COUNCIL’S RESPONSE TO MAIN MATTER 8

DELIVERING INFRASTRUCTURE,
MONITORING AND MANAGING
Main Matter 8: Delivering Infrastructure, and Monitoring and Managing

8.1 Taking account of the existing Milton Keynes Tariff, Local Investment Plan and the other existing and proposed mechanisms for securing the delivery of infrastructure;

i) Is there reasonable certainty that the necessary infrastructure will be provided to support the timely implementation of the overall strategy?

ii) Have the critical dependencies been identified and how are these being managed?

iii) Is sufficient consideration given to infrastructure needs outside the Milton Keynes urban area?

Council’s Response

Summary

1.1 It is considered that the infrastructure planning and co-ordination mechanisms in place in Milton Keynes provide an effective arrangement to manage the delivery of key projects to support the growth of the city and development of the Borough as a whole. The use of the Programme Management Board, Joint Delivery Teams and the Local Investment Plan are key tools to co-ordinate funding streams, prioritise funding, and recognise blockages, dependencies, risks and issues around viability. In addition, the MK Tariff gives certainty over funding from our major development areas, and in the future the management of projects funded by the Community Infrastructure Levy (CIL) will follow these same governance arrangements.

1.2 It is therefore considered that, in response to Question 8.1(i), the co-ordination and delivery mechanisms in place in Milton Keynes do ensure there is reasonable certainty that the necessary infrastructure to support the
timely implementation of the Core Strategy will be provided. This is discussed in more detail in paragraphs 1.6 to 1.27.

1.3 In relation to Question 8.1(ii), these mechanisms ensure that critical dependencies are identified at an early stage, through the use of Joint Delivery Teams and a strategic Programme Management Board, and that any risks and issues relating to such dependencies can be addressed through these multi-agency partnerships. This is covered further in paragraphs 1.23 to 1.27.

1.4 Finally, the development of the new Local Infrastructure Plan, and work on other Borough-wide projects, ensure that consideration to wider infrastructure needs, outside of the urban area, are given due consideration. In addition, Milton Keynes Council is active in “larger than local” issues through involvement in the South East Midlands Local Enterprise Partnership. The response to Question 8.1(iii) is discussed further in paragraphs 1.28 to 1.33.

1.5 Some minor modifications are recommended to Chapter 16: Delivering Infrastructure, which help to clarify the current situation as set out in this statement, with regards to the Local Investment Plan, MK Tariff and the Community Infrastructure Levy. These proposed changes to Chapter 16 are included as Appendix 1 to this statement, and are also in the full schedule of proposed updating and editing changes to the Core Strategy.

The Milton Keynes Tariff

1.6 The existing Milton Keynes Tariff arrangement gives a greater degree of certainty of delivery of strategic infrastructure than would be the case in other areas. Developers who have signed up to the Tariff Framework Agreement have a more accurate understanding of the costs and funding constraints of complying with the Council’s planning obligations when
preparing their planning proposals. Similarly, the Council and its delivery partners have more certainty of the funding that will be available to projects through the Tariff Agreement. Nevertheless, the Tariff only contributes towards part of the cost of these projects, and additional funding is required to enable delivery. The Local Investment Plan (LIP) has a role in co-ordinating these funding streams.

1.7 This arrangement has enabled the forward funding of infrastructure projects through Milton Keynes Partnership, and now the Homes and Communities Agency, on the basis of future Tariff receipts. As the Tariff remains operational in the Framework Agreement areas, the confidence in it as a funding and delivery model continues. This is a significant measure in providing certainty that the infrastructure necessary to support the future development of Milton Keynes, in line with the Core Strategy, can be delivered in a timely manner.

Implications of the Community Infrastructure Levy Regulations

1.8 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) restricts the pooling of S106 agreements post April 2014 (or when a CIL is adopted locally, if that is sooner) which will affect the operation of the MK Tariff for any sites without permission before that time. Legal advice on this matter has concluded that for development in an area covered by the Tariff Framework Agreement which has been granted (outline) planning permission before 6 April 2014, or when a CIL has been adopted locally, the Tariff can continue to be used as a planning obligation.

1.9 The only development areas covered by the Tariff Framework Agreement that do not currently have planning permission are the areas of the Strategic Land Allocation previously known as Strategic Reserve Areas 1, 2 and 3. The developer of the area previously known as Strategic Reserve Area (SRA) 4 (Church Farm) has also expressed their intention to sign up to the
Tariff Framework Agreement (see the Statement of Common Ground as part of the Council’s response to Matter 6.4).

1.10 Work is underway on the preparation of a Development Framework for the Strategic Land Allocation (SLA), being led by the Council’s Urban Design and Landscape Architecture Team. It is expected that the Development Framework will be adopted by the Cabinet at the end of 2012, with an outline planning application due to be submitted in early 2013. It is anticipated that this outline application will be determined by the end of 2013.

1.11 Therefore, if (outline) permission can be secured for the SLA before either 6 April 2014 or the introduction of a CIL in Milton Keynes, whichever is earlier, the development will be liable to pay the Tariff charge. If permission is granted after that date, then site-specific S106 contributions will be levied, plus any CIL charge for that development (if a CIL charging schedule has been adopted by that point).

1.12 Table 5.2 ‘Housing Land Supply Position’ in the Core Strategy (at October 2010) shows the number of dwellings with planning permission that contribute towards the overall housing target over the plan period. The latest figures (from April 2012) show that of the 28,000 new homes to be delivered through the Core Strategy, approximately 21,000 have already been built, have planning permission or are within the Strategic Land Allocation (and should therefore be covered by the Tariff Agreement). Therefore, based on this current situation, it is only the remaining c7,000 units that would be contributing towards the CIL.

1.13 This situation may be affected if, for example, development schemes are revised requiring new planning permissions and revised planning obligation agreements. Depending on the timing of such revisions, this could increase the number of units that fall under the CIL charge. However, compared to
other areas with similar amounts of growth, the Council is in a favourable position by having significant amounts of contributions already secured through the Tariff Framework Agreement and existing S106 Agreements on sites with extant planning permissions.

The Local Investment Plan

1.14 The Local Investment Plan (LIP) is the Infrastructure Delivery Plan for Milton Keynes, as previously required by paragraph 4.8 of Planning Policy Statement 12: Local Spatial Planning (Submission Document NP8). The Local Investment Plan (formerly the Milton Keynes Business Plan) for Milton Keynes 2009-2011 (Submission Document B99) identifies a comprehensive list of infrastructure items needed for the growth of Milton Keynes, the progress that has been made in their delivery, and the funding that has been secured, and looks at the risks, including viability concerns, around delivering that infrastructure.

