NEWPORT PAGNELL

NEIGHBOURHOOD PLAN 2016 - 2031 SECOND MODIFICATION

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Newport Pagnell Town Council

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April 2016 – March 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. EXPLANATION OF ALL THE NEWPORT PAGNELL NEIGHBOURHOOD PLANS AND REASONS FOR THE SECOND MODIFICATION

1.1 The right to develop a Neighbourhood Plan

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 City Council) to take all development decisions about our Town.

Let's be clear though, Neighbourhood Plans can only deal with buildings that will physically be built, and any land available. The Plan does 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 is about new homes, business premises and land biodiversity.

1.2 The first Neighbourhood Plan Version 1 – 2016

Newport Pagnell Town Council started work on its first Neighbourhood Plan in 2013, by creating a steering group that consisted of both councillors and local residents. The steering group undertook a number of consultations with residents and other interested parties before going to referendum in 2016 whereafter the Plan was formally 'made' and became part of the legal planning process. The main focus of this Plan was to allocate new sites for development, including the main site of Tickford Fields. Although the Plan called for 1200 homes on the site, it has now been established, through the approval of outline planning permission that it will accommodate only 930 additional homes owing to flood restrictions, in addition to the 73 already built on the former North Crawley Road Industrial site. The first Neighbourhood Plan sought to make this site into a sustainable community with the inclusion of a primary school with pre-school, health/community facility, parks and play areas, and a local shopping centre, as opposed to a series of small developments without a cohesive approach. This site has not yet been developed as the landowner, Milton Keynes City Council (MKCC), has only very recently been able to conclude a successful procurement exercise for the necessary contractor in July 2023. Several other sites were also allocated for development in this Plan:

- The old Taylor's Mustard Factory – fully developed
- The old Aston Martin site – fully developed
- The North Crawley Road industrial estate – fully developed
- The Police Station site – going forward to an appeal hearing.

This Plan achieved the following:

- It 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 developments were/will be supported by the necessary infrastructure.
- It gave Newport Pagnell residents the opportunity to determine their own future
- It gave Newport Pagnell residents a better opportunity to get on the housing ladder by offering more shared ownership
- It offered more affordable housing directly to Newport Pagnell residents
- It provided strategic rather than ad hoc direction for development and infrastructure provision.
- It considered sustainability and provided a detailed sustainable transport plan.

1.3 The Modified Neighbourhood Plan Version 2 – 2021

Neighbourhood Plans have a finite life of only two years in circumstances where the principal planning authority does not have a 5-year housing land supply. Although MKCC has achieved a 5-year housing land supply plan, the Newport Pagnell Neighbourhood Plan Steering Group remained concerned that this status might be lost or that the Plan may in time no longer have prominence at planning meetings. New homes had been built so there was a need to update the Plan. In 2021 a

modified Neighbourhood Plan, developed by the Steering Group, was accepted by an external examiner and 'made' by MKCC. This Plan updated all the completed developments, and also introduced a new 'design guidance' policy, based on the 'Newport Pagnell Design Study' that had been commissioned by the Steering Group. The new policy also provided added protection to some of the historical buildings of the Town. This Modified Neighbourhood Plan did not provide for any additional housing.

The Modified Plan of 2021:

- Updated the Plan showing which development had already taken place
- Defined and clarified Policy 4, amending it from a Windfall Policy to a Design Policy to clarify requirements on future development.
- Updated the Plan in terms of changes to national and local planning policy
- Reinforced the Plan by providing a more recent version that could be considered should MKCC lose its 5-year housing land supply status.

1.4 The Second Modified Neighbourhood Plan Version 3 – 2023

By 2022, the Neighbourhood Plan Steering Group had been working on a new direction for development. The importance of climate change was emerging as one of the greatest challenges the world was facing, linked to the need to increase biodiversity. This led the steering group to consider that the Town's wildlife corridors and local green spaces needed protection from development, and enhancement to improve their biodiversity and to increase their carbon capture. This became particularly important when the Government helped to fund the MK East Development, which will see 5400 new homes and a logistics site being built just south of the Town on greenfield sites. This Plan therefore designates sites for biodiversity enhancement in Newport Pagnell.

However, there remains a desperate need for new housing in England and, as residents advised us at our issues and options consultation for the first Neighbourhood Plan, their children could not find small, local properties in the Town. The MKCC Strategic Housing Market Assessment of February 2017 demonstrated that the demand for properties for those aged 25-35 requires a growth of 14,400 household units by 2031. It also indicates a marked increase in the population of Milton Keynes between the ages 45-85 by 2031 . Many in such households are ready to downsize, once children have grown, but cannot find smaller size housing in Newport Pagnell, where our 1980s developments have focussed on 3/4-bedroom houses.

The solution to these two apparently contradictory aims of retaining greenfield sites, whilst creating more housing, lies in brownfield development. Rather than allocate specific sites for such brownfield development, the Second Modified Neighbourhood Plan instead indicates parts of the Town Centre where new housing development can take place, whether this be in the form of third storey development on buildings that are not historic and which would benefit from improvement, or the change of use of small sites from a construction yard and from a social amenity site to housing. This does, as and when these opportunities are taken up, offer more smaller housing close to the Town Centre, thereby aiding the Town Centre's viability through adding residents who are likely to use local shopping facilities on a regular basis.

This Second Modified Plan, Version 3 of the Neighbourhood Plan:

- Makes clearer the commitment to seeing the beneficial reuse of brownfield land within the Town rather than encouraging any further growth into its precious countryside
- Encourages new residential development in the Town Centre to help bolster its vitality and viability, and creates an opportunity to improve walking routes
- Introduces a green infrastructure network as a local response to tackling climate change, including identifying three sites to offer biodiversity net gain off-setting
- Maintains a wildlife corridor that winds through most of the Town and linked areas.

Paul Day

Mayor of Newport Pagnell

2. 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. THE STEERING GROUP

3.1 The process of developing the Second Modified Plan

The Steering Group, otherwise known as the Neighbourhood Plan Implementation Group (NPIG), consists of voting members, these being nine Town Councillors (Cllrs Binta Bah-Pokawa, Anne Butler, Ian Carman, Philip Gage, Euan Henderson (Chair), Roger Hornblow, Diane Kitchen, Richard Pearson, and Phil Winsor), two non-voting local residents (Alan Mills, retired senior planning officer, and Martin Ferns, a member of the Buckinghamshire Natural History Association who has recently retired from the Steering Group), the Town Clerk (Shar Roselman) and the Deputy Clerk (Abi Bassett).

In 2022 an environmental consultant, Future Nature Wildlife Trust Consultancies, was engaged to undertake a study of the biodiversity of remaining greenspace in Newport Pagnell that is not in the ownership of the Town Council. This provided evidence of a level of existing biodiversity on three large greenfield sites not in the ownership of the Town Council, and a projection of biodiversity enhancement opportunities.

The Steering Group also engaged an independent professional planning consultant, O'Neil Homer, to offer planning advice. A number of working group meetings have been held since, with a Milton Keynes City Council (MKCC) neighbourhood planning officer in attendance at some of these, to discuss and agree the direction for the new Plan.

The buildings in the High Street, Union Street and St John Street were surveyed, showing upper floor residential occupancy, ground floor retail and business occupancy, vacancies, and whether the building was listed or not. This helped to highlight areas for possible improvement of the Town Centre.

In December 2022 MKCC advised that it was necessary for a Strategic Environmental Assessment (SEA) to be completed, and the Steering Group sought consulting assistance from Localities (the body appointed by Government to help communities to develop Neighbourhood Plans) with this.

A request for an Article 4 directive to prevent further residential development on the ground floor of the properties within the conservation area in our market town was made, but MKCC turned it down on the basis that insufficient shops had closed. The situation requires ongoing monitoring.

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, some of which are considered significant or substantial enough to change the nature of the Made Plan. It is therefore understood that this modification, unlike the last one which did not make modifications of large significance, will need to be subject to a referendum in accordance with the Neighbourhood Planning (General) and Development Management Procedure (Amendment) Regulations 2017/1243.

3.2 The Consultation process on the Modified Plan

3.2.1 Meetings With Owners/Or Owner Agents

The details of these meetings are reflected in the consultation statement which forms part of the consultation documents..

3.2.2 Library Site Consultation

A meeting with the Director of Planning and Place-Making at MKCC and the Head Librarian took place at which they confirmed that they would support housing/retail on this site providing the library could be relocated within Newport Pagnell.

3.2.3 Sports Ground Provision

Several meetings with the developer Bloor Homes (developing 800 homes at the MK East site) took place, at which they agreed to the development of sports fields and a pavilion on a piece of land they own in Newport Pagnell which will allow management of the site by a well-developed club, Newport Pagnell Town Football Club, winner of the FA Vase trophy in 2022, the top trophy that can be won by local football clubs.

Bloor Homes also agreed to use land within the Willen Road West site (see Policy NP4 and the Green Infrastructure map) to offset biodiversity of their MK East Development. This land is in the ownership of three different people, and Bloor Homes represent the owners of the middle section of this site.

3.2.4 Consultation Events with Residents

Three public consultation events were held with residents, each in a different part of the Town. A large banner advertising the consultation events 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.

3.2.5 Consultation with The Housing And Regeneration Department At Milton Keynes City Council

Discussion with the Team Leader for Strategy and Commissioning of housing at MKCC elicited the following response.

'Town Centres are the areas where we can and should have a higher density through development of flats and less land hungry build types whereas we would expect the family homes to be on the outskirts. It is only through making the most of the sites that lend themselves to higher density that we and our Parishes can meet the housing demand.'

3.2.6 Early Consultation with Planning Authority on Neighbourhood Plan Modification

There was early consultation with MKCC's Neighbourhood Planning Officer on the Neighbourhood Plan policies which resulted in comment included in on the consultation document.

3.2.7 Six Week Consultation with Statutory and Other Consultees

The initial 6-week statutory consultation period started on 1st September 2023 and was due to conclude on 12th October 2023. At the time of the pre-submission consultation, Newport Pagnell Town Council and the steering group wrote letters to 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 event organisers, churches and religious bodies, sports groups, retailers, businesses, the MK Chamber of Commerce, Housing Associations, and charities – see the Consultation Statement for details of these) formally opening the consultation and advising all consultees, whether statutory or not, of the Town Council's website address where the consultation documents can be read and inviting comments.

Although the consultation formally opened on 1st September 2023, it was later realised that one of the consultation documents, the Strategic Environment Assessment (SEA), had been omitted from the documents upload to the Town Council's website. On advice from their consultant, the Town Council uploaded the missing document and then 'reset the clock' on the consultation, meaning that it ran for a further 6 weeks from 1st October to 11th November 2023. The consultees (above) received a second notification letter to let them know about the amended timeline and that the SEA was available to view with the other consultation documents.

3.2.8 Regulation 14 Consultation with Local Residents

A range of methods were employed to advise residents where they could find the Regulation 14 consultation documents and how to make formal comments on the proposals. 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 (via Survey Monkey) giving residents the opportunity to comment on the proposals. The survey was advertised on the Town Council's website, its Facebook account, and on the Facebook Local

Chit Chat Group in Newport Pagnell that has 30,000 members, many living in Newport Pagnell. Targeted Facebook and Instagram messaging was also applied to account holders who have Newport Pagnell postcodes. Letters were hand delivered to all local businesses in the Town Centre. A large banner was erected advising residents of the Regulation 14 consultation.

3.2.9 Other Methods of Consultation

For two years during the development of the Modified Neighbourhood Plan Version 3, residents received the Town Council's quarterly publication (Town Talk) delivered to every home in Newport Pagnell, advising them of progress with the second Modified Neighbourhood Plan and inviting comment.

4. CRITICAL CONSIDERATIONS OF THE STEERING GROUP

4.1 MK East – adjacent major development

Two planning applications have been approved for the MK East Development, lying Southeast of the Town. No. 21/00999/OUTEIS for 4600 new homes and No. 21/03420/0UTEIS for 800 new homes. A further application for a logistics park has also been approved: No. 21/02440/0UTEIS.

Conclusion:

The new MK East development will supply 5400 new homes in the area and there will be significant new employment from the large logistics park.

However local residents are still seeking opportunities for their grown children to move into small starter homes in Newport Pagnell. Also a significant number of Newport Pagnell residents are older than the average in Milton Keynes, and some of these are seeking to downsize, thus releasing 3/4-bedroom properties.

4.2 Housing needs assessment

4.2.1 Milton Keynes Strategic Housing Market Assessment 2016-2017

Milton Keynes Strategic Housing Market Assessment (SHMA) has not been updated since 2017. This SHMA established that there will be a requirement for 23,989 dwellings over the plan period to 2031. It is proposed that this figure is increased by 815 additional dwellings to take account of concealed families and homeless households. The SMHA also shows a shortfall of housing for workers, indicating that the increase should be a further 1,739 dwellings. A total of 26,543 dwellings has therefore been projected In Milton Keynes for the period 2016-31. Added to this increase, market signals indicate a need for a further 3,973 dwellings, and an additional of 533 dwellings are needed in response to the backlog of housing provision.

4.2.2 Delivery Of The Core Strategy And Plan:MK

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 the size required by the Core Strategy 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. Therefore Neighbourhood Plan Version 1 proposed 1200 new homes on the Tickford Field site (since downgraded to 930 new homes in addition to the 73 already built) whilst the Core Strategy required only 400 new homes.

Plan:MK dropped the housing target in the rural areas, and its Housing Strategy policy DS2 leaves it to the emerging Neighbourhood Plans to deliver appropriate levels of new housing for their town or village.

The MKCC New City Plan details all housing land available, and estimates delivery times for the next 5- year period. It demonstrates there is surplus of deliverable housing to meet the next 6.1 years.
It estimates Tickford Fields will start delivery of 20 houses in 2024/5, 80 in 25/6, and 100 per year thereafter. By 2031 it predicts 400 units still awaiting completion. The Police Station site is predicted to deliver 47 units in 2023/24 and 3 in 2024/25.

Conclusion: There is no requirement to bring forward new homes but residents are still seeking homes for their grown children, and some of the population is looking to downsize.

The New City Plan to 2050

MKCC is currently preparing a New City Plan to plan for the growth of the Borough up to 2050, specifically looking to take forward Milton Keynes Strategy for 2050. A consultation on the aims and objectives of the New City Plan ended in March 2023 with adoption anticipated in 2025. The consultation confirms that Local Housing Need is around 1,900 per annum (1,766 per annum in the adopted Plan:MK) and that more areas for housing growth will need to be identified. It confirms that a revised Housing and Economic Development Assessment will inform how this need is met, and that this assessment is currently being prepared. The consultation also confirms that the New City Plan will explore the following potential areas or patterns of growth:

- Further urban and brownfield development (such as regeneration or densification through further infill sites)
- Growth along public transit and transport routes, for example routes identified in the work on Mass Rapid Transit
- Urban extensions to the city or towns
- A more dispersed pattern of growth across the borough, including villages in the rural area
- New settlements such as villages or small towns with active and sustainable modes of transport at their heart.

Conclusion: Newport Pagnell could form part of all but one of the potential areas or patterns of growth being considered above. This Second Modified Neighbourhood Plan is expected to be examined prior to the adoption of the New City Plan. The Town Council will also continue to engage with MKCC in relation to the preparation of the New City Plan and respond to any changes in strategic policy through its adopted monitoring and implementation regime (see paragraph 6.2 below).

4.2.3 Housing Mix

MKCC Policy HN1 HOUSING MIX AND DENSITY in Plan:MK states that proposals for 11 or more new dwellings will be expected to provide a mix of tenure, type and size of dwellings that:

1. Reflects the Council's latest evidence of housing need and market demand;

2. Reflects the needs of different household types;

3. Avoids the over-concentration of certain types of residential development in an area; and

4. Takes account of the nature of the development proposal, for example flatted development or supported/sheltered housing where greater variety of house type, size or tenure may not be feasible or appropriate.

TABLE 1 RECOMMENDED MIX FOR NEW HOMES

Table 7.1 in Plan:MK recommends the following mix for new homes:

TYPE	SIZE	AFFORDABLE HOUSING	MARKET HOUSING
Flat	1 Bed	10%	1%
Flat	2 Bed	9%	1%
House	2 Bed	33%	11%
House	3 Bed	38%	57%
House	4 Bed	9%	25%
House	5 Bed	3%	6%

However, Plan:MK goes on to say that this housing mix is based on current occupancy, with the exception of overcrowded households, and does not take account of the need or demand for households to move into different types or size of housing. Demographic trends show there will be a significant increase in households aged over 65 within Milton Keynes in contrast to other age groups. The majority of these households will already be established and living in Milton Keynes, predominantly in larger family size housing. The Strategic Housing Market Assessment does not account for older households (either singles or couples) living in larger properties who may need or wish to move to a smaller property - 'rightsizing' - due to difficulty maintaining a larger property, reduced mobility, or the desire to move to more suitable accommodation in closer proximity to

day-to-day facilities that will enable them to continue to live independently. Enabling older households to move into more suitable accommodation in this way can help to reduce the costs to health and social services and release existing under-occupied housing for the use of families, thereby helping to indirectly meet the need for family housing (3-5 bed houses). Therefore, the recommended market housing mix within the Strategic Housing Market Assessment potentially overestimates the demand for 3–5-bedroom market houses and underestimates the demand for 1-2 bedroom market properties. However, it is difficult to quantify what the need and demand for 'rightsizing' will be. New development provides an opportunity to address this shift in the demographic profile of Milton Keynes to improve housing choice and the availability of suitable accommodation in the right places to address issues of overcrowding, under occupancy and demand for particular types/sizes of housing. For example, there is demand for smaller properties from both young single/couple households and from older single/couple households for different reasons. It is important that development proposals take into account the changing demographic profile of Milton Keynes and other information relating to housing need, as illustrated in the Strategic Housing Market Assessment, alongside the recommended market housing mix in Table 1 above when considering the type and size of housing being proposed. In summary, what constitutes an appropriate mix of housing within development proposals will be influenced by site-specific factors, wider trends, information on households with specific needs at that time, and the strategic objectives in addition to the recommended housing mix set out above. Policy HN1 therefore adopts a flexible approach, with proposals to be considered on a case-by-case basis.

Table 2 MILTON KEYNES POPULATION PROJECTION UP TO 2031 BASED ON 2014 BASED SNPP AND 10-YEAR MIGRATION TREND SCENARIOS

Age	2016			2031					
				2014-based SNPP			Alternative 10-yr trend (2005-15)		
	M	F	Total	M	F	Total	M	F	Total
Aged 0-4	10349	9725	**20073**	10,125	9,600	**19,725**	10,265	9,728	**19,994**
Aged 5-9	10591	10103	**20695**	10,798	10,094	**20,892**	10,910	10,198	**21,108**
Aged 10-14	8690	8242	**16932**	10,841	10,181	**21,023**	10,913	10,248	**21,162**
Aged 15-19	7545	7116	**14662**	10,167	9,235	**19,402**	10,234	9,303	**19,537**
Aged 20-24	6805	6360	**13166**	7,698	7,225	**14,923**	7,813	7,333	**15,146**
Aged 25-29	8192	8959	**17151**	8,322	8,366	**16,687**	8,497	8,513	**17,010**
Aged 30-34	10400	10772	**21173**	9,471	9,521	**18,993**	9,664	9,672	**19,336**
Aged 35-39	10972	10890	**21862**	11,030	10,788	**21,817**	11,218	10,911	**22,129**
Aged 40-44	9961	9845	**19805**	10,920	11,108	**22,028**	10,969	11,174	**22,142**
Aged 45-49	9348	9374	**18721**	10,867	11,016	**21,883**	10,942	11,106	**22,047**
Aged 50-54	8626	8931	**17557**	10,065	10,250	**20,315**	10,170	10,308	**20,478**
Aged 55-59	7736	7708	**15444**	8,977	9,133	**18,110**	9,044	9,183	**18,227**
Aged 60-64	6433	6913	**13346**	8,357	8,808	**17,166**	8,362	8,817	**17,179**
Aged 65-69	5936	6440	**12376**	7,503	8,211	**15,713**	7,520	8,229	**15,749**
Aged 70-74	4028	4383	**8410**	6,338	6,907	**13,244**	6,313	6,890	**13,203**
Aged 75-79	2658	3291	**5949**	4,890	5,866	**10,756**	4,895	5,856	**10,751**
Aged 80-84	1691	2352	**4044**	4,036	5,012	**9,049**	4,008	5,014	**9,022**
Aged 85+	1438	2680	**4118**	3,507	5,003	**8,511**	3,501	4,992	**8,493**
Total	**131399**	**134085**	**265483**	**153,913**	**156,326**	**310,238**	**155,237**	**157,475**	**312,712**

Table 7.2 from the Milton Keynes Strategic Housing Market Assessment 2016-2031 shows the expected growth in population up to 2031.

The table shows a higher % of expected growth for those aged 14-19 and for those over 64. This has significant ramifications for any planned housing mix, as it is evident that there will be a strong need for more starter properties, and a change in circumstances for those who are older who are forced or choose to move out of their existing properties.

The impact of the growth of the older population is exacerbated in Newport Pagnell. This is shown in the following figure extracted from Oxford Consultants for Social Inclusion - Local Insight: 2021.

Table 3 COMPARISON BETWEEN AGE RANGES IN NEWPORT PAGNELL AND MILTON KEYNES AND ENGLAND

AGE RANGES	NEWPORT PAGNELL % of TOTAL POPULATION	MILTON KEYNES % of TOTAL POPULATION	ENGLAND % of TOTAL POPULATION
0-15	19.6%	23.2%	19.2%
Working age	58.1%	62.3%	62.3%
Age 65+	22.1%	14.4%	18.5%

In Newport Pagnell there are 6,214 dwellings (20.5 dwellings per hectare), making this a reasonably low-density area for a town, aided by the fact that the two large-scale developments in the 1980s focussed primarily on 3–4-bedroom homes.

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. There is a long waiting list to get into all of these facilities.

The Office for National Statistics 2021 report on household size show that, in Milton Keynes, one-person occupancy is between 20 and 38%, two-person occupancy is between 20 and 41%, three-person occupancy is between 7 and 20%, and four- person occupancy is between 5 and 20%, again demonstrating the need for smaller housing.

Conclusion:

As supported by MKCC's Housing Department**,** development in the Town Centre will attract older persons looking to downsize and move closer to the Town Centre amenities and younger persons seeking smaller, starter homes, in a local market Town within walking distance of local amenities. The available sites themselves can mainly be developed only as flats, or 1 or 2-bedroom townhouses. There is therefore a need to promote smaller homes in the Town Centre.

4.2.4 Affordable Housing and Shared Ownership

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.

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 11 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 MKCC 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 21% of all housing.

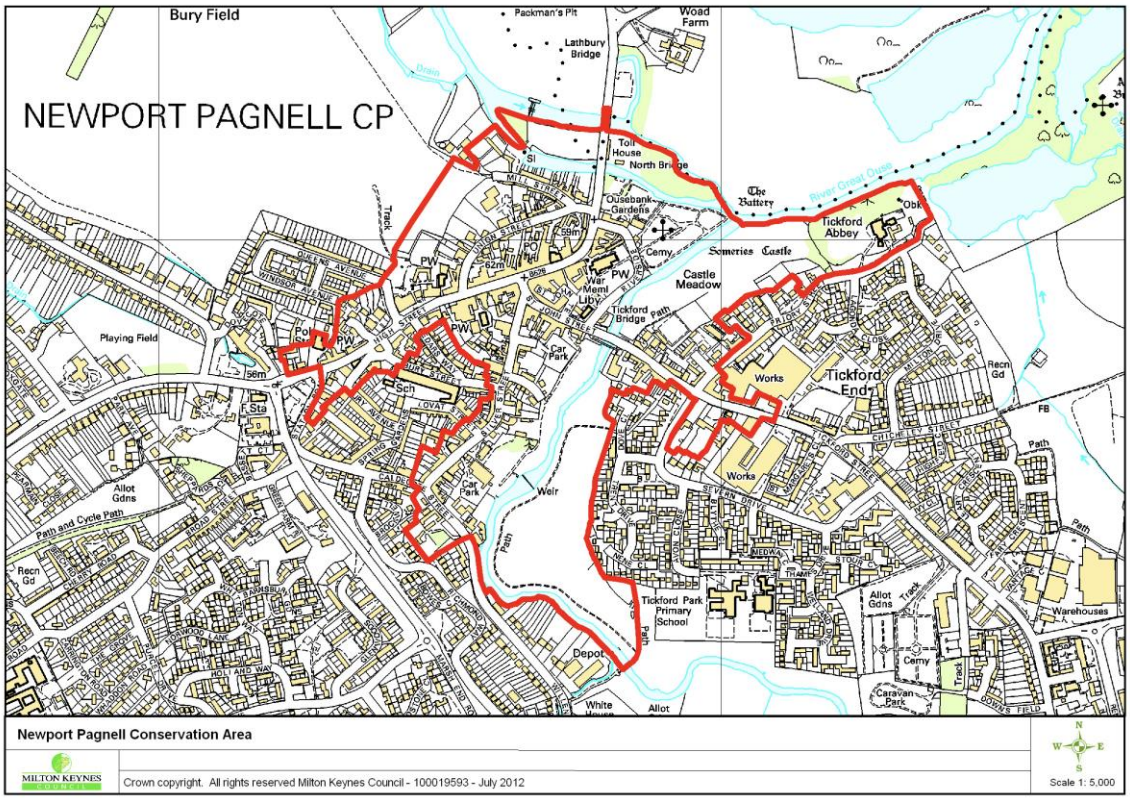
Neighbourhood Plan policy NP7 sets out requirements both for offering some affordable housing to local people, and for changing the proportion of affordable housing to increase the shared ownership proportion and decrease the social rented proportion. There has been agreement with MKCC to retain the percentage of shared ownership on the Tickford Fields Development Site at 10% of all housing, as per the original figure in the Neighbourhood Plan.

Conclusion:

The need for Policy NP7 still exists.

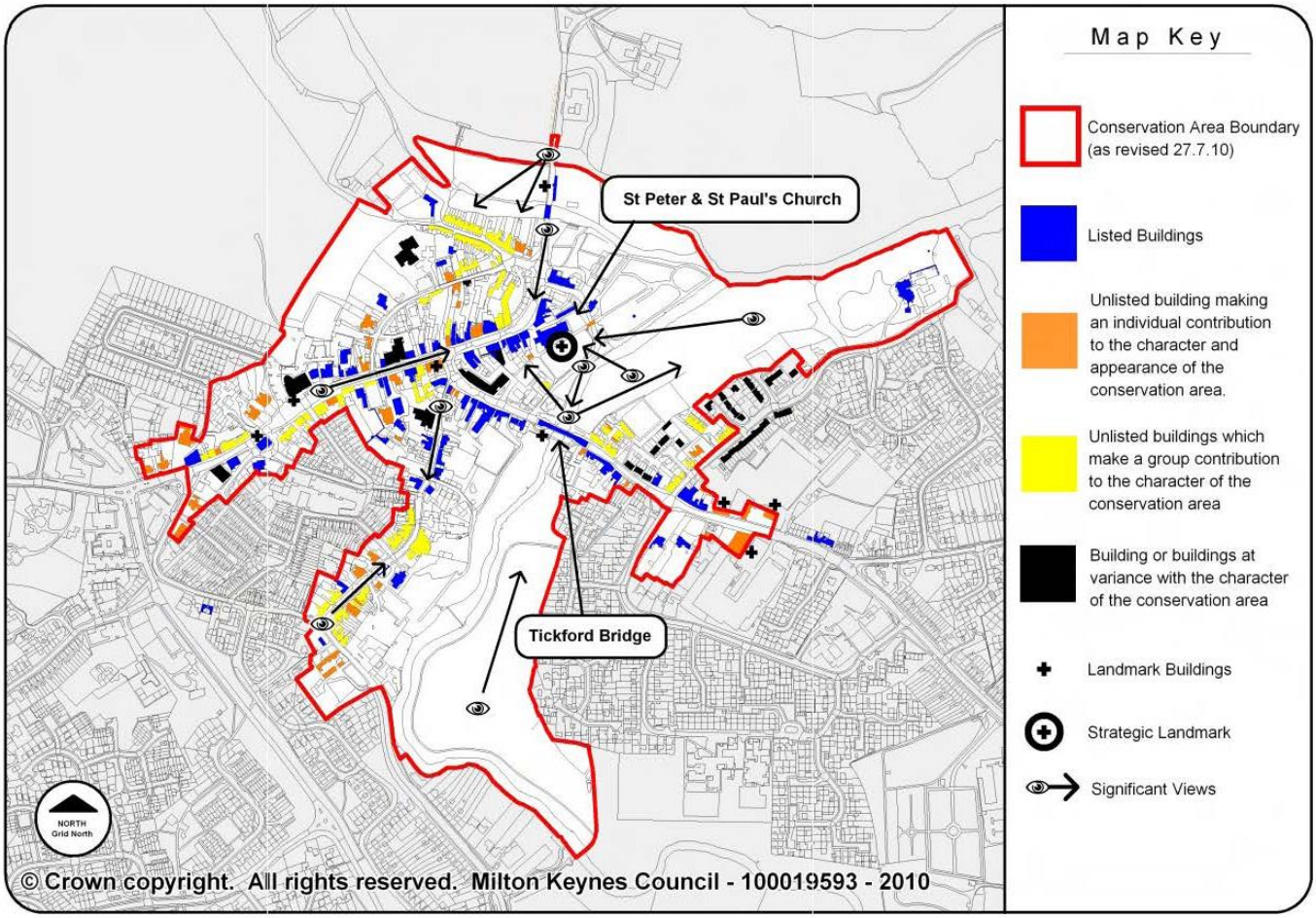
4.3 Historical Town Centre, conservation area and upper storey development.

Figure 2. The Conservation Area map below.



In considering brownfield development, the Steering Committee gave a great deal of thought to the Conservation Area and the location of heritage assets within it. The area contains around 100 listed buildings, and the historical Town itself has, for over 1000 years, played an important role as a market stop between the north and south of England. Historical conservation was therefore a most important consideration.

Figure 3. The Location of principal buildings and features in the Conservation Area



Source: Newport Pagnell Conservation Area Review July 2010 https://www.milton-keynes.gov.uk/planning-and-building/conservation-and-archaeology/conservation-areas-milton-keynes

In examining the buildings in the Town Centre (including the listed sites and the general use of the Town Centre, it was apparent that there is already evidence of a certain amount of upper floor use as dwellings. Action for Market Towns, now dissolved and working as a Linkedin operation, has strongly expressed the view that, for a market town to remain viable, people need to both use it and live in it. The Town Centre, whilst containing a plethora of historical buildings over 100 years old and many considerably older, was somewhat marred by the development of several 1960s buildings between the older buildings. One opportunity for improvement of these buildings' facades was to allow owners to develop them further, thereby gaining an income which would give the opportunity to make improvements to the whole site. Planning legislation already allows third-floor development under permitted development rights, but whether these rights would continue to apply in a conservation area remains to be seen.

Plan:MK states that that objective of its Policy D1 paragraph 15.15 is to ensure that all new development has an identifiable character or sense of place. Character or sense of place/identity for a development relates to the overall perception of a development and can be created through existing or new landscape, layout, massing/scale, land uses, historic buildings and the appearance of buildings. It is therefore relevant to consider the type of new development that would be acceptable in a Town Centre with important historical links and buildings.

Other opportunities in the Town Centre may present themselves, for example the disused builder's yard off Union Street, and the library site. The builder's yard site, if redeveloped, affords the opportunity for a new more direct footpath leading from Union Street to the Town Centre car park. This will be a helpful addition for those using the Town Centre, and will add to the pedestrian routes in the Town. Plan:MK paragraph 15.12 states that, with respect to movement: the emphasis should be on creating a hierarchical network of well-connected streets that prioritise pedestrians, cyclists and public transport over private motor vehicles, whilst supporting the transition toward this movement hierarchy within the wider urban area. Routes for pedestrians and cyclists should be clearly legible, safe, pleasant and wherever possible take the shortest route between main origin and destination points within and beyond the site.

Discussion with MKCC Director Environment and Property, and the Head Librarian indicated a willingness to consider developing the library site, which is owned by MKCC, provided that another site could be found in the Town to house the library. The Town Council will be obtaining new community premises at the Police Station site, and its current offices will be relocated there. The property it occupies in the Town Centre at present is owned by the Town Council and will become vacant. This property can make a central site for a library.

Conclusion:

The steering group concluded that there were several brownfield development opportunities within the Town Centre which it has put forward in its Proposals Map. It did not bring these opportunities forward as new sites, but instead created policies to encourage possible development in these areas.

4.4 Employment

There is a vibrant Town Centre. However, COVID-19 and other economic factors have had an effect on the Town businesses, and some have closed and are empty whilst others have been replaced by the usual service facilities such as hairdressers and barbers, gambling facilities or tattoo parlours. Interchange Industrial Park, covering some 17.3 ha, is a successful business park, which at the time of writing this Neighbourhood Plan had five vacant premises. There is no evidence of demand to put pressure on the existing capacity of Interchange Industrial Park. There are some larger-scale employers in the Town such Aston Martin, which maintains a repair works 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 and a number of chain stores such as Boots the Chemist and Superdrug.

Further 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".

Discussion with the employment consultants engaged by MKCC 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 Plan:MK.

A new logistics park, just south of the Town, off Willen Road, in the MK East development, will provide additional employment in the area.

Conclusion:

The loss of one unused builder's yard would not be a loss of employment area to the Town.

4.5 Wildlife corridors and green spaces

The Steering Group considered that the new MK East Development, comprising a logistics park and 5400 new homes, will remove most of the green space between the M1 and Newport Pagnell, apart from land along the River Ousel designated as a Linear Park that will merge with Willen Road Sports Ground and thereby connect with the riverside corridor of the Ouzel and the Great Ouse in Newport Pagnell. These plans for MK East, now with outline planning permission, will reduce habitat and green corridors of species in the area. The Steering Group therefore believed it was important to retain existing green areas in the Town, and to try to increase diversity in these areas with a policy that encourages their conversion to biodiversity off-setting land.

One of the outline plans for the MK East Development, Plan No. 21/03420/OUTEIS, which is a development by Bloor Homes that will develop 800 new homes, sets aside land in Newport Pagnell for biodiversity off-setting. The Plan sets aside the middle part of the land west of Willen Road for this purpose. The Steering Group has held meetings with the agents of the owners of some of the other land that Neighbourhood Plan Version 3 proposes for biodiversity off-setting, and indications are that this use of land may be of interest to landowners, as there would be some financial benefit in doing so. The standalone Green Infrastructure Map (Figure 5, p. 38) shows how, by setting aside three pieces of land for biodiversity off-setting, a green and wildlife corridor is maintained that allows species to travel through much of Newport Pagnell and its surrounding areas.

The planning authority is working on its current site allocation plan, but the results of this are not yet available. During the call for sites by the planning authority, the Town Council put forward the three sites shown on the Green Infrastructure Map for biodiversity offsetting purposes.

Conclusion:

There will be a nett loss of land available for species migration as a result of the MK East development. Existing green space and in particular the wildlife corridors in Newport Pagnell need to be protected and enhanced in biodiversity terms.

4.6 Carbon capture

Setting aside land for biodiversity off-setting purposes will also aid in carbon capture and sequestration. Land that is farmed which is regularly ploughed, or land that is built on, allows captured carbon to be released into the atmosphere. Where land is set aside for biodiversity offsetting this is likely to involve the planting of hedgerows and trees. A fully grown tree will absorb around 21 kilograms of carbon dioxide (CO_2) per year, and over a lifetime of 100 years will absorb a tonne of CO_2. Recent estimates from UK experiments suggest that 0.31(+/-0.18) tonnes of carbon per hectare per year is sequestered under no-till and approximately half this amount for minimal-till.

Conclusion:

Land that is set aside for biodiversity off-setting will also have a beneficial effect on carbon capture and sequestration.

4.7 Sports ground provision in the light of MK East, and other connectivity issues

Willen Road Sports Ground, 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.

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. This shortage of adequate provision exists even before the new build planned in the Neighbourhood Plan takes place, but the Neighbourhood Plan will result in a large 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 development site.

However, the Town also services the surrounding rural area and some of the urban parts of Milton Keynes for provision of sporting and recreational facilities. The new MK East site will require significant provision, and Bloor Homes has agreed to provide some playing fields on land adjacent to Willen Road Sports Ground in Newport Pagnell. This is sensible because it is difficult to get a new football club to the point where it is ready to take on leased facilities, but an established club is able to add these into its management structure. The added facilities in Newport Pagnell will be only a 10-minute walk from most of the MK East development, and provision for an overpass bridge across the A422 has been made directly into this new sports field site as part of the planning application.

A bowling club, a table tennis club and a diving club also exist in Newport Pagnell.

Conclusion:

There is an existing shortage of sports ground provision in Newport Pagnell and adding to the Willen Road Sports Ground site with new land, new pitches, and a new pavilion as part of the MK East contribution to provision will allow the new facilities becoming the responsibilities of a well-managed football club that services an area much larger than Newport Pagnell.

4.8 Aston Martin Heritage Centre

The first modification of the Neighbourhood Plan made some amendments for the sake of clarity in Policy NP7 and one of these was the encouragement to build, within or outside the settlement area of Newport

Pagnell, a museum and educational/conference centre that will help to celebrate the Town's links to both the motor vehicle and film industries. The organisation proposing to build this structure is the Aston Martin Historical Trust, in order to house their collection of memorabilia and vehicles which are currently stored in an aircraft hangar in Oxfordshire, and to encourage visitors to the site. The Heritage Centre will enhance employment opportunities but more importantly will have a strong educational focus, linking with Cranfield University and other universities, and engaging with secondary school students to encourage course choices in STEM subjects and careers in engineering.

Suitable sites have been found for the build of the Heritage Centre (a site owned by the Town Council) and for parking for visitors to the Heritage Centre (a site owned by MKCC) and both councils have agreed heads of terms for the necessary long-term leases.

These sites fall slightly outside the settlement area.

Conclusion:

The Proposals Map needs to amend the settlement boundary to include the area to be occupied by the Heritage Centre including museum, conference centre and necessary parking. See inset 2 on the Modified Policies Map.

4.9 Climate change issues and the environment

4.9.1 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 proposed in the Neighbourhood Plan, which requires flood mitigation measures to be part of the detailed planning applications.

4.9.2 Environmental issues raised during earlier Neighbourhood Plans were:

- Flooding on the Tickford Fields development 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 strategic reserve, or to relocate the recycling site away from homes on the Tickford Fields east site. This is addressed in policy NP2.

4.9.3 A further environmental issue was:

- The direct relationship between 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.

Conclusion:

Any site for development within a high-risk flood zone will need a site-specific flood assessment proposing flood mitigation measures but this already forms part of the Planning Authority's regulations so there is no need to build it into the Neighbourhood Plan.

Policy NP2 should continue to support addressing environmental issues.

4.10 Transport

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 are summarised as:

- **Walking:** The Town Centre improvements to block pave the footpaths, install dropped kerbs, new seating and lighting, have significantly improved the pedestrian environment. New wayfinder signage has also aided pedestrians in making their way around the Town.
  The history of the Town and its buildings are now better publicised, in the form of a Trailtale App.
  A new pedestrian route through the disused builder's yard site in Union Street would significantly improve accessibility to the Town Centre.

- **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 development 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. A new cycling facility has been built by the Town Council at Hornbeam Park, and cycling lessons for proficiency and migration onto the road are taking place at this facility, thus adding to the impact of the new cycling routes that need to be brought to the Town.

- **Public transport:** A survey of current bus services shows that the Town Centre and 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 original Neighbourhood Plan was made. The eastern side of the Town is served only by the less frequent services offered by the C10 bus service. As a result of the proposed Tickford Fields development site build, a more regular bus service to this new development will be needed, which will also improve the bus service along Tickford Street.

- **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 being updated. The Town Council, in conjunction with MKCC, will encourage all schools to update, implement and monitor new School Travel Plans. The new pre-and primary school on the Tickford Fields development site will be built early enough in the build schedule to avoid increasing car transport to the existing Tickford Park School. It will be designed with a drop-off facility but it should allow most children to walk to school.

- **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 Queens Avenue, 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. Policies NP2 and NP9 make reference. The public consultation emphasised the need to keep parking free of charge in the Town.

