

Appendix 1

Relevant Planning Policy Documents

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1.1 National Policy

Planning Policy Guidance Notes (PPGs)

1.1.1 Planning Policy Guidance Notes set out the Government's policies on different aspects of planning. The following PPGs currently provide guidance applicable to the EEA.

- PPG1 General Policy and Principles (1997)
- PPG3 Housing (2000)
- PPG7 The Countryside: Environmental Quality and Economic and Social Development (1997)
- PPG9 Nature Conservation (1994)
- PPG13 Transport (2001)
- PPG15 Planning and the historic environment (1994)
- PPG16 Archaeology and planning (1990)
- PPG17 Planning for open space, sport and recreation (2002)
- PPG22 Renewable Energy (1993)
- PPG23 Planning and pollution Control (1994)
- PPG24 Noise(1994)
- PPG25 Development and flood risk (2001)

Planning Policy Statements (PPS)

The Government is in the process of reviewing all planning policy guidance after the Government's Planning Green Paper, Planning - Delivering a Fundamental Change, published in December 2001. This will take the form of Planning Policy Statements. The Government's vision for planning and the principles which should underpin the planning system is built around 3 key themes:

- Sustainable development - the purpose of the planning system
- Spatial planning approach
- Community involvement in planning

PPS1 Creating Sustainable Communities has been published in draft form.

Circulars

1.1.2 Circulars are issued by Central Government as guidance on planning matters, and are concerned mainly with the explanation and elaboration of statutory procedures.

Key Circulars are:

- 02/99 Environmental Impact Assessment
- 06/98 Planning and Affordable Housing
- 01/97 Planning Obligations

1.1.3 PPG1 makes clear the Government's intention to commit to the principles of sustainable development and the importance of the concept in underpinning the planning system. PPG1 outlines the principles which form the basis for the other PPGs and planning policy at a regional and local level. Mixed use development is encouraged and can help create vitality and diversity and reduce the need to travel. The appearance of proposed development and its relationship to its surroundings are material

considerations in determining planning applications and appeals, as new buildings and their curtilages have a significant effect on the character and quality of an area. Good design can help promote sustainable development; improve the quality of the existing environment; attract business and investment and reinforce civic pride and a sense of place.

1.1.4 Paragraph 42 of the note encourages the use of SPG to supplement policy contained within development plans, and cover detailed issues, and confirms that SPG is a material consideration in the determination of planning applications.

1.1.5 PPG 3 again has sustainable development at its heart and identifies the Governments objectives in relation to housing. The guidance recognises the importance of everybody having the opportunity to a good home. It also states that the focus for additional housing should be on existing towns and cities, to promote more sustainable patterns of development and make better use of previously developed land, and that new housing and residential environments should be well designed and should make a significant contribution to promoting urban renaissance and improving quality of life.

1.1.6 The guidance encourages the development of mixed and balanced communities, ensuring that new housing developments help to secure a better social mix by avoiding the creation of large areas of housing of similar characteristics.

1.1.7 According to PPG3 a community's need for a mix of housing types, including affordable housing is a material planning consideration. Decisions about the amount and types of affordable housing to be provided in individual proposals should reflect local housing need, and individual site suitability, and be a matter for agreement between the parties. More detailed policy on planning and affordable housing is set out in DETR Circular 6/98 Planning and Affordable Housing.

1.1.8 PPG7 states that "sustainable development is the cornerstone of both the Government's rural policies and its planning policies." It recognises that fact that the countryside needs to be managed to meet current needs but also in a way that will not jeopardise future generation's ability to meet their needs as well.

1.1.9 In considering planning applications, local planning authorities should take account of the quality of any agricultural land that would be lost through development proposals. Development on Greenfield land, including the best and most versatile agricultural land (defined as land in grades 1, 2, 3a of the Agricultural Land Classification), should not be permitted unless opportunities have been assessed for accommodating development on previously developed sites and on land within the boundaries of existing urban areas. Where development of land is unavoidable, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality, except where other sustainability considerations suggest otherwise.

1.1.10 PPG9 The Government's objectives for nature conservation are to ensure that its policies contribute to the conservation of the abundance and diversity of British wildlife and its habitats, or minimise the adverse effects on wildlife where conflict of interest is unavoidable, and to meet its international responsibilities and obligations for nature conservation.

1.1.11 Nature conservation is often a significant material consideration in determining planning applications. Local planning authorities however should not refuse permission if development can be subject to conditions that will prevent damaging impacts on wildlife habitats or important physical features, or if other material factors are sufficient to override nature conservation considerations.

1.1.12 PPG13 sets out the Government's planning policy in relation to transport, and identifies the key role that land use planning has in delivering the Government's integrated transport strategy. Through

shaping the pattern of development as well as its location, scale, density, design and a mix of land uses, planning can help to reduce the need to travel and the length of journeys, as well as making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

1.1.13 3 objectives of the guidance are:

- “To promote sustainable transport choices for both people and for moving freight
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and
- Reduce the need to travel, especially by car.”

1.1.14 PPG15 sets out policies for the protection of historic buildings, conservation areas and other elements of the historic environment. The historic physical environment should be valued and protected as part of our cultural heritage and national identity. Particular importance is attached to early consultation with the local planning authority on development proposals which would affect historic sites and structures. The developer is expected to assess the likely impact of their proposals on the special interest of the site and provide written information or drawings as may be required to understand the significance of a site or structure before an application is determined.

1.1.15 Local planning authorities should protect registered parks and gardens in determining planning applications. The effect of proposed development on a registered park or garden is a material consideration in the determination of a planning application.

1.1.16 PPG 16 provides guidance as to how archaeological remains on land should be preserved or recorded both in an urban setting and in the countryside. It states that:

“Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation.”

1.1.17 Early consultation between the developer and the planning authority is encouraged to identify any potential issues at an early stage. A desk top survey is usually desirable and where important archaeological remains are identified a field evaluation is normally requested prior to a decision on planning consent being made..

1.1.18 PPG17 identifies the importance of achieving Government objectives through well designed and implemented planning policies for open space, sport and recreation. These objectives include:

- Supporting an urban renaissance- high quality and well maintained open spaces, sports and recreation facilities help create urban environments that are attractive, clean and safe. Green spaces in urban areas perform vital functions as areas for nature conservation and biodiversity and by acting as ‘green lungs’ can assist in meeting objectives to improve air quality.
- Supporting a rural renewal - countryside can provide for recreation and visitors can play an important role in the regeneration of the economies of rural areas.
- Promotion of social inclusion and community cohesion - well planned and maintained open spaces and good quality and good quality sports and recreation facilities can play a major part in improving people’s sense of well being in the place they live. As a final point for community activities, they can bring together members of deprived communities, and provide opportunities for people for social interaction

- Health and well being - open spaces, sports and recreation facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others.