1.15 The LIP was previously owned and produced by Milton Keynes Partnership (MKP) and endorsed by delivery partners (including MKC). The first Milton Keynes Business Plan was produced by MKP in 2004 to guide the delivery of growth infrastructure and, specifically, to set out the schedule of infrastructure funding and delivery associated with the MK Tariff.

1.16 The previous version of the LIP covered the period 2009 to 2011, and was updated in autumn 2010 with revised delivery plans. A Delegated Decision on 29 May 2012 (http://cmis.milton-keynes.gov.uk/CmisWebPublic/Meeting.aspx?meetingID=10021) confirmed that the Council and partners should continue to use the current LIP and its Delivery Plans until the new LIP is adopted.

1.17 The development of a Local Investment Plan for Milton Keynes is now the responsibility of the Council and a new LIP is currently being developed by
the Council’s Infrastructure Co-ordination and Delivery Service. The new
LIP will include Council projects and those of other partners in the public,
private and voluntary sectors that facilitate and support new homes, new
jobs and population growth. The LIP will prioritise the infrastructure
necessary to support the effective delivery of the Core Strategy.

1.18 The LIP does not formally determine where funds are spent but it is an
important aid to decision-makers to allocate funds and non-financial
resources to deliver prioritised projects.

1.19 As part of the development of the new LIP, a strategic document has been
prepared for consultation from June 2012 for 12 weeks, which reflects the
Council’s Corporate Plan, the Core Strategy and other key strategies. The
consultation draft (Submission Document B147) reflects the infrastructure
requirements identified in the Core Strategy and describes how these are
being tested in terms of funding, timing and delivery approach.

1.20 This strategic consultation draft LIP presents the high level approach to the
delivery of key infrastructure, funding and the bringing together of relevant
policy. It does not set new policy and does not prioritise projects at this
stage, but it does present the criteria to be used to assess and prioritise
projects. The weighting given to projects that are needed to deliver the
Core Strategy and future development of the Borough will mean these are
recognised as priorities.

1.21 Following this consultation, a further iteration of the new LIP will present
updated Delivery Plans and a shortlist of prioritised projects for consultation
alongside the Capital Programme in the autumn of 2012, before approval in
February 2013.

1.22 Future annual updates of the LIP will allow additional infrastructure items to
be added as appropriate, when they are identified. For example, the
assessment of sites as part of the site allocations element of the forthcoming new Local Plan may highlight infrastructure requirements which would be necessary for the delivery of development on those sites.

Governance arrangements for infrastructure co-ordination

1.23 The Infrastructure Co-ordination and Delivery Service also have a key role in the programme and development management of infrastructure, and the Council is increasingly involved in the whole life-cycle of development projects. Strong governance arrangements are in place which encourage a joint working arrangement between all the key players in the identification, delivery and ongoing use of infrastructure projects. This arrangement comprises the Local Investment Plan Programme Management Board overseeing a number of Joint Delivery Teams, which are discussed in the Core Strategy Chapter 16: Delivering Infrastructure and the proposed update to Chapter 16 included in Appendix 1 to this statement. The Infrastructure Co-ordination and Delivery Service provide the management of the programme under this arrangement.

1.24 A major benefit of having these governance arrangements in place, with key stakeholders involved throughout the process, means that any barriers to delivery are recognised and addressed at the earliest opportunity. It also provides a forum for sharing information, lessons learnt and best practice, to assist with future projects. Further, the Infrastructure Co-ordination and Delivery Service and the LIP give a strategic view to the infrastructure programme, which helps identify how individual projects fit together and the interdependencies between them. Projects are not considered simply in isolation.

1.25 Since the Core Strategy was submitted for Examination there have been changes to the local delivery vehicle – Milton Keynes Partnership (MKP) – and its parent body the Homes and Communities Agency (HCA). Consistent with the localism agenda, the remit of the HCA is now to support
and advise partners on how to achieve local priorities. In Milton Keynes specifically, the consequence of this change is that the Development Control and inward investment responsibilities of MKP, established in 2004, are in the process of being returned to the Council.

1.26 In June 2012, Milton Keynes Council Cabinet is due to consider the Heads of Terms to an agreement to transfer the HCA assets and responsibility for the operation of the MK Tariff to the Council. It is hoped that these transfers will take place before April 2013. In the meantime, the HCA still remain responsible for the Tariff arrangements and given their experience in the development of infrastructure development plans, continue to be a key partner in the Local Investment Plan Programme arrangements.

1.27 The timing of the introduction of a Community Infrastructure Levy in Milton Keynes and the point at which the remaining tariff areas in the Strategic Land Allocation are permitted is a key dependency for the certainty of infrastructure funding. Importantly, as stated at paragraph 1.9, the developers for these areas have expressed their commitment to bringing forward these sites under the Tariff Framework Agreement.

**Infrastructure outside the urban area**

1.28 Question iii) of this issue is taken as relating to the consideration of the infrastructure needs of the rest of the Borough, rather than the infrastructure needs outside of Milton Keynes Borough, and our response is framed as such.

1.29 The infrastructure planning work of Milton Keynes Partnership, through the previous Local Investment Plans, focused particularly on the infrastructure needed to support the major development areas of the city that are the subject of significant change. However, with the LIP now being led by the Council, it has a much wider scope and includes projects that cover the whole Borough, including in the rural area. As in paragraph 1.22 above,
once development areas in the rest of the Borough are confirmed through the site allocations process and the infrastructure requirements resulting from such developments are understood, then those projects can be included into future infrastructure programming as appropriate, through the regular reviews of the LIP.

1.30 An ongoing Borough-wide project is the roll-out of superfast broadband, to make Milton Keynes a next generation destination. The Council has set up a Broadband Delivery Programme following the development, with partners, of a Digital Infrastructure Strategy (DIS) (Submission Document B124). The DIS outlines the baseline position in terms of infrastructure provision (and resulting access to services) and focuses on what activities the Council and other public partners can undertake to facilitate and enable investment in new/upgraded infrastructure.

1.31 A key activity for the Council around this in the next 12 months is to lead a bid for a share of Government funding through Broadband Delivery UK (http://discuss.bis.gov.uk/bduk/) to help deliver Next Generation Access (i.e. improved broadband connectivity) to the Borough’s rural and hard-to-reach areas, as well as urban ‘not-spots’, that would otherwise be unviable through the open market. The work on the bid includes developing a Local Broadband Plan, which will help to define and prioritise those parts of the Borough that require intervention to bring about improvements in digital infrastructure.