4.11 The impact of the Neighbourhood Plan strategy on housing provision elsewhere in Milton Keynes

Because the Neighbourhood Plan proposed more housing than was 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 5,400 new homes, commencing in 2024.

Plan:MK now leaves rural housing site allocations to each settlement.

There are three key settlements in the rural area of which Newport Pagnell is the largest with a population of over 16,000 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. 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. It is anticipated that a future review will respond to additional housing growth in the period to 2050 as per MKCC's New City Plan.

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

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 the first modifications to the Neighbourhood Plan. This was before the new MK East Development was proposed, and outline planning permission achieved so the rural housing requirements have been more than achieved.

4.12 The impact of the Neighbourhood Plan strategy on Newport Pagnell as a whole

As the primary development site is situated some distance from the Town Centre, residents of the new development will impact on the Town Centre, its facilities and its open spaces, in particular on Bury Common. 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, and that the area does not become a dormitory development. Policies NP2, NP8 and NP9 define how these development sites will contribute towards improving Newport Pagnell's Town Centre and open spaces to avoid pressure being put on these facilities. This includes providing for Town Centre parking and sustainable transport routes into the centre.

MKCC's Supplementary Planning Document on development contributions includes 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.

Conclusion:

New development, particularly at Tickford Fields, will place a significant burden on the Town Centre, and funding will be necessary to mitigate this.

4.13 The Steering Group, in making these second Modifications to the Neighbourhood Plan Version 3, has arrived at the following further conclusions:

- The on-going efforts of the Steering Group have kept the Neighbourhood Plan on track and development is going ahead at a reasonable pace excepting at the Tickford Fields Development site, (owned by Milton Keynes City Council) where it has been hindered by a failure to find a developer.
- Developer contributions are being made to meet the necessary requirements of the developments and there is evidence of this in the new wayfinder signage that has been provided from previous s106 funding.

5. THE POLICIES OF THE NEIGHBOURHOOD PLAN

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.

5.1 Policy NP1: Settlement Boundary and New Housing

5.1.1 Objectives of this Policy:

- Provision of housing to meet Plan:MK targets, together with the necessary infrastructure.
- Housing sited in the most suitable locations.
- Housing that improves movement into and around the Town.
- Emphasising the priority given to reusing brownfield land.
- Encouraging the delivery of smaller dwellings.

5.1.2 Delivery

The Tickford Fields development site (see Policy NP2) has been granted outline planning permission and the Police Station site has a planning application pending determination. The build of properties on the Aston Martin site has been completed and the policy has therefore been removed from this version of the Neighbourhood Plan. The defined settlement boundary, which has been amended to include the former London Road allotments and old Lovat Meadow caravan park site to accommodate the allocation of Policy NP5, is expected to continue to discourage housing development outside the Town for the remainder of the Plan period.

Subdivision of residential plots is regularly raised as an area of concern by local residents and a recent planning decision (22/00462/FUL) in Newport Pagnell has exacerbated this concern. Gardens are an important environment resource and often make a major contribution to local character. The policy continues the approach in the 'made' Plan to resist the inappropriate development and subdivision of residential gardens within the settlement boundary. It reflects NPPF paragraph 128(d) by establishing the desirability of maintaining the area's prevailing character and setting (including residential gardens). For clarity, the requirements of Policy NP6, including the 2020 Newport Pagnell Design Study, will continue to apply. It is accepted that in some cases, it may not be possible to meet all the requirements of the 2020 Newport Pagnell Design Study due, for example, to the lack of uniformity of the prevailing character in which the proposal is located. In such situations, an applicant must demonstrate why it would be acceptable to not have regard to the 2020 Newport Pagnell Design Study.

Clause C draws on the evidence base set out above in paragraph 4.2.3 on Housing Mix. To encourage the delivery of smaller homes in the Town Centre, the policy also seeks to ensure that schemes encouraged by Policy NP3 within the Town Centre delivers a majority of small dwellings – more than 50% of the total number of dwellings.

Clause D seeks to update the latest position of the Town Council in respect of its plans to move its community functions, offices and meeting facilities to the Police Station site. A recent scheme has been refused 22/00280/FUL based on further evidence being sought about the community use of the site as well as the failure to demonstrate that the sequential test has been met. This is because a small

part of the site falls within flood zones 2 and 3. The Town Council is clear on its commitment to taking ownership and refurbishing the non-designated heritage asset and has clarified this commitment through a signed agreement to the terms of transfer of the site, under the terms of the current scheme which continues to be subject to planning permission. Should this scheme not be delivered, the Town Council will continue to seek ownership and occupancy of this building to bring back its community use.

On the sequential test PPG: Para: 015 Ref ID 7-015-20220825 states that NPs should steer development to areas of lower flood risk as far as possible. If new development is considered it should be consistent with the spatial strategy in the relevant plan. The NP can only plan for land within the designated neighbourhood area. The only way in which other development can be provided for in the designated neighbourhood area is through the release of additional greenfield sites on the edge of the Town or through other infill sites further away from the Town Centre. The PPG makes clear that for plan-making, development should be steered to the lowest risk areas, where it is compatible to do so with sustainable development objectives (PPG: Paragraph: 023 Reference ID: 7-023-20220825). A basic principle of sustainability is to locate development within settlement boundaries which limit the need to travel to everyday facilities. Discounting unallocated sites outside of the settlement boundary is logical. The sequential test is therefore limited to infill sites in Newport Pagnell. The Police Station site is the only site identified in MKCC's Brownfield Register September 2022. Whilst the Neighbourhood Plan has identified brownfield redevelopment opportunities in its policy NP3 these sites, whilst encouraged, have not yet been made available. There are therefore no other reasonably available sites appropriate for retirement living in Newport Pagnell. In any case, the recently refused scheme has demonstrated that a scheme can be delivered and made safe.

Previous consultations indicated a need for retirement properties and downsizing opportunities which will also free up larger family homes. Policy NP1 clause D therefore supports this type of housing mix. For the avoidance of doubt, this can include a mix entirely of retirement and downsizing opportunities. The applicant of the recently refused scheme has since undertaken a local housing needs assessment which demonstrates a need for this type of development.

Policy NP1: Settlement Boundary and New Housing.

A. The Neighbourhood Plan will provide for approx. 1,163 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.

Housing will be delivered through:

- **The 173 dwellings from completed schemes at North Crawley Road Industrial estate (73), at the Aston Martin Works site (86) and at the Union Street Mustard Factory site (14) as at January 2023;**
- **The 930 dwellings allocated on the Tickford Fields Development Site;**
- **The 21 dwellings consented on windfall schemes elsewhere;**
- **The housing site allocation at the Police Station site, High Street, as per clause D below; 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. Proposals will be encouraged for the suitable and beneficial reuse of previously developed land in the Settlement Boundary. Proposals to subdivide residential plots to develop new homes on rear or side garden land will not be supported unless they maintain the area's prevailing character and setting as defined in the Newport Pagnell Design Study. 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.

C. Schemes for residential development in the Town Centre at St John's Street, Union Street and the High Street will be expected to provide a majority of small dwellings, particularly those with one and two bedrooms, where this can be achieved without detriment to the amenities and the character of the surrounding area and neighbouring properties.

D. The Neighbourhood Plan allocates the Police Station site as shown on the Policies Map for residential and community use. Development proposals will be supported provided the following key principles are met:

The residential scheme delivers retirement living and downsizing opportunities as part of the mix of homes.

The non-designated heritage asset comprising the police station, magistrate's courts and cell block building on site is retained for community use.

5.2 Policy NP2: Tickford Fields Development Site Specific Policy

5 .2.1 Objectives of this Policy:

- Provision of new housing to meet Plan:MK 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 theC, promoting cycling, walking and ease of access for the disabled
- Encouraging development that strengthens sport, recreation, play and culture
- Ensuring development enhances the Town and maintains the heritage aspects of the Town.

5.2.2 Delivery

5.2.2.1 The key principles and requirements set out above are amplified in the Development Brief attached to the Neighbourhood Plan as Appendix 1. The Town Council and Steering Group has worked with the current landowner of the site, MKCC, 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. An outline planning permission was granted in May 2021 and MKCC has now found another development partner to progress a detailed scheme.

5.2.2.2 Financial contributions will normally be secured through a S106 Agreement based on the current Memorandum of Understanding.

5.2.2.3 The Town Council has maintained a dialogue with NHS Commissioning body (ICB, formerly the CCG) for the health/wellbeing facility with the preference being for GP Surgery. The ICB 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 heads 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.

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

5.2.2.5 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. The developer's build schedule will therefore dictate its own development phasing based on the annual capacity to build and sell homes. This is likely to be around 100 new homes per year.

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

5.2.2.7 Given the scope of the playing field development required at £2.5M, a significant financial contribution of £2M plus index linking 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 site.

5.2.2.8 The increase of new homes, 930 still to be provided on this site, will result in over 2,400 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.

Policy NP2: Tickford Fields Development Site Specific Policy

The Tickford Fields development site, as shown on the Policies Map, should be developed for a residential led extension to the Town, with a capacity of around 930 homes. The following apply:

(a) The Tickford Fields development site 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 1.

(b) The development should be in accordance with the approved density of 37.5 dwellings per hectare, as per planning permission 20/00133/OUTEIS. 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.

(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 new junctions, in addition to extending Morello Way as a subsidiary road link. 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 Tickford Street, through the development, to link to Chicheley Street and Keynes Close and off site redway links west of Tickford Street to Ousedale School and Willen Road Sports Ground.

(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 be located adjacent to North Crawley Road, as per Masterplan, complete with drop-off parking and secure cycle parking provision. The site should be transferred to the Local Authority prior to the occupation of any dwellings. 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, 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 MKCC 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 which will include space for the scattering of ashes. The Neighbourhood Play Area should be located to the north of the site, as per the masterplan.

(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.

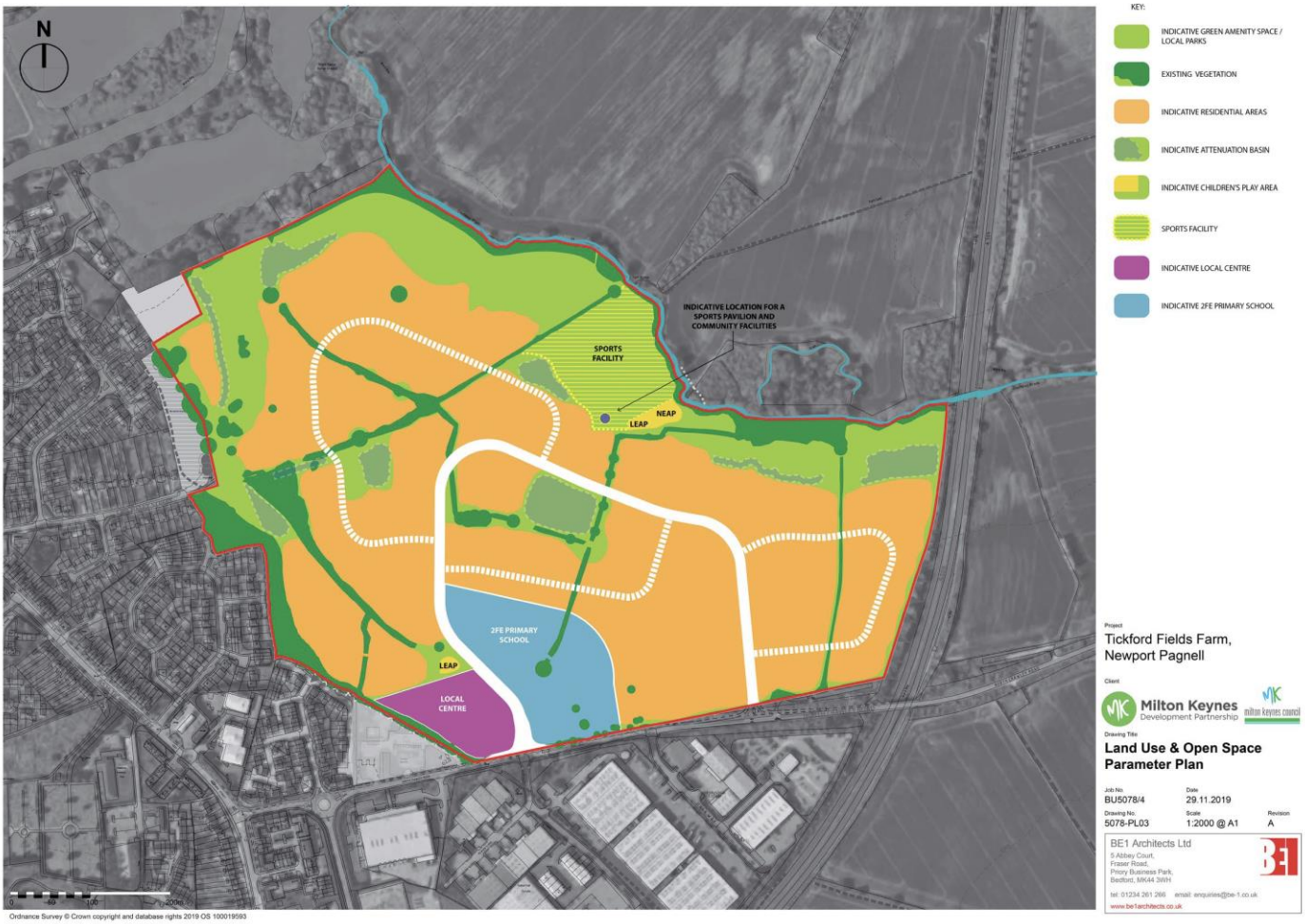
(p) Any application should be accompanied by a Flood Risk Assessment, Noise Assessment and Archaeological Assessment to demonstrate that the development is acceptable or to provide appropriate mitigation measures.

5.2.3 Alternatives Considered

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

5.2.3.2 Figure 4 below shows the indicative development principles of the Tickford Fields Development Site.

Figure 4: Indicative Development Principles of Tickford Fields Development Site



5.3 Policy NP3: Living in the Town Centre

5.3.1 Objectives of this Policy:

- Encouraging suitable development to help secure and improve the vitality and viability of the Town Centre and conserve and enhance heritage assets
- Creating opportunities to improve walking routes to better connect parts of the Town

5.3.2 Background & Delivery:

New homes above commercial or mixed use detached buildings and some changes of use from commercial to residential are now considered to be permitted development and, subject to a number of limits and criteria, no longer requires a planning application to be submitted. The Neighbourhood Plan (NP) has therefore taken a positive approach to planning for these kinds of potential changes to the Town Centre. As the Town Centre itself, and approaches to it, falls entirely within the Newport Pagnell Conservation Area this presents an opportunity for enhancing the character and appearance of the Conservation Area and the significance of other heritage assets.

There may be opportunities in the plan period for plot redevelopment on the High Street of buildings that are not heritage assets and some whose appearance may currently detract from the historic character and appearance of the Conservation Area. There is a long history of lanes extending between surviving mediaeval burgage plot boundaries from the High Street to Union Street.

The Newport Pagnell Conservation Area Review (CAR) 2010 mapped buildings at variance with the character of the Conservation Area, and in pursuing this opportunity presented by the NP review, the NPIG undertook a walkaround with consultants to update this information. It is also noted that the Newport Pagnell Design Study 2020 recognises that new buildings have been constructed in prominent locations within the Town Centre which are not appropriate for the context. During the walkaround it was noted that the character of the Town Centre (as a Conservation Area) continues to be diminished by the appearance of two of its three main gateways:

- High Street/Station Road from the west – a combination of the public car park, the prominent vacant site adjoining and to the rear of Subway and the single storey building occupied by a takeaway;
- Tickford Street/St. John Street from the south – a combination of the mass of the 60s retail units on St. John Street, the library building and public car park and undercroft garages.

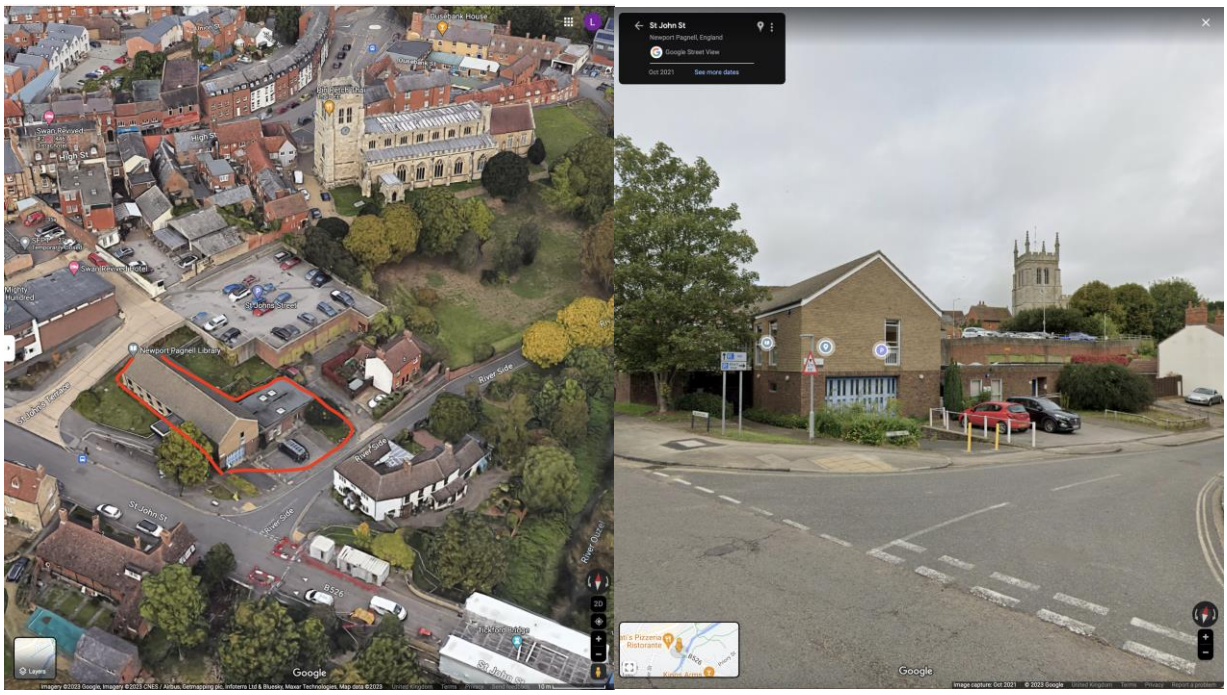
Its character is also diminished by a combination of car parking and service areas to the rear of 58-72 High Street as well as the massing of the Co-op building (no. 62) which detract from the appearance of Union Street.

The policy therefore sets out a series of criteria to encourage redevelopment within the Town Centre in locations which currently detract from the character and appearance of the Conservation Area. However, this kind of criteria approach to policy has not been sufficient in encouraging redevelopment schemes to date with opportunities for redevelopment to enhance the character and appearance of the Conservation Area having been identified in the CAR since 2010. For Clause A of the policy therefore, a review of properties in the Town Centre that are not heritage assets has indicated the potential for some to accommodate upper floor extensions of the kind now benefiting from permitted development rights. Those rights to deliver new homes above commercial premises do not apply in conservation areas, although it is noted that a government consultation earlier in 2023 sought to extend those rights to apply in conservation areas. The entire Town Centre is included in the settlement boundary where the principle of development is accepted and buildings are typically three to four storeys as recognised in the CAR 2010 and the Newport Pagnell Design Study 2020. All buildings which are not heritage assets themselves or which detract from the historic appearance of the Conservation Area have been identified and applications for redevelopment that become available during the plan period are encouraged. Appendix 4 sets out the simple site identification process followed. To be clear, future schemes will need to demonstrate that redevelopment, whether it includes additional storeys or not, satisfies other development plan policies.

The process also identified three prominent sites at either end of the Town Centre that are suited in principle for redevelopment in ways that will enhance its historic character. See Appendix 4. The 1960s library development detracts from the setting for both the Grade I listed Tickford Bridge nearby and St. Peter & St. Paul's Church in views from public vantage points along Tickford Street and St. John Street. However, the library service is popular and Clause C therefore requires that it is relocated and operational before redevelopment commences. To that end, the Council has proposed to vacate its own offices in the Town Centre to the former police station nearby to enable its reuse for the library. This is dependent on the outcome of the current appeal for a 45 retirement apartments and 3

retirement cottages being granted which is anticipated to be determined in early 2024 and further negotiations with relevant stakeholders currently being pursued.

Image 1: 1960s library development



The vacant yard adjoining No.1 Station Road at the western end of the Town Centre presents another opportunity to reuse unsightly brownfield land at the entrance to the Conservation Area. However, a suitable and viable scheme can only come forward by accepting that the sequential and exception flood risk tests are met. A series of planning applications in the last 15 months has been refused on flood risk sequential test grounds (refs. 21/02388/FUL, 22/02078/FUL and 23/01163/FUL). The NP therefore seeks to resolve this issue as it is considered that future redevelopment of the site presents an opportunity to improve the current impermeable hardstanding surface of the site. Clause C therefore addresses this matter, as well as restating the important of a redevelopment scheme avoiding harmful overlooking of adjoining private amenity land.

PPG: Para: 015 Ref ID 7-015-20220825 states that NPS should steer development to areas of lower flood risk as far as possible. If new development is considered it should be consistent with the spatial strategy in the relevant plan. The PPG also makes clear that for plan-making, development should be steered to the lowest risk areas, where it is compatible to do so with sustainable development objectives (PPG: Paragraph: 023 Reference ID: 7-023-20220825).The NP an only plan for land within the designated neighbourhood area. The only way in which other development can be provided for in the designated neighbourhood area is through the release of additional greenfield sites in the edge of the Town or through other infill sites further away from the Town Centre. A basic principle of sustainability is to locate development within settlement boundaries which limit the need to travel to everyday facilities. Discounting unallocated sites outside of the settlement boundary is therefore considered logical.

However, development is not being encouraged to meet housing supply targets but to secure and improve the vitality and viability of the Town Centre and conserve and enhance the historic Town Centre. It has also therefore not been considered necessary to widen the catchment area for the

purposes of identifying other reasonably available sites for the sequential test as local circumstances have dictated the type of development needed to secure and improve the vitality and viability of the Town Centre and conserve and enhance its history, which is the focus for the policy (Planning Practice Guidance Paragraph: 027 Reference ID: 7-027-20220825 & Paragraph: 028 Reference ID: 7- 028-20220825). A recent appeal decision usefully demonstrates the importance of considering local attributes in applying the sequential test (APP/R0335/W/22/3304460). The catchment area for the type of development proposed is therefore limited to sites within the Town Centre boundary. Enabling infilling on key sites in the Town Centre is also considered to be compatible with sustainable development. The only other infill sites identified in Newport Pagnell is that of the Police Station site (see Policy NP1) which is not within the Town Centre boundary. The sequential test in this location is therefore considered to be met as there are no other reasonably comparable sites that has been made available within the Town Centre.

The exception tests are met as this beneficial reuse will provide wider sustainability benefits, especially in its positive heritage effects, that outweigh the flood risk of an area of the Town that has effective flood defences. The policy requires the scheme to include design measures that will ensure it will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere, for example through rainwater harvesting and using only permeable surfaces. Planning permission has previously been granted for 23/01163/FUL for the change of use of a building from Use Class E, formerly B1(a) offices and extension to accommodate 3 residential flats at first floor level and office and retail use at ground floor level. The most recent planning application (Ref: 23/01163/FUL) for 2 dwellings at the rear of No.1 Station Road was refused due to its location in Flood Zone 3a and insufficient private amenity space for future occupiers were not acceptable and is currently at appeal.

Image 2: Vacant yard adjoining No.1 Station Road (see red outline)

Finally, the builder's yard on Union Street occupies a pivotal location that could enable a new pedestrian route to connect the Town Centre more directly with the Queens Avenue long stay public car park (onto which the site backs) and Bury Common beyond the car park (see green arrow in Image

3). It also lies at a point in the Conservation Area where the historic tight grain plot and building form of Union Street to its immediate west meets the lower density modern buildings of the street to its east. It is considered that, with the importance of retaining and reusing the existing three-storey 19 century building at the site entrance, the site is more closely related to the tighter grain. Clause D therefore requires a proposal to make provision to create the new footpath link through the site and the delivery of a mews court of smaller dwellings, inspired by other such building groups in the Town centre, e.g. lower Mill Street and Cannon Court

Image 3: Builder's yard on Union Street (see red outline)

The Draft SEA accompanying the Plan has shown that all sites have the potential to lead to positive outcomes in relation to the SEA framework, subject to the satisfactory design of future schemes. Other existing policy provisions, such as the location of the sites within a Biodiversity Opportunity Area and therefore the application of Policy NE3 of Plan:MK, will continue to apply.

Policy NP3: Living in the Town Centre

Development proposals within the Town Centre boundary, defined by the existing development plan, will be supported provided that the resulting design and layout of schemes:

- Retains ground floor Class E uses and active frontages within the Primary Shopping Area;
- Replaces the frontage design of 20th century architectural styles out of character with more historic developments, such as the principally mid to late Georgian buildings or the early or mid-17th century buildings;
- Conserves or enhances the character and appearance of the Conservation Area and the setting of any other heritage assets.

A. On the sites listed below, as shown on the Policies Map, proposals for three-storey buildings as a result of additional residential storeys or of comprehensive redevelopment will be supported in principle:

- **High Street: no's 1 (on the corner of Ousebank Street) 3, 129**
- **St John St.: no's 1, 3, 5, 7-9, 11-13, 15, 17-17a, 19-21**
- **High Street: no's 58, 58a, 62, 64, 66, 85.**

B. Proposals to redevelop the library site, as shown on the Policies Map, for a mixed-use or retail development as part of comprehensive redevelopment to replace 20th century architectural styles out of character with more historic developments will be supported, provided:

- **The library service has been relocated and is operational on a site elsewhere in or adjoining the town centre; and**
- **The scheme design conserves and enhances the character and appearance of the Conservation Area and of the setting to the designated heritage assets of St. Peter & St. Paul's Church, Tickford Bridge, Queen Anne's Almhouses and no's 22 – 32 St. John's Street.**

C. Proposals to change the use of and redevelop land at No.1 Station Road, as shown on the Policies Map, for a residential use will be considered to meet the sequential test for flood risk and will be supported, provided:

- **They do not cause adverse amenity harm through overlooking of the rear garden of No.3 Station Road;**
- **It can be shown that the scheme will be safe for its lifetime and will not increase flood risk elsewhere, including ensuring that all hard surfacing uses permeable materials and the buildings include the means for rainwater harvesting; and**
- **The scheme design conserves and enhances the character and appearance of the Conservation Area.**

D. Proposals to redevelop the builders' yard on Union Street, as shown on the Policies Map, will be supported, provided:

- **They make provision for a shared surface vehicular and pedestrian access from Union Street that allows for a new public footpath through the site to connect Union Street with the adjoining public car park to the rear of the site (Queens Avenue Car Park);**
- **They retain and reuse the existing three storey building on the site frontage; and**
- **The scheme design conserves and enhances the character and appearance of the Conservation Area and of the setting to any relevant designated heritage assets.**

5.4 Policy NP4: Green Infrastructure Network

5.4.1 Objectives of this Policy:

- Tackling climate and biodiversity change through local positive actions.
- Encouraging development that strengthens sport, recreation, play and culture, and that improves movement into and around the Town.

5.4.2 Background & Delivery:

Although the built-up Town area occupies most of the designated neighbourhood area there are still important areas of historic and biodiverse countryside that surround it to the north and south. And the Town has many green spaces and other assets throughout that built-up area. Together its urban and countryside assets form a coherent green infrastructure network full of biodiversity, recreational and visual value. In turn, that network forms part of a much larger network across Milton Keynes extending into the surrounding counties.

Clause A of the policy defines the multi-functional nature of that network at Newport Pagnell and shows its scale on the Policies Map. Clause B then requires the network to be protected from harmful development and, where possible and relevant, development proposals in its vicinity to reflect its functionality in that location in the design of the scheme, notably the layout and landscape proposals.

Clauses C, D and E respond to the biodiversity net gain (BNG) provisions of the Environment Act 2021, which will become a statutory part of plan-making and development management in January 2024, April 2024 for small sites. The BNG Metric (currently in its 4.0 version and includes a Small Sites Metric which is a simplified version of the 4.0 Metric) will provide the means for applicants to calculate the baseline biodiversity value of the application site in determining the net gain requirement of their proposals. The Policies Map makes a distinction between those parts of the Network that have, or are likely to have, existing biodiversity value, based on published mapped data and observation, and those that do not. Green infrastructure is multi-functional but some features – for example amenity and formal recreational land – are unlikely to have biodiversity value, or will be suited to improving that value by the nature of their use.

Biodiversity net gain can be achieved on site, offsite or through a combination of on site and offsite measures, or, as a last resort, through the purchase of statutory biodiversity credits. Clause C establishes the preference for biodiversity net gain to be delivered in accordance with the biodiversity mitigation hierarchy: avoidance, minimisation, restoration and offsets. If at least 10% biodiversity net gain cannot be achieved on site, then offsite biodiversity net gain may be acceptable, and applicants are directed to the opportunities identified as part of this Neighbourhood Plan.

Clause D relates to those parts of the Network of biodiversity value. Given it includes all defined priority habitats and semi-natural habitats, native hedgerows and trees and natural water bodies, the clause anticipates that the distinctiveness multiplier score of the BNG Metric (from very low to very high) will be at least medium. Clause E relates to pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes (or 'Stepping Stones' as defined by the NPPF). The two areas shown as such – around the Great Ouse and Chicheley Brook to the northeast of the Town and north of the Poets estate around Portfields Farm – have been derived from Natural England's 'Natural Habitat Network' data (specifically of Network Enhancement

and Expansion Zones). This clause therefore anticipates that the strategic significance multiplier score of the BNG Metric (from low to high) will be either medium or high.

Retaining three vital green gaps on the northern and southern edges of the Town (that form part of the network) to prevent it merging with the existing and new (MK East) city was already an important objective. But the Town Council has been keen to plan positively for delivering BNG net gain in the local area. It commissioned a specialist ecology report (Appendix 2) to test the potential of those sites as it anticipated they may have significant potential for future BNG offsetting projects. The report confirmed that the sites could deliver an uplift in biodiversity value (using the DEFRA BNG Metric 3.0) of between 90% and 1200%. Clause F therefore designates each site as land with BNG offsetting value and safeguards them from development that might undermine or compromise that value. The Town Council is also in favour of proposals which deliver multi-functional benefits, biodiversity offsetting and carbon sequestration. Woodland planting of a type and long-term management that meets the Woodland Carbon Code standards will also be supported.

MKCC defines a Linear Park as "a park in an urban or suburban setting that is substantially longer than it is wide". The city makes extensive use of linear parks, with nine different examples that include the flood plains of the Great Ouse and 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. Clause G (formerly Policy NP8 of NP2 and modified here) extends 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 MKCC includes this project and it is recommended that land is taken into public ownership if not secure for biodiversity net gain.

Clause G of the policy supports enhanced recreation and sporting facilities within the new proposed Sports Ground, which the Policies Map defines, providing that such proposals does not harm the function of the Linear Park.

Finally Clause I of the policy seeks to protect valuable leisure and recreational land by refining policy L2 of Plan:MK through identifying the location of these spaces in Newport Pagnell on the policies map. The provisions of Policy L2, which seeks to protect the loss of such space, will apply to the identified land. The Linear Park is already designated as such, and protected from unnecessary loss, in Policy DS6 of Plan:MK.

Figure 5. Map of Green Infrastructure Assets in and around Newport Pagnell

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Policy NP4: Green and Blue Infrastructure Network

A. The Neighbourhood Plan identifies a Green and Blue Infrastructure Network, as shown on the Policies Map, for the multi-functional purposes of promoting ecological connectivity (wildlife corridors), outdoor recreation and sustainable movement through the Town and into neighbouring parishes and helping mitigate climate change. The Network includes the Town's existing variety of green spaces, such as ancient woodland, trees and hedgerows, water bodies, assets of biodiversity value, parks, children's play areas, recreational playing fields, off-street footways, cycleways and bridleways, and green corridors connecting these spaces across the Parish.

B. Development proposals that lie within or adjoining the Network will be required to create, maintain and improve the Network in the design of their layouts, landscaping schemes and public open space and play provisions. Elsewhere, all proposals should protect and maintain mature trees and hedgerows where possible, and provide for the planting of new trees, hedgerows and other appropriate planting to enhance the quality of the public realm.

C. All qualifying development proposals will be required to deliver at least a 10% measurable biodiversity net gain using the Defra metric or locally approved Biodiversity Impact Assessment Metric. Biodiversity should be provided on site wherever possible. Offsite measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on site have been exhausted or where greater gains can be delivered offsite through maximising local placemaking and nature improvement opportunities.

D. The Policies Map shows those parts of the designated Network that are known or likely to have biodiversity value either as habitat areas, as hedgerows or lines of trees, or as streams and rivers. For the purpose of calculating Biodiversity Net Gain (BNG) requirements using DEFRA's latest metric, development proposals located within or adjoining that part of the Network should anticipate achieving at least a medium distinctiveness multiplier score.

E. The Policies Map shows Stepping Stones (BNG offsetting sites) considered to have potential importance for improving habitat connectivity. For the purpose of calculating BNG requirements using DEFRA's latest metric, development proposals located within or adjoining the Stepping Stones should anticipate achieving at least a medium strategic significance multiplier score.

F. The Neighbourhood Plan designates the following sites, as shown on the Policies Map, as Biodiversity Net Gain offsetting sites (Stepping Stones):

- **Portfields Farm**
- **West of Willen Road Sports Ground (Marsh End Road/Tongwell Lane)**
- **East of existing Willen Road Sports Ground (excluding the new proposed sports ground)**

Woodland planting to a standard verified by the Woodland Carbon Code will also be supported as part of improving carbon capture. Proposals for development that will adversely affect the function of the land for those purposes will not be supported.

G. The land to the East of existing Willen Road Sports Ground (excluding the new proposed Sports Ground), 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.

H. Development proposals for enhanced recreation and sporting facilities within the new proposed Sports Ground, as shown on the Policies Map, 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.

I. The Policies Map shows those parts of the designated Network that are known or likely to have leisure and recreation value. Proposals involving the loss of land with leisure and recreational value will not be supported.

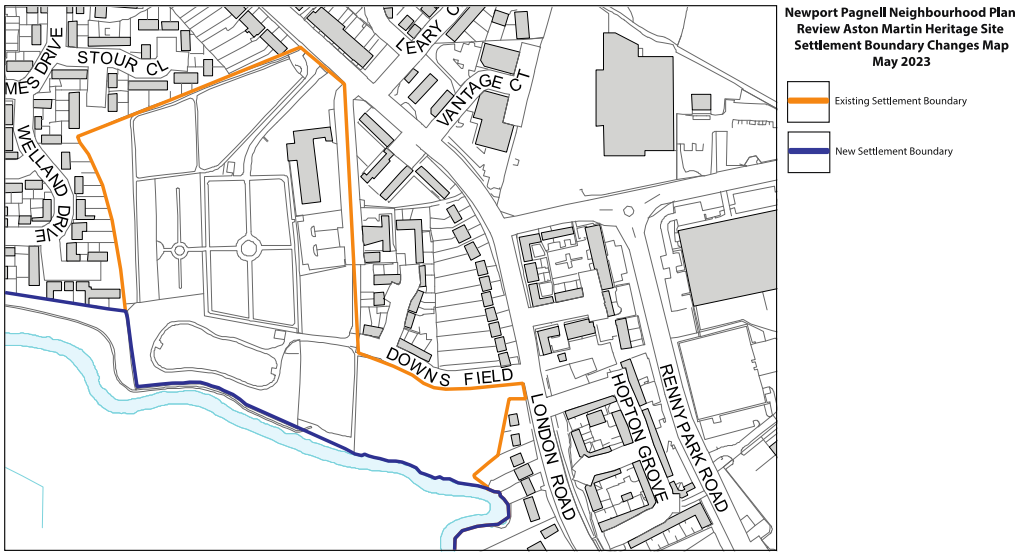
5.5 Policy NP5: Aston Martin Heritage Centre

5.5.1 Objective of this Policy: To allocate land for the Aston Martin Heritage Centre that is suited to this purpose.

5.5.2 Background: The Town Council and MKCC have been working with the Aston Martin Heritage Trust to bring a Heritage Centre (incorporating a museum and conference/education centre) to Newport Pagnell due to the close association with the Aston Martin manufacturer and servicing in the Town. Alternative sites to deliver the Centre had been considered, but none was found to be suitable due to viability issues in bringing the scheme forward. The proposal is being prepared by a charitable body which had approached the Town Council to find land at no cost for the erection of a Heritage Centre/Museum. No other sites of the necessary size were available at a peppercorn rental. Together with MKCC, the Town Council evaluated its asset register for a site large enough to house the facility and the necessary parking space. The only land available adjacent to the Settlement Boundary and in close proximity to the original Aston Martin production centre, which still repairs Aston Martin vehicles to this date, was the site identified on the Proposals map.

5.5.3 Delivery: Leasing agreements are in development. The policy therefore allocates the site for this purpose and sets out a series of key development principles for the scheme to accommodate alongside existing strategic and national policy provisions. It should be noted that a small part of the existing woodland is being used to deliver the access road to the car park. The existing woodland is of little biodiversity value, having been grown originally as a cash crop. It is being retained and would benefit from enhancement particularly with British deciduous species. Part of the site is designated as a Wildlife Corridor. The policy therefore requires a detailed scheme to avoid harm to this function at this part of the site. The applicant will be expected to demonstrate this in the submission of a planning application in accordance with Plan:MK provisions, in particular Policy NE1 (c). The applicant's architect has confirmed in writing that it is possible to design a detailed scheme securing this outcome.

Figure 6. Proposed Settlement Boundary changes



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Policy NP5: Aston Martin Heritage Centre

The Neighbourhood Plan allocates land off Downs Field, as shown on the Proposals Map, for a visitor centre and associated car parking, and the defined settlement boundary is modified accordingly.

The proposals must be designed so that:

- Development is restricted to the non-flood risk areas of the site
- The development does not harm the Wildlife Corridor running alongside the River Ouzel on part of the site and demonstrates this in accordance with existing development plan provision.
- The existing woodland on the site should be retained except where the loss of trees is justified by the need for essential access and its biodiversity value is enhanced through new planting, to be demonstrated in a biodiversity strategy
- There is no harm to the River Ouzel by way of surface water run-off from the buildings or car parking area, to be demonstrated in the flood risk and water quality assessment
- The car parking area is provided on the former caravan park land at the rear of the site with the existing mature landscape boundary retained
- London Road is capable of managing additional traffic movements, to be demonstrated in the transport assessment
- Land is made available to the Local Authority for the provision of a redway link through from Downs Field to Riverside Meadow and is reflected in the design of the scheme
- Full regard is had to protecting the amenities of adjoining residential properties in Downs Field and London Road

5.6 Policy NP6: Design Guidance

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

5.6.2 Background: 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 Newport Pagnell Design Study, prepared especially for the previous 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 Design Study is included as Appendix 3. 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.

5.6.2.1 Specifically, its clauses A and C encourage high design standards across the Town, in line with the expectations of §128 – 132 of the 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 §71 of the 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 and laid out in regular layouts and building lines, no matter what the period of the development.

5.6.2.2 Clauses B and D 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 §191 of the NPPF. Both also identify local heritage assets, using the Historic England method, to engage the provisions of §203 of NPPF.

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

Policy NP6: 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 based on protecting heritage assets and their setting, enhancing the character and appearance of the locality, and protecting the amenity of surrounding properties.

B. Proposals located in the Newport Pagnell Conservation Area, as shown on the Policies Map, 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 3, 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

5.7 Policy NP7: Affordable housing and tenure

5.7.1 Objectives of this Policy: Provision of mix of housing, affordable housing, and housing to meet residents' needs.

5.7.2 Background: Housing surveys demonstrated that shared ownership is an important contribution to the housing provision in Newport Pagnell, and that the provision of shared ownership was inadequate. MKCC agreed that, because of the overprovision of housing on the Tickford Fields development 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 development site of shared ownership should be 10% of all housing. The provision for affordable housing by MKCC 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.

