

APPENDIX A: SCHEDULE OF MAIN MODIFICATIONS

New text is underlined. Text to be deleted is shown as ~~struck through~~.

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Unique ref no.	Page ref in Core Strategy (Oct 2010)	Paragraph or Policy	Line	Details of change (struck through for deletions, <u>underline</u> for additions)
MM1	50			The Policies Map (Post-Submission Proposals Map Amendment September 2011) will require an amendment so that it reflects the revised alignment of the Bedford to MK Waterway as shown on MKC/46.
MM2	49 34-35			The Policies Map (Post-Submission Proposals Map Amendment September 2011) will require an amendment so that the Strategic Land Allocation and other policy notations are as shown on MKC/46. Add green buffer for separation to key diagrams on pages 34 and 35
MM3	iv) –v) and 1	Changes to Core Strategy and Introduction		Delete paragraph (e) Delete 'In doing so' at start of paragraph (d) Add at end of paragraph f) page v): <u>This would be considered through joint working with neighbouring local authorities and should be addressed through the replacement of this Core Strategy with Plan:MK.</u>
MM4		List of Policies		"Policy CS5 Strategic Reserve Areas Land Allocation"
MM5	4	1.9		Currently, there is no short term requirement for new retail development to support growth. Longer term requirements after 2011 will be focused on Central Milton Keynes and the centres of Bletchley, Wolverton, Westcroft and Kingston. There is a need to set criteria for considering options for possible future sites, such as the state of the 'real' economy, progress on developments to date and economic growth. This is likely to require an update of the Retail Capacity Study and this will be assessed in the Development Management and Site Allocations DPDs. Replace with: <u>There is a considerable amount of retail floorspace, which is committed for development within the Borough but has yet to be developed. The continued population and expenditure growth in Milton Keynes will generate a need for additional retail floorspace. The long term need for comparison floorspace will be focused on the Primary Shopping Area within Central Milton Keynes, but some retail development is expected to come forward within the centres defined within the Council's retail hierarchy (See table 5.5) to meet local needs.</u>
MM6	15	3.7-3.8		"Local Transport Plan 2 (2006/07 – 2010/11) 3.7 The Local Transport Plan 2 aims to: — Make transport truly accessible — Make significant improvements in public transport in order to

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				<p>encourage modal shift — Tackle the emerging congestion hotspots and — Maintain our existing transport assets so the quality of the infrastructure does not deteriorate</p> <p>3.8 An updated Local Transport Plan (3) will be developed by April 2011 to radically address the transport issues identified in this Core Strategy.</p> <p><u>Local Transport Plan 3 (2011-2031)</u> <u>3.7 The Local Transport Plan 3 aims to:</u></p> <ol style="list-style-type: none"> <u>1. Provide real and attractive transport choices to encourage more sustainable travel behaviour as Milton Keynes grows.</u> <u>2. Support the economic growth of the borough through the fast, efficient and reliable movement of people and goods.</u> <u>3. Reduce transport based CO2 emissions to help tackle climate change.</u> <u>4. Provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail, and leisure.</u> <u>5. Improve safety, security and health.</u> <u>6. Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities.</u> <u>7. Establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop.”</u>
MM7		Spatial Vision	Item 11	<p>Transport links to other towns, including Aylesbury, Bedford, Luton and Northampton, will have been improved. These include the East-West rail link between Oxford and Cambridge via Milton Keynes, the A421 corridor through the city (linking the A1, M1 and M40 and a new junction 13a on the M1 with land safeguarded for future crossings of the motorway north of Junction 14). Promotion of a direct train service from Milton Keynes to the European rail network will be underway.</p>
MM8	18	Objective 1		<p>“...An allocation of a maximum in the region of 2,500 2,900 homes to the south east of the city in the areas identified as Strategic Reserve Areas south east of the city in the Local Plan, plus :</p> <ul style="list-style-type: none"> • additional land between SR2 and SR3; • the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011) ; • land to the east of Eagle Farm South (land at Wavendon Lodge) • and the two areas of woodland adjacent to Eagle Farm North.”
MM9	20	Before paragraph 5.1		<p>Introduce a new policy and preamble at beginning of Chapter 5: <u>In accordance with the National Planning Policy Framework, this Council will work proactively to ensure planning is not a barrier to new development. This Core Strategy provides a clear framework not just for planning decisions but also many other forms of investment decisions.</u></p> <p><u>Policy CS A</u></p> <p><u>National Planning Policy Framework - Presumption in favour of</u></p>

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				<p><u>sustainable development</u></p> <p><u>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</u></p> <p><u>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</u></p> <p><u>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</u></p> <ul style="list-style-type: none"> • <u>Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or</u> • <u>Specific policies in that Framework indicate that development should be restricted.</u>
MM10	20	Policy CS1		<p>Paragraph 2 of Policy CS 1</p> <p><u>“...The allocation of the Strategic Reserve Areas A Strategic Land Allocation to the south east of the city from the Local Plan (2005) will provide a sustainable urban extension adjoining the existing urban boundary.</u></p> <p><u>In addition to the Strategic Reserve Areas, Land Allocation other non-strategic development sites will be considered for development brought forward through the Site Allocations DPD Plan to provide short term flexibility and contingency ahead of a full review of this Core Strategy in Plan:MK (See policy AD/1). Site Allocations DPD The Council’s approach to major development proposals adjoining the city, but within the area of a neighbouring local authority, is set out in Policy CS6 ‘Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities’”</u></p> <p><u>Within Table 5.1 row 2, amend “Strategic Reserve Areas Land Allocation”</u></p>
MM11	20	Additional paragraph between 5.1 and 5.2		<p><u>In addition to the Strategic Reserve Areas Strategic Land Allocation , other sites will be considered for development through the Site Allocations Plan DPD to provide short term flexibility and contingency to ensure that at least 28,000 homes will be provided by 2026, ahead of a full review of this Core Strategy in Plan:MK (See Policy AD/1).</u></p>

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MM12	20	5.3		<p>Replace: It is recognised that other proposals may come forward at a later date through the Site Allocations DPD or otherwise. Any such proposals must be robustly evidenced and justified in accordance with the principles of this Core Strategy.</p> <p>With: <u>Other proposals that come forward in the Site Allocations Plan must be robustly evidenced and justified in accordance with this Core Strategy. The final level of provision in the Site Allocations Plan will be determined in accordance with National Planning Policy Framework guidance on the five year land supply. Based on forecasts in 2012, by April 2015, the Council will require the allocation of deliverable land, which can be demonstrated to be immediately available for development, for approximately 1,000 homes. Within this figure of 1,000 there are approximately 200 homes needed in the rural area. The allocation of this land together with existing development areas, would enable the Council to demonstrate deliverable land supply for five years from the date of adoption plus an additional buffer of 20%, to accord with the National Planning Policy Framework.</u></p>
MM13	22 - 23	5.13		<p>“5.13 It is not considered that the Timeline and Housing Trajectory are unrealistic given the economic position during 2008 to 2012. However, this trajectory has been prepared during an economic downturn which has severely hit house building, so accurate long term predictions are difficult to forecast. Many sites are under construction, have permission or at least have a development brief. This should mean that there are few delays when the market recovers. In addition, Milton Keynes has an excellent track record in delivering infrastructure before and alongside housing, through the tariff system, reducing potential delays. The Joint Delivery Teams will also assist in unblocking and co-ordinating development. As set out in Table D.1 ‘Risks, Actions and Contingencies’, the housing trajectory’s accuracy will be assessed by staying within a 20% range of the annual forecast rate of housing delivery. However, this trajectory has been prepared during an economic downturn which has severely hit house building, so accurate long term predictions are difficult to forecast. A full review of this Core Strategy will consider the longer term implications of the economic situation on housing and employment needs and demands in the Plan:MK, as set out in policy AD1 (CS....)</p>
MM 14	23	5.14		<p><u>5.14 Projections of future changes to the population and economy are subject to significant uncertainties. Continued high levels of in-migration to Milton Keynes or a higher rate of economic growth which results in higher demand for housing may have negative social, economic and environmental consequences. Such consequences could include increasing commuting into the city, and increasing overcrowding, sharing and concealed households. There may be adverse implications for the wider housing market area if the homes required to support the workforce, or population pressures, exceed the supply of housing land delivered within the authority boundary or in planned extensions to</u></p>

