

appendix

a

planning policy
context

1 Planning Policy Context

1.1 National Policy

Planning Policy Statements (PPSs) / Planning Policy Guidance Notes (PPGs)

1.1.1 Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs) set out the Government's policies on different aspects of planning. The Government is in the process of reviewing all planning policy guidance in the light of the December 2001 Planning Green Paper, "Planning - Delivering a Fundamental Change" The following PPSs/PPGs currently provide guidance applicable to the WEA.

- PPS1 Delivering Sustainable Development (2004)
- PPG3 Housing (2000)
- PPS7 Sustainable Development in Rural Areas (2004)
- PPG8 Telecommunications (2001)
- 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)
- PPS22 Renewable Energy (2004)
- PPS23 Planning and Pollution Control (2004)
- PPG24 Noise (1994)
- PPG25 Development and flood risk (2001)

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 PPS1 replaces PPG1 General Policy and Principles. The new guidance 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. PPS 1 outlines the principles which form the basis for the other PPSs and planning policy at a regional and local level.

1.1.4 PPG 3 again has sustainable development at its heart and identifies the Government's 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.

1.1.5 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.

1.1.6 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

1.1.7 PPS7 replaces PPG7 The Countryside - Environmental Quality and Economic and Social Development. The PPS identifies 4 Government objectives relevant to the PPS. These are raising the quality of life and the environment in rural areas, promoting more sustainable patterns of development, promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential and promoting sustainable, diverse and adaptable agricultural sectors. It also echoes the sentiments of PPS1 stating that:

"Sustainable development is the core principle underpinning land use planning"

1.1.8 PPG8 gives guidance on planning for telecommunications development - including radio masts and towers, antennas of all kinds, radio equipment housing, public call boxes, cabinets, poles and overhead wires. The Government's policy is to facilitate the growth of new and existing telecommunications systems whilst keeping the environmental impact to a minimum, as well as having a responsibility for protecting public health. The aim of this policy is to ensure that people have a choice as to who provides their telecommunications service, a wider range of services from which to choose and equitable access to the latest technologies as they become available.

1.1.9 Whilst local planning authorities are encouraged to respond positively to telecommunications development proposals, they should take account of the advice on the protection of urban and rural areas in other planning policy guidance notes. Material considerations include the significance of the proposed development as part of a national network. In making an application for planning permission or prior approval, operators may be expected to provide evidence regarding the need for the proposed development.

1.1.10 Protection from visual intrusion and the implications for subsequent network development will be important considerations in determining applications.

1.1.11 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.

1.1.12 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.

1.1.13 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.

1.1.14 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."

1.1.15 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.

1.1.16 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.

1.1.17 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.”

1.1.18 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 required and where important archaeological remains are identified a field evaluation is normally requested prior to a decision on planning consent being made to establish the extent of archaeological features. Additionally it is important to understand how the landscape evolved and identify what are the early elements that need consideration for retention. These aspects need to be established at the outset so that they are considered at the design stage. The discovery of significant archaeological sites at a late stage can radically alter development timetables and result in the failure to achieve completion targets.

1.1.19 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 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.

1.1.20 PPS22 encourages the inclusion of policies in development plans relating to renewable energy to contribute towards the protection of the environment and the Government’s sustainable development targets.

1.1.21 PPS23 advises that any consideration of the quality of land, air or water and potential impacts arising from development is a material planning consideration in so far as it arises, or may arise from or may affect any land use, and that the planning system plays a key role in determining the location of development. It does however regard development in a positive light, and as a chance to deal with any contamination issues on land, as long as pre-application discussions are held with the LPA, the relevant pollution control authority and the environmental health department of the local authority.

1.1.22 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.

1.1.23 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.

1.1.24 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 on 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.

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 it should not be permitted, 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 meet the following tests - 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. The final version was published in March 2005.

1.2.3 Milton Keynes and South Midlands Sub-Regional Strategy’s purpose is to provide a clear, agreed, long term spatial vision for

the Sub-Region towards the year 2031 and to provide guidance on the scale, location and timing of development.