5.7.3 Delivery

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

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

<u>Policy NP7</u> – 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 and rental tenures which will be particularly supported

5.8 Policy NP8: Local Cycling & Walking Network

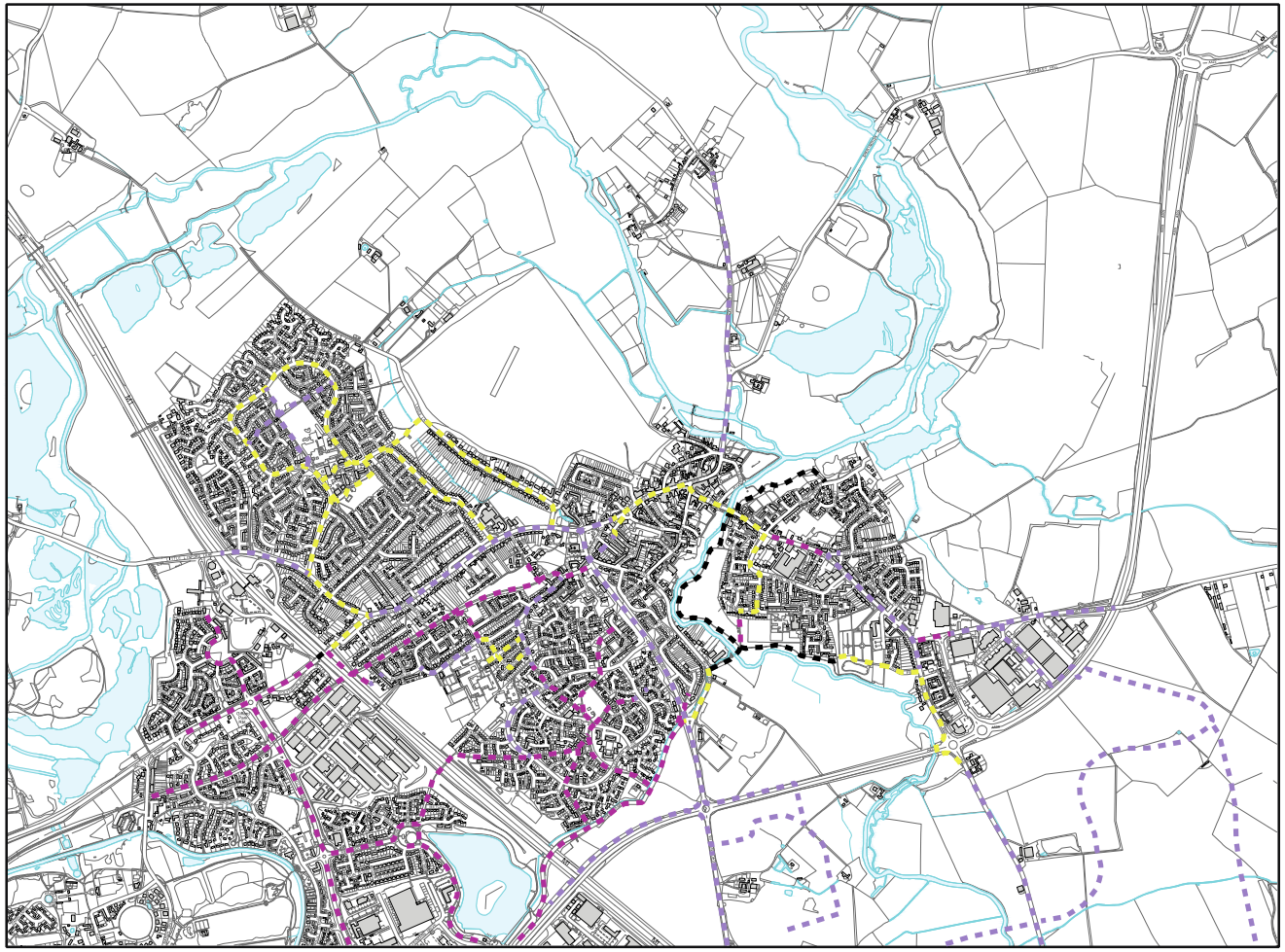
5.8.1 Objective of this Policy: Improve movement into and across the Town, specifically promoting cycling, walking and ease of access for the disabled.

5.8.2 Background: Newport Pagnell Town Council had 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. This is now part of the Local Cycling and Walking Infrastructure Plan being developed by MKCC. The Neighbourhood Plan will not be able to deliver the entire redway network, although it will contribute to this. Although the modified policy wording has only minor modifications, Figure 6 below shows an updated network of routes extending into other parts of the Town. 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 §96 of the NPPF to promote healthy and safe communities. There is also a local cycle track facility now provided on the Hornbeam site by the Town Council. 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 its 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. The Parish Council continues to liaise with MKC on its Local Cycling and Walking Infrastructure Plan which has recently undergone consultation. Where proposals include provision for amenity spaces, landscaping, new means of access, or new layouts, there may be an opportunity to relate the land better to the Network, and/or improve the attractiveness and connectivity of routes. Proposals should therefore consider this in the design of schemes without undermining other planning policy objectives.

5.8.3 Delivery: 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 cycle on roads. Hornbeam Park is a site that has been developed by the Town Council as a local cycle track facility, being within easy travelling distance of a number of schools in the area. Cycling proficiency classes are run at the site.

Figure 7. Local Cycling & Walking Network in Newport Pagnell



Newport Pagnell Neighbourhood Plan Review
Local Cycling & Walking Map - July 2023

- Existing Leisure Route
- Existing Redway
- Proposed Redway, Straightforward to Provide
- Proposed Redway, Assessment Required

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Policy NP8: Local Cycling & Walking

A. The Neighbourhood Plan identifies the existing Local Cycling and Walking Network, as shown on the Policies Map, for the purpose of supporting active travel and encouraging the use of public transport in the Parish.

B. Development proposals on land that lies within or adjacent to the Network should sustain, and where practicable enhance the functionality and connectivity of the Network by virtue of their layout and means of access and landscape treatment. Proposals that will harm the functioning or connectivity of the Network will not be supported.

C. 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 Local Cycling and Walking Network, as shown on the Policies Map, to create new routes into the Town Centre and to schools and sports facilities. Policy NP2 (g) references the cycle track requirements for the Tickford Fields development.

D. For all other developments, developer contributions will be sought towards the Town Council's commitment to implement Sustainable Transport initiatives to improve the defined network. This will create a town-wide network of routes when development proposals come forward.

5.9 Policy NP9: Developer Contribution Policy

5.9.1 **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.

5.9.2 **Background:** Financial contributions 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.

5.9.3 **Delivery:** Delivery is though S106 planning obligations on every planning application for a major housing development scheme. MKCC 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 the Tickford Fields development 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.

Policy NP9: Developer Contribution Policy

A) Major housing developments should contribute to the range of planning obligations set out within the policies of MKCC'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 11 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

6. MONITORING AND REVIEW OF THE PLAN

6.1 Who will monitor the Plan?

The Newport Pagnell Town Council and Steering Group will continue to ensure the Plan is followed, and regularly reviewed.

6.2 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 legislation (e.g. changes to the National Planning Policy Framework and the Levelling Up & Regeneration Bill in 2023) or local planning policies (e.g. the New City Plan to 2050), the following review periods are built into the Plan.

6.2.1 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.

6.2.2 The original Neighbourhood Plan set out that in 2020 and again in 2025 there will be a thorough five-year review of progress by the Steering Group. The modifications to this Plan are the second 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 MKCC.

6.2.3 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 Proposals/Policies Map and Insets

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Newport Pagnell Neighbourhood Plan Review Policies Map - December 2023 Inset 2

NP1: Settlement Boundary and New Housing

- Settlement Boundary

NP2: Tickfield Fields Development Site Specific Policy

- Tickford Fields Development Site

NP4: Green Infrastructure Network

- Green Infrastructure
- Proposed Biodiversity Net Gain Sites (Stepping Stones)
- Existing Linear Park and Proposed Extensions

NP5: Aston Martin Heritage Centre

- Heritage Centre Site

NP8: Local Cycling and Walking

- Existing Leisure Route
- Existing Redway
- Proposed Redway, Straightforward to Provide
- Proposed Redway, Assessment Required

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APPENDIX 1. 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 originally comprised of the Tickford Fields Strategic Reserve Site, as identified in Milton Keynes Local Plan 2005, together with the remainder of the North Crawley Road Industrial Estate, the household waste site, and Tickford Fields East, extending up to the A509 within the parish boundary of Newport Pagnell.

1.2 This Development Brief has been updated to reflect the changes to planning policies and status, ownerships, and to take into account the housing redevelopment of the North Crawley Road Industrial Estate for 73 dwellings, and the grant of Outline planning permission for residential development of 930 dwellings on the rest of the site, excluding the household waste site which is to be retained.

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

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

1.5 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 73 new houses.

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

1.7 SITE C is part of the strategic reserve site, and is agricultural land forming part of Tickford Fields, whose buildings and dwelling lie immediately adjoining the eastern side, fronting onto North Crawley Road. This tenanted farm is owned by Milton Keynes City Council. It has a site area of 9.8 hectares. Outline planning permission was approved on this site in May 2021.

1.8 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 City Council from private ownership in 2019. Outline planning permission was approved on this site in May 2021.

1.9 SITE E is agricultural land within Tickford Fields, owned by Milton Keynes City 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. It has a site area of 23 hectares and was proposed for development in the Newport Pagnell Neighbourhood Plan in 2016. Outline planning permission was approved on this site in May 2021.

1.10 The outline planning permission on sites C, D and E is for 930 new homes, together with a First School, local centre, health & wellbeing facility, play areas and open space.

Figure 1.

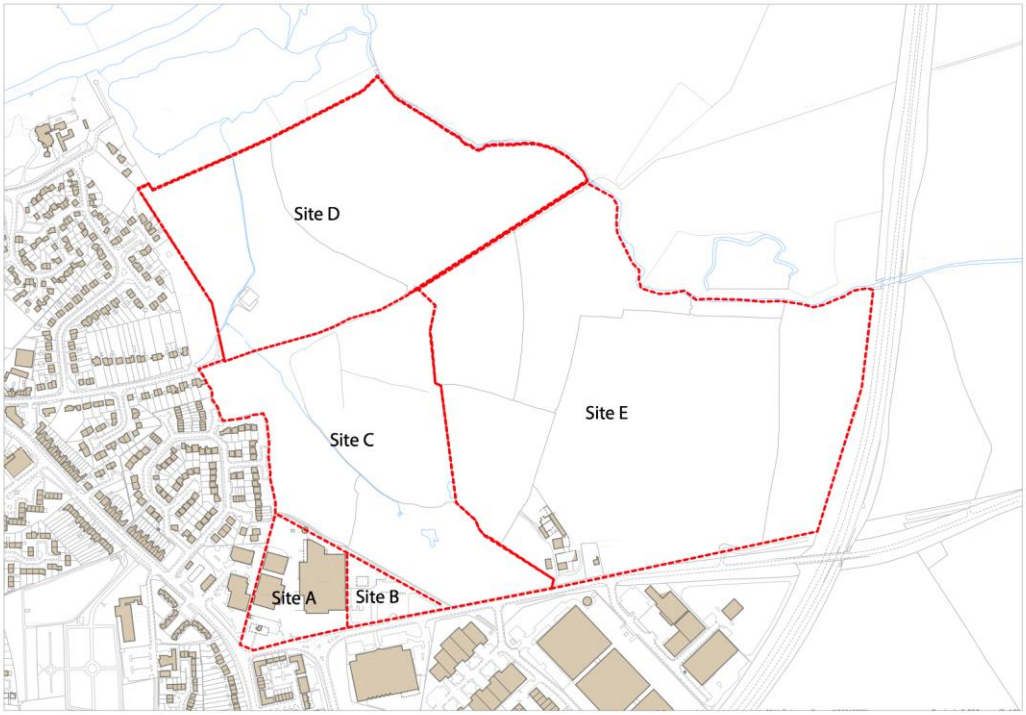


Figure 1. This plan subdivides sites by land use.

2. PLANNING POLICY

2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was updated in 2023 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
- §66 setting housing targets for neighbourhood plans
- §85 building strong and competitive local economies
- §89 ensuring the vitality of town centres
- §97 providing social, recreational, and cultural facilities
- §103 protecting existing open spaces
- §108, 109 promoting sustainable transport
- §123 making an efficient use of land
- §131 achieving well designed places
- §134, 135 design study
- §167 sequential test
- §180 conserving and enhancing the natural environment
- §196 conserving and enhancing the historic environment

- §209 recognising the value of local heritage assets

2.2 Plan: MK adopted in 2018.

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
- D8 Mains and Telecommunications Services
- 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 SPD (February 2021)
- Social Infrastructure Planning Obligations SPD (September 2005)
- Parking Standards SPD (January 2016)
- Milton Keynes Drainage Strategy- Development and Flood Risk SPG (May 2004)
- Transport and Sustainable Transport SPD (June 2009)
- Biodiversity SPD (June 2021)
- Sustainable Construction SPD (November 2021)

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 former 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 northeast 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.

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 in situ 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 Strategic Reserve Site extends eastwards as far as the farm buildings of Tickford Fields. Beyond them lies Site E, a further 23 hectares of Grade 3 & 4 farmland 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 farmland, although a small area in the northeast 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

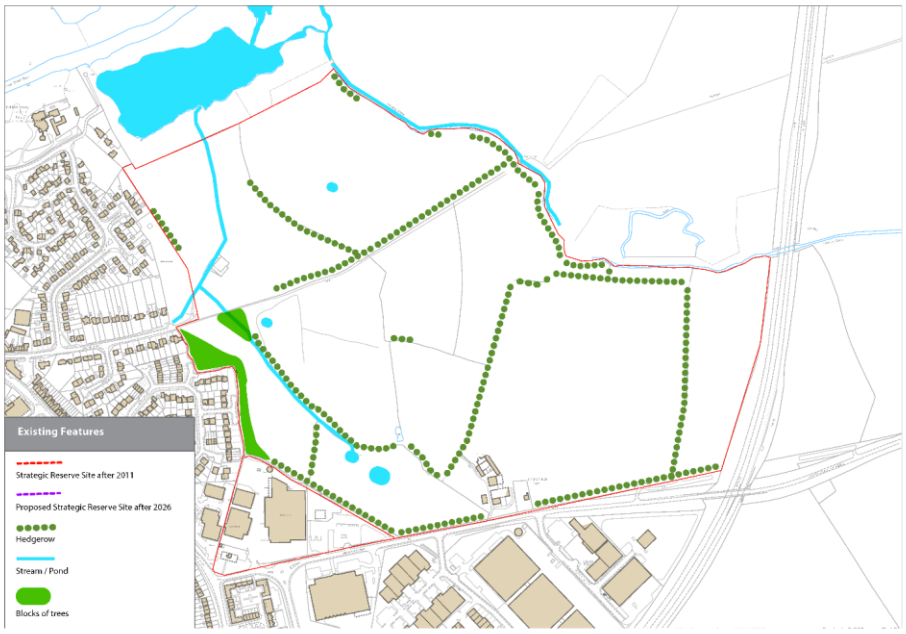
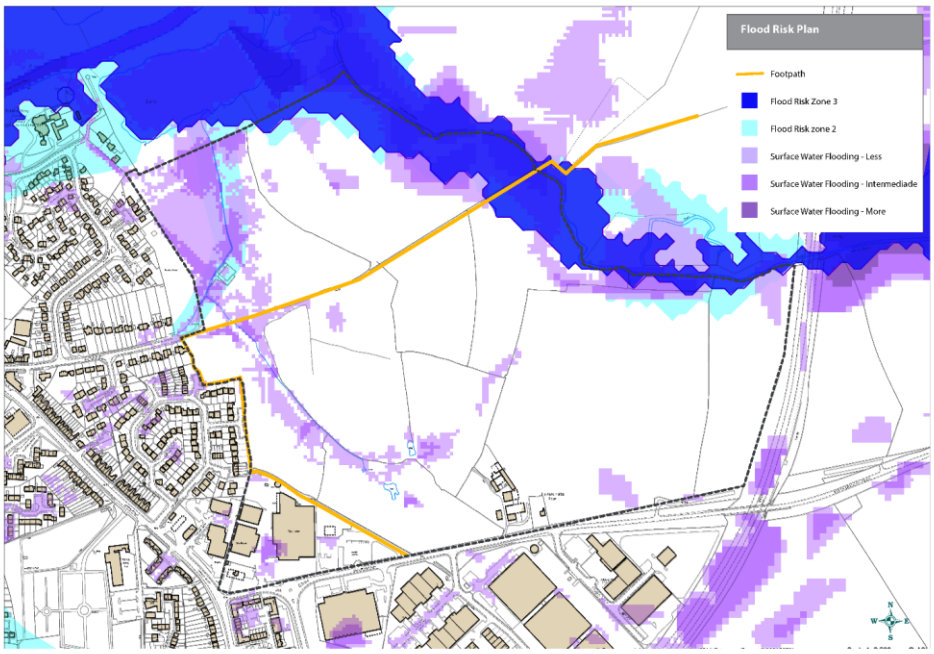


Figure 3



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 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.

Current and Proposed Land Uses

4.4 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.

4.5 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.

4.6 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. 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 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

Flood Risk Mitigation

4.7 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.

4.8 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).

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

4.10 All SuDS proposals must include full details of the means of achieving future management, maintenance, and adoption of the systems.

Access and Movement

4.11 Vehicular access to the site shall be taken solely from North Crawley Road, via a minimum of two new 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. Morello Way should be used to form a subsidiary link to the rest of the development. 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.

4.12 The development should be designed to have 20mph zones around the school.

4.13 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 and level access. Developer financial contributions to provide a regular bus service to the developments will be required.

4.14 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.

4.15 The development shall provide redways along Tickford Street and 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.

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

4.17 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.

4.18 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.

Landmarks and frontages

4.19 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.

4.20 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, and from public views along North Crawley Road. An assessment of noise and odour resulting from this site will be required to accompany any application for development on Sites A & C.

Design

4.21 It is essential that development of the individual land parcels is planned and carried out in a cohesive and comprehensive manner. A Masterplan covering the entire site must be submitted to and agreed by the Town Council, in conjunction with Milton Keynes City Council, prior to any planning application being submitted. The Masterplan 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.

4.22 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.

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

4.24 The average density for new developments in Newport Pagnell should be 37.5 dwellings per hectare, in accordance with the permitted outline planning permission. 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.

Housing Mix

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

4.26 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.

4.27 The affordable housing mix shall be in accordance with Policy NP7 of the Neighbourhood Plan, with 10% reserved for residents, and 35% shared ownership and 65% affordable rental properties.

Community Facilities and Developer Contributions

4.28 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 the permitted outline planning permission, Plan:MK policies CC2,CC4,CC5 & INF1, and Milton Keynes City Council Supplementary Planning Documents on Planning Obligations, and in accordance with the requirements of Newport Pagnell Neighbourhood Plan policies NP2, NP7 and NP9.

4.29 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 within the overall site. 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 Milton Keynes Planning Obligations SPD. 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 site should be transferred to the Local Authority prior to the occupation of any dwellings, to ensure that essential facilities are provided to meet the requirements of residents.

4.30 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 sqm 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 should be located on the North Crawley Road frontage, to take advantage of passing trade from the road users or industrial units opposite. The local centre shall be completed prior to the completion of the 600th dwelling on site.

4.31 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 Milton Keynes Planning Obligations SPD will be required to enable adequate provision to be made elsewhere within the overall site, or within the Town.

4.32 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.

4.33 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 NP8 of the Neighbourhood Plan and Milton Keynes City Council Planning Obligations SPDs 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 NP9.

Sustainable Construction

4.34 Plan:MK policy SC1 and its Sustainable Construction SPD set sustainability standards that should be met by any development. If there are future changes to the Building Regulations which require higher standards, these will take precedence.

Landscaping, Public Open Space and Nature Conservation

4.35 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 Masterplan for all the development.

4.36 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.

4.37 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.

4.38 In addition, the report should propose additional biodiversity improvements to be undertaken to satisfy the requirements of Plan:MK policy NE3 and NPPF paragraph 180.

4.39 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.

4.40 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.

Archaeology

4.41 There is a potential for buried archaeological remains to be revealed and impacted upon by development of the area. As part of the Outline planning permission, the area has been subjected to a desk top archaeological evaluation and trial trenching across the site. A written scheme of investigation for a programme of archaeological mitigation in respect of any identified areas of significant archaeological remains should be submitted to, and approved by, the local planning authority.

Safety and Security

4.41 The developers must consult with Milton Keynes City 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.

4.42 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.

Services

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

4.44 All electrical services should be provided underground.

4.45 Electric vehicle charging points shall be provided in accordance with Plan:MK policy CT6.

E N D

FUTURE NATURE WTC

BIODIVERSITY NET GAIN ASSESSMENT FOR NEWPORT PAGNELL TOWN COUNCIL LAND EAST OF WILLEN ROAD, MARSH END ROAD AND PORTFIELD FARM

APRIL 2022

Client **Project**

Newport Pagnell Town Council	Project Name:	Newport Pagnell Town Council
80 High Street	Project code:	FN21-048
Newport Pagnell	Prepared by:	
Buckinghamshire	Reviewed by:	
MK16 8AQ	Approved by:	
	Date:	

Document Control

Version	Date	Changes	Confidentiality	Prep	Rev	Auth
V1.0	14/04/2022	Draft to client.	N/A	LR/NI	NI/RH	

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EXECUTIVE SUMMARY

Future Nature WTC Ltd were commissioned on 27th January 2022 to undertake a Biodiversity Net Gain (BNG) feasibility assessment for three parcels of land within Newport Pagnell. Newport Pagnell Town Council are currently producing the third version of their Neighbourhood Plan would like to investigate the potential for these three sites to be used for biodiversity offset. The BNG assessment is required to:

- Determine the baseline biodiversity value of habitats and hedgerow features across the three Newport Pagnell sites using the DEFRA issued Biodiversity Metric 3.0.
- Explore opportunities for habitat creation across the three sites to identify the potential number of biodiversity 'units' available within each site.
- Ascribe a potential monetary value to the habitats and hedgerow features present.

The baseline biodiversity units were compared to their potential value given a number of proposed enhancement schemes. The table below demonstrates the estimated monetary values were the existing habitats to be enhanced by biodiversity offsetting schemes.

Site	Habitat Biodiversity Unit Increase	Hedgerow Biodiversity Unit Increase	Monetary Value (£) - Habitats	Monetary Value (£) - Hedgerows
Portfield Farm	84.56	8.31	761,040 - 1,268,400	74,790 - 124,650
Marsh End Road	57.56	3.16	518,040 - 863,400	28,440 – 47,400
Land East of Willen Road	129.11	2.76	11,619,990 - 19,366,50	24,840 – 41,400

As there was limited access to the site these figures must be used as an estimate of what can be achieved and should the land be used for Biodiversity Net Gain this survey should be updated to ensure that accurate baselines and habitat conditions can be taken into account.

RESULTS

PORTFIELD FARM

Field Survey

A total of 2 habitat features and 1 hedgerow features were recorded during the UK Habitat Classification survey. The location of habitat and hedgerow features are presented in the baseline and potential enhancement maps, Figures 3a and 3b respectively. A summary of each habitat is provided below in Table 2.

Table 2: Portfield Farm - UK Habitat Classifications		
Habitat/Hedgerow Feature **Primary code**	**Description**	**Condition**
Temporary grass and clover leys c1b	A lush green temporary grass sward comprising 15.66 ha.	Poor[1]
Other Woodland; broadleaved deciduous w1g	2.75 ha area of broadleaved woodland known as 'Lakelane Spinney'. Given that access to the woodland was not possible, the exact species composition and condition is unknown.	Moderate[2]

[1] The condition of 'Temporary grass and clover leys' within BNG Metric 3.0 is locked at 'poor'.
[2] A condition assessment could not be completed of the woodland, as access was not possible. Therefore, it has been assumed to meet 'moderate' condition.

Hedgerow (priority habitat) h2a	A gappy, predominantly hawthorn hedgerow is present along the north-eastern boundary of the site adjacent to a public right of way. Given that >80% of the hedgerow extent comprises at least one woody species, it is defined as a priority habitat. However, it is not considered species-rich (>5 woody native species). A number of mature trees are present across the hedgerow extent.	Poor

Figure 3a: Portfield Farm UK Habitat Classification Baseline Map

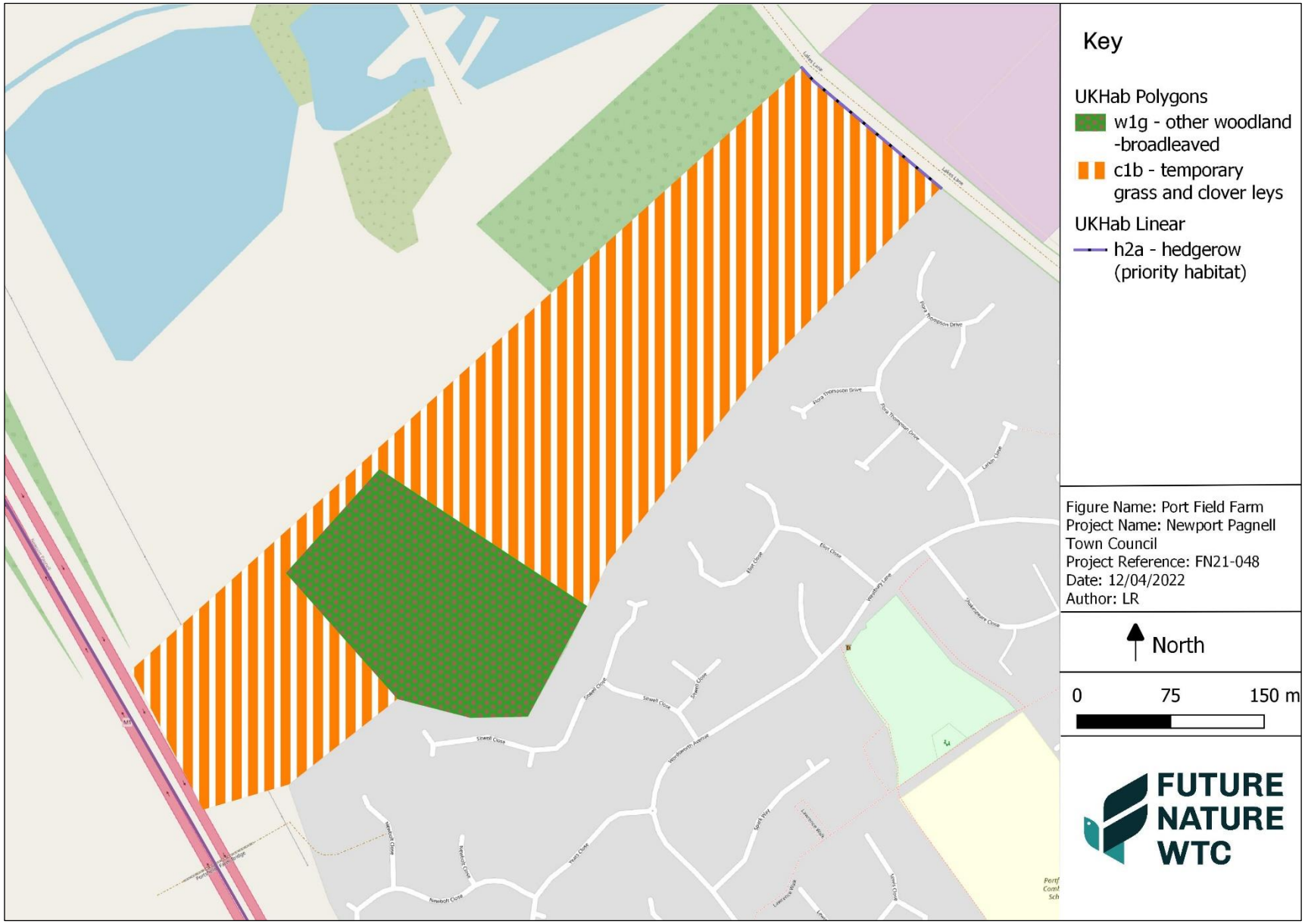
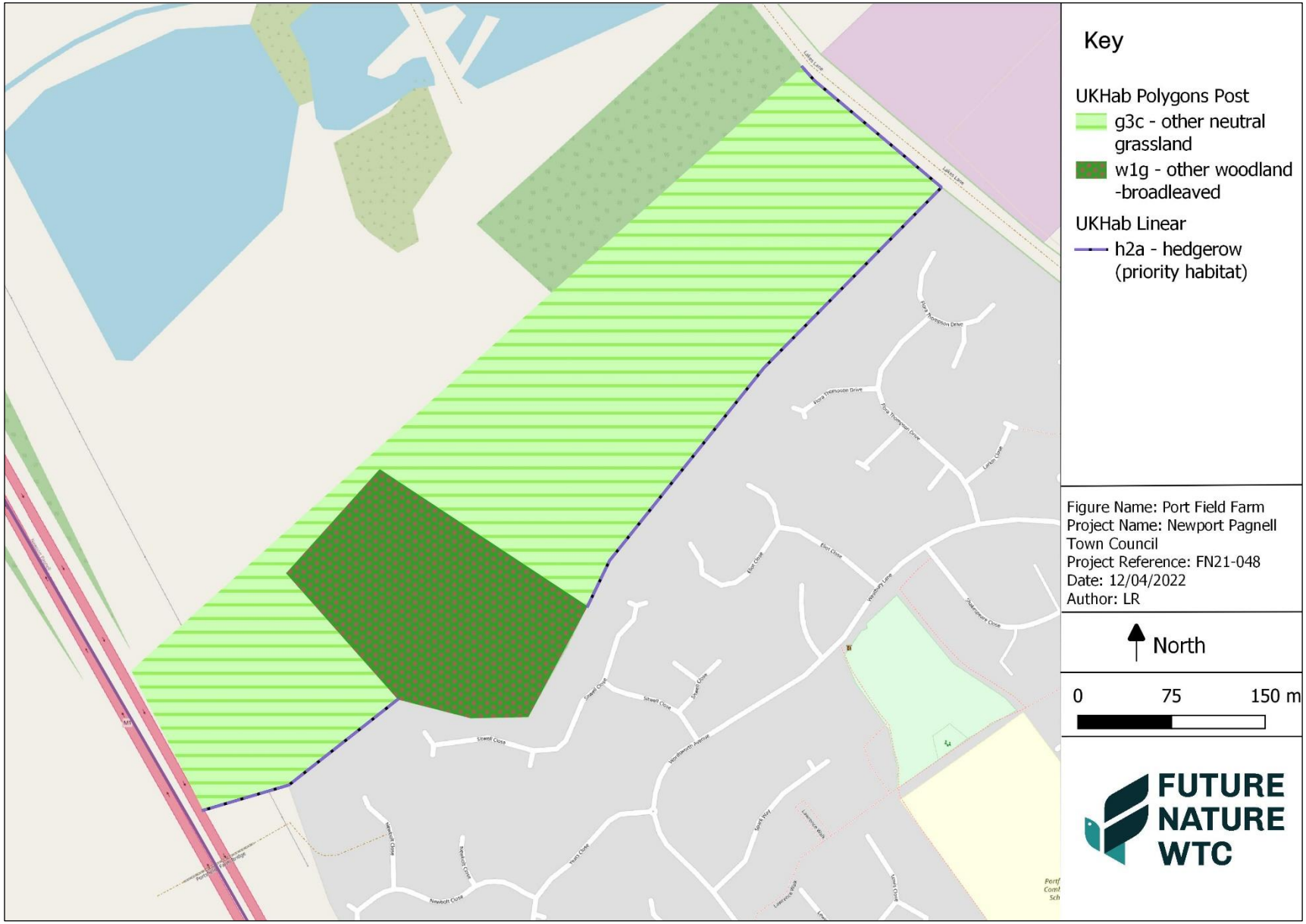


Figure 3b: Portfield Farm UK Habitat Classification Enhancement Map



Biodiversity Net Gain Assessment

A summary of biodiversity unit calculations for baseline and potential enhancement habitat and hedgerow features are presented in Tables 3a and 3b respectively. Table 3c summarises the Headline Results as presented within the BNG Metric.

The technical evidence associated with Biodiversity Metric 3.0 is presented in Appendix D.

Please refer to the accompanying spreadsheet for full details regarding the BNG calculations.

Table 3a: Portfield Farm - Biodiversity Units of Baseline Habitats/ Hedgerows on Site			
Existing Habitat	**Area (Ha)**	**Condition**	**Biodiversity Units**
Temporary grass and clover leys	10.28	Poor	23.64
Broadleaved woodland	2.75	Moderate	25.30
Existing Hedgerow	**Length (Km)**	**Condition**	**Biodiversity Units**
Native Hedgerow with trees	0.15	Poor	0.69

Table 3b: Portfield Farm - Potential Biodiversity Units of Habitats/Hedgerows on Site			
Created / Enhanced Habitats	**Area (Ha)**	**Condition**	**Biodiversity Units**
Neutral Grassland	10.28	Good	99.34
Broadleaved Woodland	2.75	Good	34.16
Created / Enhanced Hedgerows	**Length (Km)**	**Condition**	**Biodiversity Units**

Table 3c: Portfield Farm - Summary of Biodiversity Net Gain Assessment		
Onsite baseline	Habitat units	48.94
	Hedgerow units	0.69
Onsite post-intervention	Habitat units	133.50
	Hedgerow units	9.00
Total unit change	Habitat units	84.56
	Hedgerow units	8.31
Total % change	Habitat units	**+172.77%**
	Hedgerow units	**+1205.03%**

Native Species Rich Hedgerow with trees	0.77	Good	9.00

Marsh End Road

Field Survey

The location of habitat and hedgerow features are presented in the baseline and potential enhancement maps, Figures 4a and 4b respectively. A summary of each habitat is provided below in Table 4.

Table 4: Marsh End Road - UK Habitat Classifications		
Habitat/Hedgerow Feature **Primary code**	**Description**	**Condition**
Temporary grass and clover leys c1b	The central compartment comprises a 5.3ha area of lush green temporary grassland sward. Visibility into the site was restricted by an overgrown hedgerow positioned alongside the adjacent bridleway. A number of skylarks could be heard singing within this compartment.	Poor[3]
Modified grassland g4	**Western Compartment**	Moderate

[3] The condition of 'Temporary grass and clover leys' within BNG Metric 3.0 is locked at 'poor'.

	A 1.69 ha area of species poor grassland (<9 species m^2). The field is used as a pony paddock. Whilst it could not be accessed directly, it was assumed to have scored 'moderate' condition as bracken and invasive non-native species appeared absent. A native hedgerow and ditch is present along the northern boundary of the compartment. **Eastern Compartment** A 3.24 ha area of species poor grassland (<9 species / m2). The field is currently grazed with horses. There are patches of bramble scattered throughout comprising approximately 5% of the ground cover. There are a number of bare ground areas caused as a result of grazing, positioned in close proximity to gates. It could not be accessed directly, but likely qualifies for 'moderate' condition. A native hedgerow is present along the southern boundary of the compartment. A mature broadleaved tree is present, which has not been factored into the BNG calculations given it should be retained.	
Hedgerow (priority habitat) h2a	Native hedgerows were present dividing the three compartments, and a ditch was present between the southern hedgerow and western compartment. >5 native woody species were not visible, and therefore they are not classified as 'species-rich'.	Moderate[4]

[4] A condition assessment could not be completed of the hedgerows, as access was not possible. Therefore it has been assumed to meet 'moderate' condition.

Figure 4a: Marsh End Road UK Habitat Classification Baseline Map

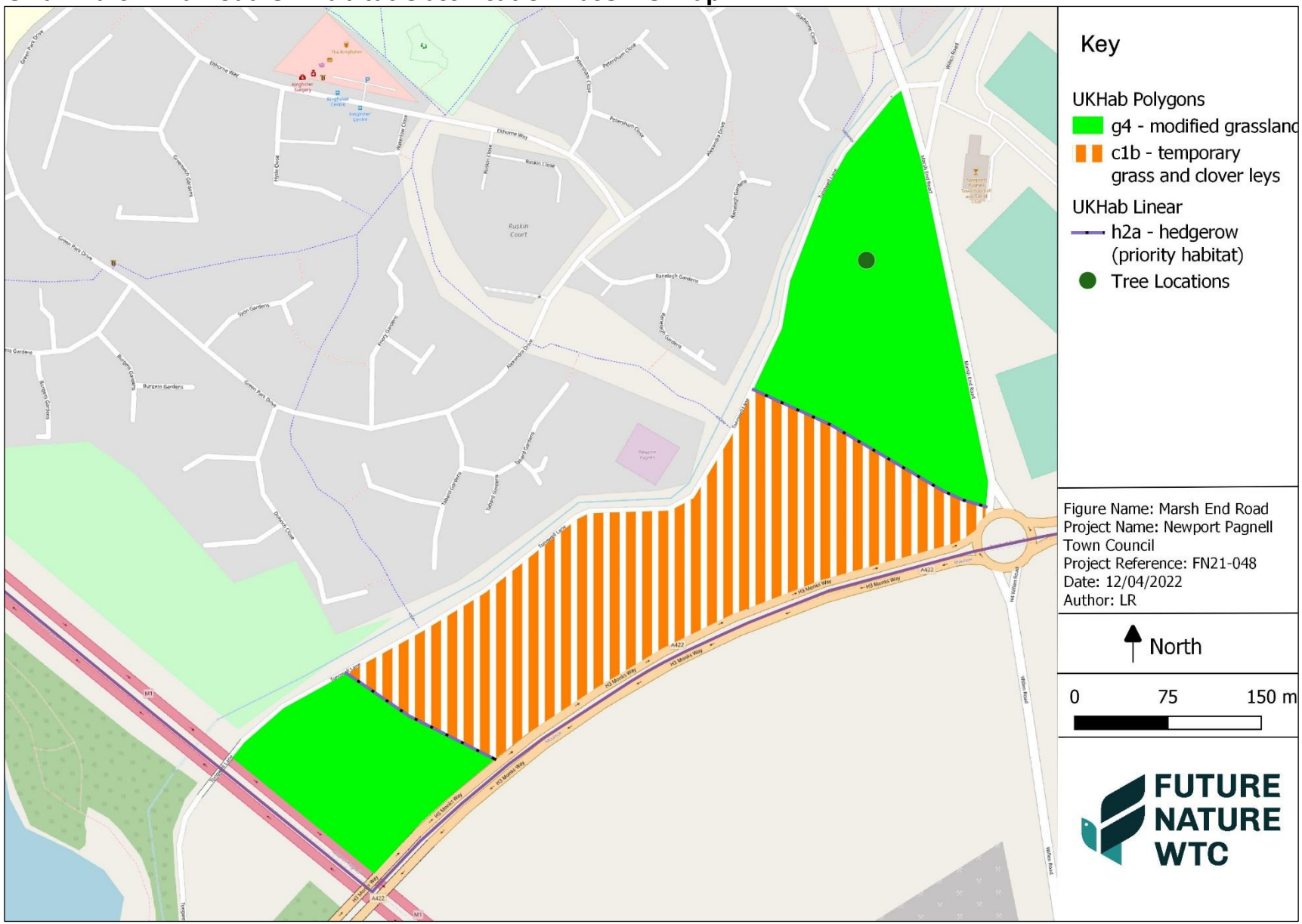
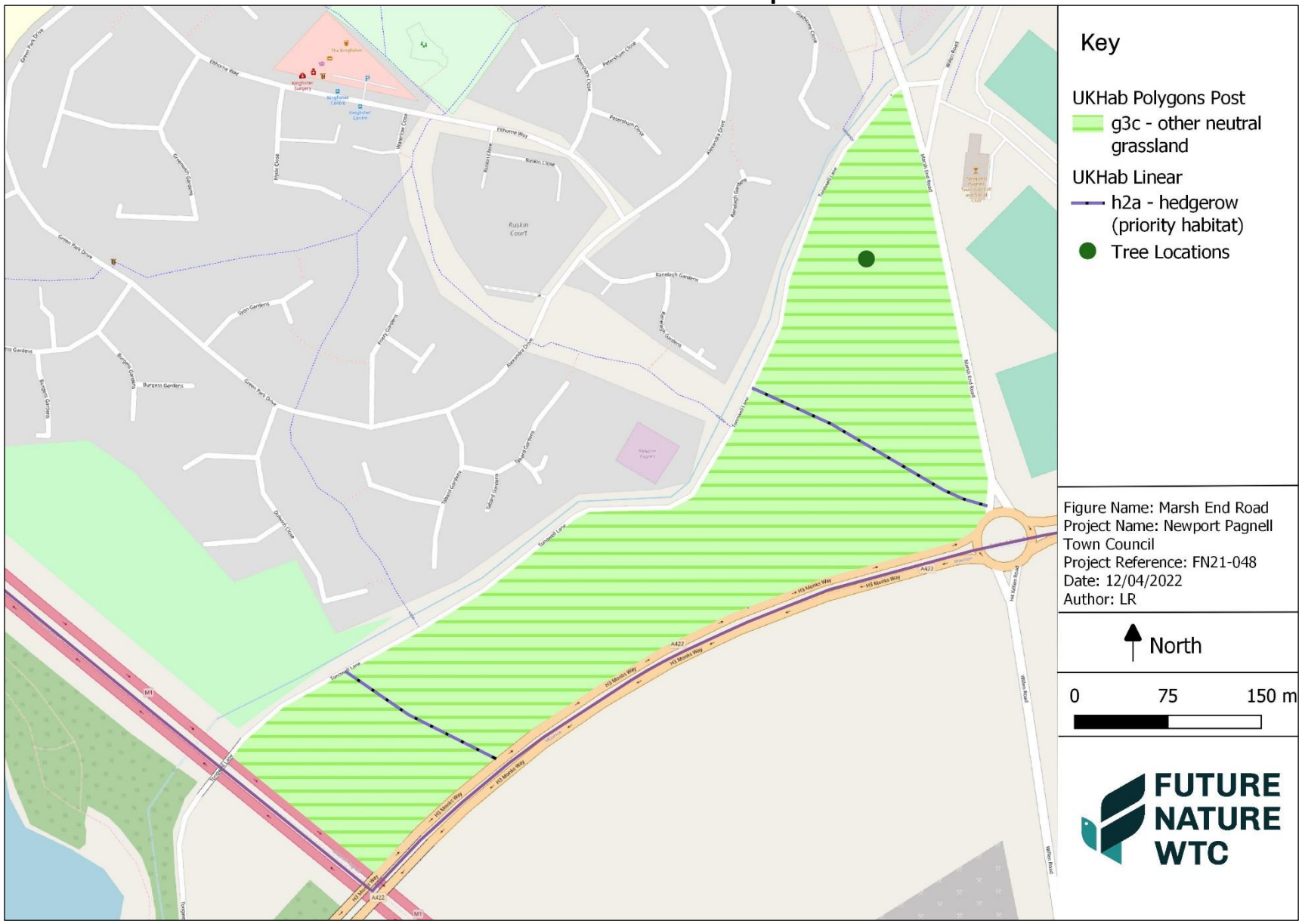


Figure 4b: Marsh End Road UK Habitat Classification Enhancement Map



BIODIVERSITY NET GAIN ASSESSMENT

A summary of biodiversity unit calculations for baseline and potential enhancement habitat and hedgerow features are presented in Tables 5a and 5b respectively. Table 5c summarises the Headline Results as presented within the BNG Metric.

