

Strategic Land Allocation Development Framework

Supplementary Planning Document



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SECTION 1

INTRODUCTION

- 1.1 Introduction
- 1.2 Role of Development Framework
- 1.3 Community Engagement
- 1.4 Status of Development Framework
- 1.5 Planning Policy Background

1.1 Introduction

1.1.1 The next phase of growth within Milton Keynes will see the delivery of at least 28,000 new homes within the Borough between 2010 and 2026. A key component of this growth will be the development of the Strategic Land Allocation (SLA).

1.1.2 The Strategic Land Allocation covers an area of approximately 192 hectares on the south eastern flank of Milton Keynes (figure 1.1). It comprises four parcels of land:

- land to the east of Magna Park
- land to the south of the A421
- land north of Wavendon and
- Church Farm.

These areas are to be developed as a sustainable urban extension to Milton Keynes.

1.2 Role of Development Framework

1.2.1 The preparation of a Development Framework is an essential first step to guide all future stages of development. It establishes a context for planning applications and design codes, which will follow on and contain more detailed proposals.

1.2.2 The Development Framework establishes:

- Land use budget
- Disposition of land uses
- Development principles
- Infrastructure delivery

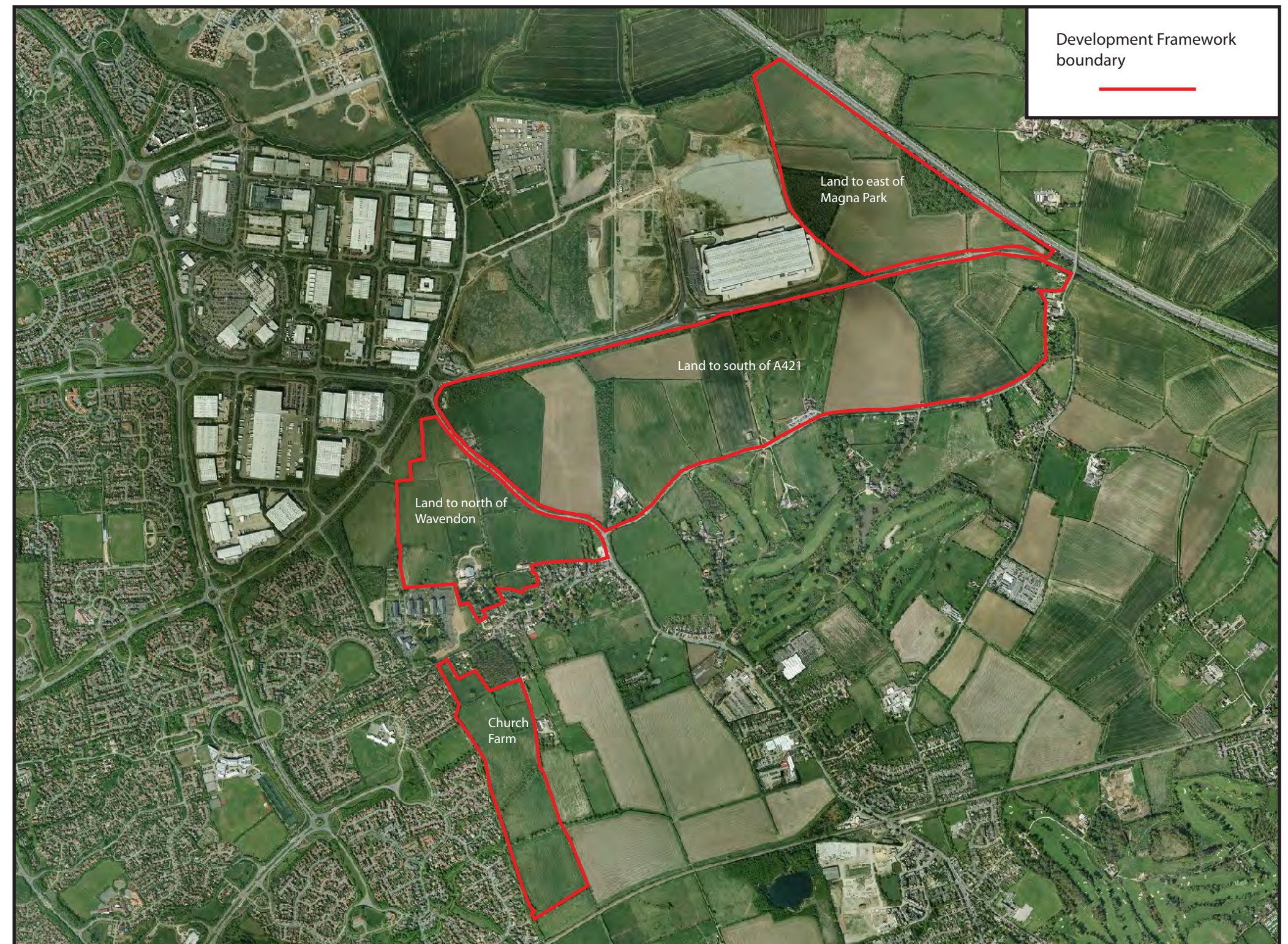


Figure 1.1 Boundary of the Development Framework Area

1.2.3 A key objective of the Development Framework is to ensure that the Strategic Land Allocation is brought forward in a strategic and comprehensive manner.

1.2.4 The Development Framework provides guidance and further detail to the development principles set out in the adopted Core Strategy. Alternative solutions and land use arrangements could come forward as part of the planning application process and should explain the reasons for any significant differences in approach.

1.3 Community Engagement

1.3.1 The Development Framework has been prepared by Milton Keynes Council, in consultation with other stakeholders and the main landowner interests. They have provided technical and supporting information to provide the basis for the Development Framework.

1.3.2 Stakeholder groups have been established to facilitate engagement on the Framework and on future stages of the development process.

1.3.3 There has been an ongoing process of engagement with the local community and landowners/developers and service providers in the preparation of the Draft Development Framework. Informal consultation with the local community was undertaken, during November 2011 – January 2012, on draft concept plans for the Strategic Land Allocation. The results of the informal consultation and ongoing engagement processes have been taken into account in the preparation of the Draft Development Framework.

1.3.4 Formal consultation on the draft Development Framework took place over a 12 week period from 16 July to 5 October 2012. Some 150 responses were received and the key issues raised are set out in Appendix A. A full summary of the consultation process and the responses received is provided in the Consultation Statement accompanying this SPD.

1.3.5 Following the receipt of the Core Strategy Examination Inspector's informal note, consultation took place on main modifications to the Core Strategy. A number of these main modifications affect the SLA, notably:

- the inclusion of land to the west of Newport Road in the SLA
- the inclusion of additional land to the eastern and northern edges of the SLA;
- increased size of development - from 2,500 homes to in the region of 2,900 homes

Consultation on the main modifications took place from 16 January to 27 February 2013.

1.3.6 The Inspector's report was received on 29 May 2013 and confirmed that, subject to the main modifications being added to the Core Strategy, the plan is sound. The Core Strategy was adopted on 10 July 2013.

1.4 Status of Development Framework

1.4.1 The Development Framework will be adopted as a Supplementary Planning Document (SPD). The Development Framework accords with the National Planning Policy Framework, Local Plan policy and the Core Strategy.

1.4.2 It has been prepared according to the Town and Country Planning (Local Planning) (England) Regulations 2012. These regulations require that the SPD is subject to public consultation.

1.5 Planning Policy Background

National Planning Policy Framework

1.5.1 The National Planning Policy Framework (March 2012) includes a presumption in favour of sustainable development.

1.5.2 The NPPF states that planning should:

- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

1.5.3 The NPPF further states that "Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable."

Local Plan

1.5.4 Local Plan Policies EA4 and EA4A identify the following sites as strategic reserve areas:

- Land north of the A421 and east of Fen Farm (SR1)
- Glebe Farm, south of A421, Wavendon (SR2)
- Eagle Farm, south of A421, Wavendon (SR3)
- Church Farm, east of Wavendon Gate and Old Farm Park, Wavendon (SR4)

These areas will only be considered for additional housing, employment or other development in a review of or alteration to the Local Plan.

1.5.5 Now that the Core Strategy is adopted, the provisions of the Local Plan with regard to these Strategic Reserve Areas are superseded.

1.5.6 There are a number of other Local Plan policies, which will have implications for the development of the Strategic Land Allocation. These are listed in Appendix B.

Core Strategy

1.5.7 The Core Strategy was submitted to the Secretary of State for examination on 1 March 2011. The Submission version of the Core Strategy allocated areas SR1 to SR4 as a sustainable urban extension (policy CS5).

1.5.8 Further consultation on the Sustainability Appraisal (SA) of Reasonable Alternative Sites was undertaken in June and July 2011. In light of the consultation responses, the Council agreed to amend the Strategic Land Allocation to include land between SR2 and SR3.

1.5.9 An examination of the Core Strategy took place in July 2012. As a result of this, the Inspector recommended that a number of main modifications be made and these were the subject of public consultation in January and February 2013.

1.5.10 The main modifications proposed a number of changes to the boundary of the Strategic Land Allocation to include the following areas of additional land:

- land to the north of Wavendon;
- land to the west of Wavendon Lodge;
- two areas of woodland to the east and west of SR1; and
- land to the north of SR1.

1.5.11 The Inspector's report was received on 29 May 2013 and confirmed that, subject to the main modifications being added to the Core Strategy, the plan is sound. The Core Strategy was adopted by Full Council on 10 July 2013.

1.5.12 Policy CS5 (see overleaf) sets out the key principles which should be met by the development of the Strategic Land Allocation. A number of amendments to Policy CS5 have arisen as a result of the main modifications suggested by the Core Strategy Inspector. The revised version of Policy CS5 is set out overleaf.

1.5.13 There are a number of other Core Strategy policies, which will have implications for the development of the Strategic Land Allocation. These are listed in Appendix B.

Local Transport Plan

1.5.14 The new Local Transport Plan (LTP3), *Transport Vision and Strategy for Milton Keynes*, runs from 2011 to 2031. It sets out the long term transport strategy and goals, and contains plans for transport schemes and projects in the short, medium and long term. The Plan was adopted by the Council in June 2011.

1.5.15 When the Council adopted the Transport Vision and Strategy it made a commitment to carry out a targeted review within 12 months. The intention of the review is to capture more up-to-date information and to refresh selected elements of the document.

New Residential Design Guide SPD

1.5.16 The Council adopted the New Residential Development Design Guide as a Supplementary Planning Document in April 2012. The Design Guide provides guidance on the structuring elements of a large development (e.g. the movement network, parking), as well as more detailed guidance at the scale of the street and individual dwelling. The Development Framework should be read alongside the Design Guide, and new housing development within the SLA should take account of the guidance in the Design Guide.

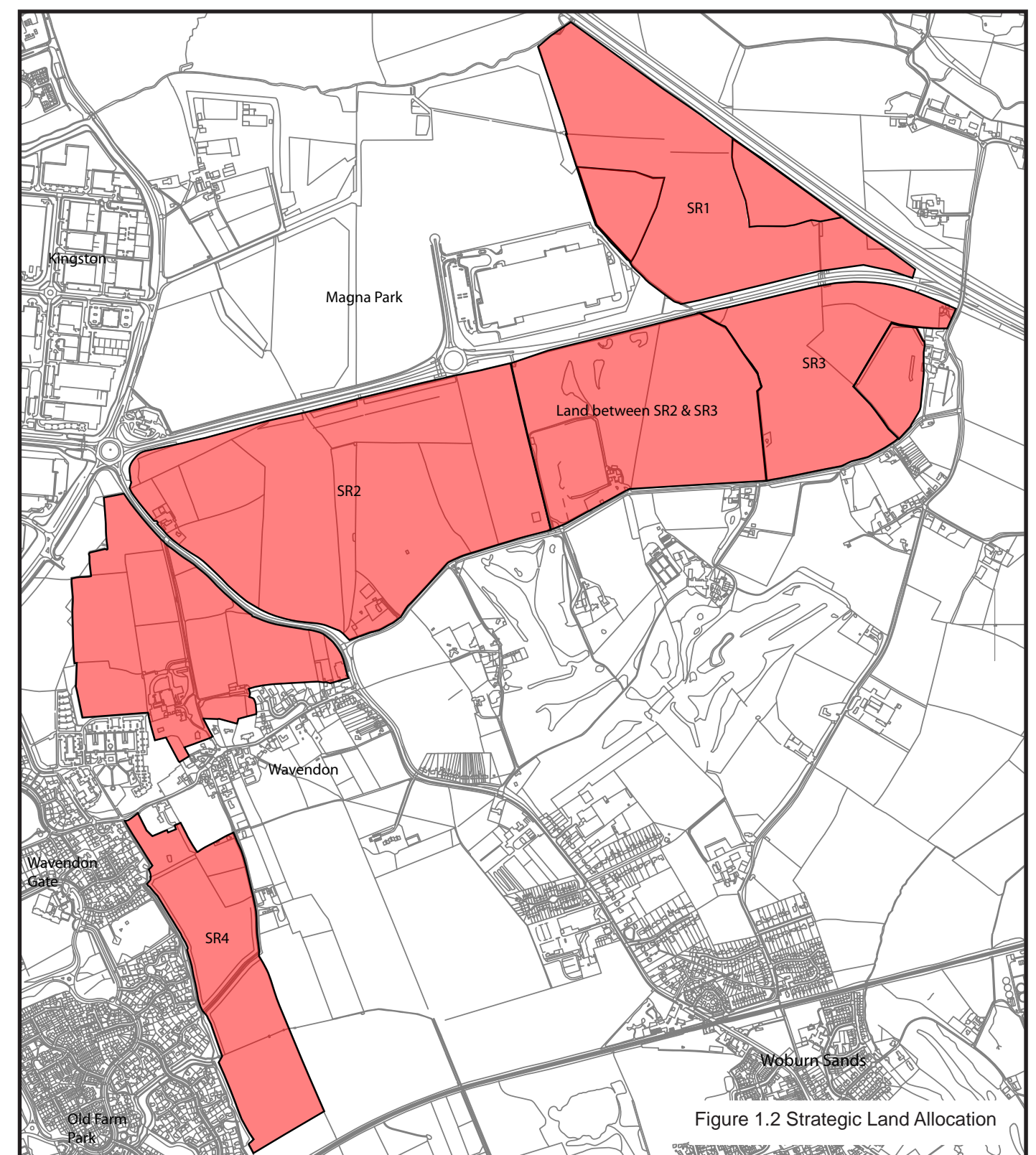


Figure 1.2 Strategic Land Allocation

Policy CS5

Strategic Land Allocation

The adopted Local Plan identifies four Strategic Reserve Areas (SRAs) in or adjoining the Milton Keynes urban area:

SR1 – Land east of Fen Farm, SR2 – Glebe Farm, SR3 – Eagle Farm, SR4 – Church Farm

The Core Strategy allocates these areas, along with:

- additional land between SR2 and SR3;
- the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011)
- land to the east of Eagle Farm South (land at Wavendon Lodge) and
- the two areas of woodland adjacent to Eagle Farm North

as a sustainable urban extension (the Strategic Land Allocation) to Milton Keynes. The allocation is shown on Figure 5.2 'Key Diagram - Urban Area' and the Proposals Map Amendment.

