

MILTON KEYNES COUNCIL NEWPORT PAGNELL NEIGHBOURHOOD PLAN REVIEW

Decision Statement – 16 JUNE 2021

Summary

Milton Keynes Council will make the Newport Pagnell Neighbourhood Plan Review part of the Milton Keynes Council Development Plan on 16th June 2021.

Background

Newport Pagnell Town Council, as the qualifying body, successfully applied for its area to be designated a Neighbourhood Area, under the Neighbourhood Planning (General) Regulations 2012. The area was designated on 22nd October 2013.

The current Newport Pagnell Neighbourhood Plan was made by the Milton Keynes Council on 8th June 2016.

The Newport Pagnell Neighbourhood Plan Review was submitted to the Milton Keynes Council for examination in January 2021 and was subsequently publicised for a six-week period, ending on 5th March 2021. All comments received were then passed to the Independent Examiner, Andrew Ashcroft, who submitted his report on the Plan on 5th May 2021, stating that the plan met relevant basic conditions and requirements, subject to modifications.

Modification of existing neighbourhood plans is governed by Schedule A2 of the Planning and Compulsory Purchase Act 2004 (PCPA). Where it is considered that the modifications contained in the draft plan would not be so significant or substantial as to change the nature of a plan, a referendum is not required. The examiner stated that the modifications to the draft plan would not change the nature of the plan and that the plan should be made with the modifications specified in his report.

Paragraph 14 (3) of Schedule A2 of the PCPA states that *“if the examiner's report recommends that the authority should make the draft plan with the modifications specified in the report, the authority must make the draft plan with those modifications.”* The Council must accept the independent examiner's recommendations, except where there are concerns in relation to breach of any retained EU obligation or Convention rights, or to correct errors. That is not the case here.

This Decision Statement confirms that the modifications proposed by the examiner's report have been accepted (see Table 1). Accordingly, the draft Newport Pagnell Neighbourhood Plan Review has been amended taking into account these modifications.

Decision

The Council makes the Newport Pagnell Neighbourhood Plan Review part of the Milton Keynes Council Development Plan, replacing the current 'made' plan. In doing so, the Council is of the opinion that the Newport Pagnell Neighbourhood Plan Review is compatible with all relevant retained European Union obligations and Convention rights, as incorporated into UK law, and is legally compliant.

Table 1

Examiner's recommendations		Modifications to submission draft Neighbourhood Plan
Para 7.20	<p>Policy NP1: Settlement Boundary and New Housing</p> <p>In Part B of the policy replace 'will be refused' with 'will not be supported'</p>	<p>Amend Policy NP1 to read:</p> <p>"A. The Neighbourhood Plan will provide for approx. 1,163 new homes to meet the housing needs of the town over the plan period 2020 – 2031. New housing will be supported on sites that lie within the Settlement Boundary of Newport Pagnell as shown on the Policies Map in accordance with other relevant policies of the development plan. New housing will be delivered through:</p> <ul style="list-style-type: none"> • The 108 dwellings which have planning consent at January 2020; • The 930 dwellings allocated on the Tickford Fields Farm site; • The 25 dwellings consented on windfall schemes elsewhere; • The housing site allocations of Policy NP2 for approx. 14 total dwellings at the Police Station Site, High Street, and for approx. 86 total dwellings at the former Aston Martin Works, Tickford Street; and in addition • Windfall schemes that are in accordance with the relevant policies of the Neighbourhood Plan; Plan:MK Policy DS5 and the NPPF <p>B. Any application for new housing development outside the defined revised settlement boundary as shown in the Modified Policies Map will not be supported refused, unless it meets the requirements of the Milton Keynes development plan for managing development in the open countryside."</p>