- Promoting more sustainable development - by ensuring that open space, sports and recreational facilities (particularly in urban areas) are easily accessible by walking and cycling, and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.

1.1.19 PPG22 encourages the inclusion of policies in development plans relating to renewable energy in order to assist in protecting the environment.

1.1.20 PPG23 gives advice on the relationship between development control and pollution control, both of which are separate but complementary. The overall aim of PPG23 is to encourage close consultation and prevent unnecessary duplication and conflict of interest between planning and pollution control authorities.

1.1.21 PPG24 provides advice on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business.

1.1.22 It outlines some of the main considerations which local planning authorities should take into account in drawing up development plan policies and when determining planning applications for development which will generate noise or be exposed to existing noise sources.

1.1.23 PPG25 guidance states that;

- The susceptibility of land to flooding is a material consideration
 - The Environment Agency has a lead role in providing advice on flood issues, at a strategic level and in relation to planning applications
 - Planning authorities should apply the precautionary principle to the issue of flood risk, using a risk based search sequence to avoid such risk where possible and managing it elsewhere
 - Planning authorities should recognise the importance of functional flood plains, where water flows or is held at times of flood, and avoid inappropriate development or underdeveloped and undefended flood plains
 - Developers should fund the provision and maintenance of flood defences that are required because of the development
 - Planning policies and decisions should recognise that the consideration of flood risk and its management needs to be applied on a whole catchment basis and not restricted to flood plains
- 1.1.24 PPS1 underwent a 12 week consultation period finishing on 21st May 2004 and will replace PPG1. It outlines the Government’s high level policy objectives for planning and complements more specific guidance contained within the other PPSs. It states that sustainable communities need sufficient, quality housing to meet the needs of the community, a flourishing local economy supported by adequate infrastructure, a high quality, safe and healthy local environment, and the amenities and sense of space and place to support a diverse and vibrant local culture. Good planning is critical to delivering these objectives.

Circulars

1.1.25 02/99 Environmental Impact Assessment gives guidance on the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, SI 1999 No 293. The circular defines EIA as the whole process by which environmental information is collected, publicised and taken into account in reaching a decision on a relevant planning application. An EIA is not discretionary; if significant impacts on the environment are likely then an EIA is required. However it does not follow that if an EIA reveals that a development will have an adverse impact, as it remains the task of the local authority to judge each planning application on its merits within the context of the Development Plan, taking into account all material considerations.

1.1.26 There are developments which always require an EIA, these are known as Schedule 1 developments. Schedule 2 developments also require an EIA if it is likely to have significant effects on the environment by virtue of factors such as its size, nature or location. The types of development identified under both schedules are listed in the Regulations.

1.1.27 06/98 Planning and Affordable Housing supplements PPG3, providing practical advice to local planning authorities on how they should encourage the supply of affordable housing in appropriate circumstances through negotiation with developers and others. It is intended to:

- Help local planning authorities to adopt a realistic and consistent approach to handling planning applications involving affordable housing
- Ensure a co-operative approach, taking account of the views of all involved in delivering affordable housing

- Clarify that affordable housing policies are based on clear and up to date assessment of the local needs for affordable housing

- Provide guidance on securing and controlling the occupancy of affordable housing

- Ensure that affordable housing delivered through the planning system is likely to be attractive to lenders of private finance

1.1.28 Size, suitability and the economics of provision should be taken into account when assessing whether affordable housing should be provided. Affordable housing should only be sought on particular sites, such as housing developments of 25 or more dwellings or residential sites of 1 hectare or more, irrespective of the number of dwellings, the proximity of local services and facilities and access to public transport should be considered as well as whether there will be particular costs associated with development of the site and whether the provision of affordable housing would prejudice the realisation of other planning policy objectives that need to be given priority in the development of the site.

1.1.29 The need to achieve a successful housing development should also be taken into account, wherever possible sites should incorporate a mix of affordable housing types, as well as care being taken in determining the proportion of affordable housing in overall numbers on the site and in implementation and subsequent management of the affordable housing element.

1.1.30 01/97 Planning Obligations states that planning obligations be sought only where they are necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.

1.2 Regional Policy

RPG9 Regional Planning Guidance for the South East

1.2.1 RPG9: Regional Planning Guidance for the South East (March 2001) identifies Milton Keynes as a potential growth area and states that:

“Milton Keynes has been very successful in achieving economic and housing growth over the last 30 years, and has been the fastest growing area in the UK in that time. It remains one of the powerhouses of the Region; currently planned rates of growth should continue with any necessary adjustments made in the light of an interregional study. Future growth will need to focus on high quality design and on achieving a sustainable pattern of development of mixed and balanced communities. It will not be intended to meet all the Region’s needs, but to enable the success of the city to continue into the future without compromising the attractiveness of the area.”

Milton Keynes and South Midlands Sub-Regional Strategy

1.2.2 The Milton Keynes and South Midlands Sub-Regional Strategy has been prepared in response to the Government’s request to the three Regional Planning Bodies whose areas cover parts of the sub region to develop proposed Alterations to the Regional Planning Guidance for the South East, East Midlands and East of England.

1.2.3 The final Milton Keynes and South Midlands Sub-Regional Strategy was published in March 2005. Its purpose is to provide strategic guidance on the scale, location and timing of development to 2021 and a longer-term perspective for the sub-region to 2031. Its objectives include the achievement of a major increase in the number of new homes provided in the area and the provision of a commensurate level of economic growth.

1.2.4 Milton Keynes is identified as one of the six main locations for growth within the sub-region and the growth areas in Milton Keynes are expected to increase its size by up to 44,900 dwellings by 2021. The breakdown of this housing provision can be seen in the following table:

Milton Keynes Housing Provision

	2001-06	2006-11	2011-16	2016-21	2001-16	2001-2021
Urban Area	7900	15000	11000	11000	33900	44900
Annual Rate	1580	3000	2200	2200	2260	2245

1.2.5 “Milton Keynes should embrace its growth potential and continue to mature as a major and influential city, particularly through the substantial development of its central area, supported by a significantly enhanced public transport system to facilitate and support growth in major development areas.”

1.3 Local Policy

Buckinghamshire Structure Plan

1.3.1 Milton Keynes is now a Unitary Authority and responsible for strategic and local planning matters in its area. However the strategic planning authority for the area was Buckinghamshire County Council and the Structure Plan for Buckinghamshire remains part of the 'Development Plan' for the Milton Keynes area until Milton Keynes Council prepare a new Structure Plan for the period after 2011.