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				<p><u>Milton Keynes urban area in adjoining authorities as the now revoked South East Plan had anticipated.</u></p> <p><u>5.15 The Council also acknowledges that the SHMA suggests a substantial gap between forecast affordable housing need and potential affordable housing supply. The Council's choice of the scale of overall housing to be accommodated inevitably limits the number of affordable homes that can be delivered. The likely gap between affordable housing need and provision will have negative socio-economic consequences.</u></p> <p><u>5.16 The level of new housing for the Borough during the period 2006 – 2026 that was required by the South East Plan was 41,360 homes (an average of 2,068 per annum) and within the MK growth area overall was 52,350 (2,617.5 per annum). The Council has concerns about the deliverability of this number of homes and therefore proposes to make an interim provision at this stage for the delivery of 1,750 homes per annum (a minimum of 28,000 in total by 2026) which represents an increase in the average housing completion rate over the last 5 (1,660), 10 (1,560) and 20 (1,610) years. The interim housing target will be used for the purpose of monitoring housing land supply until such a time that a new housing target is adopted in Plan:MK. It is to be regarded as a minimum figure.</u></p> <p><u>5.17 An additional provision of homes will be allocated in Plan:MK at and adjoining the urban area, subject to the objective assessment of needs to be produced in accordance with paragraph 47 of the National Planning Policy Framework and the requirements of the duty to co-operate with adjoining authorities.</u></p>
MM 15	23	Table 5.2		<p>Add 'interim' to left hand title in Table 5.2 to read: Overall housing target <u>interim</u> (Borough) Update figures to reflect current urban/rural positions (as at 1st April 2012) including adding windfall allowance for rural sites to figures.</p> <p>Replace second comment in column three: Supply to be supplemented through allocations in the Site Allocations DPD <u>To provide additional short term flexibility and contingency to existing supply, additional non-strategic sites will be allocated in the Site Allocations DPD</u></p>
MM16	24	5.16		<p><u>(re-number paragraph)</u> <u>The Strategic Land Allocation, which includes four Strategic Reserve Areas (SR1, SR2, SR3 and SR4) identified in the Local Plan (2005) as well as:</u></p> <ul style="list-style-type: none"> • <u>additional land between SR2 and SR3;</u> • <u>the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011);</u>

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				<ul style="list-style-type: none"> • <u>land to the east of Eagle Farm South (land at Wavendon Lodge) and</u> • <u>the three areas of mostly woodland adjacent to Eagle Farm North,</u> <p>lies on the eastern edge of the city. We estimate that these <u>Strategic Land Allocation</u> can accommodate a maximum <u>in the region of 2,500 2,900 homes (plus other uses), meeting the housing targets of the Core Strategy. In line with Policy AD/1, the Council is committed to undertake an early review of the Core Strategy in Plan:MK.</u></p>
MM 17	24	Policy CS2		<p>Reword second paragraph of policy as follows:</p> <p>The existing Local Plan Strategic Reserves to the <u>south</u> east of the city are <u>included in a new allocations in the Core Strategy together with other parcels of adjoining land for a maximum in the region of 2,900 homes.</u></p>
MM 18	24	New Policy after existing paragraph 5.20		<p><u>AD1 (CS...)</u> <u>The Council will undertake an early review of the Core Strategy in the form of Plan:MK, to 2031 or such longer period as the Council chooses, with the aim of having an adopted plan in place in 2015. This will be led by the NPPF approach of objective assessment of housing, employment and other needs and the requirements of the duty to co-operate with adjoining authorities.</u></p>
MM19	25	5.21		<p>Revise paragraph 5.21 as follows: MK has a key role as an employment centre within the South East Midlands LEP. As with housing supply, there is a substantial existing supply of employment land in the Borough, <u>however, there are some qualitative deficiencies in this portfolio of employment land which may need to be remedied in the medium to long term to achieve all of the objectives of the Council's Economic Development Strategy including to support local and inward investment.</u> As well as the jobs created in firms occupying developed employment land, other jobs will be created in retail, education, health and other services. Potential job creation from these sources is identified in Table 5.3 'Jobs potential of existing and new employment locations'</p>
MM20	25	5.23		<p>Add to beginning of 5.23: <u>The proposed review of the Core Strategy (Plan:MK) will reassess the adequacy (both quantitative and qualitative) of the existing portfolio of employment land and take forward the need, if evidenced, for new strategic employment allocations to meet the economic and housing growth potential of MK including the development needs of business, by providing locations to support clusters of knowledge-driven and high technology industries.</u></p>
MM21	27	Policy CS 3	Central Milton Keynes is...	<p>Central Milton Keynes is the primary focus for the development of additional office (B1a) <u>and high technology/research and development (B1b) floorspace within the Borough. Planning applications for more than 1,000 sq. metres of B1a/B1b uses on sites outside CMK will need to provide evidence that demonstrates why the development cannot occur in CMK. Developments should not be deliberately sub-divided or phased</u></p>

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				<p><u>in an attempt to avoid the 1000 sq. metres threshold.</u></p> <p><u>Office and high technology/research and development proposals of more than 1000 sq metres of floorspace, which clearly demonstrates with evidence why it cannot be accommodated</u> will be permitted <u>within Central Milton Keynes will be permitted</u> and <u>outside it at strategic locations (over 10 hectares) with sustainable transport links. These include</u> ing <u>Shenley Wood, the Western Expansion Area, Kents Hill/Walton, Knowlhill and in other locations to be identified in the Site Allocations DPD Plan:MK</u></p>
MM22	27	Policy CS 3		<p>New Paragraph to be added to Policy CS 3, prior to Table 5.4 – Employment Land Allocations in Milton Keynes, to read:</p> <p><u>Account will be taken of any need to make further employment allocations to widen the quantitative and qualitative supply of sites, where there is evidence. These strategic employment allocations will support the delivery of the key priorities of the Economic Development Strategy (EDS) and will be addressed in Plan:MK.</u></p>
MM22A	29	5.30		<p>Delete the third sentence of the paragraph as follows:</p> <p>Monitoring through the Joint Delivery Teams will ensure that appropriate action is taken by the planning authorities to keep the growth of new employment opportunities in the ratio of 1.5:1 with housing growth.</p>
MM23	29	5.32		<p>A balance needs to be struck between the provision of office and high technology floorspace within Central Milton Keynes and outside it. <u>This balance acknowledges that while out of town locations will be required to accommodate growth, the priority for development is within CMK. Speculative development of over 1000 sq. metres should be directed to CMK. However, if development outside CMK is proposed, planning applications should be accompanied by evidence to show that there is no suitable site within CMK, which is available within a reasonable period of time and viable for the proposed development. Developments should also not be deliberately sub-divided or phased in an attempt to avoid the 1000 sq metres threshold.</u></p>
MM24	29	Table 5.5		<p>Second row of the second column should read as follows:</p> <p><u>Primary Shopping Area: Central Milton Keynes</u></p>
MM25	30	5.36		<p>Paragraph 5.36 to be deleted:</p> <p>The Milton Keynes Retail Capacity and Leisure Study (February 2010) was prepared within the context of the housing growth figures of the now revoked South East Plan. It will need to be reviewed because the number of new dwellings over the plan period has been reduced to 28,000 and consequently, the amount of additional retail floorspace forecast to be required in Milton Keynes is likely to be less than that currently set out in Table 5.6 'Amount of additional retail floorspace required in Milton Keynes'. Another reason to review the study is to reassess how much convenience floorspace is needed in the Strategic Reserve Areas. Outline planning permission already exists for a 3,000 sq m (gross) food store in the Western Expansion Area. The Retail Capacity and Leisure Study suggests there would be capacity for additional convenience floorspace in</p>

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				<p>the Eastern Expansion Area (39). It is very difficult to forecast retail requirements as far ahead as 2026, so longer term forecasts should be treated with caution, as a guide to the level of future retail floorspace. The council will need to review the retail capacity study several times before 2026.</p> <p>To be replaced with:</p> <p><u>The Retail Capacity Update reiterated that the retail needs identified in the report would best be satisfied along the lines of Strategy 1, which would involve:-</u></p> <ul style="list-style-type: none"> <u>Meeting most of the comparison retail needs in CMK.</u> <u>Allow for smaller scale comparison retail needs in the town and district centre in order to accommodate a locally derived need consistent with their role in the retail hierarchy. Large scale retail development will be resisted.</u> <u>Not to promote further convenience floorspace but to assess each application on its own merits, having regard to the policy in NPPF on ensuring the vitality of town centres. Smaller incremental increases and extensions to existing facilities could be acceptable, where this is appropriate to the role of the centre it is located in.</u> <p><u>The Council encourages development within its town centres. This is consistent with the National Planning Policy Framework (NPPF) which requires planning applications for the development of main town centre uses to be within town centres, then edge of centre locations and only if suitable sites are not available should out of centre locations be considered.</u></p> <p>New tables 5.6a and 5.6b and accompanying text to be inserted as follows:</p> <p><u>Table 5.6a: Estimated amount of additional retail floorspace needed in the Borough of Milton Keynes (after commitments) under strategy 1 in five year periods</u></p> <table border="1" data-bbox="795 1507 1478 1759"> <thead> <tr> <th>Year</th> <th>Comparison floorspace: Static retention</th> <th>Comparison floorspace increasing retention</th> <th>Convenience floorspace</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td></td> <td></td> <td>915</td> </tr> <tr> <td>2011-2016</td> <td>0</td> <td>15,605</td> <td>-12,989</td> </tr> <tr> <td>2016-2021</td> <td>40,453</td> <td>57,950</td> <td>-7,543</td> </tr> <tr> <td>2021-2026</td> <td>41,563</td> <td>56,776</td> <td>-3,406</td> </tr> <tr> <td>Total</td> <td>82,016</td> <td>130,330</td> <td></td> </tr> </tbody> </table> <p><small>Figures in sq.m gross. Source: Milton Keynes Retail Capacity Update (August 2011) produced by Roger Tym and Partners, part of Peter Brett Associates LLP</small></p> <p><u>retention scenario Milton Keynes share of catchment spending remains unchanged. The increasing retention scenario assumes Milton Keynes increases its market share of the available catchment area expenditure</u></p>	Year	Comparison floorspace: Static retention	Comparison floorspace increasing retention	Convenience floorspace	2011			915	2011-2016	0	15,605	-12,989	2016-2021	40,453	57,950	-7,543	2021-2026	41,563	56,776	-3,406	Total	82,016	130,330	
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Note: The range of floorspace is due to the two scenarios used in the study. Under the static

