



NEWPORT PAGNELL NEIGHBOURHOOD PLAN

Schedule of Main Modifications only

Dec 2020

SCHEDULE OF PROPOSED MAIN MODIFICATIONS TO THE MADE NEWPORT PAGNELL NEIGHBOURHOOD PLAN

Introduction

As a 'Qualifying Body', the Newport Pagnell Town Council ("the Town Council") proposes to modify the made Newport Pagnell Neighbourhood Plan ("the Made Plan") of June 2016.

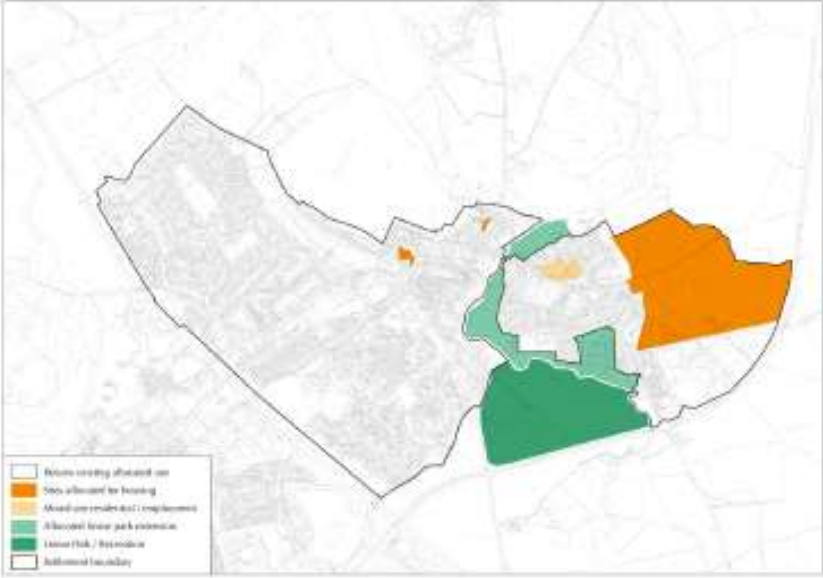
In accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended), this Draft Proposal is published alongside a separate Draft Modification Statement as part of the 'Pre-submission' consultation on the proposed modified Neighbourhood Plan ("the Modified Plan"). At the submission stage in due course, this Draft Proposal document will be replaced with a final version of the Modified Plan itself. The Statement will be finalised and submitted for examination together with a Basic Conditions Statement and a Consultation Statement.

The Draft Modification Proposal

The Town Council proposes to modify each of the eight made policies to one extent or another. The modifications are intended to ensure the continued deliverability of the plan and to improve its clarity for more effective implementation.

Set out in the schedule below are the proposed main material modifications to the made Neighbourhood Plan policies alongside the original text. These modifications will be made to the Modified Plan at the submission stage. The Modified Plan will also contain other, non-material modifications to the text in other parts of the document, including the supporting text to the policies to bring the new document fully up to date. It is not necessary for such modifications to be included in this Schedule. Although not a legal requirement this document has been included at the submission stage to assist in pointing out the main modifications to the Neighbourhood Plan. This document should be read alongside the separate Draft Modification Statement, which explains the reasons for the modifications.

Made Neighbourhood Plan		Modified Plan	
Title Page	<p>Status of Plan: REFERENDUM VERSION post examination</p> <p>Qualifying body: Newport Pagnell Town Council</p> <p>Duration of the Plan: The plan will be in force until 2031</p> <p>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.</p>	Title Page	<p>Status of Plan: REFERENDUM VERSION post examination SUBMISSION MODIFIED PLAN</p> <p>Qualifying body: Newport Pagnell Town Council</p> <p>Duration of the Plan: The plan will be in force until 2031</p> <p>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.</p> <p>December 2020</p>
Table of Contents		Table of Contents	Section 8 and List of Figures modified. List of Attachments deleted. Modified Policies Map added (see Annex A).
Sections 1 - 7	<p>INTRODUCTION</p> <p>THE DESIGNATED AREA OF THE PLAN</p> <p>THE MAIN CONCEPTS</p> <p>THE LEGAL BACKGROUND TO THE NEIGHBOURHOOD PLAN</p> <p>THE CHARACTERISTICS OF THE TOWN</p> <p>THE VISION OF THE TOWN COUNCIL AND THE OBJECTIVES OF THE NEIGHBOURHOOD PLAN</p> <p>THE STRATEGY OF THE NEIGHBOURHOOD PLAN</p>	Sections 1 - 7	These sections will be retained in their current form, but with a small number of essential minor modifications to bring the content up to date, e.g. references to Plan:MK (now adopted).

