### APPENDIX X1 - ALTERNATIVE SITE SUSTAINABILITY APPRAISAL COMPARISON by FLIP on behalf of Bow Brickhill Consortium

#### 1. To improve the health and wellbeing of the population and reduce inequalities in health

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td>New development could encourage healthier lifestyles through well designed urban environments that encourage cycling and walking. Development in close proximity to the motorway, encouraging car use, could mitigate some of this benefit in the long term. The M1 motorway to the West and the A422 to the North may act as a barrier to perceived accessibility to Newport Pagnell and the city.</td>
<td></td>
</tr>
</tbody>
</table>

#### 2. To reduce the fear of crime

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
<td>New development offers the opportunity to design out crime.</td>
</tr>
</tbody>
</table>

### FLP COMMENT

- The opportunity is less for the SRA as there is separation and therefore new market to create social cohesion and the ability to police the resources available.

- So long as the development is integrated with the current WEA then opportunity similar to other comprehensive SDA’s.

- This SDA could suffer from isolation from the policing regime in the remaining city area being separated by the M1.

- This SDA could suffer from isolation from the policing regime in the remaining city area being separated by the M1.

- Could still suffer from separation if some of the land remains unavailable making policing difficult, a degree of isolation and more access points needed to service SDA leading to easier routes out of residential area for criminals.

- Could still suffer from separation if some of the land remains unavailable making policing difficult, a degree of isolation and more access points needed to service SDA leading to easier routes out of residential area for criminals.

- Could still suffer from separation if some of the land remains unavailable making policing difficult, a degree of isolation and more access points needed to service SDA leading to easier routes out of residential area for criminals.

### Deleted: 29/05/2012
3. To reduce social exclusion and improve equality amongst social groups

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.

New development can incorporate a mix of dwelling types and tenures to encourage mixed communities as well as providing a range of facilities locally. However, in the long term without suitable controls, this could lead to suburban exclusion problems.
<table>
<thead>
<tr>
<th>SA Objective</th>
<th>SRA’s</th>
<th>MKSA1: WEA Expansion</th>
<th>MKSA2: East of M1 north</th>
<th>MKSA3: East of M1 South</th>
<th>MKSA4: Land following south A421 with small part north.</th>
<th>MKSA5: Principally South of A421 and Cross Ravenstone</th>
<th>MKSA6: The area abutting the existing south west quadrant, crossing the railway line</th>
<th>MKSA7: The area abutting the existing city and extending south, crossing the railway line</th>
<th>MKSA8: SDRA MKSA8</th>
<th>MKSA9: The area south of the Marston Vale Line and north of the Woburn Sands Road</th>
<th>MKSA10: land at Eaton Leys and land south of AS</th>
</tr>
</thead>
<tbody>
<tr>
<td>The feasible site description recognises the negative impact relating to the dispersed nature of this calculation. Community facilities will not be able to be provided in each of the four areas. How the facilities will be delivered is also a challenge as all may have separate planning agreements different land transactions and periods where development is to occur. This situation is unlikely to provide a high quality sustainable pattern of development and will adversely impact on the new community. Bus transport routes linking all areas within the development are unlikely to be able to access the area and the site does not address the railway so connectivity currently exists with the future East West Rail route.</td>
<td>The points made by the Councils synopsis, the routes necessary to be included in the provision on and through the WEI where there may be no direct partnership, permits such an arrangement. The justification of the two options may be difficult to service with an extended bus route owing to the distance away from the major arterial routes which have a marked effect in the distance to convenient bus stops and therefore sustainable transport patterns.</td>
<td>Agree with the Councils synopsis. Difficult to service with a viable bus route owing to being detached from any arterial routes into the City. Car borne journeys are likely to remain high due to the convenience of joining the M1 and the length of journey to any employment areas.</td>
<td>Agree with the Councils synopsis. Difficult to service with a viable bus route owing to being detached from any arterial routes into the City. Car borne journeys are likely to remain high due to the convenience of joining the M1 and the length of journey to any employment areas.</td>
<td>Agree with the Councils synopsis. Difficult to service with a viable bus route owing to being detached from any arterial routes into the City. Car borne journeys are likely to remain high due to the convenience of joining the M1 and the length of journey to any employment areas.</td>
<td>The reality of this option is that additional land is required outside the CS allocation to improve the size of a potential SDRA. Bus links can be provided but relies on the heavily congested A421 which has now been culverted as a funded scheme.</td>
<td>This option requires additional land outside the CS allocation to improve the size of a potential SDRA. Bus links can be provided but relies on the heavily congested A421 which has now been culverted as a funded scheme.</td>
<td>This option requires additional land outside the CS allocation to improve the size of a potential SDRA. Bus links can be provided but relies on the heavily congested A421 which has now been culverted as a funded scheme.</td>
<td>This option has the ability to encourage more sustainable travel patterns and community facilities which can be delivered directly to the waiting room system making bus journey times shorter than via the level crossing at Bos Brickhill. County of all the options this supports the East-West rail rather than any other. A bus link is also possible within the framework of the development along a distributor road. The benefit of the land allocation is that remains can be within 400m of bus stops and walking distance to a train station. It also adjoins the large employment areas in Milton Keynes and there is an opportunity to provide for both affordable and market area.</td>
<td>Generally agree with the Councils synopsis except for the southern section of the area has included the City. AS continues to be viable and the area SR4 does not address the railway so connectivity currently exists with the future East West Rail route.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. To improve housing affordability