Para 7.24	<p>Policy NP2: Tickford Fields Development Specific Policy</p> <p>Throughout the policy replace ‘shall’ with ‘should’ In d replace ‘Any planning application.... Assessment’ with ‘Any planning application should be accompanied by a Transport Assessment’ In e replace ‘allowed’ with ‘supported’ In f replace ‘will be required’ with ‘should be provided’</p>	<p>Amend Policy NP2 to read:</p> <p>“The Tickford Fields Farm site shall should be developed for a residential led extension to the town, with a capacity of around 930 homes. The following apply:</p> <p>(a) The three sites comprising the Tickford Fields development shall should be comprehensively master planned as a cohesive development, broadly in accordance with the principles outlined in the development brief attached to this plan at Appendix 2.</p> <p>(b) The development shall should be developed with an average density of 35 dwellings per hectare. Densities should be varied across the development to give higher densities along main roads and at focal points, and lower densities adjacent to open spaces and countryside beyond, as set out in the Development Brief.</p> <p>(c) The housing mix (in terms of size and tenure) should deliver a mixed and balanced community on this large site and address housing needs specific to Newport Pagnell. Specifically it should meet the requirements of policy NP5.</p> <p>(d) Any planning application will require should be accompanied by a Transport Assessment which assesses the cumulative impact of the whole development to demonstrate the traffic impact on the surrounding highway network, and propose any mitigation measures needed.</p> <p>(e) Vehicular access shall should be taken solely from North Crawley Road through a minimum of two junctions one of which shall should be through the North Crawley Road Industrial Land. No access other than for pedestrians, cyclists or essential emergency vehicles will be allowed supported from Chicheley Street.</p> <p>(f) The main development distributor roads should be designed to accommodate a bus route, with shelters and level bus access, and all dwellings shall be located within 400 metres of a bus stop. A</p>
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		<p>financial contribution will be required should be provided to secure a satisfactory bus service for a minimum of 5 years in accordance with the adopted Plan:MK.</p> <p>(g) Cycle routes (redways) shall should be provided along North Crawley Road, and through the development to link to the school, play areas, Chicheley Street, Keynes Close and to Tickford Street as a minimum.</p> <p>(h) The development shall should provide a minimum 2.6 ha serviced site and financial contributions towards the provision of a new primary school, with early years' provision to meet the needs arising from the development. This site should preferably be located in a central location, complete with drop-off parking and secure cycle parking provision. The site shall should be transferred to the Local Authority prior to the occupation of the 100th dwelling, or an alternative point as may be agreed as part of the Masterplan. The development shall should provide a financial contribution to off-site secondary and post-16 education facilities.</p> <p>(i) The development shall should provide a local centre, comprising a small supermarket and other stores (with a maximum of 200sqm per store), together with parking provision prior to the occupation of the 600th dwelling or as agreed in the Masterplan. Parking provision shall should be in line with Milton Keynes Council adopted parking standards.</p> <p>(j) The development shall should provide a health/wellbeing facility preferably linked to the local shopping centre. Evidence of consultation with the NHS local commissioning body and other private medical practice (such as dentists, physiotherapists) and wellbeing providers (such as wellbeing classes or baby classes) must be provided. Where it can be demonstrated that there is no demand for either of these facilities a building for community use shall should be provided.</p> <p>(k) The development shall should provide, on-site, a Neighbourhood Play Area incorporating a Local Play Area and an additional fenced Play Area for toddlers, a Local Park, Wildlife Area and incidental open space. The</p>
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		<p>Neighbourhood Play Area should preferably be located adjacent to the school towards the eastern side of the site.</p> <p>(l) Development proposals should minimise the loss of existing trees and hedgerows, with additional planting and other measures ensuring a net gain in biodiversity.</p> <p>(m) A financial contribution over and above the Milton Keynes Supplementary Planning Guidance shall should be required for provision and improvement of off-site playing fields, changing rooms and sports hall, including purchase costs for such land in lieu of on-site provision.</p> <p>(n) The development shall should adequately screen or relocate the waste recycling facility.</p> <p>(o) The development shall should make a financial contribution to enhancement of Newport Pagnell town centre, sustainable transport initiatives to reach the town centre, its parking provision, its green spaces and historical assets.</p> <p>(p) Any application shall should be accompanied by a Flood Risk Assessment, Noise Assessment and Archaeological Assessment to demonstrate that the development is acceptable or to provide appropriate mitigation measures.”</p>
Para 7.28	<p>Policy NP3: Former Aston Motors Works Specific Policy</p> <p>In the first sentence of the policy replace ‘shall’ with ‘should’</p> <p>Replace the second sentence with: ‘Proposals for the employment or institutional use of heritage assets will be supported’</p> <p>In the third sentence replace ‘permitted’ with ‘supported’</p>	<p>Amend Policy NP3 to read:</p> <p>“A. The three Local Heritage Assets on the site identified in Policy NP4 shall should be retained and made ready for occupation prior to the occupation of 50% of any housing permitted on site. Employment or institutional use of the Local Heritage Assets is encouraged. Proposals for the employment or institutional use of heritage assets will be supported. Where it can be demonstrated there is no demand for either B1 or D1 uses, then residential conversion (C3) of the Local Heritage Assets would be permitted supported.”</p>