Made Neighbourhood Plan		Modified Plan	
<p>Fig 4</p>	<p>The Proposals Map including the Settlement Boundary</p> 	<p>Policies Map</p>	<p>Replaced with a Modified Policies Map and Insets (see Annex A) showing policies NP1, NP2, NP3 and NP8 and relocated to the end of the document.</p>
<p>NP1</p>	<p>Preferred sites for housing development To meet the Core Strategy Housing requirements and achieve a sustainable form of development, the Neighbourhood Plan Policy allocates the following sites for Housing Development: a) North Crawley Road Industrial Estate. b) Tickford Fields Farm Strategic Reserve Site c) Tickford Fields Farm East Site d) Tesco site – this site should ideally be mixed employment/housing e) Police Station Site – High Street f) Former Mustard Factory, Union Street. These sites are identified on the Proposals Map, Figure 4 on page 23, and in Figures 6, 7 & 8 on pages 33, 34 and 35.</p>	<p>NP1</p>	<p>Preferred sites for housing development. To meet the Core Strategy Housing requirements and achieve a sustainable form of development, the Neighbourhood Plan Policy allocates the following sites for Housing Development: a) North Crawley Road Industrial Estate. b) Tickford Fields Farm Strategic Reserve Site c) Tickford Fields Farm East Site d) Tesco site – this site should ideally be mixed employment/housing e) Police Station Site – High Street f) Former Mustard Factory, Union Street. These sites are identified on the Proposals Map, Figure 4 on page 23, and in Figures 6, 7 & 8 on pages 33, 34 and 35.</p>

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<p>Any application for new housing development outside the revised settlement boundary as shown on Figure 4 on page 23 will be refused.</p>	<p><u>Settlement Boundary and New Housing</u></p> <p><u>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.</u></p> <p><u>New housing will be delivered through:</u></p> <ul style="list-style-type: none"> • <u>The 108 dwellings which have planning consent at January 2020;</u> • <u>The 930 dwellings allocated on the Tickford Fields Farm site;</u> • <u>The 25 dwellings consented on windfall schemes elsewhere;</u> • <u>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</u> • <u>Windfall schemes that are in accordance with the relevant policies of the Neighbourhood Plan, Plan:MK Policy DS5 and the NPPF</u> <p><u>B. Any application for new housing development outside the defined revised settlement boundary as shown on Figure 4 on page 23 the Modified Policies Map will be refused, unless it meets the requirements of the Milton Keynes development plan for managing development in the open countryside.</u></p>

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NP2	<p>Tickford Fields Development Site Specific Policy</p> <p>The sites of North Crawley Road Industrial Estate, Tickford Fields Farm Strategic Reserve Site and Tickford Fields Farm East shall be developed for a residential led extension to the town, with a capacity of around 1280 homes. The following apply:</p> <p>(a) The three sites comprising the Tickford Fields development shall be comprehensively master planned as a cohesive development, broadly in accordance with the principles outlined in the development brief attached to this plan at Appendix 2.</p> <p>(b) The development shall be developed with an average density of 35 dwellings per hectare. Densities should be varied across the development to give higher densities along main roads and at focal points, and lower densities adjacent to open spaces and countryside beyond, as set out in the Development Brief.</p> <p>(c) The housing mix (in terms of size and tenure) should deliver a mixed and balanced community on this large site and address housing needs specific to Newport Pagnell. Specifically it should meet the requirements of policy NP5.</p> <p>(d) Any planning application will require a Transport Assessment which assesses the cumulative impact of the whole development to demonstrate the traffic impact on the surrounding highway network, and propose any mitigation measures needed.</p> <p>(e) Vehicular access shall be taken solely from North Crawley Road through a minimum of two junctions one of which shall be through the North Crawley Road Industrial Land. No access other than for pedestrians, cyclists or essential emergency vehicles will be allowed from Chicheley Street.</p> <p>(f) The main development distributor roads should be designed to accommodate a bus route, with shelters and level bus access, and all dwellings shall be located within 400 metres of a bus stop. A financial contribution will be required to secure a satisfactory bus service for a minimum of 5 years in accordance with paragraph</p>	NP2	<p>Tickford Fields Development Site Specific Policy</p> <p>The sites of North Crawley Road Industrial Estate, Tickford Fields Farm Strategic Reserve Site and The Tickford Fields Farm site East shall be developed for a residential led extension to the town, with a capacity of around 1280 930 homes. The following apply:</p> <p>(a) The three sites comprising the Tickford Fields development shall be comprehensively master planned as a cohesive development, broadly in accordance with the principles outlined in the development brief attached to this plan at Appendix 2.</p> <p>(b) The development shall be developed with an average density of 35 dwellings per hectare. Densities should be varied across the development to give higher densities along main roads and at focal points, and lower densities adjacent to open spaces and countryside beyond, as set out in the Development Brief.</p> <p>(c) The housing mix (in terms of size and tenure) should deliver a mixed and balanced community on this large site and address housing needs specific to Newport Pagnell. Specifically it should meet the requirements of policy NP5.</p> <p>(d) Any planning application will require a Transport Assessment which assesses the cumulative impact of the whole development to demonstrate the traffic impact on the surrounding highway network, and propose any mitigation measures needed.</p> <p>(e) Vehicular access shall be taken solely from North Crawley Road through a minimum of two junctions one of which shall be through the North Crawley Road Industrial Land. No access other than for pedestrians, cyclists or essential emergency vehicles will be allowed from Chicheley Street.</p> <p>(f) The main development distributor roads should be designed to accommodate a bus route, with shelters and level bus access, and all dwellings shall be located within 400 metres of a bus stop. A financial contribution will be required to secure a satisfactory bus service for a</p>