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				<p>from an estimated 25.8% at the start of the plan period to 30% by 2026. <u>As the Borough attracts more expenditure it can support more additional retail floorspace.</u></p> <p><u>Table 5.6a illustrates forecasts produced by the Council’s consultants (Roger Tym and Partners) on the quantity of net additional comparison (non-food) and convenience (food) floorspace, which could be supported by available expenditure within the Borough over time. At the time the retail capacity update study was produced sites with planning permission totalled over 16,000 sq.m for convenience floorspace and over 44,000 sq.m of comparison floorspace. Once all the convenience floorspace commitments are assumed to have been developed by 2016, the Borough goes from having a positive requirement for an additional 915 sq.m (gross) of floorspace in 2011 to an over supply of convenience floorspace of 12,989 sq.m (gross) by 2016. This oversupply of floorspace is forecast to continue throughout the remainder of the study period up to 2026. The amount of comparison floorspace the Borough is forecast to require in the future has been calculated using two scenarios. The quantitative assessment shows that committed development, has outstripped expenditure growth in the period up to 2011 and under the static retention scenario this remains the case until after 2016. After 2016 on both scenarios used there is a sharp increase in the floorspace requirements of between 40,453 to 57,950 sq.m (gross) from 2016 to 2021. In table 5.6b most of the requirement for additional comparison floorspace (85%) is assumed to be located with CMK with the remainder (15%) provided in other district and town centres.</u></p> <p><u>Table 5.6b Breakdown of estimated comparison floorspace needed in CMK and other district and town centres from 2011 to 2026 in five year periods.</u></p> <table border="1" data-bbox="795 1276 1478 1581"> <thead> <tr> <th></th> <th>2011-2016</th> <th>2016-2021</th> <th>2021-2026</th> <th>Total to 2026</th> </tr> </thead> <tbody> <tr> <td>Total requirement Comparison Goods</td> <td>0-15,605</td> <td>40,453-57,950</td> <td>41,563-56,776</td> <td>82,016-130,330</td> </tr> <tr> <td>Central Milton Keynes (CMK) (85% of total floorspace)</td> <td>0-13,264</td> <td>34,385-49,257</td> <td>35,329-48,260</td> <td>69,714-110,781</td> </tr> <tr> <td>Other district and town centres (15% of floorspace)</td> <td>0-2,341</td> <td>6,068-8,693</td> <td>6,234-8,516</td> <td>12,302-19,550</td> </tr> </tbody> </table> <p><small>Figures in sq.m gross. Source: Milton Keynes Retail Capacity Update (August 2011) produced by Roger Tym and Partners, part of Peter Brett Associates LLP</small></p> <p>New Paragraphs to be inserted below new table 5.6b before existing paragraph 5.37, to read:</p> <p><u>On this basis about 85% of the identified requirement for additional comparison floorspace should be directed to the primary shopping area of CMK. The remainder (about15%) should be directed to other Town and District centres on a scale that is consistent with their role in the hierarchy. There is no policy support for retail development in out of</u></p>		2011-2016	2016-2021	2021-2026	Total to 2026	Total requirement Comparison Goods	0-15,605	40,453-57,950	41,563-56,776	82,016-130,330	Central Milton Keynes (CMK) (85% of total floorspace)	0-13,264	34,385-49,257	35,329-48,260	69,714-110,781	Other district and town centres (15% of floorspace)	0-2,341	6,068-8,693	6,234-8,516	12,302-19,550
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				<p><u>centre retail parks or other out of centre locations.</u></p> <p><u>However, it is very difficult to forecast retail requirements for the Borough as far ahead as 2026, so longer term forecast more than 5-10 years ahead should be treated with considerable caution. The Council will need to monitor and review figures on retail capacity study several times before 2026.</u></p> <p><u>These figures on estimated retail are not intended to restrict or prevent new retail floorspace coming forward in appropriate locations such as the primary shopping area of CMK or the Town and District Centres. These figures are a snapshot (at a particular point in time based on certain assumptions) which indicates the level of future retail floorspace that can be supported within the Borough by the expected growth of retail expenditure.</u></p>
MM26	31	5.39		<p>Central Milton Keynes is likely to <u>will</u> be the main focus for the development of commercial leisure and entertainment facilities, especially those with a sub-regional catchment, but this does not prevent such facilities being developed elsewhere within other district and town centres, or in special cases, elsewhere in the city, where good public transport is, or will become available (for example large sporting facilities such as the Stadium MK). However, leisure proposals designed more for a local catchment will locate in district and town centres (40).</p>
MM27	31	5.41		<p>Paragraph 5.41 as exists to be deleted:</p> <p>A regional sports facility should be developed as part of our growth, located at various venues across the Borough for example further development at the Stadium MK in Denbigh or in any sites to be identified through the site allocations DPD.</p> <p>and replaced with:</p> <p><u>MK has the potential to operate as a regional focus for sport and leisure as part of its economic offer. The International Sporting City concept, discussed in Chapter 16 'Delivering Infrastructure' considers how this could be developed.</u></p>
MM28	32	Policy CS4		<p>Retail and Leisure Development</p> <p>The Planning Authority will grant planning permission for additional retail and leisure floorspace <u>in accordance</u> with the defined shopping centre hierarchy (in Table 5.5 'Retail Hierarchy') to deliver the following objectives.</p> <p>Regional Shopping Centre: Central Milton Keynes <u>The Primary Shopping Area</u> will function and develop as a regional shopping centre for comparison shopping and leisure development. Planning permission will be granted for additional comparison retail floorspace and other associated development in the area between Silbury and Avebury Boulevard, Saxon Gate and Marlborough Gate <u>(The Primary Shopping</u></p>

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				<u>Area).</u>
MM29	32	Policy CS4		<p>Insert at the end of Policy CS4:</p> <p><u>Applications for retail and other main town centre uses outside of existing centres will only be permitted if they satisfy NPPF's sequential and impact tests.</u></p> <p>Delete last paragraph of CS 4 starting at 'The Council will work...'</p>
MM 29A	32	Policy CS4		<p>Add the following text to the first sentence of the policy after 'additional retail floorspace':</p> <p><u>and other uses appropriate within town centres as defined in national policy such as leisure, entertainment and cultural will also be granted planning permission within the city centre CMK Development Boundary as defined on Figure 7.1 and the retail hierarchy, subject to the scale of the proposal reflecting the characteristics of the centre within which it is proposed.</u></p>
MM30	41	Table 5.7		<p>Column 6 of Table 5.7 (pg 41) 'Retail and Leisure', first paragraph, to be deleted:</p> <p>Milton Keynes' primary retail centre, with an emphasis on supporting and enhancing the role of CMK as a regional centre and European destination</p> <p>And replaced with:</p> <p><u>Retail development within CMK will be focused within the defined primary shopping area. It will support and enhance the role of CMK as a regional centre and international destination.</u></p>
MM31	48	6.2-6.6, plus new paras 6.2a and 6.7		<p>"6.2 The Core Strategy in Policy CS 5 'Strategic Reserve Areas Land Allocation' allocates these areas, along with:</p> <ul style="list-style-type: none"> • <u>additional land between SR2 and SR3;</u> • <u>the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011) ;</u> • <u>land to the east of Eagle Farm South (land at Wavendon Lodge) and</u> • <u>the three areas of mostly woodland adjacent to Eagle Farm North,</u> <p>as a sustainable urban extension to Milton Keynes.</p> <p><u>6.2a The Strategic Land Allocation lies on the eastern edge of the city within the South East Strategic Development Area previously identified in the South East Plan. We estimate that the Strategic Land Allocation can accommodate in the region of 2,500 2,900 homes (plus other uses), meeting the housing targets of the Core Strategy. Employment development in the SLA will be guided by Policy CS3, including the</u></p>