Para 7.36	<p>Policy NP4: Design Guidance</p> <p>In A replace 'permitted' with 'supported' In B and C replace 'must' with 'should' In D replace 'will be resisted' with 'will not be supported' In E replace 'will be encouraged' with 'will be supported'</p>	<p>Amend Policy NP4 to read:</p> <p>"A. Small, well designed residential developments on brownfield sites within the settlement boundary which do not have a detrimental effect on the surrounding area will be supported permitted. The impact of development will be determined based on protecting heritage assets and their setting, enhancing the character and appearance of the locality, and protecting the amenity of surrounding properties. Proposals to subdivide residential plots to develop new homes on rear or side garden land will not be supported.</p> <p>B. Proposals located in the Newport Pagnell Conservation Area or its setting must should demonstrate that they have understood and responded to the character analysis and design guidance contained in the 2010 Newport Pagnell Conservation Area Review and in the 2020 Newport Pagnell Design Study, as relevant to their nature and location.</p> <p>C. Proposals located elsewhere in the town must should demonstrate that they have understood and responded to the character analysis and design guidance contained in the 2020 Newport Pagnell Design Study, as relevant to their nature and location.</p> <p>D. Local Heritage assets are identified and described in Appendix A of the 2020 Newport Pagnell Design Study. Proposals that will result in harm to, or the unnecessary loss of, a Local Heritage Asset will not be supported be resisted, unless it can be demonstrated that the public benefit of development outweighs the scale of harm or loss. This applies in particular to the following Local Heritage Assets:</p> <ul style="list-style-type: none"> • Police station frontage, main courthouse and cell blocks, High Street • Cedars School, Bury Street • Buildings at former Aston Martin Works, Tickford Street • The Town Clock, High Street
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		<ul style="list-style-type: none"> The cemetery near to St Peter and St Paul's church <p>E. Proposals to develop a new Accredited Museum, i.e. a museum meeting or working towards the national standards set by the Arts Council, to celebrate the strong association of the town with the car and film industries will be supported encouraged on land within or adjoining the Newport Pagnell development boundary that is suited to this purpose."</p>
Para 7.40	<p>Policy NP5: Affordable Housing and Tenure</p> <p>In A replace 'shall' with 'should' In B replace 'will be expected to' with 'should'</p>	<p>Amend Policy NP5 to read:</p> <p>"A. To meet identified needs within the community subject to viability at least 31% of all homes on major housing development schemes, as defined by national planning policy, shall should be affordable housing similar in quality to market housing and pepper-potted throughout the development. 10% of all new affordable housing will be initially reserved for people with a strong local connection with Newport Pagnell, whose housing needs are not met by the open market. A strong local connection means the applicant has either:</p> <ul style="list-style-type: none"> (i) lived in Newport Pagnell for 5 years or more, or (ii) has parents or children who have lived in Newport Pagnell for 5 years or more, or (iii) has been employed in Newport Pagnell for 5 years or more. <p>Any reserved dwelling remaining unallocated to a person with a strong local connection after 6 months of its completion may then be allocated in accordance with the normal allocation policy.</p> <p>B. On the Tickford Fields Development site 10% of housing will be for shared ownership. All other housing development proposals will be expected to should meet the affordable housing requirements of the Milton Keynes Development Plan with respect to shared ownership."</p>

Para 7.44	<p>Policy NP6: Cycle and Pedestrian Routes</p> <p>In A replace 'must' with 'should'. Thereafter, replace 'which should' with 'and'</p>	<p>Amend Policy NP6 to read:</p> <p>"A. Major developments, as defined by national policy, must should be planned with integrated cycle and pedestrian routes, which should and also be designed to integrate with and expand the defined network, to create new routes into the town centre and to schools and sports facilities.</p> <p>B. For all other developments, developer contributions will also be sought towards the Town Council's commitment to implement the Sustainable Transport Plan which will, in addition to other Sustainable Transport initiatives, improve the defined network. This will create a town-wide network of routes, when development proposals come forward."</p>
Para 7.49	<p>Policy NP7: Developer Contribution Policy</p> <p>In A replace 'shall' with 'should' In B replace 'will also be required to contribute to' with 'should also contribute to'. Thereafter replace 'will also be required to contribute to' with 'should also contribute to' In B replace '11 homes' with '10 homes'</p>	<p>Amend Policy NP7 to read:</p> <p>"A) Major housing developments shall should contribute to the range of planning obligations as set out within the policies of Milton Keynes Council's adopted Local Plan (Plan:MK) and accompanying Supplementary Planning Documents.</p> <p>B) Smaller housing developments will also be required to should also contribute to the range of planning obligations if it is demonstrably clear that the net developable area of the site could otherwise accommodate a suitable major housing scheme. On phased schemes, a planning application for a phase with fewer than 11 10 homes as part of a larger site, will also be required to should also contribute to the range of planning obligations.</p> <p>C) The following are local priorities for using contributions:</p> <ul style="list-style-type: none"> • the provision of education that is required as a result of the development. • improving existing play areas in the town. • off-site provision of playing fields and land costs. • enhancement of public open space. • the promotion of the Town Centre, its historic importance and

		fabric, its directional signage and the enhancement of Town Centre parking provision.”
Para 7.53	<i>Modification of general text (where necessary) to achieve consistency with the modified policies</i>	