NEWPORT PAGNELL MODIFIED NEIGHBOURHOOD PLAN

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Newport Pagnell Town Council

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The plan will be in force until 2031

The source of the Neighbourhood Plan

This document has been prepared by the Newport Pagnell Neighbourhood Plan Steering Group, which has been led by Newport Pagnell Town Council.

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1. What is this document all about? INTRODUCTION TO THE NEIGHBOURHOOD PLAN MODIFICATION BY THE MAYOR.

1.1 Although many residents will have voted in the 2016 referendum for the Neighbourhood Plan, since then new homes have been built and there will be new residents in the town. So I'd like to go back a step and explain what the Neighbourhood Plan was, before I explain why we are making modifications to it.

1.2 In a nutshell in 2011 towns, parishes and communities were given the legal right to formulate a Plan that regulated development in their own area. This was a historical first – up until then we had to rely on our planning authority (Milton Keynes Council) to take all development decisions about our town. The Neighbourhood Plan was our own plan constructed by the Town Council and the Neighbourhood Plan Steering Group, which included members of the public. It went through a number of consultations with residents and other interested parties, before going to referendum in 2016. Let's be clear though, Neighbourhood Plans can only deal with the built environment, i.e. buildings that will physically be built, and the land available for such building. The Plan did not therefore include solutions to change the retail mix of shops, to stop dog fouling, or to obtain more police in the area. The Plan dealt with new homes and new business premises.

1.3 A common mantra was that we didn't want any new homes in Newport Pagnell – we liked it just as it is. That may be the case, but the Milton Keynes Council Core Strategy at that time placed a demand on us to have new homes, whether we liked it or not. The rural areas had a target of new homes, and as the largest settlement in the rural areas, we would have been forced to take the majority. Add to that the fact that Milton Keynes Council is one of the main owners of a very large Strategic Reserve site at Tickford Fields Farm, and we were sure that new housing was coming to the town.

1.4 The challenge then was not to find a way to stop development - but rather to manage the change in the best way possible for the town. During our consultations you told us three things were very important to you: adequate provision of school places, GP surgeries, and retention of green space.

1.5 In order to ensure that we get a new primary school including a pre-school and further healthcare provision the Plan proposed more homes than are required by the Core Strategy. If we had limited the Plan to the Core Strategy numbers, it would severely impact on the infrastructure that could be provided and would place burdens on facilities that are already stretched. The Plan protected Bury Field Common as Common Land, and kept both Castle Meadow and Riverside Meadow intact. It did propose building on greenfield land, but only on the Tickford Fields sites. All other development sites were brownfield sites.

1.6 We believe the Plan achieved the following:

- It gave residents the opportunity to determine their own future
- It provided the necessary infrastructure to go with new development
- It considered where there are existing deficiencies in the town
- It gave Newport Pagnell residents a better opportunity to get on the housing ladder through offering more shared ownership
- It offered more affordable housing directly to Newport Pagnell residents
- It provided a strategic rather than ad hoc direction for development and infrastructure provision.
- It considered sustainability, and provided a detailed sustainable transport plan.

1.7 So why is it now necessary to modify the plan? The last review of the National Planning Framework stated that where there is no 5-year land supply held by a principal authority, then effectively the

Neighbourhood Plan becomes out of date two years after the referendum. It is always possible that at any time Milton Keynes Council may lose its 5-year housing land supply status. The Modified Plan does not provide for additional housing. It gives details of sites where building has already taken place, thereby bringing the Plan up to date, and it helps to clarify what is meant by the Policy that deals with building on windfall sites.

1.8 Please take a little time to go through the Modified Plan. If you're very short of time chapter 8 will tell you all about what the Modifications to the Plan are.

Paul Day Mayor of Newport Pagnell

2. What Area does the Plan Cover? THE DESIGNATED AREA OF THE PLAN

2.1 The Neighbourhood Plan covers the whole of the parish of Newport Pagnell and the Modifications do not amend this. Figure 1 below demonstrates the area of the plan.

Figure 1. The designated area of the Neighbourhood Plan

3. Why did we need a Neighbourhood Plan or a Modified Plan?

3.1 The Milton Keynes Council Local Plan ('Plan:MK'), adopted in 2019, identifies Newport Pagnell as one of three 'Key Settlements' in its settlement hierarchy in the Borough (Policy DS1). Its housing strategy of Policy DS2 takes into account the site allocations of the first made Neighbourhood Plan and requires no additional allocations for its plan period to 2031. As the largest settlement in the rural area Newport Pagnell had to accommodate new housing development to help meet the Borough target.

3.2 Some sites in Newport Pagnell had already been identified by Milton Keynes Council to absorb this housing target. The previous Core Strategy had identified a further shortfall of sites to house 613 dwellings across the rural north of the Borough to meet the rural housing target. The made Neighbourhood Plan then allocated land for a total of 1,400 homes which was more than double the requirements of the Core Strategy for the rural north at that time.

3.3 What did the Neighbourhood Plan 2016 do and what will the Modified Plan achieve?

3.3.1 The Neighbourhood Plan 2016:

- Shaped the future of growth in the town by specifically allocating sites for housing development until 2031, to coincide with the end date of the emerging Plan:MK.
- It sought to protect other sites from development.
- It ensured that new development were/will be supported by the necessary infrastructure.

3.3.2 The Modified Plan 2020 will:

- Update the plan showing which development has already taken place
- Define and clarify Policy 4, amending it from a Windfall Policy to a Design Policy to clarify requirements on future development. This is aided by a Design Study of the town undertaken in May 2020.
- Update the plan in terms of changes to national and local planning policy
- Reinforce the plan by providing a more recent version that can be considered should Milton Keynes Council lose its 5-year land supply status.

3.4 The process of developing the Modified Plan.

In 2019 Newport Pagnell Town Council and the Steering Group, who had continued to meet every six weeks since 2016 to ensure that implementation of the Neighbourhood Plan took place, decided that it was necessary to modify the existing plan. The reasoning behind this was that the Plan had been made in 2016, and was now several years old, some development outlined in the Plan had already taken place, and progress had been made on working towards the major development site of Tickford Field. There was also a need to more clearly identify what Policy 4, the previous Windfall Policy meant, as varying interpretations of it had been made by different organisations. The Steering Group was also mindful of the changing housing land supply position in the MKC area and of how this could lead to significant unplanned development proposals being granted planning permission if the weight of the relevant development plan is weakened. As a result, it examined how a first review of the Made Plan may engage §14 of the National Planning Policy Framework (NPPF) – essentially to maintain the full weight of its policies for another two years – and how it could use the new modification route created by the 2017 Regulations for this purpose.

The Steering Group engaged an independent professional planning consultant to offer it advice. A number of working group meetings have been held since, with an MKC planning officer in attendance at some of these, to discuss and agree which policies would benefit from modification.

Both the Town Council and the Local Planning Authority consider that the proposals represent a combination of material and non-material modifications to the Made Plan. None are considered so significant or substantial by either Authority, either alone or in combination, as to change the nature of the Made Plan. It is therefore more in the nature of a material update, which can be made without a referendum in accordance with the Neighbourhood Planning (General) and Development Management Procedure (Amendment) Regulations 2017/1243 ("the Regulations").

3.5 The Consultation Process on the Modified Plan

3.5.1 The Steering Group, otherwise known as the Neighbourhood Plan Implementation Group (NPIG), consists of voting members, these being seven Town Councillors (Cllrs Phil Winsor - Chairman, Ian Carman, Euan Henderson, Diane Kitchen, Richard Pearson, Joan Sidebottom and Steve Urwin), a non-voting member (Alan Mills - retired senior planning officer), the Town Clerk (Shar Roselman) and the Deputy Clerk (Patrick Donovan).

3.5.2 SIX WEEKS CONSULTATION WITH STATUTORY AND OTHER CONSULTEES

At the time of the pre-submission consultation, Newport Pagnell Town Council and the steering group wrote letters and/or emailed all statutory consultees, the Planning Authority, utilities companies, public transport providers, the Local Member of Parliament, and a range of organisations in the town (including events organisers, churches and religious bodies, sports groups, retailers, businesses, the Business Association, the NP Partnership, the MK Chamber of Commerce, the Schools Liaison Team, Housing Associations, and charities – see the Consultation Statement for details of these) formally opening the consultation and advised all consultatees whether statutory or not of the Town Council's website address where the consultation documents could be read, inviting comments.

3.5.3 OTHER METHODS OF CONSULTATION

Residents received the Town Council's quarterly publication (Town Talk) delivered to every home in Newport Pagnell advising them of where they could find the consultation documents and how to make comments on the proposals. Because of the coronavirus restrictions, the Town Council was unable to offer the facility for residents to visit an open public session en masse or to visit the Public Library to view a hard copy of the consultation documents, but everyone was given the opportunity to either request a hard copy by post or to visit the Town Council offices to view the documents in addition to the information published on the Town Council's website. An online survey was set up (Survey Monkey) giving residents the opportunity to comment on the proposals. The survey was advertised on the Town Council's website, on its Facebook Account, and on the Facebook Local Chit Chat Group in Newport Pagnell that has 30,000 members, many living in Newport Pagnell. Messaging was sent out on the Town Council's Instagram account. Targeted Facebook and Instagram messaging was also applied to Facebook and Instagram account holders who had Newport Pagnell postcodes. Letters were hand delivered to all local businesses in the town centre. A large banner advertising the consultation was erected in the High Street on the railings outside the Rectory, opposite the Town Council offices, visible to everyone driving or walking in the High Street.

4. What gives the community the right to make a Neighbourhood Plan for the town? THE LEGAL BACKGROUND TO THE NEIGHBOURHOOD PLAN.

4.1 In the past only principal planning authorities such as Milton Keynes Council were allowed to make Plans. The Localism Act of 2011 empowered Parish Councils to produce development plans (Neighbourhood Plans) for parishes and towns, dealing with planning matters of concern, such as where new houses might be built, how many and what type. However, Neighbourhood Plans must work within broader policies, at both a national and a local level. To meet the basic conditions a Neighbourhood Plan must be constructed:

- Having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the plan.
- In such a way that the making of the plan contributes to the achievement of sustainable development.
- In such a way that the making of the plan is in general conformity with the strategic policies contained in the development plan.
- In such a way that the making of the plan does not breach, and is otherwise compatible with, EU obligations.

4.2 Early in 2013 Newport Pagnell Town Council made the decision to prepare a Neighbourhood Plan on behalf of residents. What was to form the basis of the Plan was determined through a scoping exercise. A steering group was set up to work on the Plan.

4.3 The plan went through four open public consultations and one open public examination. The latter two consultations were the open public consultation undertaken by Newport Pagnell Town Council prior to submission, and the post-submission consultation known as the publication or publicity period undertaken by Milton Keynes Council.

4.4 Two earlier consultations were undertaken: the first to determine the issues of concern to residents regarding development in the town, and the second to outline options for development, taking into account specific sites, and detailing the constraints of each site. In the second consultation views from residents were sought on the most appropriate place/s for development, on the infrastructure required to support development in the town, and on whether to limit the development to the requirements of the Core Strategy or to build additional homes.

4.5 Residents were consulted as to whether specific types of house size and tenure were required to be set out in the Neighbourhood Plan. The Neighbourhood Plan took into account the information provided from previous consultations with residents, landowners and from other consultations held with various groups within the town.

4.6 The Neighbourhood Plan went through referendum in 2016 and was formally 'Made' in June 2016. The Newport Pagnell Steering Group, managed by Newport Pagnell Town Council, has now updated the plan through the Neighbourhood Plan Modification Process.

5. What is the Town like at the moment? THE CHARACTERISTICS OF THE TOWN.

5.1 In considering the issues for the Plan to address and the impact of significant housing development in the area, it was important for the steering group to consider the existing nature of the town. It was equally important for the steering group looking at Modifying the Plan to consider what changes had been made as a result of the Neighbourhood Plan, whether other changes had taken place in the town and how well the Neighbourhood Plan policies were working in practice.

5.2 The People

5.2.1. Population, ethnicity and age

5.2.1.1 Newport Pagnell is a historical market town. From the late 1960s the town added three major developments, the Rivers estate, the Poets' estate and the Green Park estate, tripling its population to 15,118 (as at the 2011 census.) No further census information has been taken since 2011. The most up to date information available is that there were, as at March 2020, 12443 electors in Newport Pagnell. Children cannot be electors and some people don't register as an elector.

5.2.1.2 Significant changes between the 2001 census and the 2011 census were:

- a 45% increase in the number of residents aged 60 and upwards (22% of residents were aged 60 and upwards compared with a Milton Keynes average of 16.4%). As new build takes place, this brings the population age downwards, helping to contribute to the vitality of the town. In planning terms each new home is calculated to accommodate an average of approximately 2.4 people.
- 15.2% of the population were over 65, which was significantly higher than the borough average of 11.1%
- an increase of 10.4% in ages 0-4 years, between the two census figures. Although this was relevant to schooling provision, the percentage of children as a total percentage of the Newport Pagnell population (5.8%) was lower than the Milton Keynes average of 8%. However, this growth area would go some way towards making demands on schooling places, compensating for the loss in the percentage of older children shown below and these children will now all be attending school.
- a reduction of 18.5% spread across all children of school-going age in Newport Pagnell between the two census figures. The average figure for children across the age range of 5 – 14 for Newport Pagnell does not match the Milton Keynes average which is 1.9% higher, but the averages for children aged 15-19 is the same in Newport Pagnell as it is in the borough. It should be noted here that a high percentage of children, some 70% in total, go onto take A levels at Ousedale School in Newport Pagnell.

5.2.1.3 There were no significant changes in the socio-economic indicators of the parish between the two census periods.

5.2.1.4 91.2% of the population were ethnically classified as British White. This figure is in stark contrast to the Milton Keynes average of 73.9% identified as British White. There were also 3% of people who were classified as British Other White in Newport Pagnell.

5.2.2 Economic indicators and employment

5.2.2.1 Consultation with the employment consultants engaged by Milton Keynes Council clarified that there was no specific need to develop any more employment land in Newport Pagnell because the urban area of Milton Keynes can provide more than sufficient future employment land to cater for the demands of 1.5 jobs per new household, as set out in the Core Strategy.

5.2.2.2 Employment requirements were difficult to determine. A survey completed by 219 residents (equivalent to a 4.1% response rate) showed that of those who replied to the survey 80% worked outside of Newport Pagnell. When asked whether more employment should be provided in the form of retail, industrial or commercial forms, the vast majority of responses were "Don't know."

5.2.2.3 The 2011 census showed that the parish had a significantly higher than borough rate of people in work, and a higher rate of people in more senior levels of work than the borough. 69.8% of the population work in managerial, professional, intermediate or supervisory levels, or are self-employed (against a Milton Keynes average of 64%). Only 2.1% of residents have never worked or are long term unemployed, which is less than half the Milton Keynes average of 4.9%.

5.3 The Housing

5.3.1 There are 6,214 dwellings (20.5 dwellings per hectare) making this a reasonably low-density area for a town, but with a much higher density than the surrounding villages and rural regions.

5.3.2 In 2011, the percentage of owner-occupied properties in Newport Pagnell (78.3%) was higher than the average for the borough (63.8%). Consequently, there is a very low percentage of council/ housing association housing (6.5%) and only 15.3% of private rented housing. Housing stock across the borough is in short supply with the Milton Keynes average for council/ housing association housing being 18.1% and private rental being 18.2%. A factor affecting affordability in the area is the very low provision of social housing including shared ownership opportunities.

5.3.3 House prices in Newport Pagnell are not materially different from those in the rest of the borough. However, there is a higher proportion of family type homes (3 bedroom and more) in the parish.

5.3.4. Household composition is made up as follows:

Housing Occupancy	**Newport Pagnell 2011**	**Milton Keynes Ave. 2011**
One-person occupancy aged 65+	11.2%	8.7%
One person below 65	13.9%	17.2%
One family aged 65+	7.6%	5.5%
Couple with dependent children	22.3%	23.4%
Couple with no dependent children	30.1%	26.1%
Lone Parent	6.1%	8.3%
Other Types	8.8%	11.7%

5.3.5 These figures again highlight the ageing profile of the town when compared with Milton Keynes averages and there is also a higher percentage of couples with no dependent children. However, families with children do form more than a quarter of the population.

5.3.6 There are seven sheltered housing facilities in the town, providing 215 one- and-two-bedroom flats, most with non-resident staff. These also cater for residents formerly living outside of Newport Pagnell. There are seven care homes, catering for a range of disabilities. One focuses on restoration of formal mobility, speech and language skills.

5.4 Businesses, the Town Centre, main traffic links.

5.4.1 There is a vibrant Town Centre. However, COVID-19 and other economic factors have had a dramatic effect on the town businesses and many have closed. Interchange Industrial Park, covering some 17.3 ha, is a successful business park, which at the time of writing the original Neighbourhood Plan only had three vacant premises. However, adjacent to this park was an older industrial park, known as the North Crawley Road Industrial Estate, which had been vacant for over three years. This site was identified in the Neighbourhood Plan for housing, and the Industrial Estate was demolished. New housing has since been built on the site.

5.4.2 The Neighbourhood Plan identified that there could be land to increase industrial capacity in the Tickford Fields Farm areas for further employment, but there was no evidence of demand to put pressure on the existing capacity of the Interchange Industrial Park. This suggested that no additional employment land is needed. Consultants employed by Milton Keynes Council stated that Interchange Industrial Park is not listed as highly desirable employment land in their survey. Milton Keynes is well supported by fast grid roads, and cars are the predominant means of transport in the area. This has led to a greater mobility of workers, and the broader Milton Keynes region has the employment land to support more than 1.5 jobs per new household required by Plan:MK

5.4.3 There are some larger scale employers in the town such Aston Martin, which maintains a repair works in the town on a 1.45 ha site. The Aston Martin Heritage Trust is interested in moving its museum to the area to reflect the history of Aston Martin in the town. This will create a small number of additional jobs. Other larger scale employers are the Co-operative, which has two separate shops in the town centre and one on the Poet's estate, and a number of chain stores such as Boots the Chemist, and Superdrug. All banks have recently withdrawn from the town and only Nationwide Building Society remains. Tesco held a site for over 5 years which had planning permission to build a store. This site was sold to Redrow Homes, who, at the time of writing this Modification to the Neighbourhood Plan, have mostly completed their build of new homes, but have not as yet met their obligations for the restoration of the three Local Heritage Assets on the site. Under the Neighbourhood Plan Policies these could be used for either employment purposes or housing. Car parking in the town is free, which helps to attract shoppers, but there is a shortage of long-term parking as shown by the parking survey.

5.4.4 Traffic on the main High Street through the town is slow-flowing during peak periods and substantial blockages occur. There is no scope for widening this road, which feeds into Wolverton Road and Marsh End Road (Marsh End Road becomes Willen Road) and then there is the fact that the town centre has deliberately been made more pedestrian friendly. Highways surveys taken in different years of all the entrances/exits from the town demonstrate that the least busy exit road is Tickford Street/London Road.

A more significant traffic link is the A422/A509 bypass around the town. The provision for cycling is inadequate with only a limited number of cycling routes through the town, and no cycling facility.

5.5 Other Built Infrastructure

5.5.1 The town is a sustainable area, which does not suffer from utility supply issues, lack of broadband, or lack of waste removal. City Fibre is, at the time of writing this Modification, installing fibre optic cabling throughout most of Newport Pagnell. There is an existing and well used recycling area within the town.

5.5.2 There are two medical facilities in the town, these being the Newport Pagnell Medical Centre and the Kingfisher Surgery. The former is of good quality, but concerns were at the time raised by the management about the shortage of space, as they stated that in future there is likely to be a need to house peripheral operations such as physiotherapy on different sites. The former managers of the Kingfisher Surgery advised that the facility was not fit for purpose but this organisation was replaced, and according to the Clinical Commissioning Group (CCG) for the area, the Surgery has now been brought up to standard. Prior to writing the Neighbourhood Plan Modification, the Town Council held many meetings with the CCG and the two Medical Centres in an attempt to obtain more medical facilities on the Tickford Fields Farm site. However, the CCG was able to demonstrate that there is a more than adequate supply of facilities to cater for the existing population and the increased population that will result from the new build planned in the Neighbourhood Plan. Whilst facilities were adequate, staffing was not, so the Town Council was able to negotiate with the CCG and Milton Keynes Council to include a developer fund contribution towards forward-funding three new staff including a new GP and a new Registered Nurse, for a year, at the Newport Pagnell Medical Centre to carry this provision over until sufficient new residents signed on at the surgery and thereby increased their NHS contribution. The Newport Pagnell Medical Centre has not as yet made use of this provision, as no build has started on the major development site. The town's residents use Milton Keynes Hospital as there is no cottage hospital within the town.

5.5.3 There are currently three community centres servicing the town. Occupancy of all three of these is around 80% which is as high as it could be given the operating hours. The Middleton Centre also offers space for community use, and the Mead Centre, which will do the same, is currently under construction. There are five allotment sites within the town, with a waiting list for three of these.

5.5.4 The Brooklands Centre is a long-standing, self-funding charitable organisation run by volunteers. It offers services for residents over 55, ranging from day clubs, tai-chi, a book club, IT classes and podiatry as well as being hired out as a good quality, large scale entertainment and meeting venue. Harben House also provides a conference venue within the town. Other meeting places include the Royal British Legion Club, the Working Men's Club and church premises.

5.5.5 Newport Pagnell has a town library.

5.5.6 A local shopping centre is available in both the Green Park and the Poets Estates, servicing the estate with local grocery shopping and a small variety of local shops. A new local shopping centre is also planned for the Tickford Fields Farm site when it is built.

5.6 Quality of land and the natural environment

5.6.1 Two rivers run through the town, the Great Ouse and the Ouzel, also known as the Lovat. Whilst the green space surrounding these rivers is a great advantage to the town, the access to the rivers and supporting infrastructure is poor.

