planned to be built to lower levels of insulation than will be required in future; solar panels are rarely installed; houses are still built with gas central heating. All this will need expensive retrofitting in a few years' time. In effect what is in danger of being perceived as a policy of build in haste, repent at leisure.
2. Secondly, the existing approach to providing affordable housing, through percentages of commercial (usually greenfield) developments, has failed to address the problem. A new approach and plan are needed. MK's real housing crisis is a lack of truly affordable homes for local people, especially for social rent.
3. Finally, East West Rail is still to publish its proposals for the Bletchley to Cambridge link, proposals which will trump (in planning terms) whatever is included in the MK2050 plan. The new government has also indicated that it would be looking to identify sites for Development Corporation managed new towns of 60,000 plus dwellings 'within or adjacent to the M1 corridor', with north MK, south Northants and the so-called Aspley Guise triangle in Central Beds very probably included

as one or more of a dozen such sites. The report of the New Towns taskforce is expected in about 12 months and will be managed by Kate Barker as deputy chair and Sir Michael Lyons as chair. Surely it would be best to await the outcomes of and the detail that is anticipated as being contained within that report.

So, my question is: are you willing and minded pausing the existing, already outdated draft Local Plan which has become a source of anguish and concern to so many residents? Instead, will you commit to produce a fresh, new MK2050 Local Plan (taking onboard regional and national political, transport and planning priorities) at a date sometime in 2025 or 2026 when the planning landscape becomes so much clearer and there is increased certainty and at that stage to genuinely engage with local people once again throughout a revised process?



Thanks for your email.

Firstly, apologies for the delay in coming back to you on a potential date to meet with David. During the LRG webinars we received many requests for meetings with David, and all of these have been combined into an overall engagement plan in which we are also setting up meetings with MP's, Local Authorities, and other stakeholders. Currently we are already looking at October for the next available meeting slots, but until I have confirmation of this, I am unable to come back to anyone with date options. He is a very busy man!

Please be assured that this is very much on my radar, and I do hope to be able to come back with an update on this soon.

Sarah Jacobs - Local Representatives Groups Engagement Manager

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W: [www.eastwestrail.co.uk](http://www.eastwestrail.co.uk)

## New Towns



One of the new Government's manifesto pledges is to create a series of new towns across the UK to help deliver its promise to build 1.5m homes in the next parliament.

Although new towns were not mentioned in the King's Speech, a New Towns Taskforce was convened by MHCLG on 31 July 2024 demonstrating that new towns remain key to the Government delivering on that promise.



### **Labour's plans**

Amid a package of other measures to boost housebuilding, Labour's manifesto promised "a new generation of new towns, inspired by the proud legacy of the 1945 Labour government". Before coming into power, the party also announced plans to create a New Towns Commission within six months of being elected, a list of potential sites within a year and a "new towns code" which developers will be required to meet, including a target of 40% affordable homes (although this specific target was absent from the manifesto itself) and standards for design, quality and green space.

The government clearly remains committed to these plans, as shown by the establishment of the New Towns Taskforce and the wider policy statement that accompanied that announcement.



### **New towns of the past**

New towns have a long history in the UK. The Labour manifesto promised to revitalise the successful postwar "new towns" programme, which went on to deliver hundreds of thousands of new homes from 1946 to 1970. This period was the heyday for new towns, delivering 32 new towns across the UK – including Stevenage (the first new town delivered under the programme), Basildon, Harlow and Milton Keynes.

Since then, successive governments have attempted to revitalise new towns in various different guises, such as New Labour's "ecotowns" and David Cameron's "garden towns and villages" — but these programmes were widely criticised for falling short against delivery ambitions.

### **What are new towns?**

Despite the different names for them, the key underlying principles are the same. The aim of new towns is to allow for new homes to be built alongside the infrastructure, transport and public services required for a community to thrive. A new town takes a more holistic, neighbourhood-based approach to urban development, sometimes across multiple authority boundaries, by joining up planning powers, new funding streams and government support to de-risk sites and deliver at scale. This type of placemaking requires a major government intervention (either at a national or local level) to drive development with a clear focus – these days such focus is likely to be aimed at quality standards, climate resilience, meaningful community engagement, affordability of housing, revitalised town centres and legacy stewardship. Labour have indicated a desire to work in partnership with local leaders and communities on new towns, although they can also be led purely by central government.