1.32 It is important to note that the Council is active within the South East Midlands Local Enterprise Partnership (SEMLEP), and is involved with projects that have a larger than local focus. This continues from the engagement that the Council had with the Milton Keynes and South Midlands Partnership. Milton Keynes Council is part of an officer forum with officers from the other authorities in the SEMLEP region to discuss their approach to Section 106/CIL and Neighbourhood Plans, amongst other
issues. The Council is committed to ensuring it meets its duty to co-operate on cross-boundary issues.

1.33 Following a successful bid to the Department for Communities and Local Government’s ‘Transition Fund for Growth Areas’, a study has been prepared by the Infrastructure Transition Partnership (First Interim Report, Submission Document B148) to explore the scale and location of development across Aylesbury Vale, Dacorum, Cherwell and Milton Keynes, to consider the necessary infrastructure needed to unlock these developments and look at how this infrastructure could be funded using Community Infrastructure Levy, Tax Increment Financing and the New Homes Bonus. The work has a particular focus on the East-West Rail Link.
8.2 How is the need for a 40,000+ stadium (paragraph 16.9) to be addressed? What is its relationship to the International Sports City concept? What are the implications for the Core Strategy and successor planning documents?

Council’s Response

2.1 The Core Strategy, at paragraph 16.9, states the need for a 40,000+ seater stadium as part of the 2018 World Cup bid. It was announced on 2nd December 2010 (after the publication of the Revised Proposed Submission Core Strategy in October 2010) that Russia would be the host of the competition, and therefore the need to increase the capacity of Stadium:MK to that level has been removed.

2.2 Nevertheless, following the strong partnership of public, private and voluntary sectors that developed to support the World Cup bid, the vision for an International Sporting City (ISC) has been further developed. The ISC concept and related reports (January 2011, Submission Document B142, and November 2011, Submission Document B145) have now been endorsed by both Milton Keynes Council and SEMLEP.

2.3 It is intended that the ISC will help to ensure that high quality sport, leisure and cultural facilities are developed and maintained, and that as part of a wider cultural offer, high profile sports events, both high-performance and mass participation, are attracted and retained. The ISC reports make specific reference to Core Strategy Objective 14 “To develop Milton Keynes as an International Sporting City”. The November 2011 report (Submission Document B145) states that “Whilst the ISC focuses on sport and leisure it does so in the context of a wider cultural, tourism, and health agenda, and with a main priority to support growth and inward investment, delivering jobs and economic prosperity”, thus supporting the wider development strategy,
aims and objectives of the Core Strategy. This document, together with the “Why Sport Matters in SEMLEP” report (Submission Document B146) give clear evidence of this.

2.4 One element of the ISC concept is the expansion of the Stadium:MK. Construction is currently underway (Reference 11/00545/FUL) for enabling retail development at Denbigh North to fund the final phase of completion of the Stadium:MK and its facilities to UEFA Elite standards, to reach a capacity of 30,500, plus additional internal work to the adjacent Arena. The stadium works will be completed in the summer of 2013.

2.5 The ISC is focused on major sites and facilities, with links to community sports facilities and health improvement, to support high level, elite sport and major events. The intention is that it would be manifested in a range of existing, enhanced and new facilities in venues across the City. A Milton Keynes Sports Board is currently being set up to drive this process and help achieve the ISC vision.

2.6 In terms of the implications for planning policy documents, including the Core Strategy and forthcoming new Local Plan (planMK), the adopted ISC Report from November 2011 (Submission Document B145) states at paragraph 254 that “Planning policy (including the Core Strategy, DPDs and AAPs/adopted masterplans) should adopt a flexible approach to land use changes and planning applications that support the delivery of the ISC.”

2.7 The ISC reports have identified some potential locations for development, although proposals are not yet finalised. It is therefore anticipated that any site specific allocations will be progressed through the new Local Plan where they are sufficiently advanced. Alternatively, criteria based policies within the new Local Plan will help guide the selection of future ISC facility development sites. When specific proposals are developed, they should be reflected in the new (or a future revised) Local Investment Plan.
2.8 The November 2011 ISC Report (paragraph 245 onwards, Submission Document B145) also sets out delivery and funding arrangements that could be explored for facilities proposed to meet the ISC objectives, including the potential for land use exchanges and/or opportunities for enabling development.

2.9 It is suggested that Core Strategy paragraph 16.9 is updated to reflect the work on the ISC and delivery mechanisms, to support Core Strategy Objective 14. These proposed changes are shown in Appendix 1 to this Statement.
8.3 How is the implementation of the Community Infrastructure Levy expected to affect funding arrangements in the future?

Council’s Response

3.1 Because of the factors discussed at paragraphs 3.2 and 3.3 below, the contribution that CIL receipts will make to the overall funding pot for infrastructure in the future is considered to be relatively small. As is the Government’s intention, CIL in Milton Keynes will help to fill the gap that remains when other sources of funding have been allocated to a project. As discussed at paragraphs 3.6 and 3.7, the Local Investment Plan will have a key role in co-ordinating those funding streams.

3.2 As discussed at paragraph 1.12 of this statement, the quantum of homes that will be delivered under a Community Infrastructure Levy (CIL) regime is (in the Milton Keynes context), relatively small due to the numbers that are already permitted, or will be covered by the Milton Keynes Tariff.

3.3 In addition, early viability work on CIL also indicates that commercial development, with the possible exception of large retail uses, is unlikely to be able to sustain anything more than a nominal CIL charge. For these uses, it will be site-by-site negotiations on Section 106 agreements towards local infrastructure and services that will be the main source of developer contributions, rather than CIL. It should be noted that the MK Tariff Framework Agreement also covers commercial development in areas covered by the Tariff, and contributions from the Tariff will continue to be collected until at least 2021.

3.4 A project is underway to review the Council’s Planning Obligations Policies which are currently covered by a series of Supplementary Planning Documents and Guidance notes. The project aims to deliver a (CIL)
charging schedule, and a new Supplementary Planning Document (SPD) covering any Section 106 requirements.

3.5 Public consultation on both policies is planned for late 2012, with the intention to adopt the S106 SPD in mid-2013, and the CIL charging schedule before April 2014.