5.6.2 The town is nestled in a roughly triangular shape between the M1 and the A509/A422. Noise features as an issue for any sensitive development close to these roads, such as at the Mulberry Park estate, where noise reduction measures have been required.

5.6.3 Some homes are at risk of river flooding but there has been an overall reduction in the area of level 3 and level 2 flood plain, partially attributable to the flood barrier across Bury Common, protecting Lakes Lane and some Wolverton Road properties. Also flood walls built in Castle Meadow and on Willen Road have reduced the flood risk from the River Ouzel to properties in Priory Street and the adjoining Priory estate. Since then no housing in this area has been subject to flooding although in the 2019/20 winter floods there was a need to clear drainage and offer some flood defences to some homes in Wolverton Road.

5.6.4 There are also localised problems on some roads with intermittent surface water flooding when heavy rainfalls exceed the capacity of storm water drainage.

5.6.5 The quality of land was a factor in determining which sites were proposed for development. High value agricultural land was given greater protection. Brownfield sites, where businesses have left the town and the buildings are no longer suitable for modern employment needs, took preference over greenfield sites.

5.7 Schooling

5.7.1 There is one secondary school (Ousedale) in Newport Pagnell, which has a second campus based in Olney. This school offers education for ages 11-16, and has a 6th form at its Newport Pagnell campus. The school currently takes in pupils from surrounding villages. In future, if the number of students from Newport Pagnell increases, students from surrounding villages could attend the Olney Campus.

5.7.2 There are four primary schools in Newport Pagnell, some of which are at capacity whilst others are under-capacity (specifically Tickford Park School.) Currently these schools take in children from outside of their catchment areas but in-catchment children would be given higher priority. Apart from pre-school places, there are sufficient school places to meet existing needs. Parental choice means that there is a very high demand on many of the primary schools, which take in out-of-catchment children. A new primary school is now planned on the new Tickford Fields Farm site, and owing to the work of the Steering Group this facility will be installed at an early trigger point in the development.

5.7.3 Milton Keynes Council projects an average pupil yield of 5.8 children per year group, for every 100 homes built. If building took place at the levels required by the old Milton Keynes Core Strategy this would have placed existing primary schools under strain, as they would have had to cope with an additional 35 children per year group, and there is only limited capacity at Tickford Park primary school. This school has traffic access problems which would be greatly exacerbated by the need to transport children in from the proposed development at Tickford Fields, as the new development

would not be within suitable walking distance. The Neighbourhood Plan ensured that a sufficient number of homes were planned for this development, to allow for an additional pre- and primary school to be built on site. There is some capacity at the Olney Campus of the Ousedale Secondary School, which means that in future the in-catchment area for the Newport Pagnell Campus will have to be restricted to Newport Pagnell residents, and the surrounding villages will send their children to the Olney Campus. New cycle tracks leading from the Tickford Fields Development to Ousedale Secondary School are a feature of the work the Steering Group has been involved in.

5.7.4 Pre-primary provision is offered at four pre-schools and one nursery school in Newport Pagnell. This level of education is already under strain with 96% occupancy of play groups and 85% occupancy of the nursery school, so the new pre-school on the Tickford Fields Farm site as planned in the Neighbourhood Plan will be required.

5.8 Archaeology and History

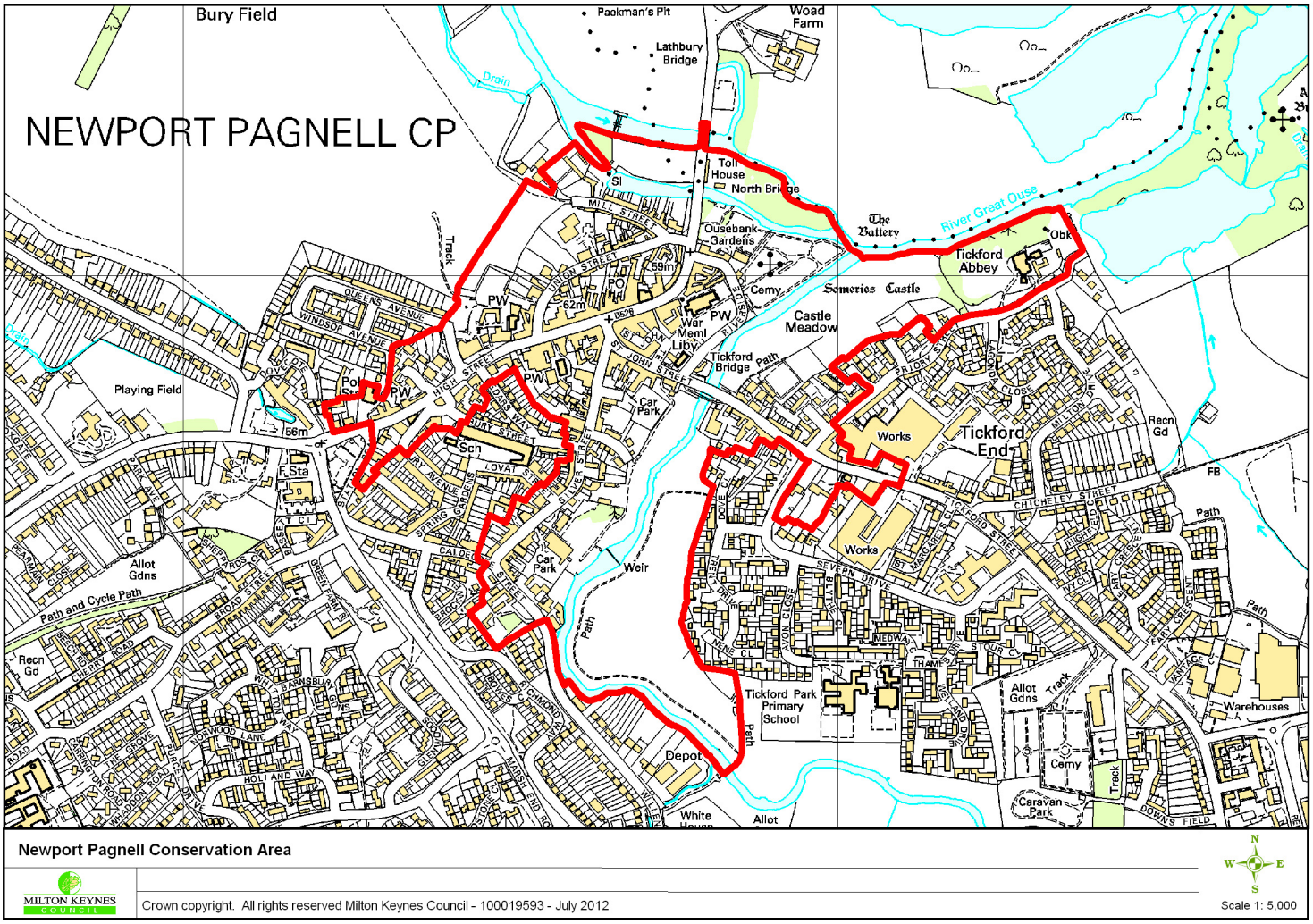
5.8.1 Newport Pagnell's origins appear to be Anglo-Saxon, probably early 10th Century, as a defence against Danish invasion along the Ouse Valley. The name Newport implies a new market town, and the town is recorded in the Domesday Book as a manor, which was later passed to the Paganell family, who built a motte and bailey castle, and from whom the town derives its name. Tickford Priory was founded in 1100 by Fulk Paganell as a Benedictine priory, which was dissolved in 1524 by Henry VIII, and the site is now occupied by Tickford Abbey care home. A market was established, and during the Civil War the town became a garrison for the Parliamentary forces due to its strategic position as a crossing point of the rivers and its road links. The town was fortified by a ring of defensive earth banks and ditches, the remains of which are still visible on Bury Field, and are now designated as a Scheduled Ancient Monument.

5.8.2 In addition to its market, the town became a centre for lace making. The road links between London and Leicester, and Oxford and Cambridge, later brought prosperity and coaching inns sprang up to cater for travellers. Following a serious flood in 1809, an Act of Parliament resulted in the rebuilding of North Bridge over the Great Ouse, and the cast iron Tickford Bridge over the Lovat, now also a Scheduled Ancient Monument. The Newport Pagnell canal was opened in 1814 as a branch of the Grand Junction (now Union) Canal, but was superseded by the railway in 1865. This was axed in 1967 and the track is now part of the cycle and pedestrian network for Milton Keynes. Following the arrival of the railway, new housing was erected between the station and the original town edge and new industries grew up to replace lace making and coaching inns. Amongst these were brewing, parchment making, mustard manufacture, milling and coach building. Prominent local families in the Victorian period were Taylors (mustard), Coales (milling), and Salmons (coach building). Salmons took over an existing coach maker's business, and began making dog carts. By 1900 they were making motor cars and buses. Salmons coachworks became home to the manufacture of Aston Martin Lagonda cars in 1955, which were built here until 2007 (and are again now, after a 12-year break), and whose servicing and maintenance still remains. The town's name also became familiar to motorists when, in 1960, Newport Pagnell became the first motorway service area in the country. As a consequence of this long history, the town centre has been designated a Conservation Area and the town has 106 listed buildings and the two Scheduled Ancient Monuments mentioned above.

5.8.3 The Modification of the Neighbourhood Plan makes some amendments for the sake of clarity to the former Windfall (now 'Design Guidance') Policy NP4 of the Neighbourhood Plan, and one of these is the encouragement to build, within or outside the settlement area of Newport Pagnell, a

museum/educational centre that will help to celebrate the town's links to both the motor vehicle and film industries. Other aspects of the Modified NP4 seek to clarify design guidance within this historical town.

Figure 2: The Conservation Area



5.9 Places of Worship

5.9.1 The town is well served for places of worship including the following:

St Peter and St Paul Parish Church
St Luke's – the daughter church of St Peter and St Paul
Newport Pagnell Baptist Church
Newport Pagnell Methodist Church
St Bede's Catholic Church
United Reformed Church

5.9.2 Most of these churches also support other community uses.

5.10 Leisure and Open space provision

5.10.1 Middleton Pool is owned by the Town Council, and offers a facility which services the needs of a much wider area. A fifty-station fitness centre opened at this site in April 2015.

5.10.2 Willen Road Sports Ground, also owned by the Town Council, offers football, tennis and cricket, but no artificial grass pitches. It comprises an area leased to a local football club, including a clubhouse, changing facilities and football pitch, five/six further full sized pitches, depending on layout, a further changing facility, a cricket field laid on top of the football pitches, four tennis courts, and a temporary building that serves as a tennis club-house. There are significant problems with the sports ground provision in that three of the football pitches flood severely in winter, and the separate block of changing rooms is well below acceptable standard, with inadequate heating, toilet and shower provision. Sports fields cannot be maintained to optimum standard as there is no period for grass recovery between the winter football season and the summer cricket season. Cricket provision is very poor, with no facilities for spectator seating, no score board, and no dedicated changing facility.

5.10.3 When compared to the Sport England playing field recommended standard of 1.5 ha gross per 1000 head of population, which is echoed by the Milton Keynes standard, the town has a significant shortage of playing fields, having just 0.68 ha per 1000 head of population. The town services the surrounding rural area for provision of sporting and recreational facilities. There is also a bowling club and a diving club within the area. This shortage of adequate provision exists even before the new build planned in the Neighbourhood Plan takes place, but the Neighbourhood Plan has resulted in a very significant developer contribution coming forward in due course, which will significantly improve the Willen Road Sports Ground including a new artificial grass pitch, and new facilities for sports being made available on the Tickford Fields Farm site.

5.10.4 There are two Neighbourhood Play Areas (known as NEAPs) in the town and nineteen Local Play Areas (known as LEAPs). NEAPs are larger than LEAPs and serve a bigger area. There is no district play provision, or country park. A number of the LEAP play areas are aging, with poor quality equipment. They do not offer a range of equipment for multi-play options and are not suitable for a range of ages. There is an existing lack of coverage of NEAPs in the town and a shortfall of provision of LEAPs in the Town Centre and the west of town. 60% of all existing play equipment in Newport Pagnell is regarded as either poor or average in quality. In 2019 Newport Pagnell Town Council took over ownership of all but four of the play areas in the Town, and the parks adjacent to them. This has meant that as a result of developer

contributions from developments planned in the Neighbourhood Plan that have already taken place, significant improvements have been made to several parks and a new NEAP has been built on the Chicheley Street Play Area. A further NEAP and two LEAPS are also planned for the Tickford Fields Farm Site.

5.10.5 Bury Field offers 56.6 ha of common land available to residents. There are archaeological remains on this site of some note, including a Scheduled Ancient Monument. There are no sites in Newport Pagnell designated as Sites of Special Scientific Interest. There are two large open areas known as Riverside Meadow and Castle Meadow both of which are flood plains. These open spaces might in the future benefit from greater access provision. There is a more than adequate provision of green open space within the town, offering 4.42 ha per 1000 head of population against the Sport England standard of 1.38 ha per 1000 head of population.

5.10.6 The recommended allotment plot ratio of 0.25 ha per 1000 head of population is met with the existence of 280 allotment plots on five allotments sites offering 0.40 ha per 1000. However there remains a waiting list for allotment plots on some sites.

5.10.7 There is a lack of provision for cycling in the town, with insufficient cycling routes and no cycling facility. The Neighbourhood Plan seeks to develop more cycling routes and the Modified Plan sets out a possibility for a small local cycling facility on the Hornbeam site to encourage more use of cycles in the town.

5.11 Climate change issues

5.11.1 The town is not subject to coastal flooding. The impact of global warming on flood related issues including surface water is unevaluated. While surface water flooding does cause problems as a result of existing drainage capacity, this situation should not be impacted upon by development planned in the Neighbourhood Plan. Each site for development within a high-risk flood zone will need a site-specific flood assessment proposing flood mitigation measures.

5.12 Design issues

5.12.1 The development of two large residential estates, several smaller blocks of residential developments and a large industrial area around the old town of Newport Pagnell has resulted in a mix in housing layouts and design, ranging from the Town Centre properties dating back to the 16th century and Victorian terraced streets, to the semi-detached and detached residences of the 20th century. Outside of the conservation area, design features are varied and interesting, yet do not give a closed-in feel to the town, with plenty of open space, good garden frontage, and welcome street planting. There are some high-quality historical buildings which are not included in the conservation area and are not listed. This Modification to the Neighbourhood Plan helps to set these out, and provides for local listing of such heritage assets under the old Windfall policy, NP4, now known as Design Guidance, making it plain that special attention must be paid to these. Further features of the additional clarity provided in NP4 changes are that back garden and side garden development on split plots is not encouraged and there is provision for an Accredited Museum.

5.13 Conclusions

5.13.1 At the time of writing the Neighbourhood Plan conclusions arising from an examination of the evidence were:

- There is an increasing proportion of over 65s, but also of 0-4-year olds.
- There is low proportion of affordable housing, through council or housing association stock.
- There is shortage of shared ownership properties.
- Schools in Newport Pagnell are able to cope with existing pupil numbers, but large-scale development will affect this.
- There is an adequate number of doctors per 1000 head of the population, but facilities are stretched and health providers are seeking improved facilities.
- There is a shortage of playing field space, and also Neighbourhood Play Area provision on the east side of the town.
- There is a lot of existing open space provision which will be better used as the population increases.
- There is a shortage of car parking in the Town Centre, particularly long stay parking.
- The cycle route network is not complete and does not encourage sustainable movement.
- There is available brownfield land in the town.
- The town has extensive historical assets.

5.13.2 The Steering Group, in making Modifications to the Neighbourhood Plan has arrived at the following further conclusions:

- There is no current requirement for more development in the town
- The on-going efforts of the Steering Group have kept the Neighbourhood Plan on track and development is going ahead at a reasonable pace.
- Developer contributions are being made to meet the necessary requirements of the developments
- The Plan needs updating to reflect the current situation with respect to new build that has already taken place.
- The Windfall Policy requires more definition in order to ensure developments that take place under this policy are sympathetic to the town's history and to existing architecture.
- Cycling activity and the new cycle routes can be supported by putting a small cycling facility in a park near the secondary school and several primary schools.

6. How does the Neighbourhood Plan and its Modifications achieve the Town vision? THE VISION OF THE TOWN COUNCIL AND THE OBJECTIVES OF THE NEIGHBOURHOOD PLAN

6.1 The Vision of the Town Council and how this relates to the Neighbourhood Plan.

6.1.1 Prior to embarking upon a Neighbourhood Plan, the Town Council had already set out a vision for the town, which was defined as 5 pillars where change would be managed. The Town Council has since then set a new vision which is to:

- Look after Newport Pagnell as a place people want to live, work and visit
- Promote health and wellbeing for Newport Pagnell residents of all ages
- Create a safer and cleaner environment
- Protect and celebrate our local heritage
- Be available for and engaged with the public we represent
- Support activities that encourage residents to feel part of Newport Pagnell's community.

The Modifications to the Plan are fully in line with each of the elements of the new vision.

6.1.2 A Neighbourhood Plan can only deal with the 'built' environment, so not all the actions that the Town Council will take in relation to its vision form part of the Neighbourhood Plan. However, there are elements of the vision that can be met by the Neighbourhood Plan, and examples of these are shown below.

6.1.2.1 Look after Newport Pagnell as a place people want to live, work and visit. This key component of vision can be supported though the Neighbourhood Plan by providing Way-finder signage to all retail shopping, historical sites, parking and open spaces in the Town. Also by providing adequate room for leisure and sport activities, and areas for play.

6.1.2.2 Promote health and wellbeing for Newport Pagnell residents of all ages. The Neighbourhood Plan protects the valued open space in the town, including Bury Field and all the parks. It promotes cycle/pedestrian routes into town, across the new development, and to reach facilities such as sports grounds and the secondary school. The Neighbourhood Plan also outlines additional sporting and leisure facilities required in the town, as a result of new development. The existing Willen Road Sports Ground needs further enhancement in the form of improved grass pitches, changing rooms and pavilion facilities, new drainage on existing pitches and an artificial grass pitch in order to increase sporting activity. Enhanced sports activities are also encouraged on the new major development site, and there is significant open space provision planned here. Enhanced play provision includes a new NEAP and two additional LEAPs on the major development site. Additional medical staff are being forward funded by the negotiations with developers, and improvements have been and will be made to the town's leisure centre.

6.1.2.3 Create a safer and cleaner environment. Additional development will create a need for more people to access the Town Centre, particularly to encourage integration of the new population. The Neighbourhood

Plan therefore considers parking in the town centre important, to ensure that people do not travel further than needed for their essentials. It places a local shopping centre on the site of the new development to encourage walking to this. For the same reason the major development site was upscaled to build more homes than required by the old Core Strategy, which will allow for a new primary school and pre-primary school to be built on site that can be reached by all residents in the new homes without requiring vehicular transport.

6.1.2.4 Protect and celebrate our local heritage. To encourage understanding and knowledge about the history of the town, the Neighbourhood Plan calls for the development of a town trail and historical notice boards around the town in places of historical interest. These will be further enhanced by the development of an Aston Martin Museum in the town.

6.1.2.5 Be available for the public we represent. This part of the vision is not felt to be achievable through the Neighbourhood Plan, other than through the consultations that are held on the modifications.

6.1.2.6 Support activities that encourage residents to feel part of Newport Pagnell's community. The existing and planned open spaces in town provide adequate space for events of various sizes. However the new museum will also ensure that residents feel a strong sense of pride in the history of their town, and it will have a significant effect on the careers of the younger people who visit it.

7. What has changed as a result of the Neighbourhood Plan and what will change when the rest of the Neighbourhood Plan and its Modifications comes into force?

THE NEIGHBOURHOOD PLAN STRATEGY

7.1 Underpinning the Neighbourhood Plan was a belief that we need to take a long-term view of growth and infrastructure provision rather than an incremental approach. The Core Strategy left the town with a requirement before 2027 to release for housing an identified Strategic Reserve Site which had a poorly defined boundary to the east. Eventually, beyond this boundary to the east on the Tickford Fields Farm East site, development would occur up to the bypass (A509). The Neighbourhood Plan was therefore designed to prevent an incremental approach to development taking place, with the subsequent loss to Newport Pagnell of the opportunity to secure the infrastructure needed such as schools, a local centre, public transport, cycle routes, a health and well-being centre, etc. all of which are required to support any large scale development. The Neighbourhood Plan therefore took a longer-term view of development up to 2031, allocating future development in such a way that it continues to contribute more effectively to infrastructure, and it did this by ensuring that three interlocking sites were bound together to form a principal development site. However the North Crawley Road industrial site obtained planning permission for 73 buildings in 2015, whilst the Neighbourhood Plan was still emerging leaving just two further sites to develop.

7.2 The comprehensive development of both the remaining Tickford Fields Farms sites was the only option that delivered sufficient land and scale of housing to support the infrastructure that will be required for this site. This is particularly the case in relation to schooling, because growth in line with the Core Strategy would not have delivered a new pre- and primary school. Such growth would simply add pressure to existing schools. The scale of development planned on this site would create its own functioning community, able to walk to facilities on the development, gaining the benefits of sustainable transport and bus links. Such facilities will include a local shopping centre, a community health and well-being centre, a neighbourhood play area, and a local park. For this reason and from an analysis of the constraints and opportunities offered by all sites, these two sites at Tickford Fields Farm were identified for housing along with the brownfield site of North Crawley Road Industrial Estate. It was a primary requirement of this Plan to ensure that these three sites were planned as one comprehensive development. This collection of three sites will be known as the Tickford Fields Development. See policy NP2. The North Crawley Road Industrial Estate has already been demolished and new housing has been constructed on it. The wisdom of combining these sites has ensured that an interlinking road was built through the development that will in due course be part of the road network for the Tickford Fields Development. It should be noted though that, owing to the floodplain surveys undertaken on this site, it has not proved possible to build 1280 new homes as planned in the Neighbourhood Plan. A further 930 homes will be built on the remaining two sites of the Tickford Fields Development adding to those already built on the North Crawley Industrial Estate.