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				<p><u>sequential approach to the location of office development.</u></p> <p><u>6.2.b In line with Policy AD1, the Council is committed to undertake an early review of the Core Strategy in the form of Plan:MK which will make additional provision for new homes and other needs at and adjoining the urban area up to 2031 or beyond.</u></p> <p>6.3 In addition to the Strategic Reserve Areas <u>Land Allocation</u> and existing expansion areas already identified within the Core Strategy it is recognised that other proposals may come forward at some later date through the Site Allocations DPD or otherwise. Any such proposals must be robustly evidenced and justified in accordance with the principles of this Core Strategy <u>and should not foreclose options for further sustainable extension of the urban area that will be explored through Plan:MK."</u></p> <p>Title: "Strategic Reserve Areas <u>Land Allocation</u>"</p> <p>"6.4 There will be a comprehensive approach to master-planning the Strategic Reserve Areas <u>Land Allocation</u> and any sites identified through the Site Allocations DPD <u>and/or the Plan:MK</u> that may come forward at some later date. This work will take into account the need to avoid coalescence (settlements joining together) <u>and to provide clear separation between the new development and existing settlements as indicated on the Proposals Map</u>, the need to protect their setting and distinctiveness, and the importance of integrating long term defensible boundaries and landscape buffers into the development. <u>One of the key aims of the master planning approach will be high quality future proofing to ensure that infrastructure and other requirements for any longer-term sustainable urban extensions and the wider needs of Milton Keynes are properly considered at the earliest possible stage.</u></p> <p>6.5 The Strategic Land Allocation includes There are four Strategic Reserve Areas (SRAs) located in the South East (SR1: Land East of Fen Farm, SR2: Glebe Farm, SR3: Eagle Farm and SR4: Church Farm) which were identified in the Local Plan as potential development areas. SR1, SR2 and SR3 fall within the area covered by the existing Milton Keynes Tariff agreement.; there is a requirement for a policy framework for these areas to be in place by 2011.</p> <p>6.6 The Land East of Fen farm (SR1) SRA lies to the north of the A421 and includes a transport reservation for the Bedford and Milton Keynes waterway (Local Plan Policy T13) , and land safeguarded for any potential future crossing of, or junction with, the M1 motorway.</p> <p>6.7 The allocation also includes</p> <ul style="list-style-type: none"> • <u>additional land between SR2 and SR3;</u> • <u>the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane</u>

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				<p><u>(part of site MKSA4 in the Site Selection Report, September 2011);</u></p> <ul style="list-style-type: none"> • <u>land to the east of Eagle Farm South (land at Wavendon Lodge) and</u> • <u>the three areas of mostly woodland adjacent to Eagle Farm North,</u>
<p>MM32 Sep 2011 Con Exam Mod</p>	<p>49-50</p>	<p>Policy CS5 and principles of this policy</p>		<p>“Policy CS5 Strategic Reserve Areas Land Allocation The adopted Local Plan identifies four Strategic Reserve Areas (SRAs) in or adjoining the Milton Keynes urban area: SR1 – Land east of Fen Farm SR2 – Glebe Farm SR3 – Eagle Farm SR4 – Church Farm The Core Strategy allocates these areas, <u>along with:</u></p> <ul style="list-style-type: none"> • <u>additional land between SR2 and SR3;</u> • <u>the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011)</u> • <u>land to the east of Eagle Farm South (land at Wavendon Lodge) and</u> • <u>three areas of mostly woodland adjacent to Eagle Farm North,</u> <p>as a sustainable urban extension(<u>the Strategic Land Allocation</u>) to Milton Keynes. The allocation is shown on Figure 5.2 ‘Key Diagram – Urban Area’ and the Proposals Map Amendment. Development in these SRAs <u>the Strategic Land Allocation</u> will be permitted in accordance with other relevant policies in the LDF and the principles of development set out below. These principles will be defined in more detail through the preparation of a single Development Framework for all four SRAs <u>the area</u>, which will be produced jointly between <u>by Milton Keynes Council and Milton Keynes Partnership (or any successor bodies)</u>, with the involvement of <u>the Homes and Communities Agency, the landowners and developers, stakeholders and the community.</u> In order to ensure that the SRAs <u>Strategic Land Allocation</u> is brought forward in a strategic and comprehensive manner, planning permission will only be granted for development following the approval of the Development Framework. Development briefs and design codes will also be required for each phase or site, to be prepared by the developer and approved by Milton Keynes Council and Milton Keynes Partnership (or any successor bodies)....”</p> <p>The principles of the development are that development should:</p> <ol style="list-style-type: none"> 1. Provide a sustainable urban extension to Milton Keynes, providing a maximum <u>in the region of 2,500-2,900 homes.....</u> 3. Maintain the character and integrity of existing settlements <u>and provide clear separation between the new development and adjacent existing settlements</u>

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				<p>6. Safeguard land for the provision of a multi-modal transport hub <u>high quality transport interchange incorporating a park and ride site in line with the requirements of Policy CS1.....</u></p> <p>7. Apply, as a minimum, the standards of the Council for sustainable construction in force at the time. with the aim of creating a zero carbon and water efficient development.</p> <p>8. Meet the requirement for a strategic approach to the delivery of a community energy network <u>Consider the use of community energy networks in line with Policy CS15</u></p> <p>10. Provide new social and commercial facilities and services, and where possible improve facilities in the existing settlements, to meet the day to day needs of new and existing residents.</p> <p>13. The delivery of development <u>will be</u> through the <u>Milton Keynes Tariff</u> an updated tariff and/or framework and/or Section 106 and/or Community Infrastructure Levy agreement to provide for contributions to on- and off-site strategic and local infrastructure in an effective and timely way, <u>assuming the development gains (outline) planning permission before a Community Infrastructure Levy Charging Schedule is adopted (or April 2014, whichever is sooner).</u> This must include financial contributions to the improvement and extension of infrastructure and facilities in nearby existing settlements <u>which are made necessary by the development.</u></p> <p>14. Employment to contribute to the Borough-wide target of 1.5 new jobs per new home (51) <u>achievement of the Plan's employment objectives.</u></p> <p>15. Homes with a range of sizes, types and tenure, including affordable housing at a level in line with the Council's current SPD, or successor policy <u>in accordance with Policy CS10 or successor development plan policy.</u></p> <p>16. Retail and commercial development of an appropriate scale to ensure the weekly top-up convenience shopping needs of new and existing residents in the development area are met.</p> <p>18. A <u>proportionate</u> contribution to new or upgraded transport infrastructure <u>that is made necessary by the development.</u> The infrastructure will include the dualling of the A421 between the Kingston Fen roundabout and the M1 Junction 13 and a new multi-modal hub high quality transport interchange incorporating a park and ride site in line with the requirements of Policy CS11.....</p> <p>20. Safeguard land for a future bridge over and/or junction with the M1 (J13a).</p>

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				Add new principle as follows: Technical work will be required to fully assess the traffic impact of the development on the road network within the city, nearby town and district centres and adjoining rural areas, and to identify necessary improvements.
MM33	50	6.10	Line 3	Amend line 3 of paragraph as follows: services and infrastructure in the city <u>and nearby villages</u> and will require...
MM 34	51	Policy CS6	Points 4, 6 and 7	Revise policy CS6 as follows: When and if development comes forward for an area on the edge of Milton Keynes which is wholly or partly within the administrative boundary of a neighbouring authority this Council will put forward the following principles of development during the joint working on planning, design and implementation: <ol style="list-style-type: none"> 1. The local authorities will work jointly... 2. A sustainable, safe and high quality urban extension should be created... 3. A strategic, integrated and sustainable approach to water resource management... 4. The design of development should respect <u>its context as well as</u> the character of the adjoining areas of the city. 5. Linear parks... 6. Technical work to be undertaken to fully assess the traffic impact of the development on the road network within the city, nearby town and district centres <u>and adjoining rural areas</u> , and to identify necessary improvements to public transport and to the road network, including parking. 7. A route for the future construction of a strategic link road(s) <u>and or rail link</u> should be protected where necessary. 8. New social and commercial facilities and services... 9. The opportunity for new Park and Ride sites.... 10. The potential of a site for a regionally significant sporting facility should be fully explored and considered within, or closely related to, the development area. 11. The local authorities and their partner organisations...
MM35	52	6.12		Add at the end of this paragraph: and other authorities <u>including the local Parish Council</u> .
MM36	54	Figure 7.1		In the key to figure 7.1 insert the word 'primary' in front of 'shopping area', to read: <u>Primary Shopping Area</u>
MM37	56	Policy CS7		Central Milton Keynes is a modern and carefully planned new city centre <u>but needs to continue to evolve and change</u> . It will retain and enhance its role as a sub -regional centre and the city's focus for retail, (within the defined Primary Shopping Area) office, hotel, leisure and cultural development, together with new housing and related facilities. <u>(See Policy</u>