Development in the Strategic Land Allocation will be permitted in accordance with other relevant policies in the LDF and the principles of development set out below. These principles will be defined in more detail through the preparation of a single Development Framework for the area, which will be produced by Milton Keynes Council, with the involvement of the Home and Communities Agency, the landowners and developers, stakeholders and the community.

In order to ensure that the Strategic Land Allocation is brought forward in a strategic and comprehensive manner, planning permission will only be granted for development following the approval of the Development Framework. Design codes will also be required for each phase or site, to be prepared by the developer and approved by Milton Keynes Council..

The principles of the development are that development should:

1. Provide a sustainable urban extension to Milton Keynes, providing in the region of 2,900 homes.
2. Create a sustainable, safe and high quality urban extension which is well integrated with and accessible from the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, the linear parks and strategic flood water management.
3. Maintain the character and integrity of existing settlements and provide clear separation between the new development and adjacent existing settlements.
4. Maximise opportunities for sustainable travel patterns, including reducing car use by locating development close to public

transport nodes and routes.

5. Link to the surrounding road, redway and grid road network.
6. Apply, as a minimum, the standards of the Council for sustainable construction in force at the time
7. Consider the use of community energy networks in line with Policy CS14 'Community Energy Networks and Large Scale Renewable Energy Schemes'.
8. Provide residents and businesses with access to a high quality telecommunications and ICT network
9. Provide new social and commercial facilities and services to meet the day to day needs of new and existing residents
10. Create strategic landscape boundaries to the outer edges of the development area and to soften the impact of the development on the adjacent and surrounding open countryside.
11. Take a strategic and integrated approach to flood management and provide a strategic and sustainable approach to water resource management, including Sustainable Urban Drainage Systems (SUDS) and flood risk mitigation.
12. The delivery of development will be through the Milton Keynes Tariff to provide for contributions to on- and off-site strategic and local infrastructure in an effective and timely way, assuming the development gains (outline) planning permission before a community Infrastructure Levy Charging Schedule is adopted (or April 2014, whichever is sooner). This must include financial contributions to the improvement and extension of infrastructure and facilities in nearby existing settlements which are made necessary by the development..
13. Employment to contribute to the achievement of the Plan's employment objectives.
14. Homes with a range of sizes, types and tenure, including affordable housing in accordance with Policy CS10 or successor development plan policy
15. Retail and commercial development of an appropriate scale to ensure the top-up convenience shopping needs of new and existing residents in the development area are met.
16. Dependant on the size of development, and in terms of the Council's current standards of provision, a range of community facilities, including schools and education facilities, health, sports and leisure facilities, provision for the emergency services and the voluntary sector to meet the needs of the new and existing residents. As far as possible these facilities should be located close to each other in accessible locations.
17. A proportionate contribution to new or upgraded transport infrastructure that is made necessary by the development..
18. Safeguard the proposed alignment of the Bedford to Milton Keynes waterway.
19. Technical work to be undertaken to fully assess the traffic impact of the development on the road network within the city, nearby town and district centres and adjoining rural areas , and to identify necessary improvements to public transport and to the road network, including parking.

Other Planning Guidance

- 1.5.17 There are other SPDs and Supplementary Planning Guidance (SPG) produced by Milton Keynes Council which should be read in conjunction with this SPD. These include:
- Affordable Housing SPD 2013
 - Milton Keynes Drainage Strategy –Development and Flood Risk SPG 2004
 - Milton Keynes Urban Development Area Tariff SPD 2007
 - Parking Standards SPG 2005
 - Parking Standards SPG Addendum 2009
 - Planning Obligations for Education Facilities SPG 2004
 - Planning Obligations for Leisure, Recreation and Sports Facilities SPG 2005
 - Social Infrastructure Planning Obligations SPG 2005
 - Transport and Sustainable Transport SPD 2009
 - Sustainable Construction SPD 2007.
- 1.5.18 The following publications have also informed the preparation of this Framework:
- By Design (DETR/CABE, 2000)
 - Urban Design Compendium (EP/Housing Corporation, 2000)
 - Manual for Streets (DfT/DCLG/Welsh Assembly, 2007)
 - Safer Places - the Planning System and Crime Prevention (ODPM/Home Office, 2003)
 - Better Places to Live (DTLR/CABE, 2001).

SECTION 2

THE SITE AND ITS CONTEXT

- 2.1 Introduction
- 2.2 Strategic Land Allocation
- 2.3 Surrounding Area and Edge Conditions
- 2.4 Topography, Views and Drainage
- 2.5 Landscape Character
- 2.6 Habitat and Vegetation
- 2.7 Access and Movement
- 2.8 Facilities
- 2.9 Heritage
- 2.10 Environment
- 2.11 Utilities
- 2.12 Conclusions

2.1 Introduction

2.1.1 “A thorough appreciation of the overall site context is the starting point for designing a distinct place” (Urban Design Compendium, 2000). This section sets out the context of the SLA and the surrounding area. The constraints and opportunities identified help to shape the Development Framework. Individual planning applications should be supported by a contextual analysis as part of the preparation of Design and Access Statements.

2.2 Strategic Land Allocation

2.2.1 The Strategic Land Allocation is located on the eastern edge of Milton Keynes and comprises a total area of approximately 192 hectares. To the east of the area is the M1, to the north is the development area of Brooklands, and to the west is the built-up area of the city. The majority of the area is in agricultural use.

2.2.2 The Strategic Land Allocation consists of four discrete land parcels:

- Land to the south of the A421
- Land to the east of Magna Park
- Church Farm
- Land north of Wavendon

Land to the south of the A421

2.2.3 This site measures approximately 110 hectares.

2.2.4 The boundary of the site is provided by the A421 to the north, the A5130 (Newport Road) to the west, Lower End Road to the south and by hedgerow field boundaries to the east.

2.2.5 Apart from agricultural land, the site also includes a 9 hole golf course, driving range and clubhouse buildings, and a haulage yard.

2.2.6 To the north of the site is the A421 and beyond lies Magna Park industrial estate. To the south of the site is Lower End Road. Beyond lies the Wavendon golf course, agricultural land and the hamlet of Cross End. To the west of the site is the A5130 and beyond lies agricultural land.



Land south of A421 - view east from within site



Land south of A421 - view south-west from A421



Land south of A421 - golf course clubhouse



Land south of A421 - view north-west from Lower End Road

Land to the east of Magna Park

- 2.2.7 This site measures approximately 36.1 hectares, and is mainly in agricultural use. Two triangular areas of woodland form part of the site.
- 2.2.8 The boundary of the site is provided by the A421 to the south, and to the west, east and north by hedgerow field boundaries.
- 2.2.9 To the west of the site is Magna Park industrial estate, which contains the distribution depots of John Lewis and River Island.
- 2.2.10 To the north of the site is the Broughton Brook. To the east of the site is the M1 motorway and a safeguarded route for the Bedford to Milton Keynes Waterway.
- 2.2.11 To the south of the site is the A421 and beyond lies agricultural land.



Land east of Magna Park - view north-east from A421



Land east of Magna Park - view north-west from A421

Church Farm

- 2.2.12 This site measures approximately 20 hectares. It consists of grass paddocks which are not in agricultural use.
- 2.2.13 The boundary of the site is provided by Walton Road to the north, a public bridleway to the west, to a hedgerow field boundary to the south and hedgerow field boundaries to the east.
- 2.2.14 To the south of the site lies the railway line.
- 2.2.15 To the west of the site lies the built-up area of Milton Keynes. To the north of the site lies Wavendon Towers.
- 2.2.16 To the east of the site lies the village of Wavendon and agricultural land.



Church Farm - view from within site towards the Brickhills to the south



Church Farm - view north-west from within site

Land to north of Wavendon

2.2.17 This site measures approximately 25 hectares. It consists mainly of grass paddocks in agricultural use, but also includes the Stables music venue and a number of private gardens and private land.

2.2.18 The boundary of the site follows the settlement boundary of Wavendon village and the rear boundaries of properties within Wavendon village, a hedgerow field boundary to the west and Newport Road to the east.

2.2.19 To the west of the site lies land designated for employment use (Towergate).

2.2.20 To the north of the site lies the built-up area of Milton Keynes. To the west of the site lies Newport Road and beyond lies agricultural land.

2.2.21 To the south of the site lies the village of Wavendon and Wavendon Towers.



Land north of Wavendon - view from within site towards Magna Park to the north



Land north of Wavendon - view looking south towards Wavendon

2.3 Surrounding Area and Edge Conditions

Surrounding Area

- 2.3.1 The built-up area of Milton Keynes lies to the west of the Strategic Land Allocation. The Church Farm site adjoins the existing built-up area of Old Farm Park and Wavendon Gate, which were built in the 1990s.
- 2.3.2 Development along the eastern edge of the built-up area is primarily 2-storey, detached development, and has a net density of around 14 dwellings per hectare (dph). Away from the edge of the settlement, there is a greater mix of housetypes, including semi-detached, terraced and apartments, as well as detached dwellings. Consequently, average net densities are higher at around 35 dph. Together Wavendon Gate and Old Farm Park have a net density of approximately 25 dph.
- 2.3.3 The village of Wavendon lies between the Church Farm site and the remainder of the SLA to the north. The village has developed in a linear form along Walton Road, and has an average net density of around 13 dph.
- 2.3.4 To the south-east of the Strategic Land Allocation lies the town of Woburn Sands.
- 2.3.5 To the west lies the employment areas of Kingston and Brinklow, and the Kingston District Centre.



Lower End Road, with part of SLA to the right



Old Farm Park



Wavendon



A421



Walton Road



Wavendon Gate

Edge Conditions

- 2.3.6 Edge conditions are important to evaluate, as they form the interface with the existing context. Depending on their nature, they can inform a certain development or open space response.
- The A421 is a heavily trafficked road connecting Milton Keynes to junction 13 of the M1. To the north of the A421 are large warehousing units. Consequently, there is an unattractive edge to the land east of Magna Park and the land south of the A421.
 - Lower End Road is a rural road with mature hedgerow boundaries. It provides an attractive edge to the land south of the A421.
 - The Church Farm site has a short frontage to Walton Road to the north, whilst to the west is a strong hedgerow, bridleway and public footpath. Its remaining boundaries to the south and east look out over open countryside.
 - Newport Road has a mature hedgerow along it.
 - Stockwell Lane which runs through the land north of Wavendon has a mature hedgerow along it.
 - The southern boundary of the land north of Wavendon is formed by the rear boundaries of residential properties; the eastern edge of the site borders a proposed employment area.

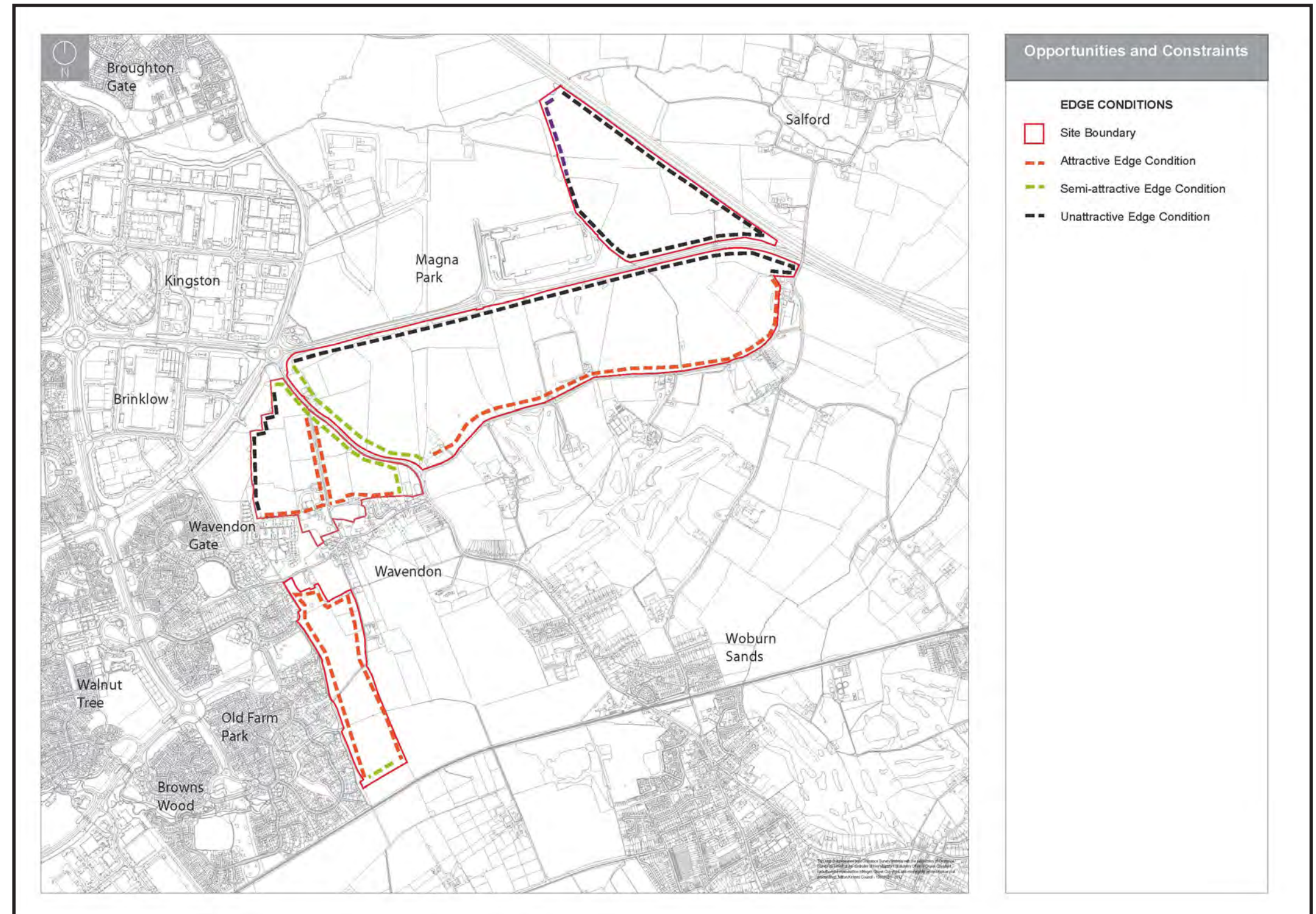


Figure 2.1 Edge Conditions

2.4 Topography, Views and Drainage

Topography and Views

- Within the land adjoining the A421, the sites are relatively flat. The land tends to slope down from Lower End Road to the A421.
- The most pronounced slope is from the south-eastern end of Lower End Road down to the A421.
- Within the Church Farm site, the land slopes down from Walton Road towards the railway line.
- There are views to Wavendon Church from within the western part of the land to the south of A421, and from within the land north of Wavendon. There are good views to the Brickhills from within the western part of the land south of the A421 and Church Farm.
- Within the land north of Wavendon, the land slopes down from the Wavendon village edge to the north; the southern part of the site has extensive views north across Milton Keynes.