7.3 In considering the environmental, social and economic factors that came into play within the option of building more homes on the Tickford Fields Development than were required by the Core Strategy, it was apparent that there were many social benefits deriving from this approach. Social benefits are those derived from building the infrastructure commensurate with the development such as new schools and a new local centre. In the short term however, the environment may be said to suffer negative

consequences in that there will be additional building on greenfield land. However half this site was already allocated for housing. It was more than likely that if only the growth required by the Core Strategy was proposed, after the development of the Strategic Reserve Site on the Tickford Fields Farm site and after the Neighbourhood Plan came to an end, further building would take place on the rest of the site, without gaining the social benefits and still eventually losing the land to building.

7.4 Economically, whilst the Plan did not offer additional employment land, it did provide for wider economic gain, in that there was more choice for developers in home building, in particular by gaining housing land in a desirable and marketable area close to the M1, and also in conforming with the Core Strategy, which demonstrated that there is sufficient employment land within the wider Milton Keynes borough to meet the 1.5 jobs required per household. The modifications to the plan allow for an Aston Martin Museum to be built which will enhance employment opportunities but more importantly will have a strong educational focus, linking with Cranfield University, and engaging with secondary school students to encourage course choices in STEM subjects and a career in engineering.

7.5 Other areas where development has already taken place in accordance with the Neighbourhood Plan are the Aston Martin site previously referred to as the Tesco site which was completed early in 2020, and the much smaller brownfield sites known as the Mustard Factory. However whilst the housing is complete at the Aston Martin site, the obligations on improvement of the Historical Buildings (now called Locally Listed Buildings) have not yet been met by the developer. This site is therefore not regarded as completed. The Police Station Site, like the Tickford Fields Farm site, has yet to be delivered but a planning application for 930 new homes on the Tickford Fields Farm Site was submitted in January 2020 and approved in September 2020.

7.6 By identifying the above areas where growth will take place, the Neighbourhood Plan also secured protection of our important greenfield sites, including Bury Field and other high agricultural value sites. The Modifications do not bring forward any further sites for development. The Modified Neighbourhood Plan also designates areas for recreation development within the extended linear park.

7.7 Housing Development requirements and site allocation

7.7.1 Below are the decisions that formed the basis of the Neighbourhood Plan.

7.7.1.1 The previous Milton Keynes Core Strategy (since replaced by Plan:MK) placed a demand on the rural area for 1760 new homes between 2010 and 2026, of which land for 613 still needed to be found. Newport Pagnell, as the largest Key Settlement in the rural area, was expected to contribute towards finding this additional land up to 2026, and beyond, as the Neighbourhood Plan would be in force until 2031. However, limiting new housing to a development of this size would not lead to the appropriate levels of infrastructure required to support these new homes and to be of benefit to the existing town. Infrastructure was a key concern of local residents.

7.7.1.2 The Neighbourhood Plan Policy NP1 allocated the following sites for Housing Development with an estimated capacity of 1400 homes: Following the Modification Process this number was reduced to 1163 new homes.

- The North Crawley Road Industrial Estate (capacity 73 homes – already delivered)
- The Tickford Fields Farm Strategic Reserve Site and East site (capacity 930 homes) planning application submitted in January 2020. It is yet to be determined.
- The Mustard Factory site (capacity11 homes – already delivered)

- The Police Station site (capacity 15 homes) – not yet delivered
- Aston Martin site (mixed housing/employment) – 86 dwellings already delivered but Historical Buildings (Locally Listed Assets) yet to be addressed which may deliver more homes.

7.7.1.3 The first three of these sites together constitute the principal development of the Tickford Fields Development, and they can collectively provide for the infrastructure required to support such a large - scale development. Refer to Appendix 2 for the Development Brief on this site.

7.7.1.4 The following site has been identified for a redefined use:

- Land East of Willen Road – defined in the Plan as linear park extension/recreation. Designating it also for recreation will allow for the possible expansion of Willen Road Sports Ground.

7.7.1.5 The other sites considered in Newport Pagnell have not been designated for new housing development. They are to remain under their current designation:

- Marsh End Road/Tongwell Lane – agricultural.
- Portfields Farm – agricultural.
- Kickles Farm – agricultural.
- Bury Common – common land

7.7.2 The Modified Policies Map is shown in Annex 1 at the end of this document. This has been adjusted during the Modification process to reflect areas already completed. It highlights the sites allocated for housing development, sites allocated for other purposes and the green space to be protected from development. It also shows the settlement/development boundary. Figure 5 shows the three sites to be planned comprehensively as Tickford Fields Development.

7.7.3 Alternatives considered: A full range of sites were considered for allocation through the Plan making process. These were subject to public consultation and also detailed assessment, which considered their relative suitability. Two different options for scale of growth were also considered.

7.7.4 Neighbourhood Plan Policy NP1 allocates sites for housing (amended during the Modification to allow for sites already built) and NP8 allocates a site for recreation and linear park extension (amended during the Modification Process to provide clarity on area and wording).

7.8 Housing Mix and Tenure

7.8.1 Ensuring a mix of house types across the town was key to a vibrant and sustainable community. The evidence identified earlier showed that there was already a good mix of property types and size across the town, albeit a slightly higher preponderance of three-bedroom homes than in the broader Milton Keynes borough. Consultation responses showed no requirements for a particular size of house but demonstrated a need for a range of different house sizes. Plan:MK requires a housing mix which suffices, and the Neighbourhood Plan will not have any policy on housing size.

7.8.2 However, there was a strong response to the consultation on reserving some affordable housing for local people with 97% of 232 respondents to the housing survey questionnaire stating that some affordable housing should be offered first to local people. 84% of respondents felt that 50% or more should be

reserved for local people. 34% of respondents stated that there were people living in their household who would require affordable housing in the town in the next five years.

7.8.3 The consultation responses also indicated a need for more shared ownership properties in the town. Plan:MK requires 31% of new housing on sites over 15 dwellings to be affordable housing. Plan:MK specifies that 6% of the housing should consist of shared ownership/new build home buy properties, and 25% should be affordable rented properties. Residents' responses to the housing survey showed that 64% believed that the shared ownership proportion of the affordable housing policy should be increased. The Milton Keynes Council SHMA review dated March 2014 states that '*providing Intermediate Affordable Housing in the form of low cost home ownership may be particularly relevant in large scale new developments where there is no existing older and less expensive housing stock already available in the area. Without any Intermediate Affordable Housing there is a risk that the new development would only provide housing for two groups of households, namely: a) Households with relatively high incomes that can afford full ownership and b) Households who are most disadvantaged that they are therefore likely to be allocated Affordable Rent/Social Housing Rent.'* In order to increase the number of shared ownership properties to be built in the town, the Neighbourhood Plan proposed that the proportion of shared ownership dwellings be increased to 10% of all housing, with a corresponding reduction of affordable rented properties to 20% of all housing. Plan:MK now designates total affordable housing as 31% of all housing, so this has been amended in the Modifications.

Neighbourhood Plan policy NP5 sets out requirements for both offering some affordable housing to local people, and for changing the proportion of affordable housing to increase the shared ownership proportion and decrease the social rented proportion. There has been agreement with Milton Keynes Council to retain the percentage of shared ownership on the Tickford Fields Site at 10% of all housing, as per the original figure in the Neighbourhood Plan.

7.9 Infrastructure requirements to support housing

7.9.1 The Neighbourhood Plan set out the priorities for infrastructure requirements to support the development of an additional 1400 homes in Newport Pagnell. This figure has been reduced to 1163 homes in the Modification Process, owing to the primary development site only being able to produce 930 new homes plus those already built on the North Crawley Road Industrial site.

7.9.2 For the remaining primary development site comprising of 930 new homes the requirements are:

- Land on site, and a financial contribution for a new Pre-and Primary School provision.
- A contribution towards additional secondary school provision
- A local centre for shopping
- A new community, health/well-being facility.
- A new Neighbourhood Play Area (NEAP) complete with local park, on site.
- Cycle path provision on site and linkages to the town.
- Bus route provision and service contribution
- Town Centre parking and sustainable transport initiatives for reaching the Town Centre
- Playing pitch provision, preferably including a financial contribution in lieu of all on-site provision.
- Off-site highway requirements.
- Enhancement of the Town Centre.

7.9.3 All developments will need to comply with the adopted Supplementary Planning Documents of Milton Keynes Council and, beyond those, should make contributions to Town Centre enhancements. Policies NP2, NP3, NP4 and NP7 support infrastructure requirements.

7.10 Transport

7.10.1 Arising from the public consultation was a desire to see improvements to promote walking, cycling and public transport within the town, and an identified problem of parking congestion around schools and availability of parking in the Town Centre. These matters have been studied as part of a Sustainable Transport Plan for the town, which shows the actions to be taken to achieve the Sustainable Transport Plan, the main aspects of which were summarised as:

7.10.1.1 Walking: The Town Centre improvements to block pave the footpaths, install dropped kerbs, new seating and lighting, have significantly improved the pedestrian environment. However, further improvements to pedestrian signage are needed for direction to the town's main facilities, attractions and car parks. Policies NP2, NP3 and NP7 make reference. An application to use developer funding has been made and these works are currently in construction.

The history of the town and its buildings need to be better publicised, in the form of town trails and boards. Further developer funding will be used for this purpose.

7.10.1.2 Cycling: The town lacks a network of redways that is present in the rest of Milton Keynes. Only Green Park estate was planned with cycle routes, and these are incomplete and poorly signed, and do not connect to schools or the Town Centre. The potential to create a network of combined cycle and pedestrian paths over the duration of the Plan period has been identified, and was pursued with Milton Keynes Council, as the highway authority. All major new housing developments should be planned with integrated cycle and pedestrian routes. The Tickford Fields Farm site will be delivering further redways that will link to those provided by the North Crawley Road development and the Aston Martin Development. These will include new redways leading to Ousedale School and Willen Road Sports Ground and towards the Town Centre. There is also the intention to create a local cycle track facility on the Hornbeam site.

7.10.1.3 Public Transport: A survey of current bus services shows that the Town Centre, Green Park and Poets estates are served by the 1 & 2 bus services although this is at a lower frequency than in 2016 when the Neighbourhood Plan . The eastern side of the town is served only by a combination of the hourly services offered by the 24/25, 40 & C10 bus services. As a result of the proposed Tickford Fields Development build, a more regular bus service to this new development will be needed, which will also improve the bus service along Tickford Street. Policy NP5 details bus route requirements.

7.10.1.4 School Travel Plans and school travel: The use of car transport is responsible for the traffic and parking congestion problems around schools. All five schools in Newport Pagnell have in the past produced a School Travel Plan, to encourage parents to reduce the use of the private car for journeys to school, and to encourage pupils to use walking and cycling as healthier means of travel. These Plans are slowly being updated. The Town Council, in conjunction with Milton Keynes Council, will encourage all schools to update, implement and monitor new School Travel Plans. The new pre- and primary school on the Tickford Fields Development will be built early enough in the build schedule to avoid increasing car transport to the existing Tickford Park School unnecessarily. It will be designed with a drop off facility but, by building it centrally, it should allow most children to walk to school. Policy NP2 sets out requirements. See Appendix 3 for the Sustainable Transport Plan.

7.10.1.5 Town Centre Parking: A series of surveys has been undertaken to see how much parking is available at different times of the day and week. The surveys revealed that the long stay car parks at James

Yard, Silver Street and Station Road are frequently over 90% full at all times of the day, on all weekdays. Long term parking demand is higher in the mornings. Short stay car parks had lower occupancy rates, and greater availability throughout the day, due to the regular turnover of parking. From these results, it is concluded that there will be a need to increase long stay parking capacity in the Town Centre, and a survey has been made of potential sites to accommodate this. All of the potential sites are in private ownership, and acquisition and development costs will be high. The sites have been referred to the Business Development Committee of the Town Council for further consideration and action. Policies NP2, NP3 and NP7 make reference. The survey has revealed that some additional signage to and from the car parks is needed. The public consultation emphasised the need to keep parking free of charge in the town. The Steering Group continues to search for additional parking sites.

7.10.1.6 New Major Housing Development: The Tickford Fields Development will all take access from North Crawley Road, and will require a comprehensive Transport Assessment to show the likely impacts on the surrounding highway network, and propose any highway or junction improvements needed. At the time of writing the Modifications for the Neighbourhood Plan, both the Town Council and the Highways Department at Milton Keynes have commented extensively on the resulting conclusions from the Transport Assessment. A Travel Plan will also be required to demonstrate how developers propose to make the development sustainable, by promoting walking, cycling and public transport. The necessary highway improvements, walking and cycling measures, and bus service will need to be provided as part of the development proposals. The Development Brief sets out the requirement for a minimum of two access roads to the development, the need for a circular bus route through it, and the need for cycle and pedestrian routes both within the development and which connect the development to the Town Centre. Policies NP2, NP3, NP6 and NP7 set out the requirements of the Neighbourhood Plan

7.11 Health/well-being

7.11.1 Further consultation with the Clinical Commissioning Group has indicated that the Medical Centre does not suffer from a shortage of space, and that the Kingfisher Centre has been updated. Accordingly forward-funding has been agreed in the Heads of Terms for the s106 agreement on the Tickford Fields Farm site, to supply three new staff members including a GP at the Medical Centre, as this lack of staff is the real problem causing shortage of appointments. The large=scale development on the Tickford Fields Farm site creates an opportunity to provide modern, purpose-built community facilities that offer the opportunity for health/well-being classes to take place on site, to meet the future needs of new residents. Policy NP2 details the provision.

7.12 Schools Provision

7.12.1 The major concern raised through consultation in preparing the Neighbourhood Plan was the adequate provision of education to support the growing population. To ensure that additional places can be provided the provision of a new school is the most appropriate solution given the constrained nature of the other schools. Therefore, as per policy NP2, a site for a new school is a key part of the overall development proposals on the Tickford Fields Development. Due to the existing capacity, school provision on a new site can only be fully justified by growth in excess of 1000 (which figure includes the new homes already built on the North Crawley site). Therefore, the

decision to allocate the whole of the Tickford Fields Development, was in part underpinned by the ability to support the provision of a new school.

7.12.2 The Tickford Fields Development shall secure the provision of a pre-school and a two-form entry primary school on site, each with dedicated drop off parking space for parents, and secure, covered cycle parking provision.

7.12.3 All major housing developments as defined by national policy shall contribute financially to the provision of pre-primary, primary, secondary and further education that is required as a result of the development.

7.12.4 Policies NP2, NP3, NP4 and NP7 set out the requirements. See Appendix 1 for details of school numbers.

7.13 Recreation and Leisure

7.13.1 Playing Fields

7.13.1.1 The large-scale development proposed at Tickford Fields would normally be expected to provide its own recreational facilities. However, the Neighbourhood Plan would prefer to see playing fields consolidated at the Willen Road Sports Ground by acquiring additional land for further pitch development and enhancing the offer of the existing provision for the whole town, given there is already a deficiency in provision. There will be a net benefit of housing land for the developer of the Tickford Fields Development in not being required to provide extensive sports fields with associated provision on site although there will be a sports hall provision on site. A contribution is therefore sought both for land purchase and for sports field development. If suitable arrangements at Willen Road Sports Ground are not provided, then the Tickford Fields Development will be expected to provide playing fields and the associated facilities on site.

7.13.1.2 The Neighbourhood Plan calls for a financial contribution from all major development sites as defined by national policy towards further playing fields, including the purchase of additional land to increase the size of Willen Road Sports Ground, and a contribution towards further pitch development, including artificial grass pitches, separation of cricket and football facilities, access and car parking for a new site, new changing facilities, and pavilion provision.

7.13.1.3 Milton Keynes Council's Supplementary Planning Documents and Guidance give clear guidance on the level of contributions normally expected across the borough. Because of the extent of the existing deficiency of playing fields in Newport Pagnell, high priority is given to the provision of additional fields and associated facilities. The contribution required for playing fields is anticipated to be in the order of £2.5 M which elevates the contribution required above the existing Milton Keynes guidance.

7.13.1.4 Playing field provision is addressed in Policies NP2, NP3, NP4, NP7 and NP8.

7.13.2 Play Areas

7.13.2.1 Milton Keynes Council's standard for Local Play Areas requires play areas to be located at 500 metre intervals and to contain approximately 5 items of play equipment. The standard for Neighbourhood Play Areas is that they should be located at 1,000 metre intervals, be a minimum size of 0.6 hectares and should contain approximately 8 items of play equipment. They should include a ball games area, goal wall, or cycle area and provide for teenagers through the inclusion of youth shelters, wheeled sports facilities and multi-game walls.

7.13.2.2 The proposed Tickford Fields Development must include a central Neighbourhood Play Area with least 8 items of equipment for older children, including teenage facilities. Further, it should contain within it a Local Play Area, allowing for provision of play for the age group 0-6 with a further 5 items of equipment. Such a facility to be provided on the site. Policy NP2 addresses this.

7.13.2.3 For major sites as defined by National Policy that are not within the Tickford Fields Development development boundary, a financial contribution will be required towards enhancement of existing play area facilities to cater for additional children.

7.13.2.4 The Milton Keynes Council Supplementary Planning Documents and Guidance on development contributions outline clear requirements for contributions to Neighbourhood Plan and Local Play. These Supplementary Planning Documents and Guidance will meet the requirements of the Neighbourhood Plan.

7.13.2.5 Policies NP2, NP3, NP4 and NP7 cover Play Areas.

7.13.3 Local Parks

7.13.3.1 Milton Keynes Council's standard for Local Parks is for a provision of 0.6 hectares per 1000 head of population. More crucially, it is stated within the standard that local parks should be accessible to visitors on foot. A new local park will therefore be required on the Tickford Fields Development, of approximately 1.8 hectares, although the Neighbourhood Play Area could be incorporated into this land, if sited in the same area.

7.13.3.2 Other major development sites as defined by national policy should contribute towards upgrading facilities on existing local parks, such as parking, seating, waste provision, etc. The Milton Keynes S106 Developer Contribution Supplementary Planning Documents again outline the contributions required.

7.13.3.3 Local Parks are addressed in Policies NP2, NP3, NP7 and NP8.

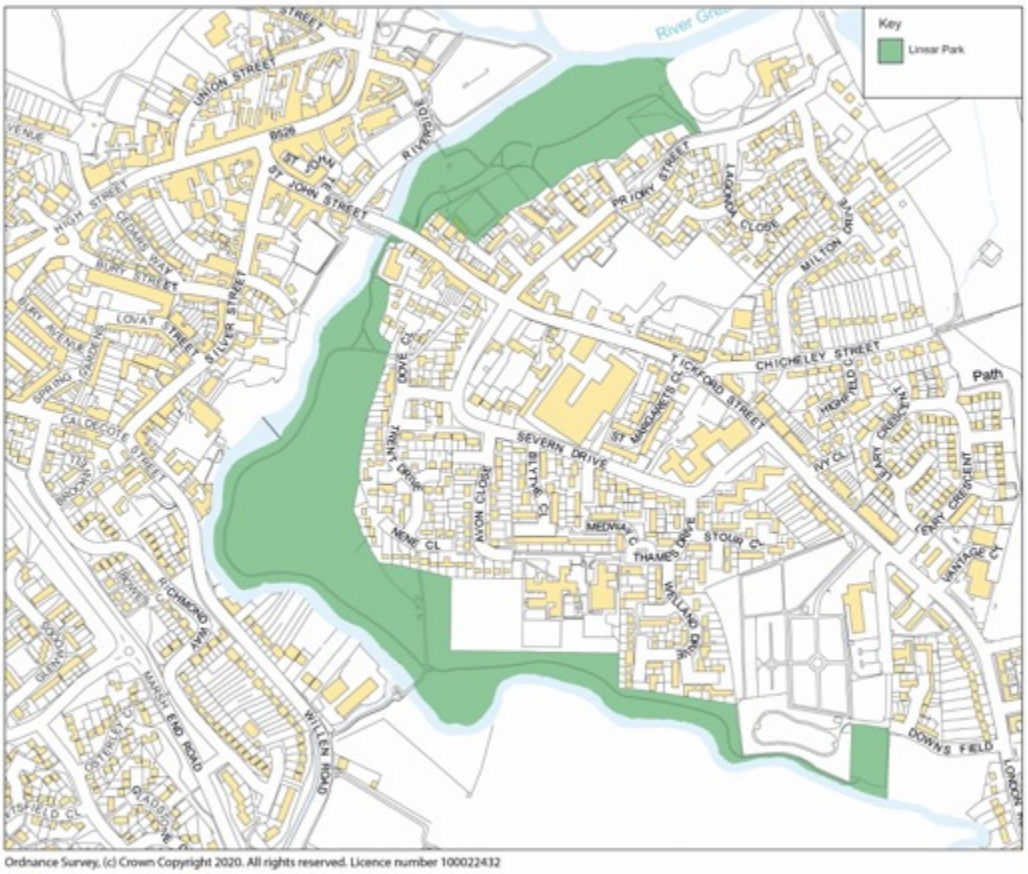


Figure 3 The Existing Linear Park on Plan:MK Prior to Policy NP8

7.13.4 Areas of Wildlife Interest

7.13.4.1 Milton Keynes Council's standard for areas of wildlife interest is 0.5 hectares provided at 1-kilometre intervals. A provision on the Tickford Fields Development must be made for an area of wildlife interest which could overlap with the buffer zone for flooding around Chicheley Brook and areas set aside for flood management on the northern part of this development.