| New development on greenfield sites should be capable of meeting requirements for affordable housing provision. A lack of infrastructure and services to support mixed income housing would lead to a negative affect on increasing travel costs for homes in the SRAs. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative affect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative affect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative effect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative effect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative affect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative effect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative affect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative effect on affordability in growth area. | New development on greenfield sites should be capable of meeting requirements for affordable housing provision. Without delivery of infrastructure and services to support mixed income housing could lead to a negative affect on affordability in growth area. |

6. To improve educational achievement levels and skills

| New development provides the opportunity to provide new primary education facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. The dispersed | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. | Opportunities to provide educational facilities alongside new development. 2,500 dwellings does not provide the opportunity to provide secondary and further education services and result in increased pressure on existing education facilities. |

| Deleted: 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 | 29/05/2012 |
An increase in traffic caused by the new development could lead to a reduction in air quality, particularly if the increased traffic causes congestion. Efficient public transport is essential to reduce commuting and general impact on air quality.

Due to the remote or rural nature of the SRA's, public transport is essential to reduce commuting and general impact on air quality.

Due to greenfield development there is an inevitable worsening of air quality.

Traffic congestion around M1 junctions and possible new M1 crossings and journeys into it could lead to reduction in air quality. Efficient public transport is essential to reduce commuting and general impact on air quality.

Traffic congestion around M1 junction and possible new M1 crossings and journeys into it could lead to reduction in air quality. Efficient public transport is essential to reduce commuting and general impact on air quality.

An increase in traffic created by the new development could lead to a reduction in air quality, particularly if the increased traffic causes congestion. Efficient public transport is essential to reduce commuting and general impact on air quality. Because the site is a greenfield site, development will inevitably result in a worsening of air quality. Because the site is a greenfield site, development will inevitably result in a worsening of air quality.

An increase in traffic created by the new development could lead to a reduction in air quality, particularly if the increased traffic causes congestion. Efficient public transport is essential to reduce commuting and general impact on air quality. Because the site is a greenfield site, development will inevitably result in a worsening of air quality.

An increase in traffic created by the new development could lead to a reduction in air quality, particularly if the increased traffic causes congestion. Efficient public transport is essential to reduce commuting and general impact on air quality. Because the site is a greenfield site, development will inevitably result in a worsening of air quality.

An increase in traffic created by the new development could lead to a reduction in air quality, particularly if the increased traffic causes congestion. Efficient public transport is essential to reduce commuting and general impact on air quality. Because the site is a greenfield site, development will inevitably result in a worsening of air quality.
Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.