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<p>7.17 of Milton Keynes Local Plan.</p> <p>(g) Cycle routes (redways) shall be provided along North Crawley Road, and through the development to link to the school, play areas, Chicheley Street, Keynes Close and to Tickford Street as a minimum.</p> <p>(h) The development shall provide a minimum 2.6 ha serviced site and financial contributions towards the provision of a new primary school, with early year's provision to meet the needs arising from the development. This site should preferably be located in a central location, complete with drop off parking and secure cycle parking provision. The site shall be transferred to the Local Authority prior to the occupation of the 100th dwelling, or an alternative point as may be agreed as part of the Masterplan. The development shall provide a financial contribution to off-site secondary and post 16 education facilities</p> <p>(i) The development shall provide a local centre, comprising a small supermarket and other stores (with a maximum of 200sqm per store), together with parking provision prior to the occupation of the 600th dwelling or as agreed in the Masterplan. Parking provision shall be in line with Milton Keynes Council adopted parking standards.</p> <p>(j) The development shall provide a health/wellbeing facility preferably linked to the local shopping centre. Evidence of consultation with the NHS local commissioning body and other private medical practice (such as dentists, physiotherapists) and wellbeing providers (such as wellbeing classes or baby classes) must be provided. Where it can be demonstrated that there is no demand for either of these facilities a building for community use shall be provided.</p> <p>(k) The development shall 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.</p>	<p>minimum of 5 years in accordance with paragraph 7.17 of Milton Keynes Local Plan <u>the adopted Plan:MK</u>.</p> <p>(g) Cycle routes (redways) shall be provided along North Crawley Road, and through the development to link to the school, play areas, Chicheley Street, Keynes Close and to Tickford Street as a minimum.</p> <p>(h) The development shall provide a minimum 2.6 ha serviced site and financial contributions towards the provision of a new primary school, with early year's provision to meet the needs arising from the development. This site should preferably be located in a central location, complete with drop-off parking and secure cycle parking provision. The site shall be transferred to the Local Authority prior to the occupation of the 100th dwelling, or an alternative point as may be agreed as part of the Masterplan. The development shall provide a financial contribution to off-site secondary and post-16 education facilities</p> <p>(i) The development shall provide a local centre, comprising a small supermarket and other stores (with a maximum of 200sqm per store), together with parking provision prior to the occupation of the 600th dwelling or as agreed in the Masterplan. Parking provision shall be in line with Milton Keynes Council adopted parking standards.</p> <p>(j) The development shall provide a health/wellbeing facility preferably linked to the local shopping centre. Evidence of consultation with the NHS local commissioning body and other private medical practice (such as dentists, physiotherapists) and wellbeing providers (such as wellbeing classes or baby classes) must be provided. Where it can be demonstrated that there is no demand for either of these facilities a building for community use shall be provided.</p> <p>(k) The development shall 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.</p>