Table 5a: Marsh End Road - Biodiversity Units of Baseline Habitats/ Hedgerows on Site			
Existing Habitat	**Area (Ha)**	**Condition**	**Biodiversity Units**
Temporary grass and clover leys	5.38	Poor	10.76
Modified Grassland	4.93	Moderate	19.72
Existing Hedgerow	**Length (Km)**	**Condition**	**Biodiversity Units**
Native Hedgerow with trees	0.21	Moderate	1.68
Native Hedgerow with trees -Associated with bank or ditch	0.14	Moderate	1.68

Table 5b: Marsh End Road - Potential Biodiversity Units of Habitats/Hedgerows on Site			
Created / Enhanced Habitats	**Area (Ha)**	**Condition**	**Biodiversity Units**
Neutral Grassland	10.31	Good	88.04
Created / Enhanced Hedgerows	**Length (Km)**	**Condition**	**Biodiversity Units**
Native Species Rich Hedgerow with trees	0.21	Good	3.44
Native Species Rich Hedgerow with Trees – associated with bank or ditch	0.14	Good	3.09

Table 5c: Marsh End Road - Summary of Biodiversity Net Gain Assessment		
Onsite baseline	Habitat units	30.48
	Hedgerow units	3.36
Onsite post-intervention	Habitat units	88.04
	Hedgerow units	6.52
Total unit change	Habitat units	57.56
	Hedgerow units	3.16
Total % change	Habitat units	**+188.85%**
	Hedgerow units	**+94.14%**

LAND EAST OF WILLEN ROAD

Field Survey

The location of habitat and hedgerow features are presented in the baseline and potential enhancement maps, Figures 5a and 5b respectively. A summary of each habitat is provided below in Table 6.

Table 6: Land East of Willen Road - UK Habitat Classifications		
Habitat/Hedgerow Feature **Primary code**	**Description**	**Condition**
Cereal Crops / Agricultural c1	A large 24.29 ha area of land used for arable farming. The northern boundary is positioned immediately adjacent to the River Ouzel, and as a result is relatively wet as a result of flooding. 2 skylark territories were recorded. There are no large sown arable margins visible within the site. Two broadleaved willow trees are present within the centre of the site, though could not be inspected for their condition. They have not been factored into the BNG calculations given they should be retained.	Poor[5]
Urban; other developed land u1b6	A single property with shed and associated hard landscaping e.g. driveways and paths.	N/A
Urban; built up areas and gardens u1	Vegetated garden associated with the property.	Poor[6]

[5] The condition of 'Cereal Crops' within BNG Metric 3.0 is locked at 'poor'.
[6] The condition of 'Vegetated Gardens' within BNG Metric 3.0 is locked at 'poor'.

Urban; allotments	A 0.7 ha area of allotments is located in the north-western corner of the site.	Good
Hedgerow (priority habitat) h2a	A hawthorn hedgerow is present on the southwestern edge of the site adjacent to a playing field. It is relatively dense and in good condition, though contains a large amount of litter.	Good
Line of trees w1g6	A defunct hedgerow now consisting of a fragmented line of trees is present running northwest-southeast. It measures 0.23km in length and does not contain a continuous canopy.	Poor[7]

[7] A condition assessment could not be completed of the line of trees, as access was not possible. Therefore it has been assumed to meet 'moderate' condition.

Figure 5a: Land East of Willen Road UK Habitat Classification Baseline Map

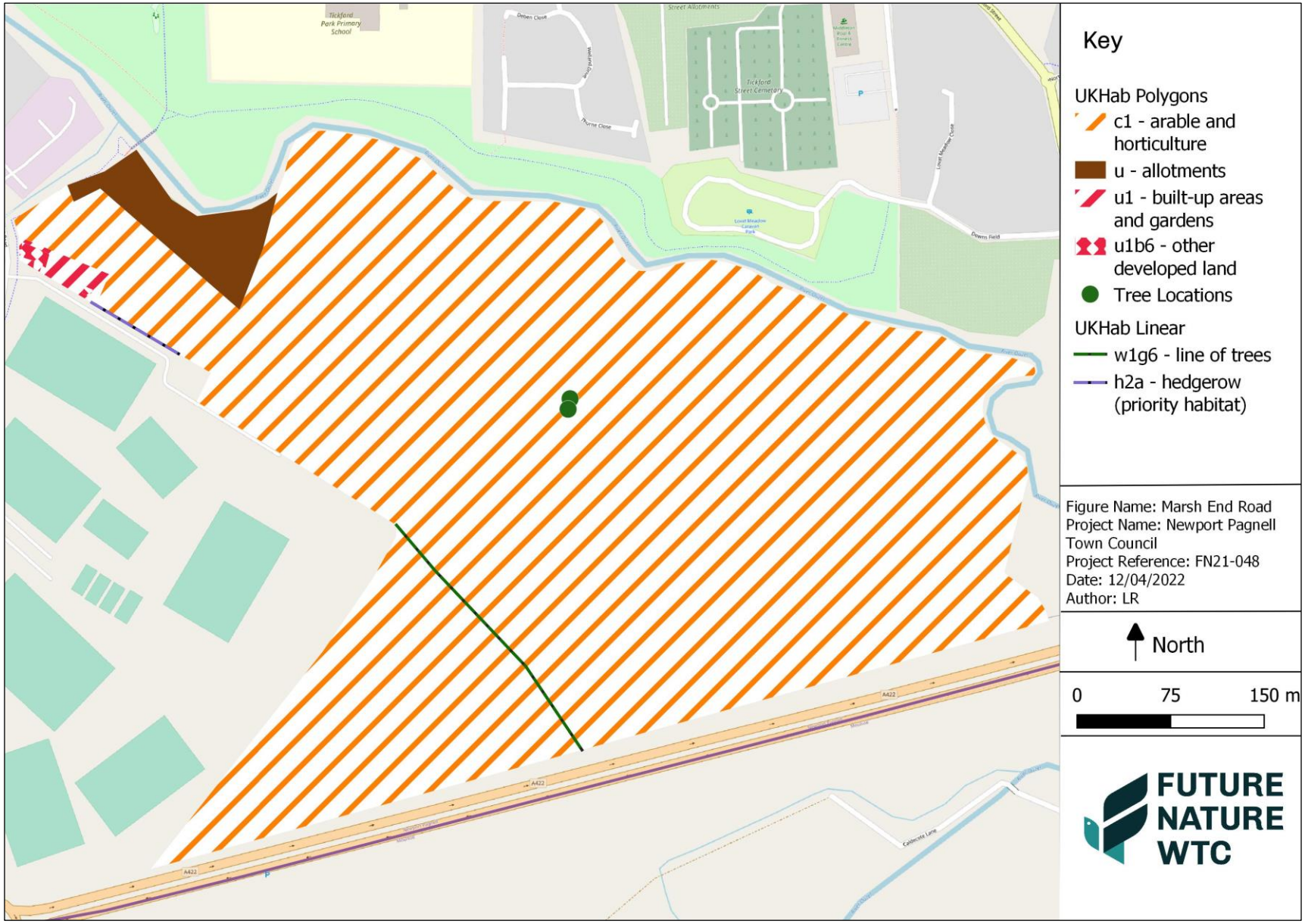
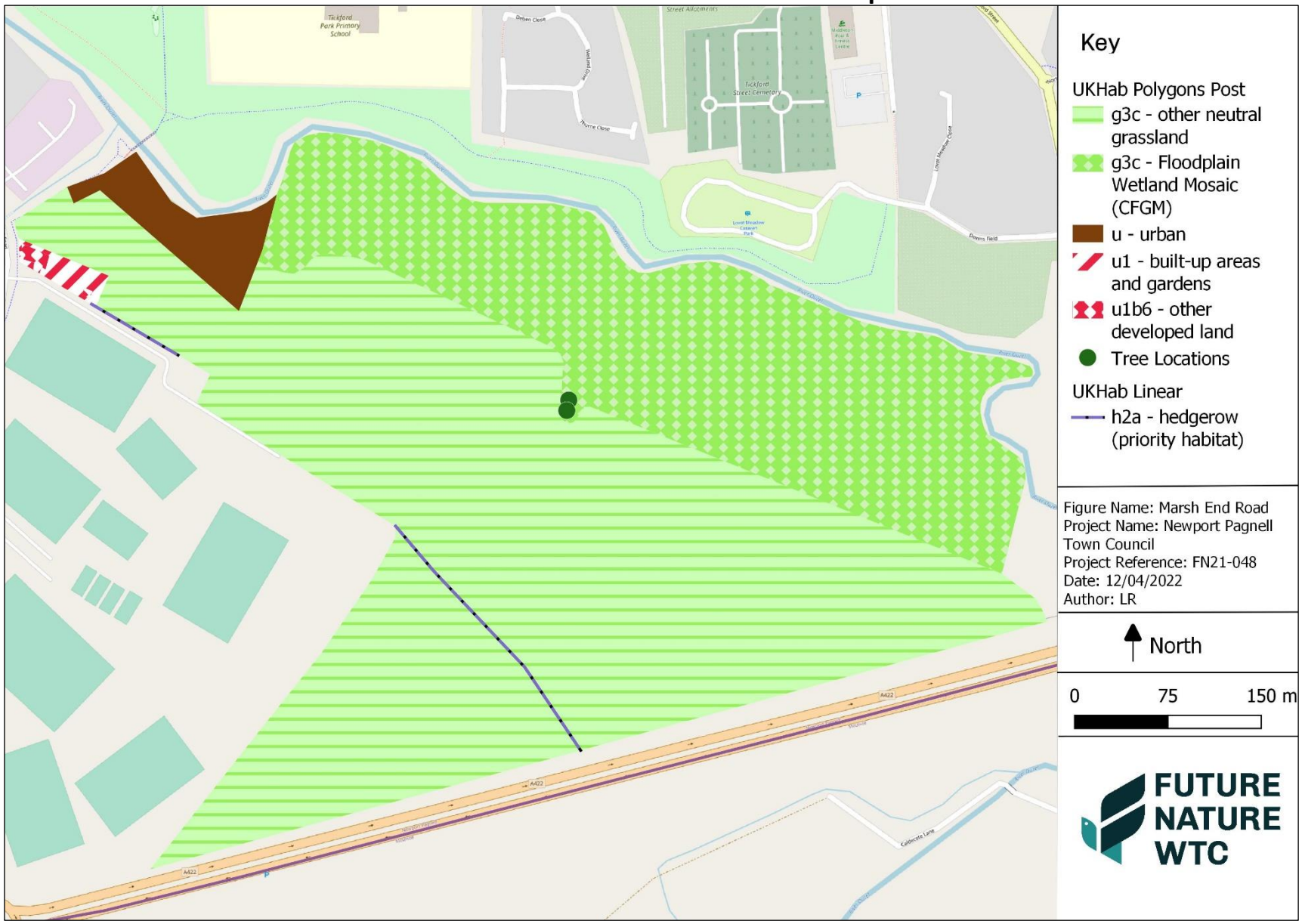


Figure 5b: Land East of Willen Road UK Habitat Classification Enhancement Map



Biodiversity Net Gain Assessment

A summary of biodiversity unit calculations for baseline and potential enhancement habitat and hedgerow features are presented in Tables 7a and 7b respectively. Table 7c summarises the Headline Results as presented within the BNG Metric.

Table 7a: Land East of Willen Road - Biodiversity Units of Baseline Habitats/ Hedgerows on Site

Existing Habitat	**Area (Ha)**	**Condition**	**Biodiversity Units**
Cereal Crops	24.29	Poor	55.87
Allotments	0.70	Good	4.83
Vegetated Garden	0.13	Poor	0.30
Existing Hedgerow	**Length (Km)**	**Condition**	**Biodiversity Units**
Native Hedgerow	0.08	Good	0.55
Line of trees	0.23	Poor	0.53

Table 7b: Land East of Willen Road - Potential Biodiversity Units of Habitats/Hedgerows on Site

Created / Enhanced Habitats	**Area (Ha)**	**Condition**	**Biodiversity Units**
Floodplain Wetland Mosaic	7.88	Good	26.40
Neutral Grassland	16.41	Good	158.58
Created / Enhanced Hedgerows	**Length (Km)**	**Condition**	**Biodiversity Units**
Native Species Rich Hedgerow with trees	0.23	Good	3.29

Table 7c: Land East of Willen Road - Summary of Biodiversity Net Gain Assessment

Onsite baseline	Habitat units	61.00
	Hedgerow units	1.08
Onsite post-intervention	Habitat units	190.11
	Hedgerow units	3.84
Total unit change	Habitat units	129.11
	Hedgerow units	2.76
Total % change	Habitat units	**+211.68%**
	Hedgerow units	**+255.30%**

CONCLUSION

Newport Pagnell Town Council commissioned Future Nature to undertake a Biodiversity Net Gain Assessment on three parcels of land surrounding the Town to assess their monetary value as potential offset sites for developments within the Town and their potential to increase biodiversity within the Town.

Surveys were carried out on the 3rd March 2022 and data was subsequently used to calculate the baseline Biodiversity Units on each site using the Biodiversity Metric tool (version 3.0). The Metric Tool was then used to calculate the Biodiversity Units available if the land was enhanced.
All three sites were found to have the potential for a large uplift in Biodiversity Units with improvements to current hedgerows and woodland and creation of neutral grassland and floodplain mosaic habitats.

The current guidance on the monetary value of a Biodiversity Unit is between £9,000 and £15,000[8] resulting in a significant monetary value ranging from £863,400 for Marsh End Road up to £19,366,500 for the largest sit east of Willen Road, if the top end of this guidance is assumed, taking only the habitat units into account.

There are a number of alternative options that could be considered for each site, for example tree planting or different habitat options, depending on the motivations of the Town Council, which result in changes to the total Biodiversity Units available.

As there was limited access to the site these figures must be used as an estimate of what can be achieved, and should the land be used for Biodiversity Net Gain this survey should be updated to ensure that accurate baselines and habitat conditions can be taken into account

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[8]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839610/net-gain-ia.pdf

APPENDIX 3. THE 2020 DESIGN STUDY

NEWPORT PAGNELL DESIGN STUDY

May 2020

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Prepared by Sage Gray Architects Ltd and published by Newport Pagnell Town Council

1. INTRODUCTION & BACKGROUND

1.1 The purpose of this Newport Pagnell Design Study is to provide evidence to support design-related policy proposals in the modified version of the Newport Pagnell Neighbourhood Plan (NPNP) which was made in June 2016. Newport Pagnell Town Council, the 'qualifying body', is undertaking a review of the made Plan in two stages and in the first stage it intends to modify and retitle its Policy NP4 on Windfall Sites to be more effective in managing design in the Town.

1.2 The modified policy cross references to the Design Study in requiring applicants for planning permission to have full regard to its contents. The policy also cross references to, and makes the same requirements in relation to, the Newport Pagnell Conservation Area Review (CAR) report, which was adopted as supplementary planning guidance by the local planning authority, Milton Keynes Council (MKC), in July 2010. The CAR remains a valid and valuable source of analysis of the heritage significance of the Conservation Area and its setting and of design guidance. The Design Study sites alongside the CAR for the purpose of implementing Policy NP4 as supplementary planning guidance.

1.3 The Conservation Area boundary has remained the same since 2010 but there have been some changes within the area since then. In addition, the Town covers a much larger area than the Conservation Area, including its setting, any this also warrants attention in framing design policy. For example, there may be other areas of the Town that comprise pockets of distinct character or local heritage assets. These generally reflect the later 19th and early 20th century development of Town, which was a significant period in its economic and social history. They include both buildings and spaces and are often integral to the understanding of the historic framework of the area as a whole, including historic elements within the Conservation Area.

1.4 The Study has therefore reviewed the analysis of the CAR and of the rest of the Town. Specialist heritage consultants, Sage Grey Architects Ltd, were appointed to assist in this work. They have undertaken an extensive walk around of the Town Centre and have visited the rest of the Town in February 2020.

1.5 This report firstly contains the summary analysis of the Conservation Area. The second section focuses on the rest of the Town, including the setting of the Conservation Area identifying key areas of historic development and character area types. It then concludes with policy recommendations for the NPNP Review. A Local Heritage Asset list has been compiled and is attached in Appendix A. The methodology for inclusion on this list has been based on the recommendations of Historic England, Local Heritage Listing Advice Note 7, May 2016 which post-dates the Conservation Area Review and suggests a broader range of local criterion.

1.6 A number of documentary sources were consulted including the Milton Keynes Historic Environment Record, Historic Maps, publications, National Heritage List for England. This report acknowledges in particular the draft Newport Pagnell Historic Towns Assessment (NPHTA) report of September 2014 prepared by the Buckinghamshire Archaeological Service as part of the Buckinghamshire Historic Town Project.

2.THECONSERVATIONAREAANDITSSETTING

Historic Development and Context

2.1 Newport Pagnell was first designated as a Conservation Area by Buckinghamshire County Council in 1969 and was reviewed by MKC in 1996 and 2010. As part of the last review the Conservation Area boundary was extended to include the surviving former Aston Martin works buildings on Tickford Street and areas of riverside setting and common with a section of remaining ramparts from the Civil War. The northern section of Priory Street was removed from the boundary. The current boundary is shown on Map A below.

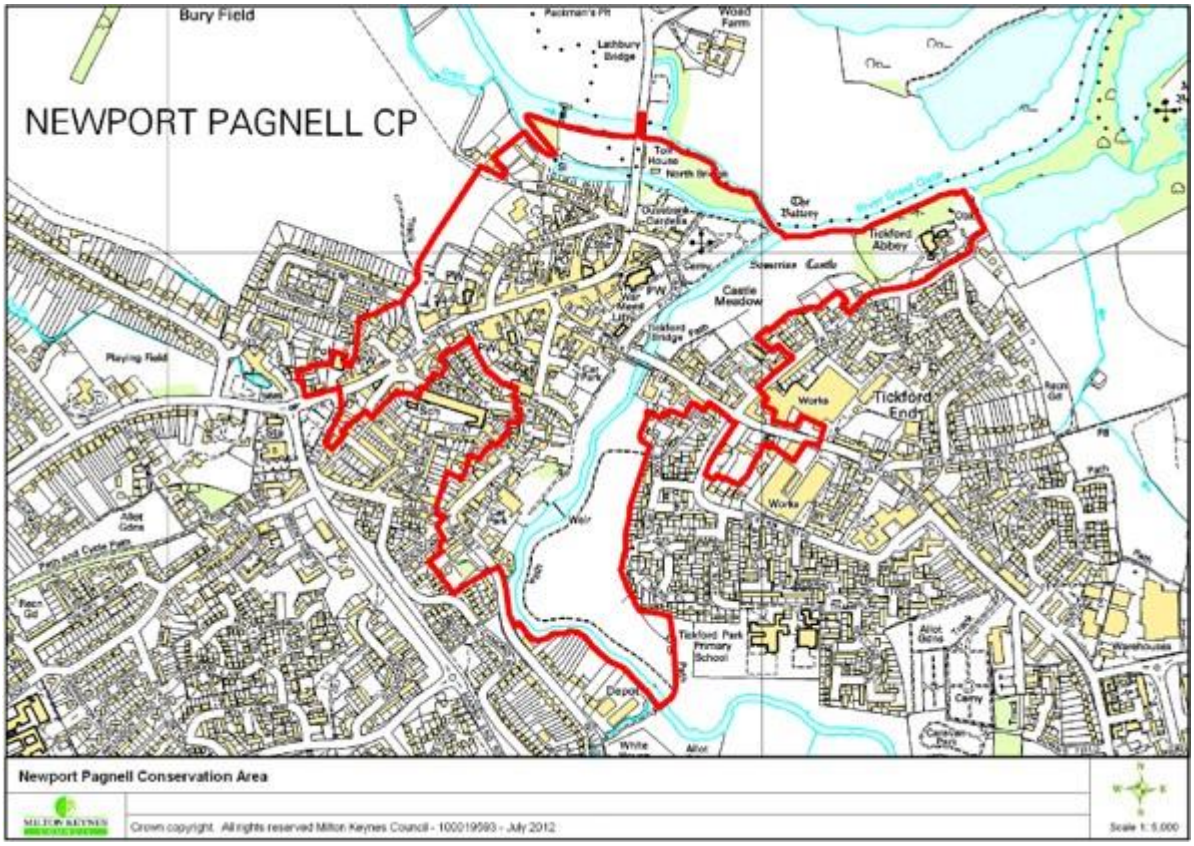

Fig. 1: Newport Pagnell Conservation Area Boundary (MKC, July 2010)

2.2 The CAR is a comprehensive document that provides a descriptive analysis of the history of the development of the Town and a detailed description of those heritage assets, both listed and unlisted, which together contribute to its special architectural and historic interest.

2.3 Newport Pagnell is a small Town on the edge of Milton Keynes on the opposite side of the M1. It is situated at the junction of several major roads connecting the Town to Bedford, Northampton and London. The Town is positioned at the confluence of two rivers: the Great Ouse which defines the northern extent of the settlement and the River Lovat which flows northward to join the Great Ouse forming a sharp wedged shaped area of higher ground overlooking the areas of flood plane to the north, east and south.

2.4 The Conservation Area has a distinctive and visually rich historic character and appearance which, given its topographical position at the confluence of the two rivers, is divided into two distinct settlements. Namely, the 'Old Town' of Newport Pagnell which comprises the historic core situated on north western bank of the River Lovat, and the linear development of Tickford, which extends south-eastwards from the southern bank of the river along the London Road and includes Tickford Abbey marking its most north easterly extent on the southern river bank.

2.5 Each of these two distinct 'character areas' comprise smaller areas that reflect the differences in the detailed characteristics of building heights, uses and architectural form in the Town. These elements are well covered by both the CAR and in the very detailed Newport Pagnell Historic Towns Assessment Report. This Study has therefore focused on broader conservation and design themes.

Fig. 2: Aerial View of High Street and Union Street illustrating the long narrow medieval burgage plots (Source: Google Earth 2020)

The Old Town

The morphological development of the Old Town is complex and this, in conjunction with its topography, creates a richness of Townscape which is multi-layered in both its visual and physical arrangement. This is true of the domestic streets and the central commercial High Street area and where there is a tight grain, as at Silver Street or a looser, more informal grain, as at Union Street.

2.6 The NPHTA report notes that there are several phases of the development of the Town, dating from the Saxon period at least. The present arrangement

of roads reflects the medieval settlement plan and is essentially an oval with a north-east and south-west linear High Street at the centre, forming a central spine, encircled by Union Street to the north side and riverside and St John Street to the south.

2.7 From this core area, Silver Street spurs off to the south-west and St John Street continues to the south. The grain of the settlement is derived from the pattern of narrow, irregular, sinuous burgage plots which extend at an angle back from the High Street and on to Union Street to the north and to the pedestrian lane that runs from the riverside to St Johns Street to the south. To the north, the Church of St Peter and St Paul is set back from the road. The triangular area in front was possibly an early medieval market and linked by medieval lanes. Layered within this relatively small and physically constrained street pattern is a rich history and diversity of uses which has had a cumulative legacy on the fabric of the Town.

2.8 Together with Buckingham, Newport Pagnell it is one of the earliest towns in the county referred to in the Domesday Book as a borough and given both its transport links and water supply, its historical development has not only been as a regional Market town, but it has also, in different periods had a significant manufacturing and production base, including a bone lace industry, tanning, and parchment making. There were mills and several breweries making ale and beer for the local inns. By the 18th Century the NPHTA report notes that "over 180 goods and coach services a week passed through the town." and that it was one of the most productive in the county.

2.9 Crucially, there are still reminders of this rich industrial past. The rear of the burgage plots were developed for industry and trade. The Taylors Mustard factory was based to the rear of No. 34 High Street, and lace making was focused along Silver Street. Salmon & Son moved their coach making business to High Street in circa 1900 to enable their Tickford End works to focus on automobile manufacture. The hotels, too, extend back in rear ranges and include yards accessed under carriage arches. Other barns, ancillary buildings and their yards still remain and allude to the important socio-economic history interwoven into the fabric of the Town. Union Court Mews is a vestige of such a rear yard area as is rear burgage plot of no 38 High Street (5a Union Street) shown below.

Fig. 3: The rear burgage plot of 38 High Street and 5a Union Street with 19th century ancillary buildings still in use (SGA 2020)

2.10 Together with views of the rear of buildings and roofscapes, the angled rear plots, and jumbled alignment of the roofscapes makes for a particularly rich and interesting streetscene in views from Union Street and between the river and the Town to the south.

2.11 The subtle layering is reflected too in the character and appearance of elevations. There are a mix of materials, including brick, timber frame and render, with occasional use of stone. Some earlier timber framed buildings reflect the late 18th / 19th century fashion to re-front in fashionable brick. Such an example is The Swan on the High Street which has an elevation dating from 1830 with a 16th century timber frame surviving to the rear. Other buildings of a similar period remain timber framed, such as No 38 High Street which dates from the 17th and 18th centuries.

Fig. 4: Example of a historic passageway between Union Street and High Street through No 38 High Street, revealing characterful views of rear the elevations, and the form of the long narrow burgage plots (SGA 2020)

2.12 The principal buildings generally front onto the main roads and are characteristically situated at the back of pavement, with some exceptions, such as The Vicarage (No. 85 High Street), the Methodist Church on the High Street or the later 19th century houses around Green End. The predominant architectural appearance of buildings throughout this part of the Conservation Area is to have an eaves course running parallel to their front elevations and the building line, similarly their ridge line. Few buildings have gables or parapets as part of their primary street frontage elevation. The rear elevations however often comprise gabled wings and ranges running perpendicular to the principal building.

2.13 Within these general characteristics, there are however many scales of building, mixed types including both formal and vernacular buildings beside each other, varied building heights, materials and decorative details. The stepped street scene along St John Street towards Tickford Bridge is a notable example, where the mix of uses, buildings of different scales, materials and dates creates a varied group. Another example is no. 46 High Street. This three-storey building has a lively appearance derived from its polychromatic brickwork, and is a notable building in views along the High Street and northwards along St John Street.

2.14 Another example of the historic complexity of the grain of the Town is the siting of the United Reform Church. This large building is set back behind High Street and screened in views by an 18th century house. Access to the church is gained via a wide arch to one side of the elevation. The house, and previous

buildings on the site of the current 1880 Church having been used for religious teaching since 1699 when Rev John Gibbs preached in a barn to the rear.

Fig.5: United Reform Church viewed through the carriage arch access from 73 High Street. (SGA 2020)

2.15 There has been some change to the historic complexity of the Town with the loss of buildings such as the Newport Pagnell Brewery (now the Medical Centre) or the modernisation of the William Cowley Parchment works, although schemes such as the residential conversion of the Taylors factory buildings have retained some sense of the buildings' form in the street scene. Nevertheless, the ad hoc, informal character of the rear areas in particular is easily diminished by the cumulative impact of the redevelopment of ancillary buildings and the intensification of development on rear spaces of former yards and passages.

2.16 Thoroughfares, whether public or semi-private, are a key element of the grain of the settlement and many are accessed through narrow covered passageways to which lead along confined alleys to the rear. This permeability through the Town offers intimate and interesting views of the rear elevations of properties and is significant part of its historic character. These and public access through yards such as The Swan Hotel, should, wherever

possible be maintained.

Fig. 6: St. Peter & St. Paul's Church and footpath leading onto Church Passage (SGA 2020)

2.17 The footpath to the rear of St Peter and St Pauls Church which runs across the rear plots to the south of High Street as Church Passage is in part comprised of reused head stones. The historic path and its connection by alleyways and yards to High Street is historically and visually significant. It also affords panoramic views over Tickford in its water meadow setting, including the important cast iron structure of the Tickford Bridge. It is particularly notable in its tranquil passage through the graveyard in contrast to the urban environment of the High Street only a short distance to the north. The western section of this lane from St John Street offers a significant view of the Church tower including the body of the church behind in the context of the leafy church yard setting. This view has however been diminished somewhat by modern development and associated hard surfaces.

2.18 A consequence of the arrangement of the road pattern is that most buildings are viewed obliquely in their Townscape setting. Those buildings which do form focal points in vistas, are therefore notable features in the streetscene, especially if their position is also emphasised by the topography. These landmark buildings or sites are noted on the appraisal map. For example, No. 8 St John Street occupies a position in the streetscene and has a height that contrasts with adjacent buildings and forms a particularly prominent focal point in the long axial view northwards from Tickford. Perhaps the most notable landmark buildings other than the Church of St Peter and St Paul are Nos. 11 and 13 High Street which close off the long vista westwards along High Street.

Fig. 7: High Street looking east to Nos. 11/13 which close the views along the street (SGA 2020)

2.19 On occasions, prominent locations, which are sensitive in key views, have had new buildings constructed which may not necessarily be appropriate for the context. An example of this is the corner site of North Square and High Street (see photos below). This site punctuates the long axial view over the bridge from the north, it defines the edge of the settlement and provides a key foreground setting to the Church of St Pater and St Paul, which is visible to the south. The tall, steeply pitched roof and flank elevation of the current building on the site competes with the tower and dominates the view rather than being subordinate to that historic landmark.

Figs. 8 and 9: Modern and historic views towards Church from North Bridge (sources: Google Earth Street View 2018 (top) and Maynard & Hunt 1995 (below))

2.20 The occurrence of spaces within the grain of the Town are unusual, and therefore when they occur, they add to the character of the settlement. The small triangular area marked by the War Memorial at the intersection of three lanes is of high street scene value in the three varied vistas it affords from the one point. To the north is North Square, where Mill Street and Union Street meet and join onto High Street. A number of attractive local heritage assets define the space, whilst Ouse Bank House situated on the higher ground visually closes the Square. The mature tree canopies of Ouse Bank Gardens and the street tree and verge in front of No. 7 North Square make this an attractive urban space in the Conservation Area.

Fig. 10: View along Mill Street towards North Square with Ouse Bank House beyond, closing the vista (SGA 2020)

2.21 Green spaces and trees in the Conservation Area are generally on the edge of the settlement, such as Ouse Bank gardens and the cemetery. Where they occur, they are notable streetscene elements. The Study maps augment the CAR maps by noting additional trees or tree groups which make a contribution to the area. An example is the contribution made by the trees in the front gardens of Nos. 90-92 and Nos. 94-96 High Street, two 19th century semi-detached villas at West End. As the road widens, they fill the space to create a focal point in views westwards along High Street, complementing Church House in narrowing and framing the views westwards and alluding to the end of the urban context of the central Town area.

Fig. 11: War Memorial at the intersection of
Church Passage and the High Street and possible site of the medieval market (SGA 2020)

2.22 A key element of the Townscape is the relationship of the settlement with its landscape setting. This setting is key to the appreciation of the form of the Town and views from the northern and southern approaches over the river which are especially notable as the Town rises sharply up to the higher ground. The robust stone tower of the Church of St Peter and St Paul punctuates the skyline in most views from these directions.

2.23 The River Lovat and its floodplain also divides the Town from Tickford End and forms a green swathe that defines the southern edge of the historic Town. The Common (Bury Field) to the north has similar physical and visual relationship, again affording wide, panoramic vistas of the historic settlement. The juxtaposition of constrained streetscene of Mill Street as it opens out onto the common has a dynamic relationship which contributes greatly to the variety and visual interest of the Conservation Area.

Fig. 12: The Common (Bury Field) from Mill Street (SGA 2020)

2.24 Given the landscape context and its significance to the settlement, it is notable that a characteristic from within the built-up context of the Conservation Area is the lack of inter-visibility with its wider landscape setting. This setting is only revealed as glimpses to the north from gaps in Union Street, and to the south from St John Street. As noted previously, the commanding position of Nos. 11 and 13 High Street at the end of the long axial view, gives no clue to the open countryside and river setting which is to be revealed beyond the bend. Views along Silver Street are equally constrained, the parallel line of the road to the river plane only being revealed in views back form the meadow further along Caldecote Street, or from private rear gardens.

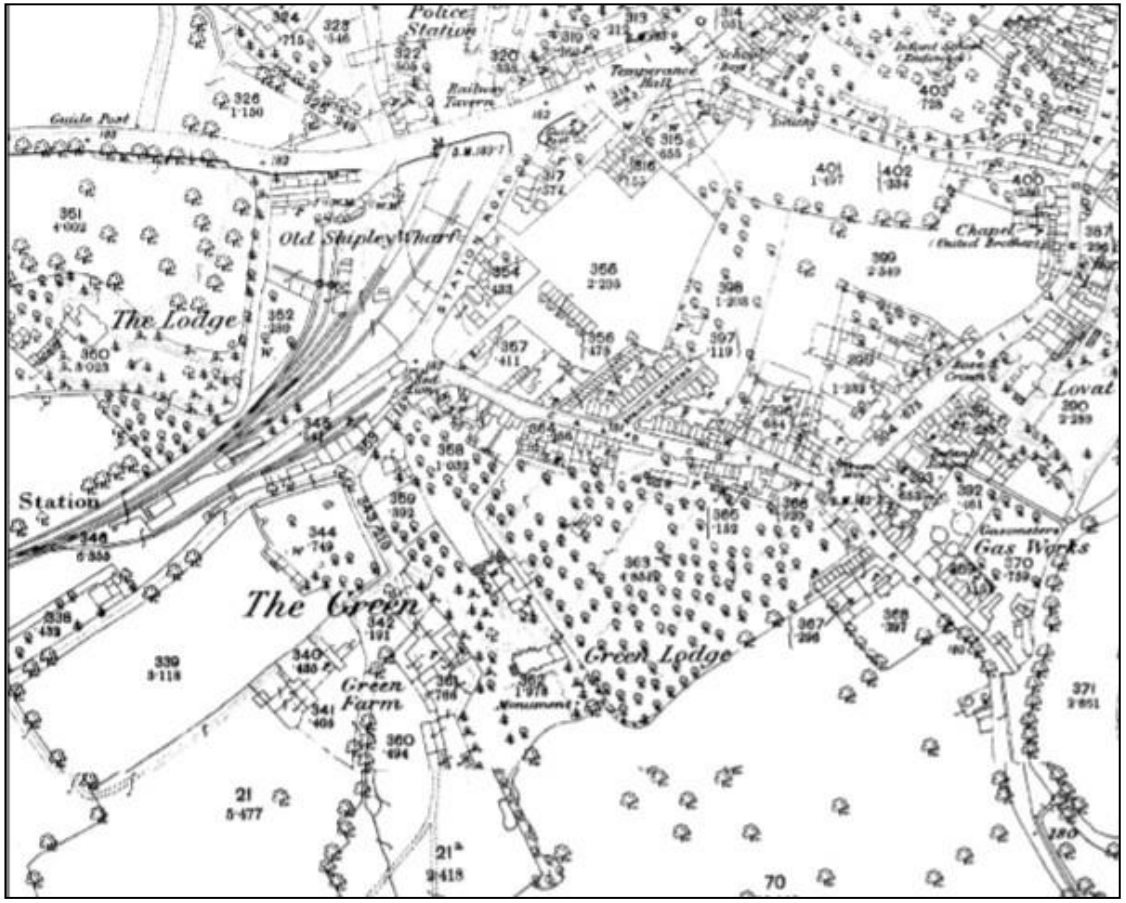

Fig.13 Landmark Historical Map County: BUCKINGHAMSHIRE Published Date(s): 1881-1882

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2.25 To the west of this part of the Conservation Area, the road widens out in the area known as Green End. Although punctuated by a number of interesting larger houses, it has historically seen much change from its pre-industrial agricultural landscape with the early 19th century introduction of the canal and its culmination at Shipley Wharf, to be superseded by the railway and its subsequent total redevelopment. The relationship of the buildings and spaces forming the approach into and setting of the Conservation Area have little cohesion, although remnant tree groups do contribute positively in wider views. The leftover spaces at the abutment of the Conservation Area with the southern end of Cross Street and Caldecote Street are examples of this lack

of integration and transition of spaces.

Tickford

2.26 The Conservation Area to the south of the river extends into the separate settlement of Tickford. It runs along Tickford Street from Tickford Bridge to include three remaining elements of the original Salmon & Sons and later, Aston Martin, car manufacturing works to the south, and extends northwards to include a short section of Priory Street before being tightly drawn to encompass the settlement edge abutting Castle Meadow and at the furthest eastern extent, Tickford Priory. Archaeological finds indicate that there was a minor Roman settlement on the site of Tickford Abbey from the 2nd to 4th Century. The NPHTA notes that earliest cartography of this area shows that the settlement is relatively unchanged from its modern extent with housing clustered along Tickford Street and Priory Street.

2.27 The character of the historic townscape of Tickford is principally of a linear extension following the back of pavement of Tickford Street and Priory Street. This residential development consists of short rows of terraced cottages of two storeys fronting the back of pavement, some 19th Century in brick, and interposed with abutting older houses in stone or timber frame and render. The rows follow the slight curve in the road to create a facetted character to the building line in sinuous sections. As with the Old Town area to the west, the buildings predominantly have an eaves course following the back of pavement and central ridge. However, the roofscape is somewhat different from the Old Town with the area having a flatter topography and its buildings being of a more consistent domestic scale. The roof forms, although of different pitches, are punctuated by centrally placed ridge stacks.

2.28 The buildings on the southern side of Tickford Street are characterised by long narrow plots, whilst those on the north side are shorter. The earliest buildings (primarily listed) on Tickford Street occur in two groups. The first are those immediately following the Bridge, with the oldest properties situated together on the south side of the road being unusual in their use of local stone, for example Tickford End House and Nos. 2-10 Tickford Street. The other is a more varied group focused around the junction of Priory Street to the north and to the east of Severn Drive to the south. It comprises predominantly brick buildings – there was a brick field at Tickford – and often with chequer brickwork but also rendered. The area encompassing Priory Street is predominantly short rows of 19th century brick terraces and has a quiet secondary character.