3.6 This work will dovetail with the development of the new Local Infrastructure Plan (LIP). The LIP will be part of the evidence base for the CIL by demonstrating a funding gap to help justify a CIL charge. As part of the operation of a CIL charging schedule, the LIP will also help to form the list of infrastructure that will be funded through CIL (i.e. the Regulation 123 list). The delivery of infrastructure funded by the levy will be co-ordinated under the same governance arrangements as currently exist with the Tariff (see paragraph 1.23 of this statement), as one of several funding streams considered in the LIP.

3.7 One significant difference between the MK Tariff and the Community Infrastructure Levy is the loss of the forward funding facility of the Tariff. The LIP and the programme management approach taken by the Infrastructure Co-ordination and Delivery Service will have a role in addressing this issue by being able to co-ordinate other funding arrangements, including Tax Increment Financing, the New Homes Bonus and existing Tariff and S106 receipts, with CIL helping to fund the gap. The creation of a flexible funding model is being explored, with the ability to provide forward funding.
8.4 With regard to effective monitoring of the Core Strategy, is there a need for comprehensive definition of measurable targets and trigger points for remedial action (in addition to measures for housing delivery)? Is the reliance on unspecified targets in other documents, for example the LTP, satisfactory?

Council’s Response

4.1 The Council believes that its framework of targets and indicators, as set out in Tables 17.1 and D.1, provides an effective method of monitoring the achievement, or otherwise, of the Core Strategy objectives. The Council's Annual Monitoring Reports will use these targets as the basis for examining the performance of the Core Strategy policies, and to highlight the need to take remedial action where appropriate.

4.2 In response to the first part of Question 8.4 therefore, it is considered that the combination of the targets and indicators within the Core Strategy, and the use of the Annual Monitoring Report, provide a sufficiently comprehensive framework to effectively monitor and manage the delivery of the strategy.

4.3 Referring to the targets and indicators set in other policy documents and strategies (for example the Local Transport Plan) allows the monitoring framework to be flexible to revisions of those subsidiary documents, especially where the Core Strategy relies on those partner documents for the delivery of its objectives.

4.4 For example, Local Transport Plan 3 (adopted June 2011, Submission Document LP17) was being prepared as the Core Strategy was published and submitted, so it was not reasonable to repeat its targets in Table 17.1 before it was finalised. The Local Transport Plan (LTP3) is consistent and
complementary with the Core Strategy and helps to deliver its aims and objectives by building on the development strategy. It is therefore considered to be appropriate to make reference to the Local Transport Plan targets and the monitoring that will be undertaken to examine its effects.

4.5 Further, the Local Investment Plan will contain a list of measurable performance targets that will be linked to the Core Strategy, plus the other plans and strategies that the projects identified within it are helping to deliver.

4.6 The Council believes, therefore, that the reference to targets and indicators in partner documents, as considered in the second part of Question 8.4, ensures that we have a monitoring framework that is flexible enough to deal with inevitable changes over the plan period.

4.7 The Council’s monitoring framework is set out in Tables 17.1 and D.1. It is proposed these tables should be consolidated, incorporating the Core Strategy objectives, and included within Appendix D of the Core Strategy. In addition, some minor amendments and updating changes should also be made to the targets, indicators, risks and actions contained within the table to ensure they properly reflect the development strategy and changes since the October 2010 document was published. This consolidated table is included as Appendix 2 to this Statement.
APPENDIX 1

PROPOSED CHANGES TO CHAPTER 16: “DELIVERING INFRASTRUCTURE”

APPENDIX 2

PROPOSED CHANGES TO CONSOLIDATE TABLES 17.1 AND D.1
APPENDIX 1 – PROPOSED CHANGES TO CHAPTER 16: “DELIVERING INFRASTRUCTURE”

16 Delivering Infrastructure

16.1 The co-ordination and delivery of necessary infrastructure alongside (and often in advance) of new development is crucial to achieving attractive and sustainable places where people will want to live. This has been a key feature of the development of MK as a new town and has been achieved through partnership working between all stakeholders. The Strategic Land Allocation Reserve Areas will only succeed with agreement on developer contributions. If and when any neighbouring authorities plan developments adjacent to Milton Keynes, joint working with the neighbouring authorities, as part of our duty to co-operate, will be necessary.

The Milton Keynes Tariff and Local Investment Plan Infrastructure Schedule

16.2 The MKP Local Investment Plan (LIP) identifies the infrastructure required to support the growth of the city as planned in the Local Plan (2005). It is reviewed and updated regularly annually and includes detailed delivery plans, viability testing and managing risk. It acts as the Infrastructure Schedule for MK with information on the type, amount and cost of infrastructure required, the anticipated timing of its delivery, funding sources and who will deliver each project. Responsibility for preparing the LIP now rests with Milton Keynes Council, and a full review is being undertaken in 2012.

Figure 16.1: Milton Keynes (Urban Area and Planning Functions Order 2004)

16.3 The jointly agreed Milton Keynes Tariff applies to all housing and employment development in the Urban Development Area (UDA), see Figure 16.1 'Milton Keynes (Urban Area and Planning Functions Order 2004)'(118). For each new dwelling or hectare of employment land, a standard, index-linked contribution is required towards a range of strategic and local infrastructure. MKP. Currently, the Homes and Communities Agency acts as banker, forward funding infrastructure...
identified in the LIP ahead of receiving Tariff payments from developers. The Tariff agreement also covers other matters including affordable housing, land for open space and community facilities, and construction and quality standards. Responsibility for operating the tariff is being transferred to Milton Keynes Council.

16.4 The Tariff will not meet the full cost of the infrastructure required to support growth. Government and other funding is needed to meet the remaining costs. There is more information in the Tariff SPD.

16.5 The Tariff currently covers land in the current expansion areas and beyond. The aspiration is for a new Tariff agreement to be developed, to co-ordinate infrastructure delivery in new areas of growth as they are approved. The new Tariff(s) will be developed prior to the commencement of the development, to co-ordinate infrastructure delivery in any new areas of growth. This will involve the key landowners, the relevant planning authorities and the Milton Keynes Partnership (or any successor bodies).

Other Funding for Infrastructure

Planning Obligations and the Community Infrastructure Levy

16.5 16.6 The Council has a number of Supplementary Planning Documents which set out the requirements for contributions to infrastructure from developers outside the UDA of the area covered by the Tariff. These cover topics such as education, social infrastructure, leisure and recreation facilities, and transport.

