

Milton Keynes Council

Plan:MK

Schedule of Proposed Main Modifications

February 2019

Ref	Pg No	Policy	Para/Table/ Figure/Bullet	Proposed modification <u>Deletions</u> <u>Additions</u>
MM1	12	MK1		Delete policy.
MM2	13		Para 4.6	<p>Delete Paragraph 4.6 and replace with new section entitled “Review of Plan:MK” with text to read as follows:</p> <p><u>Review of Plan:MK</u></p> <p><u>As outlined in the strategic objectives of Plan:MK, Milton Keynes Council is committed to realising the city’s potential as the hub of the Cambridge-Milton Keynes-Oxford growth corridor, responding positively to the aspirations of the Council’s MK Futures 2050 programme, the Council Plan 2016-2020 and the NIC report ‘Partnering for Prosperity’, to expand the City to a population of approximately 500,000 people by 2050.</u></p> <p><u>It is recognised that to achieve this transformational level of growth, a coordinated, strategic approach which involves joint working with neighbouring authorities will be required. To this end, Milton Keynes Council is already undertaking a joint Strategic Growth Study in partnership with Aylesbury Vale District Council and South Northamptonshire Council to assess how transformational growth can be delivered in this area, alongside the provision of local and strategic infrastructure and mechanisms to support delivery.</u></p> <p><u>Once completed, the study will inform the preparation of Milton Keynes Council’s Strategy for 2050 which will provide a framework for how the aspirational levels of growth supported by the Council should be delivered, to be translated into future reviews of the Local Plan. This study may also form the basis for a potential cross-boundary, joint strategic plan on a wider geography.</u></p> <p><u>Given the ongoing nature of this work and the need for clarity on a range of issues, including the delivery of national infrastructure projects and discussions with Government around potential housing and/or new settlement deals in the growth corridor, it was considered premature for Plan:MK to formalise these growth aspirations.</u></p> <p><u>Milton Keynes Council is therefore committing, as outlined in Policy DS0, to an early review of Plan:MK, with the intention that a draft plan containing strategic policies will be submitted to Government for examination no later than the end of 2022. Determined through ongoing discussions with neighbouring authorities and government, this may take the form of a joint strategic plan.</u></p> <p><u>The commitment to the timing of the review reflects the Council’s acknowledgement that upon adoption, Plan:MK will have a plan period of 12 years to 2031 and although it allocates sites for well above its OAN for housing, it does not set a housing requirement that reflects the long-term aspiration for transformational growth.</u></p> <p><u>A deadline of 2022 will therefore enable the Council to adopt its Strategy for 2050 (envisaged for completion in 2019), allow the plan review to reflect decisions on key infrastructure projects such as the routing of the proposed Cambridge to Oxford expressway, and allow time for the review to take full account of, and be prepared in the context of, the emerging growth agenda across the corridor.</u></p>

MM3	13		Para 4.5	<p>Insert new Policy after new text as outlined in MM2, to read as follows:</p> <p><u>Policy DS0</u> <u>Review of Plan:MK</u></p> <p><u>The Council commits to undertaking an early review of Plan:MK, with the submission of a draft plan for examination, containing strategic policies for the long-term growth of Milton Keynes, no later than December 2022.</u></p> <p><u>Following the completion of the joint Strategic Growth Study and adoption of the Council’s Strategy for 2050 in 2019, the review of Plan:MK will bring the delivery of the long-term aspirations for transformational growth into a statutory planning policy document.</u></p> <p><u>The parameters and format of the review will also reflect Milton Keynes’ growth proposals within the context of a potential Growth Deal as well as progress on the delivery of the Government’s wider Cambridge – Milton Keynes – Oxford Corridor growth agenda, including associated national infrastructure projects and a corridor-wide Joint Vision Statement anticipated in Spring 2019.</u></p> <p><u>The review will also develop and formalise, as appropriate, joint working arrangements with neighbouring authorities which may result in the preparation of a joint strategic plan on a wider geography.</u></p>
MM4	16		Paras 4.20 – 4.22	<p>Delete Paragraphs 4.20 – 4.22 and replace with:</p> <p><u>Land east of the M1: Plan:MK allocates land to the east of the M1 motorway, south of Newport Pagnell, for a mixed residential and employment strategic urban extension to meet the long term needs of Milton Keynes. The development of this site is dependent on the necessary strategic infrastructure, required to make the site deliverable before 2031, being funded and delivered up-front.</u></p> <p><u>If the necessary infrastructure can be funded and delivered prior to 2031, then the development will be allowed to proceed within the plan period. In that circumstance, the number of dwellings that the site can contribute towards the housing supply of Plan:MK will be dependent upon when development commences. For the purposes of Plan:MK’s housing supply a conservative total of 1,475 dwellings of the potential 3,000 is assumed to be deliverable within the plan period and accounted for in the trajectory. This may increase to around 3,000 dwellings in the plan period if early infrastructure funding is secured, within a total site capacity of some 5,000 dwellings, including delivery beyond the plan period.</u></p> <p><u>There may be further potential for growth in this direction beyond that envisaged in this allocation, but realising the full potential of this area would require cross-boundary agreement with Central Bedfordshire Council and further improvements to connectivity between any future allocations east of the M1 and the existing city. These will be considerations for the review of Plan:MK.</u></p>
MM5	16	DS1		<p>Insert new paragraph immediately above Table 4.2 as follows:</p> <p><u>The provision of new homes and jobs will take account of the settlement hierarchy set out in table 4.2. The majority of development will be focused on and adjacent to, the existing urban area of Milton Keynes at the locations specified in table 4.2 and from selective infill, brownfield, regeneration and redevelopment opportunities. Within the rural area of the Borough most new development will be concentrated within the key settlements of Newport Pagnell, Olney and Woburn Sands. Elsewhere within the rural area new development will occur within villages and other rural settlements at locations identified in made neighbourhood plans.</u></p>