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	<p>(l) Development proposals should minimise the loss of existing trees and hedgerows, with additional planting and other measures ensuring a net gain in biodiversity.</p> <p>(m) A financial contribution over and above the Milton Keynes Supplementary Planning Guidance shall be required for provision and improvement of off-site playing fields, changing rooms and sports hall, including purchase costs for such land in lieu of on-site provision.</p> <p>(n) The development shall adequately screen or relocate the waste recycling facility.</p> <p>(o) The development shall make a financial contribution to enhancement of Newport Pagnell town centre, sustainable transport initiatives to reach the town centre, its parking provision, its green spaces and historical assets.</p> <p>(p) Any application shall be accompanied by a Flood Risk Assessment, Noise Assessment and Archaeological Assessment to demonstrate that the development is acceptable or to provide appropriate mitigation measures.</p>		<p>(l) Development proposals should minimise the loss of existing trees and hedgerows, with additional planting and other measures ensuring a net gain in biodiversity.</p> <p>(m) A financial contribution over and above the Milton Keynes Supplementary Planning Guidance shall be required for provision and improvement of off-site playing fields, changing rooms and sports hall, including purchase costs for such land in lieu of on-site provision.</p> <p>(n) The development shall adequately screen or relocate the waste recycling facility.</p> <p>(o) The development shall make a financial contribution to enhancement of Newport Pagnell town centre, sustainable transport initiatives to reach the town centre, its parking provision, its green spaces and historical assets.</p> <p>(p) Any application shall be accompanied by a Flood Risk Assessment, Noise Assessment and Archaeological Assessment to demonstrate that the development is acceptable or to provide appropriate mitigation measures.</p>
NP3	<p>Tesco (former Aston Martin Works) Site Specific Policy</p> <p>(a) Development proposals for employment use, or a mixed used scheme comprising of a mix of residential, non-residential institutional use (D1), and business use (B1) will be permitted on this site. Employment or institutional use of the three historical buildings would be encouraged. Where it can be demonstrated there is no demand for either B1 or D1 uses, then residential conversion (C3) of the historical buildings would be permitted.</p> <p>(b) The three historical buildings shall be retained and made ready for occupation prior to the occupation of 50% of any housing permitted on site.</p> <p>(c) The housing development shall be urban in character, predominantly two storey in height, and should protect and enhance the setting of the Conservation Area, adjacent listed</p>	NP3	<p>Tesco Former Aston Martin Works Site Specific Policy</p> <p>A. The three historical buildings <u>Local Heritage Assets</u> on the site identified in Policy NP4 shall be retained and made ready for occupation prior to the occupation of 50% of any housing permitted on site. Employment or institutional use of the historical buildings <u>Local Heritage Assets</u> would be is encouraged. Where it can be demonstrated there is no demand for either B1 or D1 uses, then residential conversion (C3) of the historical buildings the <u>Local Heritage Assets</u> would be permitted.</p> <p>(a) Development proposals for employment use, or a mixed used scheme comprising of a mix of residential, non-residential institutional use (D1), and business use (B1) will be permitted on this site.</p>

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<p>buildings and views of the parish church.</p> <p>(d) Any application shall be accompanied by a Transport Assessment to assess the impact on the surrounding highway network, and propose any remedial works necessary. All vehicular access shall be taken from Tickford Street, except for private domestic access to any dwellings fronting Priory Street. Provision of adequate off street parking is required, in order not to exacerbate existing parking difficulties. Any application should also include a Travel Plan to promote the use of non-car modes of travel.</p> <p>(e) Any application shall be accompanied by a Flood Risk Assessment and Contamination Report to demonstrate that the development is acceptable or to provide appropriate mitigation measures.</p> <p>(f) The development should improve pedestrian, cycle and bus links to the surrounding area and to the town centre. Financial contributions shall be made to improve local bus services to ensure the Milton Keynes Council sustainable transport requirements are met, and pedestrian and cycle links to the town.</p> <p>(g) The existing oak tree shall be retained, and any application shall incorporate proposals to enhance the biodiversity of the site.</p> <p>(h) The development shall provide a financial contribution to off-site open space and play areas.</p> <p>(i) The development shall provide a financial contribution to the enhancement of Newport Pagnell Town Centre, its parking requirements, its green areas and historical assets.</p> <p>(j) A financial contribution will be required for provision and improvement of off-site playing fields, changing rooms and sports hall, including purchase costs for such land</p> <p>(k) Following the completion of the development a parking survey will be carried out on Priory Street and Severn Drive to assess the need for a residents' parking scheme.</p>	<p>(c) The housing development shall be urban in character, predominantly two storey in height, and should protect and enhance the setting of the Conservation Area, adjacent listed buildings and views of the parish church.</p> <p>(d) Any application shall be accompanied by a Transport Assessment to assess the impact on the surrounding highway network, and propose any remedial works necessary. All vehicular access shall be taken from Tickford Street, except for private domestic access to any dwellings fronting Priory Street. Provision of adequate off street parking is required, in order not to exacerbate existing parking difficulties. Any application should also include a Travel Plan to promote the use of non-car modes of travel.</p> <p>(e) Any application shall be accompanied by a Flood Risk Assessment and Contamination Report to demonstrate that the development is acceptable or to provide appropriate mitigation measures.</p> <p>(f) The development should improve pedestrian, cycle and bus links to the surrounding area and to the town centre. Financial contributions shall be made to improve local bus services to ensure the Milton Keynes Council sustainable transport requirements are met, and pedestrian and cycle links to the town.</p> <p>(g) The existing oak tree shall be retained, and any application shall incorporate proposals to enhance the biodiversity of the site.</p> <p>(h) The development shall provide a financial contribution to off-site open space and play areas.</p> <p>(i) The development shall provide a financial contribution to the enhancement of Newport Pagnell Town Centre, its parking requirements, its green areas and historical assets.</p> <p>(j) A financial contribution will be required for provision and improvement of off-site playing fields, changing rooms and sports hall, including purchase costs for such land</p> <p>(k) Following the completion of the development a parking survey will be carried out on Priory Street and Severn Drive to assess the need for a</p>