16.6 Through the Community Infrastructure Levy Regulations 2010, the Government has made changes to the way developer contributions work. After 6 April 2014, the MK Tariff can no longer be operated on sites that are not permitted before that date due to the restrictions on pooling of S106 agreements. Therefore, the Council proposes to introduce a Community Infrastructure Levy (CIL) charging schedule to operate across the Borough, to help deliver strategic infrastructure. A new Planning Obligations SPD will also be prepared which will replace those
Other Funding for Infrastructure

16.7 The Council can also bid for government money and has previously done so through the then Growth Area and Community Infrastructure Funds, and at regional level the Regional Infrastructure Fund, Regional Funding Allocation, and the Local Transport Plan process.

16.8 As a growth area, the Council will continue to lobby the government and other agencies for resources to deliver necessary infrastructure. For example, the possible need for a major regional water resource development as set out in the Water Cycle Study (2008) to secure supply post 2020. The Council is also exploring New Homes Bonus and Tax Increment Financing options and other possible funding streams.

16.9 As highlighted in Objective 14, there is an ambition to develop the International Sporting City (ISC) concept in Milton Keynes. The ISC is focused on major sites and facilities, with links to community sports facilities and health improvement, to support high level, elite sport and major events. The intention is that it would be manifested in a range of existing, enhanced and new facilities in venues across the City. The ISC will also create new jobs and bring in new income and investment. As part of Milton Keynes 2018 World Cup bid there will need to be a 40,000+ stadium.

Policy CS 22 Delivering Infrastructure

New development that generates a demand for infrastructure will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:

1. already in place, or
2. there is a reliable mechanism in place to ensure that it will be delivered in the right place at the right time, to the required minimum high standards demanded by this Council and its partners.

We will prepare a new Planning Obligations Supplementary Planning Document to cover infrastructure and service requirements, including site-specific infrastructure, to be delivered through Section 106 agreements. We will use standard charges and/or standard formulae, set out in Supplementary Planning Documents, as the basis for financial contributions from developers towards necessary infrastructure.

When adopted locally, we will also operate a Community Infrastructure Levy charging schedule across the Borough to secure funding from new development for infrastructure provision, including strategic projects. The Milton Keynes Tariff will continue to operate on sites covered by the Framework Agreement that are permitted before 6 April 2014 or when CIL is introduced locally.

Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.

Delivery
16.10 Joint Delivery Teams (including officers from Milton Keynes Council, Homes and Communities Agency Milton Keynes Partnership and others partners) are responsible for managing and monitoring delivery programmes for housing, transport, economic growth, community infrastructure, environmental projects and utilities. To support the coordinated delivery of infrastructure in the Western and Eastern Expansion Areas, the Strategic Land Allocation and Central Milton Keynes, geographic boards have been established, alongside a strategic board for other major projects. They are charged with the effective and timely delivery of
infrastructure, identifying any ‘blockages’ to development and finding solutions to problems that will keep projects and programmes on track. They do not make policy but can assist in the collection of evidence.

16.11 Delivery agencies for specific projects include Milton Keynes Council, MK General Hospital NHS Trust, MK Primary Care Trust, the police, fire and rescue, and ambulance emergency services and the voluntary and higher/further education sectors.

16.12 While the MK Tariff, subject to future review and revision, is a proven mechanism in MK, there are other ways of securing developer contributions - including Section 106 agreements based on our Planning Obligations SPDs and the forthcoming Community Infrastructure Levy. The Council favours a new tariff agreement covering the whole of any major new development areas but this will be the subject of further work to be completed before the development commences.

16.13 The Council’s adoption processes (for highways and open space, for example) set out how the maintenance of finished developments is managed by the Council.

16.14 The sites and policies needed to help deliver such facilities will be considered through the forthcoming new Local Plan (planMK). This should include consideration of delivery and funding arrangements that could be explored, including the potential for land use exchanges and/or opportunities for enabling development in accordance with relevant planning policy. Where appropriate, this will also be reflected in the development of the new (or future revised) Local Investment Plan. When considering any early proposals relating to the ISC project, the economic and other benefits should be recognised.
### Objective 1

**To develop Milton Keynes as a major 21st century city**

1. **To deliver land for at least 28,000 new homes within the Borough between 2010 and 2026. This will comprise:**
   - An allocation of a maximum of 2,500 homes in the areas identified as the Strategic Land Allocation Reserve Areas south east of the city in the Local Plan
   - Completion of development on existing Local Plan sites and land with planning permission
   - Comprising approximately 24,000 homes, 1,200 homes in sustainable settlements in the rural area

#### Key Delivery Policies

- CS 1 Milton Keynes Development Strategy
- CS 2 Housing Land Supply
- CS 5 Strategic Land Allocation Reserve Areas
- CS 7 Central Milton Keynes
- CS 8 Other Areas of Change
- CS 9 Strategy for the Rural Area

#### Targets

- Increase in proportion of the population is satisfied with the local area
- By 2016, deliver 10,500 dwellings within Milton Keynes Borough
- By 2026, deliver 28,000 dwellings within Milton Keynes Borough
- Deliver, on average, 110 dwellings per annum in the rural area up to 2026
- Adoption of an SPD for the Strategic Land Allocation Reserve Areas by end 2012
- Adoption of the planMK (new Local Plan) Site Allocations DPD by mid 2012 2014
- Ensure a 5 year supply of deliverable housing land

#### Indicator Bundles

- Net additional dwellings split by area
- Projected net additional dwellings
- 5 year housing land supply
- Housing trajectory
- Population growth

#### Risks and Events

- Housing market fails to improve resulting in annual completions consistently more than 20% below the housing trajectory
- Some existing allocations and permissions prove to be unviable
- Large strategic sites not being delivered or are being delivered too slowly due to market conditions
- A421 improvements delayed
- Release too much land at once in the rural area resulting in well over 120 110 dwellings per annum being delivered

#### Actions and Contingencies

- Work with landowners, developers and JDTs to help unblock schemes and assist in potential future land assembly
- Early engagement of key stakeholders in creating the development framework for the Strategic Land Allocation Reserve Areas
- Undertake viability assessments to identify cause of slow completions rate
- Continue to monitor and update the housing land supply through the SHLAA and JHDT and other methodology identified as appropriate by the MKC Partnership and Growth Select Committee (2010/2011)
- Consider allocation of additional sites in a potential future review of the planMK (new Local Plan) Site Allocations DPD if further land release is deemed necessary
- Revise development frameworks and masterplans
- Focus available resources on key projects, such as the A421, to ensure on-time delivery
- For the rural area, have a controlled release of sites (following consultation with Parish and Town Councils) in reviews of the planMK (new Local Plan) Site Allocations DPD to ensure that...
### Objective
To work jointly with neighbouring authorities and other key organisations on the planning of any development located on the edge of Milton Keynes (but outside the current MK boundary) so that these areas are integrated with the city and contribute to its role and character