MM6	18	Policy DS2	<p>Plan:MK will deliver a minimum of 26,500 <u>net</u> dwellings across the Borough of Milton Keynes over the period 2016-2031. New housing development will be focused on, and adjacent to, the existing urban area of Milton Keynes, <u>as well as the three key settlements</u>, and will be delivered by:</p> <ul style="list-style-type: none"> • <u>1.</u> The completion of existing city estates, expansion areas and strategic land allocations • <u>2.</u> The continued development of Central Milton Keynes including the Campbell Park <u>residential area development areas</u> • <u>3.</u> The completion of existing commitments as outlined in Appendix A • <u>4.</u> “South East Growth Area South East Milton Keynes Strategic Urban Extension”: The development of a new <u>comprehensive</u> residential-led strategic allocation on the edge of the existing urban area, extending the development boundary of the urban area to potentially incorporate <u>approximately</u> 3,000 dwellings. This development will only come forward once progress has been made on the delivery of East West Rail and, furthermore, will only be brought forward once the route of the proposed Oxford to Cambridge Expressway is agreed and its land requirements confirmed<u>be delivered as set out in Policy SD13</u> • <u>5.</u> Land at Eaton Leys: residential development of up to 600 homes, with associated facilities • <u>6.</u> The delivery of sites already identified in made Neighbourhood Plans, both within the urban and rural area of the Borough • <u>7.</u> The development of small to medium sized, non-strategic sites, within the urban area of Milton Keynes, as allocated through Plan:MK, as outlined <u>below</u>. in Appendix A – Housing Sites within this plan • <u>8.</u> Small to medium scale development within rural <u>and key</u> settlements, appropriate to the size, function and role of each settlement to be delivered through allocations in neighbourhood plans currently being prepared. • <u>9.</u> The regeneration of some existing city housing estates as brought forward by the Your:MK <u>Council’s</u> regeneration programme, subject to local referendums • <u>10.</u> Regeneration opportunities around the centres of Wolverton and Bletchley • <u>11.</u> The redevelopment of brownfield sites, vacant or underused sites within the Milton Keynes urban area will be encouraged where such development is in line with other relevant policies in this plan, including design, density, access and connectivity • <u>12.</u> Land East of the M1: a mixed residential and employment strategic site to the east of the M1, south of Newport Pagnell, is designated as a reserve site to come forward post 2031 <u>allocated as a strategic urban extension to meet the long term needs of Milton Keynes</u>. Development of this site may be permitted <u>can commence prior to once 2031 should the Council be successful in obtaining Government funding to enable delivery of necessary infrastructure, the necessary strategic infrastructure required to make the site deliverable</u>, including required connections to the existing urban area of Milton Keynes, <u>is funded and is being delivered prior to any development taking place</u>. • <u>13.</u> Permitting development proposals within the defined settlement boundaries where they comply with all other relevant policies of Plan:MK and neighbourhood plans. <p><u>As part of the wider requirement for housing strategy, the provision of additional housing accommodation for older persons and those with specialist needs through bed spaces within residential institutions (Use Class C2) will be supported. The forecast provision over the plan period in the Strategic Housing Market Assessment 2017 is some 1200 bedspaces and delivery against this projection will be monitored. Policy HN3 of the Plan will inform specific development proposals.</u></p> <p><u>As per Criterion 7 above, the following small to medium, non-strategic sites, as outlined on the Policies Maps, are allocated for residential development:</u></p>
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<u>Site Reference</u>	<u>Area</u>	<u>Site</u>	<u>Approximate No. of Dwellings</u>
<u>HS1</u>	<u>BLETCHLEY</u>	<u>FORMER MFI BUILDING</u>	<u>28</u>
<u>HS2</u>	<u>BLETCHLEY</u>	<u>BERWICK DRIVE</u>	<u>16</u>
<u>HS3</u>	<u>BLETCHLEY</u>	<u>CHEPSTOW DRIVE</u>	<u>11</u>
<u>HS4</u>	<u>CALDECOTTE</u>	<u>CALDECOTTE SITE C</u>	<u>67</u>
<u>HS5</u>	<u>CAMPBELL PARK</u>	<u>CAMPBELL PARK NORTHSIDE</u>	<u>1,500</u>
<u>HS6</u>	<u>CAMPBELL PARK</u>	<u>F4.4</u>	<u>51</u>
<u>HS7</u>	<u>CAMPBELL PARK</u>	<u>G4.1</u>	<u>141</u>
<u>HS8</u>	<u>CAMPBELL PARK</u>	<u>G4.2</u>	<u>202</u>
<u>HS9</u>	<u>CAMPBELL PARK</u>	<u>G4.3</u>	<u>166</u>
<u>HS10</u>	<u>CAMPBELL PARK</u>	<u>LAND NORTH OF GLEBE ROUNDAABOUT, OVERGATE</u>	<u>60</u>
<u>HS11</u>	<u>CENTRAL MILTON KEYNES</u>	<u>C3.2</u>	<u>135</u>
<u>HS12</u>	<u>CENTRAL MILTON KEYNES</u>	<u>C3.3</u>	<u>113</u>
<u>HS13</u>	<u>CENTRAL MILTON KEYNES</u>	<u>WYEVALE GARDEN CENTRE</u>	<u>280</u>
<u>HS14</u>	<u>CENTRAL MILTON KEYNES</u>	<u>R/O CENTRAL LIBRARY</u>	<u>98</u>
<u>HS15</u>	<u>CENTRAL MILTON KEYNES</u>	<u>R/O SAXON COURT</u>	<u>85</u>
<u>HS16</u>	<u>CENTRAL MILTON KEYNES</u>	<u>R/O WESTMINSTER HOUSE</u>	<u>63</u>
<u>HS17</u>	<u>CENTRAL MILTON KEYNES</u>	<u>C4.2</u>	<u>93</u>
<u>HS18</u>	<u>CENTRAL MILTON KEYNES</u>	<u>D3.4</u>	<u>250</u>
<u>HS19</u>	<u>CENTRAL MILTON KEYNES</u>	<u>FOOD CENTRE</u>	<u>298</u>
<u>HS20</u>	<u>FISHERMEAD</u>	<u>KELLAN DRIVE 1</u>	<u>10</u>
<u>HS21</u>	<u>FULLERS SLADE</u>	<u>CAVENDISH SITE</u>	<u>37</u>
<u>HS22</u>	<u>GREENLEYS</u>	<u>FORMER MILTON KEYNES RUGBY CLUB</u>	<u>125</u>
<u>HS23</u>	<u>LAKES ESTATE</u>	<u>SOUTHERN WINDEMERE DRIVE</u>	<u>11</u>
<u>HS24</u>	<u>MEDBOURNE</u>	<u>S OF VERNIER CRESCENT</u>	<u>18</u>
<u>HS25</u>	<u>MONKSTON</u>	<u>LINDISFARNE DRIVE</u>	<u>20</u>
<u>HS26</u>	<u>MONKSTON</u>	<u>WADHURST DRIVE</u>	<u>17</u>
<u>HS27</u>	<u>OLD FARM PARK</u>	<u>BYRD CRESCENT</u>	<u>25</u>
<u>HS28</u>	<u>REDHOUSE PARK</u>	<u>THE WALNUTS</u>	<u>125</u>
<u>HS29</u>	<u>SPRINGFIELD</u>	<u>SPRINGFIELD BOULEVARD 1</u>	<u>15</u>
<u>HS30</u>	<u>STANTONBURY</u>	<u>REDBRIDGE</u>	<u>19</u>
<u>HS31</u>	<u>STANTONBURY</u>	<u>ROWLE CLOSE</u>	<u>18</u>
<u>HS32</u>	<u>STONY STRATFORD</u>	<u>HIGH STREET (FORMER GAS WORKS SITE)</u>	<u>24</u>
<u>HS33</u>	<u>TATTENHOE</u>	<u>HOWE ROCK PLACE</u>	<u>17</u>
<u>HS34</u>	<u>TATTENHOE</u>	<u>WINFOLD LANE</u>	<u>24</u>
<u>HS35</u>	<u>TATTENHOE</u>	<u>HOLBORN CRESCENT</u>	<u>12</u>
<u>HS36</u>	<u>WALNUT TREE</u>	<u>HOCKCLIFFE BRAE</u>	<u>35</u>
<u>HS37</u>	<u>WALNUT TREE</u>	<u>LICHFIELD DOWN</u>	<u>19</u>
<u>HS38</u>	<u>WESTCROFT</u>	<u>POWIS LANE</u>	<u>24</u>
<u>HS39</u>	<u>WOLVERTON</u>	<u>HIGH PARK DRIVE</u>	<u>68</u>
<u>HS40</u>	<u>WAVENDON GATE</u>	<u>ISAACSON DRIVE</u>	<u>14</u>

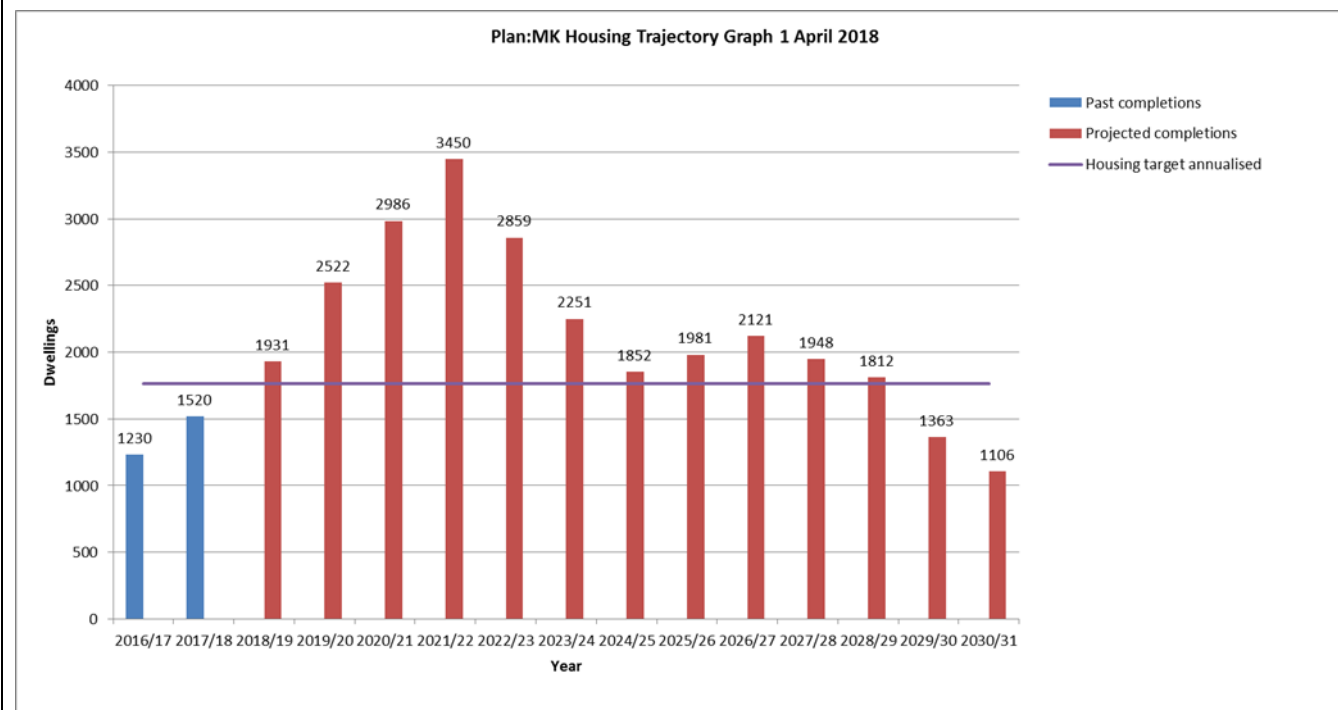
MM7

19

After table 4.3 insert following new section:

Delivery

Figure 1 below shows the projected housing trajectory for Plan:MK with a base date of 1 April 2018, outlining the number of dwellings currently forecast to be delivered in each year of the plan period to enable delivery of the annual housing requirement of 1,766 dwellings and the additional land supply buffer proposed through Plan:MK. The annualised housing target of 1,766 dwellings, for which the Council will be monitored against, is included in the graph for comparison.



As illustrated in the above housing trajectory, for the first two years of the plan period (2016/17 and 2017/18) the Council under provided against its annual housing requirement and as such, a shortfall of 784 dwellings has arisen as of the 1 April 2018. It is the intention of the Council that this shortfall will be recovered within the next 5 year period (2018/19 – 2022/23), as per the ‘Sedgefield method’.

Furthermore, due to under-delivery within the first two years of the Plan:MK period and significant under-delivery in previous years, the Council is, as at the stage of adoption, including a 20% buffer within its supply of specific deliverable sites to improve the prospect of achieving the planned supply.

The housing schedule summary below sets out the number of dwellings currently projected to be delivered on each strategic site and from all other sources on an annual basis, so as to demonstrate the sources of supply which are expected to contribute to the projected housing delivery to meet the housing requirement of 1,766 dwellings, for each year of the plan period. A full housing schedule showing each site as of 1 April 2018 is contained within Appendix I.