7.13.4.2 Tree planting and careful landscaping will be required as part of site policies.

7.13.4.3 This is addressed in Policies NP2 and NP3.

7.14 Employment

7.14.1 The Neighbourhood Plan does not designate any additional employment land in Newport Pagnell apart from mixed residential/employment use for the Aston Martin site which may not materialise, given the town's close proximity to existing employment sites within the new city area, which have sufficient capacity to provide 1.5 new jobs per dwelling. The Plan did allocate the derelict employment land constituting the North Crawley Road Industrial site for housing, as this formed part of the Strategic Reserve Site for housing in the Milton Keynes Local Plan 2005 and 73 new homes have already been built

here. Some employment will be gained from the provision of a pre-and primary school and a local shopping area and from a proposed new Aston Martin Museum and Education Centre. Given the loss over time of such sites as the former Aston Martin works and the site on North Crawley Road it is important that the main employment areas are protected and where possible enhanced. Therefore, the Neighbourhood Plan seeks to ensure the main employment area at Interchange Park is maintained to provide local employment opportunities.

7.14.2 The Neighbourhood Plan does not amend the Primary Shopping Area designated by Milton Keynes Council Local Plan.

7.15 Environmental issues

7.15.1 Issues raised during the site analysis and Sustainability Appraisal were:

- Flooding on the Tickford Fields Farm Sites.
- The noise level from the A509
- The need to either screen the Waste Recycling Centre from both the North Crawley Road site and the Tickford Fields Farm Strategic Reserve, or to relocate the Recycling site away from homes on the Tickford Fields Farm East site.

7.15.2 This is addressed in policy NP2.

7.15.3 A further environmental issue was:

- The direct relationship between central school provision and schools traffic. The Development Brief covers the need for a drop-off facility. The need to provide a new pre- and primary school early in the build also has an environmental aspect, in that the ability to walk to school from the developed area will minimize transport by car to the nearest other school.

7.15.4 This is addressed in policy NP2.

7.16 The impact of the Neighbourhood Plan Strategy on housing provision elsewhere in Milton Keynes

7.16.1 Because the Neighbourhood Plan proposed more housing than is required under the previous Core Strategy it was appropriate to consider the implications of this on housing provision elsewhere in the borough, particularly on the implementation of the Core Strategy. Since then Plan:MK has replaced the Core Strategy. It incorporates an allocation for 1,425 new homes before 2031 on the site known as MKEast, just south of Newport Pagnell. However, MKC has since been successful in gaining a government Housing Infrastructure grant to allow up to 5000 new homes commencing before 2024.

There are three key settlements in the rural area of which Newport Pagnell is the largest with a population of over 15,000 against Olney with a population of around 6,000 and Woburn Sands with a population of around 3,000. Newport Pagnell is by far the largest and closest of these settlements to Milton Keynes. Woburn Sands had already had extensive new development and their Neighbourhood Plan, which has already been made, does not propose new housing. Olney has developed their Neighbourhood Plan showing a net increase of 410 new homes. Olney has its own special character as a rural market town, making it an attractive place to live within the deeper rural area. Travel time between

Olney and Newport Pagnell at peak times is at least 20 minutes. Developers will see the two housing markets as distinctly different. It is thus likely that the Newport Pagnell Neighbourhood Plan will have little impact on housing development in the rest of the rural area, and that it will be developed before the MK East Development. Therefore it is not considered necessary at this time to increase the housing offer in Newport Pagnell, since it has already exceeded the early requirements of the Core Strategy and meets the requirements of Plan:MK.

7.16.2 The over-provision of housing in Newport Pagnell in relation to the earlier Core Strategy requirement will have no significant impact on the scope of development planned elsewhere in the borough. Plan:MK accommodates all the new housing in the original Neighbourhood Plan and in these modifications to the plan.

7.17 The impact of the Neighbourhood Plan Strategy on Newport Pagnell as a whole

7.17.1 As the primary development sites are situated some distance from the Town Centre, to ensure that new residents use the Town Centre facilities and that the Town Centre can cope with the extra pressure placed on it, there is a requirement for these sites to contribute to Town Centre parking, sustainable transport routes into the centre, way-finder directional signage, historical signage and maps of the town. This will avoid the development becoming a dormitory development, tacked onto the side of the town, but not integrated with the town.

7.17.2 The residents of the new development will impact on the Town Centre, its facilities and on existing open spaces. To avoid isolation from the rest of Newport Pagnell and to ensure a cohesive community, it is important that new residents regard the greater area of Newport Pagnell as their home. Policies NP2, NP3, NP7 and NP8 define how these development sites will contribute towards improving Newport Pagnell's Town Centre and open spaces, which are areas that will be used by new residents. This includes providing for additional seating, notice boards, historical signage and way-finder signage.

7.17.3 Milton Keynes Council's Supplementary Planning Documents and Guidance on development contributions only make a requirement for public art, so an additional contribution will be required for this infrastructure. This additional contribution is required to mitigate the impact of the development as users of the Town Centre increase, and will also meet the three tests set out in paragraph 204 of the National Planning Policy Framework.

7.17.4 This is addressed in Policies NP2, NP3 and NP7.

8. What will ensure the Plan is delivered? THE POLICIES OF THE NEIGHBOURHOOD PLAN

8.1 A number of Policy Statements are required to ensure that the Plan is delivered, as these will be considered against every planning application that comes forward. The following policies form the basis of the Neighbourhood Plan:

8.2 Policy NP1: Settlement Boundary and New Housing

8.2.1 **Objectives of this Policy:** Provision of new housing to meet Core Strategy and Plan:MK targets, together with the necessary infrastructure. Housing sited in the most suitable locations. Housing that improves movement into and around the town. Ensuring quality green space is retained in the town. Housing on the North Crawley Estate (part of the Tickford Fields Farm collective site) has already been built as have the homes at the Mustard Factory Site both of which are included in the numbers below.

Policy NP1: Settlement Boundary and New Housing.

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 :

- **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**

B. Any application for new housing development outside the defined revised settlement boundary as shown in the Modified Policies Map will not be supported, unless it meets the requirements of the Milton Keynes development plan for managing development in the open countryside.

8.2.2 **Delivery:** The North Crawley Road Industrial site, which is part of the Tickford Fields Farm site and the Mustard Factory site have been delivered. The rest of the Tickford Fields Farm site has outline planning application pending determination. The build of properties on the Aston Martin site is nearing completion

although the Local Heritage Assets on site, now referred to in NP4, have yet to be addressed. There is as yet no application for the Police Station Site. Any development proposals will need to accord with the site-specific requirements set out in each policy.

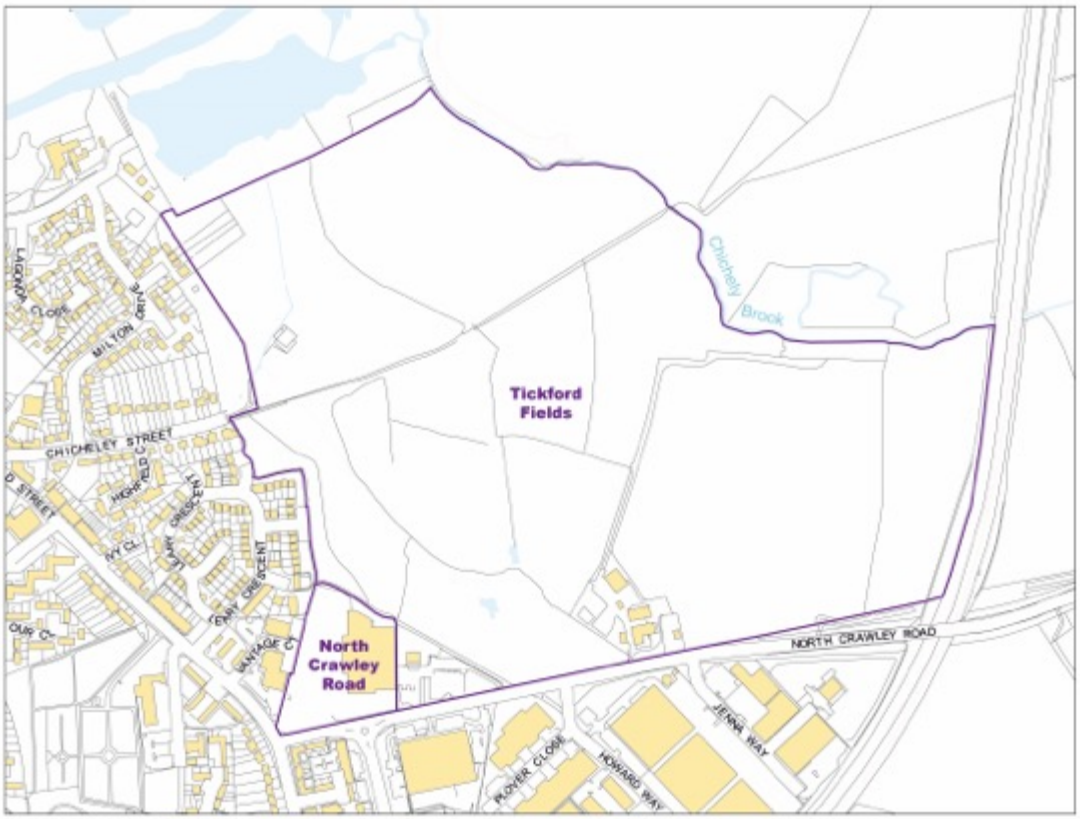


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Figure 4 Map showing the land forming the Tickford Fields Development.

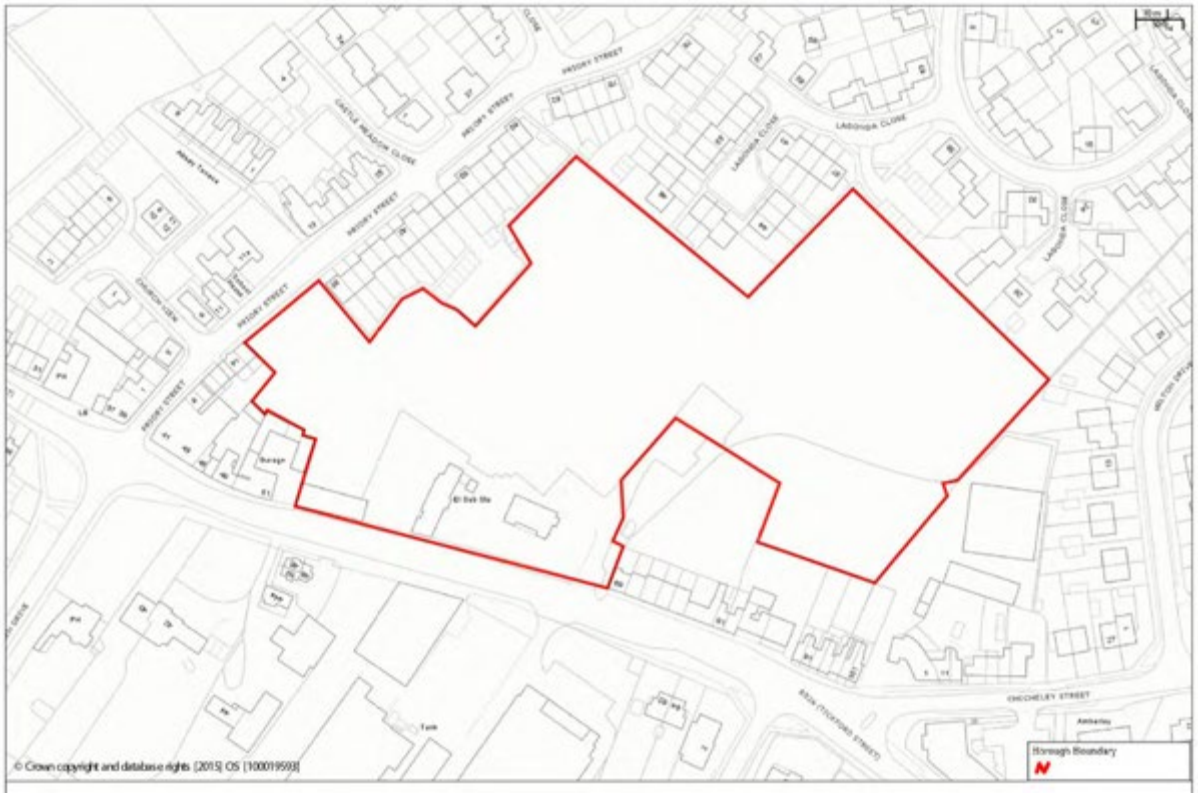


Figure 5 – Map showing the Former Aston Martin Works site

Figure 6. Map showing the remaining small development site in the Town Centre.

8.3 Policy NP2: Tickford Fields Development Site Specific Policy

8.3.1 **Objectives of this Policy:** Provision of new housing to meet Core Strategy targets, together with the necessary infrastructure, housing sited in the most suitable location and developed in a sustainable manner, mix of housing, affordable housing, housing to meet resident's needs, provision of health/wellbeing facilities, adequate provision of school places, improving movement into and around the town, promoting cycling, walking and ease of access for the disabled, encouraging development that strengthens sport, recreation, play and culture, and ensuring development enhances the town and maintains the heritage aspects of the town. Housing on the North Crawley Road site has already been built, and these numbers were included in the original policy.

Policy NP2: Tickford Fields Development Site Specific Policy

The Tickford Fields Farm site should be developed for a residential led extension to the town, with a capacity of around 930 homes. The following apply:

(a) The three sites comprising the Tickford Fields development 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.

(b) The development 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.

(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.

(d) Any planning application 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.

(e) Vehicular access should be taken solely from North Crawley Road through a minimum of two junctions one of which should be through the North Crawley Road Industrial Land. No access other than for pedestrians, cyclists or essential emergency vehicles will be supported from Chicheley Street.

(f) The main development distributer roads should be designed to accommodate a bus route, with shelters and level bus access, and all dwellings shall be located within 400 metres of a bus stop. A financial contribution should be provided to secure a satisfactory bus service for a minimum of 5 years in accordance with the adopted Plan:MK.

(g) Cycle routes (redways) 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.

(h) The development 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 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 should provide a financial contribution to off-site secondary and post-16 education facilities

(i) The development 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 should be in line with Milton Keynes Council adopted parking standards.

(j) The development 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 should be provided.

(k) The development 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 Neighbourhood Play Area should preferably be located adjacent to the school towards the eastern side of the site.

(l) Development proposals should minimise the loss of existing trees and hedgerows, with additional planting and other measures ensuring a net gain in biodiversity.

(m) A financial contribution over and above the Milton Keynes Supplementary Planning Guidance 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.

(n) The development should adequately screen or relocate the waste recycling facility.

(o) The development 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) Any application 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.

8.3.2 Delivery

8.3.2.1 The key principles and requirements set out above are amplified in the Development Brief attached to the Neighbourhood Plan as Appendix 2. Part of this site has already been developed. The Town Council and Steering Group has worked with the landowners of the rest of the site to ensure that the requirements of the policy are adhered to in any planning application. Any application shall be informed by an Archaeological Assessment, possibly including evaluation, prepared according to a written scheme of investigation agreed with the Council. The design and construction method of new development will be required to preserve nationally important remains in-situ. Where it is agreed that archaeological remains might be removed as part of development this will need to be in accordance with a programme of archaeological works agreed with the Council and designed to advance understanding of the significance of the archaeological assets to be lost.

8.3.2.2 Financial contributions will normally be secured through a S106 Agreement.

8.3.2.3 The Town Council has maintained a dialogue with NHS Commissioning body (CCG) for the Health/Wellbeing facility with the preference being for the GP Surgery. The CCG has advised that there is no requirement in Newport Pagnell for additional Medical Centre or GP Surgery space, and that existing space will adequately cover the new development. Therefore agreement has been reached in the head of terms for the s106 agreement that forward-funding will be provided for one year for 3 new medical staff including 1 GP and 1 registered nurse at an existing medical site, and a community centre offering health and wellbeing provision will be provided on the site.

8.3.2.4 The Town Council will maintain a dialogue with various service providers with respect to bus services, education services, play areas and open space provision, highways department, waste recycling provision, cycle route provision or any other relevant body.

8.3.2.5 The Neighbourhood Plan does not limit the rate of housing development over the duration of the Plan or beyond the end date of the Plan. Therefore, the developer's build schedule will dictate its own development phasing based around the annual capacity to build and sell homes. This is likely to be around 100 new homes per year.

8.3.2.6 The Town Council will seek a housing mix strategy and a landscape strategy.

8.3.2.7 Given the scope of the playing field development required at £2.5M, a significant financial contribution of £2M will be sought from this site for the provision and improvement of off-site playing fields and associated facilities. Should playing field land not be available adjacent to Willen Road Sports Ground such provision should be made on the Tickford Fields Development.

8.3.2.8 The increase of new homes, 930 still to be provided on this site, will result in over 2400 new residents using the town centre and open spaces. This will place demands on parking, cycling and pedestrian routes into the town, ability to navigate the town, seating, leisure and open space facilities. A key deliverability requirement is the upgrading of existing provision to meet this demand. It will be crucial to integrate the new community into the town, rather than allowing it to become a dormitory development, as this development has the capacity to do, being both large and containing its own facilities.

8.3.3 Alternatives Considered

8.3.3.1 The decision to develop the whole site was considered against development of just the Strategic Reserve site.

8.3.3.2 Figure 7 below shows the indicative development principles of the Tickford Fields Development.

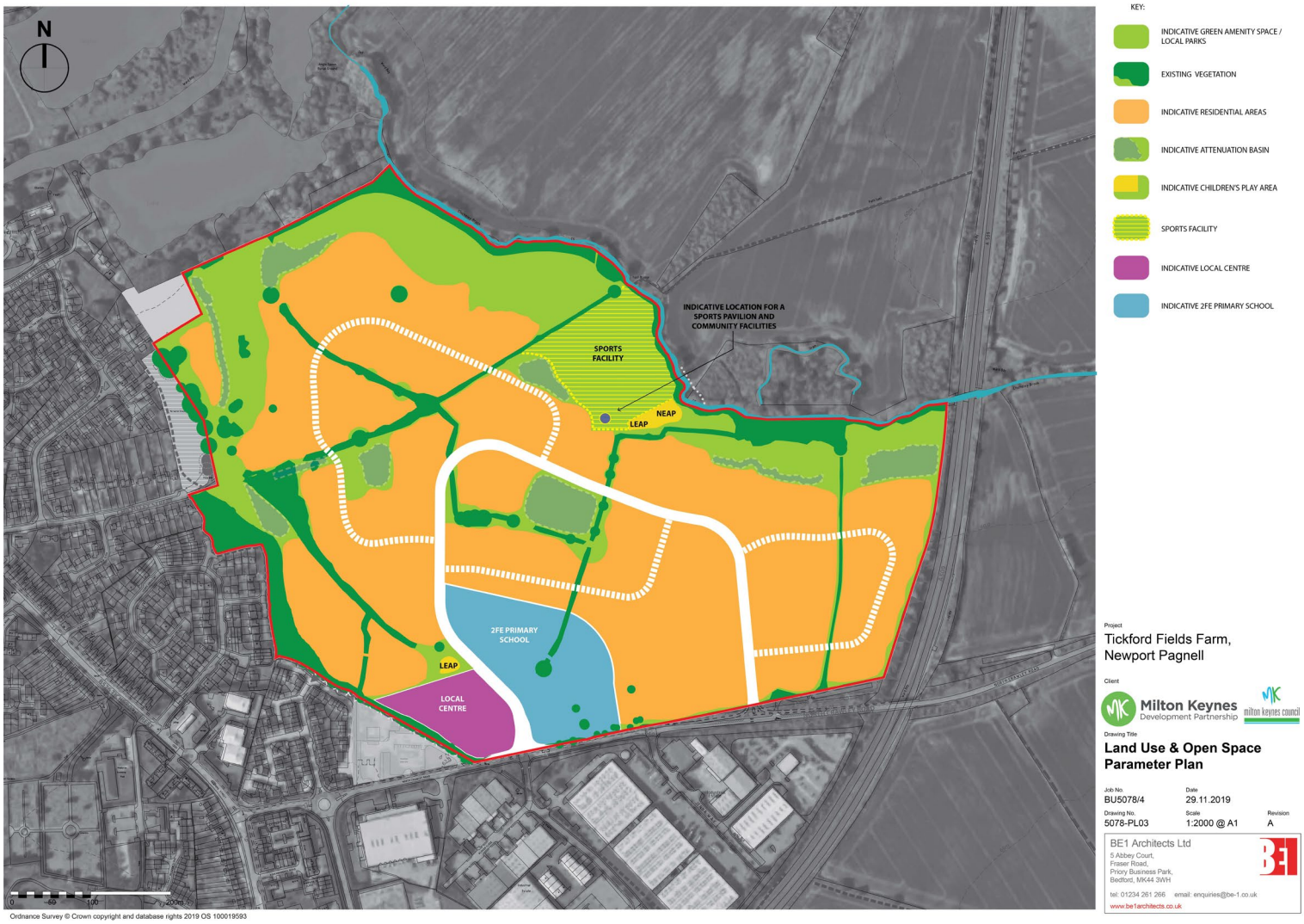


Figure 7: Indicative Development principles of Tickford Field Development.

8.4 Policy NP3: Former Aston Martin Works Site Specific Policy

8.4.1 Objectives of this Policy: Ensuring that the Local Heritage Assets are retained and improved on site.

8.4.2 Background: In January 2015 Tesco announced that it would not be developing a retail store and that this site will be sold. However before this decision, Tesco had obtained full planning permission for a retail store, and had made an initial start on development in order to keep the planning permission alive indefinitely. Prior to Tesco's intervention, the site had been proposed for a mix of housing and employment uses and a constraints brief had been prepared to assist its redevelopment. The employment element was intended to replace the jobs lost at Aston Martin. Redrow Homes has since purchased the site, and all but completed development of new homes on it with the exception of the three Local Heritage Assets on the site. These could be used for employment or if this is not possible for further housing on site. The three retained Local Heritage Assets are an important legacy of the former use of the site. The following policy sets out the principles of development of the Local Heritage Assets.

Policy NP3: Former Aston Martin Works Site Specific Policy

The three Local Heritage Assets on the site identified in Policy NP4 should be retained and made ready for occupation prior to the occupation of 50% of any housing permitted on site. 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 supported.