1.3.2 The Buckinghamshire Structure Plan 1999-2011 was adopted in March 1996, and sets out the development framework for the whole of the county at a strategic level, including Milton Keynes. The Plan identifies Milton Keynes along with Aylesbury and High Wycombe as locations in which development should be concentrated, along with the need for a close correlation between new homes, jobs and facilities, and a reduction in the need to travel.

1.3.3 A review had commenced of the Structure Plan. However this has now been suspended due to the Planning and Compulsory Purchase Bill, which proposes the abolition of Structure Plans and the transfer of responsibility for strategic planning to Regional Planning Bodies, in this case the South East England Regional Assembly.

Milton Keynes Local Plan

1.3.4 The existing Milton Keynes Local Plan was adopted in 1995 and covers the period 1991 to 2001. This is currently at an advanced stage of review. A First Deposit Milton Keynes Local Plan was published in 2000 and was put out to public consultation for 6 weeks in September and October of this year. Based on the representations received, a Second Deposit Plan was published in October 2002, and underwent a similar consultation exercise. The Local Plan Inquiry ended on June 3rd 2004. Following receipt of the Inspector's report the Council placed its Proposed Modifications to the plan on deposit from May to June 2005

1.3.5 The most relevant policies applicable to the development of the EEA are listed below.

Strategic Policies

1.3.6 Policy S1 The scale and distribution of development in the EEA should be based around several key factors including sustainability, a balance between jobs and homes, reducing the use of the car and locating new development around nodes along public transport corridors.

Policy S3 City Expansion Areas

1.3.7 Identifies the main areas for new development up to 2001, over and above existing commitments. It identifies the East of the city, bounded by the A421, A5130 and Broughton Brook (Site MK1) as a proposed area of major new development.

Policy S4 Phasing of the City Expansion Areas

1.3.8 States that planning permission for the EEA will be phased to ensure that new development proceeds from existing developed areas, is well related to existing and committed development, and is linked to the provision of new infrastructure.

Policy S13 Areas Liable to Flooding

1.3.9 Aims to maintain existing floodplains and ensure that flood risk is not materially increased as a result of new development.

1.3.10 Planning permission will be refused for development in areas adjoining the River Ouse and its tributaries that are identified as liable to flooding if it would be likely materially to impede the flow of flood water, restrict the capacity of the floodplain to store flood water, or increase the number of people or properties at risk from flooding.

Policy S14 Protection of the best and most versatile agricultural land

1.3.11 When assessing Greenfield site development proposals, the Council will take into account information on agricultural land quality. Development involving the loss of agricultural land should seek to use areas of poorer quality land unless sustainability considerations suggest otherwise.

Design Policies

Policy D1 Impact of Development Proposals on Locality

1.3.12 Planning permission will be refused for the EEA if there are adverse impacts including excessive traffic generation, inadequate drainage, visual intrusion, pollution, physical damage and inadequate access.

Policy D2A

1.3.13 New development in the EEA will need to be of a high standard of design. Development proposals will need to meet the various objectives set down in Policy 2A.

Development proposals are likely to be refused unless they meet the following

- i) Character in townscape and landscape by identifying and reinforcing better quality and locally distinctive design
- ii) Continuity of street frontage and enclosure of space by clearly defining public and private areas and locating main building entrances on the street.
- iii) Quality public realm consisting of spaces and streets that are accessible, attractive, well related to and overlooked by buildings providing natural surveillance, with active ground floor uses along main streets and with parked vehicles not being visually dominant.
- iv) Ease of movement by creating places that are permeable and well connected with safe, attractive, convenient routes along streets giving priority to walking, cycling and public transport.
- v) Legibility by providing recognisable streets, junctions and land marks to help people to find their way around.
- vi) Adaptability of buildings and spaces, capable to use by a range of activities in response to changing conditions.
- vii) Variety of layout, building form, use and tenure through the site.

Policy D2 Design of Buildings Development

1.3.14 Proposals for the EEA will need to be in scale and relate well to the surrounding environment, provide access for the disabled, include landscaping and boundary treatments, as well as a high standard of design based on through analysis of the physical context and constraints of the site.

Policy D4 Sustainable construction

1.3.15 Seeks to ensure that developments adopt sustainable construction methods.

Historic Environment Policies

Policy HE8 Protection of Historic Parks and Gardens

1.3.16 This seeks to protect historic parks and gardens from inappropriate development by refusing planning permission for development which would have an adverse impact on them.

Natural Environment Policies

Policy NE2 Protected Species

1.3.17 Planning permission will be refused if the proposed development would have an adverse impact on an animal or plant species, or their habitat, specifically protected by law. Planning conditions if necessary can be attached to permissions to require the developer to take steps to secure the protection of the species or habitat affected by development.

Policy NE3 Nature Conservation Enhancement

1.3.18 The size of the developments in the EEA mean that enhancements will need to be made to the nature conservation value of the site which may include landscaping with native species, or the improvement or creation of wildlife habitats or features of geographical interest. Priority will be given to woodland planting and other habitats and species identified by local Biodiversity Action Plans. If

enhancement on the site is not possible appropriate compensatory measures will be sought on other land...

Policy NE4 Conserving and Enhancing Landscape Character

1.3.19 Development in the open countryside, acceptable in principle under other policies in the plan, should respect and contribute to the particular character of the surrounding landscape.

Transport Policies

1.3.20 Paragraph 7.18a states that the Council and English Partnerships have also commissioned a long term public transport vision study. A public transport hierarchy is a key vision emerging from the study consisting of 3 levels. A mass transit corridor running east to west and north to south across the city via CMK, with the east to west corridor linking the EEA and WEA, a core high quality bus network along diameter routes across the city via CMK and other bus routes (reflecting local demand) serving parts of the city not on diameter routes.

1.3.21 Paragraph 7.42 states that as part of the EEA development, a new junction 13a will be required on the M1, or improvements to junction 13 and 14 to deal with increased traffic flows.

Policy T2 Access for those with impaired mobility

1.3.22 Seeks to ensure that the needs of those with impaired mobility are given priority in development. In particular development proposals should provide specifically identified and convenient parking spaces and the layout of the external environment, must provide convenient, direct and safe access.

Policies T3 and T4 Pedestrians and Cyclists

1.3.23 The policy gives increased priority to pedestrians and cyclists in the design and layout of new development, and to set out the Council's priorities for improving infrastructure for pedestrians and cyclists.