MM7

Area	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
BROOKLANDS (Eastern Expansion Area)	324	357	349	211	66	0	0	0	0	0	0	0	0	1307
BROUGHTON (Eastern Expansion Area)	69	66	42	0	0	0	0	0	0	0	0	0	0	177
KINGSMEAD	52	92	90	88	0	0	0	0	0	0	0	0	0	322
TATTENHOE PARK	0	0	40	120	132	150	83	120	150	75	30	0	0	900
WESTERN EXPANSION AREA	607	652	633	531	397	550	550	362	300	250	250	200	190	5472
STRATEGIC LAND ALLOCATION	90	305	480	594	419	240	220	220	220	160	50	0	0	2998
OAKGROVE	100	83	0	0	0	0	0	0	0	0	0	0	0	183
OXLEY PARK	51	30	0	0	0	0	0	0	0	0	0	0	0	81
NEWTON LEYS	128	104	110	125	120	0	0	0	0	0	0	0	0	587
SOUTH EAST MILTON KEYNES	0	0	0	0	0	50	250	350	450	500	500	450	450	3000
MILTON KEYNES EAST	0	0	0	0	0	0	0	0	295	295	295	295	295	1475
CENTRAL MILTON KEYNES	12	163	90	150	371	334	40	138	125	223	225	73	0	1944
CAMPBELL PARK	0	100	120	300	220	150	250	351	291	250	252	150	66	2500
OTHER URBAN SITES	85	191	554	780	721	464	264	245	95	0	15	0	0	3414
TOTAL PRIOR NOTIFICATION	159	39	48	48	48	48	0	0	0	0	0	0	0	390
TOTAL RURAL SITES	159	245	335	408	270	170	100	100	100	100	100	100	10	2197
WINDFALL ALLOWANCE	95	95	95	95	95	95	95	95	95	95	95	95	95	1235
Total Housing Supply	1931	2522	2986	3450	2859	2251	1852	1981	2121	1948	1812	1363	1106	28182

As shown in the housing schedule summary, a windfall allowance of 95 dwellings per annum (dpa) has been included as part of the supply. The windfall allowance consists only of sites under ten dwellings and is based on delivery of approximately 60 dpa in the urban area and 35 dpa in the rural area.

The allowance has been calculated using past trends within the Borough which currently show an average of 186 completions per annum from sites of this nature over the past 10 years (Average of 144 dpa in the urban area and 42 dpa in the rural area). Windfall development has therefore consistently, for at least the past 10 years, provided a significant number of homes across the Borough. Ongoing monitoring of these sites also continues to show consistency in delivery and, with likely increased opportunities for the development of small sites from a range of sources across the Borough, including the redevelopment/conversion/intensification of existing built up areas and the continued evolution and development of the larger rural settlements, such sites will continue to be a reliable source of supply. It is therefore felt that this is a justified source of supply across the plan period.

Taking account of the projected supply and windfall allowance, as outlined in the housing schedule summary, and on the basis of an annual housing target of 1,766 dws, plus the parameters relating to under-supply outlined above, the Council can demonstrate a 5 year housing land supply position of 5.62 years on plan adoption (based on 1 April 2018 base date).

As outlined in Appendix F: Monitoring Framework, the Council monitors housing starts and completions on a quarterly basis and prepares an annual 5 year housing land supply update report. Each year, the annual update report will provide an updated, detailed housing schedule to take account of starts, completions and new permissions granted within the year so as to monitor delivery against the plan's annual requirement of 1,766 dwellings per annum. The updated housing schedules contained within the authority monitoring report will replace the current full housing schedule (contained in Appendix I) as the most up-to-date position once produced.

MM7				<p><u>The Council is currently undertaking wide-ranging work to review recent housing delivery and is seeking to implement initiatives to support increased and speedier housing delivery, so as to deliver the dwelling numbers required by Plan:MK and to maintain a five year land supply at all times during the plan period. The Council is committed to carrying out these initiatives and measures regardless of whether or not future monitoring reveals that a 5 year supply of deliverable housing land is at risk. As part of this work, the Council will, amongst other initiatives:</u></p> <ul style="list-style-type: none"> - <u>Proactively apply project management measures and collective corporate action to assist strategic developments to come forward in a timely manner. As per the ongoing work on the strategic allocations within Plan:MK, this includes the preparation of development frameworks, utilising Planning Performance Agreements and, the use of ‘road maps’ to outline the planning process from development framework to discharge of conditions, all of which should reduce the development pipeline associated with large strategic housing developments;</u> - <u>Positively support and initiate applications for infrastructure funding to advance the delivery of housing sites;</u> - <u>Apply a practical approach to the policy framework to unlock development potential, including the timely preparation of SPDs and development frameworks, and where necessary the use of CPO powers;</u> - <u>Where baseline evidence evolves, including the latest household projections or policy initiatives for growth, to expediently update the housing requirement through an early review of Plan:MK, as outlined in Policy DS0.</u>
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MM8	19	Table 4.3	Overall Housing Target: 26,500 <u>net</u> dwellings from 2016-2031		
			Existing Commitments (as of April 20178):		
				1,247 <u>2,750</u>	Completions 2016/17 = <u>2017/18</u>
				20,603 <u>18,138</u>	Existing Allocations and Permissions
			Total	21,850 <u>20,888</u>	
			Supply to be brought forward through Plan:MK:		
			CMK and Campbell Park <u>residential area development areas</u>	1,900 <u>3,535</u>	Additional allocation in addition to 2,000 <u>1,025</u> existing commitments in <u>CMK and Campbell Park</u>
			Brownfield development, infill and redevelopment opportunities within the urban area	1,000 <u>799</u>	Sites identified through the Strategic Housing Land Availability Assessment
			South East Growth Area <u>Strategic Urban Extension</u>	3,000	To be delivered once the route for the Cambridge-Milton Keynes-Oxford expressway has been agreed and the availability of land confirmed. As set out in Policy SD13.
			Windfall Allowance	1,330 <u>1,235</u>	Consisting of sites under 10 dwellings and based on delivery of 95 dwellings per annum (60dpa – urban area; 35 dpa – rural area)
			East of M1 Milton Keynes East Strategic Urban Extension (Land north of Junction 14)	1,475	Land to be reserved for delivery post 2031 <u>allocated to meet long term needs of Milton Keynes, subject to Policy SD14.</u>
				7,230 <u>10,044</u>	