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, 30% of which should be affordable. Figures include any housing arising from Milton Keynes growth and provided in AylesburyVale or Mid Bedfordshire DC areas after 2011. This will be phased as in the table (below).

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.

1.3.5 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. The Council published its Notice of Intention to Adopt the local plan on 17th November 2005. The most relevant policies applicable to the development of the WEA are listed below.

Strategic Policies

1.3.6 Policy S1 The scale and distribution of development in the WEA 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 This policy identifies the main areas for new development up to 2001, over and above existing commitments. It identifies the West of the City - bounded by Calverton Lane, the Calverton/Whaddon Road, the borough boundary and Oakhill Wood as an area of major new development.

Policy S4 Phasing of the City Expansion Areas

1.3.8 States that planning permission for the WEA 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

	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

1.3.11 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 WEA 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 WEA will need to be of a high standard of design. Development proposals will need to meet the various objectives set down in Policy D2A.

Policy D2 Design of Buildings Development

1.3.14 Proposals for the WEA 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.

1.3.15 Policy D4 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

Policy NE2 Protected Species

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

The size of the developments in the WEA 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

1.3.17 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

1.3.18 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.

1.3.19 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

1.3.20 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

1.3.21 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.

1.3.22 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.

1.3.23 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

1.3.24 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

1.3.25 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 T10 Traffic

1.3.26 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

1.3.27 The WEA 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 T15 Parking Provision

1.3.28 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

1.3.29 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

1.3.30 Paragraph 8.8 justifies the allocation of the WEA. It states that development would:

- Consolidate development on the West Flank of the City
- Reinforce the role of Westcroft District Centre
- Due to the linear shape of the area, increase the potential viability of public transport to serve the proposed development.

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

1.3.32 Policy EA1 requires the approval of a comprehensive master plan for the whole of the WEA, 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.

1.3.33 Policy EA2 outlines additional requirements that proposals for the WEA 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.

Policy EA5 Western Expansion Area

1.3.34 Outlines the requirements for the WEA. The supporting text to policy EA5 reads as follows.

1.3.35 The WEA is the largest new housing allocation in the Plan, capable of accommodating an estimated 5,050 to 5,550 dwellings. It also includes some land for employment, to provide local job opportunities, as well as land for a local centre, secondary school, burial ground and other community facilities and open space.

1.3.36 The intention is to develop a new pattern of development that is distinct from the grid square/grid road system, in order to promote greater use of public transport, walking and cycling; reduce land take for major roads; and promote housing development with a higher average net density. The pattern of development shown on the Proposals Map and on Plan EA2 may change as more detailed plans are produced for the area as part of the master plan process.

1.3.37 For the purposes of Policies EA3 and EA5, the dedicated public transport route is defined as a road that can carry modern, high quality, articulated buses on separate lanes within the carriageway, and has priority for buses along its entire length. Shared use with other vehicles will be acceptable for short distances in places such as the mixed use, 'high street' areas, provided that bus priority can still be maintained. To be capable of upgrading to mass transit characteristics, the route must be designed so that it can be adapted to offer a form of vehicle guidance in the future.

1.3.38 The master plan for this area will need to positively address the potential impact of development on the surrounding area, which includes:

- The opportunity to resolve existing flooding problems at Lower Weald,
- The need to avoid traffic rat-running through nearby villages, and
- The visual impact of development when viewed from the countryside and villages to the west.

1.3.39 The future of secondary education in the Borough is currently under review as part of the Council's School Organisation Plan. However, the amount of new housing proposed for this area will almost certainly require the provision of a new secondary school within the WEA.

1.3.40 There is limited capacity remaining in the City's cemeteries and burial grounds. The WEA is well-related to the crematorium. A burial ground in this area could be developed with a largely informal, parkland character, as part of the landscape and open space strategy for the area.

1.3.41 Housing in the WEA is expected to start before 2006, although most development in the Local Plan period will be in the second 5 years and will continue after 2011. The master plan for the WEA will need to identify a logical and orderly sequence of development within the area, in accordance with Policy S4.