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			residents' parking scheme.
NP4	<p>Windfall Sites</p> <p>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 permitted. The impact of development will be determined based on protecting heritage assets and their setting, enhancing the character and appearance of the locality, and protecting the amenity of surrounding properties</p>	NP4	<p>Policy NP4: Windfall Sites Design Guidance</p> <p>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 permitted. The impact of development will be determined based on protecting heritage assets and their setting, enhancing the character and appearance of the locality, and protecting the amenity of surrounding properties. <u>Proposals to subdivide residential plots to develop new homes on rear or side garden land will not be supported.</u></p> <p><u>(The supporting text, clause 8.5.3, has been amended to reflect the reasons for this change in relation to the design guidance. This new clause reads: 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.)</u></p>

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B. Proposals located in the Newport Pagnell Conservation Area or its setting must 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 must 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 be resisted, unless it can be demonstrated that the public benefit of development outweighs the scale of harm or loss. This applies in particular to the following Local Heritage Assets:

- Police Station frontage, main courthouse and cell blocks, High Street
- Cedars School, Bury Street
- Buildings at former Aston Martin Works, Tickford Street identified as the Coach House, as Sunnyside and as the three-storey Carriage building.
- 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 encouraged on land within or adjoining the Newport Pagnell development boundary that is suited to this purpose.

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NP5	<p>Affordable Housing and Tenure</p> <p>(a) To meet identified needs within the community subject to viability at least 30% of all new housing developments on all sites of 15 dwellings or more shall be affordable housing similar in quality to market housing and pepper-potted throughout the development.</p> <p>10% of all new affordable housing will be initially reserved for people with a strong local connection with Newport Pagnell, whose housing needs are not met by the open market. A strong local connection means the applicant has either:</p> <p>(i) lived in Newport Pagnell for 5 years or more, or</p> <p>(ii) has parents or children who have lived in Newport Pagnell for 5 years or more, or</p> <p>(iii) has been employed in Newport Pagnell for 5 years or more.</p> <p>Any reserved dwelling remaining unallocated to a person with a strong local connection after 6 months of its completion may then be allocated in accordance with the normal allocation policy.</p> <p>(b) The affordable housing required on any site will generally be 35% shared ownership and 65% affordable rented housing.</p>	<p>NP5</p> <p>Policy NP5 – Affordable Housing and Tenure</p> <p>A. To meet identified needs within the community subject to viability at least <u>31%</u> of all <u>homes on new major housing development schemes, as defined by national planning policy</u>, all new housing developments on all sites of 15 dwellings or more shall be affordable housing similar in quality to market housing and pepper-potted throughout the development.</p> <p>10% of all new affordable housing will be initially reserved for people with a strong local connection with Newport Pagnell, whose housing needs are not met by the open market. A strong local connection means the applicant has either:</p> <p>(i) lived in Newport Pagnell for 5 years or more, or</p> <p>(ii) has parents or children who have lived in Newport Pagnell for 5 years or more, or</p> <p>(iii) has been employed in Newport Pagnell for 5 years or more.</p> <p>Any reserved dwelling remaining unallocated to a person with a strong local connection after 6 months of its completion may then be allocated in accordance with the normal allocation policy.</p> <p>(b) The affordable housing required on any site will generally be 35% shared ownership and 65% affordable rented housing.</p> <p><u>B. On the Tickford Fields Development site 10% of all new housing will be delivered for shared ownership. All other housing development proposals will be expected to meet the affordable housing requirements of the Milton Keynes Development Plan with respect to shared ownership.</u></p>	