MM9	26-27	DS3	<p>A. Over the plan period the Council will seek to grow and develop the Milton Keynes local economy and capitalise on:</p> <ul style="list-style-type: none"> • 1. The Borough’s location half way between London and Birmingham as part of the single, knowledge-intensive cluster being developed in the Cambridge – Milton Keynes - Oxford corridor. • 2. Good and improving communications including superfast Broadband provision. <p>B. The strategy for supporting the economic needs of the Borough will be delivered by:</p> <p>3. The allocation of new employment land at South Caldecotte and Milton Keynes East appropriate locations to provide a flexible supply of sites to cater for future employment needs</p> <p>...</p> <p>C. In addition the Council will:</p> <ul style="list-style-type: none"> A) 1. Encourage training and skills development at all levels to enable local residents to access the job opportunities generated by employers B) 2. Attract new businesses, encourage business start-ups and assist businesses to grow. C) 3. Support the land-use needs of further and higher education. D) 4. Promote the provision of extended and enhanced further and higher education to provide lifelong learning and skills at all levels and support the allocation of land for a new central campus. E) 5. Develop Central Milton Keynes (CMK) to become the primary focus for knowledge-based businesses within the Borough. To intensify and densify development in the city centre, the Council will seek to increase the amount of high quality office floorspace and the number of businesses. F) 6. Encourage the redevelopment of existing office developments which are no longer ‘fit for purpose’ and their replacement by office developments which provide a greater amount of floorspace than the buildings they replace. G) 7. Develop the area between the West Coast main railway line and V7 Saxon Street, H5 Portway and H6 Childs Way as a Central Business District (CBD) with major mixed use office led development with active ground floor uses focused around Milton Keynes Central Railway station. H) 8. Facilitate the development of CMK as a business centre and encourage alternative means of transport other than the car, to promote walking, cycling and public transport systems, which will be developed and prioritised to ensure safe and convenient travel to and from the city centre. I) 9. Support good public transport to enable access to other main employment areas. 10. Encourage the growth and expansion of existing employment uses where it does not conflict with other policies in the plan” <p>Add a new sentence to policy DS3 so it contains a sentence detailing the potential amount of employment land within the Borough available to be developed.</p> <p>The amount of employment land available to be developed within the Borough is detailed in table 6.1.</p>
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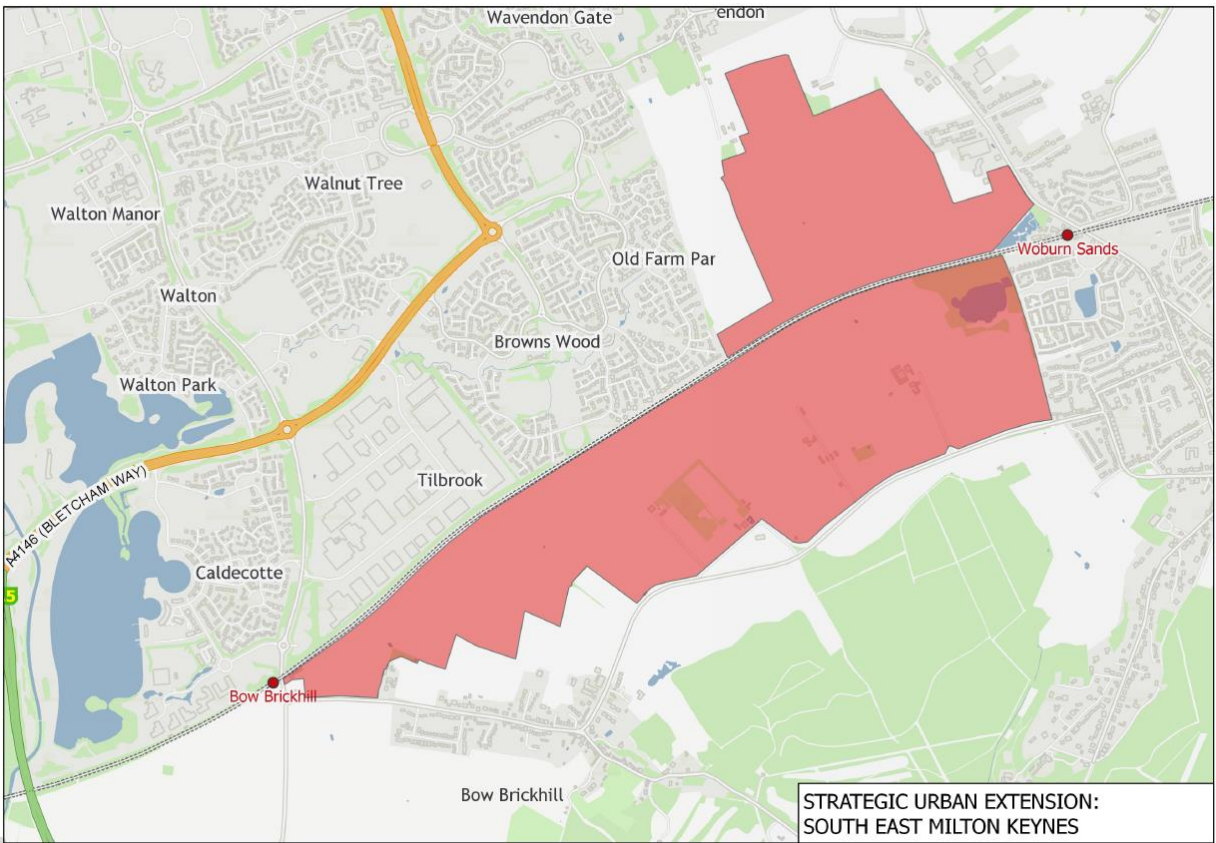
MM10	32	DS5	<p><u>i.A</u> The Council defines Open Countryside as all land outside the development boundaries defined on the Policies Map. Planning permission within the open countryside will only be granted for development which is essential for agriculture, forestry, countryside recreation <u>highway infrastructure</u> or other development, which is wholly appropriate to a rural area and cannot be located within a settlement, <u>or where other policies within this plan indicate development would be appropriate.</u></p> <p><u>ii.B</u>. Limited extensions or ancillary structures to existing buildings situated in the open countryside are acceptable in principle, provided that their scale and visual impact do not have a detrimental impact on the open character of the countryside.</p> <p><u>iii.C</u>. Replacement dwellings might be acceptable provided that the impact on the character of the open countryside is equal to or less than the dwelling it replaces. Replacement dwellings should meet the following criteria:</p> <ul style="list-style-type: none"> • <u>1.</u> Be compact and well-designed, in turn, retaining sufficient space around the dwelling to provide an attractive setting and to protect the character of the countryside. • <u>2.</u> To not create a visual intrusion on the skyline or in the open character of the surrounding countryside. • <u>3.</u> To be within similar scale of the existing dwelling it intends to replace. <p><u>D. New dwellings which are of exceptional quality or innovative in the nature of their design might be accepted where they conform with paragraph 55 of the NPPF.</u></p>
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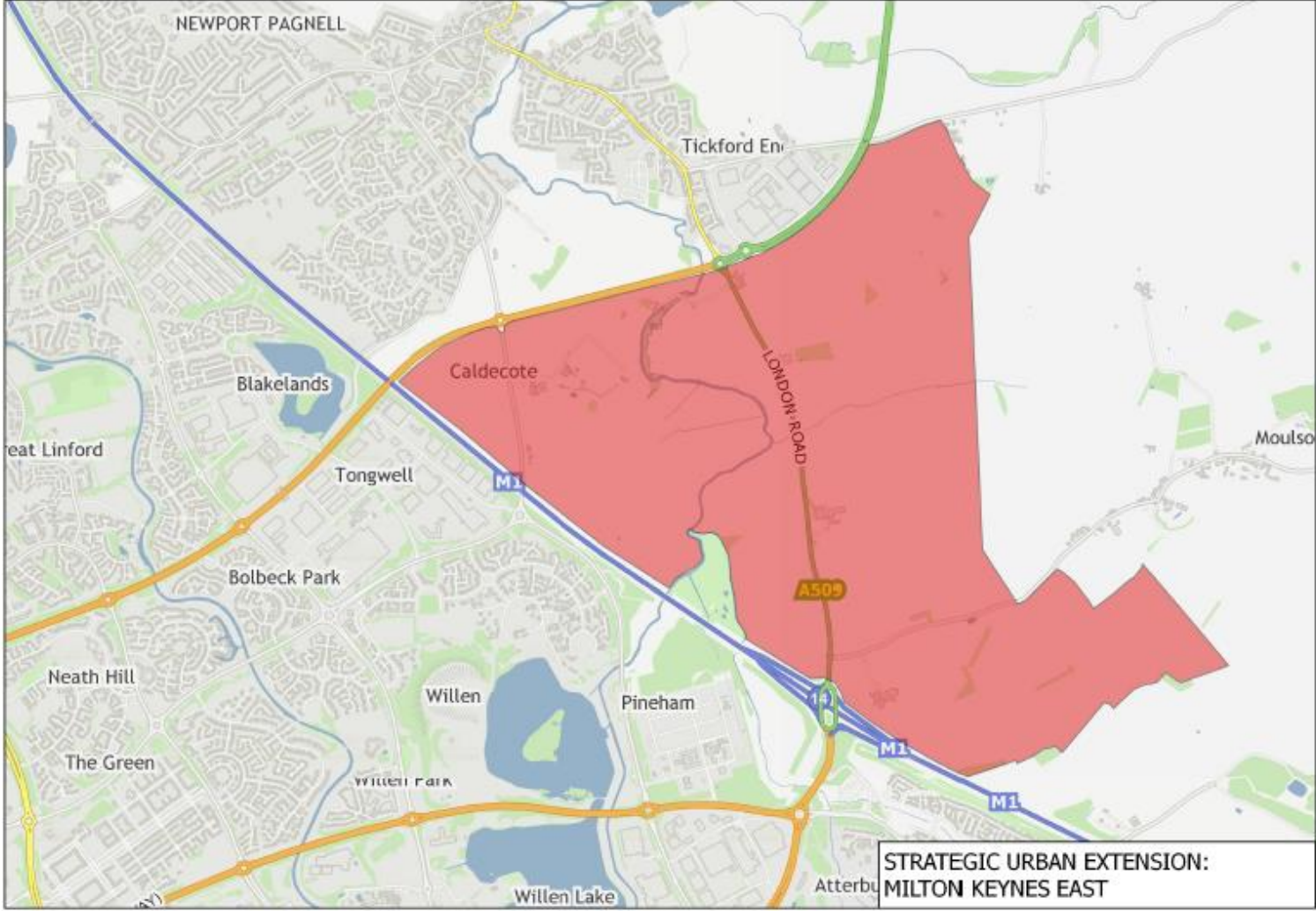
MM11	37-38	SD1	<p>Proposals for new strategic urban extensions, strategic scale development and, where relevant, other development within or adjoining <u>the Milton Keynes urban area</u> must <u>should</u> demonstrate that they adhere to the following place-making principles <u>have been considered</u>:</p> <p>...</p> <p>2. Development integrates well with the surrounding built and natural environments to enable a high degree of connectivity with them, particularly for pedestrians and cyclists <u>and for access to connected green infrastructure for people and wildlife.</u></p> <p>...</p> <p>3. The structure and layout of development <u>within or adjoining the urban area of Milton Keynes</u> is based on the principles that have shaped the original city, especially the grid road system, redways, linear parks and strategic, integrated flood management with employment incorporated as part of the development or located nearby.</p> <p>...</p> <p>5. The layout, form and detailed design of development adopts passive design measures to reduce energy demand for heating, lighting and cooling, create comfortable and healthy environments for people, and be responsive to predicted changes in climate. <u>Existing natural assets including green infrastructure features connections and functions should be identified prior to development; and enhanced, extended, protected and connected appropriately – i.e. designed and planned for - so it provides multiple benefits to the environment and wildlife, also to the health and wellbeing of residents and to supporting the local economy.</u></p> <p>...</p> <p>13. The layout and design of development enables easy, safe and pleasant access for pedestrians and cyclists of all abilities from residential neighbourhoods to the facilities including the redway network, open spaces and play areas, linear parks and the wider network of green infrastructure, public transport nodes, employment areas, schools, shops and other public facilities in order to promote recreation, walking and cycling within the development area and wider area. <u>Developments must identify existing green infrastructure assets and the benefits they provide and could provide for future needs, and build in the need to protect, enhance, improve and connect green infrastructure for multiple benefits to biodiversity and wildlife, access, health and well-being as a necessary component of sustainable place-making.</u></p> <p>...</p> <p>17. To maximise their sustainability, rapid public transport solutions proposed as part of new urban extensions should connect into Central Milton Keynes. <u>The provision of strategic grid road or highway infrastructure should build in measures for rapid public transport solutions as set out in the Council's Mobility Strategy 2018-36 (or any successor document).</u></p> <p>...</p> <p>18. <u>Opportunities to provide</u> new 'Park and Ride' or Parkway sites which provide <u>would offer</u> an alternative to the car for journeys into Milton Keynes and beyond <u>will be encouraged</u> and should be provided where appropriate.</p> <p>...</p> <p>19. Development should result in a net gain in biodiversity <u>through use of strategic, connected green infrastructure, in line with policies NE1-6 and ensure consideration is given to the historic environment in accordance with HE1</u></p>
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MM12	39		Para 5.13	<p>Insert new sentence at the end of paragraph 5.13</p> <p><u>The flanks of Campbell Park will be developed for largely residential (C3) uses with other mixed uses appropriate to a residential area; these could include A1 (shop uses) to meet local needs, A2 (Financial and Professional Services uses), A3 (Restaurants and Cafes), A4 (Drinking Establishments), A5 (Hot Food Takeaways) B1 (Business uses), C1 (Hotels) and D1 uses including uses such as a health centre and a day nursery and D2 uses including such uses as gyms and areas for indoor or outdoor sports and recreation.</u></p>
MM13	39	SD2		<p>Amend second paragraph of Policy SD2</p> <p>The retail core ; <u>of CMK is the primary shopping area</u> as defined on the Policies Map, will continue to be focused around the Primary Shopping Area, defined as the area between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate, and including the area around the Xscape building between Avebury Boulevard, Secklow Gate, Child Way and west of Marlborough Street.</p>