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				<u>CS 4 'Retail Development' and Tables 5.6a and 5.6b 'Amount of additional retail floorspace required in Milton Keynes and supporting text'</u>
MM38	59	Paragraph 8.9		The Site Allocations DPD will assess whether we need to identify new sites to meet our housing targets or to help delivery of the Core Strategy Objectives. <u>The Site Allocations DPD will allocate new non-strategic sites to provide flexibility and contingency to existing supply or to help deliver the Core Strategy objectives.</u> In assessing sites, we will give priority to those that will support the objectives in Policy CS8 'Other Areas of Change'.
MM39 Exam Mod	65	CS10		<p>"The Council will work with Milton Keynes Partnership (or any successor bodies) the Homes and Communities Agency, developers and registered social landlords to meet the Council's housing requirement, as set out in Policy CS2 'Housing Land Supply'</p> <p>New and refurbished housing should meet the needs and aspirations of the existing population and of the future residents by the provision of an appropriate range of sizes, values, styles, tenures and densities. Infill developments should respect the style and scale of buildings and the mix of dwelling types on <u>in</u> the surrounding area.</p> <p>Housing should meet the Council's adopted standards of energy efficiency, renewable energy generation, carbon neutrality, safety and 'lifetime' homes. Some dwellings should support 'home-based working' and all homes should have high quality ICT connectivity.</p> <p>Residential neighbourhood design should encourage access by walking, cycling and other forms of non-car travel within the neighbourhood and across the city. Car parking standards should meet the projected levels of car ownership (in addition to visitor parking).</p> <p>The Council will plan to meet specific housing needs across the Borough including the following: affordable housing, multiple occupancy, elderly persons, special needs, single people, religious, ethnic or lifestyle groups. These requirements will be covered in further planning and housing management guidance.</p> <p><u>An affordable housing target will be set in the Plan:MK. In the interim, the amount of affordable housing sought on qualifying sites, as set out in the Affordable Housing Supplementary Planning Document 2007 (or successor Affordable Housing SPD), will continue to be determined in accordance with the saved adopted Local Plan Policy H4 target of 30% on all sites of 15 or more units.</u></p> <p><u>For traveller sites, a local assessment of need will be undertaken in line with national policy requirements. This will require collaborative working with travellers, representative bodies, support groups and other local authorities. This will be completed as part of the Plan:MK and will inform the allocation of sites, where a need is identified, within that plan. In the interim, need will be met in accordance with national policy and saved adopted Local Plan Policy H12."</u></p>
MM40	65	10.6-10.10		"10.6 Local Plan saved Policies H4 and H5 currently require 30% affordable housing provision, subject to site and market conditions. This figure, any future targets and issues with the affordability at point of sale, will be reviewed in the Development Management DPD Plan:MK taking

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				<p>into account the needs of MK's current residents and their children, the demographic mix of people it is hoped will move to MK, and financial viability. Affordable housing in the Expansion Areas is provided under the Tariff agreement. The Affordable Housing SPD provides additional guidance on, for example, tenure mix. The SPD will be updated when necessary <u>in light of the latest assessment of need or changes in funding regimes.</u></p> <p>10.7 The affordable housing requirements in the Strategic Reserve Areas <u>Land Allocation</u> will be set out in the development framework for those areas and reflect the saved Local Plan Policy H4 30% target.</p> <p>10.8 The Site Allocations DPD will allocate a site for Travelling Showpeople and, if necessary, a new site(s) for Gypsies and Travellers, subject to the findings of a future MK Borough review. The Development Management DPD will contain detailed site criteria for the provision of Gypsies and Travellers Sites. The Plan:MK will allocate sites for Travellers, (subject to the findings of the local assessment of need).</p> <p>10.9 The Development Management DPD <u>Plan:MK</u> will include policy guidance on "Lifetime Homes" or equivalent standards.</p> <p>10.10 Houses in multiple occupation (HiMOs), are a key issue which will be is addressed by the development of a new Development Plan Document or Supplementary Planning Document <u>adopted in April 2012."</u></p>
MM41	66	11.2	4	Improving public transport, <u>making better use of existing infrastructure</u> and encouraging cycling and walking are also Council priorities
MM42	66	11.2		<p>Insert new paragraph after 11.2 to read:</p> <p><u>The LTP3 Transport Vision and Strategy Objectives describe the role of transport in achieving the objectives through reference to high level interventions and concepts. The Transport Strategy consists of seven strategy strands containing interrelated interventions that directly address the key issues identified:</u></p> <ul style="list-style-type: none"> • <u>Public Transport: rail, bus, interchange, community transport, taxi and private hire, future modes of transport (and public transport safety and security).</u> • <u>Cycling and Walking: infrastructure and promotion (including safety and security).</u> • <u>Smarter Choices: behavioural change techniques.</u> • <u>Highways and Traffic Management: the fast and efficient movement of people and goods, congestion, freight, parking, air quality, and road safety.</u> • <u>Technology: information provision, web-based technology, future modes of transport, and alternative fuels.</u> • <u>Infrastructure Management: highway, Redway and other asset management.</u> • <u>Development Planning: integrated planning and frameworks.</u>
MM43	66	11.5	6	Improvements to public transport, <u>making better use of existing infrastructure</u> and provision for cycling and walking

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MM44	66	11.6		<p>“The Council’s transport strategy has the main public transport routes linking Central Milton Keynes and town centres (the main focus for new jobs) with the Expansion Areas and Strategic Reserve Areas <u>Land Allocation</u>. The North-South route connects the areas of low car ownership. These areas will benefit from more frequent and more direct services. ‘Park and Ride’ and interchange facilities on the edge of the city and an improved transport interchange at the Central Milton Keynes rail station should aim to reduce the number of private car journeys into Central Milton Keynes. This is currently under review <u>was reviewed</u> through the preparation of the Local Transport Plan 3 (LTP3).”</p>
MM45	67-68	11.13		<p>Improvements were under construction in 2010. A new Junction 13a would improve access to and from the M1 and land will need to be safeguarded for future crossings of the M1.</p>
MM46	68	11.13		<p>Include two additional paragraphs after paragraph 11.13 to read:</p> <ul style="list-style-type: none"> - <u>The Chancellor announced in November 2011 that East-West Rail funding of £270m would be made available providing that the East-West Rail Consortium met two conditions. Firstly, a strong business case for the route was required and secondly a commitment by local authorities along the route to contribute £50 million to the cost.</u> <p><u>Further Government announcements in July 2012 have again confirmed support for East-West Rail. Both pre-conditions have been met and the Western section of East-West Rail will form part of the government’s strategy for rail transport, with the project likely to proceed in the period 2014-2017.</u></p> <ul style="list-style-type: none"> - <u>Milton Keynes Council accepts that East-West Rail will contribute to the growth and development of Milton Keynes and provide an excellent opportunity for the Borough in both the local and regional context which will provide significant economic, environmental and social benefits.</u> <p><u>Milton Keynes Council is a member of the Joint Delivery Board set up by the East-West Rail Consortium as a means of engagement for the eight authorities East-West Rail will run through.</u></p> <p><u>The Council will seek to engage with Network Rail and relevant stakeholders along the route of the East-West Rail line through the Borough to establish whether any operational benefits or improvements to more sustainable forms of non-car borne journeys can be realised with the implementation of this project.</u></p>
MM47	68	Policy CS11	Point 7	<p>Maximising the capacity of the Borough’s highway network through phased improvements in step with housing and employment growth (for example the dualling of the A421, a new junction 13a on the M1 and improvements to key roundabouts on the grid network).</p>
MM48	69	Policy CS 11	Point 8	<p>Policy CS11, Item 8 should be deleted and the following inserted in its place:</p> <p><u>8. The highway network will be served by high quality transport interchanges well located to transport nodes and the strategic highway network, and by Park and Ride sites on the edge of the city and in close</u></p>

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				<u>proximity to the strategic highway network.</u>
MM49	69	Policy CS11	Point 9	<p>Insert additional policy to Policy CS 11 as item 9, to read:</p> <p><u>To engage with Network Rail and relevant stakeholders along the East-West Rail line to identify operational benefits which thereby provides additional support for a more sustainable transport strategy and/or economic growth of the City.</u></p>
MM50	68-69	Policy CS 11		<p>Policy CS11 should be reordered to read as follows: (including changes to text already made elsewhere):</p> <p><u>A Well Connected Milton Keynes</u></p> <p>The Council will work with neighbouring local authorities and transport providers to meet the demand for: increased movement of people and goods, improved accessibility across the Borough, improved safety and quality of life and a reduction in the Borough's carbon footprint.</p> <p>Over the Core Strategy period, the measures used will include:</p> <ol style="list-style-type: none"> <u>1.</u> A step change in improvements to public transport including a core public transport network, with Central Milton Keynes at its hub, serving key trip generators and to cater for specific areas and types of public transport need. New bus services will be provided to major new areas of development when sufficient buildings are occupied. <u>2.</u> More sustainable transport choices for car owners and information and measures to encourage them to use non-car modes for more journeys. <u>3.</u> Encouraging greater movement within the Borough by cycling and walking through improvements to the existing Redway network and other paths including more direct routes, enhanced facilities and signage, better integration with transport interchange hubs, and improved surveillance; and by extending the Redways network throughout major new development areas (including the creation of routes that are shorter than the equivalent road journey). <u>4.</u> Planning the development of large housing and employment areas, health, education, leisure, sports, emergency services and other key facilities so that it is well served by public transport and easily accessible by walking and cycling. This applies particularly to Central Milton Keynes, town and district centres elsewhere in the Borough, the Eastern and Western Expansion Areas, the Strategic Land Allocation and Key Settlements in the rural area. <u>5.</u> Demand management in order to help achieve a shift from journeys by car to more sustainable transport. <u>6.</u> Maintaining and future-proofing the city's grid road network and extending it into new development areas whilst safeguarding the corridors for possible mass transit schemes. <u>7.</u> Maximising the capacity of the Borough's highway network through phased improvements in step with housing and employment growth (for example the dualling of the A421 and improvements to key roundabouts