1.3.24 Development proposals must be designed to meet the needs of pedestrians and cyclists in particular with relation to the layout of the external environment, the needs of cyclists in traffic calming schemes, locations deterring pedestrians and cyclists should be improved, the existing redway, footway and right of way network should be retained, improved and extended and cycle parking should be provided along with all the necessary facilities.

1.3.25 Routes from nearby settlements to Milton Keynes City, routes to and within CMK and Town Centres and the National Cycle network are the Council's priorities for improving access and conditions for pedestrians and cyclists.

Policy T5 Public Transport

1.3.26 This requires that the needs of public transport and public transport users are planned into development. 250-400 metres is identified as an appropriate maximum walking distance for people from residential development to a bus stop, and a frequency of at least 3 services per hour.

Policy T6 Transport Interchanges

1.3.27 Development proposals in Central Milton Keynes, Town and District Centres, and in other appropriate locations should improve interchange between public transport and other modes of travel.

Policy T7 Park and Ride

1.3.28 The objective is to reduce the number of private car journeys into Central Milton Keynes. Proposals for park and ride should lie on or close to a Primary Distributor, not be within the open countryside, not needed for their current use or any use which it has been allocated in the Plan, the site can act as an 'arrive and ride' facility for local residents, easily accessible by walking and cycling, should have no adverse effect on the amenity of nearby residential areas, and should be integrated with existing bus services.

Policy T10 Traffic

1.3.29 Planning permission will be refused for development if it would be likely to generate motor traffic exceeding the environmental or highway capacity of the local road network or cause significant disturbance, noise, pollution or risk of accidents.

Policy T11 Transport Assessments and Travel Plans

1.3.30 The EEA will require a Transport Assessment and a Travel Plan, produced in consultation with local transport providers and agreed with the Council. The objective of this is to evaluate and reduce traffic generated by new development, and to encourage the use of modes of transport other than the car by users of new development.

Policy T12 Major Transport Schemes

Development that would prejudice the construction of the following road and rail improvement schemes will be refused planning permission.

1 A509 Olney Bypass (western option)

2 A509 Olney Bypass (eastern option)

3 A421 / A5130 to M1 Junction 13 duelling

4 A509 / M1 Junction 14 to A422 duelling

5 Olney Northern Distributor Road

6 B4034 link to Tavistock Street, Bletchley

7 Standing Way to Newton Road road link, Bletchley

8 Sherwood Drive to Watling Street road link, Bletchley

9 East / West Rail link upgrading

10 North Crawley Road to A509 Newport Pagnell bypass road link

11 A428 Lavendon bypass

Development schemes should include environmental impact mitigation measures.

Policy T15 Parking Provision

1.3.31 Development proposals should adhere to the Council's parking standards and be well designed. Planning obligations may be required for public transport improvements and facilities for walking and cycling.

Policy T17 Traffic Calming

1.3.32 Development proposals should include traffic calming measures to provide a safe environment for pedestrians, those with impaired mobility and cyclists. In new development areas traffic calming should be achieved as an integral part of the street design. The Council may seek financial contributions from developers toward the implementation of traffic calming measures.

City Expansion Area Policies

1.3.33 Paragraph 8.9 states that;

"The Eastern Expansion Area was considered to be the best location for large footprint development, due to the proximity of the site to the motorway."

1.3.34 Policies EA1 and EA2 set out the Council's requirements that apply to all the City Expansion Areas.

1.3.35 Policy EA1 requires the approval of a comprehensive master plan for the whole of the EEA, in addition to a development brief for each phase or site, prepared by the developer and approved by the Council. Both of which will be adopted as SPG.

1.3.36 Policy EA2 outlines additional requirements that proposals for the EEA must include:

- Environmental impact and transport assessments
- Effective measures to give priority to non-car modes of transport
- Design, land use and transportation measures that integrate the Expansion Areas with the existing built up area and do not preclude further expansion
- Good transport links to adjoining areas, including footpaths and cycleways and land reserved for potential transport links to future development
- Community facilities, local shops, other small scale employment development and reserve sites in the form of local centres
- A landscape and open space strategy to improve biodiversity, provide advance structural planting, extend the "forest city" concept, and incorporate public art and leisure and recreation facilities
- A strategic and sustainable approach to urban drainage systems to control surface water flows
- Design and layout measures that help to create

a high density development with its own sense of place

- Planning obligations relating to the phasing of development and the early provision and on-site and off-site infrastructure and facilities, to include land, capital and initial running costs.

Housing Policies

Policy H8 Housing Density

1.3.45 Encourages higher densities in locations well served by public transport, and to ensure land for housing is used efficiently. The EEA requires a density of 35 dwellings per hectare, and developments of less than 30 dwellings per hectare will not be permitted.

Policy H9 Housing Mix

1.3.46 Ensures that new housing development helps to create mixed communities and that houses built in the future are flexible, adaptable and accessible to their occupiers over time.

Employment Policies

Policy E2 New Employment Sites in Milton Keynes City

1.3.47 Seeks to ensure that development of the employment land stock for a variety of employment uses. When considering proposals the Council will take into account physical attributes of the site and the need for a variety of sites.

Policy E13 Large Footprint Employment Area

1.3.48 States that development proposals for Large Footprint Employment shall include a site layout with individual plots of at least 2ha, roads, public transport routes, footpaths and cycleways, an area of 2ha for a new civic amenity site, an area a maximum of 3ha for the continued operation of the Lorry Park, either on the site or a suitable alternative site, a building design strategy for the whole site and measures to mitigate noise from traffic and the operation of businesses on the site. It also states that planning permission will only be granted for individual buildings when remaining sites suitable for large footprint employment development within the previous city boundary have been committed for development., a feasibility study into a new rail link to the site from the proposed East/West Rail Link has been submitted to and agreed by the Council, and the provision of public transport infrastructure and services to the site have been agreed.

Local Centres Policies

Policy LC1 New Local Centres

1.3.49 Local Centres will be required for the EEA and should be located so that the majority of all new dwellings are within 500 metres walking distance in order to maintain local facilities, accessible other than by car and to ensure adequate provision of local facilities in new areas of development.

Policies LC2 and LC3 Development in Local Centres

1.3.50 This policy aims to maintain the vitality of, and reduce the number of empty units in Local Centres, by allowing non retail uses as long as there is at least one general convenience store in the centre and the amenity of the surrounding area would not be affected. New retail and other facilities will be granted planning permission provided their scale and nature is consistent with their role and function as Local Centres.

Town Centre Policies

Policy TC19 Housing in Town, District and Local Centres

1.3.51 This policy seeks to encourage more housing in these centres and states that amongst other circumstances planning permission will be granted for residential uses in these locations as part of large mixed use development schemes.