MM14	40	SD3	<p>Policy SD3</p> <p>CENTRAL MILTON KEYNES – GROWTH AND AREAS OF CHANGE</p> <p>In order for CMK to maintain and develop its position as a regional centre and the driver of the Borough’s economy, significant new levels of growth will need to be accommodated. The Council will therefore seek to accommodate the following in CMK:</p> <ol style="list-style-type: none"> 1. 1,900 3,535 additional new homes 2. 150,000-200,000 m² 110,000m² of office floorspace ⁽¹¹⁾ 3. Up to 40,000m² 33,490m² of comparison retail floorspace in the primary shopping area of CMK 4. The site requirements of existing and potential further and higher education institutions, which may include an element of student accommodation 5. Additional food and drink and hotel floorspace 6. Support services for people with specific needs 7. <u>Green infrastructure for the wellbeing of central MK residents and the attractiveness of CMK for visitors in line with Policy NE4</u> 8. <u>Conserve biodiversity and provide for the natural environment in line with Policies NE2 and NE3.</u> <p>The new growth will be accommodated using a combination of the redevelopment of vacant, underdeveloped and under-performing sites and including the development of the strategic reserve sites at Block B4 for further and higher education. and F1.2-1.4 identified in the CMK Alliance Business Neighbourhood Plan 2015. Blocks F1.2-F1.4, <u>G1.1-G1.3, G1.4H and H1.1 on the northern side of Campbell Park will be developed for largely residential purposes together with other mixed uses appropriate to a residential area. On the southern side of Campbell Park, Blocks F4.3, G4.1-G4.3 and G3.3 will be developed for largely residential purposes with other mixed uses appropriate to a residential area. The role of Campbell Park as the main city centre park will be maintained and links to the park will be improved where opportunities arise. The impact of development proposals on the setting of the park will be considered in the determination of planning applications for those proposals.</u></p> <p>Following the preparation of a CMK Renaissance concept document, Supplementary Planning Documents and Development Briefs will be prepared to guide change and the development of CMK sites.</p> <p>5.14 Making the city centre accessible by a variety of means has a number of benefits; increased walking and cycling will encourage more active and healthy lifestyles and greater use of CMK’s network of pedestrian/cycle routes and public spaces. Smart, shared sustainable mobility was one of the six big projects identified by the MK Futures 2050 Commission. The Commission recognised that other ways must be found to provide mobility for all and those options must be more attractive and convenient than using the car. To move towards smart, shared sustainable mobility, the city centre has been used to trial new transport technologies including driverless pods and low emission vehicles such as electric cars and buses. The Council has adopted a vision of smart, shared, sustainable mobility as part of its long term transport thinking and specific proposals for the city centre could come forward as part of work associated with the CMK Renaissance.</p> <p><u>5.15 The figures for office and retail floorspace and the number of additional dwellings cited in Policy SD3 are indicative figures for development for the period until 2031. These figures are not intended to restrict any further development that may come forward in CMK.</u></p> <p>11 The quantity of office floorspace could exceed this level if there is a step-change in its delivery and if rental levels increase making taller office buildings more viable.</p>
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MM15	50	SD13	<p><u>A.</u> Land is allocated at South East Milton Keynes – as shown on the Key Diagram and Policies Map – for a comprehensive residential-led mixed use development of approximately 3,000 dwellings to meet the needs of Milton Keynes up to 2031 and beyond. <u>If the chosen corridor for the Oxford Cambridge Expressway (OCE) maintains the possibility that the OCE could be routed through the site, then</u> planning permission for housing and associated uses will not be permitted until 2019/20, once the detailed alignment of the Cambridge-Milton Keynes-Oxford Expressway OCE is known.</p> <p><u>B. In addition to the requirements set out in other policies within this plan, including policies INF1, SD1, SD11 and SD12, development of the site will be required to:</u></p> <ol style="list-style-type: none"> <u>1. Provide schools to accommodate seven forms of entry for secondary education and 6 forms of entry for primary education, as well as necessary nursery and early years provision. Schools should be capable of dual use as community facilities.</u> <u>2. Ensure Ddevelopment will be <u>is</u> well connected and integrated with the established MK grid squares to its north and west adjacent grid squares, public transport services and the strategic and local highway grid network in line with the Council’s Mobility Strategy. Provision of grade separated crossings of the railway should be provided or retained as appropriate to ensure connectivity of the southern areas of the site with the remainder of the site and the city to the north in line with policies CT1-CT3 and CT5. The number, location and purpose of any such crossings will be set out within the Development Framework.</u> <u>3. The urban extension will Incorporate buffer areas, structural landscaping and strategic green infrastructure within the site to prevent coalescence with Woburn Sands and Bow Brickhill, respect and reinforce the distinct character of the surrounding settlements of Wavendon, Woburn Sands and Bow Brickhill through providing new or reinforced green buffers, thereby protecting existing settlement character, ensure ecological connectivity, and mitigate any harm caused to the Brickhills area and wider landscape character.</u> <u>4. Be informed by an archaeological field study, including a Geophysical Survey, to identify potential below ground archaeology. Where feasible, the Council will expect below ground archaeology to be kept in situ in preference to its removal.</u> <u>5. A site to accommodate 7 pitches for Gypsies and Travellers shall be provided as part of this development.</u> <p><u>C. The development will be brought forward in line with all relevant policies in Plan:MK, particularly Policy SD1, SD11, SD12, NE1-7 and INF1.</u> A comprehensive development framework for the site will be prepared in accordance with policies SD1, SD11, SD12 and INF1 and approved by the Council prior to planning applications being submitted <u>permissions being granted</u>.</p>
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MM16	50	Map 1	<p>Adjust boundaries for 'Strategic Urban Extension: South East' and reproduce Map 1 to reflect additional land</p>  <p>The map shows a large red-shaded area representing the Strategic Urban Extension in South East Milton Keynes. The area is bounded by the M146 (Bletcham Way) to the west and south, and extends eastwards towards Woburn Sands. Key locations labeled include Walton Manor, Walnut Tree, Walton, Walton Park, Caldecotte, Bow Brickhill, Tilbrook, Browns Wood, Old Farm Par, Wavendon Gate, and Woburn Sands. A legend in the bottom right corner reads 'STRATEGIC URBAN EXTENSION: SOUTH EAST MILTON KEYNES'.</p>
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MM17	51		Map 2	Adjust boundaries for 'Strategic Urban Extension: Milton Keynes East' and reproduce Map 2 to reflect additional land  <p>The map shows the Strategic Urban Extension for Milton Keynes East, highlighted in red. It covers areas including Caldecote, Tongwell, Bolbeck Park, Willen, Pineham, and parts of Newport Pagnell and Tickford En. Major roads like the M1 and A509 are shown. A legend in the bottom right corner identifies the red area as 'STRATEGIC URBAN EXTENSION: MILTON KEYNES EAST'.</p>
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MM18	52	SD14		<p>Land is allocated at Milton Keynes East – as shown on the Key Diagram and Policies Map – for a comprehensive new residential and employment development to meet the long-term needs of Milton Keynes. Development will not <u>can</u> commence until after 2034 <u>once unless the Council's bid to the Government for the necessary strategic infrastructure required to make the site deliverable is funded</u> is successful <u>and is being delivered</u>. In that circumstance, the development of the site will be allowed to proceed within the plan period as an additional source of housing and employment land supply.</p> <p>Development will be brought forward in line with all relevant policies in Plan:MK, particularly Policies SD1, SD11, SD12 and INF1. <u>A comprehensive development framework for the site will be prepared in accordance with Policies SD1, SD11, SD12 and INF1 and approved by the Council prior to planning permissions being granted.</u></p> <p>Amongst others, the d <u>The development framework and subsequent applications for planning permission will establish the quantum and form of development in more detail, but proposals for development will comprise be expected to meet the following criteria:</u></p> <ul style="list-style-type: none"> • Delivery of <u>around 5,000</u> new homes, <u>including at least 1,475 homes within the plan period</u>, providing a range of sizes, types and tenures, including affordable housing, in accordance with other policies in the Plan. • <u>Around 105 hectares of land for a mix of employment uses, complementing the role and function of CMK Land for employment uses B1c/B2/B8.</u> • Associated infrastructure including primary and secondary education, community facilities, health, retail and local services and a hotel. The development should comprise at least one district <u>and/or local</u> centre(s), <u>of a scale commensurate to the needs of the new community and that would not adversely affect the viability and vitality of Newport Pagnell district centre</u>, with a co-location of key facilities. • The phased introduction of a comprehensive network of transport infrastructure in line with the Local Investment Plan, to include <u>grid road connections to H4/V11 to the west and improved</u> highway connections to Newport Pagnell and Central Milton Keynes (CMK), <u>including new and/or enhanced vehicular crossings of the M1</u>, involving highway works on and off-site. • A corridor of land safeguarded for a fast mass-transit system, <u>and associated infrastructure, enabling connectivity to CMK and other key destinations Cranfield University. The width of the corridor should be sufficient to enable a range of possible transit solutions to come forward whilst also ensuring the efficient use of land for achieving the scale of development proposed within this policy.</u> • A network of <u>segregated, and where appropriate grade-separated, new and enhanced</u> footpaths, <u>and cycleways and bridleways (including redways)</u> to connect to existing routes <u>beyond the site</u>, including <u>redways provision of appropriate pedestrian and cyclist crossings of the A422 and suitable safe and attractive crossings of the M1 as appropriate.</u> • A strategic <u>landscape green infrastructure</u> framework and network of green spaces to meet strategic and local requirements <u>that follows the guidance in the Council's Landscape Character Assessment and Green Infrastructure Strategy to ensure ecological connectivity, protect the identity and character of nearby settlements and mitigate any significant impacts on the landscape in accordance with Policy NE5.</u> • <u>The creation of a linear park through the site that broadly correlates with the River Ouzel floodplain and existing green infrastructure assets of value within and adjacent to it.</u> • <u>Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact as consistent with other policies of the Plan and the NPPF. An archaeological field study, including a Geophysical Survey, where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, the Council will expect below ground archaeology to be kept in situ in preference to its removal.</u>
MM19	54		Para 5.30	<p>Add new sentence to para 5.30.</p> <p><u>A comprehensive development framework for this site will be prepared and adopted by the Council prior to planning applications being approved.</u></p>