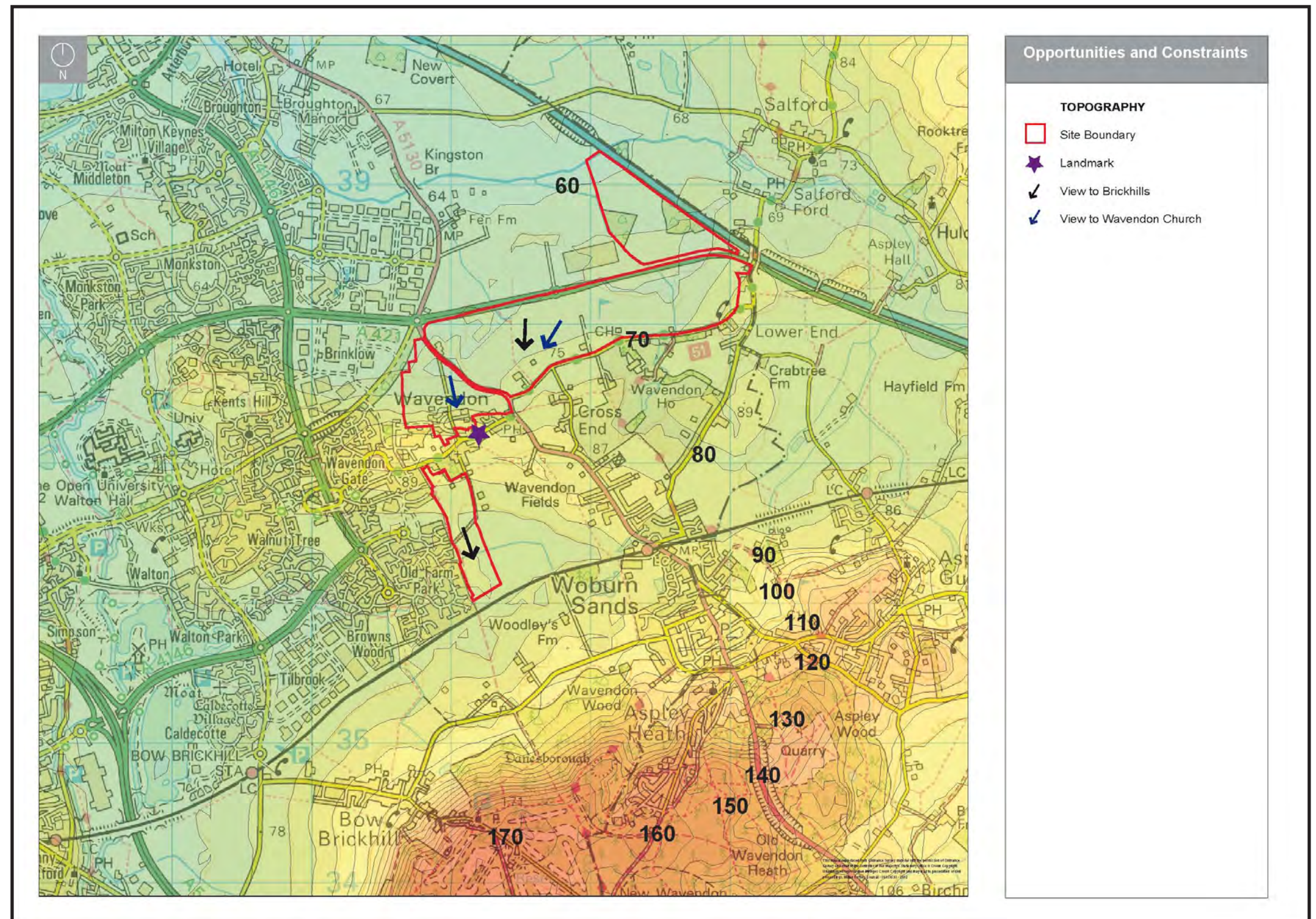


Figure 2.2 Topography

Drainage

- The Church Farm site drains to the Caldecott Brook, whilst the land east of Magna Park drains into the Broughton Brook. The watercourses that cross the land south of the A421 site ultimately outfall to culverts under the A421 on the northern boundary, or the culvert under the A5130 on the north-western boundary.
- Some watercourses running through the site are operated and maintained by the Bedford Internal Drainage Board. Bedford IDB requirements will need to be complied with.
- Milton Keynes Council, as Lead Local Flood Authority, will have jurisdiction over all ordinary watercourses.
- Planning permission has been granted for a section of the Milton Keynes-Bedford Waterway, including a turning basin at the northern end of the land to the east of Magna Park. The full route of the Waterway, from the Grand Union Canal to the Milton Keynes Council boundary with Central Bedfordshire, is indicated schematically on the Key Diagram in the Milton Keynes Core Strategy. A revision to the Policies Map for this area also shows a safeguarded route for the Waterway.

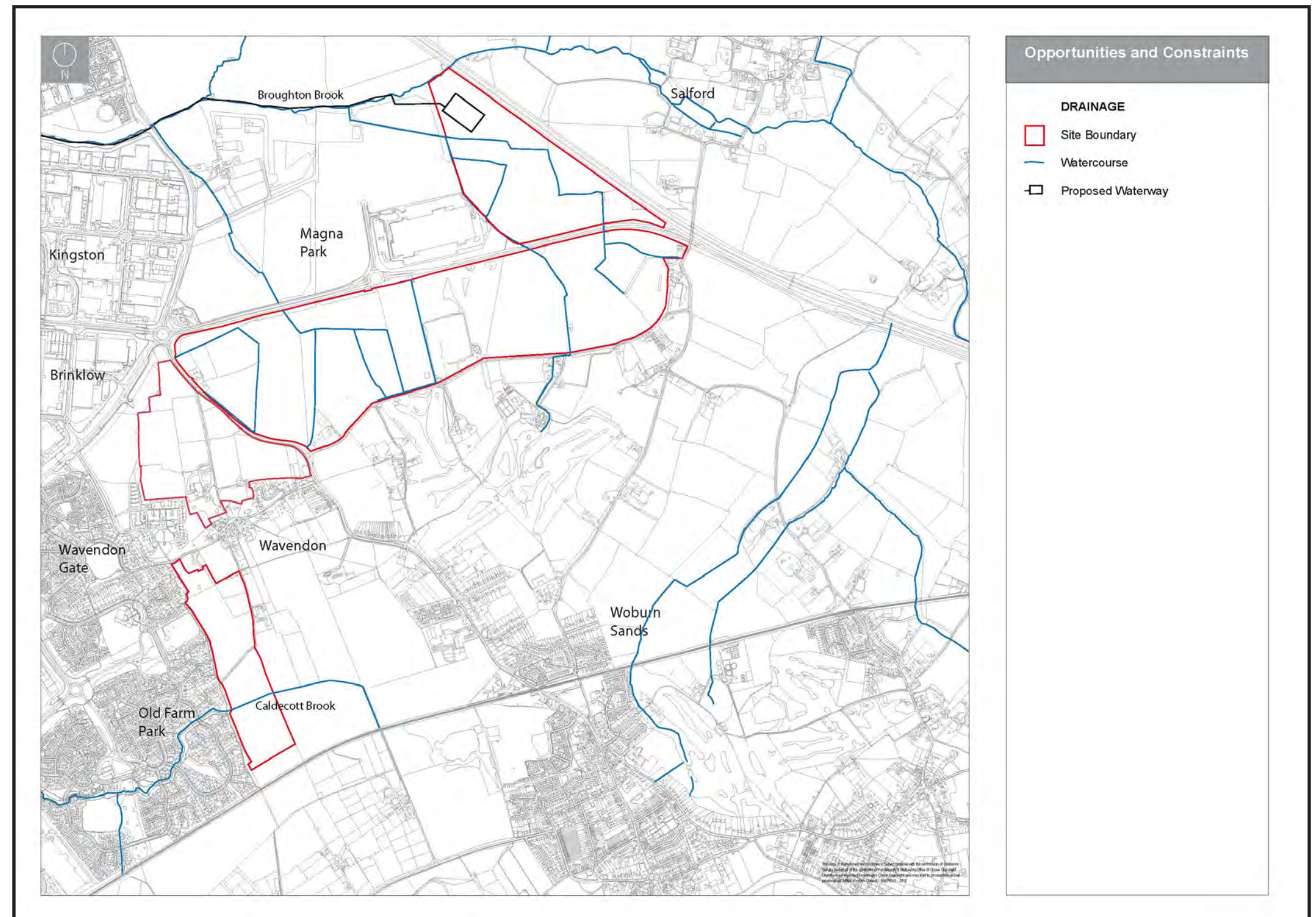


Figure 2.3 Drainage

2.5 Landscape Character

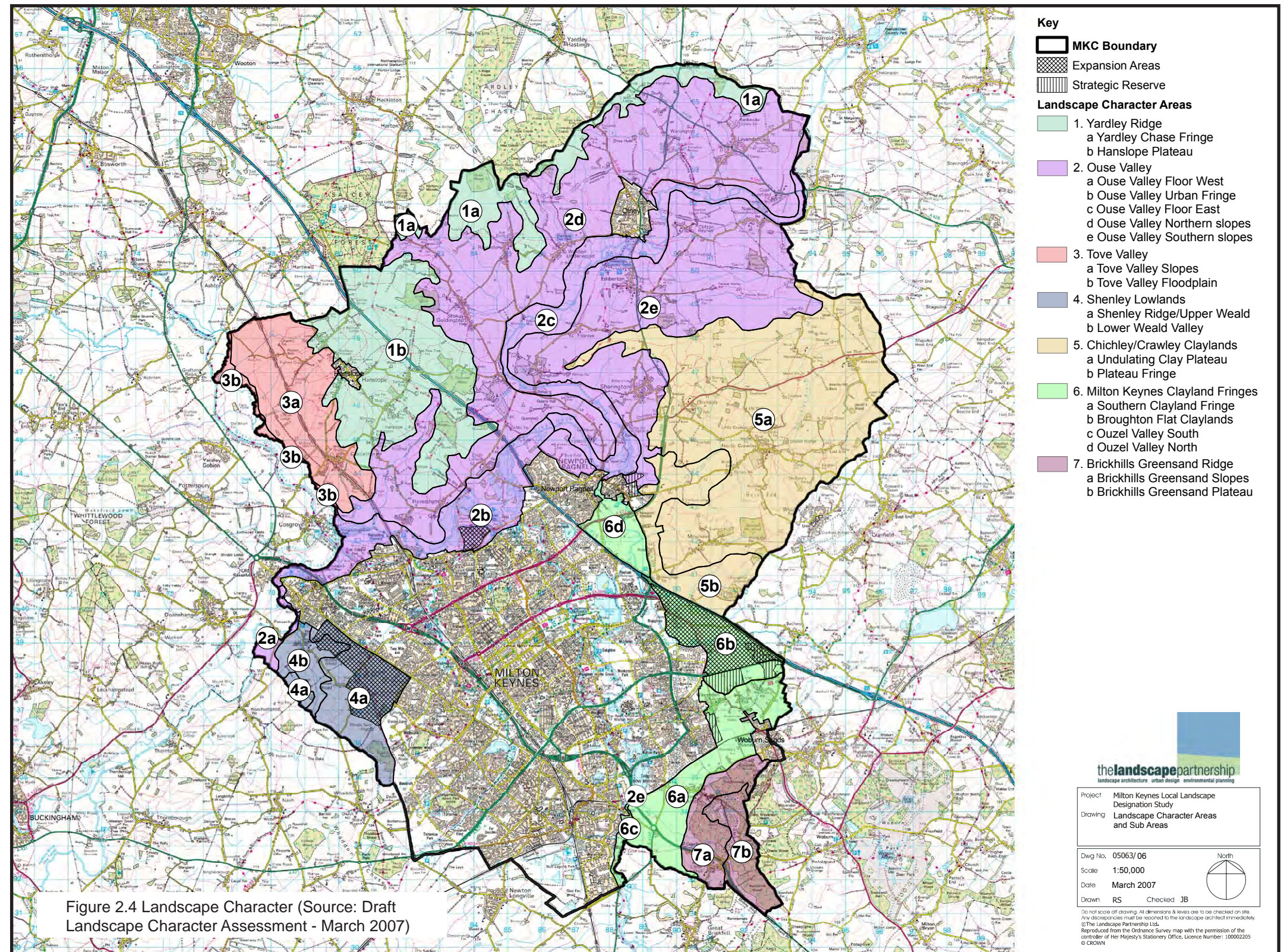
2.5.1 Milton Keynes Council commissioned a Draft Landscape Character Assessment (March 2007) which was prepared by the Landscape Partnership.

2.5.2 The SLA lies within the Clayland Fringe character area, which comprises a sweep of relatively low lying land that wraps around the south east and east of Milton Keynes.

2.5.3 The Church Farm site lies within character area 6a - the Southern Clayland Fringe. The remaining sites lie within character area 6b - Broughton Flat Claylands.

2.5.4 The Draft Landscape Character Assessment sets out a number of guidelines for countryside management relating to the character areas and to new development:

- Ensure that open views across the Southern Clayland Fringes to the Brickhills Greensand Ridge are retained
- Protect and always seek to enhance the historic areas around Wavendon including Wavendon Park and Cross End
- Develop a strategy to visually integrate the M1 into the landscape through additional woodland planting both off-site and through the management and use of additional on-site highway planting
- Ensure the Kingston Brook corridor and proposed Bedford to Milton Keynes canal provide a new strategic Linear Park corridor providing access to, from and within the urban area.



2.6 Habitat and Vegetation

- There are two areas of woodland within the land to the south of A421. There are two woodlands adjoining the land to the east of Magna Park.
- Within the Strategic Land Allocation, the main existing features are hedges. These provide wildlife and open space corridors, contain individual mature trees and are also part of the historic environment.
- Within the Church Farm site, Phoebe Lane, which is bounded by mature hedges, is an important landscape feature.
- There is an existing linear park, which follows a watercourse through Browns Wood and Old Farm Park. The watercourse continues through the Church Farm site and could be incorporated in an extended linear park.
- It is proposed to extend the Broughton Brook linear park along the northern edge of the Magna Park development.