8.4.3 Delivery

8.4.3.1 The Town Council and Steering Group has worked with the landowners and developers to ensure that the requirements of the policy are adhered to in any planning application. However, the developer has not as yet met the terms of the s106 agreement on the three Local Heritage Assets on site.

8.4.3.2 Financial contributions were secured through a S106 Agreement, but the obligations therein on the Local Heritage Assets have not been addressed. Restoration of the Local Heritage Assets, which are within the conservation area of Newport Pagnell, should have been carried out prior to completion of 50% of the homes on site to prevent further deterioration.

8.4.3.4 Figure 8 shows the development principles of the Former Aston Martin Site. Listed buildings surrounding the site are shown with blue dots.

Figure 8. Development principles of the Former Aston Martin Works site.

8.5 Policy NP4: Design Guidance

8.5.1 Objectives of this Policy: Design standards are improved and our local heritage is protected and celebrated.

8.5.2 Background

8.5.2.1 The town has a wealth of heritage assets – the Conservation Area, Listed Buildings and other buildings and structures of local heritage interest – and has a variety of residential areas with different characteristics. The new Newport Pagnell Design Study, prepared especially for this Plan modification, has described how these buildings, structures and areas combine to create the distinctive character of the whole of the town, not just its special town centre. The policy comprises elements covering general design guidance, the Conservation Area, residential character areas, local heritage assets and encourages a new museum to celebrate the town's heritage.

8.5.2.2 Specifically, its clauses A and C encourage high design standards across the town, in line with the expectations of §124 - §127 of NPPF and with the requirements of Plan:MK's policies D1 – D3 on design. The approach allows for flexibility in design responses within the key parameters identified in the new Design Study, which was not available at the time of the Made Plan. Clause A also reflects §70 of NPPF and the evidence of the Design Study, in respect of showing that there is no precedent for plot subdivision to develop private gardens in the town. Instead, the town is characterised by houses of a wide variety of types all fronting on to main or side roads in plots of regular widths, laid out in regular layouts and building lines, no matter what the period of the development.

8.5.2.3 Clauses B, D and E relate to the town's heritage assets and promoting its local history to enable the delivery of Plan:MK's Policy HE1 on heritage and development. The Study sets out, alongside the Conservation Area Review, the significance of the Conservation Area to guide how proposals can sustain and enhance its special character and interest as per the aim of §185 of NPPF. Both also identify local heritage assets, using the Historic England method, to engage the provisions of §197 of NPPF.

8.5.3 **Delivery:** The policy will be delivered by applicants referring to the Design Study and the Conservation Area Review document of 2010.

Policy NP4: Design Guidance

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. 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.

B. Proposals located in the Newport Pagnell Conservation Area or its setting 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.

C. Proposals located elsewhere in the town 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.

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, 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:

- 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
- The cemetery near to St Peter and St Paul's church

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 on land within or adjoining the Newport Pagnell development boundary that is suited to this purpose.

8.6 Policy NP5: Affordable housing and tenure

8.6.1 Objectives of this Policy: Provision of mix of housing, affordable housing, and housing to meet resident's needs.

8.6.2 Background: Following housing surveys undertaken it was demonstrated that shared ownership is an important contribution to the housing provision in Newport Pagnell, and that the provision of shared ownership was inadequate. Milton Keynes Council agreed that, because of the overprovision of housing on the Tickford Fields Farm site, and in the Neighbourhood Plan in general in relation to the Core Strategy at that time, the overall numbers of affordable housing had been increased, and that the provision on the Tickford Fields Farm site of shared ownership should be 10% of all housing. The provision for affordable housing by Milton Keynes Council was 30% at the time of the made Neighbourhood Plan, but Plan:MK Policy HN2 has now increased the proportion to 31% on housing schemes of 11 homes or more, including both social housing and shared ownership.

Policy NP5 – Affordable Housing and Tenure

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, 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:

(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.

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.

B. On the Tickford Fields Development site 10% of housing will be for shared ownership. All other housing development proposals should meet the affordable housing requirements of the Milton Keynes Development Plan with respect to shared ownership.

8.6.3 Delivery

8.6.3.1 This tenure split has been agreed with the housing team at Milton Keynes Council. The Town Council will monitor homes allocated to Newport Pagnell residents by the housing association.

8.6.3.2 Where issues of viability on social housing provision arise, developers will be expected to provide an open book appraisal of their scheme.

8.7 Policy NP6: Cycle and Pedestrian routes.

8.7.1 Objectives of this Policy: Improve movement into and across the town, specifically promoting cycling, walking and ease of access for the disabled.

8.7.2 Background: The Newport Pagnell Town Council has developed a Sustainable Transport Plan to promote the provision of a comprehensive network of shared cycle and pedestrian routes within the town, which links to the Milton Keynes redway network. The Neighbourhood Plan will not be able to deliver the entire Sustainable Transport Plan, although it will contribute to this. Although the modified policy wording has only minor modifications, the Policies Map shows an updated network of routes extending into other parts of the town than the original. The goal of extending the network and better connecting it to schools, sports and improved cycle track facilities is very much in accordance with the encouragement of §91 of NPPF in promoting healthy and safe communities. There is also the intention to create a local cycle track facility on the Hornbeam site. The modified route network continues to align well with the overall sustainable travel goals of Plan:MK Policy CT1 as well as the specifics for promoting walking and cycling in line with Policy CT3. The policy and extended network may enable the town to make a major contribution to the wider ambitions of Plan:MK in this respect.

Policy NP6: Cycle and Pedestrian Routes

A. Major developments, as defined by national policy, should be planned with integrated cycle and pedestrian routes, 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.

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.

8.7.3 Delivery

8.7.3.1 Outside of the planning process, which will make contributions to the Sustainable Transport Plan through S106 contributions, the Town Council will actively seek other funding opportunities to deal with gaps in the routes. It will also work with schools on upgrading and developing school travel plans and is actively seeking funding to develop a local cycle track facility to encourage learning to cycle, making the transition from using a scooter to get to school to riding a bike, and developing the confidence in cycling ability through the use of gradually advancing ramps to cycling on roads. Hornbeam Park has been identified as a potential site for such a local cycle track facility, being within easy travelling distance of a number of schools in the area.

8.7.3.2 The map of the cycleway network on page 5 of Appendix 3 has been updated by Milton Keynes Council.

8.8 Policy NP7: Developer Contribution Policy

8.8.1 **Objectives of this Policy:** Adequate provision of school places, promotion of cycling, walking and ease of access for the disabled, ensuring quality green space exits in the town, encouraging development that strengthens sports, recreation, play and culture, and ensuring the development enhances the town.

8.8.2 **Background:** Financial contribution on the major sites are dealt with within the site-specific policies. This policy deals with smaller and windfall sites. On smaller sites financial contributions should give priority to the infrastructure requirements as set out in the policy below:

Policy NP7: Developer Contribution Policy

A) Major housing developments 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.

B) Smaller housing developments 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 10 homes as part of a larger site, should also contribute to the range of planning obligations.

C) The following are local priorities for using contributions:

- 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.

8.8.3 **Delivery:** Delivery is though S106 planning obligations on every planning application for a major housing development scheme. Milton Keynes Council has adopted a Supplementary Planning Document, which sets out the requirements of Plan:MK Policy INF1 in respect of infrastructure. The Neighbourhood Plan is consistent with this, apart from requiring an increased contribution to playing fields based on the land value where such provision is not provided on the major development on Tickford Fields Farm site and a contribution to town centre enhancements. Given the scale of the proposed new development, it is crucial that new residents integrate into the town, and are able to both find and use its facilities. Where there are issues relating to viability the infrastructure requirements set out in this policy will take priority over other developer contributions.

8.9 Policy NP8: Linear Park including Leisure

8.9.1 Objectives of this Policy: Encouraging development that strengthens sport, recreation, play and culture, and that improves movement into and around the town.

Policy NP8: LINEAR PARK INCLUDING LEISURE

The land to the East of Willen Road, as shown on the Policies Map, is designated as an extension to the linear park for recreational use, public access and nature conservation, to complete the link between Riverside Meadow and the proposed Ouzel Valley Park extension. Development proposals for enhanced recreation and sporting facilities within this area will be supported, subject to them not prejudicing the primary function of the linear park for outdoor and indoor recreation and leisure, landscape and nature conservation, and flood control.

8.9.2 Delivery

8.9.2.1 Plan:MK defines a Linear Park as "a park in an urban or suburban setting that is substantially longer than it is wide. Milton Keynes, makes extensive use of linear parks, with nine different examples that include the flood plains of the Great Ouse and of its tributaries (the Ouzel and some brooks). Its Policy DS6 outlines the existing Linear Parks within the Borough and sets criteria through which appropriate development should protect and enhance these areas. Alongside Policy NE4 'GREEN INFRASTRUCTURE' the policy looks to expand the Linear Parks system as part of any strategic growth.

8.9.2.2 Policy NP8 proposes to extend the existing Linear Park that runs along the north bank of the River Ouzel from the town centre to Downs Field to complete an important, multi-functional green infrastructure link from Riverside Meadow to Ouzel Valley Park. The Local Investment Plan at Milton Keynes Council includes this project.

8.9.2.3 The area designated as linear park is shown on the Proposals Map.

9. Who will ensure the Plan is followed? MONITORING AND REVIEW OF THE PLAN

9.1 The Newport Pagnell Town Council and Steering Group will continue to ensure the Plan is followed, and regularly reviewed. The Group has met at least 8 times a year since 2016, to ensure that the Plan is meticulously followed.

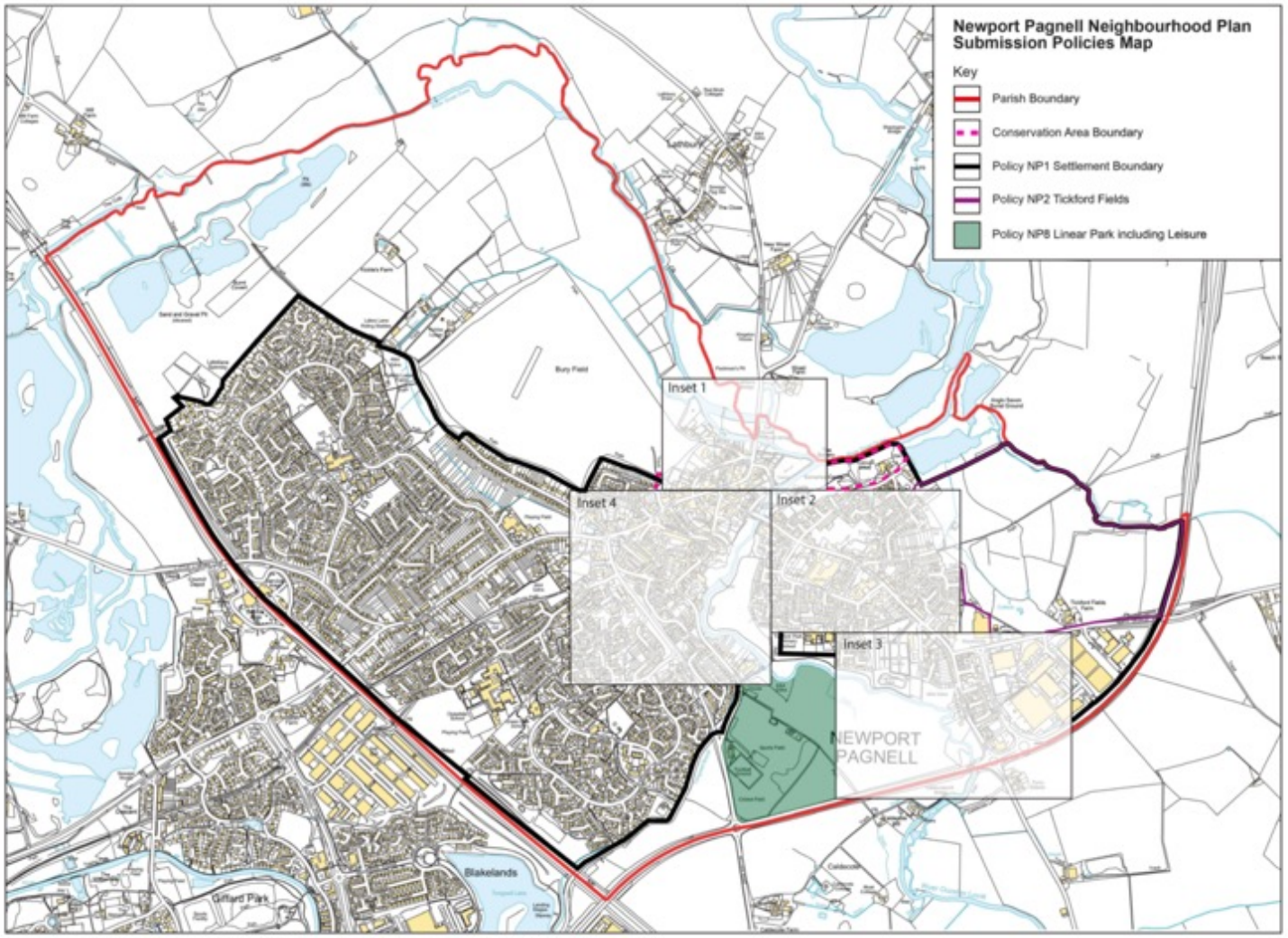
9.2 Review Periods. To ensure that the Neighbourhood Plan is actively managed between its adoption and the end date of 2031, and to take into account possible changes in national or local planning policies, the following review periods are built into the Plan.

9.2.1 At the end of each financial year, a detailed report has been and will continue to be presented which monitors progress of the Plan in the previous year, and details the likely implementations and impact of the Plan for the forthcoming year. This document will be built into the Annual Report, available on the website and in hard copy to residents.

9.2.2 The original Neighbourhood Plan set out that in 2020 and again in 2025 there will be a thorough five-year review of the progress by the Steering Group. The modifications to this plan are part of that 5-year review in 2020. The purpose of these reviews will be to guide the Town Council in its stewardship of the Plan, to monitor both development and infrastructure as outlined in the Plan, and to consider the need for proposing a review of, or amendment of the Neighbourhood Plan to Milton Keynes Council.

9.2.3 In 2029 the Town Council will recruit a new Steering Group including members of the community, to decide on the need for a subsequent Neighbourhood Plan, and if so desired, to overview the development of the subsequent Plan.

The Modified Polices Map and Insets



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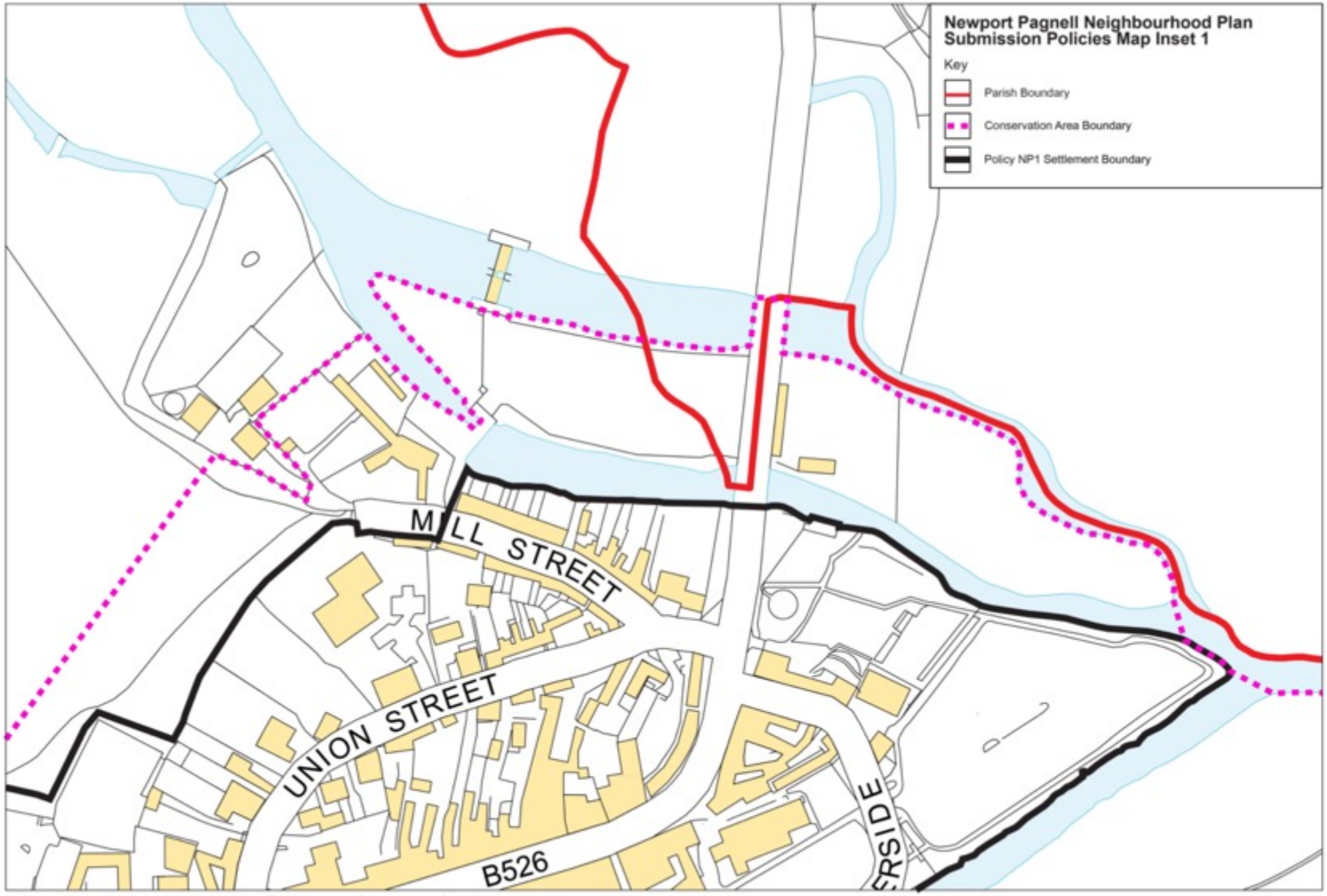

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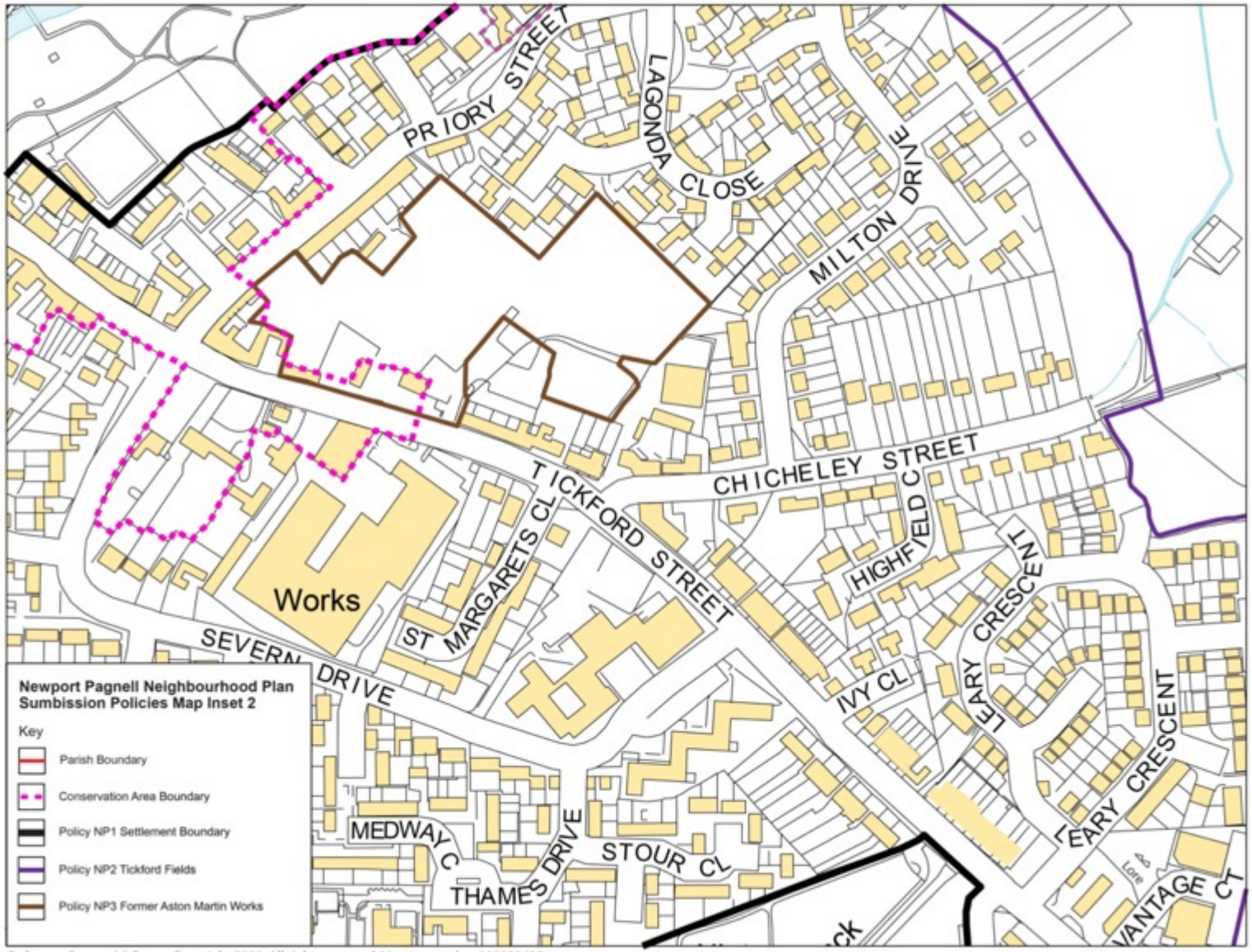