### Key Delivery Policies
2. CS 5 Strategic Land Allocation Reserve Areas
   - CS 6 Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities

### Targets
- Adoption of an SPD for the Strategic Land Allocation Reserve Areas by end 2012
- Net additional dwellings split by area
- South West SDA and Central Bedfordshire portion of the South East SDA are slow in coming forward
- Development adjacent to Milton Keynes is in the South West SDA and Central Bedfordshire portion of the South East SDA are masterplanned out of character with Milton Keynes

### Indicator Bundles
- Development is phased over the life of the plan
- If market conditions change significantly then consider an early review of the Core Strategy
- Work with adjoining authorities, landowners, developers and JDTs to help unblock schemes and assist in land assembly
- Actively engage with adjoining authorities and developers during the development framework process
- Continue working with other nearby authorities through the SEMLEP planning officers forum

### Risks and Events
- Consider changing employment allocations through the planMK (new Local Plan) Site Allocations
- Work with MKP HCA as the major landowner to progress development of a range of sites
- Create incentives for business to locate in Milton Keynes
- Work on support mechanisms for existing small and medium businesses
- Regularly update Employment Land Reviews
- Work with partners, such as Invest MK, to market MK as a desirable employment location
- Investigate opportunities to consider allocating housing sites that are not coming forward as employment sites
- Should the employment needs of the Borough change dramatically and undermine the assumptions behind the Core Strategy, then a partial review could be considered
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<tr>
<td>4 To assist greater economic prosperity by improving the local opportunities for learning and to increase the local level of knowledge and skills through the establishment of a MK university, and support the development of MK College and the Science and Innovation Initiative</td>
<td>CS 3 Employment Land Supply CS 16 Delivering Economic Prosperity</td>
<td>– Development of an accredited university by 2020 – Development of the Science and Innovation Habitat – Increase in proportion of net additional jobs in knowledge-based industries – Increase in By 2011, 74.1% of the working age population qualified to NVQ2 and above, as per the Economic Development Strategy, 2011-2016 – Increase in By 2011, 34.4% of the working age population qualified to NVQ4 and above, as per the Economic Development Strategy, 2011-2016</td>
<td>– Working age population qualification levels – Socio-economic groupings of working age population – GVA per capita – Gross earnings – Impact of direct economic investment</td>
<td>– Insufficient land for schools to meet pupil yield – Insufficient funding secured for progression of Milton Keynes University project – <strong>Decrease in the proportion of jobs in knowledge based industries</strong> – <strong>A fall in the skills level of Milton Keynes residents</strong></td>
<td>– Work with MKELP Gateway and other delivery partners to secure further funding for the project – Investigate what further roles MK College and the Open University and others can contribute</td>
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<td>5 To promote the development of Central Milton Keynes as the vibrant cultural centre of the sub-region by making it the main location within the city for retail, leisure, cultural and larger office, developments (around 12,000m² of office floorspace per year) and for up to 5,000 homes by 2026</td>
<td>CS 2 Housing Land Supply CS 3 Employment Land Supply CS 4 Retail and Leisure Development CS 7 Central Milton Keynes</td>
<td>– By 2016, deliver 72,000m² of completed office floorspace in CMK – By 2026, deliver 192,000m² of completed office floorspace in CMK – By 2021, deliver 1,800 dwellings in CMK – By 2026, deliver 5,000 dwellings in CMK – Majority of retail and leisure development within Milton Keynes to be located within CMK – Adoption of 3 additional design SPDs for CMK by 2012 – <strong>Adopt a refresh of the CMK Development Framework in 2012</strong></td>
<td>– Office development completed in CMK – Net additional dwellings – Vacant office space within CMK – Gross additional retail and leisure floorspace within town centres</td>
<td>– Development pressure for retail, cultural and leisure uses in other areas of the Borough – Residential growth in CMK slows – Other locations in the Borough prove more attractive for major office schemes</td>
<td>– Revise CMK SPDs – Work with HCA MKP as the major landowner to promote CMK – Revise development frameworks and masterplans to consider change in markets – Work with Development Management DC Officers and Members to deliver policy effectively – Work with partners to promote CMK and improve the image of the city</td>
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<td>6 To seek the protection of existing key services and facilities in sustainable rural settlements and to encourage the development of further provision, including shops, education, community and health services</td>
<td>CS 9 Strategy for the Rural Area CS 18 Improving access to local services and facilities</td>
<td>– No significant loss of services and facilities in rural areas</td>
<td>– Facilities and services audit of rural towns and villages</td>
<td>– <strong>Despite policy, services and facilities in rural locations are lost</strong></td>
<td>– Early engagement with service providers, such as the NHS and Post Office, and the private sector to ensure continued service provision – Consider need for additional allocations in rural locations to support services and facilities</td>
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| 7 To aim to reduce health inequalities, deprivation and improve housing quality and access to services for those living in the areas targeted by the suite of documents that form the Regeneration Strategy, as well as any other areas identified during the plan period | CS 8 Other Areas of Change CS 19 Healthier and Safer Communities | - Develop Neighbourhood Action Plans for targeted estates  
- Limit By 2011, keep to 5.9% the number of 16 to 18 year olds not in education, employment or training to 5.9%  
- Improvement in Index of Multiple Deprivation in targeted estates | - Index of Multiple Deprivation Standardised mortality ratio  
- Life expectancy  
- Ethnicity  
- Unemployment  
- Crime rates  
- Working age population qualification levels  
- Gross earnings  
- Tenure | - Reduced availability of funding results in difficulty in delivering outcomes  
- Resistance to change from communities | - Work with Development Management Officers and Members to deliver policy effectively  
- Identify key priorities so funding is focused to deliver the most important outcomes  
- Seek alternative funding sources  
- Consider developing AAPs or Neighbourhood Plans for regeneration areas to evaluate options |
| 8 To facilitate the delivery of housing that meets the needs of all sections of the community through:  
- Providing sufficient developable land for new housing  
- Construction of viable levels of diverse housing including affordable, supported and specialist housing  
- Taking account of the need for houses in multiple occupation | CS 10 Housing | - Deliver 30% of residential completions as affordable homes 3,150 affordable homes by 2016  
- Deliver 8,400 affordable homes by 2026  
- Deliver the additional Gypsy and Traveller pitches as required following a Milton Keynes Borough survey  
- Deliver the additional Travelling Showpeople plots as required following a Milton Keynes Borough survey  
- Adoption of an Affordable Housing SPD by 2012 2013  
- Adoption of a Houses in Multiple Occupation (HiMO) SPD by 2014  
- Adoption of the Development Management DPD plan MK 2014 by end 2012 | - Affordable housing completions split by type – social rent/intermediate  
- Type and size of households completed  
- Affordable housing completions in the rural area  
- Dwellings meeting Lifetime Homes standards  
- House prices  
- Gypsy, Traveller and Travelling Showpeople pitches  
- HiMO application decisions and locations | - Change in housing need  
- House types delivered by developers do not meet housing needs  
- Low completion rates of affordable housing  
- A significant increase in property prices/costs | - Ensure SHMA is regularly updated  
- Ensure masterplans and development frameworks are in-line with housing need; if not then review  
- Work with DC Development Management Officers, Members and Developers to ensure house types are in-line with requirements  
- Work with HCA MKP and RSLs Registered Providers to identify funding for affordable housing  
- Ensure affordable housing is not compromised in section 106 negotiations |
| 9 To manage increased travel demands through:  
- Promoting improvements to public transport and supporting the development of an East – West rail link between Oxford and Cambridge | CS 11 A Well Connected Milton Keynes CS 22 Delivering Infrastructure | - All new residential development should be sited within 400m of a bus stop  
- Local Transport Plan 2(LTP2) 3 (LTP3) target for local bus passenger journeys  
- Adoption of Local Transport Plan 3 by end 2011  
- Journeys on local bus services  
- Access to a hospital by public transport within 30 minutes  
- Passengers using community transport  
- Bus satisfaction surveys  
- Bus punctuality  
- Cycle journeys to CMK | - Modal shift from cars to public transport, walking and cycling fails to increase significantly  
- Congestion increases are much higher than forecast reducing the capacity of the grid road system | - Revisit parking, bus, walking and cycling strategies to encourage use of public transport, if they are deemed not to be working  
- Revise transport models  
- Work with transport colleagues to review transport strategy |
### Objective