2.29 Given the gentle curve in the road, it is however the two short rows of late 19th century buildings that are prominent in the immediate views eastwards over the bridge. At a slight angle, they deflect the view to the hidden streetscene beyond. In the context of the descent down St John Street from the higher Old Town area, the simple domestic scale of the terraces and the gable end of the buildings opposite announce a change in character to the commercial streetscene to the north. In the distance, framed by the terraces of Tickford, the modern industrial buildings on higher ground to the west also provide a visual context to the extent of the historic settlement.

2.30 The eastern end of the Conservation Area was extended by the CAR to include four key buildings which have a strong historic association with the automotive industry and the former Salmon/Aston Martin Works which dominated this section of Tickford Street until the site was closed for manufacturing in 2005. The long, three storey, purpose-built body works with its robust brick elevation is situated on the building line and is a particularly significant landmark which punctuates views along Tickford Street. It is clearly legible as a former functional building of the works and a valuable reminder of the special international industrial heritage of the Town.

2.31 Similarly, the adjacent lower "Olympia" building, which is less prominent, is a former aircraft hangar on the south side of the road which again punctuates the streetscene particularly from the northern approach. The former offices of the company were based in a double gabled property immediately to their west. Although of limited intrinsic architectural merit, they are of special historic and social significance in their association of Salmon and Son, and later Aston Martin, with the area and its impact of the growth and prosperity of Newport Pagnell.

Fig.14: View of former Salmon Works on Tickford Street; the Body Works building dominates views along Tickford Street (right hand side) with the Olympia building in the foreground (SGA 2020)

2.32 There are three key spaces in this part of the Conservation Area: the riverside meadow and the large private gardens and grass verge to the roadside of Nos. 42A and 42B and No 40 The Kings Arms Public House. The latter are relatively early houses in the settlement, dating from the 17th and 19th Centuries although altered. Set back from the road at the junction of Priory Street and Severn Drive, their large front gardens with tall mature tree cover make notable green space, albeit private in the otherwise tight grain of the historic streetscene.

2.33 Between the eastern bank of the Lovat and the northern edge of Tickford, is the long, sweeping form of Castle Meadow. This low water meadow provides a picturesque setting to the steep sided, wooded bank that rises up from the western bank, defined by the Church tower, but also views form Tickford Bridge over Priory Street and Tickford Abbey shrouded by its mature landscaped grounds and which contribute to the scenic views across the meadow. The views across the meadow extend from the north to create long vistas across the flood plain. This meadow is a continuation of the meadows to the south of the bridge and an important continuous setting to both areas that it divides.

Local Heritage Assets

2.34 The CAR map identified those buildings, walls and structures which were considered to be of historic or architectural significance, but which did not meet the criteria to be included on the National List for England. These buildings, identified as 'significant unlisted buildings' in the CAR but now referred to as 'local heritage assets', have been reviewed and are included in Appendix A of the Study. The criterion for inclusion on the list and the methodology is also detailed in the Appendix. It is noted that the complex ranges of private rear yards, outbuildings and walls have not been surveyed in detail where access is required. This does not reflect on their historic value.

2.35 As a result of this review, there are some buildings included on the CAR map that are not now considered to be worthy of this designation or conversely should be included. These include Abbey Lodge on Priory Street; Nos. 37 & 38 Silver Street (at the corner of Bury Street and Silver Street), 61 - 57 Union Street and the Workingman's Club on the same Street; and No. 2 Union Street. Conversely, there are some buildings which it is recommended that should no longer be considered local heritage assets, these include: 76 Silver Street Corner of Caldecote Street and Priory Street, No.17 Union Street and the Co-operative store on High Street.

Buildings 'at Variance with the Conservation Area'

2.36 The CAR also noted building or buildings that were considered to be of a character "at variance with the character of the Conservation Area" by way of their style, form or arrangement in the street scene (see its Map 5 on p17). Although it may be helpful to identify opportunities for redevelopment of land or premises that detract from the character of the Area, the approach needs to follow set criteria to avoid it being too subjective. The CAR analysis does not do so and so there are a number of buildings identified as being at variance that are questionable, as too much emphasis appears to have been placed on their architectural style and without baseline criterion appears inconsistent.

2.37 For example, it is not considered that the terrace on Tickford Street (highlighted) is harmful to the character and appearance of the Conservation Area as its overall building form, massing, scale and height is similar to the other side of the street. It is unfortunate that the level of detailing and materials is not to a higher standard, as noted in the CAR in respect of similar buildings on Priory Street, but this is not considered to be so disruptive to undermine the essence

of the streetscene character. For the purposes of this Study therefore this category has not been taken forward.

3. THE REST OF THE TOWN

3.1 Outside of the Conservation Area, the Study has identified four distinct types of residential character area covering the rest of the Town: Historic Routes & Victorian Terraces (shown as 'A' on the Maps); 1920s – 1960s Estates ('B'); 1970s – 1980s Estates ('C'); and Modern Development ('D'). There is not absolute homogeneity in each type but there are some dominant design features in terms of their building types, plot shapes, street profiles and spaces. Beyond the residential areas, there are other areas of predominantly public buildings (e.g. schools) or industrial/commercial uses (e.g. Aston Martin) and an area known as 'The Green'.

A: Historic Routes, Victorian Terraces and Early 20th Century Suburban Development

3.2 There are two main historic routes into the Town Centre: Wolverton Road and Tickford Street. Comparison of the 1880 first edition Ordnance Survey Map with that of 1920 shows a period of change a development of Newport Pagnell. The Town was also connected to the canal network when the Newport branch of the Grand Junction Canal opened in 1817. However, the canal was never profitable and was eventually superseded by the Newport Pagnell to Wolverton railway which operated from 1868 to 1964.

3.3 With this connection, the late 19th century manufacturing base also flourished, most notably Salmons and Co. and automobile manufacture as a development of their successful gig and coach building business but also companies making mustard, soda water and parchment. There was also brewing. Associated with this growth, areas of linear development can be seen to extend along the then rural roads of Wolverton Road and the London Road and Tickford Street, examples of middle-class late 19th early 20th century housing in the leafy semi-rural setting. Although the tree lined avenues are still evident, their original setting has been much diminished by road widening. But they nevertheless form a notable entrance into the historic core from the west in particular. Workers terraces were also being constructed along these roads, and at Greenfield Road.

Fig. 15: Wolverton Road (SGA 2020)

3.4 There are two other smaller areas of Victorian terraces at Broad Street and at the end of London Road. The tighter street profile and terraces of Broad Street were clustered around the former station and below the former Shipley Wharf. The London Road terraces date from around 1909 and so of late Victorian/early Edwardian character.

3.5 The historic 18th century settlement around the junction of Tickford Street and Chicheley Street also provided a focus for later 19th century development, continuing the tight gain and cohesive character of the streetscene.

Fig.16 and Fig.17: Historic (1906) and modern-day views of Tickford Street (Sources: Maynard & Hunt 1995 and SGA 2020 respectively)

3.6 The essential features of this character type are:

- Terraced buildings in short, narrow plots located in strong building lines either at the back of the pavement or with small front gardens
- Semi-detached or detached buildings, often double fronted in long, wider plots located in strong building lines with moderate front gardens defined by hedges and regular gaps between the buildings.
- Common building materials and boundary treatments in building groups
- Narrower street profiles in places with no/few amenity spaces or trees
- The ordered repetition of architectural elements such as windows, bays and chimney stacks. Visual interest is derived from varying architectural details between pairs or short rows such as bay window styles, stone lintels with key stones or timber door canopies on decorative brackets.
- Buildings are predominantly in red brick with occasional use of tile hanging or rough cast render to upper floors.

<u>Bury Street/Spring Gardens/Lovat Street</u>

3.7 Within this character type there is one particularly special area of quality (shown as 'ASQ' on Map 8). The area appears to have been developed quickly from 1880's to provide housing particularly for Salmons & Son focused around the Bury Street, Spring Gardens, Lovat Street area. These

interlinked streets infilled an area to the south east of the existing Town extending westwards from the High Street, eastwards from Silver Street and south eastwards to the historic lane of Caldecote Street. Here rows of short terraces were built form local bricks from the Broughton Road brick works.

3.8 The elevations of each row are slightly varied, some with canted timber bays and some with paired doorways. The terrace rows on Caldecote Street, Spring Street and Beaconsfield Place are some of the first to be constructed and have buff brick detailing around windows and doorways. Common features include a consistent two storey building height and the use of good quality brickwork and slate for the house and front garden walls. The terraced rows are almost all set back from the pavement by a small narrow garden and in many cases the original low brick wall and gate piers survive. Roof pitches are of the same pitch, in slate or replacement concrete tile and running through the length of the row, each roof divided by a low firewall upstand. There is a strong consistent common eaves line and ridge line. This roofscape is punctuated by regularly spaced paired chimney stacks which create a strong rhythm to the street scene. Otherwise the roof planes of street facing slopes are notably unaltered and are a key feature in the character of the area.

3.9 Depending on the style of the terrace, the rows have a front entrance door (often paired with a neighbour as in Spring Street) and a shared open passageway, sometimes, as in Spring Street, articulated with an arched head through to the rear gardens. Most terrace rows have a date stone and initials, often also a name. Many are referred to as cottages. The properties have long narrow gardens and where they face onto each other there is a central path dividing the plots.

3.10 To the north of the area and situated on Bury Street is the former Board School, which was built in 1889 and is now the Cedars Combined School. It had three separate buildings for boys, girls and infants. The oral history archives held by MKC indicate it has played a role in the early 20th Century life of the Town, celebrating VE day for example.

Fig.18: The former Board School from Bury Street, the three roof lanterns are a notable feature in the surrounding street views. (SGA 2020)

3.11 It is still in use as a school and the study notes that it is a fine example of a Board School. The front elevations of the three brick ranges, now joined by later additions face Bury Street, with the playgrounds to the rear. The buildings are defined by their prominent gables set at right angles to the main body of the school buildings. The architectural character of each of the three sections is individually articulated with the use of varied detailing and ornament including the use of good, moulded brickwork and carved stone motifs and weathering's. The centrally placed timber roof lanterns are focal points in the surrounding street scene and punctuate the long slate roof slopes.

3.12 To the southwest of the playground, Lovat Street is unusual in that it has a row of higher status terracing. With two storey bays and decorative moulded brick eaves course at either end of a lower row called Lovat Cottage. The area also includes small purpose designed corner shops.

3.13 These character qualities are shared with the adjoining parts of the Town to its north and west that lie inside the Conservation Area.

3.14 In summary, the essential features of this area of special quality are:

- rows of short terraces were built form local bricks along common building lines.
- The elevations of each terrace are slightly varied, some with canted timber bays, some with paired doorways

- The terraces on Caldecote Street, Spring Street and Beaconsfield Place have buff brick detailing around windows and doorways and forming decorative string courses.
- There is a consistent two storey building height and use of good quality brick work and slate for the house and front garden walls
- The terraced rows are almost all set back from the pavement by a small narrow garden and in many cases the original low brick wall and gate piers survive
- Roofs are of slate or concrete tile and have the same pitch, eaves and ridge height running through the length of the row with each roof divided by a low firewall upstand.
- The roofscape is punctuated by regularly spaced paired chimney stacks, but otherwise the front roof planes remain uninterrupted. This roofscape is a notable and consistent feature.
- Depending on the style of the terrace the rows have a front entrance door (often paired with a neighbour as in Spring Street) and a shared open passageway, sometimes (as in Spring Street) articulated with an arched head, through to the rear gardens
- Most rows have a date stone, initials and a name with many referred to as cottages
- The properties have long narrow rear gardens, where they face onto each other there is a central path dividing the plots
- The prominent, gabled elevations of the Cedars Combined School reflect the three separate buildings for boys, girls and infants and are of a high-quality detailing and materials. Three ornate timber lanterns denote each building and are focal points in the surrounding streetscene.
- Lovat Street has some higher status terracing that is distinct from the terraces of the other streets in the area, comprising of individually detailed houses, sometimes with prominent two storey bays and decorative architectural features.
- The South-east end of Caldecote street has a group of larger detached and semi- detached houses with a good period details and front gardens.
- The small, purpose-designed corner shops occupy prominent locations in the area and are a distinct characteristic

B: 1920s – 1960s Development

3.15 The Town continued to grow before, between and after the Wars. The former Newport Pagnell Urban District Council built its first council homes on Little Linford Lane in 1920 and another, larger scheme on Annesley Road in 1935. Development also extended along Lakes Lane in the pre second world war period, assimilating the couple of outlying 19th century farmhouses along the road. There was also a distinctive group of homes built along London Road circa 1938 by Salmon and Son to rent to their workers. There followed the Queen's Avenue estate in the 1950s with other examples of private schemes dating up to the 1960s, e.g., Chicheley Street, Willen Road, Manor Road, Wolverton Road and London Road.

Fig.19: Lakes Lane (SGA 2020)

3.16 These estates each have a strong coherence as a result of their uniform architectural styles, two-storey, semi-detached building forms, consistent building lines with generous front gardens, regular plots (often with long rear gardens) and common building material palette (brick and render). The roads are generally laid out in straight lines, often with splayed corner plots. The streetscene is therefore harmonious with no deviation from these characteristics. Piecemeal infill, redevelopment or backland development proposals will all have the potential to significantly disrupt and therefore harm the essential character and appearance of the estates.

3.17 The essential features of this character type are:

- Semi-detached or detached, two-storey buildings in long, wider plots located in strong building lines with long front gardens and very regular gaps between the buildings
- Common building materials, including the use of brick with render and clay tiles, and common boundary treatments
- Straight road layouts with splayed corner plots
- wide street profiles in places with amenity land and occasional trees

C: 1970s – 1980s Estates

3.18 The Town has expanded significantly since that time – along with its neighbour, Milton Keynes, with two very large estates built in the period: the Poets Estate north of Wolverton Road alongside the M1 Motorway and the Green Park Estate between the Town Centre and the motorway. Tickford also saw the development of the smaller Severn Drive and Milton Drive schemes.

3.19 Again, these estates are each of very distinct and uniform character, in this case with generally more amenity land and landscaping than their earlier equivalents. Although the dominant building forms are also very similar – semi-detached, regular plots and gaps etc – the road layouts are almost all of a 'cul-de-sac' and curved type set off wider distributor roads with wide verges or amenity land on to which few if any houses front (e.g. Wordsworth Avenue, Westbury Lane and Green Park Drive). Off North Crawley Road, Interchange Park, the Town's main centre of primarily very large employment plots and buildings, was also laid out in this period.

3.20 The essential features of this character type are:

- Semi-detached or detached, predominantly two-storey buildings in long, wider plots located in strong building lines with long front gardens incorporating garages with hard standings and very regular gaps between the buildings
- Porterfields Road, Foxgate, Ash Hill Rad and Linford Avenue are examples of single storey detached houses in wide, regular plots and strong building lines.
- Common building materials and design features shared by buildings in groups defined by cul-de-sacs and closes.
- Common boundary treatments to define rear gardens, with open front gardens
- Curved road and cul-de-sac layouts
- Generous amenity land and mature trees and hedges along key routes

D: Modern Development Areas

3.21 The pace of growth of the Town has lessened since the 1980s. Its main boundaries with the countryside to the north have been fixed by the Poets Estate and Bury Common, and its growth west and south constrained by the motorway, the A422 Monks Way and the River Ouzel flood plain. Aside from occasional infill schemes, the main growth has been at Tickford, with the redevelopment of part of the former Aston Martin site between Tickford Street and Priory Street; of the former North Crawley Road Industrial Estate; and of the former Renny Lodge hospital on London Road.

3.22 Each of these schemes has followed modern planning policy requirements, resulting in higher densities and narrower streets than the earlier estate periods, with taller, occasionally three storey housing blocks on corner plots and commonly starker, modern building and roof forms. Terraces are more common too, with much of Hopton Grove having this character.

3.23 As there are few characteristics shared by these schemes, and as they are the most recent, it is neither possible nor necessary to seek to define their design attributes as has been done for the other character types.

The Green

3.24 The historic maps show an area of loose settlement around an area known historically as 'The Green', a large area to the west of the Town. It consisted of mainly farms, some of which were rebuilt has houses in the 19th century. There is a remnant open space of one of these farms – Green Farm - with the track from the north, through the space and Green Lodge in its garden setting to the east of the Farm. Green Lodge, its Coach house and the space formed by the farm still exists, although the setting has change considerably. The Lodge to the north was also a rebuilt farm. Some of the buildings in their established, extensive grounds and mature trees are visible from Marsh End Road, which is the main road into the Town from Milton Keynes and are therefore an especially important reminder of the former character of this part of the Town.

3.25 In addition, there are a few buildings that are reminders of the farming past further to the north of the area along Lakes Lane (for example No. 64 Lakes Lane and outbuildings). As such, these remaining buildings are considered as important local heritage assets.

Fig. 20: No. 64 Lakes Lane (SGA Feb 2020) Fig 21: Green Lodge and Stable House on Marsh End Road (SGA Feb 2020)

3.26 The canal and subsequent railway crossed to the north of this area, culminating in an elongated triangle of land known as 'Shipley Wharf'. Although the physical manifestation of these 19th century features has been lost, the route now forms a cycleway and is still legible within the historic context of the wider

historical development of the Town. The station on Broad Street was redeveloped many years ago as Sheppard's Close but a single railway signal (known as 'Newport Nobby – the Final Signal') is situated in the corner of the allotment.

Local Heritage Assets

3.27 A small number of buildings and structures that lie outside the Conservation Area boundary are also considered to meet the criteria for identification as local heritage assets. Their details are included in Appendix A.

4. POLICY RECOMMENDATIONS

4.1 The Town Council wishes to address design policy through modifying Policy NP4 of the made Plan relating to windfall development. It is recommended that the policy is retitled 'Design Guidance' and, following its opening paragraph, it contains three additional clauses:

<u>Conservation Area</u>

Firstly, a clause to cross refer to the character analysis relating to the Conservation Area and its setting contained in this Study and in the CAR and to require applicants to have regard to that analysis as relevant to the location and nature of their proposals. The Study adds analysis to the CAR, and supersedes it in places, in respect of the Conservation Area. It also defines four residential character area types covering the rest of the Town, which are shown in the Maps section.

<u>Residential Character Areas</u>

Secondly, a clause to cross refer to the character analysis relating to the rest of the Town outside the Conservation Area contained in this Study, including the Bury Street Area of Special Quality as described in Section 3 of this Study and the four residential character ideas (see also the Maps below). Again, it should require applicants to have regard to the analysis in this Study as relevant to the location and nature of their proposals.

For clarity, the Area of Special Quality should coincide with the Conservation Area boundary at Cedars Way, Bury Street, Caldecote Street, Silver Street and the rear of properties in High Street and Station Road. It should include Bury Avenue, Beaconsfield Place, Spring Gardens, Cross Street, Lovat Street, Cedars Way (south side), Silver Street (west side from Bury Street to Caldecote Street) and Caldecote Street (north side from Silver Street to Station Road and south side from near Silver Street to Station Road).

It is also considered that this area warrants inclusion in the Conservation Area boundary, and it is recommended that the Town Council encourages MKC to undertake a further review of that boundary. Identifying the area in this policy is an important interim measure pending that review. Once the area becomes part of the Conservation Area, its definition as an Area of Special Quality will be removed but the analysis in the Study will remain relevant.

Local Heritage Assets

Thirdly, a clause to cross refer to the list of Local Heritage Assets in the appendix to this Study. As noted in Section 2, the CAR identified different types of 'non-designated heritage asset' in the Conservation Area: 'Unlisted buildings making an individual contribution', 'Unlisted buildings making a group contribution', 'Landmark Buildings' and 'Strategic Landmarks'.

The assessment of them all in Appendix A indicates that almost all continue to serve the purpose of a non-designated heritage asset and it is recommended that they are defined and simplified by the Neighbourhood Plan using the single term 'Local Heritage Assets'. The inclusion of a statement of their particular significance will enable applicants for planning permission affecting such properties to demonstrate how their proposals have had regard to that significance. There are also a number of additional Local Heritage Assets identified and described, both within the Conservation Area and elsewhere in the town. The Maps below only show the additional buildings and do not show buildings already shown on the maps in the CAR.

GLOSSARY OF TERMS

Given the importance of the analysis in the Study being applied to the preparation of planning applications and to their determination by MKC, it has had to use a design 'language' that may be difficult for non-technical readers. Set out below are therefore explanations of some of the terms used in the Study.

Axial–a long, straight view which usual ends with a landmark building **Coherence**–the ability to understand how buildings relate to

each other **Context**–the surrounding area to a building or structure

Grain-the detailed arrangement of buildings and spaces

Intensification–building at higher densities within the existing built-up area **Inter-visibility**–buildings that can be seen together from

different viewpoints **Juxtaposition**–buildings that are close together but contrast with each other

Landmark – a building or structure that stands out in the townscape or a streetscene, usually by its larger scale or height than the surrounding buildings (and it may also punctuate or terminate a view)

Legible – the ability to understand and remember how a building or area functions and appears **Morphological** – the general arrangement of buildings and

spaces, evolved over time **Permeability** – the ability to travel through gaps and spaces in a built-up area

Punctuate – a building or structure that stands out in a view along a street, usually by being forward of the common building line, but does not block or complete the view (terminate)

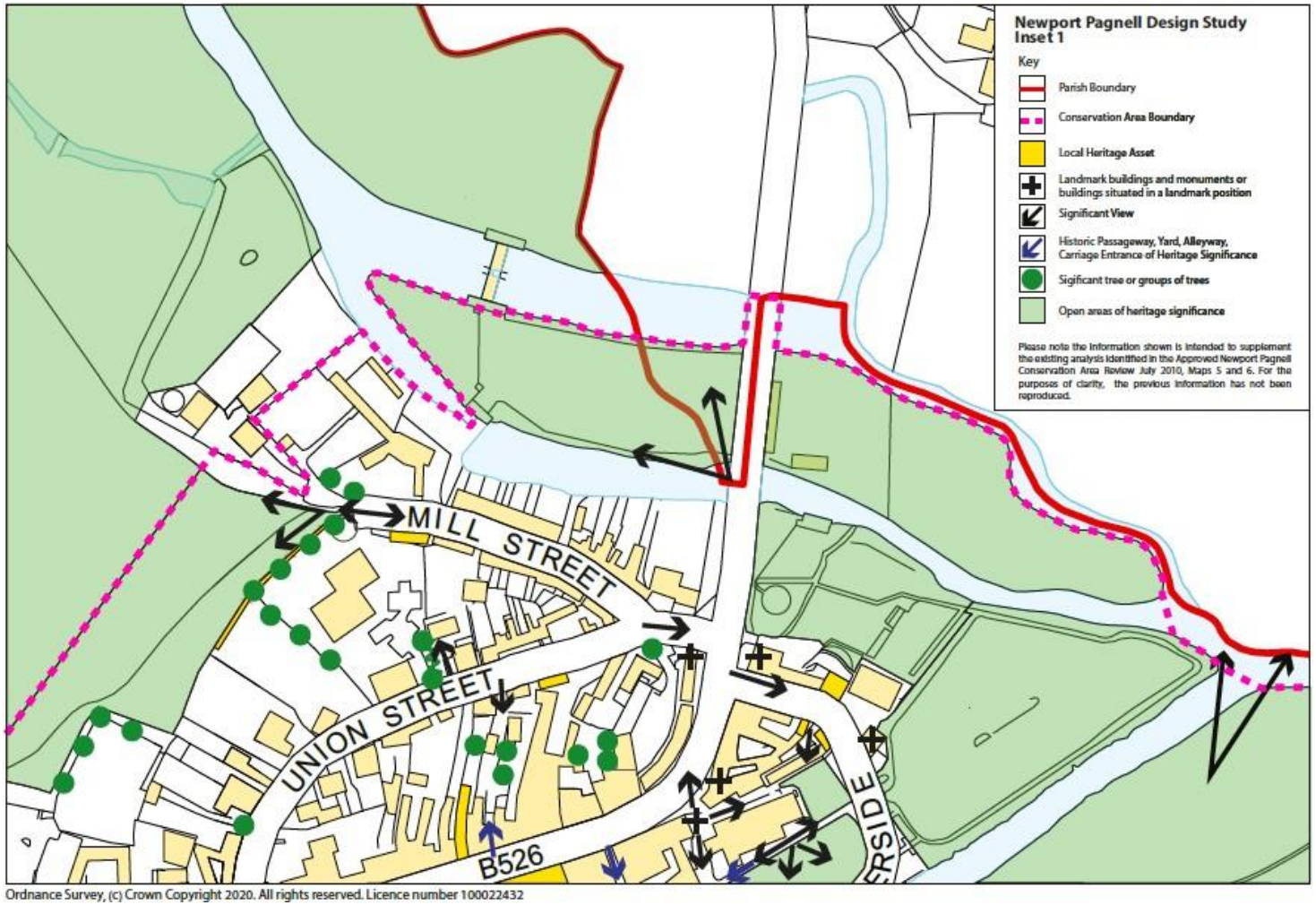
Roofscapes – the appearance of a series of roof shapes and sizes in a local area, common or otherwise

Rhythm – the pattern of building features in a streetscene, e.g. window arrangements **Streetscene**-the appearance of the street, usually when

viewed along its length **Topography** – the form of the land, including slopes, ridges and plateaus

Townscape – the general appearance of the Town when viewed from a higher or distant vantage point

Vernacular – building, roofing and boundary forms and materials that are common and historically associated with the local area



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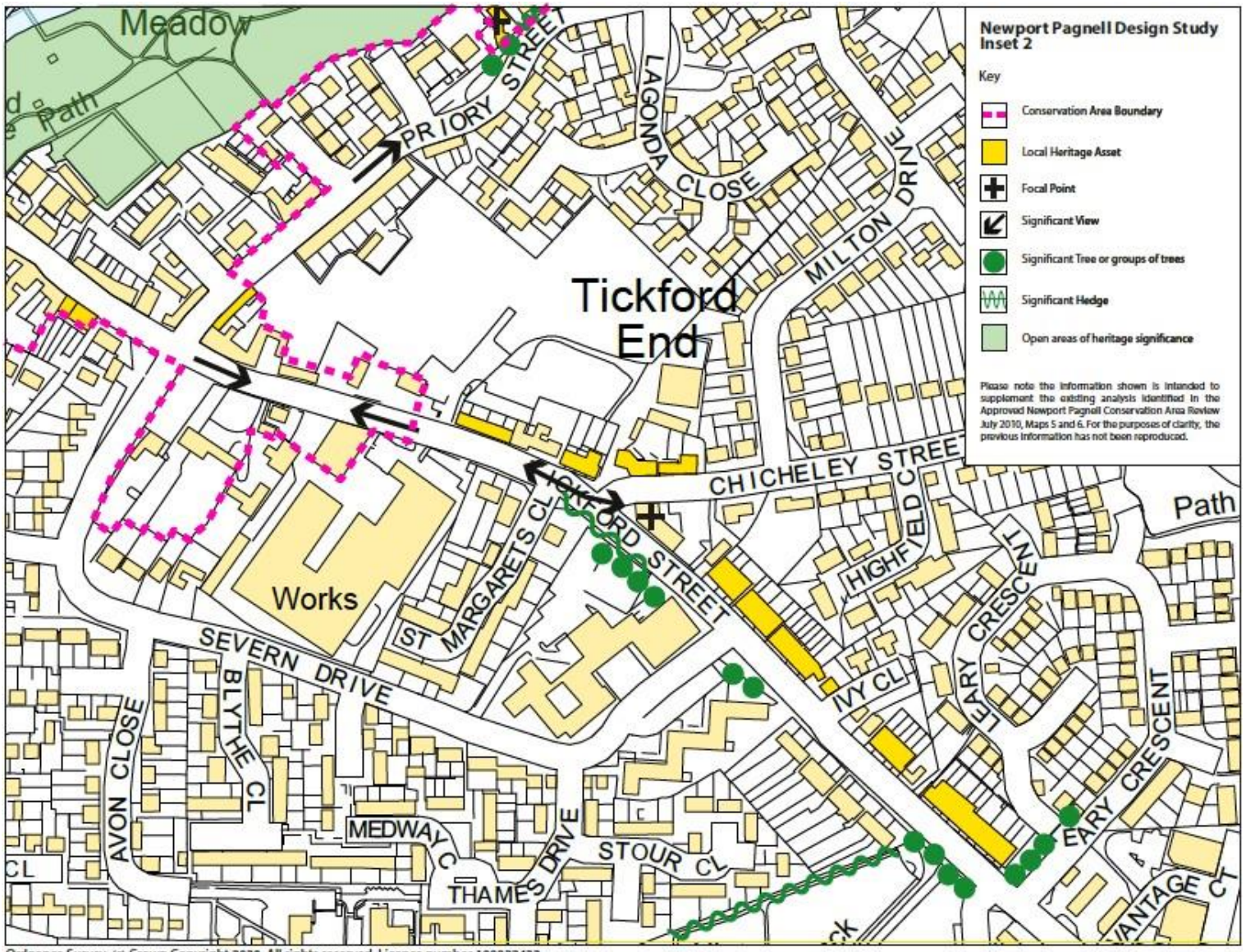

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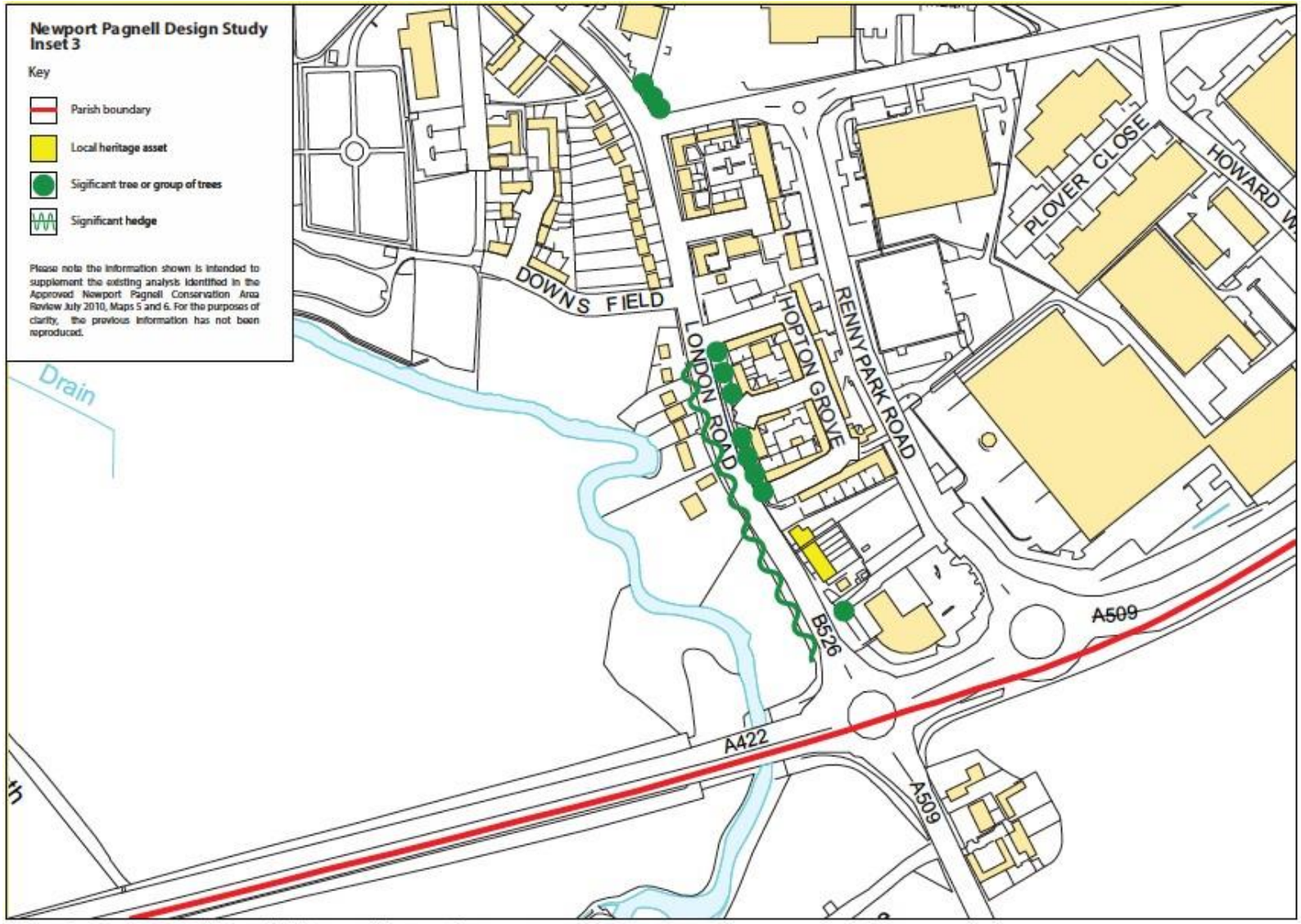

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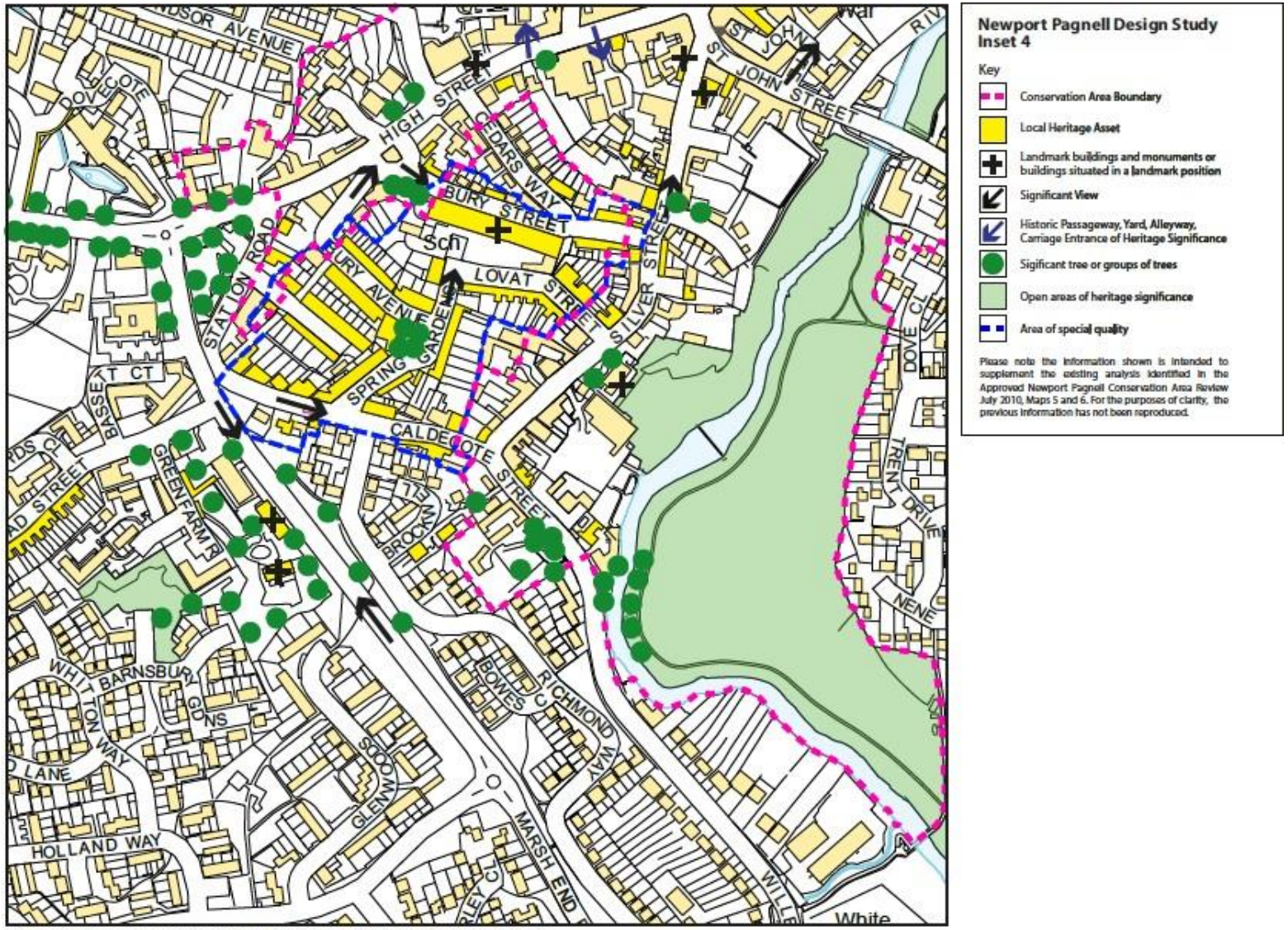

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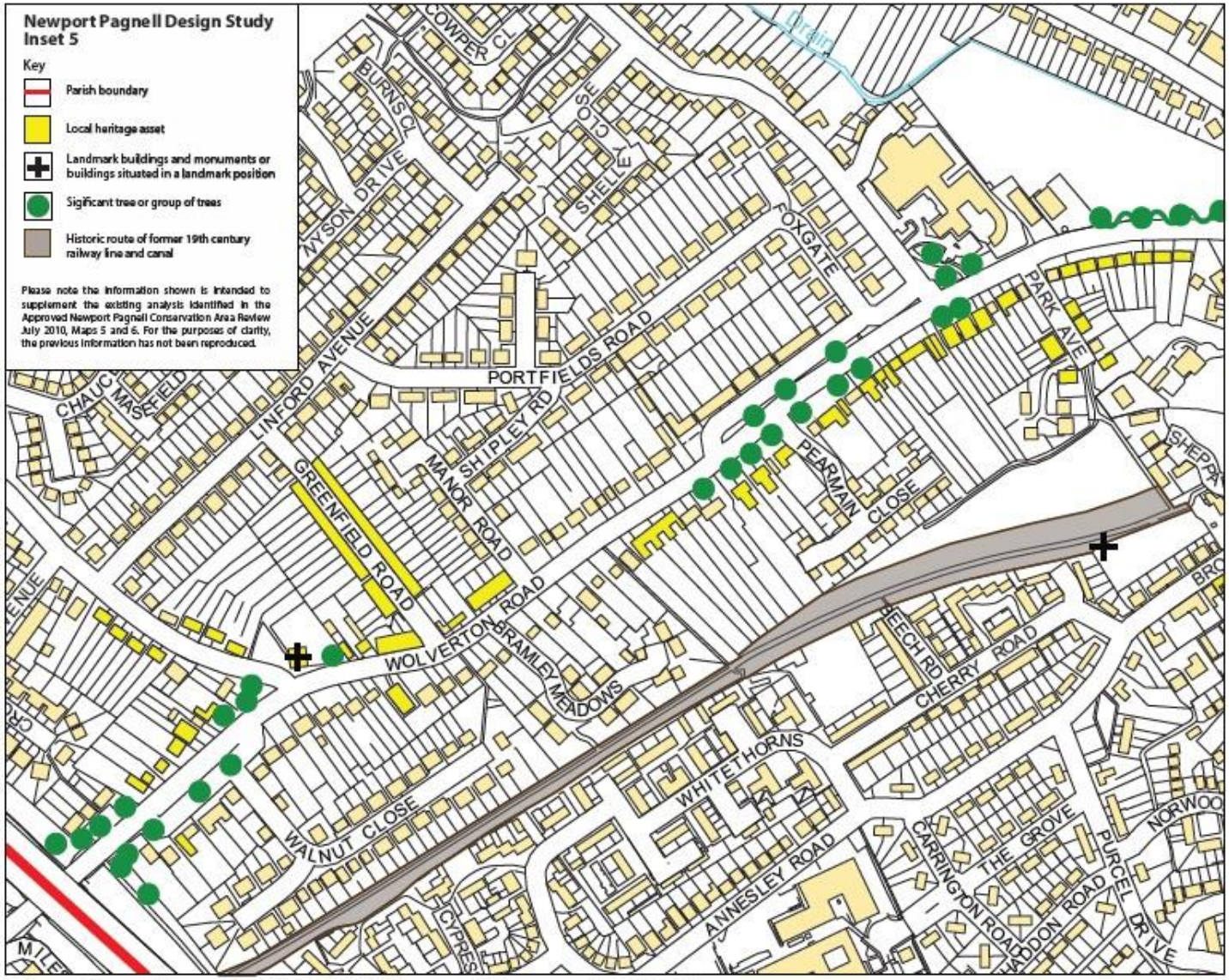