Leisure and Recreation Policies

Policy L1 Facilities Acceptable in the Parks System

1.3.52 Indicates acceptable development and uses in Linear and District Parks, and seeks to minimise the environmental impact of development on the Parks. Unacceptable results of development include excessive traffic, unacceptable visual impact, unacceptable impact on wildlife, excessive noise and adverse impact on the floodplain.

Policy L2 Protection of Public Open Space and Existing Facilities

1.3.53 Planning permission will be refused for proposals involving the loss of open space used for leisure and recreation unless alternative provision of at least equivalent size, quality, suitability and convenience is made.

Policy L3 Standards of Provision

1.3.54 Sets out the standards for the provision of leisure and recreation facilities.

Community Facilities Policies

Policy C1 Location of Community Facilities

1.3.55 Community facilities should be accessible and well-related to the locality and buildings should be designed to enable maximum flexibility of use by community groups.

Policy C3 Meeting Halls/Community Centres, Policy C4 Education and Policy C5 Health and Community Care Facilities

1.3.56 All new housing development in the EEA will require meeting halls, schools and new health care facilities.

Policy C5 Health and Community Care

1.3.57 This policy is in place to identify and protect sites for major health facilities, provided either by the public or the private sector. New health care facilities will be required as part of new housing development in the EEA. At a local level, many Reserve Sites may be suitable for small scale health care facilities.

Policy C9 Reserve Sites

1.3.58 Reserve Sites are small sites in residential areas that are left undeveloped to accommodate unforeseen local needs. The objectives of this policy are to identify and protect Reserve Sites and to identify uses for Reserve Sites. New Reserve Sites will be required as part of the EEA. The standard provision will be 0.75 hectares per 1,000 population.

1.3.59 Chapter 15 Planning Obligations outlines different types obligation be they in kind or a financial contribution from developers to ensure that development proposals make adequate provision for infrastructure and community facilities. Benefits are usually secured through a legal agreement between the Council and the developer.

1.3.60 The EEA, as a City Expansion Area is identified as one of the main types of development proposal where the Council will seek improvements to infrastructure and community facilities.

Policy PO5 New Housing Development

1.3.61 States that for new housing development the Council will seek contributions to community facilities, public open space and leisure and recreation facilities, improvements to pedestrian and cycle facilities, public transport, road access and parking, public art and affordable housing.

1.3.62 The appendices to the Plan include guidance on:

- D1 the provision of public art
- L1 Standards for leisure and recreation facilities
- C1 Proposals for the provision of childcare facilities

1.4 Supplementary Planning Guidance

Document	Date	LP Policies
Development and Flood Risk	May 2004	S13
Planning Obligations: Affordable Housing	July 2004	PO5, H3, H4
Planning Obligations: Education	December 2004	PO1 - 6
Parking Standards	January 2004	T15
Planning Obligations: Leisure & Recreation	January 2005	L3; PO1 - 6
Planning Obligations: Social Infrastructure	Autumn 2005	PO1 - 6
Telecommunications Systems Policy	Summer 2005	DC27 - 28a

1.5 Other Relevant Studies

- ‘A Vision for East Milton Keynes’ August 2001
- Briefing paper produced by David Lock Associates to provide support for the vision indicated by Milton Keynes Council in its allocation and safeguarding of land east of the Designated Area for Development.
- Public Transport Long Term Vision Study Report, November 2003 - A report commissioned by Milton Keynes Council and English Partnerships, presenting the final results and recommendations from a study of a long term vision for public transport in Milton Keynes. The aim was to ensure that the direction of change should be practical, affordable, and involve proven technologies. Comments were sought on the final results and recommendations from the study. This consultation period has now finished. These comments will be considered before a decision is taken on the final results.
- Milton Keynes Leisure Facilities Strategy 2003-2008 - Sets out Milton Keynes Council’s aspirations to provide leisure facilities for communities throughout Milton Keynes, and provides a plan and framework for the future, which is reviewed annually to take on board changing circumstances and opportunities at a local and national level.
- Milton Keynes Retail capacity study September 2003 - English Partnerships commissioned CBRE in December 2002 to extend their previous CMK retail capacity forecasts set out in their January 2003 report to take into account additional retail space over a wider area. The forecasts were prepared with the aid of Retail Expenditure Allocation and Shop floorspace Need (REASN) Forecasting Model.
- Delivering Sustainable Communities - A Joint Statement on the need for ‘Green Infrastructure’ in the Milton Keynes and South Midlands Sub Regional Strategy - February 2004
- Milton Keynes Employment Land Study May 2003
- Provides an up to date analysis of employment land issues and its outcomes were intended to inform the Milton Keynes Local Plan review process.

Appendix 2

Geotechnical

4.1.1 An Envirocheck report has been carried out for the whole of the Framework Area. The natural geology was recorded to comprise alluvial deposits (including sands and gravels) overlying Oxford Clay; these deposits are anticipated to provide generally satisfactory founding conditions for the type of development proposed. Along and around the watercourses, former brook channels and oxbow lakes may be anticipated to be now infilled with unconsolidated alluvial materials; these may give rise to ground with variable bearing strength and settlement characteristics which will need to be considered further during design. A high groundwater table can be expected in low lying areas which, in conjunction with permeable deposits of gravel, may require ground support and groundwater control in any temporary excavations needed for the installation of buried infrastructure.

4.1.2 Where trees are present adjacent to the site, the potential impact of these on volumetric changes in clay-type soils will also need to be addressed in foundation design. Similarly, the Oxford Clay may present a thaumasite risk to any deep concrete foundations, which will need to be specified appropriately to mitigate this risk. There is evidence of small scale gravel workings across the site, many of which are now infilled with materials of unknown origin. Any risk of ground gas migration from nearby landfill sites will need to be addressed by undertaking a suitable period of monitoring of those parts of the site potentially at risk, from which protective measures can be designed. Detailed ground investigations will be required for the whole site as more detailed development proposals are prepared.