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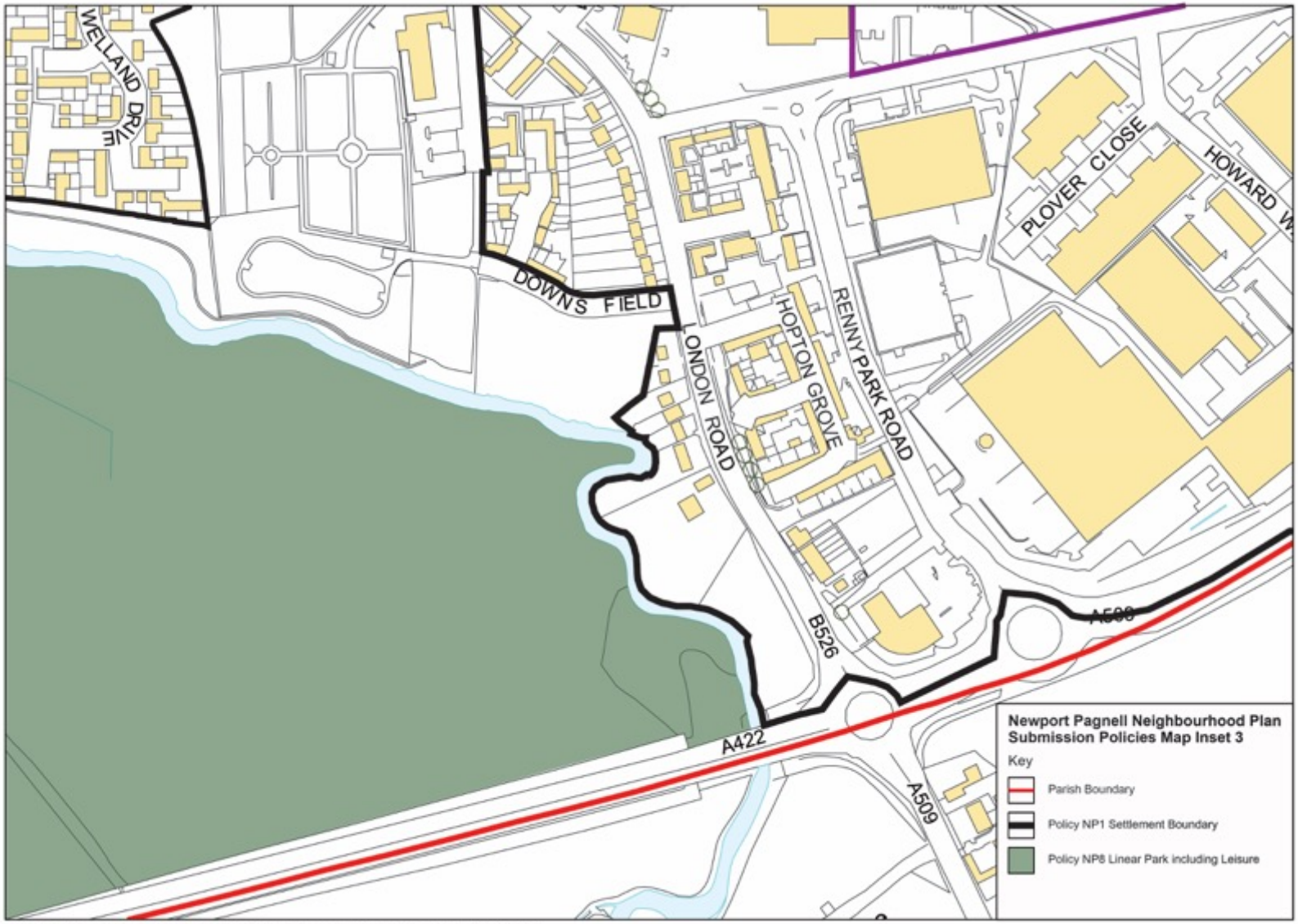

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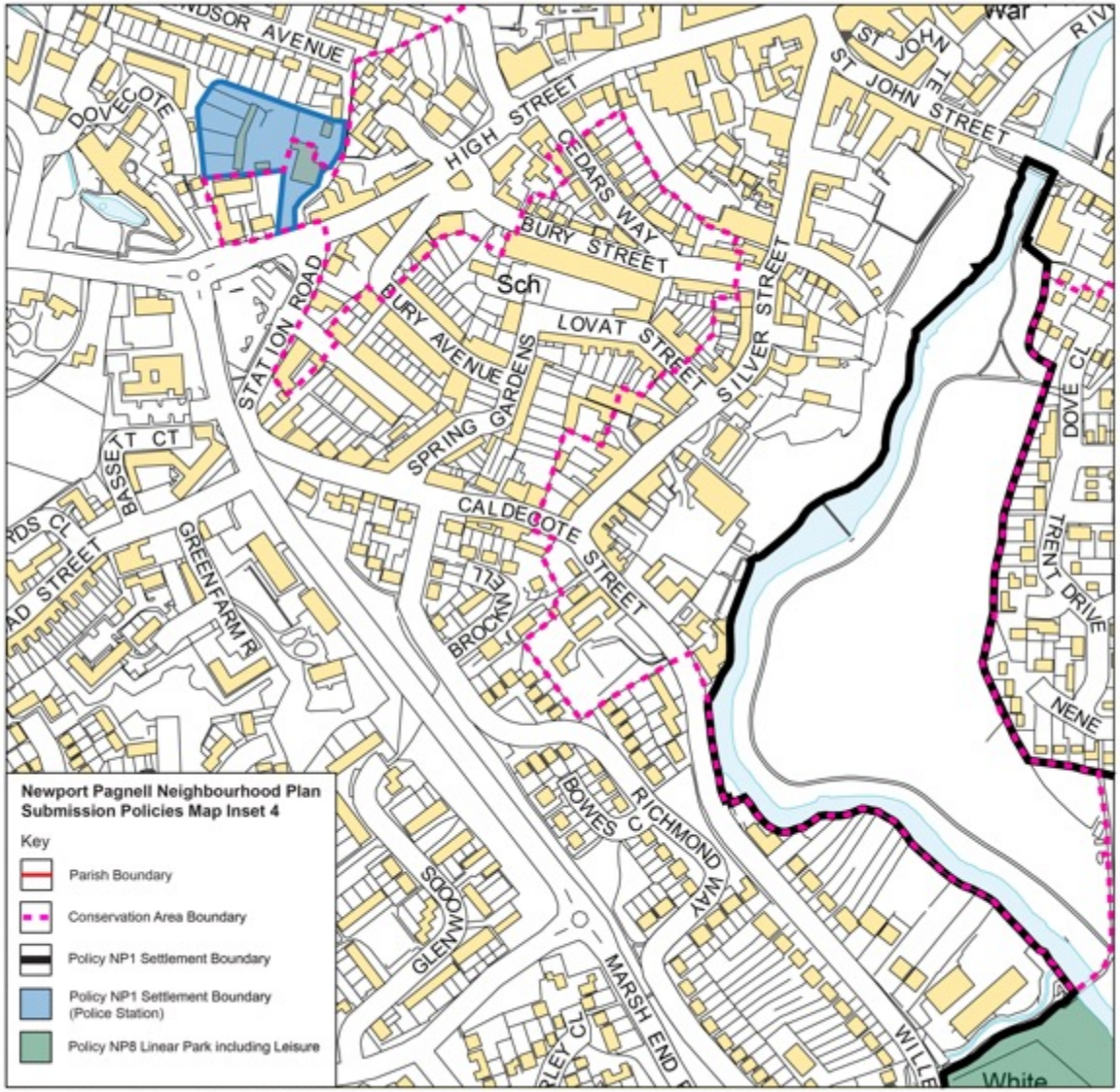

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APPENDIX 1 SCHOOLS PROVISION

CURRENT EARLY EDUCATION PROVISION

Provider Type	Private / Pre-School	School Nursery Class	Day Nursery	Childminder
Age range	2-4	3-4	0-4	0-4
Number of providers	4	1	2	40
Registered places	132	78	57	*Variable*
% Occupancy (Jan 2014)	96%	83%	89%	*Not recorded*

FUTURE EARLY EDUCATION SCHOOL PROVISION

New build contribution

Milton Keynes Council project an average pupil yield of 5.8 children per year group, for every 100 homes built.

600 new homes would be projected to yield and an average of 35 additional pupils per year group for pre-school or school nursery class. Financial contributions would be sought from developers to ensure sufficient free early education places are available.

1,200 new homes would be projected to yield and an average of 70 additional pupils per year group. A new site within the development area, and financial contributions from developers would be sought to ensure sufficient free early education places are available.

CURRENT PRIMARY SCHOOL PROVISION

	Cedars Primary School	Green Park School	Portfields School	Tickford Park School
Age range	4 to 11	4 to 11	4 to 11	4 to 11

Published Admissions Number per year group (PAN)	45	45	100	50 at 4+ +15 at 7+
Capacity (based on PAN per year group)	315	315	700	410
Total pupil numbers September 2014:	309	303	757	362
Defined Catchment Area	The part of Newport Pagnell bounded on the west by M1 motorway; on north by Wolverton Road (even numbers) to a line drawn through Westbury playing field to include Park Avenue and Lakes Lane; on east by River Lovat and on south by a line drawn along Annesley Road, Broad Street and including Green Farm Road down to Marsh End Road and a line drawn across to the river, also the villages of Astwood, Chicheley, Hardmead and Lathbury.	The Green Park Estate, and the area of Newport Pagnell bounded on north by (but not including) Annesley Road, on west by M1 motorway, on east by Green Park Estate and in the south by the A422	The area north of and including Wolverton Road (odd numbers) and Miles Close, east of M1 motorway, west of Westbury playing fields	Newport Pagnell east of River Ouzel/Lovat, bounded on the west by Marsh End Road. The villages of Moulsoe and for pupils transferring at the end of Year 2, North Crawley, Sherington, Stoke Goldington and Gayhurst. For those villages situated near the boundary of the borough of Milton Keynes children are regarded as living in the defined area provided parents pay council tax to MKC
Oversubscription criteria	Special Educational Needs 1. Children in care 2. Catchment with sibling at school 3. In catchment 4. Out of catchment with sibling 5. Out of catchment	Special Educational Needs 1. Children in care 2. Catchment with sibling at school 3. In catchment 4. Out of catchment with sibling 5. Out of catchment	Special Educational Needs 1. Children in care 2. Catchment with sibling at school 3. In catchment 4. Out of catchment with sibling 5. Out of catchment	Special Educational Needs 1. Children in care 2. Catchment with sibling at school 3. Children of staff at school 4. In catchment 5. Out of catchment with sibling 6. Out of catchment

FUTURE PRIMARY SCHOOL PROVISION

New build contribution

Milton Keynes Council project an average pupil yield of 5.8 children per year group, for every 100 homes built.

600 new homes would be projected to yield an average of 35 additional pupils per year group. However, current occupancy of primary schools includes nearly 30% of children from outside of the catchment area. Some new classrooms will be required but there is capacity for this particularly at Tickford Park. Financial contributions would be sought from developers to ensure sufficient places are available.

1,200 new homes would be projected to yield and an average of 70 additional pupils per year group. A new site within the development area, and financial contributions from developers would be sought to ensure sufficient places are available.

CURRENT SECONDARY SCHOOL PROVISION

Ousedale School		**Sixth Form**
Age range	11 to 16	17-19
Published Admissions Number per year group (PAN)	360	200
Total Capacity 11-16yrs (based on PAN)	1,800	400
Total pupil numbers September 2014	1,789	405

Defined Catchment Area	Astwood, Chicheley, Gayhurst, Hardmead, Lathbury, Moulsoe, Newport Pagnell, North Crawley, Sherington and Stoke Goldington, Clifton Reynes, Cold Brayfield, Emberton, Filgrave, Lavendon, Olney, Newton Blossomville, Petsoe, Ravenstone, Tyringham, Warrington and Weston Underwood.	Astwood, Chicheley, Gayhurst, Hardmead, Lathbury, Moulsoe, Newport Pagnell, North Crawley, Sherington and Stoke Goldington, Clifton Reynes, Cold Brayfield, Emberton, Filgrave, Lavendon, Olney, Newton Blossomville, Petsoe, Ravenstone, Tyringham, Warrington and Weston Underwood.
Oversubscription criteria	1. Special Educational Needs 2. Children in care 3. Catchment 4. Sibling attending the school 5. Children of staff at school 6. Attending a feeder school which is in the school's catchment area 7. Out of catchment	
Local (feeder) primary schools	Cedars Primary School, Green Park School, Lavendon School, Olney Middle School, Portfields Combined School, Tickford Park Primary School **The school is situated over two campuses, Olney and Newport Pagnell. Consideration for placement at each campus is prioritised as follows:** **Newport Pagnell Campus**	**Olney Campus**

	priority will be given to children living in Astwood, Chicheley, Gayhurst, Hardmead, Lathbury, Little Linford, Moulsoe, Newport Pagnell, North Crawley, Sherington and Stoke Goldington.	priority will be given to children living in Clifton Reynes, Cold Brayfield, Emberton, Filgrave, Lavendon, Olney, Newton Blossomville, Petsoe, Ravenstone, Tyringham, Warrington, Weston Underwood.
Capacity per year group 11-16yrs (based on PAN)	240	120
Total Capacity 11-16yrs (based on PAN)	1200*	600*
Total pupil numbers September 2014	1,195	594

* Excludes A Level students

Ousedale School Total	2014	2015	2016	2017	2018	2019
PAN	360	360	360	360	360	360
Projected Demand	303	259	290	290	333	312
Balance of Places	57	101	70	70	27	48

Newport Pagnell Campus	2014	2015	2016	2017	2018	2019
Campus capacity	240	240	240	240	240	240
Projected Demand	191	173	191	192	218	183
Balance of Places	49	67	49	48	22	57

Olney Campus	2014	2015	2016	2017	2018	2019
Campus capacity	120	120	120	120	120	120
Projected Demand	112	86	99	98	115	129

Balance of Places	8	34	21	22	5	-9

FUTURE SECONDARY SCHOOL PROVISION

New build contribution

Milton Keynes Council project an average pupil yield of 5.8 children per year group, for every 100 homes built.

Building 600 new homes would not utilise existing spare capacity and therefore would not impact on current school buildings although a change to the catchment area to allocate students from the northern villages to the Olney Campus will be the first method of addressing new build requirements, which will free up space at Newport Pagnell campus for Newport residents.

Building 1200 new homes would require additional capacity for between 13 and 20 students per year group.

There is capacity to acquire additional land to build new classrooms at Olney Campus to take pupils from villages

There is capacity for expansion of Newport Pagnell campus but would need significant replanning.

There is an issue with 6th Form Places, which are currently oversubscribed

1200 new homes would yield an additional 49 students per year group.

APPENDIX 2. DEVELOPMENT BRIEF: TICKFORD FIELDS DEVELOPMENT

1. INTRODUCTION

1.1 The purpose of this brief is to provide planning and design guidance for the comprehensive development of the Tickford Fields Development, which comprises of the Tickford Fields Farm Strategic Reserve Site, as identified in Milton Keynes Local Plan 2005, together with the remainder of the North Crawley Road Industrial Estate and Tickford Fields Farm East, extending up to the A509 within the parish boundary of Newport Pagnell.

1.2 It has been informed by the relevant national and local planning policies and, following formal public consultation, will be incorporated into the Newport Pagnell Neighbourhood Plan, and will be a material consideration in determining planning applications for the site.

1.3 The site lies to the east of Newport Pagnell, to the north of North Crawley Road, and is divided into 2 land ownerships and 3 distinct land uses. Figure 1 shows the position of the site and the separate land parcels within it.

1.4 SITE A was an industrial site containing offices and warehouse buildings. Since the Neighbourhood Plan was made in 2016 this site has been fully developed with new housing.

1.5 SITE B is a household waste site owned by Milton Keynes Council, and has a site area of 0.8 hectares.

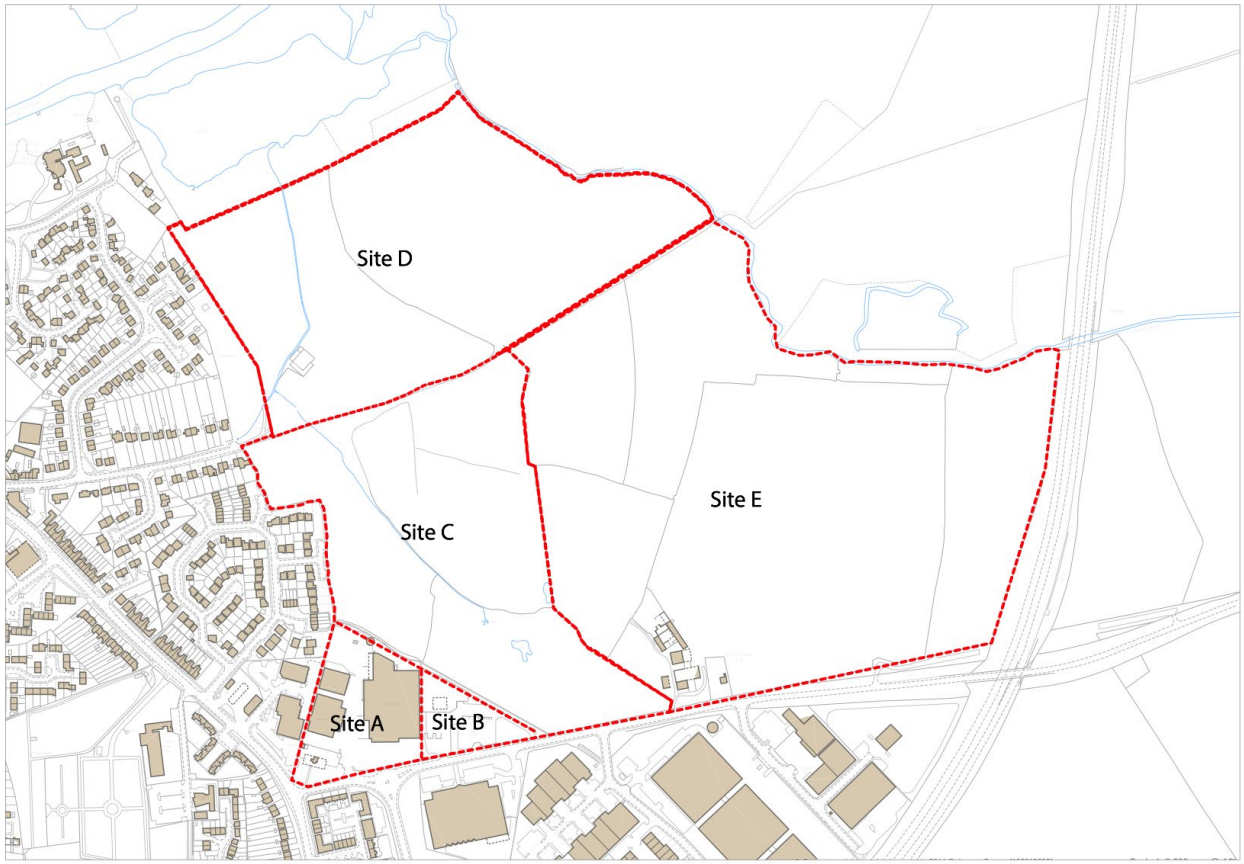
1.6 SITE C is part of the strategic reserve site, and is agricultural land forming part of Tickford Fields Farm, whose buildings and dwelling lie immediately adjoining the eastern side, fronting onto North Crawley Road. This tenanted farm is owned by Milton Keynes Council. It has a site area of 9.8 hectares. Outline planning permission was approved on this site in September 2020.

1.7 SITE D is also part of the strategic reserve site, and is agricultural land, lying to the north of the public footpath running eastward from the end of Chicheley Street. It has a site area of 12.4 hectares and contains a few small outbuildings. It was procured by Milton Keynes Council from private ownership in 2019. Outline planning permission was approved on this site in September 2020.

1.8 SITE E is agricultural land within Tickford Fields Farm, owned by Milton Keynes Council. The land was not identified for development in the old Core Strategy, but has been included in Plan:MK for development after it was included in the Neighbourhood Plan. It lies within open countryside and within an Area of Attractive Landscape. It has a site area of 23ha and was proposed for development in the Newport Pagnell Neighbourhood Plan in 2016. Outline planning permission was approved on this site in September 2020.

1.9 The outline planning permission on sites C, D and E is for 930 new homes.

Figure 1.



This plan subdivides sites by both land use and ownership.