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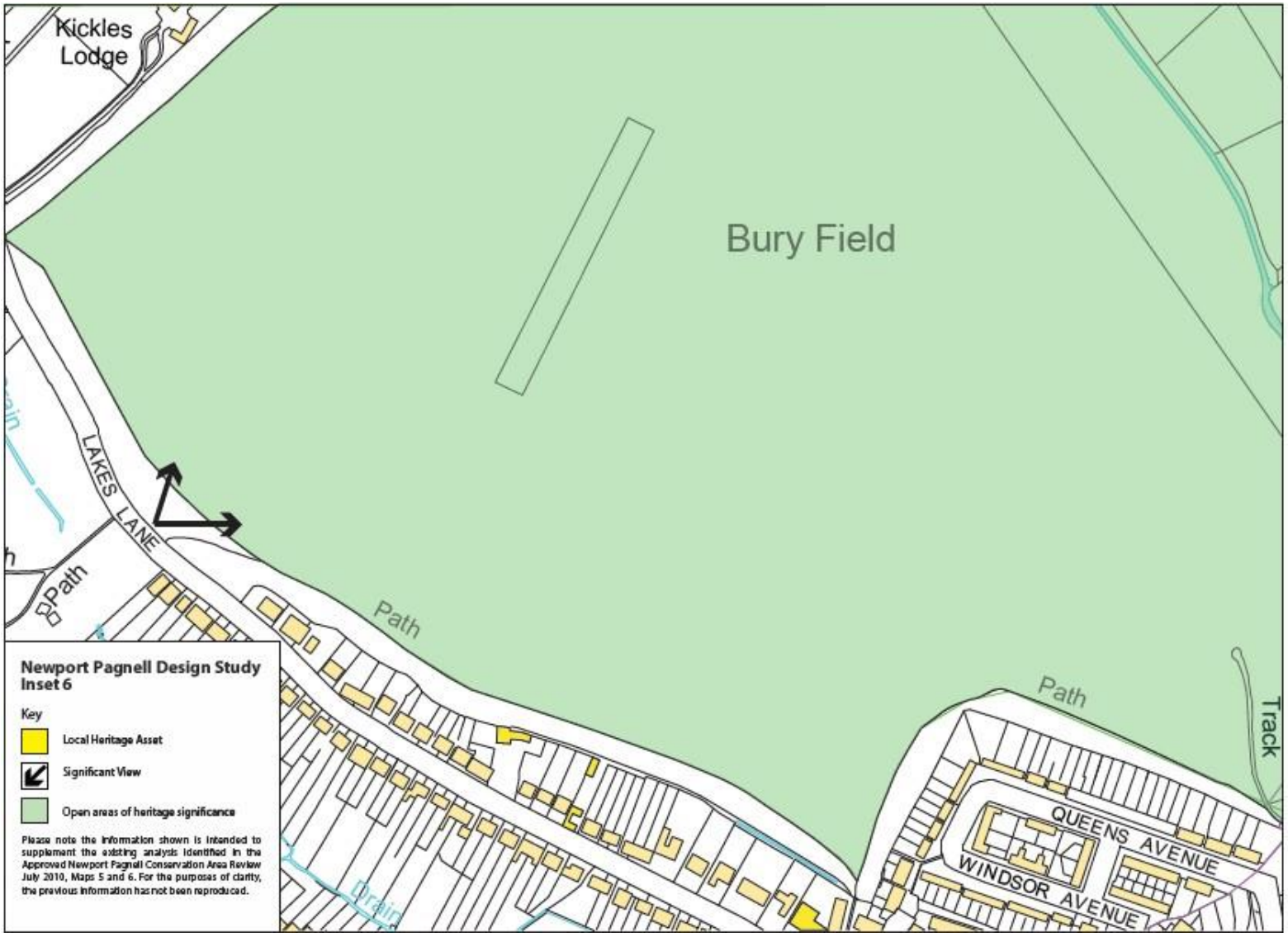
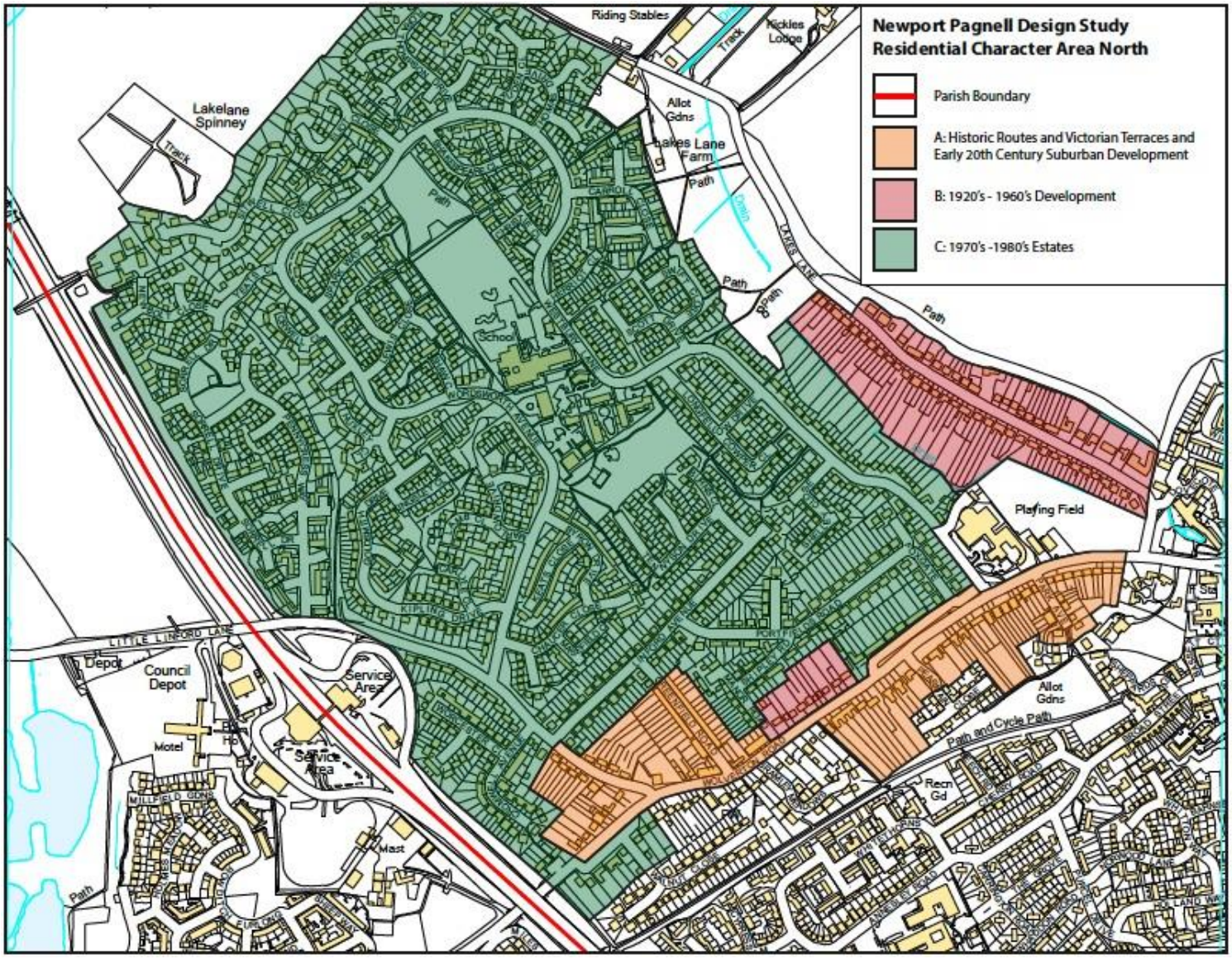
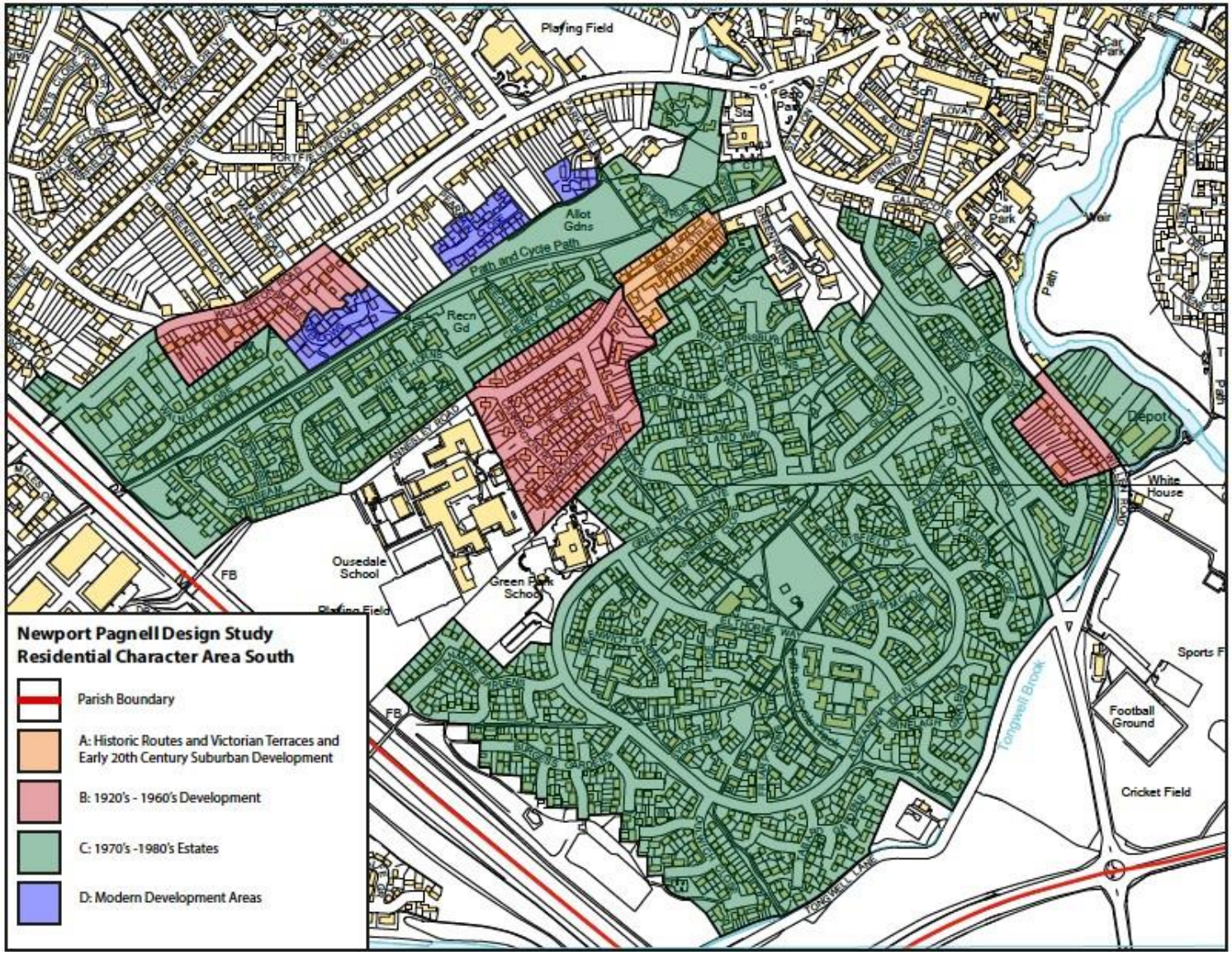
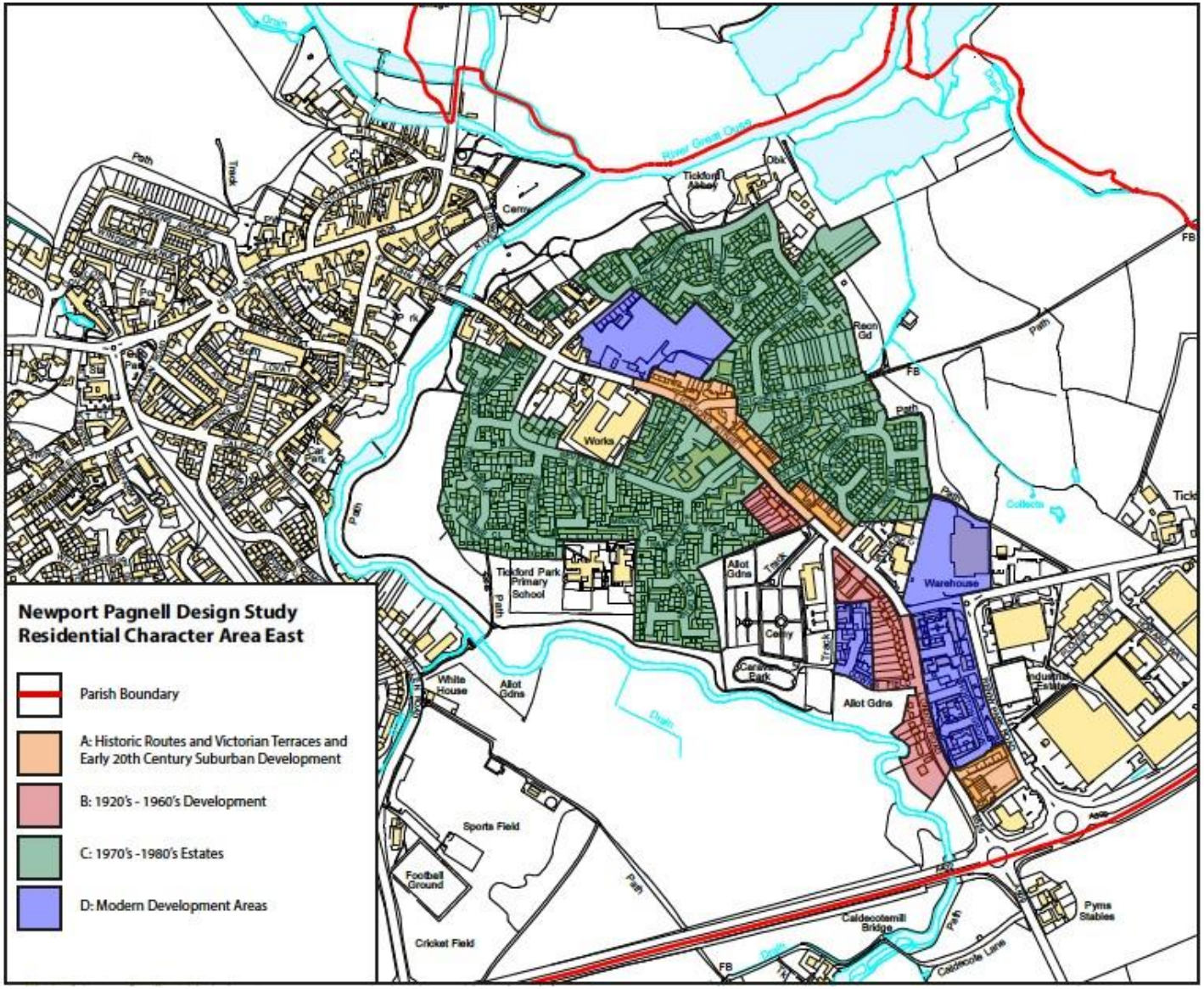

Kickles Lodge
Bury Field
LAKES LANE
Path
Path
Path
Track
QUEENS AVENUE
WINDSOR AVENUE
Drain
Newport Pagnell Design Study
Inset 6
Key
Local Heritage Asset
Significant View
Open areas of heritage significance
Please note the information shown is intended to supplement the existing analysis identified in the Approved Newport Pagnell Conservation Area Review July 2010, Maps 5 and 6. For the purposes of clarity, the previous information has not been reproduced.


Newport Pagnell Design Study
Residential Character Area North
Parish Boundary
A: Historic Routes and Victorian Terraces and Early 20th Century Suburban Development
B: 1920's - 1960's Development
C: 1970's -1980's Estates
Riding Stables
Kickles Lodge
Track
Lakelane Spinney
Allot Gdns
Lakes Lane Farm
Path
Drain
LAKES LANE
School
Playing Field
Allot Gdns
Path and Cycle Path
Recn Gd
LITTLE LINFORD LANE
Council Depot
Depot
Motel
Service Area
Mast
Path


Newport Pagnell Design Study
Residential Character Area South
Parish Boundary
A: Historic Routes and Victorian Terraces and Early 20th Century Suburban Development
B: 1920's - 1960's Development
C: 1970's -1980's Estates
D: Modern Development Areas
Playing Field
Allot Gdns
Path and Cycle Path
Recn Gd
Ousedale School
Green Park School
Depot
White House
Weir
Path
Tongwell Brook
Sports F
Football Ground
Cricket Field
FB


Newport Pagnell Design Study
Residential Character Area East
Parish Boundary
A: Historic Routes and Victorian Terraces and Early 20th Century Suburban Development
B: 1920's - 1960's Development
C: 1970's -1980's Estates
D: Modern Development Areas
Tickford Abbey
Cemetery
Works
Tickford Park Primary School
Allot Gdns
Cemetery
Cemetery Park
Warehouse
White House
Sports Field
Football Ground
Cricket Field
Caldecotemill Bridge
Caldecote Lane
Pyms Stables
Path
Track
FB

APPENDIX A: LOCAL HERITAGE ASSETS

This list of Local Heritage Assets ('Non-designated Heritage Assets') is intended to support the reference to Local Heritage Assets in Policy NP4 of the modified Neighbourhood Plan. It provides a summary description of the type of local heritage value for each building but is not intended as a definitive analysis of significance. No detailed internal inspections have been undertaken and limited desk-based research. Rather, it is the responsibility of an applicant to acknowledge, understand and respond to that significance, prompted by this summary information.

Such lists have been in existence for many years (and called a variety of terms, beginning with the original Grade III listed buildings). With their recognition in the NPPF (§209) their value has become more formally incorporated into the planning process. Development Management officers are conversant with the existence of such lists.

In many cases, the existence of a list reduces uncertainty for developers and applicants in the submission of applications, without the risk of unexpected requirements being raised at application stage. Architects and planners are familiar with searching data bases as part of the feasibility stages of projects, particularly if they are local to an area and are conversant with local heritage constraints, HER data bases etc. The identification of a building as an asset has been tested at appeal and judicial review, for example Holland vs secretary of State for Communities.

In compiling the list particular reference has been made to the guidance contained in the publication by Historic England: Local Heritage Listing Advice Note 7 of May 2016. It notes:

- *Creating a local heritage list is a way for local councils and communities to identify and celebrate historic buildings, archaeological sites and designed landscapes which enrich and enliven their area*
- *Heritage assets are not only those designated under statutory regimes, but those that may be recognised by the planning authority as having heritage significance. Paragraph 197 of the NPPF states that such assets can merit consideration in planning matters, with the authority taking a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.*
- *In deciding applications for planning permission that affect a locally listed heritage asset or its setting, the NPPF requires, amongst other things, both that local planning authorities should take into account the desirability of sustaining and enhancing the significance of such heritage assets and of putting them to viable uses consistent with their conservation and the consideration of the positive contribution that conserving such heritage assets can make to sustainable communities including their economic vitality.*
- *A local heritage list may be produced as a Supplementary Planning Document (SPD). The clarity that a local list brings can make the processing of applications more efficient and hence bring forward successful development through the local planning process at an increased rate.*
- *Selection criteria are essential in defining the scope of the local heritage list and should take account of the range of assets in an area. This includes recognition that local distinctiveness may lie as much in the common place or everyday as it does in the rare and spectacular.*

The criteria used to identify which buildings and structures in the Town are worthy of inclusion in Newport Pagnell are set out below:

Criterion	Description
Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions
Rarity	Appropriate for all assets, as judged against local characteristics
Aesthetic Interest	The intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics.
Group Value	Groupings of assets with a clear visual design or historic relationship.
Archaeologial Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be archaeological – that is in the form of buried remains – but may also be revealed in the structure of buildings or in a manmade landscape. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Archival Interest	The significance of a local heritage asset of any kind may be enhanced by a significant contemporary or historic written record
Historical Association	The significance of a local heritage asset of any kind may be enhanced by a significant historical association of local or national note, including links to important local figures. Blue Plaque and other similar schemes may be relevant.
Designed Landscape Interest	The interest attached to locally important historic designed landscapes, parks and gardens which may relate to their design or social history. This may complement a local green space designation, which provides special protection against development for green areas of particular importance to local communities for their current use.
Landmark Status Social and Communal Value	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

In addition to a short description based on the selection criteria above, buildings included on the Local Heritage List have been assigned a letter summarising their value of significance based on the four areas of value defined by Historic England in their document Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment (English Heritage April 2008). These are as follows:

- **Evidential Value (E) -** derived from the potential of a place to yield evidence about past human activity.
- **Historical Value (H) -** derived from the ways in which past people, events and aspects of

life can be connected through a place to the present. It tends to be illustrative or associative

- **Aesthetic Value (A) -** derived from the ways in which people draw sensory and intellectual stimulation from a place. Aesthetic values can be the result of the conscious design of a place, including artistic endeavour. Equally, they can be the seemingly fortuitous outcome of the way in which a place has evolved and been used over time. Many places combine these two aspects
  – for example, where the qualities of an already attractive landscape have been reinforced by artifice – while others may inspire awe or fear. Aesthetic values tend to be specific to a time and cultural context, but appreciation of them is not culturally exclusive.
- **Communal Value (S) - c**ompared with other heritage values, communal values tend to be less dependent on the survival of historic fabric. They may survive the replacement of the original physical structure, so long as its key social and cultural characteristics are maintained; and can be the popular driving force for the re-creation of lost (and often deliberately destroyed or desecrated) places with high symbolic value, although this is rare in England.

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ADDRESS	CAR/ New	DESCRIPTION	SIGNIFICANCE VALUE
Abbey Terrace (off Priory Street)			
1 - 8 Priory Street	CAR	19th century, short row 2 storeys. Red brick with Slate roof with ridge stacks. Paired doors. Pedestrian access with gardens to the front.	A, H
Beaconsfield Place (South Side)			
2a and 4a Beaconsfield Place	New	Late 19th, century, semi-detached pair, in red brick, with two storey gables facing the street with entrances set back to each side. Paired sashes to ground and first floors. Group value with 19th Bury Street Development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, C, H
2 - 30 and 32 Beaconsfield Place	New	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Access to rear gardens via shared central alley from Cross Street. Paired front entry doors with shared flat timber canopies. Small front gardens and low brick boundary walls. No. 32 is a detached house with wide gabled projecting front elevation with good ornate brick detailing to the verge including brick Kneeler detail, also prominent chimney stacks to the north (flank) elevation. It shares similar buff brick detailing to the remainder of the street. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, C, H

Beaconsfield Place (North Side)			
1 - 7 and 9 - 43 Beaconsfield Place	New	Late 19h century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Nos 1 – 7 have canted ground floor bays.	A, C, H
		Nos 9 -43 have paired front doors many have personalised modern porches, some original shared flat timber canopies remain (for example Nos 9-11). Access to rear gardens via shared central alley from Spring Street and Cross street. Group value with 19th Bury Street Development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	
Broad Street			
5 - 43 Broad Street		Late 19thcentury Development. 2 storey red brick with regularly spaced ridge stacks which are a prominent feature. Two rows. 9-15 are distinguished by ground floor canted bays, with paired corbels. Paired entrance doors with arched heads and key stone. 21 is a narrow, detached house. 23-35 have canted ground floor bays with flat roofs. 37 -43 have small canted bays with hipped roofs. All have shared arched passageways to rear, and small front gardens defined by low brick walls relatively intact. They are an example of the first phase of 19th century housing in the rural green area.	A, H
Railway signal post, rear of Broad Street		Restored signal post as the last remnant of the former Newport Pagnell railway station on Broad Street, closed in 1967. The train engines were affectionately known as 'Nobby Newport'.	E, H, S
Bury Avenue (North Side)			

1 - 23 and 25 - 39 Bury Avenue	New	Late 19h century, 2 storey red brick row, with common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Nos 1- 11 have good well preserved details including tripartite timber sashes at ground and first floor with wedge lintels and vermiculated keystones. Nos 13 to 39 Pairs are articulated by hipped roofed ground floor bay windows. All have inset front doors in pairs with round headed entries with vermiculated keystones. Small front gardens and low brick boundary wall. Shared plain circular headed entries to rear. Group value with 19th Bury Street Development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
2 - 8, 10 - 38 and 40 Bury Avenue	New	Late 19h century, 2 storey red brick row, with common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. All have dog tooth brick detail to eaves. Nos	A, H, C
		2-8 have inset front doors in pairs with round headed entries with vermiculated keystones, hipped roofed canted bay windows. Small front gardens and low brick boundary wall. No 10 has a canted corner former shop front window on the return with Cross Street. Nos 10-38 have flat roofed canted bays. No 40 is a detached double fronted house with hipped canted dormers to ground floor, plain eaves. Small front gardens and low brick boundary wall. Access to rear gardens via shared central alley from Spring Street and Cross street. Group value with 19th Bury Street Development, social value related to key phases of late 19thcentury employment at Salmon's coach works and the railway works at Wolverton.	
		Bury Street (North Side)	
3 Bury Street	NEW	Early 19th century house, 2 storey, rendered red tile roof central ridge stack. Timber sash windows. Defines corner of Bury Street with 115 High Street.	A, H

17 and 19 Bury Street	NEW	Early 20th century double fronted semi-detached pair, 1 1/2 storey brick ground floor, rough cast upper floor with wide half dormers with mullion and transomed, timber casement windows central ridge stacks, part glazed front doors with pitched canopies on brackets. Front garden walls and chequered paths.	A, H
38 Bury Street, Corner of Silver Street	NEW	19th century 2 storey brick fronting Silver Street, canted corner with former shop front, ancillary 2 storey coach house range to rear fronting Bury Street. Good townscape value framing south eastern end of the street at its junction with Silver Street.	A, H
Bury Street (South Side)			
Cedars School Bury Street	NEW	Former Board School, built in 1889, comprising 3 ranges for Boys, Girls and Infants. The front elevations of the three brick ranges, now joined by later additions face Bury Street, with the playgrounds to the rear. Intact brick boundary wall and gates. The buildings are defined by their prominent gables set at right angles to the main body of the school buildings. The architectural character of each of the three sections is individually articulated with the use of varied detailing and ornament including the use of good moulded brickwork and carved stone motifs and weathering's. The centrally placed timber roof lanterns are focal points in the surrounding streetscene and punctuate the long slate roof slopes. It is contemporary with the late 19th century	A, H, C, E
		residential terraced development to the south. A landmark building in the townscape, of significant architectural and communal value.	
14 - 30 Bury Street	NEW	Late 19th century terrace, red brick concrete tile roof with regularly spaced ridge stacks. Timber sash windows. 14 – 22 paired doors, one central open through passage, plain brick work. 30-24 dated 1887, red brick with grey string courses, one central round headed entry passage, some timber sashes remaining. Pitched canopies on brackets over doors.	A, H
32 Bury Street, Corner of	NEW	See Silver Street entry	A, H

Silver Street			
Caldecote Street (North Side)			
1 Caldecote Street	NEW	19th brick house now rendered, altered elevation, historic value only as part of earlier settlement along Caldecote Street.	H
3 Caldecote Street	NEW	19h century, three storey red brick with stucco rustication to quoins, plat bands and window reveals. Stucco wedge lintels with key stones. Timber sashes. Gable stacks. Brick dentil eaves course. Prominent in long views from the West.	A, H
5 - 11 Caldecote Street	NEW	Late 19th century short row, 2 storey, red brick wedge lintels with vermiculated key stone. Canted bays with shallow lead roofs. Grey brick feature to string course. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H
13 - 15 Caldecote Street	NEW	Late 19th century 2, red brick storey pair. Brick dog tooth eaves course. Wedge lintels with key stones. Gable and central stacks. Small front garden. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H
17 and 19, 21 and 23 Caldecote Street	NEW	Late 19th century, 2 semi-detached pairs, red brick with buff brick dressings and string courses to create a banded effect. T plan with prominent front and flank feature gables including dentil eaves and brick kneelers to verges. Ridge tile finials and robust banded central stacks. Decorative fish tail banding to clay roof tile roofs. Narrow entrances to each side under tiled	A, H, C
		roof (21-23). Paired canted bays with flat lead roofs. Front gardens with low boundary walls. Grey brick feature to string course. Group value as part of the late 19th century Bury Street area development, (similar features to 32 Beaconsfield Place) social value related to key phases of late 19thcentury employment at Salmon's coach works and the railway works at Wolverton.	

25 - 31 Caldecote Street	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line (except 31) and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. No 31 has a canted corner elevation with ground floor shop front and central entrance door. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
33 - 47 Caldecote Street	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Front entry doors to 35- 39 have flat timber canopies. Shared round headed entries to rear. Reveals to shared entries articulated with alternating buff voussoirs. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
67 and 69 Caldecote Street	NEW	Late 19th century, symmetrical pair with central circular entrance to rear. Central ridge stack. Plain red brickwork and cambered brick arches. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19thcentury employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
73 and 75 Caldecote Street	NEW	19th century, three storey pair, back of pavement 73 red brick, 75 now painted. Simple fenestration pattern remains but windows and doors replaced. Prominent in deflecting views southwards along Caldecote Street. Part of earlier 19th century development of Caldecote Street and local three storey building typology.	A, H
77 - 81 Caldecote Street	NEW	Late 19th century, plain elevations, back of pavement, circular headed central access to rear. Shared ridge stacks. Rendered and painted elevations, fenestration altered. Minor historic value only as part of 19th century development on Caldecote Street and as a group with 73-75	H

		Caldecote Street.	
Lovat Villas Caldecote Street	NEW	Dated 1887 2 storey detached double fronted villa. Rendered with symmetrical canted bays with curved lead roofs and central ornate door case and canopy with projecting window bay and gabled roof over. Dentil eaves and ridge tile finials. Gable stacks. Front garden with rendered wall and gate piers.	A, H
Caldecote Street (South–west Side)			
18 Caldecote Street	NEW	19th century, 2 storey red brick double fronted, central door has single flat canopy on slim brackets and elegant fan light to door case. Gale stacks, low slate roof. Moderate front garden with low brick boundary wall and adjacent linked coach house with gable end to the street. Has strong group value with 20 and 22 Caldecote Street both listed Grade II.	A, H
24 and 26 Caldecote Street	NEW	19thcentury 2 storey red brick pair. Simply articulated with wedge lintels and key stones at ground floor. Back of pavement. Gable stacks.	A, H
32 - 42 Caldecote Street	NEW	19th century row, three storeys with taller blocks defining each end. Red brick. Sashes with wedge lintels and key stones to central section (36-40) and good door cases on blocks with timber canopies, timber panelled doors. Cantral and gable stacks. Situated at the back of pavement, they form a significant group in the streetscene. No 42 has a timber facia and pilasters resonant of a Public House.	A, H C
44 and 46 Caldecote Street	NEW	19thcentury, 2 storey formerly red brick, wedge lintels with key stone. Elevation of 46 now painted. 44 double fronted set back from pavement by narrow area. Elevational arrangement of 46 has been altered. 46 Included for historic value as part of 19th century development along Caldecote Street and townscape group value with 44 and 32-42.	A, H
1 - 5 Frederica Cottages Caldecote Street	NEW	Late 19th century, 2 pairs of short facing rows, 2 storey red brick, paired front doors, canted bays with hipped roofs, gable stacks. Accessed along an unmetalled track. Included for historic value as part of 19th century development along Caldecote Street.	A, H

Church Passage			
14 Church Passage ('Church Cottage')	CAR	Dated 1870 by renowned local architect Edward Swinfen Harris. One and half storeys brick with timber frame above, in domestic revival style. Significant corner building on the historic lane and setting of the Church and wider environs.	A, H
5 Church Passage	NEW	19th century, 2 storey red brick, slate roof. L shaped house formed by 2 abutting ranges fronting Church Passage and Ousebank Street.	A, H
Cross Street			
4 Cross Street	New	Late 19th century red brick double fronted. The only house fronting onto Cross Street and is visible in glimpses from Station Road. Group value as part of the late 19th Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, C, H
Green Farm Road			
Green Lodge, Green Farm Road	NEW	19th century, two storey buff brick, gales with prominent chimney stacks. Notable roof scape glimpsed through tree canopies in mature gardens on approach into the Conservation Area and remnant of former area known as The Green. Group value with the stables.	A, H, E
Lodge Stables, Green Farm Road	NEW	19th century, two storey buff brick stables and coach house for The Lodge. Notable on approach into the Conservation Area and remnant of former area known as The Green. Group value with Green Lodge.	A, H, E
Greenfield Road			
1 - 59 and 2 - 44 Greenfiel d Road	NEW	Late 19th century Development. 2 storey red brick, plainly articulated. Regular arrangement following strong building line. Eaves consistent and regular arrangement of ridge stacks is a defining feature. Small front gardens defined by low brick walls relatively intact. Adaptation of some houses has diminished the row. They have been Included for their early development as a terraced street in the rural area off Wolverton Road.	H

High Street (North Side)			
22 and 24 High St	CAR	Late 20th century shop front brick with parapet no value – 2 storeys metal windows. Possibly fronting older building with pitched tile roof.	H
26 and 28 High St	CAR	Late 20th century shop front brick with parapet no value – 2 storeys metal windows. Fronting older building with pitched tile roof – brick range to rear.	H
32a, 34 and 36 High St	CAR	Early 20th century, retail with living accommodation over. 5 bays, 3 storeys, 5 windows, hipped tile roof and deep projecting sprocketed eaves, lateral chimney stacks. brick with stone quoins and projecting cornice over sop facia. Modern shop fronts, with ordered tripartite timber sash windows over.	A, H
46 High St	CAR	Late 19th century, three storey with high parapet, pitched tile roof behind. 3 bays, 3 windows. Polychromatic brick work with grey brick dogtooth string courses at floor level and grey and red brick banding, vermiculated key stones to window arches in stone. Timber sashes. Decorative parapet over projecting eaves. Banded brick work to Flank walls and lateral chimneys, very prominent in the streetscene along High street and focal point at end of St John Street. Significant building in the townscape.	A, H
48 High St	NEW	19th century, Stucco, rendered, 2 windows with timber sashes, plat band to first floor, low slate roof. Rear linear ancillary range and surviving form of burgage plot. Also of group value with the listed Cannon Public House.	H, A
Town Clock	CAR	Clock on ornate cast iron frame, a landmark and feature of high communal value. The clock inscription reads: “Newport Pagnell town clock this clock commemorates the bicentenary 1810 -2010 of the rebuilding of the town's bridges. The ornamental centre pillar and railings reflect the design of the Tickford Iron Bridge, the oldest cast iron bridge in the world remaining in everyday vehicular use”. Newport Pagnell construction ltd - building contractor originally founded 1810.	A, C

72 High St	CAR	19th century (possibly earlier) 3 storey, 3 bays 3 windows rendered front with painted brick return, brick with dentilated eaves to rear. shallow concrete tile roof lateral stacks. Flat arches. 19th century double fronted shop front canted bays either side of central door with fluted pilasters, entablature over. Good	A, H

		brick rear range of English Garden wall bond. Prominent corner building. Union court mews to rear, a historic yard survival. Also group value with 74 and 76. High Street and Union Street.	
74 High St	CAR	Late 19th 2 storeys, 2 windows red brick modern canted shop front with doors either side with fan lights over. Low slate roof and group value with 72 and 76.	A, H
90, 92, 94 and 96 High St (corner of Queens Ave)	CAR	Late 19thcentury Two pairs of semi-detached villa style houses in domestic revival style. Two and half storeys. Rubble stone walling with red brick quins and dressings to windows. Step tiled roofs with prominent ridge stacks. Stone canted bays with slate roofs. Multi gabled. Coach house to rear. Rubble stone Boundary wall with brick copping and gate piers. Built as a pair. Significant buildings in the townscape. Front gardens and trees make an important contribution to the streetscene.	A, H
100 High St at corner with Tankard Close	CAR	20th century, no significance identified.	Remove from list
102 High St	CAR	Early 19th, 2 storey, 2 windows (UVPC) ground floor central door with good timber doorcase on bases, flat timber canopy over. Rendered low slate roof. Also group value with 104 – 108 High Street.	A, H
104 High St	CAR	19th century 2 storeys, 2 windows, brick, slate roof. Central modern shop window with entrance doors either side cambered arched heads with alternating buff voussoirs. Also, group value with Nos. 102. 106 and 108 High Street.	A, H
106 and 108 High St	CAR	2 storeys, 2 windows, ground floor shop windows 20th century. Former pair. 106 is rendered, 108 first floor chequered brickwork. Dentilated eaves runs across pair. Also group value with 102, 104 High Street.	A, H
110 High St	CAR	19th century, brick, 2 storeys, 3 windows. double fronted with additional modern bay (110a). Shallow slate roof. Modern doorcase and ground floor replacement windows.	A, H

112 High St	CAR	Late 19th century House 2 storey, random rubble stone walls with red brick quoins and window reveals. Low slate roof. 3 windows, timber sashes. double fronted with canted bays with lead flat roofs either side of	A, H
		central door with stone brackets and lintel. Brick pilasters. Good architectural value.	
114 High St	CAR	19th century rendered 2 storey, 3 windows central door modern shop windows either side. Low slate roof.	A, H
116 and 120 High St	CAR	Early 19th century, 3 storey, with slate roof and continuous dentilated brick eaves course across the 3 elevations. No. 116 has red and buff chequered brick work, 118 and 120 now painted. Modern shop fronts. No 116 has a covered accessway to the right-hand side.	A, H
Police Station, High St	CAR	1872 with a court room, magistrates room cells and a house for the inspector (Maynard 1995). Modernised 1963 with new magistrate's court. Single storey with tall pitched tile roof, half hipped gable to western end. Red brick with Polychromatic cambered arches to windows and pointed arch over the entrance door. High Historic Architectural (aesthetic) and communal (cultural) significance.	A, C, H
126 and 128 High St	CAR	Late 19th century, Houses, 2 storey with attic, rendered, concrete tile roof, large square central sack between gables with two storey canted bays. Corner entrance with moulded brackets supporting flat lead canopy. Painted Moulded piers and cast-iron railings to 126. Brick boundary wall to 128. Front gardens with mature trees make a contribution to the street scene. Also, group value with 130 High Street.	A, H
130 High St	CAR	Late 19th century, House, 2 storeys with attic. Double pile plan. Double fronted detached house, central bay has a gable, Rendered, decorative, banded clay tiled roof with two gabled dormers. Rusticated quoins and window reveals with flat arches. Timber sashes. Canted bays with moulded cornice. Ornate consoles to flat door canopy. A prominent building of some status. Also group value with 126 – 128 High Street.	A, H
High Street (South Side)			