Appendix 3

Glossary of Terms

ACCESSIBILITY The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.	DEFENSIBLE SPACE Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Derived from Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependant upon the existence of escape routes and the level of anonymity which can be anticipated by the users of the space.	DRAINAGE SYSTEMS A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques (SUDS).	FLORA All members of the plant kingdom: higher ferns, ferns and fern allies, mosses and liverworts, algae and phytoplankton, fungi and lichens.
AREA APPRAISAL An assessment of an area's land uses, built and natural environment, and social and physical characteristics.	DENSITY The floor space of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.	EFFECTS The consequence for human being in terms of health and well-being, including the well-being of ecosystems and natural systems on which human survival depends, which stem from environmental impacts.	FOOTPATH The use by persons on foot only with 'normal compliments'. The latter includes dogs and children but is generally considered to exclude pushing a bike.
BASELINES STUDIES Studies of existing environmental conditions which are designed to establish the baseline conditions against which any future changes can be measured or predicated.	DESIGN GUIDE A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness.	ELEVATION The façade of a building, or the drawing of a façade.	FOOTWAY A pavement with rights on foot only.
BRIEF This guide refers to development briefs. Site-specific briefs are also called a variety of other names, including design briefs, planning briefs and development briefs.	DESIGN GUIDELINES An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or a development.	ENCLOSURE The use of buildings to create a sense of defined space.	FORM The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.
BUILDING ELEMENTS Doors, windows, comices and other features which contribute to the overall design of a building.	DESIGN STANDARDS Specific, usually quantifiable measures of amenity and safety in residential areas.	ENERGY EFFICIENCY The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site.	HEIGHT The height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.
BUILDING LINE The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.	DESIRE LINE An imaginary line linking facilities or places which people would find it convenient to travel between easily.	ENVIRONMENTAL IMPACT ASSESSMENT A process by which information about the environmental effects of a project is collected, both by the developer and from other sources, and taken into account by the relevant decision making body before a decision is given on whether the development should go ahead.	HUMAN SCALE The use within development of elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed.
CHARACTER ASSESSMENT An area appraisal identifying distinguishing physical features and emphasising historical and associations.	DEVELOPMENT BRIEF A document prepared by a local planning authority, a developer; or a jointly, providing guidance on how a site of significant size or sensitivity should be developed. Site-specific briefs are sometimes known as planning briefs, design briefs and development frameworks.	ENVIRONMENT IMPACTS The processes whereby a change, which may be adverse, beneficial, or both, is brought about in the existing environment as a result of development activities.	INDICATIVE SKETCH A drawing of building of building forms and spaces which is intended to convey the basic the basic elements of a possible design.
CONSERVATION AREA An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Designated by a local planning authority. It may recognise a concentration of listed buildings; existing historic street layout; presence of significant archaeological remains; or the general amenity of an area.		ENVIRONMENT STATEMENT A document which sets out the developer's assessment or the likely effects of the project on the environment and which is submitted in conjunction with an application for planning permission.	LANDMARK A building or structure that stands out from its background by virtue of height, size or some other aspect of design.
CONTEXT The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.		FEASIBILITY The viability of development in relation to economic and market conditions.	LANDSCAPE The character and appearance of land, including its space, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans. In town 'townscape' describes the same concept.

LAYOUT

The way buildings, routes and open spaces are placed in relation to each other.

LEGIBILITY

The degree to which a place can be easily understood and traversed.

LOCAL DISTINCTIVENESS

The positive features of a place and its communities which contribute to its special character and sense of place.

MASSING

The combined effect of the height, bulk and silhouette of a building or group of buildings.

MITIGATION

The process of making the impact of works on the environment less severe.

MIXED USES

A mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'vertical' mixed uses are on different floors of the same building.

MODAL SPLIT

How the total number of journeys in an area or to a destination is split between different means of transport, such as train, bus, car, walking and cycling.

MOVEMENT

People and vehicles going to and passing through buildings, places and spaces. The movement network can be shown on plans, by space syntax analysis, by highway designation, by figureground diagrams, through data on origins and destinations or pedestrian flows, by desire lines, by details of public transport services, by walk bands or by details of cycle routes.

NATURAL SURVEILLANCE

The discouragement to wrongdoing by the presence of passers-by or the ability of people to be seen out of surrounding windows. Also known as passive surveillance (or supervision).

NODE

A place where activity and routes are concentrated often used as a synonym for junction.

PERMEABILITY

The degree to which an area has a variety of pleasant, convenient and safe routes through it.

PERSPECTIVE

Illustration showing the view from a particular point, as it would be seen by the human eye.

PLANNING BRIEF

This guide refers to site-specific briefs as development briefs. Other names, including planning briefs, design briefs and development frameworks are also used.

PLANNING POLICY GUIDANCE NOTES (PPG'S)

Documents embodying government guidance on general and specific aspects of planning policy to be taken into account in formulating development plan policies and in making planning decisions.

PUBLIC ART

Permanent or temporary physical works or art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs.

PUBLIC DOMAIN

The parts of a village, town, or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Also called public realm.

PUBLIC RIGHTS OF WAY (PROW)

Those paths and tracks recorded on the Definitive Map and having a right of access on foot (footpath), horse back, cycling and walking (bridleways) and byways (or BOAT's) (access for all including motorised vehicles)

PUBLIC/PRIVATE INTERFACE

The point at which public areas and buildings meet private ones.

RECYCLE

A term used to describe a material which is processed to produce a derivative.

SCALE

The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is sense of scale: at other times it is the size of the elements and the way they are combined. The concept is a difficult and ambiguous one: often the word is used simply as a synonym for 'size'. See 'Human scale'.

SCOPING

An initial stage in determining the nature and potential scale of the environmental.

SETTING

An area of land, including related features, which has material bearing on the character and amenity.

SETBACK

The distance that a building is set back from the plot boundary, or from the nearest pavement edge.

SETTLEMENT PATTERN

The distinctive way that the roads, paths and buildings are laid out in particular place.

SIGHT LINE

The line of sight from a travelling vehicle or person. Sight lines will help to determine how fast vehicles are likely to move and how safe other road users are likely to be.

STREET FURNITURE

Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.

SURVEILLANCE

The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows.

SUSTAINABLE DEVELOPMENT

Defined by the Brundtland Commission (1987, and quoted in PPG) as 'Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations'. The UK's strategy for sustainable development "A better quality of life" was published in May 1999 and highlights the need for environmental improvement social justice and economic success to go hand-in-hand.

SWALE

A grass-lined channel designed to drain water from a site as well as controlling the flow and quality of the surface water.

TOPOGRAPHY

The physical features of the surface of the land including elevations, depressions and rivers.

URBAN DESIGN

The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.

VERNACULAR

The way in which ordinary buildings were built in particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

VIEW

What is visible from a particular point. Compare 'Vista'.

VISTA

An enclosed view, usually a long and narrow one.

WALK BAND

A line on a map or plan showing the furthest distance that can be walked from a particular point at an average pace in a certain time (usually five or ten minutes).

Appendix 4

Noise Guidelines

1.The noise aspects of the development proposals shall be assessed in accordance with *Planning Policy Guidance Note 24 - Planning and Noise, September 1994* (PPG 24). It is the policy of Milton Keynes Council that residential development of areas falling within Noise Exposure Categories (NEC) C and D will not be approved.