MM20	59		<p>Para 5.33 – 5.34 and Policy SD18</p>	<p>5.33 The Campbell Park grid square is located between H5 Portway, H6 Childs Way, V8 Marlborough Street and the Grand Union canal. Within this area, over the period of this plan, land between H5 Portway and Silbury Boulevard and land between Avebury Boulevard and H6 Childs Way will be developed for new housing together with other facilities normally found within a residential area. If planning permission 17/00967/OUTEIS is implemented, a new pedestrian and cycle bridge over the Grand Union canal will connect Campbell Park to a new marina and pub proposed in Newlands.</p> <p>5.34 Located at the centre of Milton Keynes, the park area of Campbell Park has a mix of formal gardens, water features, woodland and open pasture. It is the largest park within the city centre and one of the city’s greatest assets hosting many of Milton Keynes’ major festivals and events. To encourage more people to visit the park, where opportunities arise, the Council will seek to improve links to the park from the surrounding area. Planning applications which could affect the setting of the park will be assessed for their impact.</p> <p>Policy SD18</p> <p>CAMPBELL PARK</p> <p>Development within Campbell Park must accord with the following principles:</p> <p>Residential development should be designed:</p> <ol style="list-style-type: none"> 1. To provide a range of well-designed good quality living environments. 2. To be flexible and adaptable meeting a range of needs including those of older people, young professionals and families. <p>The role of Campbell Park as the main city centre park will be maintained and links to the park will be improved where opportunities arise. The impact of development proposals on the setting of the park will be considered in the determination of planning applications for those proposals.</p>
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MM21	80	ER11	<p>Policy ER11</p> <p>ASSESSING EDGE OF CENTRE AND OUT OF CENTRE PROPOSALS</p> <p><u>Sequential Test</u></p> <p>Proposals for main town centre uses which are outside defined Town Centre Areas, including significant edge of centre /out of centre retail development and which are not on sites that are specifically allocated for such uses, will be subject to the sequential testing as required by national planning policy, and will only be permitted where: Furthermore, any such proposal should The development would be readily accessible by a choice of means of transport, including public transport, cycle and <u>on</u> foot, and by people with disabilities, or that such accessibility can be provided.</p> <p><u>Impact Test</u></p> <p><u>Proposals for retail and leisure development which are outside a defined Town Centre Areas, and which are not on sites that are specifically allocated for such uses, will be subject to an impact assessment as set out by national planning policy, subject to being above the following thresholds:</u></p> <p><u>A. Central Milton Keynes - 900 sq.m (gross)</u> <u>B. All Other Centres - 350 sq.m (gross)</u></p> <p><u>Furthermore, proposals for retail and leisure development over 900 sq.m (gross) which are within the city centre boundary of Central Milton Keynes but are outside the Primary Shopping Area (PSA) as shown on the Policies Map, and which are not on sites that are specifically allocated for such uses, will be subject to an impact assessment that seeks to assess the impact of the proposal on the PSA. This should include assessment of:</u></p> <p><u>a) The impact of the proposal on existing, committed and planned public and private investment in the PSA, and</u></p> <p><u>b) The impact of the proposal on vitality and viability of the PSA, including local consumer choice and trade in the PSA.</u></p> <p>1. The proposal would not have a significant adverse impact on the vitality and viability of the town centre and on existing, committed and planned public and private investment within the centre or centres in the catchment area of the proposal and;</p> <p>2. Applications for retail and/or leisure uses outside of the CMK primary shopping area which exceed 900 sq.m (gross) floorspace will be required to undertake and provide an impact assessment in accordance with national planning policy. An impact assessment will also be required to assess the impact of proposals for retail uses over 350 sq.m (gross) outside town, district and local centres within the Borough and;</p>
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MM22	86	ER19		<p>Policy ER19</p> <p>NON-RETAIL USES ON GROUND FLOORS IN TOWN CENTRES</p> <p>Planning permission will be granted for non- class retail A1 uses in town centres if they satisfy all of the following criteria:</p> <ol style="list-style-type: none"> 1. The proposed use is appropriate within a town centre setting. 2. There is not an existing over-concentration of non- class A1 such uses within the town centre boundary. and they do not create a continuous frontage of 3 or more units in non-retail use within the primary shopping frontage 3. The general restrictions on the location and proportion of on non-retail uses set out in table 6.3 are met. 4. The proposed use would enhance the vitality of the town centre by extending the range of facilities offered and/or stimulating activity outside normal shopping hours. 5. The non-retail uses They would not have an adverse effect on any nearby residential property. 6. The proposed use would maintain an appropriate window display to avoid the creation of a dead frontage. <p>Above ground floor level, proposals for residential (class C3) financial and professional services (class A2) and office floorspace (class B1a uses) will be encouraged.</p> <p><u>Non retail uses are defined as defined as any use class other than class A1 (Shop uses) as defined in the 1987 Use Classes Order as amended.</u></p>				
MM23	86		Table 6.3	<table border="1"> <tr> <td colspan="2" data-bbox="804 1041 2781 1140">KINGSTON</td> </tr> <tr> <td data-bbox="804 1140 1243 1392">Primary Frontages</td> <td data-bbox="1243 1140 2781 1392"> <ul style="list-style-type: none"> Change of use involving the loss of A1 retail will not normally be acceptable Change of use from one non-retail to another non-retail use may be acceptable Change of use from non-retail use to A1 retail use will be encouraged </td> </tr> </table>	KINGSTON		Primary Frontages	<ul style="list-style-type: none"> Change of use involving the loss of A1 retail will not normally be acceptable Change of use from one non-retail to another non-retail use may be acceptable Change of use from non-retail use to A1 retail use will be encouraged
KINGSTON								
Primary Frontages	<ul style="list-style-type: none"> Change of use involving the loss of A1 retail will not normally be acceptable Change of use from one non-retail to another non-retail use may be acceptable Change of use from non-retail use to A1 retail use will be encouraged 							

MM24	97	HN2	A.i	<p>A. Development Proposals for 11 or more homes should provide at least 31% and generally no more than 50% of those homes as affordable housing. <u>Proposals that provide greater than 31% of homes as affordable housing will be strongly supported. However, proposals consisting of 50% or more affordable housing will only be supported provided that they would maintain (or help create) a mix of housing tenures and therefore a mixed and sustainable community within the wider neighbourhood the proposal is situated in.</u></p> <p>The tenure mix of affordable housing to be provided will consist of:</p> <ul style="list-style-type: none"> i. 25% of units for rent at a range of rental levels up to 80% of market rents <u>(but at no more than Local Housing Allowance rates)</u>, under the Affordable Rent model, including approximately 5% of the total affordable provision at a level broadly equivalent to Social Rent (at the time an application is considered). ii. 6% Shared Ownership (based on a range of 25%-40% equity share). <p>B. In seeking affordable housing provision the Council will have regard to the current viability of developments, including land values and other development costs. Where it has been demonstrated to the Council’s satisfaction through the submission of viability evidence, which is open and transparent, that the provision of affordable housing in accordance with the above levels and tenure mix would deem the scheme unviable then the Council will take a flexible approach to achieving viability as follows:</p> <ul style="list-style-type: none"> i. Reviewing the tenure mix; ii. Reviewing the extent of other site specific planning obligations; and iii. The proportion of affordable housing. <p>In exceptional circumstances off-site provision or financial contributions of equivalent value may be accepted.</p> <p>C. Where a development is proposed that complies with the outlined Milton Keynes Council definition for Build to Rent housing, the full requirement for 31% affordable housing offer set out in Part A above can should be provided entirely as discounted market rent (DMR) to be managed by the Build to Rent provider. Alternatively, a financial contribution in lieu of the provision of on-site affordable housing will be accepted. In this case, the financial contribution to be provided would be subject to a viability assessment.</p> <p>Where the development proposes to provide For affordable housing <u>provided</u> at DMR, the Council will require housing costs rent levels (including service charges) to be set at no more than 31% of a gross household income 80% of market rents or the Local Housing Allowance rates, whichever is the lowest. Household income data for Milton Keynes should be calculated using the most up to date data from the Office of National Statistics (ONS – or any successor government body/agency). If the ONS subsequently publishes data at a Milton Keynes administrative district level, then this will be preferred.</p> <p>Any rent set should be below the median private sector rent for the applicable dwelling type in Milton Keynes as set out by the Valuation Office Agency (or any successor government body/agency) Statistics in its Private Rental Market.</p> <p><u>D.</u> All affordable housing provision secured through planning will be required to be affordable in perpetuity, in line with the requirements of the NPPF. Therefore, should the developments be sold onto the open market at any time, during or after the covenant period, then a commuted sum would need to be paid to the Council to secure the affordable housing provision in perpetuity, or replacement affordable housing would need to be provided of an equivalent value.</p> <p><u>The preparation of the Council’s Affordable Housing SPD will assist in the implementation of this policy.</u></p>
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MM25	103	HN5		<p>SELF-BUILD AND CUSTOM HOUSEBUILDING</p> <p>The allocations set out within Plan:MK will be required to make provision for serviced plots of land to contribute towards meeting the evidenced demand for Self-build and Custom Housebuilding in the Borough.</p> <p>The Council <u>supports the aspirations of self-build and custom-build homes and</u> will strongly support proposals for self-build and custom housebuilding that involve the creation of low-cost and affordable housing.</p> <p><u>To further support prospective custom builders, the strategic growth areas allocated within Plan:MK, and any proposals for further strategic residential development, will be required to provide 1 hectare of the site for serviced dwelling plots for sale to custom builders to contribute towards meeting the evidenced demand for self-build and custom housebuilding in the Borough.</u></p> <p><u>Self-build plots being delivered under Policy HN5 will be expected to be marketed for a minimum period of 12 months once made available. If, once plots have been marketed for the minimum period, they have not sold they may then remain on the market as self-build plots, be offered for purchase to the Council or partner Housing Associations, or be built out by the landowner as appropriate.</u></p>
MM26	110	HN11		<p>Remove Criterion:</p> <p>vii. The development would not be prominent from public vantage points</p>
MM27	139	EH8		<p>Hot food takeaways (Class A5) which are proposed within close proximity to a primary or secondary school will only be permitted if: <u>the takeaway is located more than 400m from the main school entrance.</u></p> <p>•The takeaway is located a minimum of 400m from the school entrance.</p> <ul style="list-style-type: none"> <u>The 400m distance will be assessed on the most logical walking distance from the main school entrance</u> <p>The Council may impose conditions restricting opening hours of hot food takeaways</p>
MM28	139		9.40	<p><u>The Council has produced an indicative map (refer to Appendix K). This confirms the intent of the policy is to manage food options in proximity to schools to address the prevalence of overweight and obesity in children. As such, Policy EH8 would not result in a moratorium on additional Hot Food Takeaway provision in the Borough including locations such as CMK and a number of district/town centres. More detailed analysis of the 400m logical walking distance on a case by case basis may provide some further flexibility.</u></p>
MM29	145	FR1		<p>All new development must incorporate a surface water drainage system with acceptable flood control and <u>demonstrate that water supply, foul sewerage and sewage treatment capacity is available or can be made available in time to serve the development. Suitable access is safeguarded for the maintenance of water supply and drainage infrastructure.</u></p> <p>...</p> <p>3. To ensure that there will be no increase in flood risk to the site or surrounding area, and, if possible, there will be an improvement to the existing situation, taking into account climate change <u>opportunities to reduce the causes and impacts of flooding to the site and the surrounding area are taken as far as possible, in order to improve the existing situation, taking into account climate change. At a minimum, proposals will need to demonstrate no increase in flood risk to the site or surrounding area;</u></p> <p>...</p> <p><u>11. To consult the Fire and Rescue Service as to the feasibility of undertaking rescue and recovery operations during and in the aftermath of flooding events”.</u></p>