35, 37 and 39 High St	NEW	Rebuilt in 1881 as shops and living over after fire the previous year. Red brick. 20th century shop frontage. Private passage at 39. Projecting, moulded eaves, coped gables with tall stacks. Segmental arches and string course. Group value with the Swan and Nos. 40, 42, 44 as a transitional building, stepping down in height between the two significant listed buildings. Former building destroyed by fire 1880 (Maynard 1995).	A, H (omitted in CAR)
53 High St	CAR	Early 20h century former Bank. Rusticated Stone in a free classical style. 2 Dentilated pedimented bays with three arched windows between under a deep entablature. Corner to St John Street and High Street chamfered with pedimented doorcase and carved tympanum, broken segmental pediment over with heraldic shield. Bottle copped Balustrade. A prominent building in the street scene. Unusual classical architectural style for the town.	A, H
The Plough PH, 57 High St	CAR	The Plough Public House, two storey, Queen Anne Style. 18th century, refronted in 1903. English Bond. Tall roof with two hipped dormers. Flush sashes. Central doorcase with fluted pilasters and segmental pediment. Timber venetian sashes to ground floor. Panelled door with fanlight. Projecting dentilated timber eaves. Yard entrance to the side. A significant building. Recorded in Pigots Directory 1830.	A, H, C
59 High St	CAR	Modern 21st century. No apparent architectural or historic merit or group value.	Remove from list
65 and 67 High St	NEW	Early 19th century, and later 3 storey red brick with buff headers two canted bays at first floor. Modern ground floor shopfront. Anchor yard access to side. Group value with 63 High St.	A, H (omitted in CAR)
79 High St	CAR	Modern, although in keeping of no significance or group value.	Remove from list
85 High St	CAR	20th century no architectural or historic merit or group value.	Remove from list
87 High St	CAR	Circa 1930 Art deco wo horizontal wings with central door. Brown English Garden Wall bond Ground floor retail with living accommodation over. Architecturally good composition for	A, H

		period.	
The Cedars, 89 a, b (corner of Cedars Ave)	CAR	19th century large corner block on return with Cedars Way. Rendered. 3 storeys. UVPC windows. Formerly a substantial house now diminished architecturally by alteration. Home of George Lucas a significant family of Lawyers in the Town. William Lucas benefited from the enclosure of Portfield in 1795.	H, C
91 High St	CAR	Early 20th century, asymmetrical. brick ground floor with rough cast render above and tile hanging apron the first floor canted bay. Timber casements. Chimney stacks are notable features. Corner of Cedars Way.	A, H
93 and 95 High St	CAR	19th century symmetrical elevation 2 storeys 5 bays central bay has a blind window. Rendered façade, brick to flank. Projecting eaves. Shallow hipped slate roof central ridge stack. Yard access to side.	A, H
97 High St	CAR	Late 19th century L shaped with projecting gable. rendered, tile roof timber casements. Forms a row with 101, 103, 109. Attractive mixed group.	A, H
101 High St	CAR	Late 19th century double fronted house. 3 windows. Canted bays either side of entrance. Concrete tile roof. Forms a row with 99, 103, 109. Attractive mixed group.	A, H
105 and 107 High St	CAR	19th century 2 storeys form a pair under tile roof with central stack. Rendered. Timber casement windows. 107 has canted bay shopfront under facia. Forms a row with 99, 101, 103, 109. Attractive mixed group.	A, H
109 High St	CAR	19th century 2 storey with attic.2 windows. Returns the corner of the group. Prominent gable end onto the High Street double fronted on return (west) elevation. Red brick with pale headers. Banded Decorative tiles on roof. Forms a row with 99, 101, 103, Attractive mixed group.	A, H
111 High St	NEW	19th century 2 storey 2 windows modern shop front. Red brick with pale headers. Slate roof. Forms a row with 99, 101, 103, 109. Attractive mixed group.	A, H (omitted in CAR)
Lakes Lane			

64 The Lakes	NEW	19th century house, possibly rebuilt on an earlier site. 2 storey long rectilinear range with projecting cross wing. Painted brick.	H, A
56 Lakes Road	NEW	19th century farmhouse,2 storey double fronted, rendered. Barn remaining in curtilage.	H, A
Linford Grange	NEW	Dated 1925, formerly known as The Beeches. Substantial 2 storey Edwardian house with timber framing to the frontage gables. Significantly extended.	A, H
Little Linford Lane (East Side)			
1-11 Little Linford Lane	NEW	Early 20th century, two storey group of 3 semi-detached, well-spaced pairs (4th pair 13-15 not included as too altered to be of significance). Symmetrical elevations, with paired central projecting gables brick ground floor and rough cast first floors.	A, H
		Hipped slate roofs with central double stacks. Small front gardens with hedges. Significant of the early phase of linear development and extension of the Town, and a change in architectural character from the Victorian architectural influence. Group value with 2-16.	
Little Linford Lane (West Side)			
2-16 Little Linford Lane	NEW	Early 20th century, two storey group of 4 semi-detached well-spaced pairs. Symmetrical elevations. Hipped slate roofs with central double stacks. Small front gardens. Significant of the early phase of linear development and extension of the Town, and a change in architectural character from the Victorian architectural influence. Group value with Nos. 1-11.	A, H
London Road			
2 - 17 London Road	NEW	Dated 1909, two storey red brick, a semi-detached pair and short row. Two storey canted bays with hipped roofs, now concrete tile, finals remain. Ridge stacks. Flush moulded stone lintels. Streetscene value marking the start of the 19th century linear extension of the Town and the historic route.	A, H
Lovat Street (North-east Side)			

1 Lovat Street	NEW	Corner of Silver Street, entrance onto Lovat Street. 19th century 2 storey red brick, concrete tile roof, Group value with 19th Bury Street development.	A, H, C
3 - 13 Lovat Street	NEW	Late 19th century (each with dated plaques), 2 storey row in red brick, comprising buildings in pairs each of a different design but common building line, including 2 storey canted bays which break the eaves line, and moulded stone lintels. Larger footprint and architectural status than surrounding contemporary workers terraces. Set back by small front garden and wall. Group value with 19th Bury Street Development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
Lovat Street (South- west side)			
2 - 10 Lovat Street	NEW	Late 19h century, 2 storey red brick row with common building line, and roof pitch with regularly spaced ridge stacks per pair of houses. Moulded stone lintels. Small front gardens and low brick boundary wall. Pairs are articulated by flat or hipped roofed bays. Shared circular headed entries. Group value with 19th Bury	A, H, C
		Street Development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	
12 - 32 Lovat Street	NEW	Late 19h century, 2 storey red brick row, with common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Pairs are articulated by hipped roofed ground floor bay windows. Some variation in features including varied entry detailing and mouldings to lintels. Small front gardens and low brick boundary wall. Shared circular headed entries. Nos 34, 36, 38 break the terrace eaves and ridge line and have prominent two storey canted bays with hipped roofs. Group value with 19th Bury Street Development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
Mill Street (South-west Side)			

2 Mill Street	CAR	19th century 2 storey 4 bays slate roof, recessed door to end bay with 4 windows with plaster reveals. Rendered. Prominent entrance building to Mill Street and angled to face north square. Group value as part of Mill Street.	A, H
4 - 8 Mill Street	CAR	19th century 2 storey red brick Short plain row, decoration form stone lintels with moulded chamfer and beaded stop. Slate roof. Group value as part of Mill Street.	A, H
10 Mill Street	CAR	19th century 2 storey cottage rough cast altered fenestration. Concrete tile roof. Group value as part of Mill Street.	A, H
12 - 18 Mill Street	CAR	19th century 2 storey red brick with buff headers in English Garden wall bond. Cambered window heads. Slate roof ridge stacks. Short plain row, decoration form stone lintels with moulded chamfer and beaded stop. Slate roof. Group value as part of Mill Street.	A, H
20 - 26 Mill Street	CAR	19th century 2 storey painted or rough cast render. Short plain row, decoration form stone lintels with moulded chamfer and beaded stop. Slate roof. No 20 has carriage arch with timber lintel. 24 and 26 have canted bays with sashes. Slate roof with ridge stacks. Entrance to Mill House (28 Mill Street) to north. Group value as part of Mill Street.	A, H
30 - 40 Mill Street	CAR	Late 19th century 2 storey red/orange brick. 2 Short rows. Slate roof with ridge stacks. Cambered soldier arch over ground floor openings. Timber casements string course. Group value as part of Mill Street.	A, H
42 Mill Street	CAR	19th century cottage 2 storey gable end onto mill street with timber canopy over door, double fronted. Focal point in views from common through narrow lane.	A, H
Brick walls to rear of Bury Lawn	CAR	Brick walls to Mill Lane and common returning to form rear boundary of Bury Lawn, former Mansion now demolished.	A, H
Mill Street (North-east Side)			
41 Mill Street	CAR	19th century 3 storey red and buff brick narrow plan, Slate roof. Timber sash windows. Group value as part of Mill Street.	A, H

33 – 39 Mill Street	CAR	19th century 2 storey red brick Short plain row, casement windows cambered heads. Slate roof. Slate roof. ridge stacks. Group value as part of Mill Street.	A, H
23 - 31 Mill Street	CAR	19th century 3 storey red brick Short plain row, sash windows cambered heads. Slate roof. Slate roof. ridge stacks. Ground floor bays later (except 31). Doors with fanlights and brackets to simple flat canopy. Group value as part of Mill Street.	A, H
15 - 21 Mill Street	CAR	19th century 2 storey red brick with pale headers in Flemish bond Short plain row, sash windows cambered heads. Slate roof. ridge stacks. Group value as part of Mill Street.	A, H
1 - 13 Mill Street	CAR	19th century 2 storey red brick Short plain row, Sash windows cambered heads. Slate roof. Doors with fanlights and brackets to simple flat canopy ridge stacks. Occasional carriage entrances. Group value as part of Mill Street.	A, H
North Square (North-east Side)			
8 North Square	CAR	Mid / late 19th century 2 storey red brick villa gables with fretted barge boards and finials. Timber porch on brick base. Blind boxes to windows. Timber sashes. Flat voussoir arches. Front garden with brick wall and dwarf railings and gate. Hedge behind. A very picturesque composition in contrast to the simple, functional nature of the terrace housing, fronting the	A, H
		pavement along Mill Street. Also strong group value with 4 and 6 and setting to Ousebank House.	
4 and 6 North Square	CAR	19thcentury red brick with buff headers. Symmetrical. Middle bay with gable and entrances under a shared timber hood. Sashes. Low brick boundary wall to frontage partially remains. Hipped slate roof. Also strong group value with 8.	A, H
North Square (South-west Side)			

11 North Square	CAR	19th century 2 storeys plus attic prominent central bay with gable in form of open pediment, which extend over the entrance dor. Slate roof and stacks. Sash windows. 3 storey wing. Makes an important contribution with the small triangle of verge and chestnut tree and villas opposite in framing North square as a remnant historic space (site of possible medieval market) including setting to Ousebank House which closes the view to the south.	A, H
Ousebank Street (west side)			
10 Ousebank Street (The Old Granary)	NEW	19th century, 2 storey red brick, formerly ancillary building, situated gable end on to Ousebank Street. Slate roof. Good brick work detailing including dog tooth brick work to gable. Remnant of historic ancillary uses, original opening retained.	A, H
Old Fire Station Garage (adjoining 3-5 Ousebank)	NEW	1948 single storey brick building with flat roof to house fire engines. Original 4 leaf, part glazed 90 degree sliding door is a distinctive and unusual feature. The fire station moved here from 27 High Street. This new station was in two parts, one housed the engines while the other was used for an office and assembly room. In 1952 alterations were made to rise the entrance door where the engines were housed to enable modern appliances to be accommodated. Included for social historic relevance as additional to the Grade II listed 3-5 (former Ousebank House).	C, A, H
Pagg's Court (off Silver Street)			
1-2 Pagg's Court	NEW	19th century, Pair of houses, two story with attic storey lit by low dormer with raking roof. Rendered with slate roof. Small front garden. Group value with 4&5 Pagg's Court and as part of the historic development pattern between Silver Street and the High Street.	H, A
4-5 Pagg's Court	NEW	19th century, Pair of houses, two story with attic storey lit by low half dormer with raking roof. Red brick with slate roof. Group value with 1-2 Pagg's Court and as part of the historic development pattern between Silver Street and the High Street.	H, A

8 Pagg's Court	NEW	19th century 2 storey house, red brick with central entrance. Small front garden. Group value with No 9 Pagg's Court and 10 Pagg's court (Christie's School House) which is listed grade II and Dated 1702. Both noted on the CAR map. All fronting onto Pagg's Court with a historic passageway between 8 and 9 linking to the United Reform Church.	H, A
Park Avenue (East Side)			
1-7 Park Ave	NEW	Early 20th century 2 pairs of semi-detached houses, 2 storey with brick ground floor and rough cast first floors with brick quoins, gabled roof with central ridge stack. Ground floor canted bays. Small front gardens. Significant of the early phase of linear development and extension of the Town. Group value with contemporary early 20th century houses forming the Park Ave cul-de -sac.	A, H
11 Park Ave	NEW	Early 20th century detached house closing the end of cul-de sac, 2 storey with brick ground floor and rough cast first floor, gable end facing the frontage. Ground floor canted bay. Gardens and hedges to the south are an attractive feature with narrow lane access to the allotment gardens .Significant of the early phase of linear development and extension of the Town. Group value with contemporary early 20th century houses forming the cul-de -sac.	A, H
Park Avenue (West Side)			
2- 8 Park Ave	NEW	Early 20th century short row of houses, 2 storey with brick ground floor and rough cast first floors with brick quoins to end returns, gabled roof with gable and central ridge stacks. Ground floor canted bays. Small front gardens. Significant of the early phase of linear development and extension of the Town. Group value with contemporary early 20th century houses forming the cul-de -sac.	A, H
10 Park Ave	NEW	Early 20th century detached house closing the end of cul-de sac, 2 storey with brick ground floor and rough cast first floors, asymmetrical design with dominant central gable end facing the frontage with pent roof below extending over the ground floor in art and	A, H

		crafts style . Gardens and hedges to the south are an attractive feature with narrow lane access to the allotment gardens. Significant of the early phase of linear development and extension of the Town. Group value with contemporary early 20th century houses forming the cul-de -sac.	
Priory Street			
1 - 3 Priory Street	CAR	19th century 3 storeys, red brick in Flemish bond, Cambered stone lintels with Keystones. Gable stacks.	A, H
5 (corner of Church view) Priory Street	CAR	20th century, no significance.	Remove from list
9 Priory Street	CAR	Late 19th century, narrow house. Red brick, slate roof.	A
11 Priory Street	CAR	Late 19th century, house. Red brick, slate roof.	A
The Infants School Priory Street	CAR	Also, a National School. Built 1897 when River side School could no longer meet demand. Built for 70 children enlarged to take 100. Continued in use into early 20th century. Red and dark grey brickwork asymmetrical, main hall range with cross wing. Gable to street, polychromatic voussoirs to pointed arches. Front roof slope punctuated by a tall stack. Gabled entrance to right hand side. Plain clay tiled roof.	A, H, C
15 - 21 Priory Street	CAR	Dated 1874. 2 storeys, short row, red brick in Flemish bond, flush stone reveals and lintels with vermiculated Keystones. Ridge stacks. Buff brick quoins.	A, H
23 and 25 Priory Street	CAR	Late 19th century. 2 storeys, red brick in Flemish bond, flush dressed stone lintels. Ridge stacks. Buff brick quoins and reveals.	A, H
27 Priory Street	NEW	18th century, 2 storeys, formerly a farmhouse, a beer house called the Chimney Sweeps Arms, a bus depot and now a private house. Much altered. Previously thatched with a plastered elevation. Windows replaced.	H, A, C

Abbey Lodge Priory Street	NEW	19th century lodge or gate house to Tickford Abbey. 2 storeys. Brick with slate roof, Important focal point in views along priory street and approach to Tickford Abbey.	A, H
Priory Street (East side)			
6 - 12 Priory Street	NEW	19th century, Short row 2 storeys red brick (8 & 10 painted) cambered heads over windows and doors. Concrete tile roofs no stacks surviving. All windows and doors replaced except central passage door. Group value in 19th century street scene.	A, H
14 and 16 Priory Street	NEW	19th century, pair, 2 storeys red brick in Flemish bond, flat lintels with key stone over windows. Concrete tile central ridge stack. All windows and doors replaced, carriage arch to left hand side. Group value in 19th century street scene.	A, H
Silver Street (West Side)			
4-17 Silver Street	NEW	19th century brick row- three storeys with eaves to road and two storeys with gable facing the church. Window arrangement suggests associated with trades (lace making)? Good group and townscape value with listed 8-10 St John Street.	A, H omitted in CAR)
22 Silver St, corner of Chapel Court	New	Dated 1868, 3 storey brick slate roof.	A, H
24 and 26 Silver Street	New	Dated 1868, 2 storey, Rendered.	A, H
Working Mens Social Club	New	Dated 1868, 2 storey double fronted robust later rear wing. The Working Mens club moved to the premises in 1902. The site was formerly the Travellers Rest. The club had previously shared the Church Institute on Silver Street.	A, C, H
32 and 38 Corner of Bury Street	New	Late 19thcentury two storey, part of the Bury Street development. Canted corner elevations onto Silver Street, could have been shops – shop window and door arrangement on 38 still evident.	A, H

42 - 44 Silver Street	CAR	19th century brick cottage style. 2 storey, central arch headed passage.	A, H
34 - 50 Silver Street	CAR	1874, 3 storey red brick with pale headers. Flush stone lintels with key stone. Southern end of row stone clad which diminishes the group.	A, H
58 - 62 Silver Street	CAR	19th century row 2 storey shallow roof ridge chimneys canted bays paired front doors.	A, H
62 a, 64 and 66 Silver Street		Dated 1890, brick row 2 storey shallow roof ridge chimneys canted bays paired front doors.	A, H
68 and 70 Silver Street	CAR	Dated 1890, brick Semi-detached symmetrical pair with projecting gable with tripartite timber sash windows and timber balcony between. Brick front garden wall with piers.	A, H
Rose and Crown Public House	CAR	Public House early 19th century or earlier 2 storey rectilinear building 5 bays timber sashes rendered substantial gable stacks.	A, H, C
86 Silver Street	CAR	House 19th 2 storey century red brick carriage arch, dentilated eaves to match No. 84. Key stones to lintels, modern windows. Good group value with No. 84 (listed).	A, H
88 Silver Street	CAR	House early 19th2 storey, double fronted, rendered group value with row including no. 84 (listed)	A
90 Silver Street	CAR	Late 20th century house. No significance.	Remove from list
92 Silver Street	CAR	19th century 1 1/2 storey, rendered, house probably formerly ancillary coach house /stable to no.94.	A, H
94 Silver Street (formerly The Greenman Public House)	CAR	19th century House, 2 storey double fronted half gable to central bay. Plat band. Decorative corbels to projecting flat canopies over ground floor windows. Gable stacks. Prominent corner building. Formerly the Greenman Public House. Hillyard ran a parchment works to the rear in the 19th century.	A, H, C
		Silver Street (East Side)	
75 Silver Street	CAR	Early 20th century rendered, parapet. Formerly site of first co -operative shop in Newport Pagnell, no evidence of frontage remains. Prominent corner site.	C

67, 69, 71 and 73 Silver Street	CAR	Dated 1868, 2 storey houses in red brick, buff brick quoins, reveals and string across frontage. Low pitched roof ridge stacks. Door surrounds with flat canopies, 67 with brackets.	A, H
65 Silver Street	CAR	19th century 2 storey rendered. Good timber doorcase with flat canopy on foliage corbels.	A
Former Methodist Chapel	CAR	Methodist Chapel 1867, Red brick, two storeys, hall has a Dutch gable with two smaller later Dutch gables in-front and entrance to right hand side in arts and crafts style with sweeping tiled porch roof over. Strong architectural value and communal value.	A, H, C
59 Silver Street	CAR	20th century no apparent significance.	Remove from list
61-53 Silver Street (Cromwellian Cottages)	CAR	Dated 1899. Short row, 2 storey red brick with canted bays and brackets below deep architrave to tiled bays roofs. Semi -circular door heads, with key stones. Two chimneys retain dog tooth brick detail.	A, H
49 and 51 Silver Street	CAR	Pair dated 1875, 2 storeys, scroll consoles to paired door cases. Gable stacks. Timber sashes.	A, H
Lovat Lodge, Silver Street	CAR	Associated with Lovatt Bank. 2 storeys brick ground floor, mock timber framing to first floor. Asymmetrical with tile hung two storey bay. Forms a strong group with Lovatt Bank and no 95 Silver Street.	A, H
35 Silver Street	CAR	Late 19th Century House 2 storeys, asymmetrical design, with hip and gable to the front elevation. Red brick ground floor, mock timber framing to first floor. Forms a group with Lovatt Bank and Lodge.	A, H
31 and 33 Silver Street	CAR	19th Century, 2 storey short row, ground floor red brick, first floor rough cast, decorative brickwork to gable and ridge stacks, casement windows, Arts and crafts style. Prominent in views westwards, as facetted elevation marks a kink in the road deflecting views.	A, H
29 Silver Street	CAR	Former Public House, 2 storey, plain painted brick elevation, slate roof.	C, H
No. 4 River Close (and roadside	NEW	House, late 19th early 20th century 2 storey formerly set back in grounds behind long brick garden wall to frontage. Garden now developed as river close.	(omitted in CAR)

boundary wall)			
27 (listed building encompasses 25 Silver Street)	CAR	Early 19th century red brick front to earlier rubble building. Machine tile roof. 2 storeys, cement rendered parapet and cornice band. 3 flush casements, cambered arches. No 25 has a gabled timber framed rear wing.	(No. 25 omitted in CAR)
Tickford Arcade	NEW	Rear shell of a brick building formerly a cinema in the garden of a house by owners of Salmons' coach works in association with Alfred Bullard, constructed 1912, named the Electra Cinema circa 1939, now converted to an arcade of shops. The wide rear gable forms a prominent focal point and landmark in views eastwards up Silver Street.	A, H, C
Spring Gardens (East Side)			
1 - 21 (not 23) Spring Gardens	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
25, 27 and 29a Spring Gardens	NEW	No 25 late 19th century double fronted detached house with central gable. Rendered gable stacks. Early 20th century semi detached, red brick with hipped tile roof and lateral stacks. Pent roof running across frontage over ground floor bays. Set back from Spring Street by Long front gardens with mature planting and garages. Their gardens, the tree and hedge to No 25 contributes to softening the streetscene at the prominent position in the curve in the Road.	A, H

29 - 37 Spring Gardens	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
Spring Gardens (West Side)			
2 - 12 Spring Gardens	NEW	Late 19 th century, 2 storey red brick rows with buff brick used as decorative features to soldier arches and string course. Common building line, eaves line and ridge line and roof pitch with regularly spaced ridge stacks per pair of houses. Paired front entry doors with shared flat timber canopies. Shared round headed entries to rear. No 12 set back from the building line to accommodate change in road direction. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C

12a Spring Gardens	NEW	Early 20th century ancillary buildings/ coach house. Mono pitch roof. Ground floor one wide opening remaining. Upper storey altered mid 20th century to provide tall windows.	A, H
14 - 38 (not 40) Spring Gardens	NEW	Late 19 th century, 2 storey red brick detached house with buff brick used as decorative features to soldier arches and string course. No 14 set forward from the building line to accommodate change in road direction. Group value as part of the late 19th century Bury Street area development, social value related to key phases of late 19th century employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
44 Spring Gardens	NEW	Late 19th century red brick double fronted. Gable end chimneystacks, symmetrical canted bays with hipped roofs, central plain entrance. Small front garden with low brick boundary wall. Group value as part of the late 19th Bury Street area development, social value related to key phases of late 19thcentury employment at Salmon's coach works and the railway works at Wolverton.	A, H, C
St. John Street (West Side)			
Tickford Arcade	CAR	19th century 3 storey house, 4 bays, rendered with canted bays to the ground floor and deep projecting eaves. It was converted to a cinema by Salmons' coach works in association with Alfred Bullard, constructed 1912, named the Electra Cinema circa 1939, (Maynard 1995) now converted to an arcade of shops. Hipped roof. Ground floor altered.	H, A, C
Aston Designs	NEW	19th century, 2 storeys, rendered, modern ground floor, upper floor ashes remain and deep projecting eaves to hipped roof with tall central brick stack. Group value with Tickford Arcade.	(omitted in CAR)
Station Road			
1 Station Road	NEW	Late 19th2 storey, Symmetrical gables with decorative timber framing. Red brick red tile roof with decorative ridge tiles and finials. Also group value with 3 and 5 Station Road. Prominent corner building.	A, H (omitted in CAR)
3 and 5 Station Road	CAR	Late 19th Symmetrical pair. Red brick, T shaped plan, with ornate stepped gables fronting the Road. Prominent square chimney stacks and decorative	A, H

		basket weave brick band to first floor. Square bays with balcony. Sashes with unusual marginal glazing	
		bar pattern. A good architectural composition which remains mostly unaltered. Also group value with No 1 Station Road.	
Station House	CAR	Late 19th century. 2 and a half storey, asymmetrical, extended in 20thcentury. Group value with houses on Beaconsfield Road.	A, H
Tickford Street (North Side)			
1 Tickford Street	NEW	1810 Toll Collectors house, original porch removed. Stone two storeys. Slate roof. Group value with Bridge and Cottages on south side.	H, A (omitted in CAR)
3 and 5 Tickford Street	CAR	19th Century, brick 2 storey, pair, flat arch lintels with key stone. Prominent in views form the north over the bridge. Corbeled brick central stack. Strong group value with south side. Brewery behind by James Price Coles and later William Hipwell. The brewery was demolished and replaced by cottages 1879.	A, H, C
1 - 8 Park View Tickford Street	CAR	2 storey brick cottages circa 1879. Constructed on site of brewery.	H, A
7 - 13a Tickford Street		19thCentury, brick 2 storey, pair, flat arch lintels with key stone. Prominent in views form the north over the bridge.	A, H
11 and 12 Tickford Street	CAR	19th century 2 storey, rendered, gable stacks, set back from road by long font gardens.	A, H
37 and 39 Tickford Street	CAR	Early 19th century, 2 storey red brick with grey headers, corner building returning onto Priory street. Blind window to canted corer return. Carriage arch to left hand side. Hip roof. Strong group value with buildings along northern side of Tickford Street, especially Tickford Convenience Stores.	A, H
Chassis workshop, Salmon and Son, Tickford Street	CAR	1910 Brick 3 storeys slate roof, purpose-built motor carriage works, 3 storey purpose built coach building works. Historically and architecturally significant building for its early association with automobile manufacture, and a prominent focal point and landmark.	H, C, A

Carriage works Building, Salmon and Son, Tickford Street	CAR	2 storey brick, Historically significant building for its association with automobile manufacture on the site. Group value as last of 4 remaining buildings from the Salmon & Son Site.	H, A, C
House offices for Salmon & Son, Tickford Street	CAR	'Sunnyside' House originally two properties then offices for Salmon & Son. Re-fronted. 2 storeys. Group value as last of 4 remaining buildings from the site.	H, A, C
69 Tickford Street	NEW	Early 19th century two storey double fronted house, red brick, now rendered with old tiled roof gable stacks. Dentilated eaves. Replacement windows. Forms end of terraced group. Included for group value as part of historic linear settlement (listed group). Was delisted following alterations.	A, H
71 - 77 Tickford Street	NEW	19th century two storey regular stacks. Brickwork now obscured by pebbledash, tiled roofs. Replacement windows. Have group value as part of historic linear settlement (listed group). No. 71 was delisted following alterations.	A, H
89 and 91 Tickford Street	NEW	19th century two storey regular stacks. Red brick with pale headers. Cambered arches. Three stacks. Concrete tile roofs. Replacement windows. Have group value as part of historic linear settlement (listed group).	A, H
93 - 101 Tickford Street	NEW	19th century two storey regular stacks. Red brick in Flemish bond. Flat arches with key stone to ground floor. Three stacks. Concrete tile roofs. Replacement windows. Have group value as part of historic linear settlement (listed group).	A, H
105 - 111 Tickford Street	NEW	Dated 1900 two storey regular stacks. Red brick symmetrical pairs either side of a central bay with half gable and passage. Windows have vermiculated key stones over canted bays. Semi-circular entrances with key stone to ground floor. Three stacks -prominent in views. Marginal fan lights over glazed 4 panelled doors. Concrete tile roofs. Set back from road by small front gardens. Group value in streetscene as part of historic linear settlement extension.	A, H

113 - 127 Tickford Street	CAR	19th century two storey regular stacks. Red. Concrete tile roofs. Porches on curved timber struts. Cambered heads to windows. Chimneys prominent in views. Group value as part of historic linear settlement extension.	A
129 Tickford Street	NEW	Early 19th century, 2 storey, double pile, with 4 brick dogtooth chimney stacks. Rear range has red brick in English garden wall bond, front range now rough cast render. Shown as a nursery with outbuildings in late 19th century.	A, H
141 - 175 Tickford Street	NEW	Dated 1904, 1909, 1914, 3 rows of terraced houses, red brick, two storey regular stacks. Red brick symmetrical pairs either side of a passage. Windows have key stones over canted bays. Flat arches with keystones over entrances, passage has a curved soldier arch head. Three stacks -prominent in views. Marginal fan lights over glazed 4 panelled doors. Concrete tile roofs. Set back from road by small front.	A, H
Tickford Street (South Side)			
2a	CAR	Late 19th century, 2 storey, red brick with timber framing and render infill to gable, asymmetrical with cross wing gable and cat slide roof over porch. sash windows with wide boxes and raised external architraves and cornice. Clay tile roof. Group value with Queen Anne's Alms houses.	A, H
20 - 28	NEW	19th century terrace, 2 storeys, 2 bays each house, red brick in Flemish bond, flat arches with keystones, Good doorcase surrounds with flat canopies with scrolls and fanlights. Regular spaced ridge stacks. Strong group value with listed group.	A, H (omitted in CAR)
Salmon and Son "Olympia" Building	CAR	Former aircraft hangar, single storey brick with curved roof, 1 of 4 remaining buildings form the historic automobile works. Prominent building in the street scene. Group value, communal value, historic value.	A, H, C
Union Street (North Side)			

55 – 61 Union Street	CAR and NEW	A row of 2 storey cottages, late 18th / early 19th century long old red tiled roof with ridge stacks and continuous dentilated eaves. Repeated door case with fanlight. 61 has shop windows inserted. 57 is three storeys and punctuates the end of the row. Rear ancillary building forming a triangular yard now Union Court Mews to rear. Architectural, historic and townscape merit as a group.	A, H (61 omitted in CAR)
51 and 53 Union Street	CAR	Early 20th century, 2 storey and attic substantial red brick pair. Arts and crafts front elevation to road with distinctive flat roofed wing with paired chimney stacks. Timber porches. with rough cast at first flor Steep clay tiled roof and dormers. Gables to rear. Stone boundary wall to 51.	A, H
19 and 21 Union Street	CAR	Early 20th century 2 storey arts and crafts pair, brick and roughcast render, projecting eaves, box half dormers to flank over 3 windows, 2 hipped bays to front with pent roof over canted bays to ground floor	A, H
		in recessed central bay which sits on the back of pavement. It is very prominent in the street scape and of some architectural pretention. A significant local building. Also group value with 8-10 opposite as together they for a pinch point in the street.	
17 Union Street	CAR	Late 20thcentury,2 storey of no architectural or historic merit or group value.	Remove from list .
15 Union Street	CAR	Late 19th century 2 storey house double fronted 2 windows, tripartite sashes. Flemish bond with grey headers. Hipped slate roof. End bay with wide door. Forms terraced row with 7 – 13 so also group value.	A, H
11 and 13 Union Street	CAR	19th century, three storey red brick with pale headers Flemish bond, 1 window to central bays door only to outer bay. Shallow slate roof with central stack. Possible outworkers' cottages. Forms terraced row with 7 – 11 and 15 so also group value.	A, H

3, 5, 7 and 9 Union Street	CAR	Nos 7 and 9 Union Street 19th century, 3 storeys, red brick with pale headers Flemish bond. 2 bays 1 window single storey extension to front masking historic ground floor arrangement. Possible historic association with a trade. Former ancillary building attached to east now converted to residential (Nos 5 & 3). Forms terraced row with 11 – 15 so also group value.	A, H
1 Union Street	CAR	19th century 3 storeys, red brick with pale headers Flemish bond facing street. Gabled slate roof with stack. Old stone gable integral to west flank wall. String course at floor levels. Possible historic association with a trade. Strong group value with 3, 5, 7 and 9 Union Street.	A, H
Union Street (South Side)			
2 Union Street	NEW	Late 19th century red brick, domestic revival style with pointed arch central entrance. Symmetrical gables. Mullion and transom windows UVPC. Tiled roof finial ridge tiles. Prominent in view along union street especially from north square. Refurbished/ rebuilt Taylor works to rear.	A, H (omitted in CAR)
14 Union Street	CAR	Substantially rebuilt.	Remove from list
Wolverton Road (South Side)			
10 Wolverton Road	NEW	Early 20th century, substantial detached house, 2 storey rendered with prominent tiled roofs. Asymmetrical design with central feature of a wide projecting gabled range with second lower gable set back to the side. Short rendered ridge and gable stacks. Moderate front garden (now drive) behind hedge. Heavily renovated. Significant of the early phase of linear development and extension of the Town. Group value with no 12.	A, H

12 Wolverton Road	NEW	Early 20th century, substantial detached house, 2 storey rendered with prominent multi gabled tiled roofs. Asymmetrical design with wide projecting gabled range to the LHS with second lower gable set back to the RHS, both separated by a central gable set in the roof slope with tiered pent roofs below. Short rendered gable stacks. Moderate front garden (now drive). Heavily renovated. Significant of the early phase of linear development and extension of the Town. Group value with no 10.	A, H
14-32 Wolverto n Road	NEW	Early 20th century, 5 paired semi-detached houses, 2 storey, brick ground floor rough cast to first floors. Paired central 2 storey gables which extends as a stepped catslide entrance to the side (20 and 22 are original examples) some have been altered to create a secondary gable extension to the side. Front gardens some with hedges and street trees. Ridge chimney stacks. Group value as early middle-class speculative housing. Significant of the early phase of linear development and extension of the Town at the turn of the century.	A, H
38-40, Wolverto n Road	NEW	Early 20th century, paired semi-detached houses, 2 storey, brick ground floor rough cast to first floors. Paired central 2 storey canted bays with gable over on scrolled timber struts. Secondary entrance gable to side with pent roofed porches. Paired central ridge stack. Front garden. Significant of the early phase of linear development and extension of the Town at the turn of the century.	A, H
44-54 Wolverto n Road	NEW	Early 20th century, paired semi-detached houses 2 storey, brick ground floor rough cast to first floors. Canted bays with hipped roofs and finial. Front gardens and verge. Gable chimney stacks. Group value as early middle class speculative housing. Significant of the early phase of linear development and extension of the Town at the turn of the century.	A, H
56&58 Wolverto n Road	NEW	Early 20thcentury, pair semi-detached houses 2 storey, brick ground floor rough cast to first floors. Square bays with gables. Front gardens and verge. Gable chimney stacks. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the Town.	A, H

60-64 Wolverton Road	NEW	Early 20th century, short row of 3 attached substantial double fronted houses, 2 storey, brick. Moulded Stone window and door heads and cills. Wide recessed central entrances with part glazed front doors and side lights are a notable Feature. Canted bays with projecting gables supported on decorative timber struts and tile hanging infill. Front gardens and verge. Gable chimney stacks and ridge stacks, cement tiles but ridge finials retained. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the Town.	A, H
66 -70 Wolverton Road	NEW	Early 20th century Short row of 3 attached houses, red brick, three canted bays with flat roofs. Gable chimney stacks and ridge stacks, slate roofs. Front gardens now driveways. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the Town.	A, H
72 and 74 Wolverton Road	NEW	19th century Pair red brick symmetrical paired doors in centre, bays with canted gables and decorative timber struts. Moulded stone lintels over doors and window heads and to cills. Slate roof with decorative ridge tiles. Front gardens now driveways. Group value as early middle class suburban housing. Significant of the early phase of linear development and extension of the Town.	A, H
80, Wolverton Road	NEW	Dated 1912, 2 storey detached Edwardian Mansion in free Jacobian style of some status. Hipped wings and central bay with horizonal and raking dentilated pediment. Mullion and transom stair window in stone. Large secluded front garden with mature hedges, and street trees provide significant setting. Significant of the early phase of linear development and extension of the Town.	A, H
84 Wolverton Road	NEW	Early 20th century, 2 storey, detached villa, red brick with moulded brick details. Group value as early middle class suburban housing. Large secluded front garden with mature hedges, and street trees provide significant setting. Significant of the early phase of linear development and extension of the Town.	A, H

86-88 & 90-92 Wolverto n Road	NEW	Early 20th century 2 semi-detached pairs. Ground floor red brick, upper floors rough cast render. Two storey canted projecting bays with gables. Gable stacks. Large secluded front garden with mature hedges, and street trees provide significant setting. Group value as early middle-class suburban housing. Significant of the early phase of linear development and extension of the Town.	A, H
102-114 Wolverto n Road	NEW	Early 20th century row, 2 storeys red brick, two storey square bays with decorative barge boards. Windows have moulded stone heads and cills. Corbels below first floor cills. Recessed entrance doors with fanlights. Passageways with arched heads and keystone. Slate roofs with ridge stacks and decorative terracotta ridge tiles. Most original features remain, including sliding sash windows with central glazing bar to upper sash. Significant of the early phase of linear development and extension of the Town.	A, H
St Luke's Church	NEW	Early 20th century Chapel, simple single storey rectilinear building with circular window to the North gable and elegant timber bell frame with copper roof. Set back with a modest green frontage and mature hedge to the western boundary it is significant historically and socially a part of the earliest phase of linear development and extension of the Town along this section of Wolverton Road.	C, H, A
Wolverton Road (North Side)			
Hillcroft, 9 Hill View, Wolverton Road	NEW	Dated 1913, 2 storey double fronted villa, rendered, with 2 storey canted bays with hipped roofs and finial ridges, central entrance. Red brick gable stacks. Modest front garden with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
8 Hill View, Wolverto n Road	NEW	Early 20th century detached house, two storey brick ground floor, roughcast first floor, hipped tile roof, two storey semi-circular bay with gable. Large front garden with prominent boundary hedge. Represents group value with Hillside as earlier phase of residential suburban development along Wolverton Road.	H

7 Hill View, Wolverton Road	NEW	Late 19th century, 2 storey double fronted villa, rendered, with symmetrical half gable windows and modern ground floor pent roof across the front square bays. Red brick gable stacks. Modest front garden now	A, H
		paved with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	
6 Hill View, Wolverton Road	New	Late 19th century 2 storey, large, detached house, red brick ground floor, rough cast first floor. Red tile roof. Good asymmetrical design, with end cross wing and gable, and hipped 2 storey porch with inset entrance. casement windows. Medium front garden now gravel with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
4a and 5 Hill View, Wolverton Road	NEW	Late 19th century, 2 storey double fronted villa, brick ground floor, rendered first floor, symmetrical 2 storey canted bays, stone surrounds, with gable. Red brick gable stacks. Modest front garden now paved with hedge which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
Kent Lodge, 3 Hill View, Wolverton Road	NEW	Late 19thcentury 2 storey, large, detached house, red brick plinth to ground floor, remainder pebble dash. Substantial hipped red clay tile roof. Good asymmetrical design, with tile pent roof over canted bay and entry. Casement windows. Medium front garden now partly gravel with mature tree which contributes to the character of the road. Represents earliest phase of residential suburban development along Wolverton Road.	A, H
The Red House Public House, Wolverton Road	NEW	19th century Public house on the fork in the road with Little Linford Lane. 2 storey, rectilinear building with simple slate roof and gable stack. Focal point and landmark.	A, H, C
5 Wolverton Road	NEW	Date 1892, 2 storey double fronted detached house with slate pent roof over ground floor square bays. Front garden and wall. Gable stacks slate roof. Significant of the phase of linear development and extension of the Town at the turn of the	A, H

		century.	
7 - 15 Wolverto n Road	NEW	Late 19th century terrace 2 storey red brick, double fronted single storey canted bays either side of entrance door with curved head and key stone, small front gardens onto back of pavement. Prominent regularly spaced stacks. Significant of the phase of linear development and extension of the Town at the turn of the century.	A, H
17 - 21 Wolverton Road	NEW	Late 19thcentury Short row 2 storey 3 attached double fronted houses. Pebble dashed, slate roofs and dog tooth eaves. Middle of row has a half gable pediment.	A, H
23 - 37 Wolverton Road	NEW	Late 19th century terrace, 2 storeys, red brick paired entrance doors with canted bays either side. Slate roof with regularly spaced chimneys a prominent feature. Flush stone lintels. Small front gardens now parking.	A, H

E N D

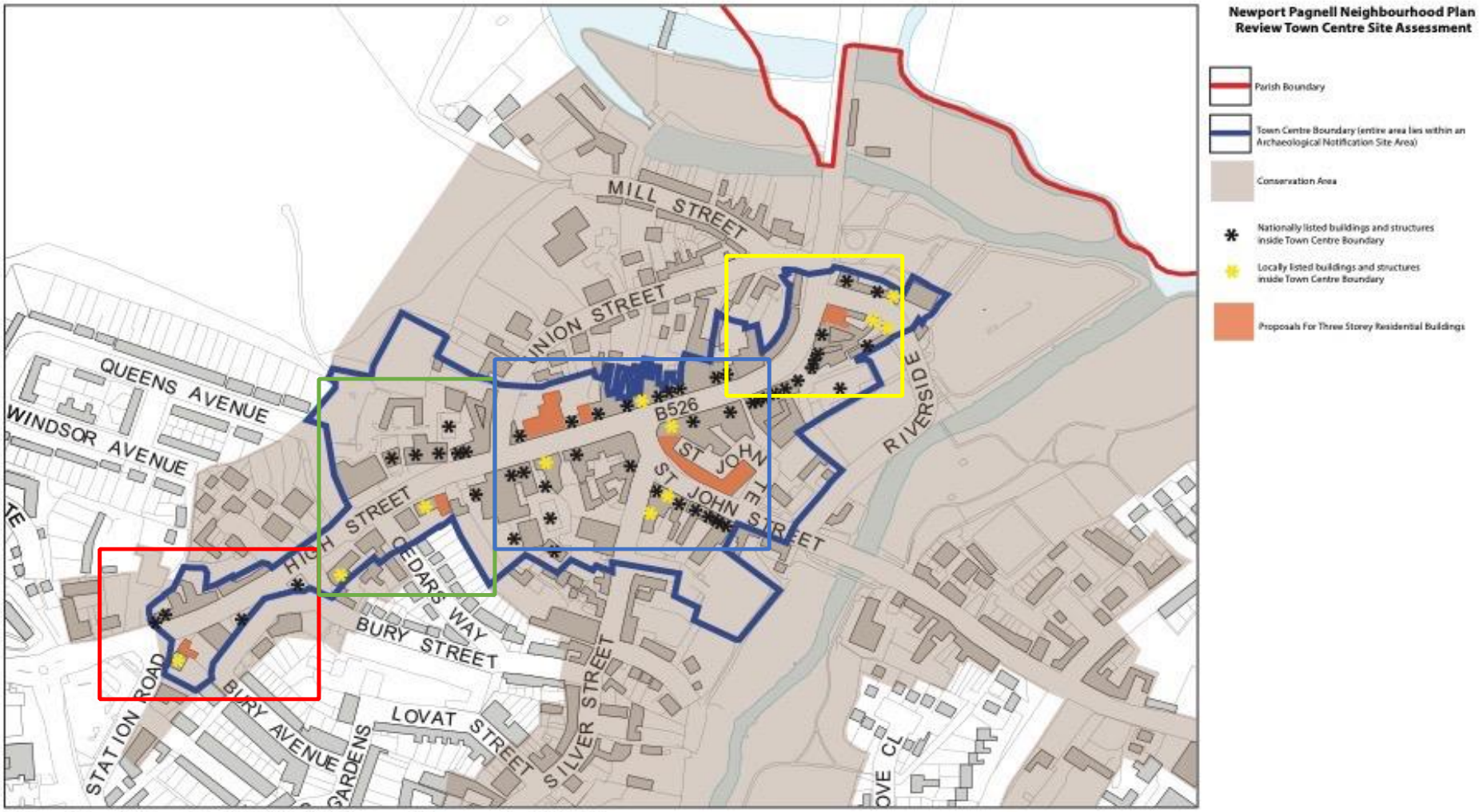
Newport Pagnell NP3

APPENDIX 4. The Town Centre Site Identification Process

• Establish location of nationally listed and locally listed buildings (see map overleaf) within the Town Centre boundary to discard these sites from consideration. The contribution each of these heritage assets make to the character of the Conservation Area is already considered in the Newport Pagnell Design Study of May 2020.