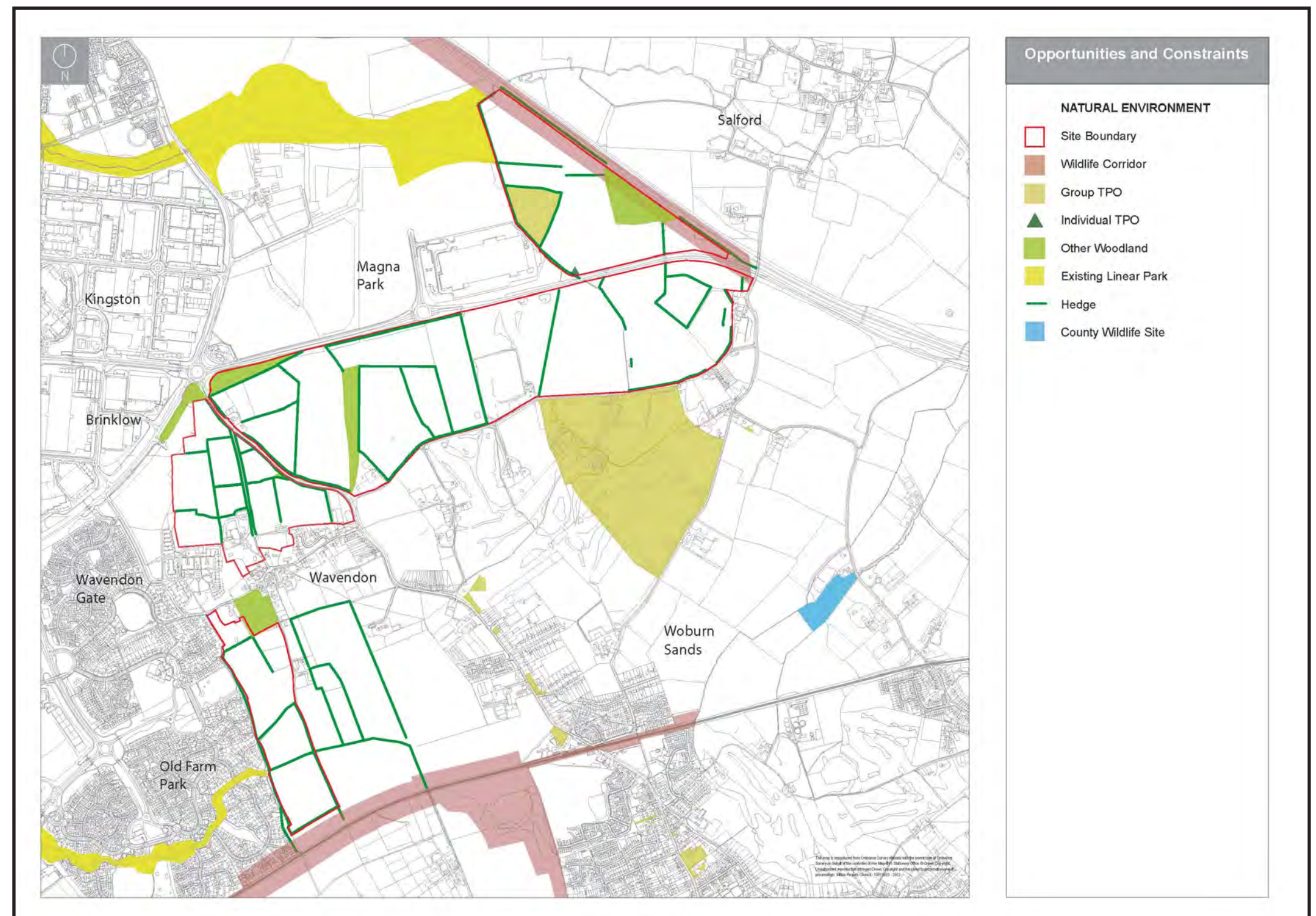


Figure 2.5 Habitat and Vegetation

2.7 Access and Movement

Public Transport

- The area is served by a railway station at Woburn Sands on the current Bedford to Bletchley line which is also the route for the East-West rail route.
- There is an existing bus route, serving Wavendon Gate and Old Farm Park, which runs close to the Church Farm site. There are existing bus routes which run along Newport Road, Lower End Road and Walton Road. The 300 limited stop bus service now serves Woburn Sands, Wavendon and Magna Park and links these areas to Kingston and Central Milton Keynes.

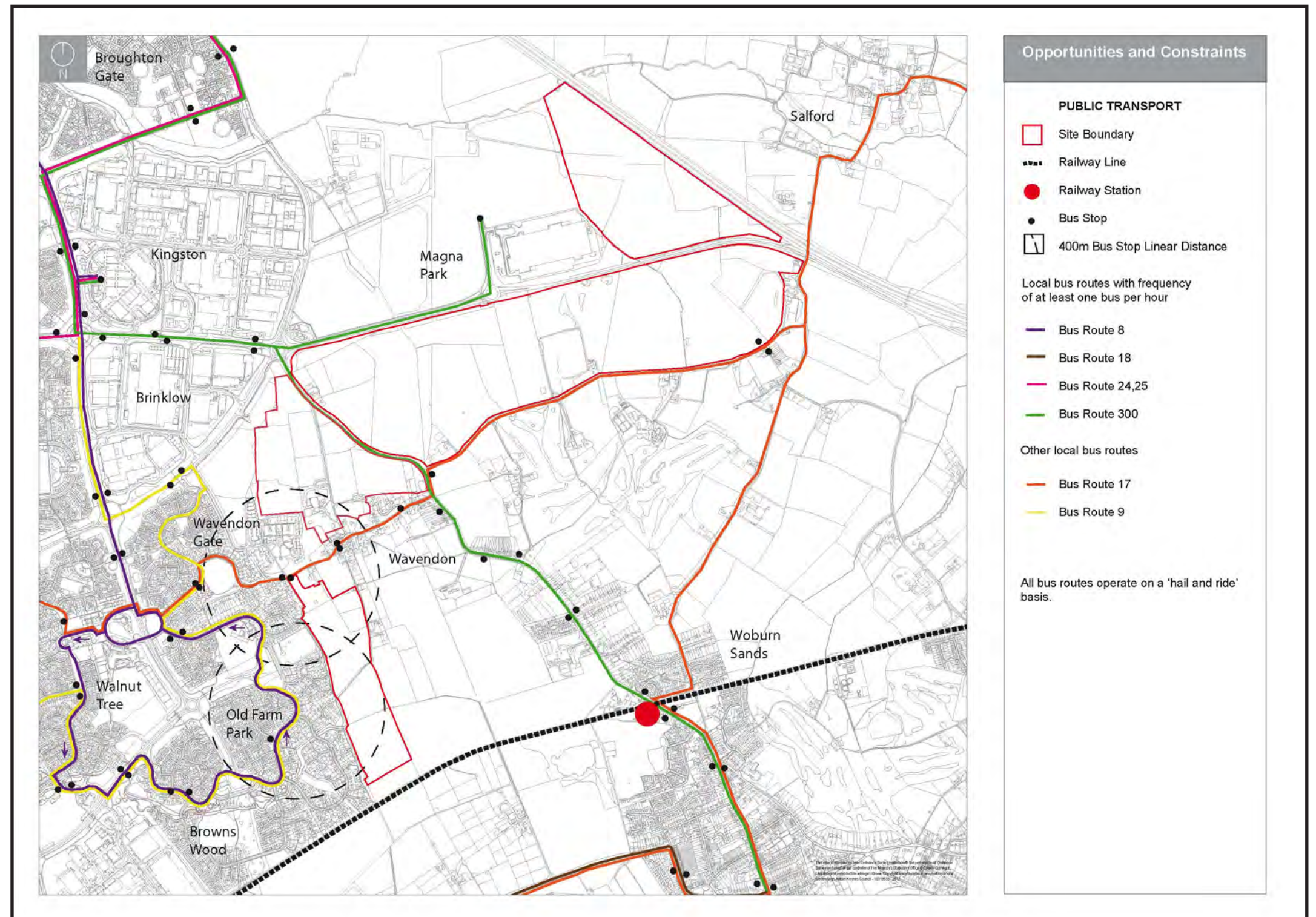


Figure 2.6 Public Transport

- The land south of the A421 and east of Magna Park are well-located in relation to the proposed high frequency network of bus routes operating along arterial corridors and other corridors of high demand, linking the older towns, rail stations, Western and Eastern Expansion Areas, Central Milton Keynes, the hospital, and other key destinations and local centres (see yellow routes on Figure 2.7).



Figure 2.7 Public Transport Strategy

Existing Road Hierarchy

- The only existing road crossing any of the SLA sites is Stockwell Lane which cuts through the land north of Wavendon from the A5130, providing access to The Stables and Wavendon village.
- The A421, which is the principal road serving the Strategic Land Allocation, connects to the M1 at junction 13. The A421 is dualed from the Kingston roundabout to the Fen roundabout.
- The land south of the A421 is also served by Lower End Road and Newport Road. Lower End Road has a more rural character, being narrow with no footways.
- The Church Farm site, is bounded on its western edge by the ends of a number of cul-de-sacs. There is a short length of frontage to Walton Road. There is the potential to extend the H10 (Bletcham Way) stub into the site.

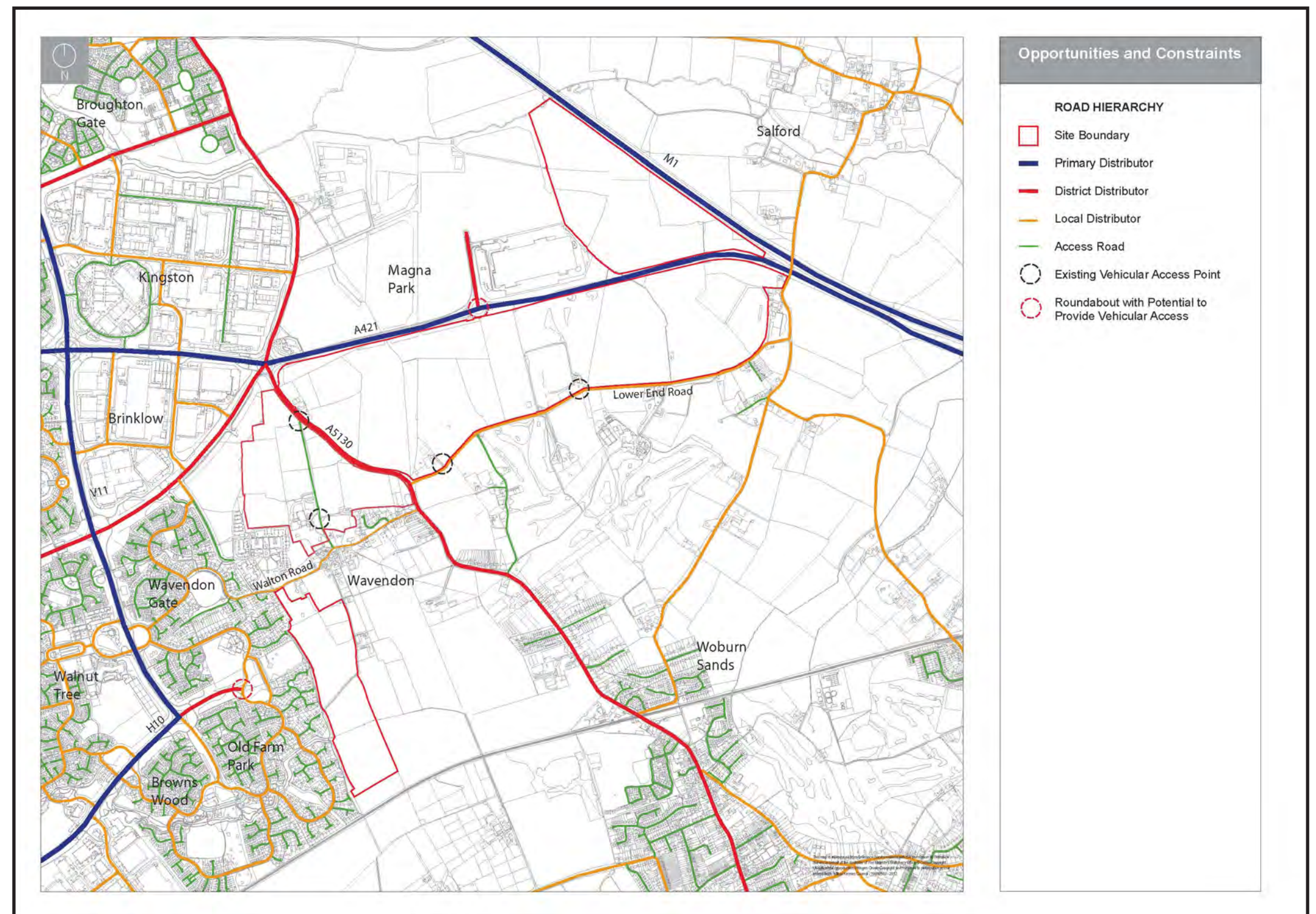


Figure 2.8 Existing Road Hierarchy

Pedestrian and Cycle Routes

- There is a network of redways adjoining the Church Farm site, within Wavendon Gate and Old Farm Park.
- There is an existing redway which runs along the northern edge of the A421 up to Fen roundabout and then into Magna Park. There is a cycle route which runs from Kingston roundabout along Newport Road to Woburn Sands.
- There are not a lot of existing public rights of way across the SLA. There are none crossing or bordering land east of Magna Park, one crossing land to the south of the A421 and two either crossing or bordering Church Farm, the latter which continues south across the railway line.

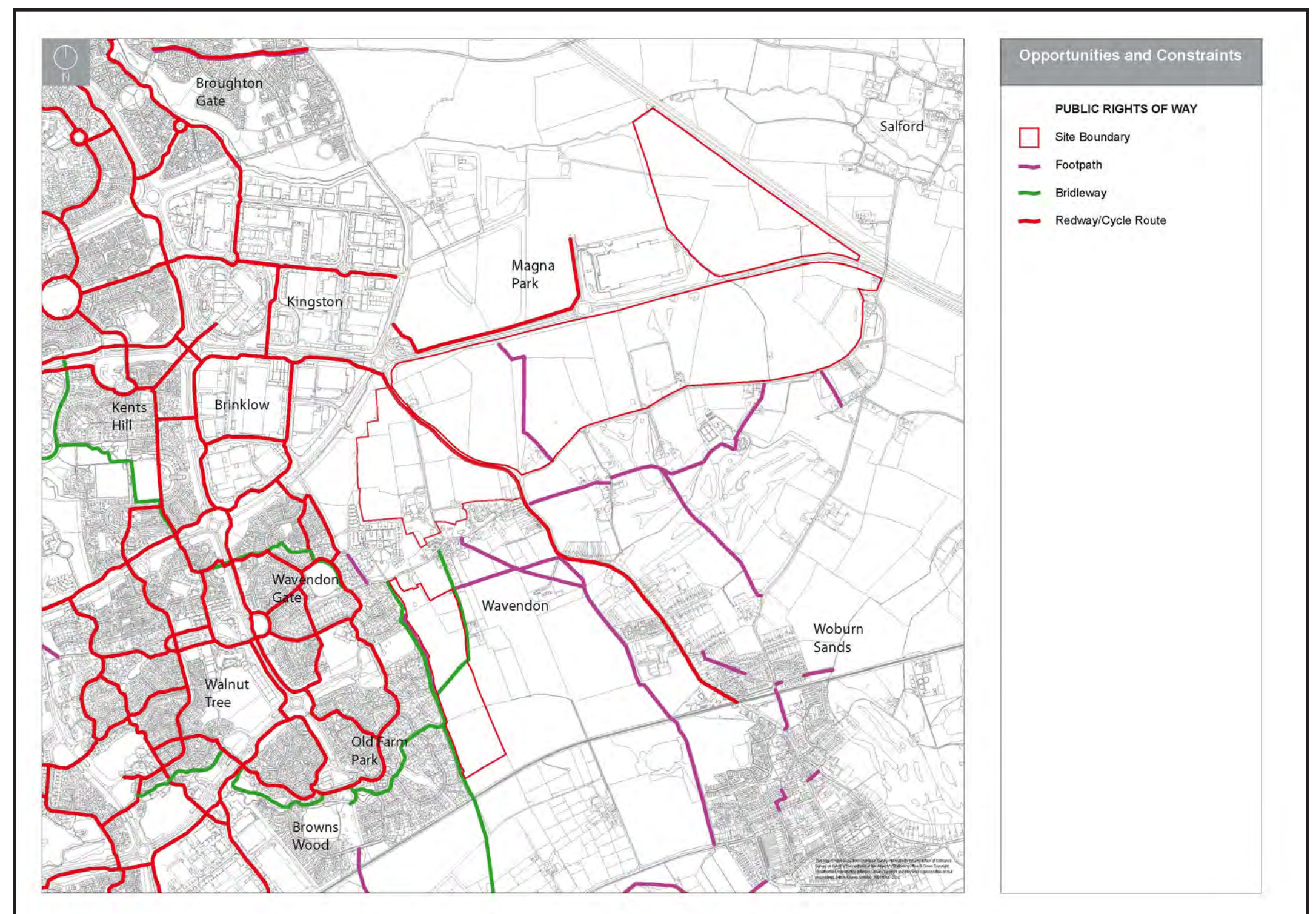


Figure 2.9 Pedestrian and Cycle Routes

2.8 Facilities

- Kingston, a district centre, lies in the vicinity of the SLA.
- There are two local centres in the vicinity of the SLA – Walnut Tree, & Woburn Sands. These are located more than 800 metres away from the SLA.
- There is an individual shop in Old Farm Park, which might potentially serve the Church Farm site.
- There are health centres in Broughton Gate and Walnut Tree.
- There are secondary schools in Walnut Tree. The closest primary schools are in Wavendon and Wavendon Gate.
- The Brooklands Development, which lies to the north of the Strategic Land Allocation, will include 2 primary schools, a secondary school and a local centre.
- The Stables music venue lies within the SLA, to the north of Wavendon.