1.3.42 In the course of work relating to the WEA, proposals have been put forward for the restoration of the historic parkland to the south associated with Whaddon Hall. Although most of the parkland is within Aylesbury Vale District, the proposals include land within the Borough south of Oakhill Wood, and the management and replanting of Oakhill Wood itself. The Council supports these proposals in principle as consistent with the following objectives of the Plan:

- Avoiding coalescence between the City and nearby settlements (see Para 8.3)
- The conservation and/or restoration of historic parks and gardens, where this is based on thorough historic research (see policy HE8 - while recognising that Whaddon Park is not currently on the Register of Historic Parks and Gardens compiled by English Heritage to which this policy applies)

Policy EA5 states that:

1.3.43 Proposals for the Western Expansion Area must include:

- (i) Housing and ancillary uses (about 200 ha)
- (ii) B1 / B2 / B8 employment uses (10-20ha)
- (iii) A secondary school of about 10 ha
- (iv) Local centres, including first / combined schools
- (v) Open space to include land for a burial ground and remembrance garden (about 10ha)
- (vi) Protection and enhancement of the wildlife corridor along the North Bucks Way, and the creation of an alternative route for the North Bucks Way north of Calverton Lane, along the western boundary of the area, to connect with the Ouse Valley Way near Calverton
- (vii) Retention of the Listed Buildings at Whitehouse Farm
- (viii) Landscape / open space buffers between development and The Wealds and other measures to reduce the visual impact of development when viewed from the countryside and villages to the west
- (ix) 30% affordable housing
- (x) Measures to reduce the risk of flooding in Lower Weald
- (xi) Measures to avoid traffic rat-running through nearby villages and residential areas
- (xii) Proposals for public transport, pedestrian and cycle routes that will provide convenient, direct, safe and clear routes to CMK and Westcroft District Centre.
- (xiii) The provision of a dedicated public transport route connecting the Western Expansion Area with CMK and Stony Stratford, through each phase of development prior to the occupation of development in that phase. This route should be designed to be capable of upgrading to mass transit characteristics as and when appropriate
- (xiv) The retention of the existing travellers' site at Calverton Lane, including land for extending the site (Site MK16 - see Policy H12)
- (xv) The undergrounding of the 132kV power lines across the site

Policy H8 Housing Density

1.3.44 Encourages higher densities in locations well served by public transport, and to ensure land for housing is used efficiently. The WEA 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

1.3.45 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

1.3.46 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, as well as the guidance use for the WEA of B1.

Local Centres Policies

Policy LC1 New Local Centres

1.3.47 Local Centres will be required for the WEA 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

1.3.48 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

1.3.49 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

1.3.50 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

1.3.51 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

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

Community Facilities policies

Policy C1 Location of Community Facilities

1.3.53 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

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

Policy C5 Health and Community Care

1.3.54 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 WEA. At a local level, many Reserve Sites may be suitable for small scale health care facilities.

Policy C7 Burial and Memorial Grounds

1.3.55 Provides the criteria for assessing proposals for burial and memorial grounds and identifies and protects sites allocated for such uses. In accordance with Policy EA5 the WEA will have a burial ground. Policy C8 states that land within the WEA is allocated for a burial and memorial ground.

Policy C9 Reserve Sites

1.3.56 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 WEA. The standard provision will be 0.75 hectares per 1,000 population.

1.3.57 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.

1.3.58 The WEA, 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

1.3.59 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.

1.3.60 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

Aylesbury Vale Local Plan

1.3.61 An area of the WEA is within Aylesbury Vale, and does not fall within the area covered by the Milton Keynes Local Plan, but the Aylesbury Vale District Local Plan, adopted on 15th January 2004. The area within the WEA is identified as being within Open Countryside.

1.5 Other Relevant Studies

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.

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. Its outcomes were intended to inform the Milton Keynes Local Plan review process.

Milton Keynes Urban Expansion Historic Environment Assessment Feb 2004 - English Heritage, Milton Keynes Council and Buckinghamshire County Council document based upon a landscape characterisation study carried out by Buckinghamshire County Council. This specifically mentions the significance of both the Calverton and Whaddon landscape.

1.6 SPG of Relevance to the WEA

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