2. PLANNING POLICY

2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was updated in 2019 and sets out Government policy on planning and achieving sustainable development. The following paragraphs of the NPPF are most relevant:

- §8 achieving sustainable development
- §14 supporting neighbourhood plans in decision making
- §18 the role of neighbourhood plans in non-strategic policy making
- §29 encouraging communities to use neighbourhood plan to shape the future of their areas
- §65 setting housing targets for neighbourhood plans
- §81 building strong and competitive local economies
- §85 ensuring the vitality of town centres
- §92 providing social, recreational and cultural facilities
- §97 protecting existing open spaces
- §104 promoting sustainable transport
- §118 making an efficient use of land
- §127 achieving well designed places
- §170 conserving and enhancing the natural environment
- §185 conserving and enhancing the historic environment
- §197 recognising the value of local heritage assets

2.2 Plan: MK adopted in 2018.

2.2.1 The most relevant policies are:

DS2 Housing Strategy
SD1 Place Making Principles for Development
ER14 New Local Centres
HN1 Housing Mix and Density
HN2 Affordable Housing
HN4 Amenity, Accessibility and Adaptability of Homes

CT1 Sustainable Transport Network
CT2 Movement and Access
CT3 Walking and Cycling
CT5 Public Transport
CT6 Low Emission Vehicles
CT9 Digital Communications
CT10 Parking Provision
EH1 Provision of New Schools- Planning Considerations
EH2 Provision of New Schools- Site Size and Location
EH5 Health Facilities
EH6 Delivery of Health Facilities in New Development
EH7 Promoting Healthy Communities
EH8 Hot Food Takeaways
INF1 Delivering Infrastructure
FR1 Managing Flood Risk
FR2 Sustainable Drainage Systems (SUDS) and Integrated Flood Risk Management
FR3 Protecting and Enhancing Watercourses
NE1 Protection of Sites
NE2 Protected Species and Priority Species and Habitats
NE3 Biodiversity and Geological Enhancement
NE4 Green Infrastructure
NE5 Conserving and Enhancing Landscape Character
NE6 Environmental Pollution
HE1 Heritage and Development
L4 Public Open Space Provision in New Estates
D1 Designing a High Quality Place
D2 Creating a Positive Character
D3 Design of Buildings
D4 Innovative Design and Construction
D5 Amenity and Street Scene
CC1 Public Art
CC2 Location of Community Facilities
CC4 New Community Facilities

SC1 Sustainable Construction
SC2 Community Energy Networks and Large Scale Renewable Energy Scheme

2.3 Supplementary Planning Documents:

The following Milton Keynes Council documents should be considered when preparing development proposals for the site:

- New Residential Development Design Guide (April 2012)
- Affordable Housing SPD (January 2020)
- Planning Obligations for Education Facilities SPG (November 2004)
- Planning Obligations SPG for Leisure, Recreation and Sports Facilities (January 2005)
- Social Infrastructure Planning Obligations SPD (September 2005)
- Parking Standards SPD (January 2016)
- Milton Keynes Drainage Strategy- Development and Flood Risk SPG (May 2004)

3. SITE ANALYSIS AND SURROUNDING AREA

3.1 Surrounding Area

- To the west of the site lies the town of Newport Pagnell, the majority of which consists of two storey residential development of differing ages and designs. To the north of Chicheley Street, the houses are buffered by the recreation ground and the extended rear gardens of Keynes Close houses. To the south of Chicheley Street the houses are screened by dense tree and shrub planting. A public footpath No 54 runs down the edge of the housing and along the rear boundary of the industrial site A, and household waste site B, to meet North Crawley Road.
- Along the southern boundary runs the North Crawley Road, beyond which lies the modern industrial area of Interchange Park.
- To the east of the site lies the A509 set within a cutting, and to the north east Chicheley Brook forms the boundary with open agricultural land, which lies outside of the parish boundary of Newport Pagnell.
- The site and surrounding countryside are currently designated as Open Countryside and lie within an Area of Attractive Landscape.

3.2 The site

- The Strategic Reserve Site identified for development after 2011 in Milton Keynes Local Plan 2005 consists of 4 different areas, as described in the Introduction. Site B, the Household Waste site, is a valued local facility which should be retained, either insitu or relocated to another part of the Tickford Fields Development. The consultation on options and issues with residents during phase 1 of the Neighbourhood Plan, indicated extreme resistance to losing this facility from the town.

- The current Strategic Reserve Site extends eastwards as far as the farm buildings of Tickford Fields Farm. Beyond them lies Site E, a further 23 hectares of Grade 3 & 4 farm land which extends up to the A509 in the east, and Chicheley Brook to the north, both of which form part of the parish boundary of Newport Pagnell. By taking a comprehensive view on the development of sites A, C, D and site E, rather than treating these sites in isolation, the implications for a more sustainable community with appropriate infrastructure becomes clearer. Such a collective approach allows for consideration of schooling needs, local centres, play areas, and open space with the commensurate development contributions towards these facilities.
- Sites C, D & E consist mainly of farm land, although a small area in the north east corner has been incorporated into the gardens of Keynes Close houses. The land is gently undulating with hedgerows along field boundaries and occasional trees within the hedgerows and along Chicheley Brook, but with larger groups of trees in certain locations. A small watercourse runs approximately south to north through sites C & D towards the River Great Ouse, with small ponds occurring in some of the fields. A public footpath runs eastwards from the end of Chicheley Street. These existing features are shown on Figure 2
- To the north of Site D lies a lake formed by gravel extraction, surrounded by mature trees which form a strong visual boundary. Trees and shrubs along Chicheley Brook form a partial screen to the agricultural land beyond.
- Part of Sites C, D & E lie within Flood Zones 3 & 2, where development should be avoided. A Flood Risk Assessment will be required before any development is proposed on these sites. The flood risk areas are shown on Figure 3, together surface water flooding and existing footpaths.

Figure 2

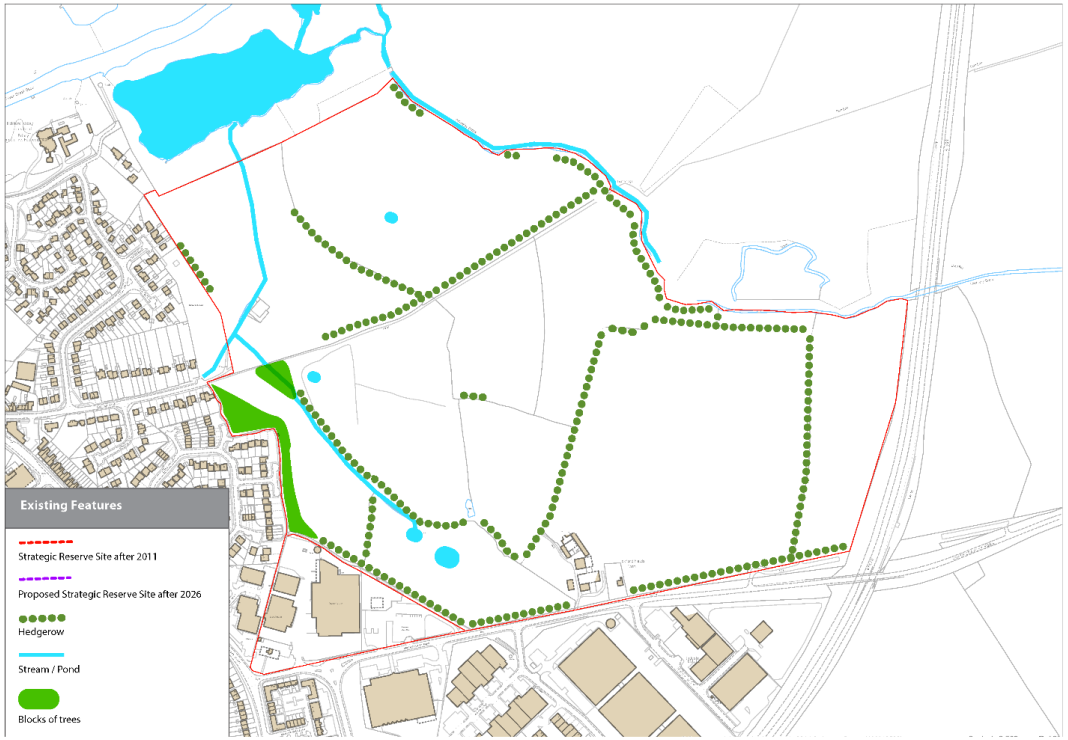
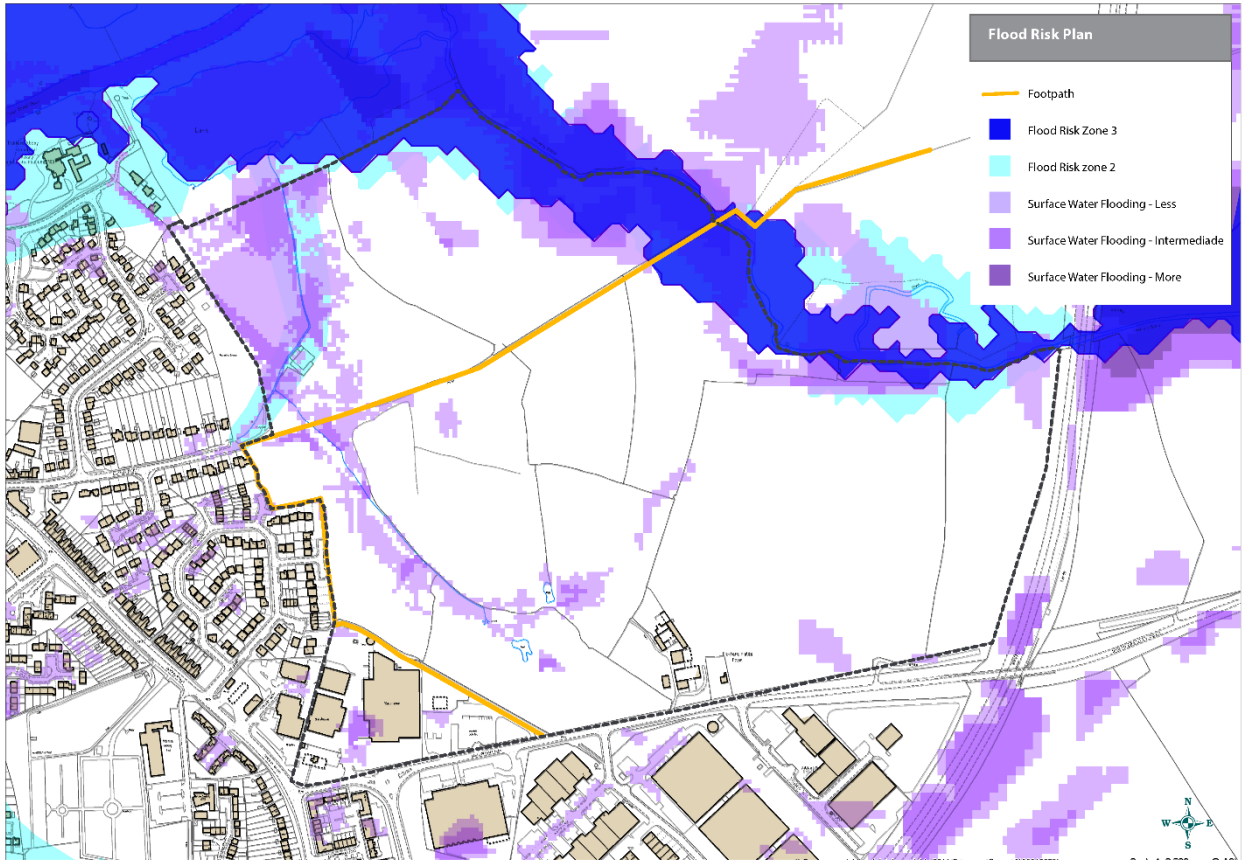


Figure 3



4. KEY PLANNING AND DESIGN PRINCIPLES

4.1 The Strategic Reserve Site was identified in the Milton Keynes Local Plan 2005 as the most appropriate area for housing development in Newport Pagnell after 2011.

4.2 Following a public consultation on potential housing development sites around Newport Pagnell, it was agreed that Site E, Tickford Fields Farm East, should be included as a site for housing development in the Newport Pagnell Neighbourhood Plan so that community facilities and infrastructure for the comprehensive development could be planned accordingly.

4.3 Apart from establishing that the maximum number of homes that can be built on the sites C,D and E is 930, from the flood surveys undertaken, nothing else has changed in the modified plan regarding this site.

4.4 **Current and Proposed Land Uses**

4.5 The main existing land use is agriculture, occupying all of Sites C, D & E, comprising of a mixture of Grades 3 & 4 agricultural land, which are the lower quality land grades.

4.6 Site B is a household waste site, which is a valued local facility that should be retained unless a suitable alternative site can be provided as part of the redevelopment.

4.7 Site A was a vacant industrial site, comprising of older warehousing and office buildings which were demolished, and new housing was built on this site.

4.8 Newport Pagnell is the largest of the Key Settlements in the rural area. A main principle of sustainable development, which underlies both National and Local planning policies, is that development should integrate housing, employment and infrastructure in order to minimise the need for travel and reduce carbon emissions. New housing development should be provided with the necessary infrastructure to meet the social, educational and recreational needs of its residents. Details of layout and land uses are illustrated on Figure 4 which is an indicative plan.

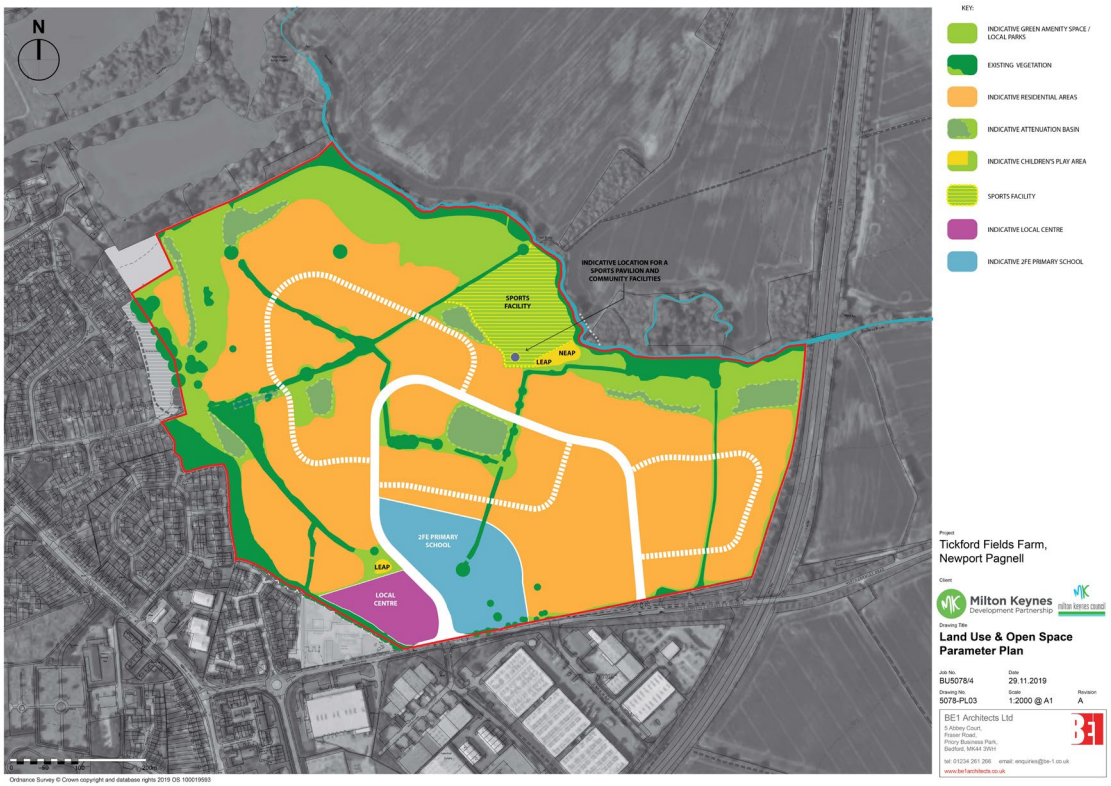


Figure 4

4.9 **Flood Risk Mitigation**

4.10 Part of the site lies within an identified flood risk area. Prospective developers must undertake a Flood Risk Assessment and should engage with the Environment Agency to determine what measures will be needed to mitigate the risk of flooding, both to existing housing and the proposed developments.

4.11 Sustainable drainage will be required to deal with surface watercourse run-off on site. Measures could include rainwater harvesting, permeable pavements, and filter strips and swales. Ground investigation is required to establish the suitability of infiltration based Sustainable Urban Drainage System (SuDS).

4.12 Areas subject to flooding and used for SuDS should be used to create part of a comprehensive network of green space linking between all of the planned housing developments.

4.13 **Access and Movement**

4.14 Vehicular access to the site shall be taken solely from North Crawley Road, via a minimum of two separate junctions which take account of the three industrial roads leading off the southern side of the road. These accesses could take the form of roundabouts with existing road junctions to the south of North Crawley Road. One of these junctions must be through the North Crawley Industrial Estate. The principal accesses into the comprehensive development should have the capacity to include a bus route and red way link. The positioning and design of these access points should form part of a Transport Assessment which assesses the capacity and suitability of North Crawley Road and the surrounding highway network to take the increased traffic levels likely to be generated by the comprehensive development of the entire site. The Transport Assessment must propose any remedial highway works deemed necessary to accommodate the additional traffic generated by the comprehensive estate development.

4.15 The development should be designed so as to have 20mph zones around the school.

4.16 The main access roads shall be designed to be able to accommodate a bus route circulating within the site, sufficient to ensure that no dwelling shall be more than 400 metres from a bus stop, each of which should be provided with a shelter. Developer financial contributions to provide a regular bus service to the developments will be required.

4.17 No vehicular access should be taken from Chicheley Street, except possibly for emergency vehicles only. Pedestrian and cycle route access from Chicheley Street is required as part of the development of Sites C & D.

4.18 The development shall provide redways along the North Crawley Road, extending from London Road to the A509 over-bridge, within the site linking from the North Crawley Road to both Chicheley Street and Keynes Close and to the sports facility at Willen Road Sports Ground and Ousedale Secondary School. Developers should also seek to negotiate with Anglian Water a redway route through the lakeside land to link with Priory Street. A redway should be provided to link between Sites A, C, D, and E as part of a phased but comprehensive route.

4.19 Car and cycle parking must be provided in accordance with Milton Keynes Parking Standards and the Milton Keynes Council's Residential Design Guide.

4.20 Planning applications for any developments must include a Transport Assessment/s and Travel Plan/s, produced in consultation with local transport providers and agreed with the Council.

4.21 Planning applications for development close to the household waste site, North Crawley Road or the A509 must include an acoustic report to assess the likely impact of noise on the proposed development, and propose any mitigation measures needed.

4.22 **Landmarks and Frontages**

4.23 The south western corner of Site A forms an important junction between London Rd and North Crawley Road, and is an appropriate location for a landmark building. Active frontages should be provided to both roads.

4.24 Development of Site A should take account of the scale and massing of housing development on the southern side of North Crawley Road, but should not be bound to follow its architectural styling. Development should provide a positive frontage to North Crawley Road and create a symmetrical design around the principle vehicular access.

4.25 The development of Sites C & E should also address North Crawley Road at the main access points, to form gateway features at each vehicular entrance. For Site E, the levels difference between the site and North Crawley Road as it progresses eastward makes it difficult to develop a positive frontage, and it may be more appropriate to create a green edge to the development as it moves towards the open countryside to the east.

4.26 The Household Waste Site B is a valued local facility which should be retained in its current location unless a suitable alternative can be provided elsewhere on site. If retained in its current location, this will create a break in the frontage to North Crawley Road, and will require adequate visual and acoustic screening from any proposed developments adjoining its boundaries. An assessment of noise and odour resulting from this site will be required to accompany any application for development on Sites A & C.

4.27 **Design**

4.28 The site is divided into different ownerships, but it is essential that development of the individual land parcels is planned and carried out in a cohesive and comprehensive manner. A Master plan covering the entire site must be submitted to and agreed by the Town Council, in conjunction with Milton Keynes Council, prior to any planning application being submitted. The Master Plan should establish an architectural character, materials pallet and landscape strategy for the comprehensive development of sites C, D & E, and for site B if redeveloped.

4.29 Buildings should be predominantly two storeys in height, but three storey development will be appropriate where they aid legibility and form focal points within the development.

4.30 All buildings should be of high design quality, should be well proportioned, and be constructed from high quality, durable materials.

4.31 The average density for new developments in Newport Pagnell should be 35 dwellings per hectare, in accordance with policy H8 of Milton Keynes Local Plan. Densities across the sites should be varied to create character and interest, with higher density along distributor roads and focal points, and lower densities towards the open spaces and countryside beyond.

4.32 **Housing Mix**

4.33 Newport Pagnell has a higher than average proportion of 3 bedroom properties, and this development should seek to address the balance by including 1 and 2 bedroom market sale housing, as well as affordable social housing.

4.34 All social/affordable housing must be indistinguishable from market housing in their appearance and quality. Subject to viability affordable housing should comprise 31% of the total housing stock and should be pepper-potted throughout the development, in accordance with Plan:MK.

4.35 The affordable housing mix shall be in accordance with Policy NP5 of the Neighbourhood Plan, with 10% reserved for local residents, and 35% shared ownership and 65% affordable rental properties.

4.36 **Community Facilities and Developer Contributions**

4.37 All development will be required to provide both on-site provision, where appropriate, and financial contributions to off-site provision of the necessary infrastructure and community facilities, in accordance with Core Strategy policy CS21, Milton Keynes Local Plan policy L3 and Appendix L3, Standards of Provision, and Milton Keynes Council Supplementary Planning Documents on Planning Obligations, and in accordance with the requirements of Newport Pagnell Neighbourhood Plan policies NP2, NP7 and NP8.

4.38 The development of Sites A, C, D & E will not individually require the provision of a new primary school and preschool, but collectively they will produce sufficient demand for a new primary and preschool school within the overall site. This Brief proposes that a 2.6 ha serviced site for a two-form entry school, together with a preschool, be provided centrally within the overall site, with land set aside from Sites C, D & E in proportion to their gross development areas, or other apportionment as may be agreed with the Council. The school site must be easily accessible by foot, cycle and bus transport, and provide a convenient external parking area for a drop off facility. All development on site shall make financial contributions to pre-school, primary and secondary school place provision, and further education, in accordance with the Planning Obligations for Education Facilities SPG. The school and pre-school site, together with all necessary financial contributions to secure adequate off site school place provision, shall be made available as a priority in the initial phases of development. The school and pre-school site shall be provided prior to the completion of the 100th dwelling on site or as comprehensively master planned, in order to ensure that essential facilities are provided to meet the requirements of residents.

4.39 When developed collectively, the scale of developments overall will be such that a local centre, comprising of a small supermarket and additional unit shops up to a maximum of 200 sq m each, together with a new health/wellbeing facility, will be required on site. Should there be no uptake for a health/wellbeing building a community facility will be provided to the Town Council. The retail units could be located either on the North Crawley Road frontage, to take advantage of passing trade from the road users or industrial units opposite, or be centrally located with the school. The local centre shall be completed prior to the completion of the 600th dwelling on site.