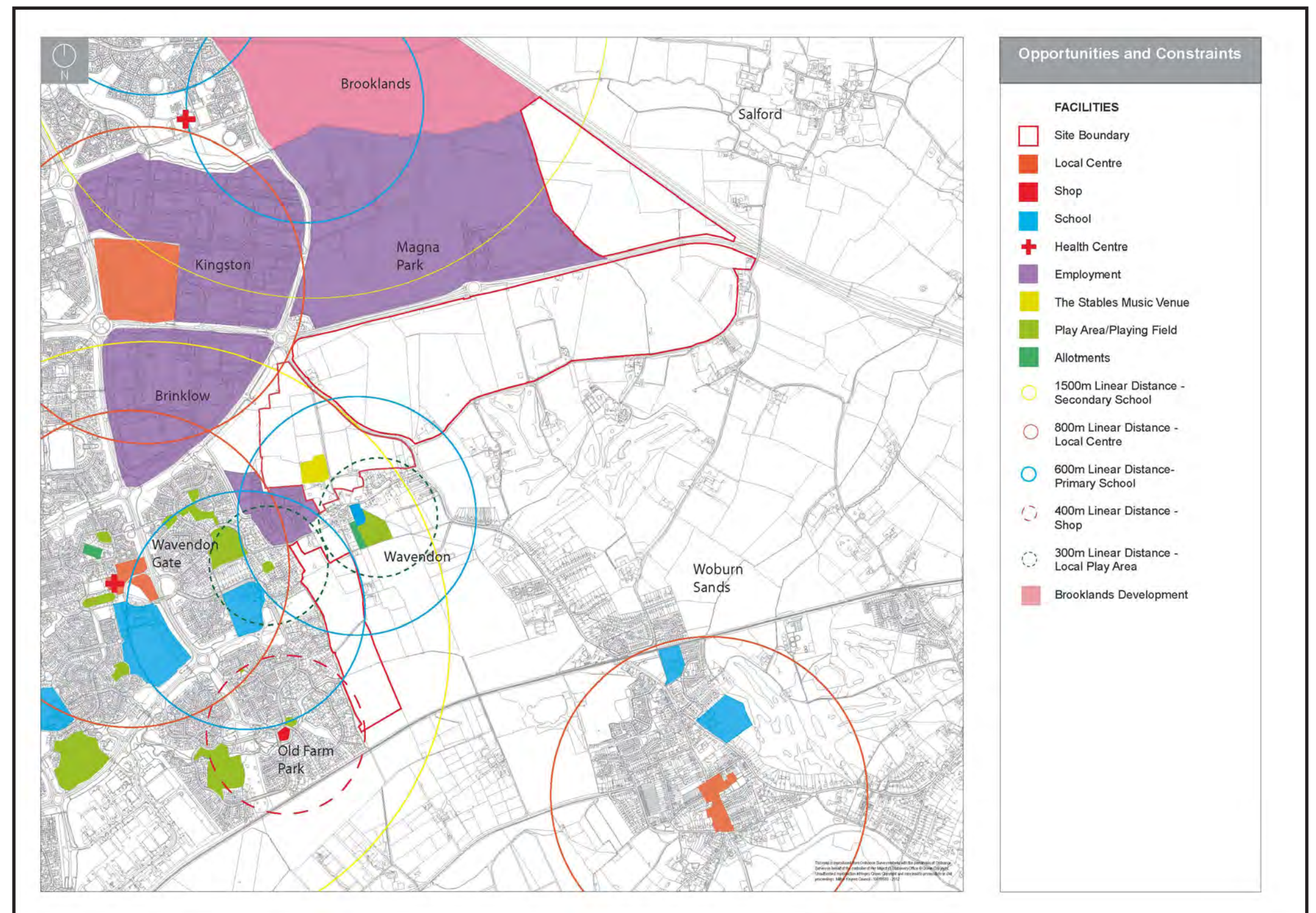


Figure 2.10 Facilities

2.9 Heritage

- There are two listed buildings within the SLA, in the land to the north of Wavendon, which should be retained. There are also a number of listed buildings which are located close to the Strategic Land Allocation, particularly along Lower End Road and in Wavendon village. Any development of the SLA should conserve the significance of these listed buildings by respecting their setting.
- Wavendon has a traditional village character, and includes a number of listed buildings.
- The SLA sites may contain significant buried archaeological remains and these constraints must be identified at the earliest opportunity through a programme of field evaluation prior to a planning application being submitted.

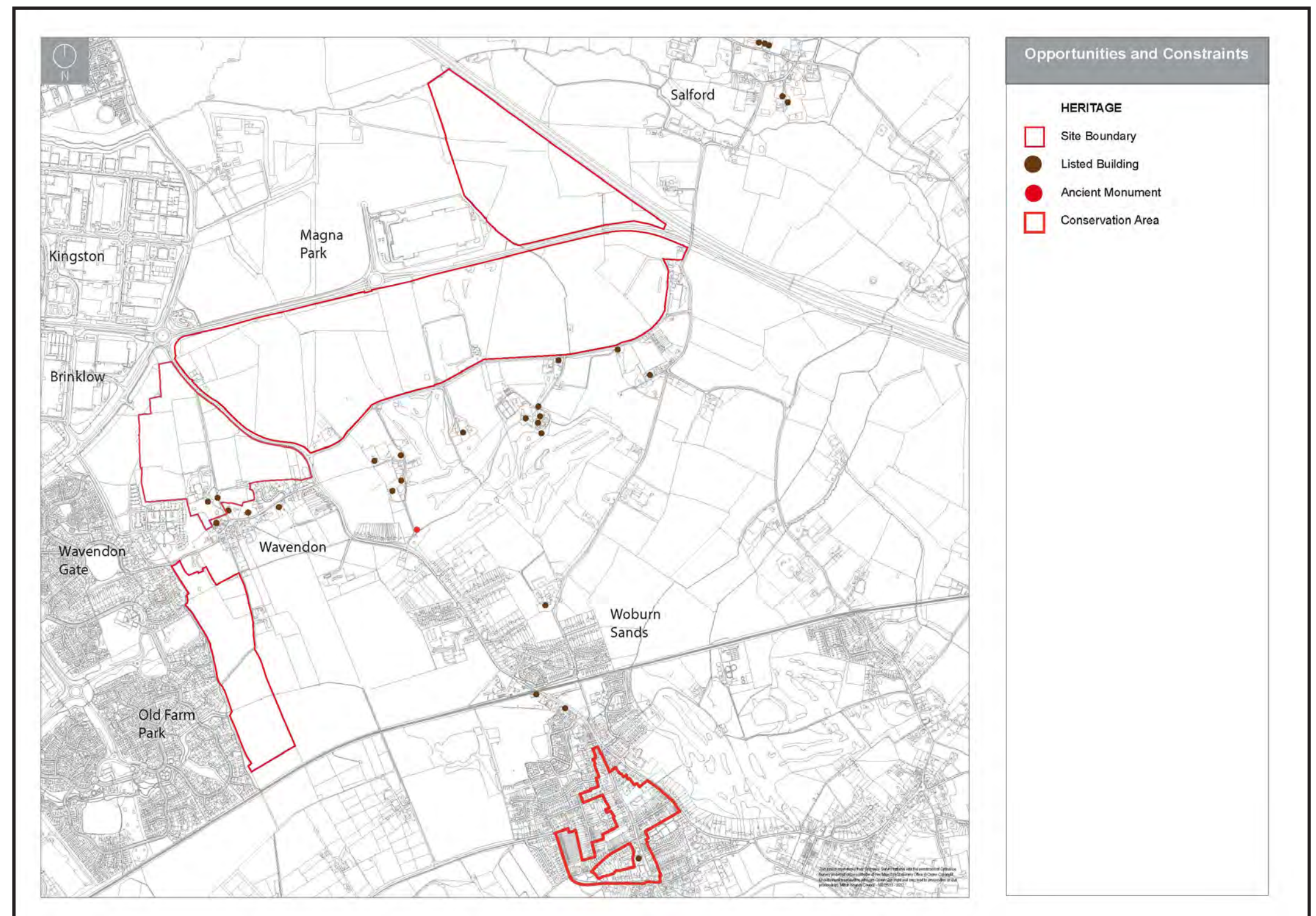


Figure 2.11 Heritage

2.10 Environment

- The motorway, the A421 and the railway line are sources of noise.
- The northern tip of the land east of Magna Park lies within flood risk zone 2.
- A secondary aquifer underlies the northern half of the East of Magna Park site. Secondary aquifers in Head Deposits (clays, silts, sands, gravels) and Glaciofluvial Deposit sands and gravels also underlies the Church Farm site.
- These secondary aquifers will require suitable protection from pollution from either historical or future land uses.

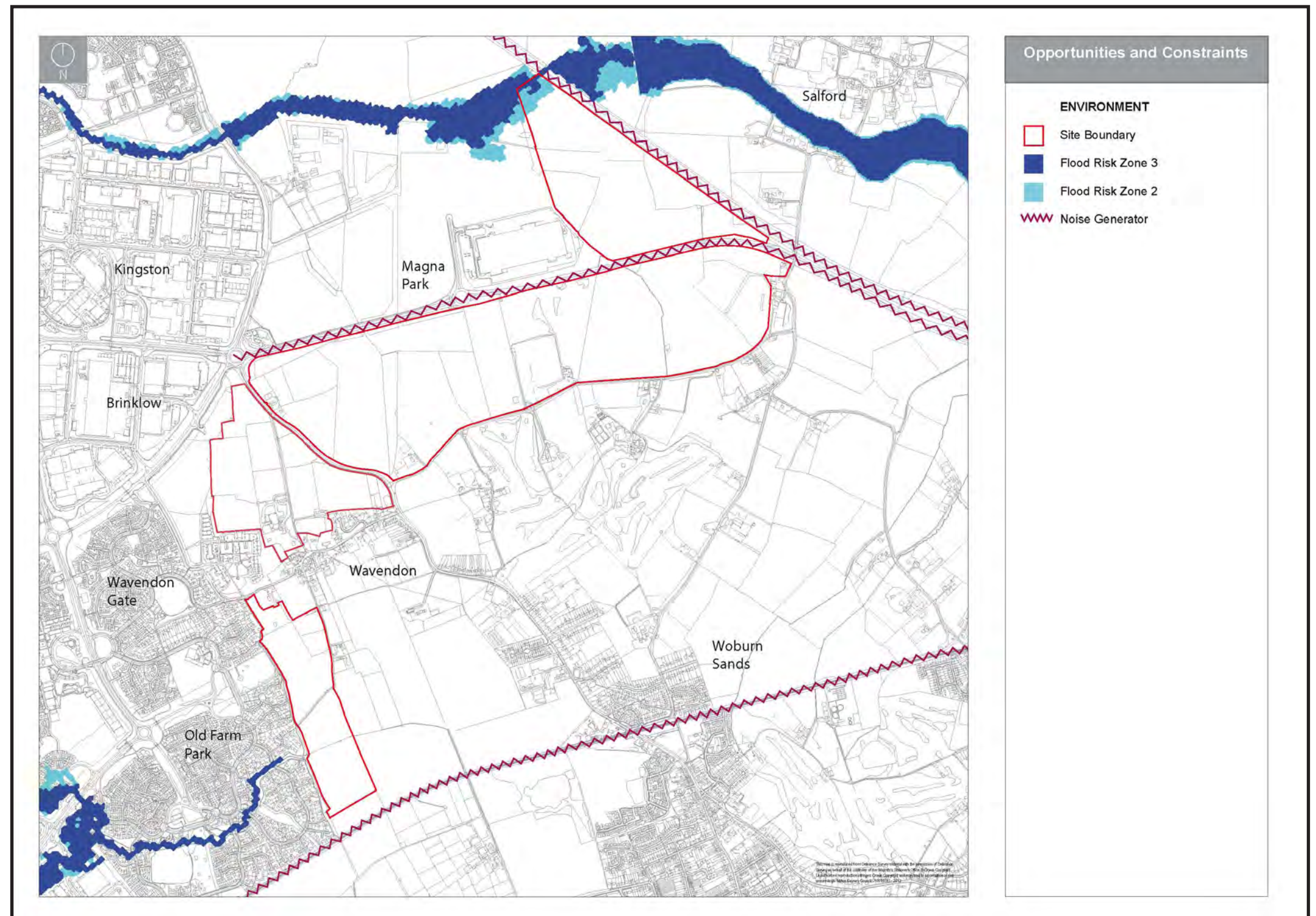


Figure 2.12 Environment

2.11 Utilities

- There is a gas pipeline which runs across the Strategic Land Allocation. An area either side of the pipeline will need to be kept free of any built development (6.6m corridor centred on the pipeline).
- There are also overhead lines crossing the area, but these are not considered to be a major constraint.
- There is a sewage treatment unit in the field opposite the entrance to Wavendon House Drive. This system serves a number of residential properties at Wavendon House.