### **Legal mechanisms to deliver new towns**

Development corporations are the main mechanism used to deliver new towns. These are independent entities established by government for the purpose of delivering a new town. Armed with numerous powers over planning and delivery (and in particular compulsory purchase

powers), they provide a single designated body to oversee the entire new town development, in order to streamline the process and leverage in funding and private sector involvement.

Traditionally, development corporations are governed by the New Towns Act 1981 and established and led by central government, but as part of its levelling up agenda, the previous government introduced new legislation which also enables local authorities to create and oversee locally-led new town development corporations.

Whilst development corporations under the New Towns Act 1981 tend to be the conventional mechanism for delivering new towns, they are by no means the only option available. For one it is possible to establish other types of development corporations (with different powers and structures) pursuant to other legislation, such as Urban Development Corporations. Other governance arrangements entirely may be more suitable, depending on the objectives of the relevant authorities, such as purpose driven delivery companies, joint planning committees and joint venture development partnerships.

### **What's next?**

On 31 July 2024 MHCLG issued a policy statement on new towns, which confirmed that:

A New Towns Taskforce has been convened and will be led by Sir Michael Lyons and Dame Kate Barker. The taskforce will produce a final shortlist of recommended locations within 12 months, but with freedom to recommend specific sites earlier if beneficial to the government's housebuilding drive.

New towns will include both new communities built on greenfield land, as well as urban expansions and urban regeneration schemes.

Each new town will be at least 10,000 homes but some will be much larger.

A "New Towns Code" will be produced to ensure that development will be well-designed and include 40% affordable housing with focus on social rent.

Some "spades in the ground" are expected before the end of the Parliament.

It remains to be seen whether the Government will introduce new legislation or rely on the current legislation to achieve their aims.

### **Residents' concerns at Parklands in Woburn Sands**

I wonder if I can ask your advice on a couple of matters regarding the above estate in Woburn Sands?

I have been doing a lot of walking around recently and I have noticed an increasing amount of weeds etc that are appearing to grow out of the drains that are in the roads on the estate. Who would be responsible for correcting this? It can't be good for roots etc to be growing up through the covers and blocking the drains potentially.

Also, who is responsible for tending all the single trees with the fences round them by the parking bays? The trees are not owned by any of the properties, so they are not being cut back or looked after.

The tall trees at the top of Lydbrook Lane were supposed to be dealt with by March this year but that was put back as other important issues arose. I wonder if they will be dealt with at all, or does it need one of them being blown over onto a house (probably mine) before anything will be done? I welcome your comments and any possible help you can give would be appreciated.

### **Water safety at Parklands Lake**



Phillip Snell has undertaken to include Parklands in the forthcoming water safety programme and will oversee the installation of a secure water rescue rope/buoy that can be accessed in a similar way to a defibrillator. He accepts that the current lifebuoy spends more time vandalised and floating in the lake than it does situated on its stand.

The Open Water Safety policy defines the council's approach to the management of open water sites in council control and land adjacent to open water that may be managed by others.

Whilst Milton Keynes is a long way from the sea, the design of the city means you are never far from water, whether this be the canal, river, stream, lagoon, or lake. The risks of water bodies are dynamic, from ice in the winter to the temptations of bathing in the summer.

Given the scale and assortment it is not possible to control or supervise all water bodies and some risks are inherent in their very design, such as tow paths. Milton Keynes City Council works in partnership with other riparian landowners and managers to promote a water safety message.

The policy aim is to provide a consistent approach to areas of open water by the council leading to an improved health and safety outcomes for residents and visitors to Milton Keynes.

A Lakeside Water Safety set (see picture) consists of our smaller life ring buoy (24") with encapsulated throw line and housed within one of our lifebuoy cabinets. It's perfect for lakes, ponds, rivers, golf course lakes and leisure marine.

***Cllr David Hopkins***

***Representing Wavendon at MK City Council***