2.However, where it can be demonstrated that a programme of mitigation measures will produce external noise levels commensurate with residential use, residential development within NEC C will be considered. As a guide, noise levels considered appropriate for residential development would be 55 dB $L_{Aeq\ 16\ hour}$ for external private amenity areas (based on WHO Guidelines for Community Noise). Internal noise levels shall adhere to guidance in BS8233.

3.An extensive noise measurement survey has been carried out to provide the basis for a review of the previous noise modelling. The survey broadly supports the preliminary calculations that indicate that the boundary between NEC B and C is located approximately 150m from the site boundary with the M1 motorway.

4.The development shall be designed to achieve good internal L_{Aeq} levels as listed in Tables 5 and 6 of *BS 8233:1999 Sound insulation and noise reduction for buildings - Code of practice*.

5.Where mitigation measures are required to meet guideline values these may include screening of the source, design of the site layout to place less sensitive buildings closer to the source, orientation of residential development so that no windows face the noise source, the location of less sensitive rooms such as bathrooms and kitchens on those facades facing the source and the provision of double glazing and acoustic ventilation. Non-openable windows are not considered to be a viable measure.

6.Mitigation by screening would reduce external noise levels generally across the site. The effectiveness of bunding will be optimised by placing the screening edge as close to the noise source as possible, therefore the side slope on the motorway side of the bund should be as steep as possible, but not steeper than 1:3 to enable planting to be carried out safely on the embankment.

7.The slopes shall be graded out and tied into the local landform and trapezoidal shapes shall be avoided. The bunds shall be subject to a detailed replacement planting strategy to minimise the impact of the embankments especially in more residential locations.

8.Any discontinuity in the bunding arising from natural features could be closed by the use of noise barriers along the highway boundary linking either side of the bund.

9.Screening shall be designed in accordance with advice contained in Highways Agency guidance HA65/94 *Design Guide for Environmental Barriers* and HA66/95 *Environmental Barriers Technical Requirements*.

10.The mitigation measures may take the form of a bund, a fence, a combination of the two or an alternative method to be agreed in writing with the local authority. Alternatives may include the use of barrier blocks or the provision of non-sensitive development on the edge of the development closest to the motorway.

11.Where noise barriers are proposed, the design shall ensure that barriers will be durable and will maintain their acoustic performance for a design life of at least 20 years.

12.Wherever possible, the proposed mitigation measures should not lead to a significant impact and where possible, should be considered in the context

of the site with a view to minimising other impacts. As an example, a bund that uses material sourced from earthworks elsewhere on the site would reduce the need for off-site transportation of material.

13.The preparation of an Environmental Statement for these proposals will require a detailed noise and vibration assessment to be carried out.

Employment and Commercial Development

14.The development control of employment and commercial buildings does not fall within the scope of Planning Policy Guidance Note 24 or any other planning guidance note. Therefore there is no restriction on the location of these forms of development with regard to the effect of existing noise levels on the proposed development.

15.Non-noise-sensitive development could take place up to the site boundary with the M1 motorway. It is advisable for the developer to include suitable mitigation measures within the design of the building layout, construction, insulation etc to achieve noise levels appropriate for their use.

16.The Chartered Institute of Building Services (CIBSE) offers guidance on appropriate noise levels for offices in Table A.1.10 of Volume A of the CIBSE Guide (Design Data).

17.It is technically feasible to achieve suitable internal levels close to the site boundary, although the design requirements for the building envelope become more onerous the closer the building is to the boundary.

18.There would be restrictions with regard to noise produced by the development when located adjacent to existing and proposed sensitive properties.

19.The building service plant (ventilation, chillers etc) that may be included within the proposed

employment areas shall be designed to achieve a rating level 10dB(A) below the prevailing background noise level at noise-sensitive receptors, including proposed development. The prevailing background noise level shall be determined within the developed site following the provision of all mitigation measures.

Appendix 5

Indicative Land Use Budget

2%2\$N	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HH1	0.63	31		
HH2	0.73	36		
HH3	0.56	28		
HH4	0.46	23		
HH5	0.76	38		
HH6	0.35	18		
HH7	0.88	44		
HH8	1.09	55		
HH9	1.59	79		
HH10	0.00	0		
HH11	1.86	93		
HH12	2.22	111		
HH13	3.08	154		
HH14	1.31	66		
HH15	1.67	83		
HH16	0.46	23		
HH17	0.00	0		
HH18	0.00	0		
HH19	0.00	0		
HH20	0.00	0		
HH21	0.00	0		
HH22	1.14	57		
HH23	0.23	12		
total	19.03	951		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HM1	0.00	0		
HM2	0.71	28		
HM3	0.00	0		
HM4	0.00	0		
HM5	0.00	0		
HM6	0.00	0		
HM7	0.00	0		
HM8	0.00	0		
HM9	0.00	0		
HM10	0.00	0		
HM11	3.62	145		
HM12	0.00	0		
HM13	1.21	48		
HM14	0.00	0		
HM15	0.00	0		
HM16	0.00	0		
HM17	0.00	0		
HM18	0.00	0		
HM19	0.00	0		
HM20	0.00	0		
HM21	0.00	0		
HM22	0.00	0		
HM23	0.00	0		
HM24	0.00	0		
HM25	0.00	0		
HM26	0.00	0		
HM27	0.00	0		
total	5.54	222		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HL1	3.69	111		
HL2	0.00	0		
HL3	2.13	64		
HL4	0.00	0		
HL5	0.00	0		
HL6	0.00	0		
HL7	0.00	0		
HL8	0.00	0		
HL9	0.00	0		
HL10	0.00	0		
HL11	0.00	0		
total	5.82	175		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
MC1	0.09	5		
MC2	0.39	19		
MC3	1.08	54		
MC4	0.79	40		
total	2.36	118		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
POS1	1.02			
POS2	2.96			
POS3	1.10			
POS4	1.73			
total	6.81	6,8078		
PPG3 Calculation	101	39.60	3991	