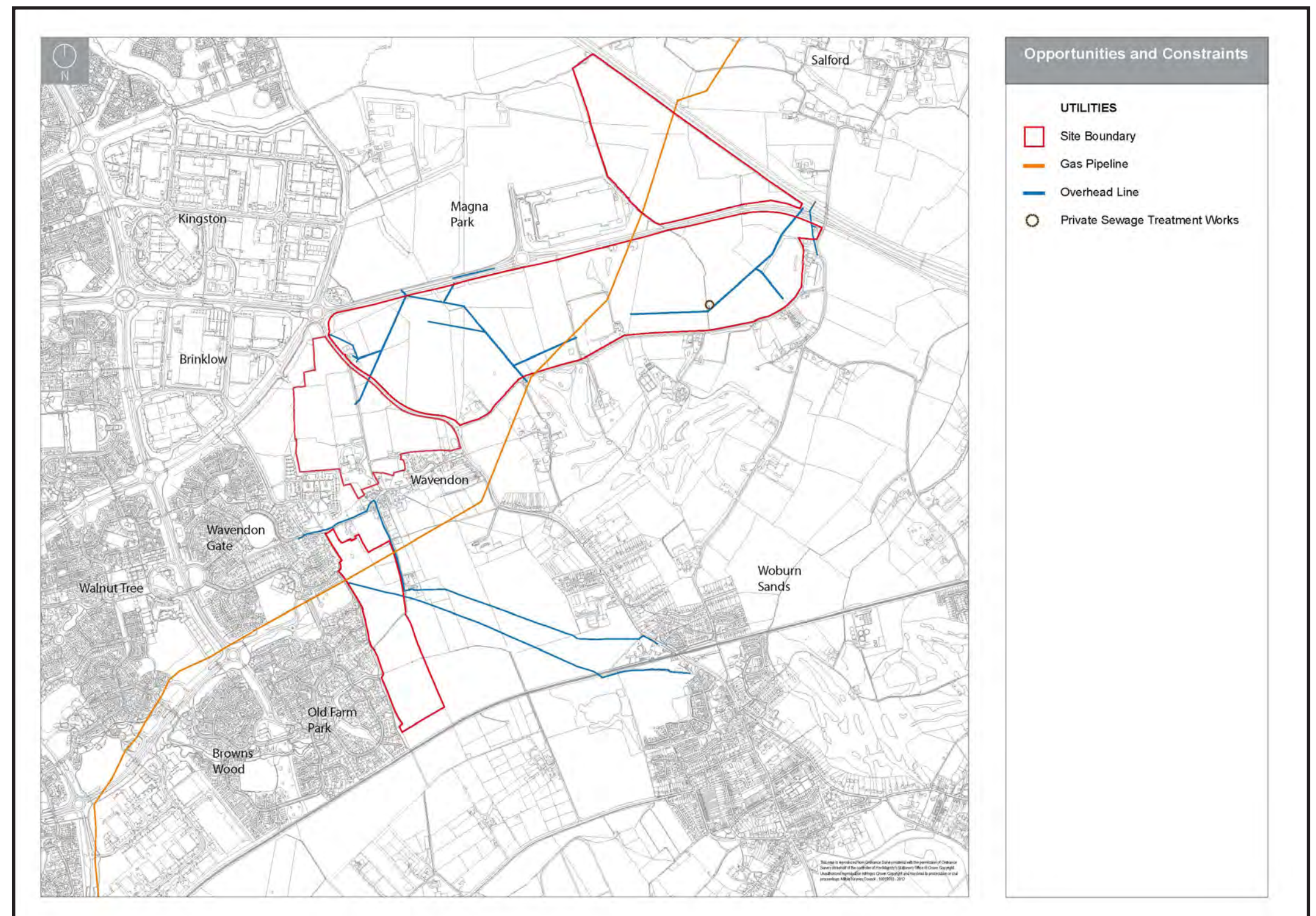


Figure 2.13 Utilities

2.12 Conclusions

2.12.1 Taking into account the opportunities and constraints identified in this section, the following factors and principles inform the preparation of the development framework:

Edge conditions

- The eastern corner of the land to the south of the A421 and land to the east of Magna Park represent an important gateway to the city. Development at the eastern corner of the SLA will need to project a positive image at the entrance to Milton Keynes.
- Development along Newport Road, and Lower End Road should front the boundary of the site, set back from the road with existing hedgerows retained.
- Development along the western edge of the Church Farm site should front the bridleway, with existing hedgerows retained.
- Built development on northern edge of Church Farm site should respect character of Wavendon village.
- Development along the southern edge of the A421 should be set back behind a landscaped belt of trees to provide visual screening.

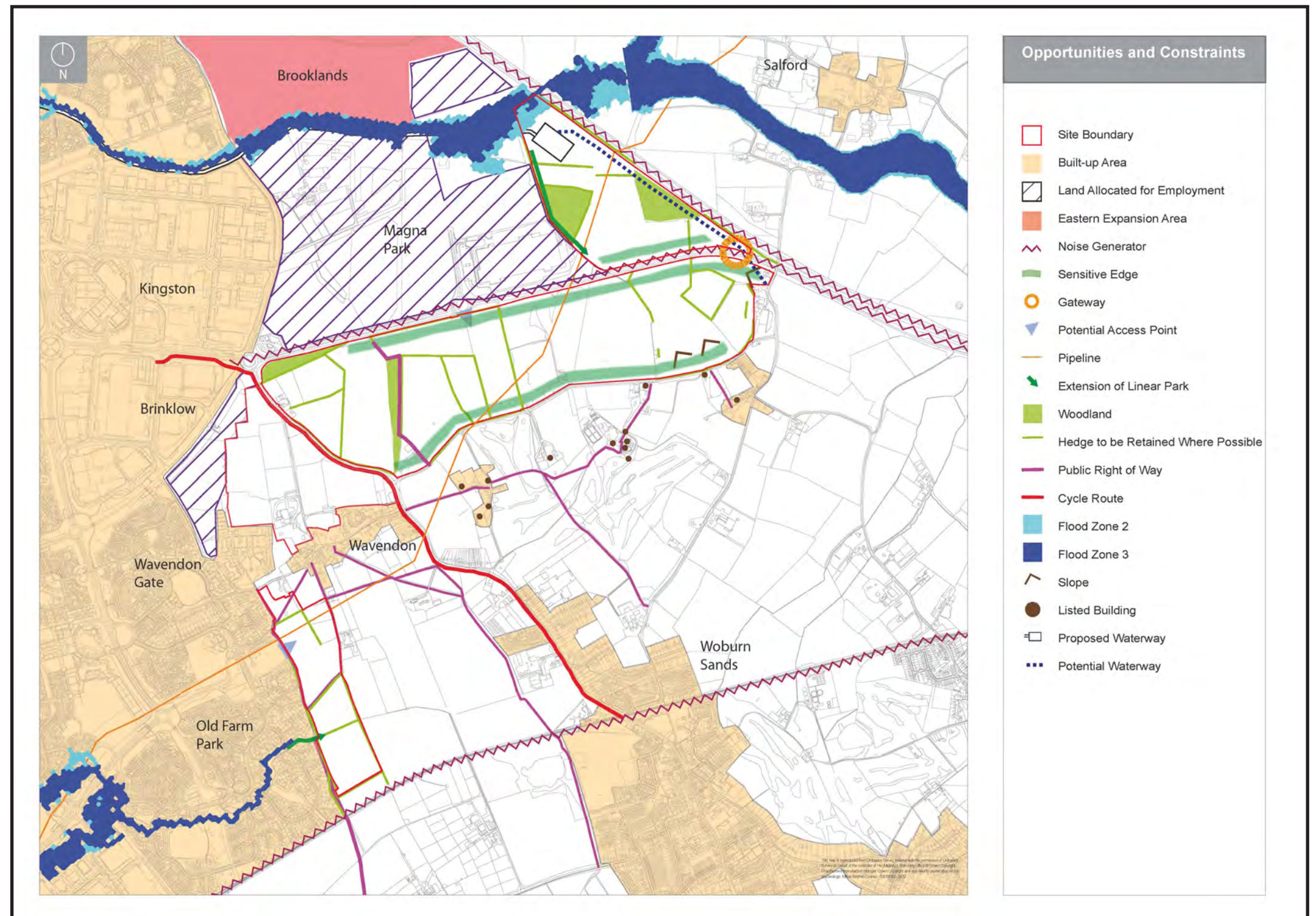


Figure 2.14 Opportunities and Constraints

Topography, views and drainage

- Masterplan layout should respond to and reinforce views of Brickhills from Church Farm and of Wavendon church from within land to the south of A421.
- Slope of land suggests that flood attenuation should be provided along A421.
- The Core Strategy requires that land is safeguarded for a route for the Bedford-Milton Keynes Waterway through the site.
- A long term defensible green buffer should be identified to create a clear separation between Wavendon village and the new development.

Habitat and vegetation

- Existing woodlands will be retained for landscape structuring, ecological, historical and recreational reasons.
- Existing hedgerows should be retained where possible. To ensure their long term maintenance they should be incorporated within the public realm where practicable.
- The Caldecott Brook and Broughton Brook linear parks should be extended within the SLA in the form of strategic and integrated green infrastructure.
- The strategic and integrated green infrastructure can also include the safeguarded route of the Bedford-MK Waterway.

Access and movement

- Principal access to the land south of the A421 and east of Magna Park should be from the A421.

- No footways along Lower End Road - future provision serving the development will be needed.
- Additional access to the land south of A421 and north of Wavendon will be required from A5130 Newport Road. Access to the Stables Music Venue will need to be considered to ensure that the development of the SLA has full regard to the current and future activities at The Stables Music Venue.
- An interim access to Lower End Road may be considered to ensure that the development of parcels of land is not delayed.
- There is potential to extend the H10 (Bletcham Way) stub into the Church Farm site.
- Development should link into the existing redway network and should connect with the proposed Bedford-MK waterway.

Facilities

- There are existing facilities in Wavendon, Old Farm Park and Wavendon Gate.
- Church Farm site should connect to existing rights of way in order to provide pedestrian access to facilities.

Heritage

- Development should not adversely affect the setting of the listed buildings along Lower End Road nor should new development compromise the village core and various "End" settlements in Wavendon Parish.

- Masterplanning of the Church Farm site should protect the integrity and character of Wavendon village.
- It will be necessary to identify archaeological constraints (particularly buried archaeological remains) by field evaluation at the earliest opportunity and prior to the submission of a planning application. Developers are recommended to contact the Council's Archaeology Officer at as early a stage as possible to discuss individual circumstances.

Environment

- Development highly vulnerable to flooding should be avoided in flood risk zone 2 at the northern tip of the land east of Magna Park.
- Mitigation measures to reduce impact of road noise from A421 will need to be employed.

Utilities

- No built development within a 6.6 metre corridor centred on the gas pipeline.

SECTION 3

DEVELOPMENT FRAMEWORK

- 3.1 Introduction
- 3.2 The Vision
- 3.3 Core Concept
- 3.4 Landscape and Open Space Strategy
- 3.5 Movement Framework
- 3.6 Land Uses
- 3.7 Character
- 3.8 Sustainability
- 3.9 Indicative Development Framework Plan
- 3.10 Indicative Land Use Budget

3.1 Introduction

- 3.1.1 The Development Framework is not a masterplan but rather highlights key principles that will help inform and guide subsequent Design Codes and Reserved Matters applications. Given that the SLA as a whole is owned by a number of parties, the Development Framework looks holistically at the development of the site and seeks to ensure a comprehensive form of development.
- 3.1.2 The vision has provided the basis for the development of the core spatial concept, and development principles specific to the SLA. It is underpinned by best practice urban design principles that need to be adhered to.



- 3.1.3 For more detailed design guidance, developers should refer to the Council's New Residential Development Design Guide SPD and to best practice urban design guidance (such as By Design, Urban Design Compendium, Safer Places, Manual for Streets).
- 3.1.4 The key strands of the Development Framework are:
- Landscape and Open Space Strategy
 - Movement Framework
 - Land Uses
 - Character
 - Sustainability
- Each strand of the Development Framework builds on the policy requirements set out in the Core Strategy.
- 3.1.5 These strands help to inform the Development Framework Plan and the associated indicative land use budget.



3.2 The Vision

An urban extension, founded on best practice in urban design and sustainable development, providing in the region of 2,900 homes and creating a strategic arrival Gateway for Milton Keynes.

A sustainable, safe and high quality urban extension which is well integrated with and accessible from the existing city. Its structure and layout based on the principles that have shaped the existing city, especially the grid road system, the linear parks and strategic and integrated water management.

A mix of dwelling sizes, types and tenures will provide housing choice and variety. A balanced mix of other land uses is envisaged with facilities, such as schools and community centres, integrated with the housing.

Neighbourhoods with a character that reflects the local context and well-designed buildings fronting attractive public spaces and streets.

Land for employment development will be designated to attract investment and allow people the opportunity of working close to where they live.

Transport facilities will promote the most sustainable forms of movement, such as walking and cycling, and give particular emphasis to public transport. Connections will be made to the rest of Milton Keynes' grid road and transport network.



3.3 Core Concept

3.3.1 The Concept Plan (figure 3.1) seeks to generate a distinctive sense of place which responds to the context of the site and the surrounding area. It is built around the following key principles:

- structuring the development around existing landscape features;
- locating key social and community facilities along public transport routes;
- protecting sensitive rural edges;
- minimising walking distances to key facilities and public transport routes;
- future-proofing the extension of grid roads and redways into the new development;
- mitigating the impact of noise from the A421;
- protecting the character and integrity of existing settlements;
- linking into the existing movement framework without adversely impacting on the highway network;
- providing infrastructure with or before development;
- creating walkable neighbourhoods;
- incorporating a safeguarded route for the Bedford-Milton Keynes Waterway.

