

FORM OF WORDS BIDWELLS/ NP STEERING GROUP

Current text	Change Discussed	Bidwells Proposed text	Steering Group Proposed text	Reasoning
(a) The three sites comprising Tickford Fields Estate shall be planned and developed as one estate, in accordance with the Development Brief attached to this Plan as Appendix 7.	Add reference to masterplanning exercise to be carried out and omit shall be planned and developed as one estate, in accordance with the Development Brief attached to this Plan as Appendix 7. <b>Not what was agreed. Agreed reference to masterplanning exercise, but not to omission.</b>	(a) The three sites comprising Tickford Fields shall be comprehensively masterplanned as a cohesive development following a masterplanning exercise as agreed with Milton Keynes Council	(a)The three sites comprising the Tickford Fields development shall be comprehensively masterplanned as a cohesive development, broadly in accordance with the principles outlined in the development brief attached to this plan at Appendix 5.	To ensure that the principles embraced in the Development Brief are adhered to.
(d) A comprehensive Transport Assessment will be required to demonstrate the traffic impact on the surrounding highway network, and propose any mitigation measures needed	Omit comprehensive	(d) Any planning application will require a Transport Assessment which assesses the cumulative impact of the whole development to demonstrate the traffic impact on the surrounding highway network, and propose any mitigation measures needed.	(d) Any planning application will require a Transport Assessment which assesses the cumulative impact of the whole development to demonstrate the traffic impact on the surrounding highway network, and propose any mitigation measures needed.	A single Transport Assessment for the whole site may not be practically possible as there are different landowning interests. The Bellway part of the site is subject to a separate TA.
(e) Vehicular access shall be taken solely from North Crawley Road through a minimum of three junctions one of which shall be through the North Crawley Road Industrial Land.	Amend number of junctions to two	e) Vehicular access shall be taken solely from North Crawley Road through a minimum of two junctions. No access other than for	(e) Vehicular access shall be taken solely from North Crawley Road through a minimum of two junctions one of which shall be through the	No technical work has been undertaken to inform the access strategy at this policy making stage. However, Bellway have agreed to issue land to MKC for access purposes.

<p>No access other than for pedestrians, cyclists or essential emergency vehicles will be allowed from Chicheley Street</p>		<p>pedestrians, cyclists or essential emergency vehicles will be allowed from Chicheley Street.</p>	<p>North Crawley Road Industrial Land. No access other than for pedestrians, cyclists or essential emergency vehicles will be allowed</p>	
<p>(f) The main estate distributor roads should be designed to accommodate a bus route, with shelters and level bus access, and all dwellings shall be located within 400 metres of a bus stop. A financial contribution will be required to secure a satisfactory bus service for a minimum of 5 years in accordance with paragraph 7.17 of Milton Keynes Local Plan.</p>	<p>Agreed not to change as in line with adopted dev plan policy</p>	<p>Retain as written</p>	<p>Retain as written</p>	<p>Already adopted Development Plan policy</p>
<p>(h) The development shall provide a minimum 2.6 ha serviced site and financial contributions</p>	<p>Remove trigger/scale. <b>Did not agree to remove trigger/scale. Trigger could be 200 or agreed as part of masterplan.</b></p>	<p>h) The development shall provide a minimum 2.6 ha serviced site and financial contributions towards the provision of a new primary school, with early year's provision to meet the needs arising from the development. This site should preferably be located in a central location, complete with drop off parking and secure cycle parking provision. The site shall be transferred to the Local Authority at the earliest opportunity. The development shall provide a financial contribution to off-site secondary and post 16 education facilities.</p>	<p>h) The development shall provide a minimum 2.6 ha serviced site and financial contributions towards the provision of a new primary school, with early year's provision to meet the needs arising from the development. This site should be preferably be located in a central location, complete with drop off parking and secure cycle parking provision. The site shall be transferred to the Local Authority prior to the occupation of the 100th dwelling, or an alternative point as may be agreed as part of the Masterplan. The development shall provide a financial contribution to off-</p>	<p>Milton Keynes Council's schools officer requested the transfer of the land for the primary school on completion of the first house.</p>

			site secondary and post 16 education facilities	
(i) The development shall provide a local shopping centre, comprising a small supermarket (around 200 sq. metres) and at least three unit shops, together with parking provision, prior to the completion of the 600th dwelling. Parking provision shall be in line with Milton Keynes Council adopted parking standards.	Remove trigger. <b>Did not agree to remove trigger . Agreed to remove wording relating to three unit shops.</b>	(i) The development shall provide a local centre, comprising a small supermarket and other stores (with a maximum of 200sqm per store), together with parking provision. Parking provision shall be in line with Milton Keynes Council adopted parking standards. The local centre should be provided at the earliest opportunity [or] Phasing of development to ensure provision of infrastructure and services coincides with occupation of properties.	(i) The development shall provide a local centre, comprising a small supermarket and other stores (with a maximum of 200sqm per store), together with parking provision prior to the occupation of the 600 <sup>th</sup> dwelling or as agreed in the Masterplan. Parking provision shall be in line with Milton Keynes Council adopted parking standards.	600 homes is half the development. Viability should be assured simply through volume of sales.
(j) The development shall provide a health/wellbeing facility linked to the local shopping centre in order to meet the identified need in dialogue with the NHS Commissioning body. Examples of such a facility are a GP surgery, physiotherapy, dental practice, or facility to run wellbeing or baby classes.	No certainty as to whether public or private facility at this stage. The development can 'make provision for' such facilities but cannot be required to 'provide a facility', particularly if privately run. <b>Agreed that this facility could be either private or NHS commissioned.</b>	(j) The development shall provide land for a health facility to meet the needs of the new community.	(j) The development shall provide a health/wellbeing facility preferably linked to the local shopping centre. Evidence of consultation with the NHS local commissioning body and other private medical practice (such as dentists, physiotherapists) or wellbeing providers (such as wellbeing classes or baby classes) must be provided. Where it can be demonstrated that there is no demand for either of these facilities a building for community use shall be provided.	The primary purpose of Neighbourhood Planning is to ensure that communities agree to additional development with associated supporting infrastructure. The lack of medical facilities was raised as a primary issue by residents, and was supported by existing providers, and by the NHS assessment of medical provision in Newport Pagnell. Providing the land only is not meeting obligations for community space. Provision of building to NHS or other medical provider is capable of recovery of development costs from such private providers.