2%2\$N<	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HH1	0.00	0		
HH2	0.00	0		
HH3	0.00	0		
HH4	0.00	0		
HH5	0.00	0		
HH6	0.00	0		
HH7	0.00	0		
HH8	0.00	0		
HH9	0.00	0		
HH10	0.44	22		
HH11	0.00	0		
HH12	0.00	0		
HH13	0.00	0		
HH14	0.00	0		
HH15	1.61	0		
HH16	0.00	0		
HH17	3.03	151		
HH18	1.50	75		
HH19	0.83	41		
HH20	1.83	91		
HH21	1.89	94		
HH22	0.00	0		
HH23	0.00	0		
total	9.50	478		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HM1	0.40	16		
HM2	0.00	0		
HM3	0.56	23		
HM4	0.77	31		
HM5	0.44	18		
HM6	0.41	16		
HM7	2.59	103		
HM8	0.00	0		
HM9	0.00	0		
HM10	0.76	31		
HM11	0.00	0		
HM12	2.58	103		
HM13	0.00	0		
HM14	1.05	42		
HM15	3.73	149		
HM16	6.89	276		
HM17	0.00	0		
HM18	0.00	0		
HM19	0.00	0		
HM20	0.00	0		
HM21	0.00	0		
HM22	1.04	42		
HM23	1.82	73		
HM24	1.13	45		
HM25	0.31	12		
HM26	1.49	60		
HM27	1.02	41		
total	27.00	1080		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HL1	0.00	0		
HL2	1.41	42		
HL3	0.00	0		
HL4	1.66	50		
HL5	0.00	0		
HL6	0.00	0		
HL7	2.24	67		
HL8	0.00	0		
HL9	0.00	0		
HL10	0.00	0		
HL11	2.53	76		
HL12	0.00	0		
HL13	0.00	0		
total	3.90	117		

2%2\$N=	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HH1	0.00	0		
HH2	0.00	0		
HH3	0.00	0		
HH4	0.00	0		
HH5	0.00	0		
HH6	0.00	0		
HH7	0.00	0		
HH8	0.00	0		
HH9	0.00	0		
HH10	0.00	0		
HH11	0.00	0		
HH12	0.00	0		
HH13	0.00	0		
HH14	0.00	0		
HH15	0.00	0		
HH16	0.00	0		
HH17	0.00	0		
HH18	0.00	0		
HH19	0.00	0		
HH20	0.00	0		
HH21	0.00	0		
HH22	0.00	0		
HH23	0.00	0		
total	0.00	0		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HM1	0.00	0		
HM2	0.00	0		
HM3	0.00	0		
HM4	0.00	0		
HM5	0.00	0		
HM6	0.00	0		
HM7	0.00	0		
HM8	0.00	0		
HM9	1.89	76		
HM10	0.00	0		
HM11	0.00	0		
HM12	0.00	0		
HM13	0.00	0		
HM14	0.00	0		
HM15	0.00	0		
HM16	0.00	0		
HM17	0.00	0		
HM18	1.48	58		
HM19	0.56	22		
HM20	2.45	98		
HM21	1.01	40		
HM22	0.00	0		
HM23	0.00	0		
HM24	0.00	0		
HM25	0.00	0		
HM26	0.00	0		
HM27	0.00	0		
total	7.37	295		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HL1	0.00	0		
HL2	1.41	42		
HL3	0.00	0		
HL4	0.00	0		
HL5	0.00	0		
HL6	0.00	0		
HL7	0.00	0		
HL8	0.00	0		
HL9	0.00	0		
HL10	0.00	0		
HL11	2.53	76		
HL12	2.82	85		
HL13	0.00	0		
total	6.76	203		

2%2\$N8	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HH1	0.00	0		
HH2	0.00	0		
HH3	0.00	0		
HH4	0.00	0		
HH5	0.00	0		
HH6	0.00	0		
HH7	0.00	0		
HH8	0.00	0		
HH9	0.00	0		
HH10	0.00	0		
HH11	0.00	0		
HH12	0.00	0		
HH13	0.00	0		
HH14	0.00	0		
HH15	0.00	0		
HH16	0.00	0		
HH17	0.00	0		
HH18	0.00	0		
HH19	0.00	0		
HH20	0.00	0		
HH21	0.00	0		
HH22	0.00	0		
HH23	0.00	0		
total	0.00	0		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HM1	0.00	0		
HM2	0.00	0		
HM3	0.00	0		
HM4	0.00	0		
HM5	0.00	0		
HM6	0.00	0		
HM7	0.00	0		
HM8	1.98	79		
HM9	0.00	0		
HM10	0.00	0		
HM11	0.00	0		
HM12	0.00	0		
HM13	0.00	0		
HM14	0.00	0		
HM15	0.00	0		
HM16	0.00	0		
HM17	1.66	67		
HM18	0.00	0		
HM19	0.00	0		
HM20	0.00	0		
HM21	0.00	0		
HM22	0.00	0		
HM23	0.00	0		
HM24	0.00	0		
HM25	0.00	0		
HM26	0.00	0		
HM27	0.00	0		
total	3.65	146		
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
HL1	0.00	0		
HL2	0.00	0		
HL3	0.00	0		
HL4	0.00	0		
HL5	0.00	0		
HL6	0.00	0		
HL7	0.00	0		
HL8	1.71	51		
HL9	3.00	90		
HL10	1.74	52		
HL11	0.00	0		
HL12	0.00	0		
HL13	0.54	16		
total	6.98	210		

3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2	3' , 23' n2
2	118	3		
94	3991	100		

District Park			
DP	19.36		15
2' (6 ft) (\$			
AL1	1.13		
AL2	0.46		
AL3	0.42		
AL4	0.54		
total			2
50ft 0.5ft' 3ft13' \$			
MU1	2.94		
MU2	0.97		
MU3	3.36		
total			7
50ft 0.5ft' 32' ft' (ft			
MC1	0.09		
MC2	0.39		
MC3	1.08		
MC4	0.79		
total			2
16 ft2' 6 ft' (
E1	8.90		
E2	16.40		
E3	14.20		
E4	29.79		
E5	10.95		
E6	16.22		
total			96
7' 6.6' 1' X' 8ft5ft. ft			
C1	0.25		
C2	0.22		
C3	0.53		
C4	0.50		
C5	0.16		
C6	0.62		
C7	0.29		
C8	0.24		
C9	0.27		
C10	0.32		
C11	0.63		
total			4
1' (ft)' 7' 6.6' 1' X' 0.5ft5			
W1	1.00		
LC1	0.36		
total			1
137' 3' 1' 8' ft 25' 20ft5			
P&R1	2.00		
total			2
11, 3ft' "			
PS1	2.14		
PS2	2.15		
SS1	10.45		
total			14
1' (ft)' 5ft5			
City Street	15.34		
Other major road infrastructure	23.39		
RetainedWoodland	7.59		
Noise Bund	13.65		
Floodplain and balancing areas	36.58		
Strategic Reserve	19.88		
Retained uses	5.69		
landscape/wildlife corridors	33.00		
total			155
total			406