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				<p>on the grid network).</p> <p>8. <u>The highway network will be served by high quality transport interchanges well located to transport nodes and the strategic highway network, and by Park and Ride sites on the edge of the city and in close proximity to the strategic highway network.</u></p> <p>9. <u>To engage with Network Rail and relevant stakeholders along the East-West Rail line to identify operational benefits which thereby provides additional support for a more sustainable transport strategy and/or economic growth of the City.</u></p>
MM51	69	11.14		<p>Insert new paragraph after paragraph 11.14 to read: <u>Milton Keynes Council considers the A421 in two ways;</u></p> <ol style="list-style-type: none"> 1. <u>that part of the A421 in Milton Keynes as the “local” and “regional” part of the traffic network</u> 2. <u>that part of the A421 in Central Bedfordshire as part of the “regional” part of the traffic network.</u> <p><u>Milton Keynes Council expects the dualling of that part of the A421 in Milton Keynes that is made necessary by new development to be funded proportionately by developer contributions.</u></p> <p><u>Milton Keynes Council expects the dualling of that part of the A421 in Central Bedfordshire to be funded fully as part of a regional/sub-regional project promoted jointly by Milton Keynes and Central Beds or promoted by SEM LEP.</u> <u>(If there is a shortfall in funding for the “local” Milton Keynes part of the A421 dualling, it would be included in the regional/sub-regional project.)</u></p>
MM52	69	11.15		<p>Reword Paragraph 11.15 to read:</p> <p>11.15 The priority schemes set out in <u>LTP3</u> and the MKP Local Investment Plan are:</p> <ol style="list-style-type: none"> 1. <u>Public Transport</u> <ol style="list-style-type: none"> 1. <u>MK Star Bus Network</u> 2. <u>Semi-flexible urban feeder services</u> 3. <u>Increase peak frequency rural services</u> 4. <u>Improved interchanges</u> 2. <u>Cycling and Walking</u> <ol style="list-style-type: none"> 1. <u>Promotion, education and training</u> 2. <u>Improved signage</u> 3. <u>journey planning</u> 4. <u>Expansion of redway network into CMK, new developments, regeneration areas and where possible the older towns</u> 3. <u>Smarter Choices</u> <ol style="list-style-type: none"> 1. <u>Travel planning</u> 2. <u>Car sharing</u> 3. <u>Car pooling</u> 4. <u>Broadband enhancements</u>

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				<p>4. <u>Highways and Traffic Management, Road Safety and Infrastructure Management</u></p> <ol style="list-style-type: none"> 1. <u>Network management plan</u> 2. <u>Peak spreading of traffic (spread school and business work hours)</u> 3. <u>Refresh of Lorry Management Strategy</u> 4. <u>Improved freight partnership working</u> <p>5. <u>Development Planning</u></p> <ol style="list-style-type: none"> 1. <u>Extension of grid roads into and through future Expansion Areas</u> 2. <u>Develop Highway Design Guide</u> 3. <u>Appropriate parking standards for new developments and in regeneration areas</u> 4. <u>Improved integration of spatial and transport policies and improved partnership working</u>
MM53	69	11.15		<p>Insert new paragraphs after 11.15 to read:</p> <p><u>LTP3 sets out the Borough's policies and programme for delivering local, sub-national and national policy objectives; including the borough's Sustainable Community Strategy (SCS) and the spatial planning policies of the Core Strategy. It also enables the Borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.</u></p> <p><u>A key aspect of the LTP is the Council's role as a partner, working with residents, businesses, transport operators, central government, and other local partners to achieve a range of improvements to the transport network and transform the way that people travel.</u></p> <p><u>Some of the measures and proposals in LTP3 can be implemented by the borough, using its statutory planning, highways and network management, and parking powers.</u></p> <p><u>Other interventions, particularly larger projects, will be delivered in partnership with the Homes and Communities Agency, the Highways Agency and transport operators, local businesses and organisations, and the wider community. LTP3 also draws on the Milton Keynes and South Midlands (MKSM) sub-regional work.</u></p>
MM54	70	11.22		<p>Reword Paragraph 11.22 to read:</p> <p><u>LTP3 and other Council transport strategies will develop an appropriate case-by-case response.</u></p>
MM55	74-75	12.19 Policy CS 14		<p>Delete Policy CS 14 and reword preamble in 12.19 by adding:</p> <p><u>The Council will continue to implement Local Plan (2005) policy D4 until a new revised policy can be tested through the preparation of Plan:MK. This will look at the technical feasibility of amending current standards and the economic viability of doing so in relation to other Council policies and planning obligations.</u></p> <p>Delete paragraphs 12.20, 12.21 and 12.23</p>

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MM56	75	Policy CS 15		<p>Reword CS 15 as follows:</p> <p>The Council wishes to promote the use of renewable energy schemes where it can be demonstrated that there will not be any negative social, economic or environmental results from the scheme.</p> <p>The Council also has the following requirements:</p> <p>—1. For developments of more than 100 homes, application should show that the potential for community energy networks has been explored</p> <p>—2. For developments of more than 200 homes, applications will require community energy networks, unless it can be proven that it is not feasible on technical grounds or economic grounds</p> <p><u>Proposals for over 100 homes will be encouraged to consider the use of community energy networks in their development.</u></p> <p>—3. Regardless of the number of homes in a proposal, Where an existing local community energy network is established, developments will be expected to connect to the network, if feasible.</p>																				
M57	95	17.5		<p>Delete 'not' in line 3 and replace last sentence with: <u>To meet the need for rural housing and provide contingency for the rest of the borough the Site Allocations Plan will provide a plan-led approach to identify sites which are not strategic.</u></p>																				
MM58	103	Table 18.1		<p>Replace Table 18.1 with the following tables:</p> <p>Table 18.1 – Borough-wide Housing Figures</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total housing stock</th> </tr> </thead> <tbody> <tr> <td>2006</td> <td>94,147</td> </tr> <tr> <td>2010</td> <td>101,362</td> </tr> <tr> <td>2026</td> <td>129,362</td> </tr> <tr> <td>Predicted increase (2010 to 2026)</td> <td>28,000</td> </tr> </tbody> </table> <p>Table 18.2 – Borough-wide Population Figures</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total population</th> </tr> </thead> <tbody> <tr> <td>2006</td> <td>224,760</td> </tr> <tr> <td>2010</td> <td>240,990</td> </tr> <tr> <td>2026</td> <td>298,450</td> </tr> <tr> <td>Predicted increase (2010 to 2026)</td> <td>57,460</td> </tr> </tbody> </table> <p>Amend explanatory text <u>"18.8 N.B. We only have a population forecast to 2026 for the Borough as a whole, not for the city, parts of the city or the rest of the Borough. The increase in the Borough's housing stock between 2006 and 2010 reflects actual housing completions (7,720), less demolitions. The increase between 2010 and 2026 reflects the revised housing targets set out in the</u></p>	Year	Total housing stock	2006	94,147	2010	101,362	2026	129,362	Predicted increase (2010 to 2026)	28,000	Year	Total population	2006	224,760	2010	240,990	2026	298,450	Predicted increase (2010 to 2026)	57,460
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Unique ref no.	Page ref in Core Strategy (Oct 2010)	Paragraph or Policy	Line	Details of change (strikethrough for deletions, <u>underline</u> for additions)
				<p><u>Core Strategy (16 years @ 1,750 new homes per year = 28.000).</u> <u>18.9 There is no direct relationship between the increase in the total housing stock (2010 to 2026) and the increase in the total population of the Borough over the same period; the change to the total population reflects not only the level of new house building proposed but also changes to birth, death and migration rates and other changes within the existing population. These changes will not affect all age groups equally; as noted elsewhere in the Core Strategy (paragraph 2.5), there will continue to be a relatively high number of children in the future, particularly the 5-16 age group, but also many more elderly residents (aged 60+ . Appendix F sets out the latest population projections each year, with additional updates when necessary, e.g. to reflect the change to the housing target in the Core Strategy.”</u></p>
MM 59	127	Appendix C Table C.1		<p>Replace wording in third column, eighteenth row as follows: Replaced by Core Strategy Policy CS-14 Plan:MK And update all other references in Appendix C to Development Management DPD and Site Allocations DPD with <u>Plan:MK or Site Allocations Plan</u></p>
MM60	97	Table 17.1 and Appendix D		<p>Replace table 17.1 and Appendix D with following table:</p>