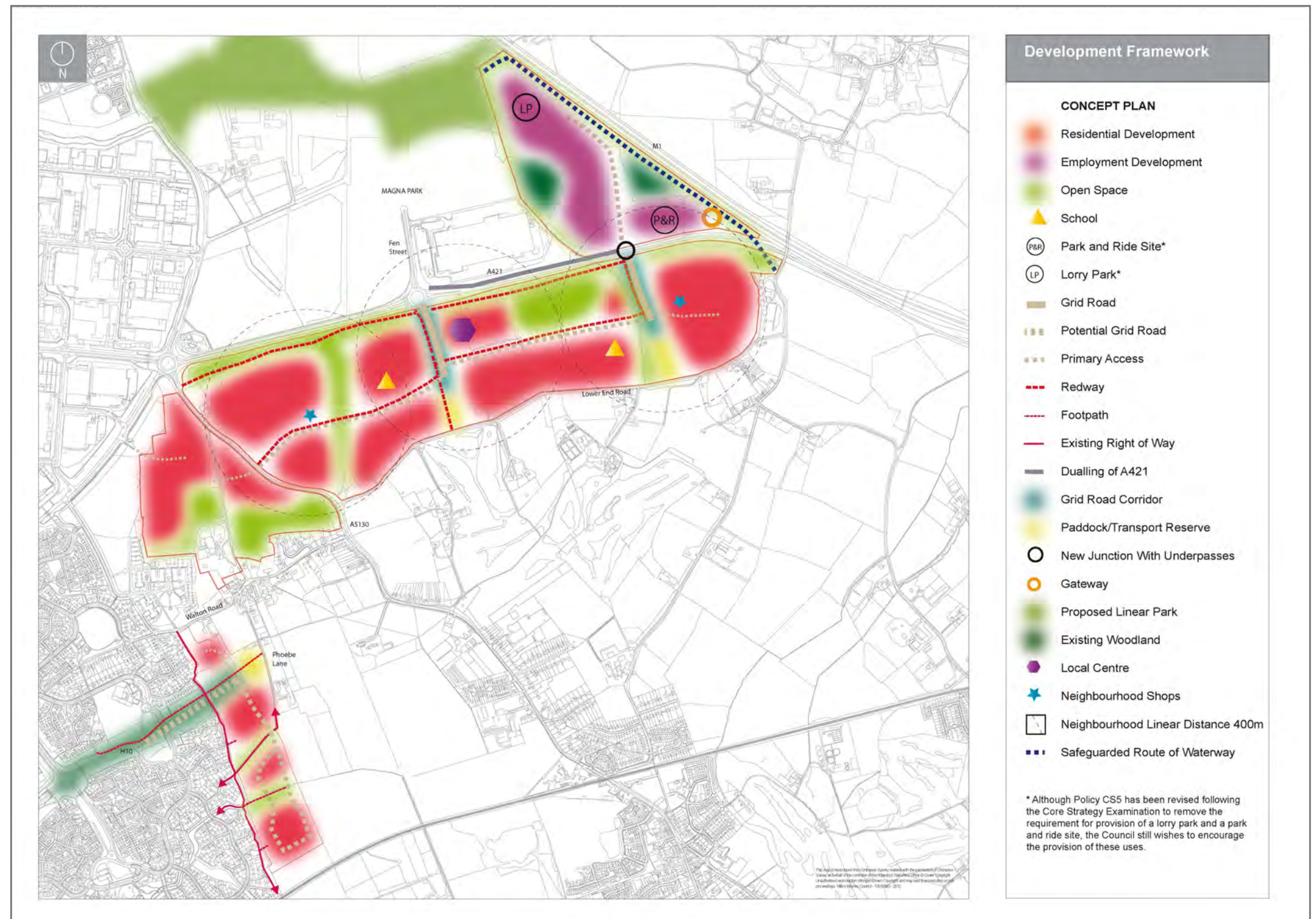


Figure 3.1 Concept Plan

3.4 Landscape and Open Space Strategy

The Core Strategy requires that:

- Open space is provided in line with the Council's minimum standards;
- High quality open spaces are created in line with the Milton Keynes Open Space Strategy;
- The green character of the city is continued through appropriate use of planting on streets and in public open spaces, and respecting the existing landscaped grid road corridors;
- Strategic landscape boundaries are created to the outer edges of the development area and to soften the impact of the development on the adjacent and surrounding open countryside;
- The existing linear parks system are extended into the urban extensions to provide multi-purpose green infrastructure;
- Sustainable and strategic surface water drainage are provided as part of a network of multi-purpose open spaces;
- The Key Diagram identifies a route for the Bedford-MK Waterway through the eastern edge of the SLA;
- Clear separation be provided between the new development and Wavendon village.

Landscape

- 3.4.1 The landscape strategy seeks to structure the development around existing natural features, such as hedges, watercourses and ponds, within the site. Where possible, existing landscape features have been incorporated into areas of public open space.
- 3.4.2 In order to create developable land parcels and provide road access, it may not always be possible to retain every hedgerow in its entirety. However, wherever possible, existing hedges should be retained, improved, where necessary, and incorporated into the development.

- 3.4.3 Developers should undertake arboricultural and ecological surveys, which should be submitted with their outline planning applications.

Edge Treatment

A421

- 3.4.4 Along the edge of the A421 a landscaped area of open space should be provided, serving as a recreational and ecological resource, as well as a noise and visual buffer from the road and the warehousing development to the north. This strip may vary in width, but should be designed to ensure that:
- a landscaped belt, including mature tree planting, is provided to screen the proposed housing from the A421 and warehousing units on the opposite side of the road;
 - provision is made for sustainable drainage, including wet and dry ponds;
 - a redway, overlooked by housing, is provided within the linear park along the length of the A421;
 - appropriate measures are included to mitigate noise. This might be achieved through a combination of distance from the noise source and sound insulation, or bunding.

Lower End Road/Newport Road

- 3.4.5 The existing hedgerows should be retained and where necessary strengthened. The hedgerows should be retained within the public realm, rather than included within private residential gardens. Houses should front Lower End Road/Newport Road. A service road and public footpath should be located inside the hedgeline (see Figure 3.2).

Church Farm

- 3.4.6 The boundary between the Church Farm development and existing properties in Old Farm Park/Wavendon Gate is provided by a strong hedgerow. A public bridleway and public footpath runs on the existing development side of the hedgerow. In order to ensure that this hedgerow is properly maintained and to provide surveillance of the bridleway, development should as a rule front the boundary. In certain circumstances, it may be acceptable to allow development to back onto this boundary. In these instances, a post and rail fence, immediately abutting the hedge, should provide the rear boundary treatment. Where this occurs, the hedge should not be conveyed to the individual property and should be managed and maintained as strategic landscaping.

- 3.4.7 The eastern boundary of the site is marked by a mature hedgerow, which should be retained. For part of its length, Phoebe Lane, which is a public right of way, runs along the outside of the site boundary. The development will be open to views from Phoebe Lane and from other public vantage points to the east.
- 3.4.8 Where development adjoins the public right of way, development should front the boundary to provide surveillance of the public right of way and to retain the existing hedge within the public realm. Elsewhere development can back onto this boundary provided the hedge is retained within an appropriately sized garden. For security, a weldmesh fence should be located on the eastern side of the hedge.
- 3.4.9 To the north of the Church Farm site, a post and rail fence with native hedge would provide an appropriate green boundary treatment.

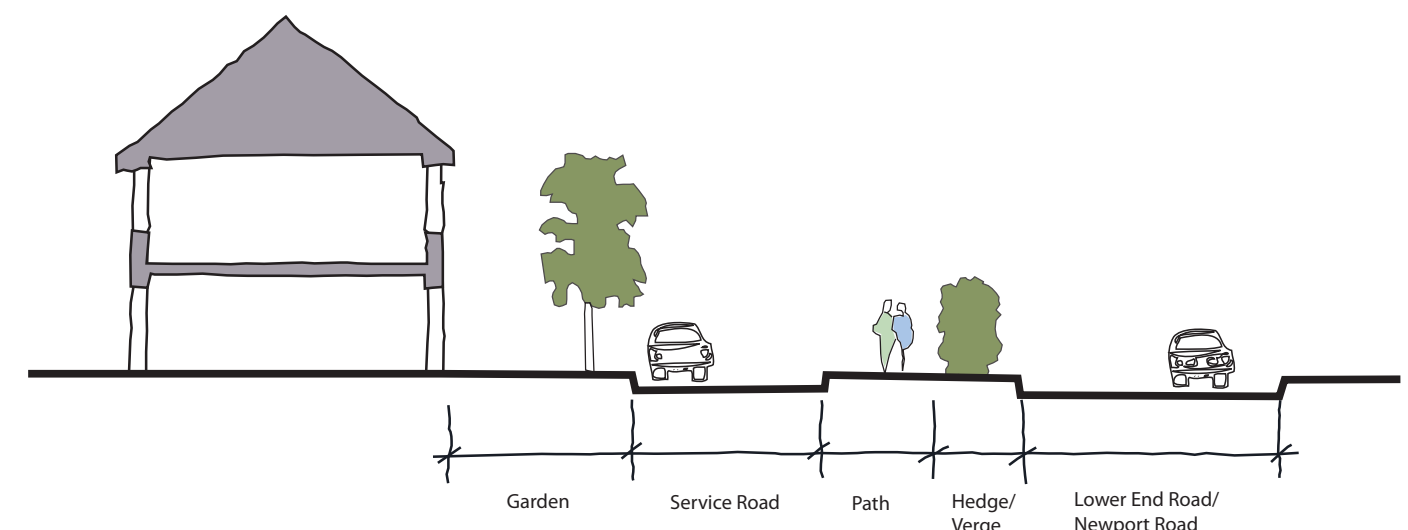


Figure 3.2 Edge Treatment Lower End Road/Newport Road

Land north of Wavendon

- 3.4.10 The existing landscape form and tree belts along the northern boundary of Wavendon village provide an attractive green setting for the village. The general extent of the landscape buffer is shown on the Policies Map and it is defined in more detail on the land use plan in this Development Framework. The landscape buffer provides public open space but also includes pieces of private undeveloped land which remain private.
- 3.4.11 The rural character of Stockwell Lane should be maintained. Existing hedgerows should be retained and strengthened, where necessary. Vegetation at the junction of Stockwell Lane and Newport Road should be enhanced to provide an appropriate transition on the approach to Wavendon village. Stockwell Lane itself should be retained as a pedestrian/cycle route.
- 3.4.12 The northern edge of Wavendon village, to the east of Stockwell Lane, should be bolstered with additional planting.

Areas of Wildlife Interest

- 3.4.13 Local Plan policy NE3 requires the enhancement of biodiversity in new developments. The protection and enhancement of biodiversity is a key objective of the Development Framework. The Framework seeks to protect a network of wildlife corridors, which provide ecological and pedestrian links. These corridors are generally based around existing natural features, such as woodlands, hedgerows or watercourses. A wildlife corridor is to be created adjacent to the A421,

incorporating areas of semi-natural habitat as part of sustainable drainage proposals.

Existing Woodlands

- 3.4.14 Existing woodlands should be retained and incorporated as part of the public open space network unless the reasons for the removal of woodland can be fully justified. Any proposed woodland loss must be supported with a full ecological & tree survey, along with a description regarding impact on the landscape character.

Existing Golf Course

- 3.4.15 Land to the north of Lower End Road currently forms part of Wavendon Golf Course. It includes a 9 hole par 3 course, 9 hole pitch and putt course, a driving range and clubhouse. A clubhouse serving the remaining golf course facility should be retained. In the short term the clubhouse is likely to remain in situ within the SLA land, but if the clubhouse is subject to redevelopment then proposals for alternative provision must be considered.
- 3.4.16 Prior to the physical redevelopment of the golf course land within the Strategic Land Allocation, the landowners will bring forward proposals for enhancement of the golf facilities south of Lower End Road. These proposals should contribute to the aims and objectives of Milton Keynes Council's up-to-date planning policies, sports and leisure policies and national planning policy, subject to the proposals being commercially viable and also having regard to

the other financial commitments that may be required from the landowner under the MK Tariff arrangements, Section 106 Agreements and Community Infrastructure Levy, if appropriate.

- 3.4.17 The proposals will be informed by an up-to-date assessment of the supply and demand for golf facilities, at the time of physical redevelopment of the land. This will be based on identified, justified and required sport/leisure facilities for golf set out in an up-to-date Sport and Leisure Strategy authored by Milton Keynes Council within six months of the physical redevelopment, or a golf assessment provided by the developers and agreed with Milton Keynes Council.
- 3.4.18 Land agreed for sport and leisure within the new development shall serve the requirements of that development and not be reduced by the need to recompense for any loss to the golf provision.

Open Space

- 3.4.19 Open space should be provided in accordance with guidance set out in the Milton Keynes Local Plan (Policy L3 and Appendix L3) and the Planning Obligations for Leisure, Recreation and Sport Facilities SPG. Appendix C of the Development Framework provides an explanation of how the standards have been applied to the SLA.
- 3.4.20 The design and layout of open spaces must respect site specific conditions and functional requirements. Open space and recreation features such as play areas must be designed with sufficient space to meet their functional requirement without conflicting with surrounding land uses, e.g. housing or being compromised by the space required to meet drainage scheme requirements.

	Minimum Size	Standard (per 1000 population)	Catchment Area
Local Play Area	0.2 ha (0.35 ha if surrounded by housing)	0.35 ha	300m
Neighbourhood Play Area	0.6 ha	0.6 ha	600m
Allotments		0.25 ha	
Local Park	1-2 ha	0.4 ha	600m
District Park	20 ha	0.8 ha	1200m
Playing Fields		1.5 ha	
Semi Natural Green Space			
	0.5 ha at 1km intervals		

Table 3.1 Open Space Standards



3.4.21 Provision for children's play should incorporate integrated 'natural' play opportunities giving children the ability to enjoy a wider environment.

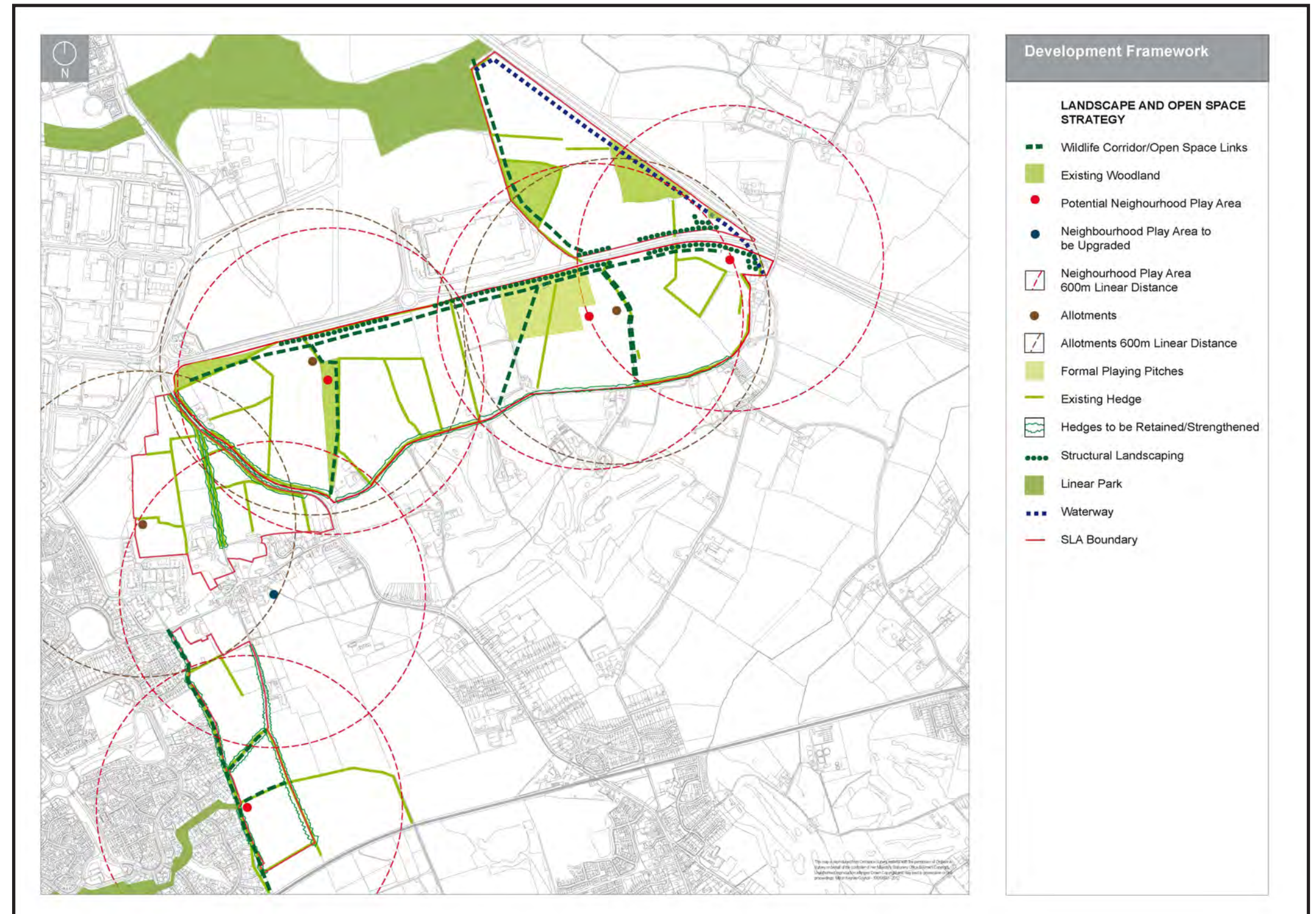


Figure 3.3 Landscape and Open Space Strategy

Linear Parks

Land to the south of the A421

3.4.22 The area of woodland which runs north-south through the site should be retained and enhanced. There is an existing public right of way which runs along the edge of the wood. The opportunity exists, with improved management of the woodland, to create a linear park, incorporating a neighbourhood play area.