Development in the east of the city, near to the M1, is likely to encourage more private transport. The location of the site will not support, or benefit from, the east-west rail development. It is likely that the development would be served by a bus service. It is, however, very likely that overall traffic will increase. Therefore, the development would be served by a bus service. It is, however, very likely that overall traffic will increase.
| SA Objective | SRA's | MKSA1: WEA Expansion | MKSA2: East of M1 north | MKSA3: East of M1 South | MKSA4: Land following south A421 with small part north. | MKSA5: Principally South of A421 wrapping Wavendon Cross East | MKSA6: The area abutting the existing city and extending south, crossing the railway line | MKSA7: The area south of the Marston Vale Line and north of the Woburn Sands Road | MKSA8: land at Eaton Leys and land south of All

| Waste creation will increase overall with an increase in households but new development will provide the opportunity to design in resource efficiency measures. | Through comprehensive planning of one individual site, with the risk of achieving lower densities. Also – if strategic landscape buffers are created around each of the SRA's, the long term sustainability of this part of the city, in terms of future growth (post 2026), may be compromised. | Net improvement in efficiency. | Developed land and no net improvement in efficiency. | Will be no issue of previously developed land and no net improvement in efficiency. | Improvement in efficiency. | Developed land and no net improvement in efficiency. | See there will be no issue of previously developed land and no net improvement in efficiency. | Improvement in efficiency. | Efficiency.

**PLP COMMENT**

Agree with Comment – Comments with the added publicity of a Greenfield infrastructure land to service individual parcels rather than a combined solution.

No barrier to provide efficient use of land abut a Greenfield allocation.

No barrier to provide efficient use of land abut a Greenfield allocation.

No barrier to provide efficient use of land abut a Greenfield allocation.

No barrier to provide efficient use of land abut a Greenfield allocation.

No barrier to provide efficient use of land abut a Greenfield allocation.

No barrier to provide efficient use of land abut a Greenfield allocation.

No barrier to provide efficient use of land abut a Greenfield allocation.

No barrier to provide efficient use of land abut a Greenfield allocation.

**11. To reduce waste arisings and increase reuse, recycling and composting**

Waste creation will increase overall with an increase in households but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households, but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households, but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households, but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households, but new development will provide the opportunity to design in resource efficiency measures.

Waste creation will increase overall with an increase in households, but new development will provide the opportunity to design in resource efficiency measures.

**PLP COMMENT**

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

**12. To protect surface and groundwater, and improve the quality of surface and groundwater**

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

Longer term potential pressures on water resources from new development, although there is potential to mitigate by designing in water efficiency measures.

**PLP COMMENT**

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

Agree with Comment – neutral effect on rank.

**13. To reduce the risk of flooding**

Development could increase the risk of flooding due to the increased level of hard surfaces. Introduction of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding. Development of SUDS in new development should help to minimise the risk of flooding.

**PLP COMMENT**

Agree with comment that development in flood risk area should be avoided and that the SRA dispersed nature does not link itself to efficient surface water drainage systems.

Agree.

Agree with Council comment that development in flood risk area should be avoided.

Agree with Council comment that development in flood risk area should be avoided.

Agree with Council comment that development in flood risk area should be avoided.

Agree. But dependent on other land coming forward.

Agree. But dependent on other land coming forward.

Agree. But dependent on other land coming forward.

Agree. But dependent on other land coming forward.

Agree. But dependent on other land coming forward.

**14. To reduce waste arisings and increase reuse, recycling and composting**

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

Without a major shift from Council, no barrier to provide efficient use of land abut a Greenfield allocation.

**Deleted: 29/05/2012**
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on Rank
Neutral effect on R
Mitigation measures generally remain intact

Mitigation measures appear more difficult than other allocations to address the number of important biodiversity and wildlife habitats on the site.

The sites should be able to accommodate mitigation measures to mitigate the impact of new development.

There are no listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon.

The sites should be able to accommodate mitigation measures to mitigate the impact of new development.

There are no listed buildings within the site, but there are a number of listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon. There is also a Scheduled Ancient Monument (Mott Castle) that just lakes within the boundary of this site that development would need to respect.

There are no listed buildings within this site. Any development would need to respect the existing settlement of Wavendon. There are no listed buildings within the site. Any development would need to respect the existing settlement of Wavendon.

There are no listed buildings within the site. Any development would need to respect the existing settlement of Wavendon. There are no listed buildings within the site, but there are a number of listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon.