Replacement for Table 17.1 (and Appendix D)

	Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
	All	All	<ul style="list-style-type: none"> - Increase in proportion of the population is satisfied with the local area 	<ul style="list-style-type: none"> - Local satisfaction survey 		
1	<p>To develop Milton Keynes as a major 21st century city</p> <p>To deliver land for at least 28,000 new homes within the Borough between 2010 and 2026. This will comprise:</p> <ul style="list-style-type: none"> - An allocation of a maximum in the region of 2,500 homes to the south east of the city in the areas identified as Strategic Reserve Areas south east of the city in the Local Plan, plus additional land between SR2 and SR3. - 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 	<p>CS 1 Milton Keynes Development Strategy</p> <p>CS 2 Housing Land Supply</p> <p>CS 5 Strategic Land Allocation-Reserve Areas</p> <p>CS 7 Central Milton Keynes</p> <p>CS 8 Other Areas of Change</p> <p>CS 9 Strategy for the Rural Area</p>	<ul style="list-style-type: none"> - 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 Plan:MK (new Local Plan) Site Allocations DPD by end 2012 2015 - Ensure a 5 year supply of deliverable housing land 	<ul style="list-style-type: none"> - Net additional dwellings split by area - Projected net additional dwellings - 5 year housing land supply Housing trajectory - Population growth 	<ul style="list-style-type: none"> - 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 - <u>Housing demand improves significantly but the supply of land does not provide an adequate buffer or range of sites.</u> 	<ul style="list-style-type: none"> - 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 <u>planMK (new Local Plan) Site Allocations DPD</u> 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 <u>planMK (new Local Plan) Site Allocations DPD</u> to ensure that development is phased over the life of the plan - If market conditions change significantly then consider an early review of the Core Strategy - <u>Bring forward Site Allocations work in parallel with the work on the review of the Core Strategy through Plan:MK in order to ensure that there is a 20% buffer in the 5-year supply of sites and reasonable choice and competition in the market</u>

	Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
2	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	CS 5 Strategic Land Allocation Reserve Areas CS 6 Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities	– Adoption of an SPD for the Strategic Land Allocation Reserve Areas by end 2012 ³	– 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 master planned out of character with Milton Keynes	– 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 – <u>Continue working with other nearby authorities through the SEMLEP planning officers forum</u>
3	To allocate and manage the development of employment land and pursue a vigorous economic development strategy sufficient to deliver a minimum of 1.5 jobs for every house build in Milton Keynes so that the business sector and local economy are supported, existing firms can expand, new firms are attracted, the level of working skills among the local population is enhanced and the area's resident population can find work locally	CS 3 Employment Land Supply CS 7 Central Milton Keynes CS 16 Delivering Economic Prosperity CS 17 Supporting Small Businesses	– By 2016, deliver 15,750 jobs (1.5 jobs per dwelling) – By 2026, deliver a minimum of 42,000 jobs to support housing in the MK (1.5 jobs per dwelling) – LAA target for percentage increase in VAT registered businesses showing growth	– Net additional full time equivalent jobs per annum – Completed employment floorspace by use class – Total employment land available for development – Employment land job densities – Loss of employment land to other uses – Vacant employment space – Overall employment rate – Number of people claiming job seekers allowance – VAT registration rate – VAT registered businesses showing growth – GVA per capita – Gross earnings – Impact of direct economic investment	– Mismatch between available employment sites and DPD (or future reviews) those required by business – Job growth does not meet target of 1.5 new jobs per dwelling is insufficient resulting in increased out-commuting and unemployment – Available employment locations not desirable to developers	– Consider changing employment allocations through the <u>planMK (new Local Plan) Site Allocations</u> – 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
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	CS 3 Employment Land Supply CS 16 Delivering Economic Prosperity	– 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 <u>By 2011, 74.1% of the working age population qualified to NVQ2 and above, as per the Economic Development Strategy, 2011-2016</u> – Increase in <u>By 2011, 34.4% of the working age population qualified to NVQ4 and above, as per the Economic Development Strategy, 2011-2016</u>	– Working age population qualification levels – Socio-economic groupings of working age population – GVA per capita – Gross earnings – Impact of direct economic investment	– Insufficient land for schools to meet pupil yield – Insufficient funding secured for progression of Milton Keynes University project – <u>Decrease in the proportion of jobs in knowledge based industries</u> – <u>A fall in the skills level of Milton Keynes residents</u>	– Work with MKLP <u>MK Gateway</u> 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

	Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
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 12,000m ² of office floorspace per year) and for up to 5,000 homes by 2026	CS 2 Housing Land Supply CS 3 Employment Land Supply CS 4 Retail and Leisure Development CS 7 Central Milton Keynes	<ul style="list-style-type: none"> 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 <u>Adopt a refresh of the CMK Development Framework in 2012</u> 	<ul style="list-style-type: none"> Office development completed in CMK Net additional dwellings Vacant office space within CMK Gross additional retail and leisure floorspace within town centres <u>Gross additional office, retail and leisure floorspace that is 'out-of-centre'</u> 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Revise CMK SPDs Work with <u>HCA MKP</u> as the major landowner to promote CMK Revise development frameworks and masterplans to consider change in markets Work with <u>Development Management DC</u> Officers and Members to deliver policy effectively Work with partners to promote CMK and improve the image of the city
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	CS 9 Strategy for the Rural Area CS 18 Improving access to local services and facilities	<ul style="list-style-type: none"> No significant loss of services and facilities in rural areas 	<ul style="list-style-type: none"> Facilities and services audit of rural towns and villages 	<ul style="list-style-type: none"> Despite policy, services and facilities in rural locations are lost 	<ul style="list-style-type: none"> 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 <u>Work with Development Management Officers and Members to deliver policy effectively</u>
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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Index of Multiple Deprivation Standardised mortality ratio Life expectancy Ethnicity Unemployment Crime rates Working age population qualification levels Gross earnings Tenure 	<ul style="list-style-type: none"> Reduced availability of funding results in difficulty in delivering outcomes <u>Resistance to change from communities</u> 	<ul style="list-style-type: none"> Identify key priorities so funding is focused to deliver the most important outcomes Seek alternative funding sources Consider developing AAPs or <u>Neighbourhood Plans</u> for regeneration areas to evaluate options
8	To facilitate the delivery of housing that meets the needs of all sections of the community through: <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Deliver <u>30% of residential completions as affordable homes</u> 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 <u>needs assessment</u> Deliver the additional Travelling Showpeople plots as required following a Milton Keynes Borough survey <u>needs assessment</u> Adoption of an Affordable Housing SPD by 2012-2013 Adoption of a Houses in Multiple Occupation (HiMO) SPD by 2011-2012 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Change in housing need House types delivered by developers do not meet housing needs Low completion rates of affordable housing <u>A significant increase in property prices/costs</u> <u>If sites are not allocated there is a risk of unauthorised sites and / or sites obtaining planning permission by appeal</u> 	<ul style="list-style-type: none"> Ensure SHMA is regularly updated Ensure masterplans and development frameworks are in-line with housing need; if not then review Work with DC <u>Development Management</u> officers, Members and Developers to ensure house types are in-line with requirements Work with <u>HCA MKP</u> and RSLs <u>Registered Providers</u> to identify funding for affordable housing <u>Work in collaboration with travellers, representative bodies, support groups and other local authorities</u> Ensure affordable housing is not compromised in section 106

	Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
			<ul style="list-style-type: none"> Adoption of the Development Management DPD Plan MK (new Local Plan) by mid 2014 by end 2012 			negotiations
9	<p>To manage increased travel demands through:</p> <ul style="list-style-type: none"> Promoting improvements to public transport and supporting the development of an East – West rail link between Oxford and Cambridge, including the <u>Aylesbury Spur</u> Encouraging an increased number of people to walk and cycle by developing an expanded and improved Redway network 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 	<p>CS 11A Well Connected Milton Keynes CS 22 Delivering Infrastructure</p>	<ul style="list-style-type: none"> 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 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 	<ul style="list-style-type: none"> 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 Cars entering CMK in peak hours Congestion Air quality 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 Implement further demand management measures to reduce/limit congestion Review programme of highway improvements in the MKP Local Investment Plan
10	<p>To mitigate the Borough's impact on climate change and reduce CO₂ emissions through:</p> <ul style="list-style-type: none"> Implementing higher than national requirements for sustainable homes and buildings Maximising the quality of new build developments 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 <u>Implementing the suite of initiatives under the Low Carbon Living Project</u> 	<p>CS 14 Sustainable Construction CS 15 Community Energy Networks and Large Scale Renewable Energy Schemes</p>	<ul style="list-style-type: none"> All new developments (of over five dwellings) to deliver a minimum of 10% of their energy requirements from renewable sources All new residential developments to achieve a minimum of level 4 Code for Sustainable Homes (CSH) rating By 2020 2011, achieve a 22 12% reduction in CO₂ emissions per capita from a 2005 base 	<ul style="list-style-type: none"> Percentage of energy in new developments from renewable sources Amount of renewable energy provided from strategic energy developments New dwellings achieving CSH level 4 New developments over 200 dwellings with a community energy network National Indicator 185: CO₂ reduction from Local Authority operations National Indicator 186: Per capita reduction in CO₂ emissions in the Local Authority area National Indicator 188: Planning to adapt to climate change 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conduct further viability analysis of sustainable construction standards Consider introducing flexibility in the requirements Review sustainable construction requirements in the PlanMK (new Local Plan) separate DPD Ensure layout and design of development promotes recycling Through the Code for Sustainable Homes ensure that house buyers have information and adequate recycling facilities Review relevant transport strategies Consider a review of the Waste DPD
11	<p>To <u>embody Place Making as an overarching design objective for new development and</u> 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</p>	<p>CS 11A Well Connected Milton Keynes CS 12 Developing Successful Neighbourhoods CS 13 Ensuring High Quality, Well Designed Places CS 18 Improving access to local services and facilities</p>	<ul style="list-style-type: none"> All new residential developments to be within walking distance of key services and facilities All new dwellings to be within walking distance of a bus stop Adoption of a development framework SPD for the Strategic Land Allocation Reserve Areas by 2012 3 	<ul style="list-style-type: none"> Households within 30 minutes of a hospital by public transport New dwellings within walking distance of key facilities, services and public transport Air quality Planning applications approved contrary to advice from the Environment Agency on flooding 	<ul style="list-style-type: none"> 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 Building for Life surveys indicate standards of design in new developments have not been raised 	<ul style="list-style-type: none"> Work with delivery partners so that priority services are provided early in new communities to ensure that their use is taken up Work with <u>Development Management</u> DC Officers, Urban Design Officers, Developers and Members to ensure substandard design is not accepted

	Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
	design, architecture and public realm and creates places with identity	CS 19Healthier and Safer Communities CS 20The Historic and Natural Environment	<ul style="list-style-type: none"> No new residential development in areas prone to flooding Adoption of the Residential Design Guide SPD by 2010 <u>2012</u> Building for Life score for new developments Produce a Designing for Community Safety SPD by 2012 	<ul style="list-style-type: none"> and water quality grounds Dwellings completed on previously developed land New dwellings built to Lifetime Homes standards Building for Life scores Density of residential development Crime rates 		<ul style="list-style-type: none"> Ensure masterplans and design codes are applied Consider further design-related SPDs
12	To protect, maintain and enhance the important <u>environmental</u> features, character and assets of the New Town and the towns and villages throughout the Borough	CS 20The Historic and Natural Environment	<ul style="list-style-type: none"> By 2012, all 27 conservation areas to have an up to date Conservation Area Character Assessment No "at risk" listed buildings on the English Heritage register <u>Complete and publish a Local List by end of 2014</u> <u>Complete and publish a Heritage at Risk Register by end of 2012</u>³ <u>Complete a Conservation Area Partnership Scheme for Bletchley Conservation Area by the end of 2013</u> 	<ul style="list-style-type: none"> <u>Following the publication of the Heritage at Risk register, number of assets removed from register</u> 	<ul style="list-style-type: none"> Pressure to develop additional sites potentially threatens areas of architectural quality and character Development pressure "impacts" on the unique features of the New Town <u>Pressure of development potentially threatening the Historic Environment.</u> 	<ul style="list-style-type: none"> Ensure the SA process takes account of urban character when examining potential sites Ensure through rigorous implementation of the policy that development <u>takes the historic environment into account is sensitive to existing character and context</u>
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 <u>enhancing</u> key landscapes and important habitats	CS 12Developing Successful Neighbourhoods CS 20The Historic and Natural Environment	<ul style="list-style-type: none"> By 2011, 24.5% of adults to participate in sport or active recreation <u>Achieve a 1% increase year on year up to 2014 in the number of adults participating in moderately intensive sport and active recreation</u> By 2013, 100% of children and young people participating in high quality physical education Delivery of linear park extensions, including in the Strategic <u>Land Allocation Reserve Areas</u> By 2012³, adopt a development framework SPD for the Strategic <u>Land Allocation Reserve Areas</u> Ensure that there is no net loss of recognised biodiversity habitats Ensure that there is no worsening of condition of SSSIs 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 <u>Lack of funding for partners to adequately support an increase in adult participation in sport and provision of high quality PE for children</u> <u>Pressure to develop a greater proportion of the SLA and provide a reduced level of green infrastructure</u> 	<ul style="list-style-type: none"> 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, <u>Development Management</u> DC Officers and Members
14	To develop Milton Keynes as an International Sporting City	CS 20The Historic and Natural Environment CS16 <u>Delivering Economic Prosperity</u>	<ul style="list-style-type: none"> 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 <u>Identification of the ISC's 'Supporting Infrastructure' and 'Locations and Clusters' needs within:</u> 		<ul style="list-style-type: none"> 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 and does not support a healthier population Milton Keynes economic growth is 	<ul style="list-style-type: none"> Prioritise the funding and effort towards <u>planning, developing key ISC facilities and Sports and Leisure Strategy facilities and major events</u> Ensure colleagues and partner organisations maximise opportunities to attract major events and <u>plan and deliver new and enhanced facilities, and enabling development where appropriate, to Milton Keynes</u>

	Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
			<ul style="list-style-type: none"> - <u>Plan:MK</u> - <u>the Local Investment Plan</u> - <u>future SEMLEP policy and delivery documents</u> - <u>Protection of the current key sporting facilities and timely delivery of the ISC 'Supporting Infrastructure' and 'Locations and Clusters' with</u> <ul style="list-style-type: none"> - <u>An early delivery of the 'team training base', 'major cycling facility', and 'sports and science/medicine hub', if practical, with these facilities having planning permission (and possibly operation) within 2013/14</u> - <u>Current major sports events retained, enhanced and expanded, and two new major sports events attracted to MK by end of 2014</u> 		<ul style="list-style-type: none"> - <u>restricted Milton Keynes profile is restricted leading to less inward investment</u> 	<ul style="list-style-type: none"> - <u>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 and have wider community health benefits.</u> - <u>Support the early formal establishment of an effective ISC Board</u>
15	To manage mineral extraction, safeguarding reserves and processing facilities, restoring worked sites, and maximising use of secondary and recycled materials.	CS 21Minerals	<ul style="list-style-type: none"> - <u>Adopt the Minerals Core Strategy and Sites & Policies DPDs by mid 2012-2013</u> 	<ul style="list-style-type: none"> - Production of primary land won aggregates - Production of secondary and recycled aggregates - Number of planning applications on safeguarded land - Size of landbank 	<ul style="list-style-type: none"> - Minerals DPDs <u>Strategy</u> setting out core policies for the Borough are delayed 	<ul style="list-style-type: none"> - Prioritise documents in the LDS and highlight in future AMRs - Ensure sufficient resources are allocated towards the production of the DPDs
16	To work with public service and infrastructure providers (principally via the <u>Milton Keynes Partnership Local Investment Plan</u>) 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 waste treatment plant	CS 22Delivering Infrastructure	<ul style="list-style-type: none"> - <u>Timely delivery of infrastructure set out in the Milton Keynes Partnership Local Infrastructure Plan</u> - <u>By April 2014 end 2012, adopt a consolidated Planning Obs SPD</u> - <u>By 2015, complete the dualling of the A421 from M1 J13 to Milton Keynes</u> - <u>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 Strategic Land Allocation Reserve Areas</u> - <u>Adopt a Community Infrastructure Levy by April 2014</u> 	<ul style="list-style-type: none"> - Monitoring progress of major works set out in the <u>MKP Local Investment Plan</u> 	<ul style="list-style-type: none"> - Key infrastructure projects set out in the <u>Milton Keynes Partnership Local Investment Plan</u> are delayed - Reduced funding for growth infrastructure - <u>Failure to agree a new Tariff Framework for the Strategic Reserve Areas (should this be required)</u> - Suite of planning obligations affect viability of development 	<ul style="list-style-type: none"> - Early engagement with infrastructure providers to seek out further requirements for development - Identify key requirements and prioritise funding towards them - <u>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</u> - <u>Timely preparation of a Community Infrastructure Levy.</u> - Identify key developer contribution priorities - Consider revising developer contribution SPDs