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<p>NP6</p>	<p>Cycle and Pedestrian Routes (a) Major developments will be planned with integrated cycle and pedestrian routes, which where possible should integrate with and expand existing networks and forge new routes into the town centre. (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 cycle and pedestrian network in line with the Map shown in Appendix 3. This will create a town wide network of routes, when development proposals come forward.</p>	<p>NP6</p>	<p>Policy NP6: Cycle and Pedestrian Routes</p> <p>A. Major developments, <u>as defined by national policy</u>, will <u>must</u> be planned with integrated cycle and pedestrian routes, which where possible <u>should also be designed to</u> integrate with and expand existing <u>the defined</u> network, to create <u>for</u> new routes into the town centre and to schools and sports facilities.</p> <p>B. For all other developments, developer contributions will also be sought towards the Town Council’s commitment to implement the Sustainable Transport Plan which will, in addition to other Sustainable Transport initiatives, improve the cycle and pedestrian defined network in line with the Map shown in Appendix 3. This will create a town-wide network of routes, when development proposals come forward.</p>
<p>NP7</p>	<p>Developer Contribution Policy Subject to viability all housing developments of 10 or more homes shall generally contribute to the range of financial contributions as laid out in Milton Keynes Council Supplementary Planning Guidance and Documents. Within this range are the following local priorities: (a) the provision of education that is required as a result of the development. (b) improving existing play areas in the town. (c) off-site provision of playing fields and land costs. (d) enhancement of public open space. (e) the promotion of the Town Centre, its historic importance and fabric, its directional signage and to the enhancement of Town Centre parking provision.</p>	<p>NP7</p>	<p>Policy NP7: Developer Contribution Policy</p> <p>A. Subject to viability all <u>Major</u> housing developments, as defined by national planning policy, of 10 or more homes shall generally contribute to the range of <u>planning obligations</u> as set out within the policies of laid out in Milton Keynes Council’s adopted Local Plan (Plan:MK) and accompanying Supplementary Planning Guidance and Documents.</p> <p>B. <u>Smaller housing developments will also be required to contribute to the range of planning obligations</u> financial contributions <u>if it is demonstrably clear that</u> considered <u>the net developable area of the site could otherwise accommodate a suitable major housing scheme. On phased schemes, a planning application for a phase with fewer than 11 homes as part of a larger site, will also be required to contribute to the range of planning obligations</u> <u>financial contributions</u>.</p> <p>C. Within this range are <u>The following</u> <u>are</u> local priorities <u>for using</u></p>

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			<p><u>contributions:</u></p> <ul style="list-style-type: none"> • the provision of education that is required as a result of the development. • improving existing play areas in the town. • off-site provision of playing fields and land costs. • enhancement of public open space. • the promotion of the Town Centre, its historic importance and fabric, its directional signage and the enhancement of Town Centre parking provision.
NP8	<p>Playing Fields and Associated Development The land to the East of Willen Road, designated as a linear park extension in the Local Plan, is allocated for linear park/recreational use. 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 recreation and leisure, landscape and nature conservation, and flood control.</p>	NP8	<p>Policy NP8: Playing Fields and Associated Development Linear Park including Leisure</p> <p>The land to the East of Willen Road, <u>as shown on the Policies Map, is designated as an extension to the linear park extension in the Local Plan, is allocated for linear park/</u> for recreational use, <u>public access and nature conservation, to complete the link between Riverside Meadow and the proposed Ouzel Valley Park extension.</u> 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 <u>and indoor</u> recreation and leisure, landscape and nature conservation, and flood control.</p>
	POLICIES MAP & INSETS		New section to be inserted here using the maps to be sent as a separate docs.
Appendix 1	SCHOOLS PROVISION	Appendix 1	Retained unmodified.
Appendix 2	DEVELOPMENT BRIEF FOR TICKFORD FIELDS	Appendix 2	Retained unmodified.

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Appendix 3	SUSTAINABLE TRANSPORT PLAN	Appendix 3	Retained unmodified but note that the new MKC cycle route plan adds additional routes to this plan.