4.40 All developments will be required to make provision for open space, play areas in accordance with the standards in Plan:MK, any relevant supplementary planning policy, and Policy NP2 of the Newport Pagnell Neighbourhood Plan. The open space for each phase of development shall be provided contemporaneously with the houses. Where it is not practical for an individual site to make its own provision, financial contributions in accordance with the SPG Planning Obligations for Leisure, Recreation and Sports Facilities will be required to enable adequate provision to be made elsewhere within the overall site, or within the town.

4.41 Newport Pagnell is currently deficient in its provision of playing fields and sporting facilities for the town, and developer contributions towards rectifying this deficiency will have a high priority. The provision of additional land and sporting facilities adjacent to the Willen Road Sports Ground is the preferred method of delivering most of these facilities, rather than on-site playing field provision. Should playing field land not be available adjacent to Willen Road Sports Ground, playing field provision will be required on site.

4.42 All developments will be required to make financial contributions towards public transport, sustainable transport, leisure, sport and recreation, community facilities, emergency services, schools and further education, and art in accordance with Policy NP7 of the Neighbourhood Plan and Milton Keynes Council Planning Obligations SPD/SPGs unless otherwise agreed. All developments will also be required to make financial contributions to town centre parking improvements and town centre enhancements in accordance with Neighbourhood Plan Policy NP7.

4.43 **Sustainable Construction**

4.44 Milton Keynes Council's Local Plan policy D4 and its Sustainable Construction SPD set sustainability standards that should be met by any development. To satisfy policy D4, developers will either need to produce a sustainability statement showing how the requirements of the relevant checklist in the SPD will be satisfied, or carry out a BREEAM/Code for Sustainable Homes assessment demonstrating how an excellent/level 4 standard will be achieved. If there are future changes to the Building Regulations which require higher standards, these will take precedence.

4.45 **Landscaping, Public Open Space and Nature Conservation**

4.46 Landscaping and open space must be an integral part of the layout and design. Development proposals should be accompanied by a plan illustrating landscape and open space principles for the site, and how these integrate with the landscape strategy of the Master plan for all of the development.

4.47 The landscape design should help tie the buildings together and create a coherent and unified structure for the site. Existing hedgerows and trees within the site and along the boundaries should be retained as far as possible as part of the landscape structure, and to preserve ecological values of the site.

4.48 The site offers a high potential habitat for wildlife. An Extended Phase One Survey Report, including information on the likely ecological impacts of the development and proposed mitigation will be required. The survey will also inform the requirements for other more specific surveys and mitigation work.

4.49 In addition, the report should propose additional biodiversity improvements to be undertaken to satisfy the requirements of Local Plan saved policy NE3 and NPPF paragraph 118.

4.50 Given the areas of flood risk along the Chicheley Brook and elsewhere within the site, the opportunity should be taken to create linear open space corridors, linking with more formal open spaces such as play areas and parks, and accessed by a network of redways and footpaths.

4.51 As the site currently forms part of the Area of Attractive Landscape it is important that the layout and landscaping of the site takes account of views from the surrounding open

countryside, and achieves a soft edge to the development.

4.52 **Archaeology**

4.53 There is a potential for buried archaeological remains to be revealed and impacted upon by development of the area. Prior to any planning application being submitted, the area should be subjected to a desk top archaeological evaluation which may result in trial trenching across the area to a pattern and density agreed by Milton Keynes Council's Archaeological Officer. A report detailing the results of this work, and any protection works deemed necessary, shall be submitted with any planning application, and may be enforced by means of a condition imposed on the planning permission.

4.54 **Safety and Security**

4.55 The developers must consult with Milton Keynes Council's Crime Prevention Design Advisor at an early stage in the design process, initially regarding design and layout, and subsequently regarding any additional physical security or community safety requirements. The development should meet Secured by Design standards.

4.56 The layout of the development should ensure that all areas of the public realm have natural surveillance and are adequately lit. There should be no ambiguous space in terms of ownership.

4.57 **Services**

4.58 New developments should provide housing that is fibre ready. Developers are required to install the ducts for fibre connectivity up to all premises.

4.59 All electrical services should be provided underground.

APPENDIX 3: SUSTAINABLE TRANSPORT PLAN

This Plan will examine the current situation regarding the movement of people by different means of transport, both within the town and beyond. To this end, the Plan will consider the use of footpaths and cycle routes, bus routes and frequency, and car parking within the town centre.

1.0 TRANSPORT POLICY

1.1 Milton Keynes Council's Local Transport Plan 3, together with its review in 2012, sets down 7 transport objectives:-

1.1.1 Provide real and attractive transport choices to encourage more sustainable travel behaviour in Milton Keynes

1.1.2 Support economic growth of the borough through fast, efficient and reliable movement of people and goods

1.1.3 Reduce transport-based CO2 emissions to help tackle climate change

1.1.4 Provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail and leisure.

1.1.5 Improve safety, security and health.

1.1.6 Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities

1.1.7 Establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop.

1.2 The objectives of the Milton Keynes Core Strategy Policy CS11 are to meet the demand for increased movement of people and goods, improve accessibility, improve safety and quality of life, and to reduce the Borough's carbon footprint. To achieve this, the measures will include among others:-

1.2.1 A step change in improvements to public transport

1.2.2 More sustainable transport choices for car owners, and information and measures to encourage them to use non-car mode for more journeys

1.2.3 Encouraging greater movement by cycling and walking, through improvements to the redway network and other paths

1.2.4 Planning development so that it is well served by public transport and is easily accessible by walking and cycling

1.3 The transport objectives in the Milton Keynes Local Plan are to encourage walking, cycling and quality public transport while reducing journeys by car, and promoting a healthier lifestyle. Policy T1, The Transport User Hierarchy, states that Development proposals should meet the needs of transport users in the following order of preference:-

(1) Pedestrians and those with impaired mobility
(2) Cyclists
(3) Users of public transport
(4) Others

1.4 These Local Plan and Core Strategy policies follow the National Planning Policy Framework (NPPF) guidance that encourages sustainable development and sustainable modes of transport. Paragraph 35 requires development to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

1.5 To follow these objectives, this Plan will examine the current state of Newport Pagnell's footpath, cycling and highway networks, and its bus services, and propose ways by which journeys within the town and beyond can be made more sustainable.

2.0 WALKING

2.1 There is an increasing awareness of the links between active lifestyles and the health and quality of life of the population. In 2010 the Department of Transport and Department of Health published the Active Travel Strategy, which promotes walking and cycling as low cost, healthier options for shorter journeys. Guidance on acceptable maximum walk and cycle distances vary according to the journey purpose and the individual. However, reducing the distance needing to be travelled will increase the likelihood of those journeys being made on foot or by cycle. Average walking journey distance is around 1.2km or ¾ mile, which equates to 15 minutes walking time. The average cycle journey is around 4km or 2.4 miles, and is again broadly a 15-minute journey. If people are prepared to walk or cycle for up to 15 minutes to access local facilities, then it seems reasonable to propose policies which seek to ensure such facilities are available within a 15-minute walk/cycle journey.

2.2 If applied to Newport Pagnell , the town centre is within 15 minutes walking distance for all residents along Tickford Street as far as North Crawley Road, most of Green Park estate, Lakes Lane, Westbury Avenue as far as Longfellow Drive, and Wolverton Road as far as Manor Road.

All Newport Pagnell residents are within a 15-minute cycle ride of the town centre.

The footpaths are generally well maintained and lit, and an annual inspection of footpaths and cycle paths in the town, called an Environmental Visual Audit, is carried out by the Newport Pagnell Partnership in conjunction with Thames Valley Police.

2.3 Within the town centre, most of the main facilities and attractions are situated on or near the High Street, which has undergone major improvements through a Newport Pagnell Partnership initiative to install traffic calming measures, resurface and widen footpaths, install dropped kerbs, and install new lighting, seating, refuse bins and cycle parking stands.

2.4 While most residents soon get to know the location of the town's facilities and attractions, there are few signs to direct pedestrians and visitors who do not know the town well. A series of waymarking signs pointing to the main destinations, both within the town centre and leading from the main car parks, would help direct and orientate those unfamiliar with Newport Pagnell. Many of the town's recreational areas lie behind buildings and are not immediately apparent to visitors. The benefits of additional signage must be balanced against the need to avoid unnecessary visual clutter.

It is therefore proposed that a waymarking survey be carried out by the Newport Pagnell Partnership, in conjunction with Town Council, and implemented in conjunction with the Highway Authority.

2.5 The public consultation on the Neighbourhood Plan also highlighted a wish to see the town's history better publicised. This could take the form of a town trail or series of trails, identifying historic buildings, informational noticeboards, published leaflets or signs upon individual buildings. There are four town heritage walks on the Newport Pagnell Town Council web site, and leaflets to accompany the walks are being prepared.

ACTION T1: WAYMARKING

The Town Council, in conjunction with the Newport Pagnell Partnership, and in consultation with Milton Keynes Council, will undertake a waymarking survey and a study to promote the history of Newport Pagnell. The Town Council in conjunction with the other parties will implement the agreed proposals for a waymarking strategy and the promotion of the town's history.

3.0 CYCLING

3.1 Cycling occurs both as a means of transport and as a recreational activity. As a means of transport, the objective is to get to a destination with speed and safety. For recreational purposes, safety and enjoyment are the key factors. A great deterrent to cycling is the fear for the rider's safety when sharing busy road space with fast moving vehicles. Although illegal, cyclists will often use footpaths in preference to busy main roads.

3.2 Milton Keynes has a network of redway routes which allow cyclists and pedestrians to share 3-metre wide pathways which avoid or minimise contact with roads. The redways were planned as an integral part of the development of Milton Keynes, but are not present in older settlements which were largely developed without separate provision for cycling. A survey of the cycle routes in Newport Pagnell has been undertaken to establish the town's cycleway provision.

3.3 Newport Pagnell has 3 connections to the MK redway network: via Railway Walk, Tongwell Lane, and a link between Stanmore Gardens and Blakelands. Green Park estate has a network of internal redways which link to two of these MK redways, but not all of these internal routes connect with main destinations such as schools and the town centre. Following a survey of existing redway and cycle path routes, the following deficiencies have been identified:-

(1) Lack of adequate directional signage

(2) Absence of linkages with the principle destinations

(3) Lack of any separate cycle provision for the rest of Newport Pagnell

(4) Lack of any local off-road cycling areas.

Signage

3.4 From Milton Keynes there is a lack of signs pointing to Newport Pagnell on the three connecting redway routes. This should be rectified by the addition of new signs.

3.5 Within Green Park estate, the existing redways do not have signs at every junction, and the signs which do exist do not guide cyclists fully to their intended destinations. The signs to the Town Centre stop in the middle of the estate by the Kingfisher local centre, and do not represent the best routes into the town centre. A full review of the directional signs on Green Park is required.

Linkages

3.6 Green Park is the only estate with redways, but these do not connect with the schools or the town centre. New sections of cycle ways are needed to link existing redways to Green Park and Ousedale schools. Where existing highways do not permit a full redway standard link, shared cycle/pedestrian routes can be engineered.

3.7 A new redway should be constructed down Marsh End Road to provide a direct cycle route to the edge of the town centre.

3.8 A new link between the end of Tongwell Lane and Willen Road, is also needed to enable cyclists to reach Riverside Meadows as an alternative leisure route to the edge of the town centre, and also to Middleton swimming pool.

New Cycle Route Provision

3.9 For the rest of the town, where currently no separate cycle route provision exists, cycle routes can be fitted into the existing highway network in certain locations. This may be achieved by cyclists and pedestrians sharing the same paths, or by widening these paths where practical, or by marking cycle lanes along roads.

3.10 On the Poets estate, Portfields School and the local centre are the main focal points for cycle route provision, together with a safe route into the town centre. Westbury Lane and Wordsworth Avenue have 1.8-metre-wide footpaths with grass verges, for most of their lengths. Sections of grass verges could be incorporated into a widened shared surface for cycle and pedestrian use. For a safe cycle route into the town centre, Lakes Lane is generally a quiet road which could be linked via a widened cycle/footpath across the Westbury Lane open space.

3.11 Along London Road and Tickford Street there is an opportunity to create a safe cycle route either along the road or by reclassifying one of the existing footpaths as a shared surface for cyclists and pedestrians, widening the route where space allows, but still retaining off-street parking provision. A full feasibility survey will be required.

3.12 The development of Tickford Fields Farm and industrial sites for housing will be required to provide a redway network within the site, and redway connections along North Crawley Road to Tickford Street and London Road, and also to Chicheley Street.

3.13 On the Hornbeam Park there is an opportunity to provide a safe off-road cycling facility for people learning to cycle, and to encourage those who can cycle onto the roads, by providing more advanced cycling routes for them to try.

Conclusion

3.13 These proposals for new and improved cycle routes will need to be discussed and considered in detail by the Highway Authority to ensure that the end solutions meet highway safety standards. The investment required to achieve these objectives will be considerable, and the improvements will need to be phased in over the plan period up to

2031.New housing development will be required to contribute to the establishment, improvement and extension of the cycle route network. The Neighbourhood Plan will establish the principles and priorities for cycle route and signage improvements.

ACTION T2: CYCLING

The Town Council, in conjunction with the Highway Authority, will seek improvements to the signage, linkages and provision of safe cycle routes throughout the town. All major new housing developments will be required to provide or contribute to redway routes within and beyond their sites, in order to achieve a comprehensive cycle route network.

Key
Existing Leisure Route
Existing Redway
Proposed Redway, Straightforward to provide
Proposed Redway, Assessment required
Unacceptable Cycle Route
Linford
Bury Field
River Great Ouse
Newport Pagnell Motorway Services Area
Newport Pagnell
TICKFORD END
REDHOUSE PARK
INTERCHANGE PARK
Blakelands Industrial Estate
Blakelands
Linford Manor Park (The Parks Trust)
Stonepit Field (Great Linford)
Great Linford Park
Great Linford
Tongwell
Stantonbury
Willen
M1
A509
A422
Google My Maps

4.0 SCHOOL TRAVEL PLANS

4.1 Newport Pagnell has four junior schools and one secondary school, all of which attract high numbers of car trips, which create short term traffic and parking problems for the surrounding area.

4.2 Each school has produced a School Travel Plan with the aims of reducing the number of trips to school by car, reducing traffic and parking congestion, and encouraging pupils to walk or cycle to school as part of a healthier lifestyle. Most of these plans are now several years old and have not been actively monitored or pursued.

4.3 As part of this Sustainable Transport Plan, the Town Council, in conjunction with Milton Keynes Council, will liaise with and encourage all Newport Pagnell schools to review and update their School Travel Plan, and will monitor their implementation and results on an regular basis, to see how effective they are in bring about changes to the travel to school patterns.

4.4 Each school would be expected to appoint a School Travel Plan Co-Ordinator to carry out an annual travel survey to create a baseline of how pupils travel, and a method to provide a year on year comparison. Each school would need to plan and put into action effective travel initiatives as part of a school action plan.

ACTION T3: SCHOOL TRAVEL PLANS

The Town Council, in conjunction with Milton Keynes Council, will encourage all schools in the town to update their School Travel Plans, to implement them, and regularly monitor their effects.

5.0 BUS SERVICES

5.1 Within Milton Keynes, and all neighbouring authorities, bus operators are free to register services which can be run without public revenue (ie commercially) and the Council has to consider the needs not met by this network and arrange the additional services it deems necessary. Newport Pagnell is currently served by 10 bus services operated by 6 different bus companies. All but two of these services are maintained through public subsidies to varying degrees, being uneconomic without subsidy. The frequency of each service varies depending on the route, the day of the week, and time of day. Generally, services are most frequent on weekdays between 0800-1800, with lower levels of service at weekends, early mornings and evenings, but with some services only operating at specific times for journey to school or work purposes.

5.2 The two unsubsidised routes are Service No 1 & 2 operated by Arriva from Market Hill.

Route 1 operates a half hourly service during weekday peak hours via Green Park, Willen Local Centre, CMK shopping centre and railway station, MK Hospital, Bletchley and Newton Leys.

Route 2 operates three buses an hour during weekday peak hours via the Poets Estate, Redhouse Park, Willen Local Centre, CMK shopping centre and railway station, Woodhill and Westcroft.

Together, these services provide an acceptable level of regular public transport for the west and south west parts of the town.

5.3 The services operating down Tickford Street, serving the south east part of the town, are a combination of service 24/25, 40 & C10, each operated as an hourly service during weekday peak hours, by different operators. While together these services run 3 buses per hour along Tickford Street, their timings are not evenly spaced, and their routes differ, which results in an irregular and poor level of service.

5.4 With the proposed development of 1200 dwellings at Tickford Fields Farm, a regular bus service will be needed to serve this development, which will also improve the service to this part of the town. A financial contribution to bus service provision will be required from the developers.

5.5 In addition to these services, routes 21, 30/31, 37 and 601 also pass through Newport Pagnell, some hourly or less frequently on their way out to surrounding villages (21,37), and the others as occasional one-off journeys. None of these services provide any service on Sundays.

5.6 Many bus services were operated on a 'Hail and Ride' basis within residential areas, which allowed passengers to select a convenient location to stand and hail a passing bus, rather than walk to the nearest designated bus stop. This provides greater convenience to the passenger, but uncertainty and more frequent stopping for the bus operation, to the detriment of timekeeping.

5.7 In order to facilitate access to wheelchair users, and parents with buggies, Milton Keynes Council is incrementally improving bus stops with raised pavement heights to give level access onto the bus, and installing shelters at some stops. While most bus stops within Newport Pagnell have not yet been improved, there is a long-term trend to move away from Hail and Ride to designated bus stops.

ACTION T4: BUS SERVICES

The major housing developments of Tickford Fields Farm and North Crawley Road Industrial Estate will be required to provide a bus route through the combined development, with attendant infrastructure of stops, signage and shelters, and to contribute financially to the provision of a regular bus service.

6.0 TOWN CENTRE PARKING

6.1 Newport Pagnell has the following long and short stay standard car parking capacity:-

Long Stay Car Park Capacity		Short Stay Car Park (2 hours) Capacity	
	Capacity		Capacity
James Yard	72	Queens Avenue	47
Silver Street	98	Silver Street	12
Lovat Hall	56	Library	30
Station Road	80		
TOTAL	306	TOTAL	89

In addition, there are 104 on-street standard parking spaces and 8 spaces for the disabled, distributed along the length of High Street, St John Street and Queens Avenue. The length of stay varies between 30 and 60 minutes for these spaces.

6.2 Arising out of the public consultation on the Neighbourhood Plan came a strong message that car parking in the town should remain free of charge, as one of the main advantages in attracting trade and visitors to the town centre.

6.3 Another issue raised was difficulties of parking and the need for additional car parking in the town centre. In order to investigate this, three week-long surveys of car park occupancy were undertaken in March, May and June 2014. The surveys covered the four long stay car parks and the three short stay car parks.

6.4 The results show that the three central long stay parks, excluding Lovat Bank, are frequently over 90% full at all times of the day, on all weekdays. While it is rare to find no available long-term parking spaces in the town, it may often be difficult to find long term parking space within the centre. Lovat Bank car park, being that much further out, often has spaces available except when there are activities going on in the hall. James Yard car park consistently has the highest levels of occupation. Demand for long stay car parking appears higher in the mornings.

6.5 For short stay parking, occupancy levels are general lower with greater availability of vacant spaces throughout the day. This is probably due to the regular turnover of parking, freeing up spaces on a regular basis.

6.6 From these survey results, it is concluded that there will be a need to increase long stay parking capacity, if the town centre is to retain and encourage more employment in the town centre.

6.7 A survey of the town was carried out to find possible sites for additional town centre long term car parking. Three possible sites were identified, but all are in private ownership. Even if the landowners are willing to sell their land, the cost of acquisition and construction of the car park will be high. The three sites have been referred to the Business Development Committee of the Town Council for further consideration and action.

6.8 Signage to and from the car parks for road users was surveyed and found to be generally well signed from most approaches. However, the following exceptions are not adequately signed:-

(a) Station Road car park entrance, from either direction along the High Street
(b) Queens Avenue & James Yard car parks, travelling from east to west along the High Street
(c) On leaving Silver Street car park, there are no direction signs to re-join the High Street

These matters will be considered as part of the Wayfinding Strategy. Highway signage is the responsibility of Milton Keynes Council, and the Wayfinding Strategy will be implemented in conjunction with the Highways department.

6.9 From the car parks, pedestrian signage to the shops and town centre is poor. This issue will be addressed through the waymarking survey proposed under Policy T1.

ACTION T5: CAR PARKING

The Town Council, in conjunction with Milton Keynes Council, will seek to provide additional long stay car parking capacity close to the town centre. The Town Council will strongly advocate that all town centre car parking shall remain free of charge.

7.0 IMPLEMENTATION AND MONITORING

7.1 Newport Pagnell Town Council supports the objectives of giving priority to the more sustainable modes of transport of walking, cycling and public transport, and will promote measures which improve their quality and availability throughout the town. The implementation of these measures will require the cooperation of Milton Keynes Council as the Highway Authority, and of all schools within the town.

7.2 Newport Pagnell Town Council will request that Milton Keynes Council carries out a full transport review of the town, leading to a Newport Pagnell Transport Strategy being incorporated into the next review of the Local Transport Plan.

7.3 The major new housing development on Tickford Fields Farm and North Crawley Road Industrial sites must incorporate provision for walking, cycling and public transport within the site, and provide connections to the wider proposed network. Financial contribution will be sought from developers to provide a regular bus service to the development, together with cycle route provision.

7.4 The implementation of the measures will require substantial financial investment, which will only be delivered on a phased basis over the period of the Neighbourhood Plan. The Town Council will draw up a list of proposals, and a schedule of priorities for their implementation.

ACTION T6: MONITORING

The Town Council will monitor the implementation of the Sustainable Transport Plan on an annual basis, and will review the Plan at five-year intervals.

E N D