- Encouraging an increased number of people to walk and cycle by developing an expanded and improved
- Extending the grid road pattern into any major new development areas
- Utilising demand management measures to reduce the growth of road congestion, whilst upgrading key traffic routes such as the A421 and the A509

### Key Delivery Policies

1. **CS 14 Sustainable Construction**
2. **CS 15 Community Energy Networks and Large Scale Renewable Energy Schemes**

### Targets

- Assist in delivering East West Rail services to Oxford and Aylesbury by 2021
- LTP3 LTP2 target for modal share of school journeys
- All new residential developments to be within walking distance of key services and facilities
- Reduce congestion growth (target being developed in LTP3 LTP2)
- No air quality management areas within the Borough

### Indicator Bundles

- Cars entering CMK in peak hours
- Congestion
- Air quality

### Risks and Events

- High sustainable construction standards affect viability of development
- Waste to landfill is not significantly reduced
- Failure to meet Local Transport Plan objectives resulting in increased CO₂ emissions from transport

### Actions and Contingencies

- Implement further demand management measures to reduce/limit congestion
- Review programme of highway improvements in the MKP Local Investment Plan

### To mitigate the Borough’s impact on climate change and reduce CO₂ emissions through:

- Implementing higher than national requirements for sustainable homes and buildings
- Locating development away from areas of flood risk
- Promoting community energy networks and strategic renewable energy developments
- Reducing waste generation and increasing the amount of recycling
- Sustainable transport initiatives

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<td>10</td>
<td>CS 14 Sustainable Construction</td>
<td>All new developments <strong>(of over five dwellings)</strong> to deliver a minimum of 10% of their energy requirements from renewable sources</td>
<td>Percentage of energy in new developments from renewable sources</td>
<td>High sustainable construction standards affect viability of development</td>
<td>Conduct further viability analysis of sustainable construction standards</td>
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<td>CS 15 Community Energy Networks and Large Scale Renewable Energy Schemes</td>
<td>All new residential developments to achieve a minimum of level 4 Code for Sustainable Homes (CSH) rating</td>
<td>Amount of renewable energy provided from strategic energy developments</td>
<td>Waste to landfill is not significantly reduced</td>
<td>Consider introducing flexibility in the requirements</td>
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<td>By 2020/2011, achieve a 22.13% reduction in CO₂ emissions per capita from a 2005 base</td>
<td>New dwellings achieving CSH level 4</td>
<td>Failure to meet Local Transport Plan objectives resulting in increased CO₂ emissions from transport</td>
<td>Review sustainable construction requirements in the planMK (new Local Plan) separate DPD</td>
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<td>New developments over 200 dwellings with a community energy network</td>
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<td>Ensure layout and design of development promotes recycling</td>
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<td>National Indicator 185: CO₂ reduction from Local Authority operations</td>
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<td>Through the Code for Sustainable Homes ensure that house buyers have information and adequate recycling facilities</td>
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<td>National Indicator 186: Per capita reduction in CO₂ emissions in the Local Authority area</td>
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<td>Review relevant transport strategies</td>
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<td>National Indicator 188: Planning to adapt to climate change</td>
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<td>Consider a review of the Waste DPD</td>
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### To require that the layout and design of new development creates safe, healthy, sustainable built environments with easy access to open space, public transport and everyday facilities, delivering a high quality of urban design, architecture and public realm and creates places with identity

