

# MOULSOE PARISH COUNCIL

Clerk to the Council, c/o Barn Pightle, Cranfield Road, Moulsoe. MK16 0HL

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Re: Planning Application CB/17/05862/OUT

Dear Sirs,

Moulsoe Parish Council consider it unacceptable that development, for whatever reason, is permitted to proceed on a project of this size and without assessing the impact on the local environment specifically with reference to rural communities and villages who will bear the brunt of the affects - pre-build, during build and the period after build completion because the end of build does not mark the end of the collateral impact to the surrounding area.

Specifically affected will be the villages of Moulsoe and North Crawley which already suffer from the effects of increased traffic and vehicles travelling at excess speed, the bulk of which are accessing the Cranfield campus. What is also important to note is that both above mentioned villages are actually based in North Bucks not Bedfordshire so what assurances do we have that CBC will be looking out for the interests of residents of neighbouring authorities.

We recognise the potential economic benefits of developing certain assets within the county and it is clear that we will be presented with justifications and reasons not to resist commercial endeavour coupled with the financial and economic benefits that it brings to not only the region but UK Plc. But as a community authority we need to balance these with looking after the interests of our residents and that of the local community

MPC object to any commercial development at Cranfield Airfield until a comprehensive package of measures can be ratified to deal with the potential impact, both short and long-term, regarding all the issues identified below.

1. There are no plans for public road/junction improvements for links to the south of the airfield. Everything appears focussed to the north side of the site. Does this imply that all traffic will forced to enter the site from the north?
2. Construction traffic – what traffic management measures are planned to prevent construction traffic accessing the site from Milton Keynes, Newport Pagnell, Moulsoe and North Crawley?
3. What traffic management/traffic flow assessment has been carried to assess/restrict increased levels of non-construction traffic accessing the site post-build. The rural community should not be expected to accept increased traffic movements through our quiet, narrow and restricted lanes whilst the airfield operators/owners look to benefit from any enhanced commercial activity.
4. Moulsoe village dates back to the Domesday book many of the dwellings date back to that period and are of listed status – the roads were never designed for heavy traffic including a continual barrage of construction vehicles.
5. Currently access to Cranfield is restricted from M1 J13 due to a vehicle weight restriction (TRO) and the physical layout of the main road junction in Salford. Access from Broughton is restricted due to both a vehicle weight restriction plus a road weight limit due to a damaged culvert.

The vehicle weight restriction was put in place many years ago to prevent HGV movements via Salford from the mineral extraction at Whitsundoles. Mineral extraction ended a while back so the weight restriction should be considered for removal.

6. What efforts have been made to satisfy the requirements of the duty to cooperate with neighbouring authorities specifically with MK Council? As local communities we learned about these proposals at a very late stage.
7. What provisions for S106/CIL are available to local rural communities to support road improvements/traffic calming?
8. There has been mention of a transit system to connect Cranfield with MK – no further information was discovered within the distributed info packs. Links to the Park and Ride and transport hubs in MK could mitigate greater levels of access required to the site and reduce overall vehicle movements.
9. With regard to vehicle traffic in general we believe that access to the site should be restricted to road in Central Beds and lead to main trunk routes via the shortest distances i.e. A421 at Marston and M1 J13 at Ridgmont. Access via Broughton, Moulsoe, North Crawley and Newport Pagnell should be restricted and/or discouraged.

On behalf of Moulsoe Parish Council



Kay Hamilton  
Clerk to the Council