MM30	146	FR2	<p>Plan:MK advocates the continuation of a strategic, integrated approach to managing flood risk which ...</p> <p>2. Space will be specifically set aside for SuDS and <u>fluvial flood risk reduction features</u> and used to inform the overall layout of development sites.</p> <p>...</p> <p>4. SuDS will be designed as multi-purpose green infrastructure and open space, to provide <u>maximise additional environmental, biological diversity</u>, social and amenity value, wherever possible. The use of land to provide flood storage capacity should not conflict with required amenity and recreation provision <u>– floodplains and floodplain habitats should be safeguarded.</u></p> <p>...</p> <p>7. All surface water drainage proposals for new development must include full details of the means of achieving future management, maintenance and adoption of the systems, prior to approval of any planning permission, to ensure that it will function effectively over the lifespan of the development. This will include details of funding <u>and should be formulated through discussion with the relevant responsible bodies, including Milton Keynes Council, The Parks Trust, Anglian Water and the Internal Drainage Board.</u></p> <p>...</p> <p><u>8. Development will ensure no adverse impact on the functions and setting of a watercourse and its associated corridor.</u></p> <p>...</p> <p><u>9. Development should avoid building over or culverting watercourses, encourage the removal of existing culverts and seek opportunities to create wetlands and wet grasslands and woodlands and restore natural river flows and floodplains.</u></p>
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MM31	152	NE1	<p>A. Development proposals which would likely cause harm to the nature conservation or geological interest of internationally (RAMSAR sites, SACs and SPAs) important sites will not be permitted unless:</p> <ol style="list-style-type: none"> 1. There is no suitable alternative to the development; 2. There are imperative reasons of overriding public interest; <u>3. All reasonable possibilities for mitigation have been put in place; and</u> 3<u>4. Compensatory provision in line with the mitigation hierarchy can be secured to ensure that the overall coherence of the site is protected and with the intent to achieve a net gain in biodiversity.</u> <p>B. Development proposals which would likely cause harm to a National Nature Reserve, Site of Special Scientific Interest or <u>irreplaceable habitats such as</u> Ancient Woodland will not be permitted unless:</p> <ol style="list-style-type: none"> d<u>1. There is no suitable alternative to the development;</u> e<u>2. The benefits of the development, at this site, clearly outweigh the adverse impacts on the site;</u> f<u>3. All reasonable possibilities for mitigation have been put in place; and</u> 4. Compensatory provision in line with the mitigation hierarchy can be secured that will mitigate damaging impacts on the biodiversity or geological conservation value of the site. to ensure that the overall coherence of the site is protected and with the intent to achieve a net gain in biodiversity. <p>C. Development proposals which would be likely to harm the biodiversity or geological conservation value of <u>a site of county-wide or local importance^[1] as shown on the Policies Map</u> a site of county-wide (MK Wildlife Sites, Wildlife Corridors) or local importance (Local Nature Reserves, Biological Notification Sites, local wildlife sites) or sites which serves as a 'biodiversity offset site' will only be permitted where:</p> <ol style="list-style-type: none"> d<u>1. The local development needs significantly outweigh the biodiversity or geological conservation value of the site; and</u> e<u>2. The development provides appropriate avoidance/mitigation/compensation measures—All reasonable possibilities for mitigation have been put in place; and</u> 3.<u>Compensatory provision in line with the mitigation hierarchy can be secured that will to offset any damaging impacts on the biodiversity or geological conservation value of the site or its wider ecological network to ensure that the overall coherence of the site is protected and with the intent to achieve a net gain in biodiversity.</u> <p>D. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, then planning permission will be refused.</p> <p><u>[1] Including MK Wildlife Sites, Wildlife Corridors, Local Nature Reserves, Ancient Woodland, Traditional Orchards, Local Wildlife Sites, Biological Notification Sites, Biodiversity Opportunity Areas and Local Geological Sites.</u></p>
MM32	153	NE2	<p>A. Where<u>re</u> there is a reasonable likelihood of the presence of statutorily protected species or their habitats, or where the site contains priority species or habitats identified in the Buckinghamshire and Milton Keynes Biodiversity Action Plan, development will not be permitted until unless it has been demonstrated that the proposed development will not result in a negative impact upon those species and habitats.</p> <p><u>B. Where the site contains priority species or habitats, development should wherever possible promote their preservation, restoration, expansion and/or re-creation in line with Policy NE3.</u></p> <p><u>Priority Habitats are shown on the Policies Map accompanying this plan.</u></p>

MM33	153	NE3	<p>A. Development proposals will be required to maintain and protect biodiversity and geological resources, and wherever possible enhance <u>result in measurable net gain</u> in biodiversity, <u>enhance</u> the structure and function of ecological networks and the ecological status of water bodies in accordance with the vision and principles set out by the Buckinghamshire and Milton Keynes NEP.</p> <p>B. Development proposals must demonstrate that the mitigation hierarchy has been followed to firstly avoid, reduce and mitigate direct and indirect adverse impacts before considering compensation. <u>If significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for then planning permission should be refused.</u></p> <p>C. Where compensation is required, appropriate enhancements will be sought on 'biodiversity offset sites' by provision of replacement habitat of higher quality to achieve a net gain in biodiversity. A Biodiversity Impact Assessment metric should be used to inform what compensation will be required. <u>Development proposals of 5 or more dwellings or non-residential floorspace in excess of 1,000 sq. m will be required to use the Defra metric or locally approved Biodiversity Impact Assessment Metric to demonstrate any loss or gain of biodiversity.</u></p> <p>D. <u>Mitigation, compensation and enhancement measures must be secured and be maintained for the lifetime of the development.</u> Enhancement and compensatory measures should seek opportunities for habitat protection, restoration and creation to meet the objectives of the UK and Bucks & Milton Keynes Biodiversity Action Plan and aims of the Biodiversity Opportunity Areas. These measures should also create and enhance habitats to help wildlife adapt to the impact of climate change.</p>
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MM34	155	NE4		<p>A. AThe network of green infrastructure throughout the Borough will be protected, extended and enhanced for its biodiversity, recreational, accessibility, health and landscape value and for the contribution it makes towards combating climate change. This is in accordance with the vision and principles (and the large-scale zone maps of Green Infrastructure Opportunity^[1]) set out by the Buckinghamshire and Milton Keynes NEP.</p> <p>B. Development proposals will provide new green infrastructure, or, if it is not possible, will contribute to the enhancement and strengthening of existing green infrastructure to provide wellbeing benefits to people through access to nature.</p> <p>C. Development proposals will seek to ensure that existing ecological networks are identified and wherever possible maintained to avoid habitat fragmentation, and that ecological corridors, including water courses, form an essential component of their green infrastructure provision to support habitat connectivity.</p> <p>D. Green infrastructure protection, improvements and creation must be prioritised in locations where it can deliver most benefits. It should be multi-functional to deliver as many ecosystem services as the site requires, for example flood mitigation, access to nature (wellbeing benefits), plants for pollinators, carbon sequestration, and habitat for wildlife.</p> <p>E. The existing network of linear parks along the watercourses and flood plains and linked parks and green spaces will be extended into the urban extensions and along the Ouse and Ouzel Valleys to the north to provide multi-purpose a well-connected network of green infrastructure that:</p> <ul style="list-style-type: none"> •1. Is strategically planned •2. Is attractive and enhances the surrounding landscape •3. Is safe and well used for recreation •4. Meets the needs of existing and future residents •5. Is designed to provide a range of ecosystem services e.g. manage flood risk or provide flower rich habitats that supports a diverse range of pollinators •6. Is designed to support mitigation and adaptation to climate change e.g. through vegetation for carbon uptake (carbon sequestration) •7. Achieves a net gain in biodiversity •8. Is managed into the long-term •9. Where possible improves connectivity with other green infrastructure networks e.g. by linkages to the urban parks •10. Where appropriate explores economic opportunities that will support the network’s sustainability – for example in conservation, agriculture, renewable energy or outdoor environmental education or recreation; such activity must not result in a negative impact to the integrity of the network, the ecosystem services provided or on biodiversity. <p>If Where green infrastructure is provided outside the linear parks system, applicants should detail how it will address the above requirements.</p> <p>[1] http://bucks.mknep.co.uk/gi-opportunities-mapping/</p>
MM35	161-162		New paragraphs 12.41 and 12.42	<p>12.41 The Agricultural Land Classification system (ALC) provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system and the presence of best and most versatile agricultural land should be taken into account alongside other sustainability considerations when determining planning applications. Best and Most Versatile Land is land defined as grades 1, 2, and 3a of the Agricultural Land Classification.</p> <p>12.42 Paragraph 112 of the NPPF requires that planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p>
MM36	162	New Policy NE7		<p>Policy NE7: PROTECTION OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND</p> <p>In assessing proposals for the development of greenfield sites, the Council will take into account the economic and other benefits of the best and most versatile agricultural land. Development involving the loss of agricultural land should seek to use areas of poorer quality land (grades 3b, 4 and 5 of the Agricultural Land Classification) in preference to that of a higher quality unless other sustainability considerations suggest otherwise.</p>