There are no listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon.

There are no listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon.

There are no listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon. There are no listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon.

The sites should be able to accommodate mitigation measures to mitigate the impact of new development.

There are no listed buildings within the site, but there are a number of listed buildings close to the boundary of the site. Any development would need to respect the existing settlement of Wavendon. There is also a Scheduled Ancient Monument (Mott Castle) that just lakes within the boundary of this site that development would need to respect.

Development could severely impact on the SAM of the Roman Town of Magnamum adjacent to Fenny Stratford. Any development should preserve this area and the surrounding area should be subject to pre-archaeological investigation.
Development in this site and the ‘Broughton Urban Edge Plan’ which will help to protect the countryside character. The SRA’s will also have an impact on the landscape setting of Woburn Sands and posess a risk of coalescence.

**FLP COMMENT**

Agree with Councils synopsis

Agree with Councils synopsis

Agree with Councils synopsis

Agree with Councils synopsis

Agree with Councils synopsis

Agree with Councils synopsis

Agree with Councils synopsis

Deleted: 29/05/2012
Providing sufficient employment land is to support a shift to more knowledge based industries.

22. To maintain high and stable levels of employment

Providing sufficient employment land is to support a shift to more knowledge based industries.

New employment areas created nearer to the development, this should contribute to maintaining high and stable levels of employment.

Greenfield sites are attractive to employers. Good links to city will be important to encourage long distance commuting.

Providing sufficient employment land is included within the development, this should contribute to maintaining high and stable levels of employment. Greenfield sites are attractive to employers.

Providing sufficient employment land is included within the development, this should contribute to maintaining high and stable levels of employment. Greenfield sites are attractive to employers.

Providing sufficient employment land is included within the development, this should contribute to maintaining high and stable levels of employment. Greenfield sites are attractive to employers.

Providing sufficient employment land is included within the development, this should contribute to maintaining high and stable levels of employment. Greenfield sites are attractive to employers.

Providing sufficient employment land is included within the development, this should contribute to maintaining high and stable levels of employment. Greenfield sites are attractive to employers.

This area is unlikely to be suitable for employment used and more likely to be considered as a mainly residential development with Local centre providing workers for the City. Particularly as it adjoins the large employment area of Milton and Milton Keynes.

Providing sufficient employment land is included within the development, this should contribute to maintaining high and stable levels of employment. Greenfield sites attractive to employers with potential to support a shift to more knowledge based industries.

Uncertain as to the extent of employment land envisaged and whether this would be significant.

Uncertain as to the extent of employment land envisaged and whether this would be significant.

Uncertain as to the extent of employment land envisaged and whether this would be significant.

Uncertain as to the extent of employment land envisaged and whether this would be significant.

Uncertain as to the extent of employment land envisaged and whether this would be significant.

Uncertain as to the extent of employment land envisaged and whether this would be significant.

Uncertain as to the extent of employment land envisaged and whether this would be significant.

In terms of environmental sustainability indicators, the very nature of developing parts of the suburbs at Milton Keynes, the development of 2,500 dwellings in the SRAs is not in favour of these indicators. In relation to social and economic indicators, the development of 2,500 dwellings in the SRAs does score positively, such as improving housing affordability and reducing crime and the fear of crime. However, the dispersed nature of the SRAs significantly limits the benefits the green belt can offer in terms of sustainability. The walkability of the SRAs is compromised by their dispersed nature.

The lack of connection between the various sites has particular implications in terms of achieving a modal shift in transport; the provision of services and facilities; and the use of land, particularly looking at congestion and future growth (post 2020).

In relation to social and economic indicators, the development of 2,500 dwellings in the SRAs is not in favour of these indicators. In relation to social and economic indicators, the development of 2,500 dwellings in the SRAs is not in favour of these indicators. In relation to social and economic indicators, the development of 2,500 dwellings in the SRAs is not in favour of these indicators.
NOTES:

1. Ranking has been expanded from the plus system used to pick up more sensitive difference between 1 to 5 where 1 is the worst performing and 5 the best.
2. A score of zero means it does not meet the criteria such as development in flood zone 3.