• Review remaining sites to establish whether there are any gap sites or negative contributors currently detracting from the area's character and appearance in line with Historic England's Conservation Area Appraisal, Designation and Management Advice Note – see Table 1 for criteria (link) informed by Newport Pagnell Conservation Area Review 2010 and Newport Pagnell Design Study 2020.

•Include development management policies in NP3 to guide development of such sites in line with Historic England's Conservation Area Appraisal, Designation and



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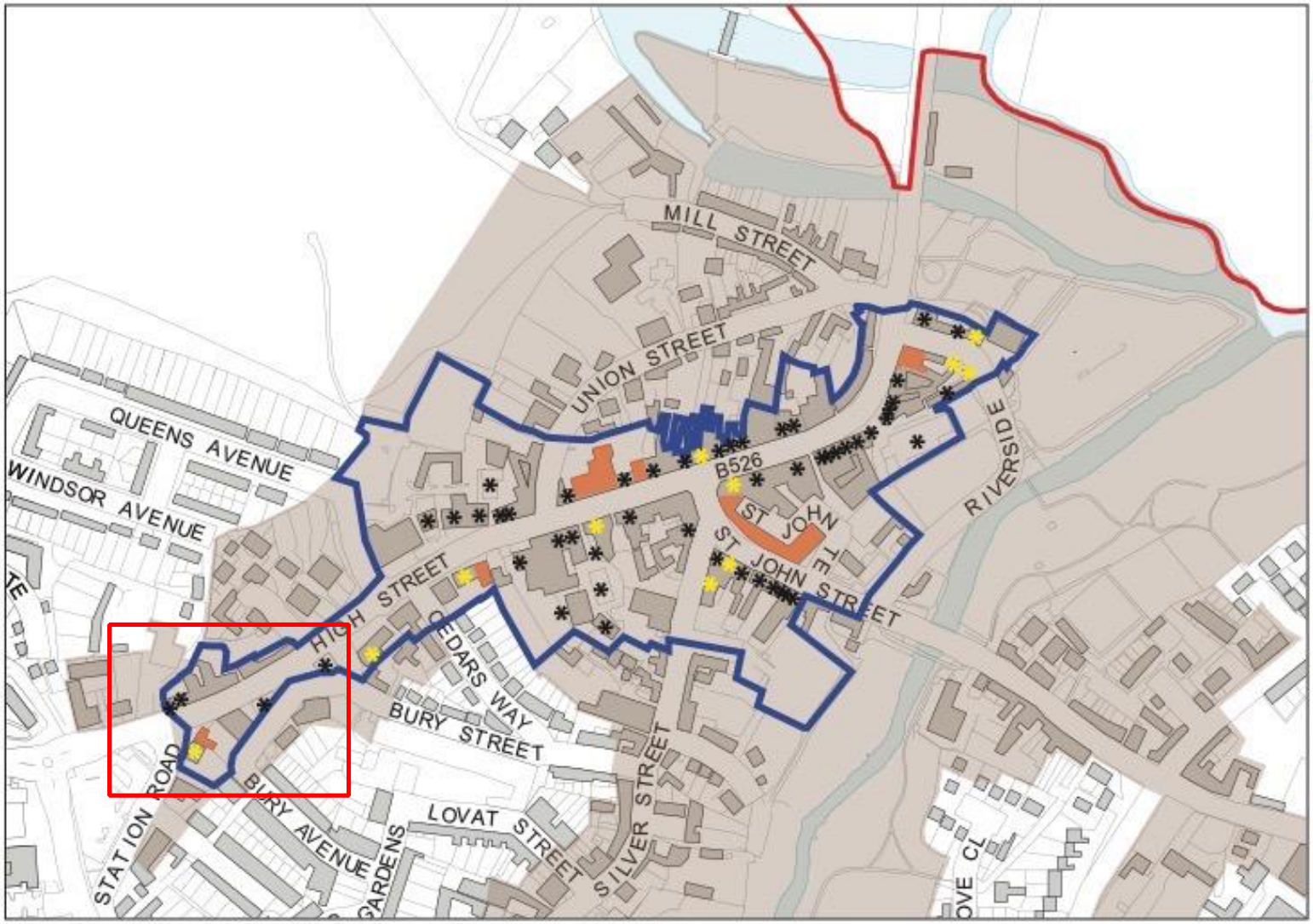
Management Advice Note (link



Newport Pagnell Neighbourhood Plan Review Town Centre Site Assessment

- Parish Boundary
- Town Centre Boundary (entire area lies within an Archaeological Notification Site Area)
- Conservation Area
- Nationally listed buildings and structures inside Town Centre Boundary
- Locally listed buildings and structures inside Town Centre Boundary
- Proposals For Three Storey Residential Buildings

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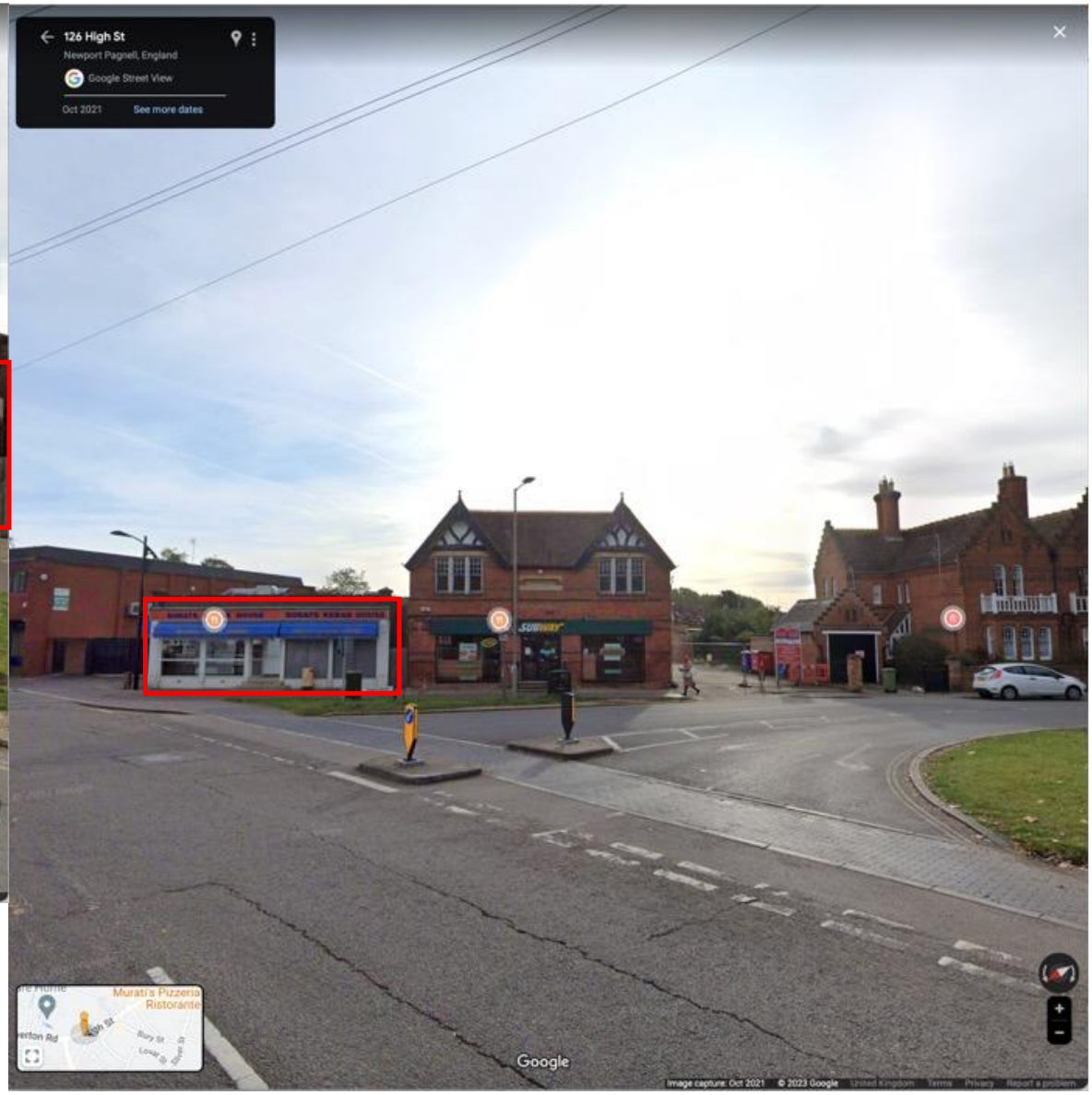
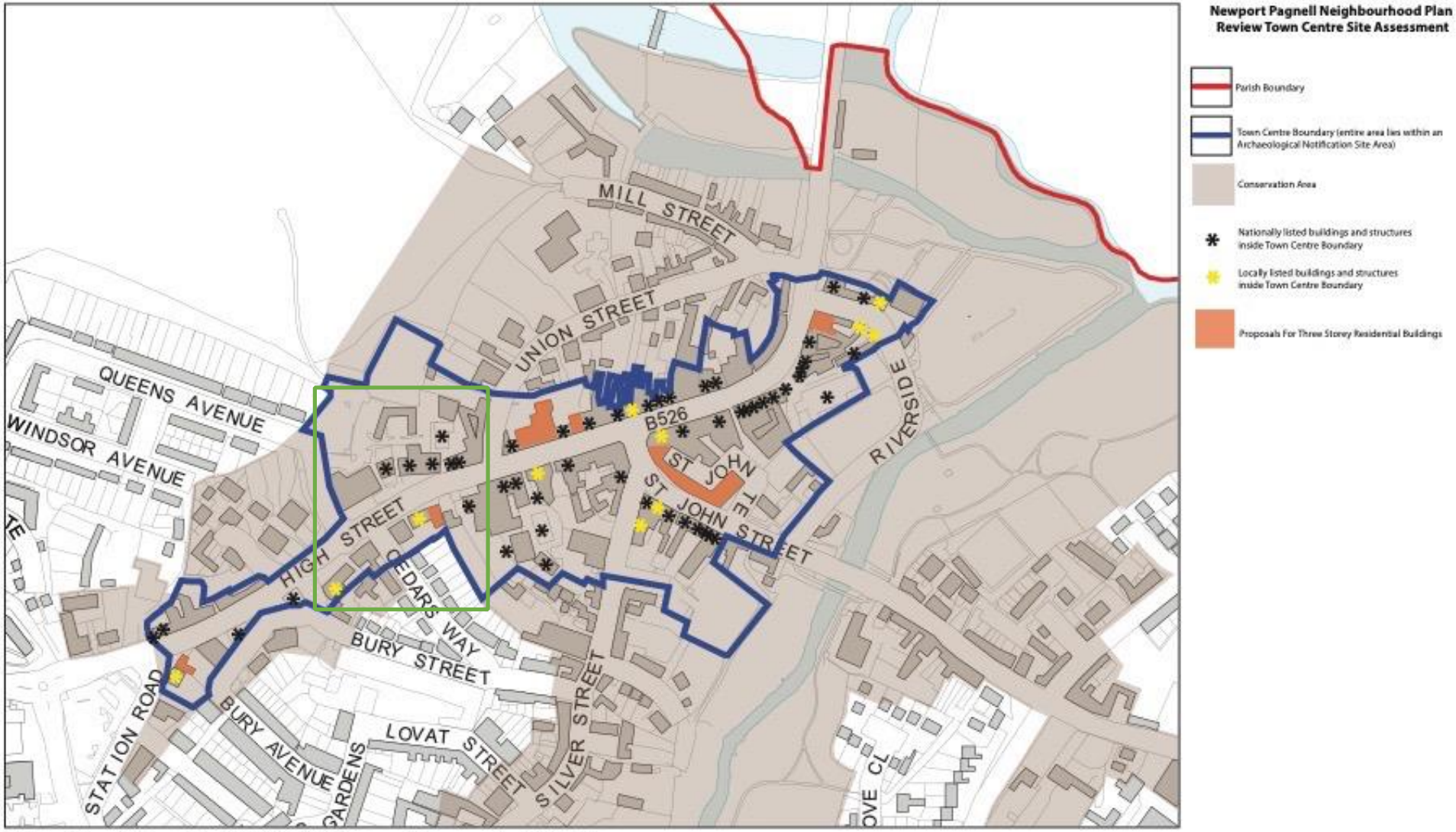


Appearance detracts from street scene, opportunity for improvement



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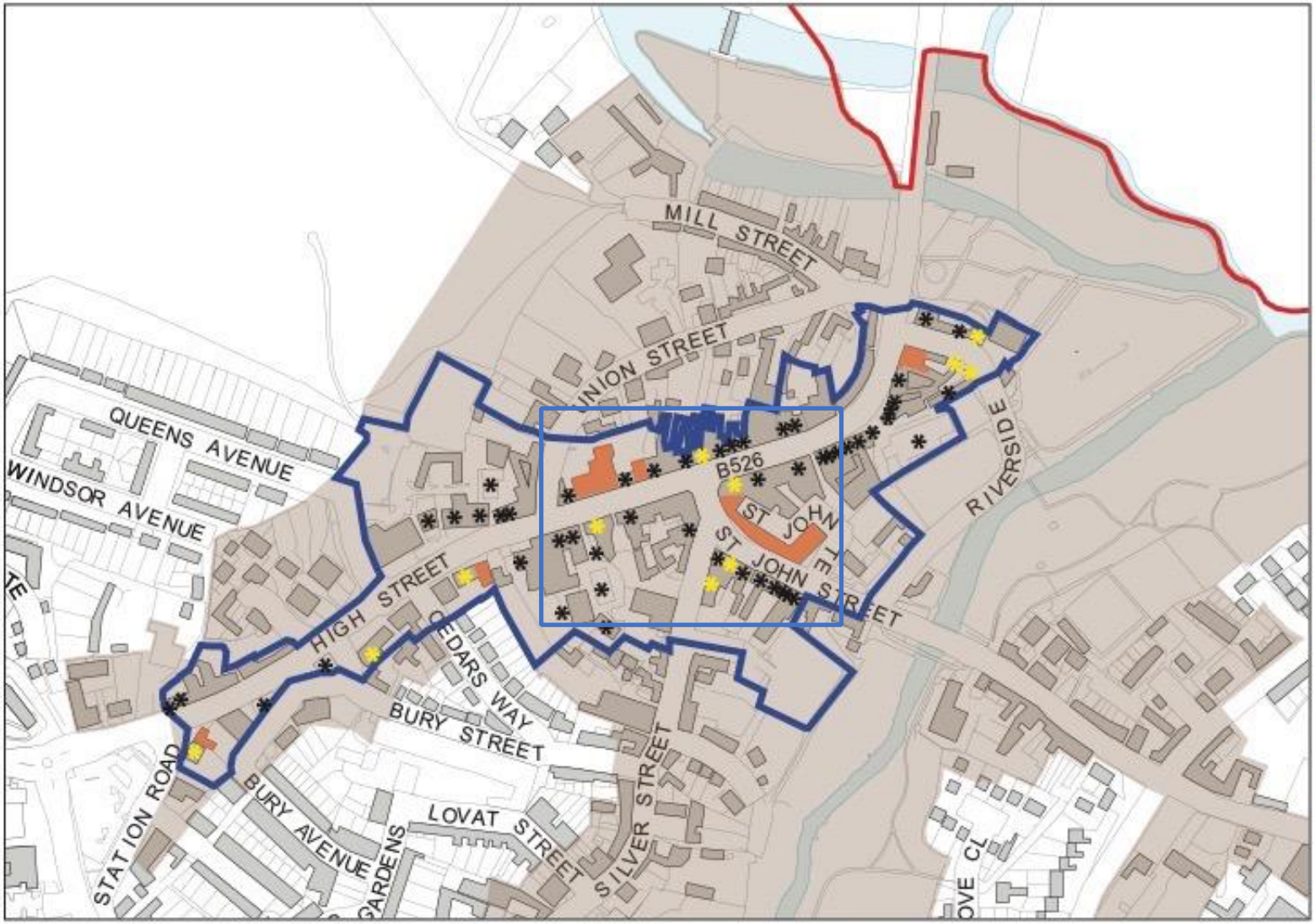

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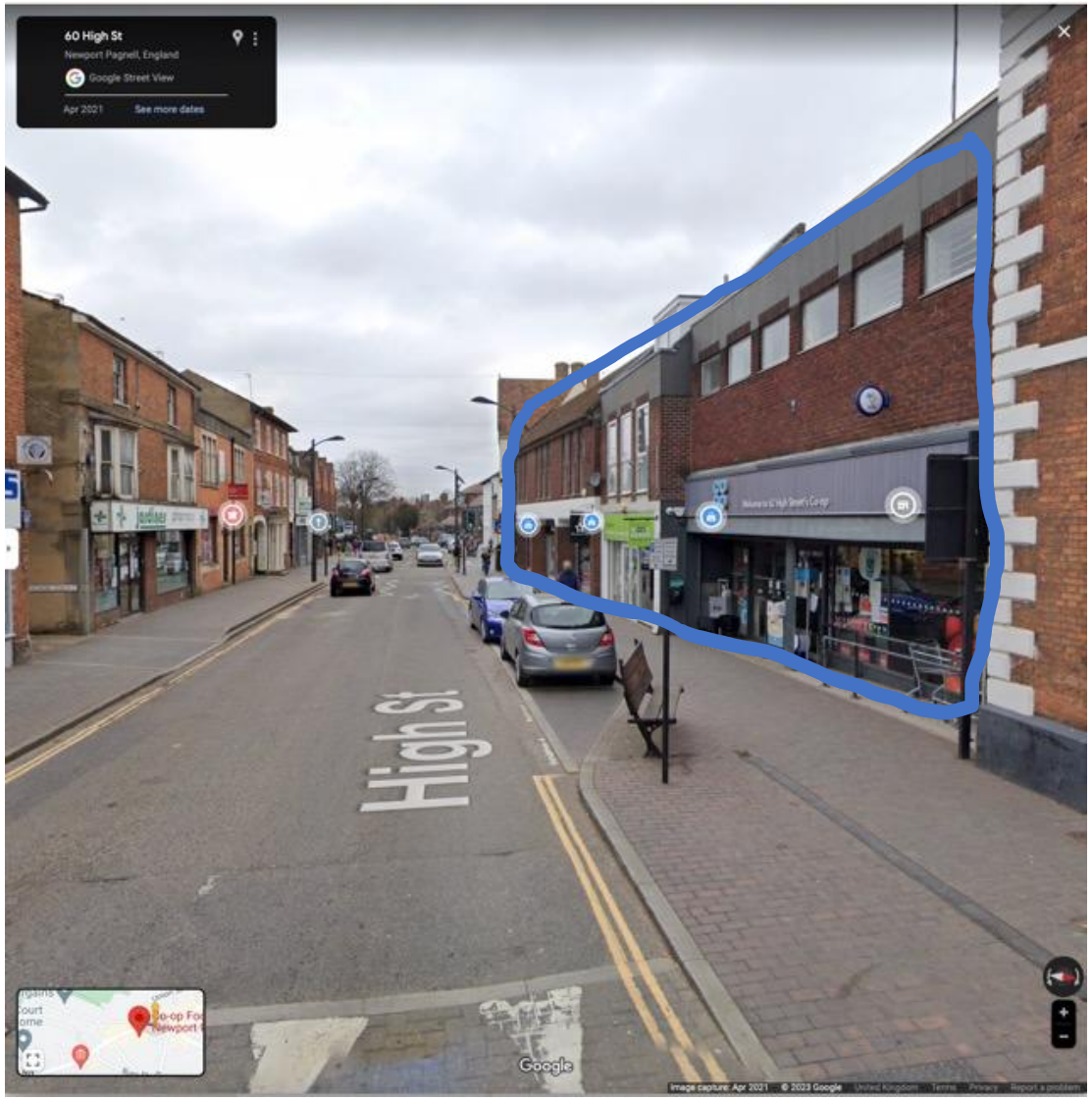
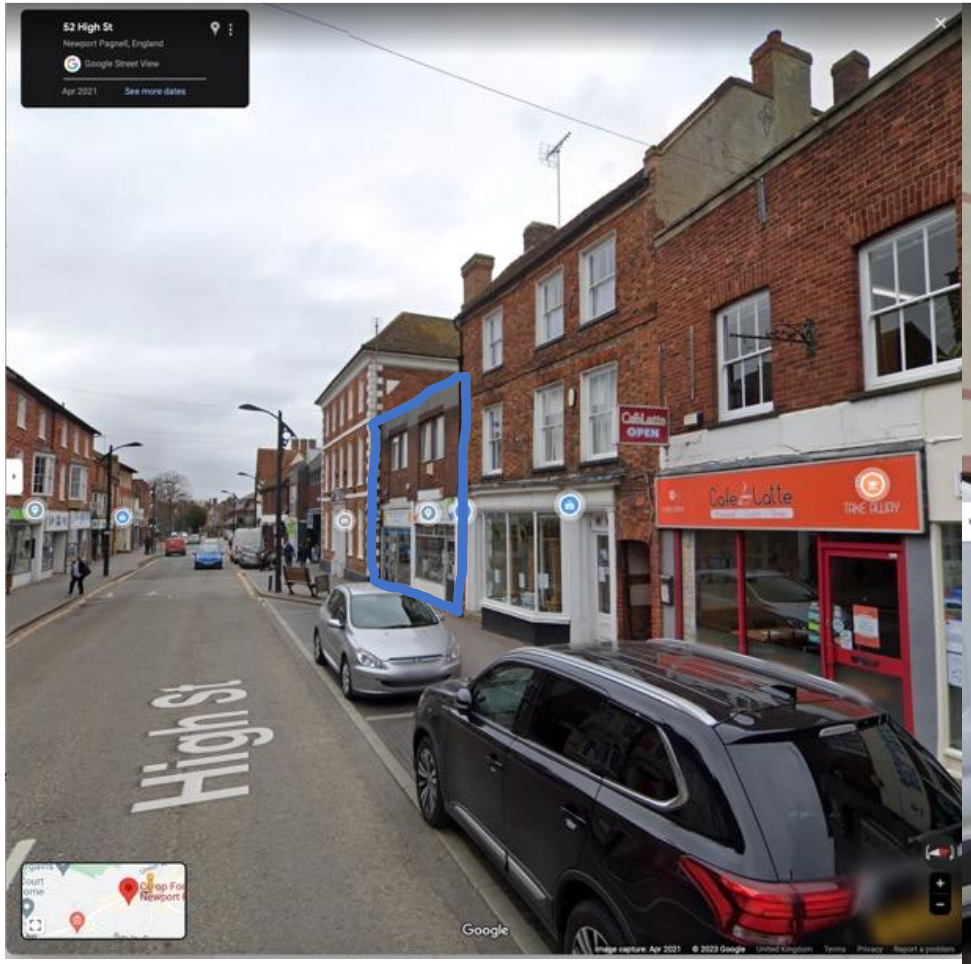


Appearance detracts from street scene, opportunity for improvement



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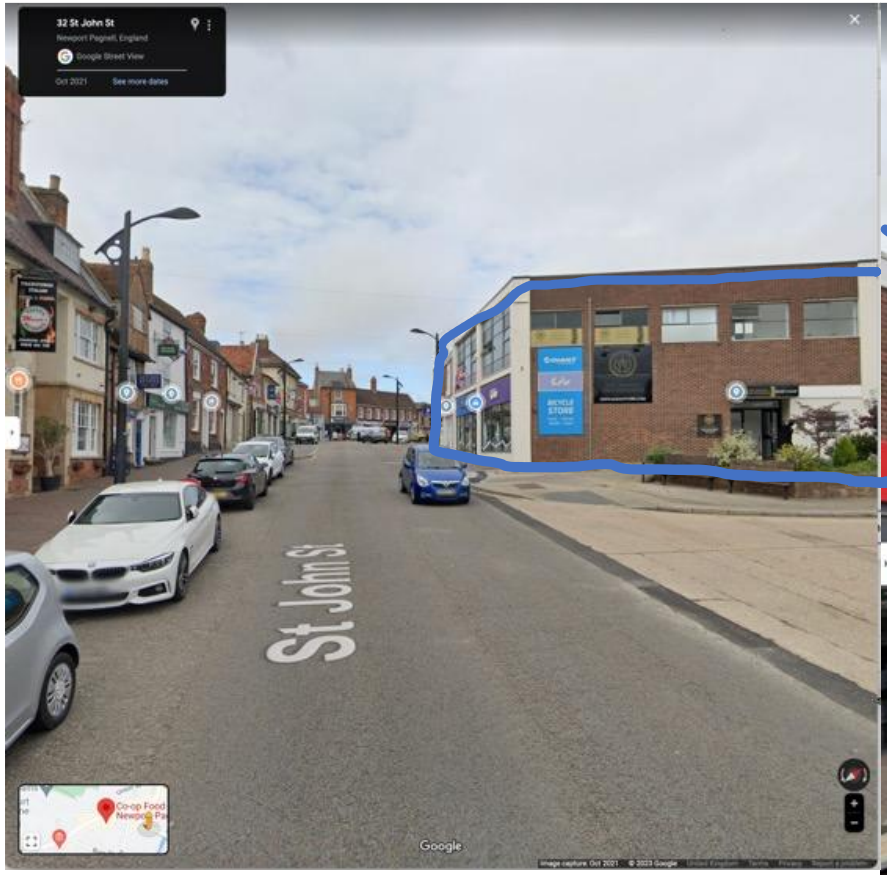
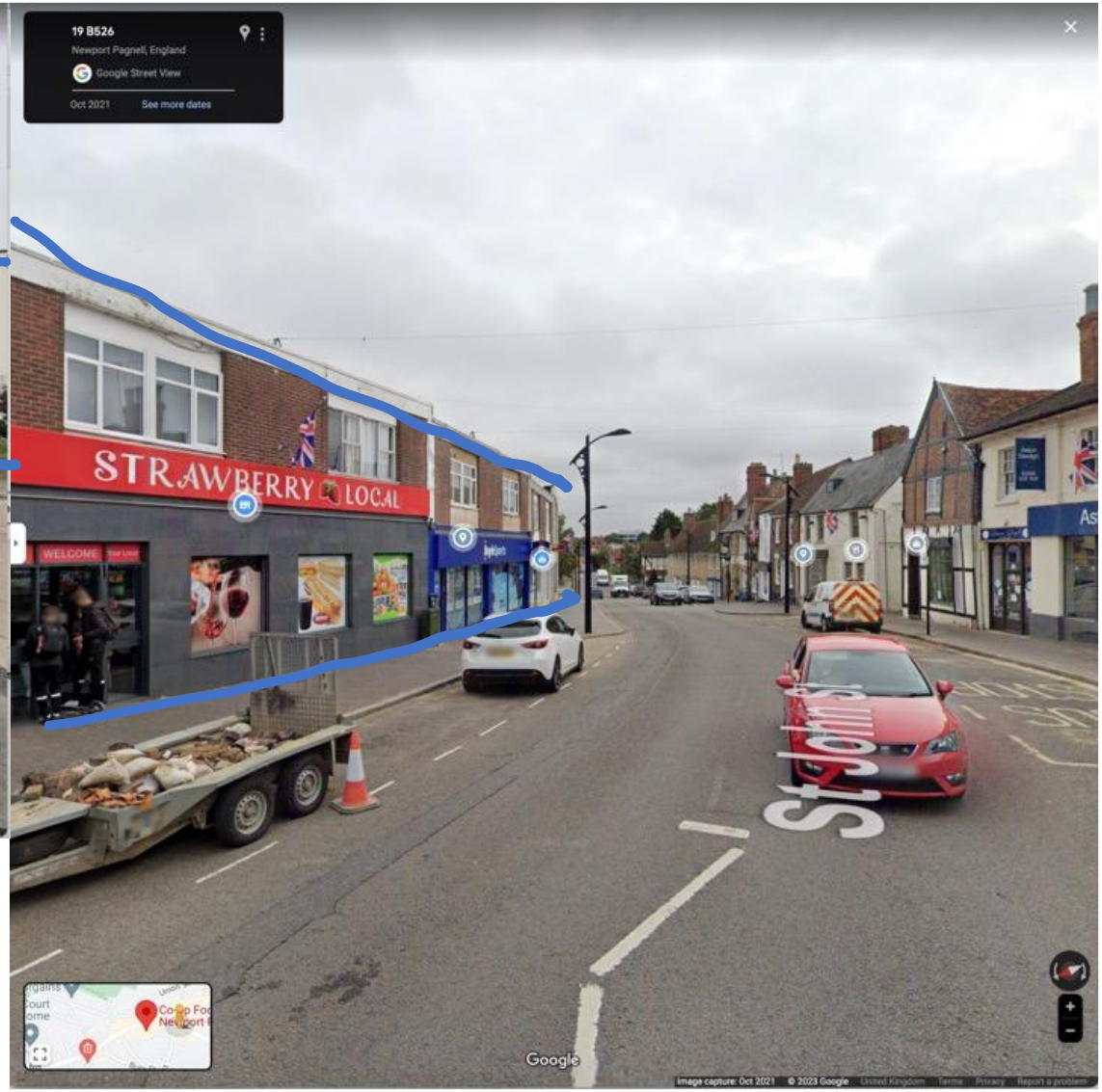
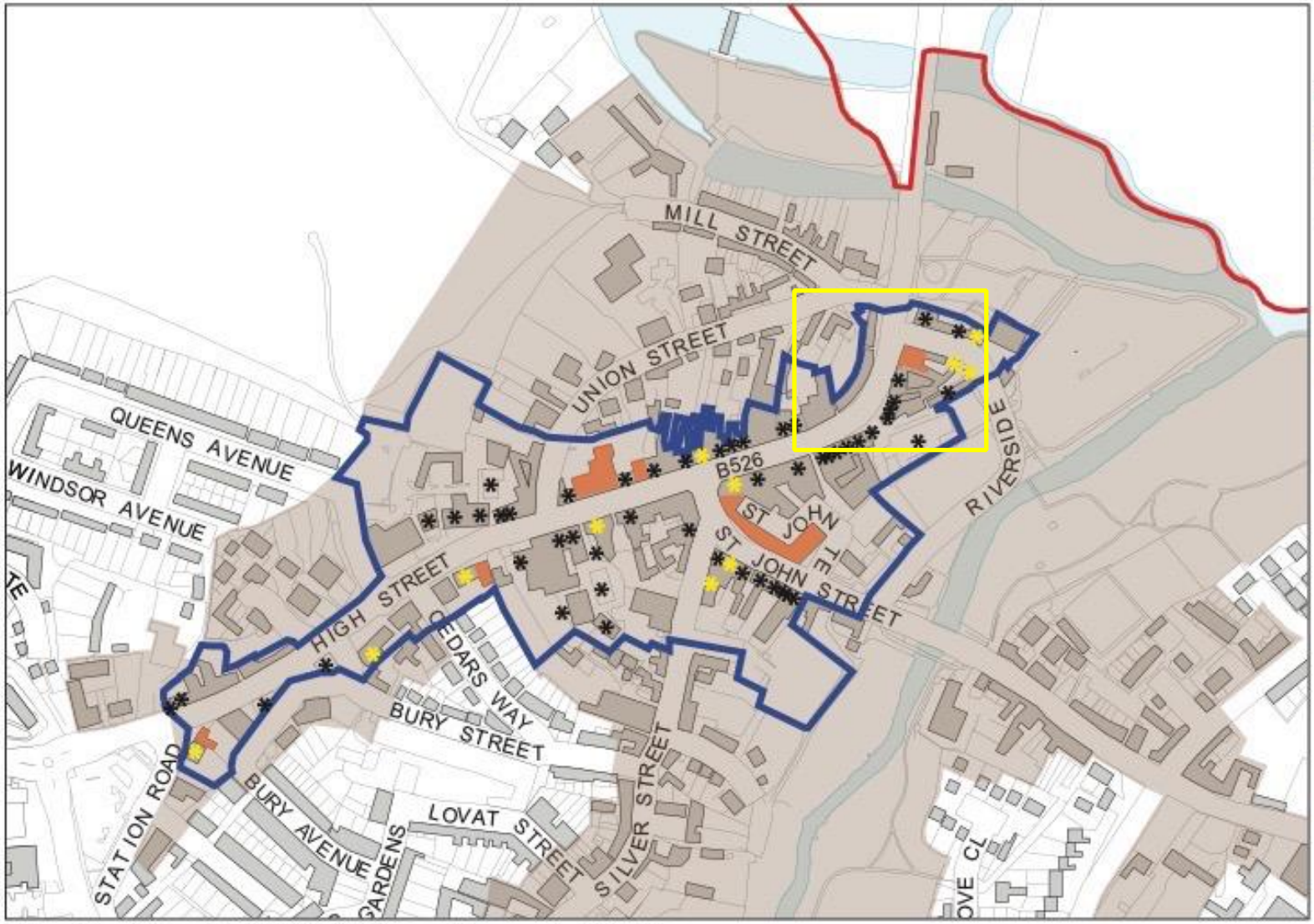




Appearance detracts from street scene, opportunity for improvement



Newport Pagnell Neighbourhood Plan Review Town Centre Site Assessment

- Parish Boundary
- Town Centre Boundary (entire area lies within an Archaeological Notification Site Area)
- Conservation Area
- Nationally listed buildings and structures inside Town Centre Boundary
- Locally listed buildings and structures inside Town Centre Boundary
- Proposals For Three Storey Residential Buildings

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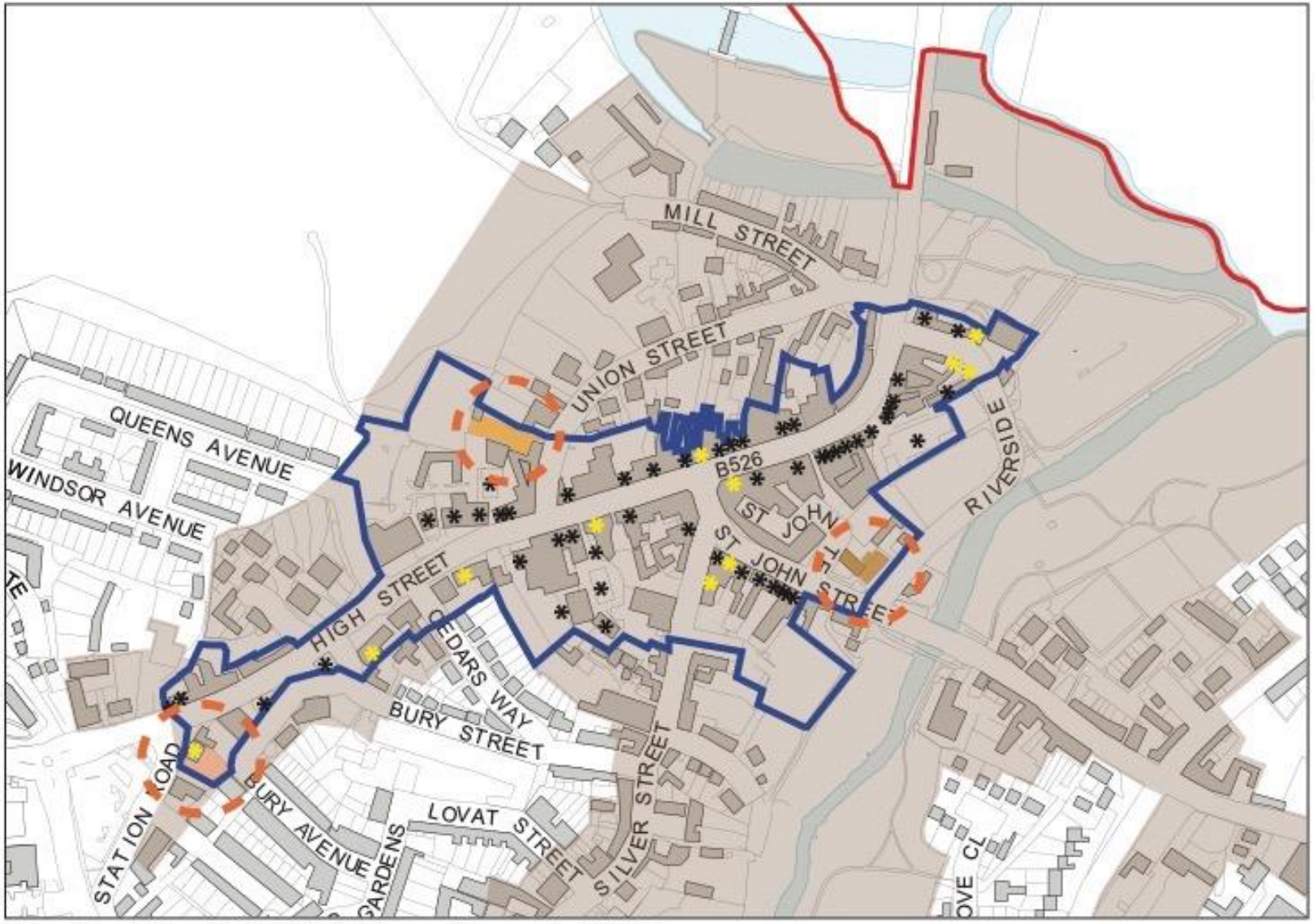
Appearance detracts from street scene, opportunity for improvement



Newport Pagnell Neighbourhood Plan Review Town Centre Site Assessment

- Parish Boundary
- Town Centre Boundary (entire area lies within an Archaeological Notification Site Area)
- Conservation Area
- Nationally listed buildings and structures inside Town Centre Boundary
- Locally listed buildings and structures inside Town Centre Boundary
- Prominent town centre sites
- Library Site
- Redevelopment of Land At No.1 Station Road
- Builders' Yard Site

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