MM37	176	L4		<p>Amend fourth paragraph:</p> <p>Proposals for that include new areas of open space, <u>green infrastructure</u> and parks should include a long-term costed maintenance plan management and maintenance strategy outlining details of future ownership and the responsible maintenance body (e.g. Parks Trust), and a long term financially sustainable maintenance plan that can be implemented by local contractors or organisations</p>
MM38	186	New Policy D4		<p><u>Policy D4</u></p> <p><u>INNOVATIVE DESIGN AND CONSTRUCTION</u></p> <p><u>Proposals for 50 or more dwellings will be required encouraged to provide 10% of new dwellings that incorporate innovative design features and modern methods of construction, such as modular / off site construction techniques.</u></p> <p><u>Residential proposals which raise the design standard in Milton Keynes through innovation will be supported.</u></p>
MM39	186		Insert new paragraphs 15.21-15.23	<p><u>Milton Keynes has a rich history of being at the forefront of testing new approaches to housing design and delivering innovative housing within the context of a holistically designed city. This is also reflected in the policy approach within Plan:MK. The recently adopted Milton Keynes Creative and Cultural Strategy includes in its Delivery Framework a strand “Different by Design: a defined USP for Milton Keynes celebrating and building on our urban and green heritage attributes as an “international designed city”. The NPPF further reinforces the importance that should be attached to innovative design and the Planning Practice Guidance states that local planning authorities should give great weight to outstanding or innovative designs which help to raise the standard of design more generally in the area, including the use of innovative construction materials and techniques.</u></p> <p><u>Off-site and modular construction as examples of innovative construction techniques can also help speed up housing delivery through a quicker build programme as well as provide an additional outlet or means of supply of new housing while raising the profile/reputation of Milton Keynes as a “city of design”.</u></p> <p><u>In order to exploit and reinforce this USP of Milton Keynes, outstanding or innovative designs, which help to raise the standard of housing quality across Milton Keynes, will be expected via Policy D4. The MK2050 Growth Strategy will also include a commitment to innovation and testing new approaches to design. Given their nature, flatted developments will be exempt from the 10% requirement in Policy D4. However, flatted developments which would deliver an entire block(s) that incorporates innovative design features and modern methods of construction will be strongly supported.</u></p>
MM40	195	CC1		<p><u>Policy CC1 PERCENT FOR PUBLIC ART</u></p> <p>Additional Paragraph:</p> <p><u>A minimum of 0.5% of the gross development cost of proposals for 11 or more dwellings or non-residential development of 1,000sqm or more should, subject to viability, be allocated towards cultural wellbeing. This includes public art that enhances the cultural offer and appearance of the development, its surrounding and Milton Keynes as a whole, and engaging local residents throughout.</u></p>
MM41	204	SC1		<p>Criterion 2:</p> <p>Water reuse and recycling and rainwater harvesting should also be incorporated wherever feasible to reduce demand on mains water supply <u>subject to viability. Proposals will be expected to maximise the use of above measures subject to the outcome of the viability assessment.</u></p>
MM42	207-212	Table 18.2	Appendix A	<p>Insert new site:</p> <p><u>Campbell Park – Land to the North of Glebe Roundabout, Overgate – 60 dwellings</u></p>

MM43			Insert new Appendix I	Insert new appendix entitled: “Appendix I Delivery Projections (1 April 2018)”																																																																																																								
MM44			Insert new Appendix J	<p>The table below will be included to provide guidance on which strategic policies should be followed when preparing a neighbourhood plan – included as an additional appendix (J).</p> <table border="1" data-bbox="825 489 1679 1541"> <thead> <tr> <th>Policy reference in Plan:MK</th> <th>Policy name in Plan:MK</th> </tr> </thead> <tbody> <tr><td>MK1</td><td>PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT</td></tr> <tr><td>DS2</td><td>HOUSING STRATEGY</td></tr> <tr><td>DS3</td><td>EMPLOYMENT DEVELOPMENT STRATEGY</td></tr> <tr><td>DS4</td><td>RETAIL AND LEISURE DEVELOPMENT STRATEGY</td></tr> <tr><td>DS5</td><td>OPEN COUNTRYSIDE</td></tr> <tr><td>SD1</td><td>PLACE-MAKING PRINCIPLES FOR DEVELOPMENT</td></tr> <tr><td>SD2</td><td>CENTRAL MILTON KEYNES – ROLE AND FUNCTION</td></tr> <tr><td>SD3</td><td>CENTRAL MILTON KEYNES – GROWTH AND AREAS OF CHANGE</td></tr> <tr><td>SD4</td><td>CENTRAL MILTON KEYNES – CONNECTIVITY</td></tr> <tr><td>SD6</td><td>EASTERN EXPANSION AREA (FORMERLY POLICY EAS IN THE MILTON KEYNES LOCAL PLAN)</td></tr> <tr><td>SD7</td><td>WESTERN EXPANSION AREA (FORMERLY POLICY EA6 IN THE MILTON KEYNES LOCAL PLAN)</td></tr> <tr><td>SD8</td><td>STRATEGIC LAND ALLOCATION</td></tr> <tr><td>SD9</td><td>NEWTON LEYS</td></tr> <tr><td>SD11</td><td>GENERAL PRINCIPLES FOR STRATEGIC URBAN EXTENSIONS</td></tr> <tr><td>SD12</td><td>DELIVERY OF STRATEGIC URBAN EXTENSIONS</td></tr> <tr><td>SD13</td><td>SOUTH EAST MILTON KEYNES STRATEGIC URBAN EXTENSION</td></tr> <tr><td>SD14</td><td>MILTON KEYNES EAST</td></tr> <tr><td>SD15</td><td>LAND AT EATON LEYS, LITTLE BRICKHILL</td></tr> <tr><td>SD16</td><td>STRATEGIC EMPLOYMENT ALLOCATION, LAND SOUTH OF MILTON KEYNES, SOUTH CALDECOTTE</td></tr> <tr><td>SD17</td><td>PLACE-MAKING PRINCIPLES FOR SUSTAINABLE URBAN EXTENSIONS IN ADJACENT LOCAL AUTHORITIES</td></tr> <tr><td>SD18</td><td>CAMPBELL PARK</td></tr> <tr><td>ER1</td><td>EMPLOYMENT SITES WITHIN THE BOROUGH OF MILTON KEYNES</td></tr> <tr><td>ER2</td><td>PROTECTION OF EXISTING EMPLOYMENT LAND AND PREMISES</td></tr> <tr><td>ER3</td><td>RETAILING ON EMPLOYMENT LAND</td></tr> <tr><td>ER4</td><td>HOME BASED BUSINESS</td></tr> <tr><td>ER5</td><td>PROTECTION OF SMALL BUSINESS UNITS</td></tr> <tr><td>ER6</td><td>SITES FOR BAD NEIGHBOUR USES</td></tr> <tr><td>ER9</td><td>EMPLOYMENT USES AND THE RURAL ECONOMY</td></tr> <tr><td>ER10</td><td>CHARACTER AND FUNCTION OF THE SHOPPING HIERARCHY</td></tr> <tr><td>ER12</td><td>PROTECTION OF LOCAL SHOPS, POST OFFICES, BANKS AND PUBLIC HOUSES</td></tr> <tr><td>ER13</td><td>NEW SHOPS IN THE RURAL AREA</td></tr> <tr><td>ER14</td><td>NON-RETAIL USES IN LOCAL CENTRES</td></tr> <tr><td>ER15</td><td>NEW LOCAL CENTRES</td></tr> <tr><td>ER19</td><td>NON-RETAIL USES ON GROUND FLOORS IN TOWN CENTRES</td></tr> <tr><td>HN1</td><td>HOUSING MIX AND DENSITY</td></tr> <tr><td>HN2</td><td>AFFORDABLE HOUSING</td></tr> <tr><td>HN4</td><td>AMENITY, ACCESSIBILITY AND ADAPTABILITY OF HOMES</td></tr> <tr><td>HN7</td><td>HOUSES IN MULTIPLE OCCUPATION</td></tr> <tr><td>HN8</td><td>STUDENT ACCOMMODATION</td></tr> <tr><td>HN10</td><td>RURAL EXCEPTION SITES</td></tr> <tr><td>CT2</td><td>MOVEMENT AND ACCESS</td></tr> <tr><td>FR1</td><td>MANAGING FLOOD RISK</td></tr> <tr><td>FR2</td><td>SUSTAINABLE DRAINAGE SYSTEMS (SUDS) AND INTEGRATED FLOOD RISK MANAGEMENT</td></tr> <tr><td>INF1</td><td>DELIVERING INFRASTRUCTURE</td></tr> <tr><td>NE4</td><td>GREEN INFRASTRUCTURE</td></tr> <tr><td>NE5</td><td>CONSERVING AND ENHANCING LANDSCAPE CHARACTER</td></tr> <tr><td>D1</td><td>DESIGNING A HIGH QUALITY PLACE</td></tr> <tr><td>D2</td><td>CREATING A POSITIVE CHARACTER</td></tr> <tr><td>D3</td><td>DESIGN OF BUILDINGS</td></tr> <tr><td>D5</td><td>CANALSIDE DEVELOPMENT</td></tr> <tr><td>SC1</td><td>SUSTAINABLE CONSTRUCTION</td></tr> </tbody> </table> <p>Add Policy HE1</p> <p>Appendix K: Indicative Map identifying Hot Food Takeaway exclusion zones</p> <p><u>Insert text below map:</u></p> <p>Policy EH8 intends to measure 400m based on the most logical walking distance from the main school entrance. 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