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<td>11</td>
<td>CS 11 A Well Connected Milton Keynes</td>
<td>All new residential developments to be within walking distance of key services and facilities</td>
<td>Households within 30 minutes of a hospital by public transport</td>
<td>Due to delays and economic circumstances services, facilities and open space are not implemented on site when development of the first homes in new communities begins</td>
<td>Work with delivery partners so that priority services are provided early in new communities to ensure that their use is taken up</td>
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<td>CS 12 Developing Successful Neighbourhoods</td>
<td>All new dwellings to be within walking distance of a bus stop</td>
<td>New dwellings within walking distance of key facilities, services and public transport</td>
<td>Building for Life surveys indicate standards of design in new developments have not been raised</td>
<td>Work with Development Management DC Officers, Urban Design Officers, Developers and Members to ensure substandard design is not accepted</td>
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<td></td>
<td>CS 13 Ensuring High Quality, Well Designed Places</td>
<td>Adoption of a development framework SPD for the Strategic Land Allocation Reserve Areas by 2012</td>
<td>Air quality</td>
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<td>CS 18 Improving access to local services and facilities</td>
<td>No new residential</td>
<td>Planning applications approved contrary to advice from the Environment Agency on flooding and water quality grounds</td>
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<td>CS 19 Healthier and Safer Communities CS 20 The Historic and Natural Environment</td>
<td>development in areas prone to flooding − Adoption of the Residential Design Guide SPD by 2010 2012 − Building for Life score for new developments − Produce a Designing for Community Safety SPD by 2012</td>
<td>− Dwellings completed on previously developed land − New dwellings built to Lifetime Homes standards − Building for Life scores − Density of residential development − Crime rates</td>
<td>− Pressure to develop additional sites potentially threatens areas of architectural quality and character − Development pressure &quot;impacts&quot; on the unique features of the New Town − Pressure of development potentially threatening the Historic Environment.</td>
<td>− Ensure masterplans and design codes are applied − Consider further design-related SPDs</td>
</tr>
<tr>
<td>12 To protect, maintain and enhance the important features, character and assets of the New Town and the towns and villages throughout the Borough</td>
<td>CS 20 The Historic and Natural Environment</td>
<td>− By 2012, all 27 conservation areas to have an up to date Conservation Area Character Assessment − No &quot;at risk&quot; listed buildings on the English Heritage register − Complete and publish a Local List by end of 2014 − Complete and publish a Heritage at Risk Register by end of 2012 − Complete a Conservation Area Partnership Scheme for Bletchley Conservation Area by the end of 2013</td>
<td>− Following the publication of the Heritage at Risk register, number of assets removed from register</td>
<td>− Pressure to develop additional sites potentially threatens areas of architectural quality and character − Development pressure &quot;impacts&quot; on the unique features of the New Town − Pressure of development potentially threatening the Historic Environment.</td>
<td>− Ensure the SA process takes account of urban character when examining potential sites − Ensure through rigorous implementation of the policy that development takes the historic environment into account is sensitive to existing character and context</td>
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<tr>
<td>13 To encourage healthy lifestyles with the provision of recreation facilities and biodiversity by enhancing the linear park network and extending it into new developments while conserving and protecting key landscapes and important habitats</td>
<td>CS 12 Developing Successful Neighbourhoods CS 20 The Historic and Natural Environment</td>
<td>− By 2011, 24.5% of adults to participate in sport or active recreation − Achieve a 1% increase year on year up to 2014 in the number of adults participating in moderately intensive sport and active recreation − By 2013, 100% of children and young people participating in high quality physical education − Delivery of linear park extensions, including in the Strategic Land Allocation Reserve Areas − By 2012, adopt a development framework SPD for the Strategic Land Allocation Reserve Areas − Ensure that there is no net loss</td>
<td>− Change in overall area of BAP priority habitats − Change in overall area of Local Wildlife sites and Biological Notification Sites − Provision of open space in new developments − Loss of open space for development − Parks awarded Green Flag status − National Indicator 197: Proportion of Local Sites where positive conservation management has been or is being Implemented</td>
<td>− Pressure to develop in areas of important biodiversity or landscape character − Quality open space and green infrastructure is not delivered at appropriate levels in new development due to funding − Lack of funding for partners to adequately support an increase in adult participation in sport and provision of high quality PE for children</td>
<td>− Prioritise the delivery of open space in new developments − Seek additional funding from the Growth Area Fund and seek other sources − Resist development pressures through effective development management policies and working with the Parks Trust, Development Management DC Officers and Members</td>
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<td>14 To develop Milton Keynes as an International Sporting City</td>
<td>CS 20 The Historic and Natural Environment CS16 Delivering Economic Prosperity</td>
<td>• By 2012-2013 ensure that there is a major review of the Sports and Leisure Strategy  • Ensure the delivery of the future required facilities in the 2009-2014 and subsequent Sports and Leisure Strategies</td>
<td>• Milton Keynes fails to attract significant sporting events and facilities  • England fails to be awarded the 2018 World Cup  • Success in attracting international sporting events and facilities does not boost sport participation at grassroots level</td>
<td>• Prioritise the funding and effort towards developing key facilities  • Ensure colleagues and partner organisations maximise opportunities to attract major events and facilities to Milton Keynes  • Work with Council and external partners to ensure that measures taken to attract international events and facilities are backed at a grassroots level and involve local sports clubs and schools.</td>
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<td>15 To manage mineral extraction, safeguarding reserves and processing facilities, restoring worked sites, and maximising use of secondary and recycled materials.</td>
<td>CS 21 Minerals</td>
<td>• Adopt the Minerals Core Strategy and Sites &amp; Policies DPDs by mid 2012 2013</td>
<td>• Minerals DPDs Strategy setting out core policies for the Borough are delayed</td>
<td>• Prioritise documents in the LDS and highlight in future AMRs  • Ensure sufficient resources are allocated towards the production of the DPDs</td>
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<td>16 To work with public service and infrastructure providers (principally via the Milton Keynes Partnership Local Investment Plan) to ensure that the social and economic growth planned in the Borough and neighbouring local authorities is facilitated by the timely provision of appropriate new and improved facilities such as public transport, schools, community halls, sport and recreation facilities, transport interchanges, health services (including MK General Hospital), emergency services, highways and rail improvements, and a residual</td>
<td>CS 22 Delivering Infrastructure</td>
<td>• Timely delivery of infrastructure set out in the Milton Keynes Partnership Local Infrastructure Plan  • By April 2014 and 2012, adopt a consolidated Planning Obligations SPD  • By 2015, complete the dualing of the A421 from M1 J13 to Milton Keynes  • By mid 2011, adopt a Tariff Framework Agreement By the end of 2013, sign site specific S106 agreements made under the Milton Keynes Tariff covering the funding and delivery of infrastructure relating to the</td>
<td>• Monitoring progress of major works set out in the MKP Local Investment Plan</td>
<td>• Early engagement with infrastructure providers to seek out further requirements for development  • Identify key requirements and prioritise funding towards them  • Early negotiation of a new tariff for the remaining Strategic Reserve Areas and any sites that may be brought forward through the Site Allocations DPD highlighting to developers the benefits of certainty  • Timely preparation of a Community Infrastructure Levy  • Identify key developer contribution priorities</td>
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<td>waste treatment plant</td>
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<td>Adopt a Community Infrastructure Levy by April 2014</td>
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