3.4.23 Within the eastern part of the site there is a watercourse and hedgerow which run north-south. These features should be retained and enhanced within an area of open space, part of which lies within the grid road corridor.

3.4.24 An area of open space along the northern edge of the site has been identified as a linear park. It will act as a multi-purpose space, providing a noise and visual buffer, strategic flood management infrastructure, and pedestrian and cycle routes.

Land to the east of Magna Park

3.4.25 There is scope to create a pedestrian/cycle link with the Broughton Brook linear park to the north and extend it through the site. To the west of the site is an area of woodland which could be incorporated within the linear park. There is additionally a safeguarded route for the Bedford-Milton Keynes Waterway along the eastern boundary of the site.

Church Farm

3.4.26 Caldecott Brook forms the basis of a linear park which runs through Browns Wood and Old Farm Park. This linear park should be continued along the brook through the Church Farm site.

3.4.27 The hedges that line Phoebe Lane are an important landscape feature and should be retained and enhanced within an area of linear open space.

Land North of Wavendon

3.4.28 An extensive landscape buffer is to be retained in order to provide clear separation between Wavendon and the new development (see fig 3.4). The buffer will provide informal open space, but also includes areas of private land, such as The Stables, and private gardens for which no new development or public access is proposed.

3.4.29 The Core Strategy Examiner's report (at para 51) refers to the "openness of the area immediately to the north of Wavendon's settlement boundary...[as providing] ..an attractive green setting for the village. All land immediately to the north of the settlement boundary is considered to fall within the area that the Inspector describes and the Council is of the view that this land should remain open in character to continue to contribute to the attractive green setting of the village. At para 66 of the Core Strategy Examiner's report, the Examiner warns that without masterplanning of the SLA there could be a danger of a "piecemeal approach to the fringes of the village that could erode the openness of the area between

the village and the new development". The Development Framework therefore seeks to avoid the development of land on the fringe of the settlement boundary of Wavendon in order to protect the setting of the village.

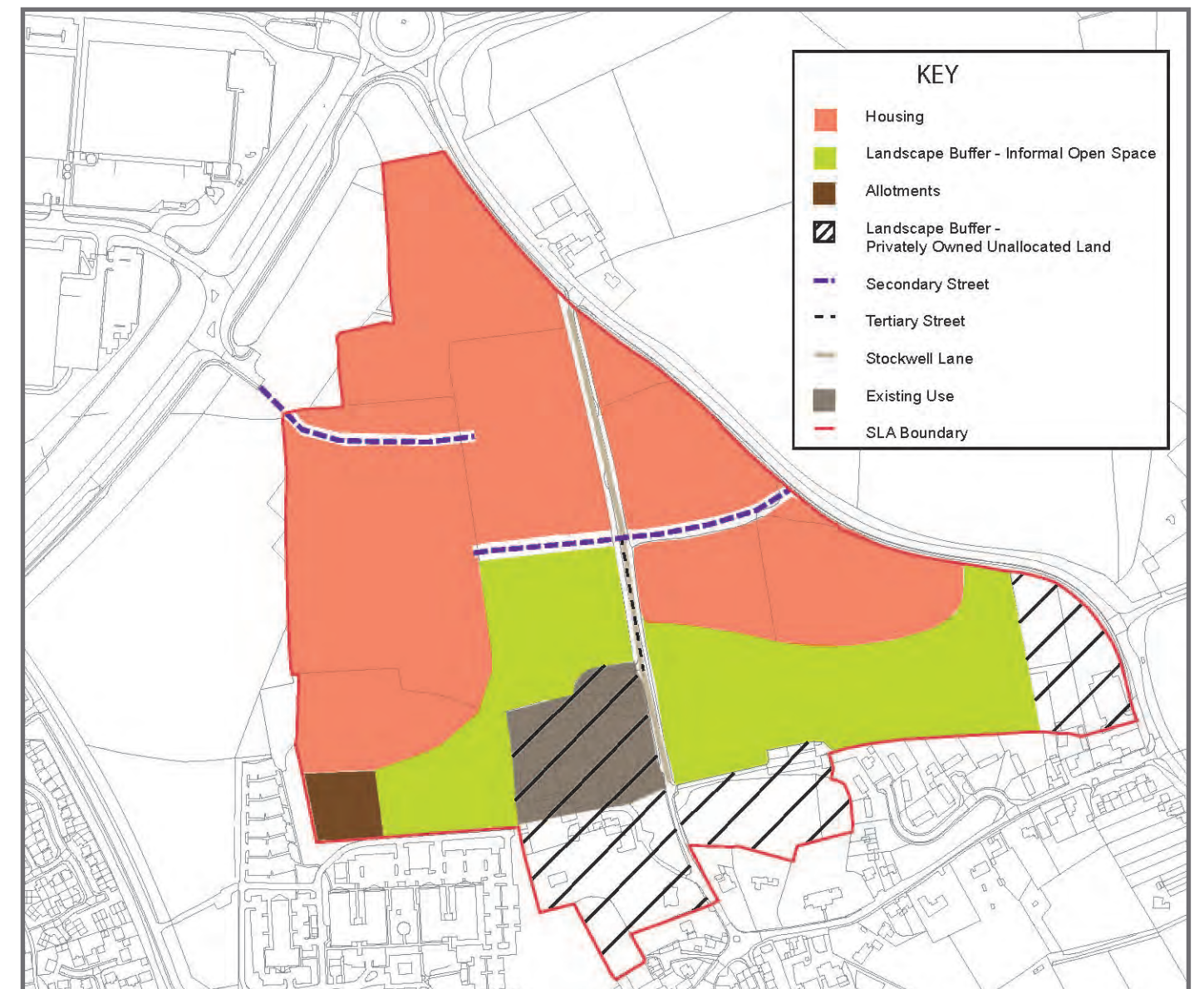


Figure 3.4 Landscape Buffer

Play Areas

3.4.30 The Landscape and Open Space Strategy plan (figure 3.3) identifies the potential location of Neighbourhood Play Areas. These areas should be a minimum size of 0.6 ha. One Neighbourhood Play Area will be required to serve the Church Farm development, with three serving the land to the south of A421. Rather than provide a new Neighbourhood Play Area within the land north of Wavendon, it is considered more appropriate to upgrade the existing play area in Wavendon village. Each Neighbourhood Play Area should serve a 600m catchment area.

3.4.31 Local Play Areas are not shown on the Development Framework, but should be provided in accordance with policy and should be identified on more detailed masterplans. They should be located within the residential areas at 500 metre intervals, and should be a minimum size of 0.2 ha (or 0.35 ha if surrounded by housing). Within the Church Farm site, there will not be a need to provide any Local Play Areas in addition to the Neighbourhood Play Area.

3.4.32 Individual Neighbourhood Play Areas should be designed to capitalise on their location and surroundings, and provide a choice of experience (see table 3.2). Developers should consult relevant Council officers, the parish council and other stakeholders, in drawing up proposals for Neighbourhood Play Areas.

PROPOSED NEIGHBOURHOOD PLAY AREAS	
Location	Characteristics
Church Farm site	Linear park location provides the opportunity to create a trim trail or off-road cycle route.
Land south of A421 (west)	Woodland area provides the opportunity to create a trim trail or off-road cycle route.
Land south of A421 (central)	Location adjacent to formal playing pitches makes this a suitable site for a Multi-use Games Area (MUGA).
Land south of A421 (east)	Location adjacent to A421 makes this a suitable site for a wheeled sports facility/skatepark.

Table 3.2 Neighbourhood Play Areas



Allotments

3.4.33 Two areas of allotments, each totalling 0.6 ha in size, should be provided within the land south of A421, together with an area totalling 0.4 ha within the land to the north of Wavendon as shown on the Landscape and Open Space Strategy plan (figure 3.3).

3.4.34 An area of allotments will not be required within the Church Farm site. A financial contribution, based on the Council's standards for allotment provision, should be made towards the provision of the facilities within the land north of Wavendon.

Playing Fields

3.4.35 A site for playing fields, totalling 7.4 ha, should be provided within the land south of A421. Ancillary facilities such as sports pavilions and car parking should be provided. The sports pavilion should be designed as a multi-use building which can also serve as a community centre. It should be located along the public transport route close to the local centre.

3.4.36 An area of playing fields will not be required within the Church Farm site. A financial contribution, based on the Council's standards for playing field provision, should be made towards the provision of off-site facilities.

3.5 Movement Framework

The Core Strategy requires that:

- New bus services are provided to major new areas of development when sufficient buildings are occupied;
- Redways should be built within the landscape corridor of all new grid roads, as well as elsewhere within new developments;
- The Council's car parking standards are effectively integrated into the layout of new developments;
- The city's grid road network is maintained and future-proofed, and extended into new development areas;
- The proposed alignment of the Bedford to Milton Keynes waterway is safeguarded;
- A proportionate contribution to new or upgraded transport infrastructure that is made necessary by the development;
- Walkable neighbourhoods are created so that everyone lives within walking distance of a viable bus route, local shops and other day-to-day facilities;
- Development links to the surrounding road, redway and grid road network;
- Not precluding further expansion other than where the proposals include a permanent long-term boundary for the City;
- The highway network will be served by Park and Ride sites on the edge of the city and in close proximity to the strategic highway network;
- Demand management measures are used in order to help achieve a shift from journeys by car to more sustainable transport.

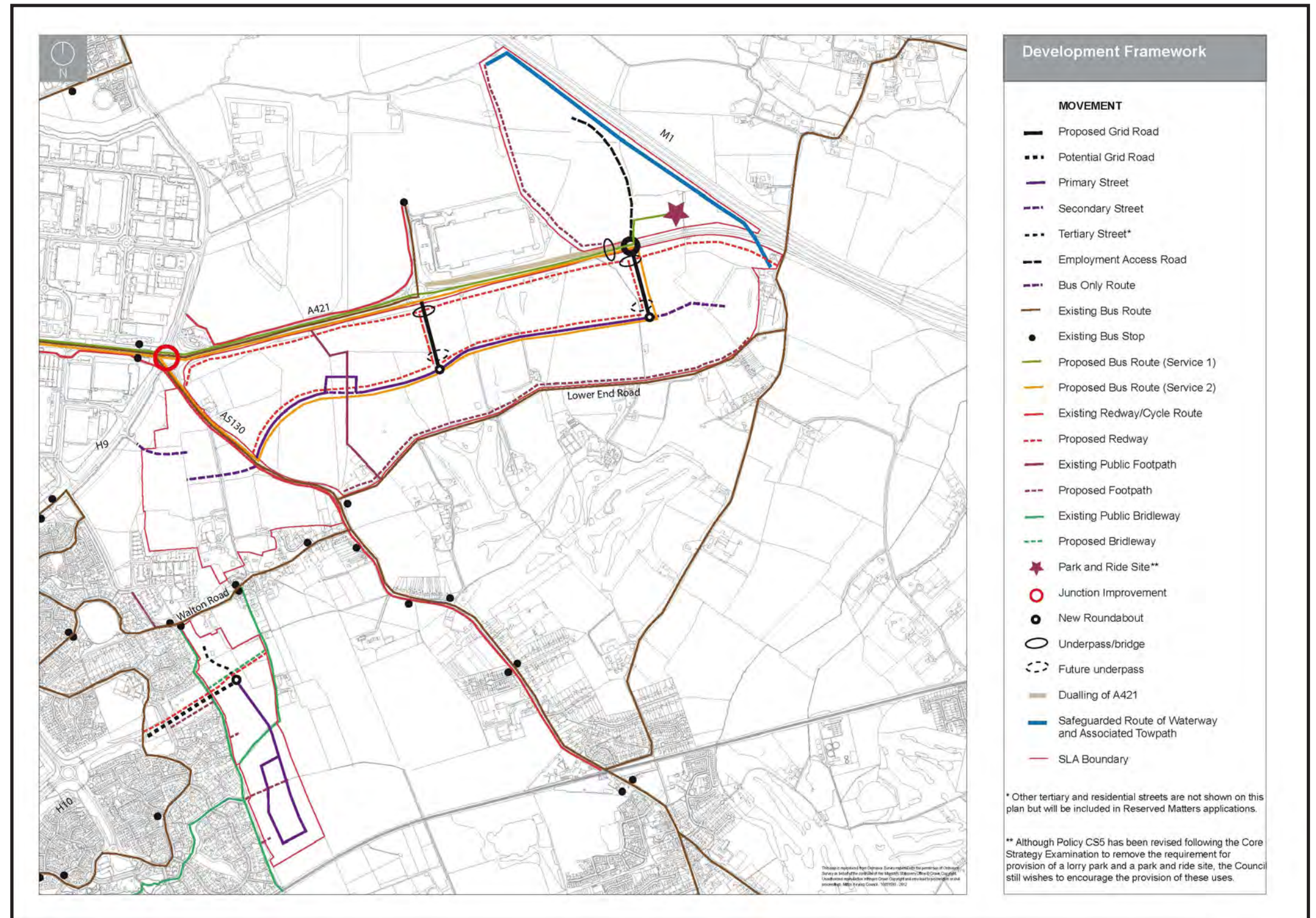


Figure 3.5 Movement Strategy

3.5.1 The Movement Strategy is illustrated on figure 3.5.

3.5.2 The submission of a Transport Assessment will be required as part of any planning application, to determine whether the impact of the development on transport is acceptable. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

Highway Access

Land to the south of A421

3.5.3 Primary access to the land south of the A421 will be provided by means of new grid roads from two points on the A421: the existing Fen roundabout and a new roundabout at the eastern end of the site. A secondary access point on Newport Road will be provided.

3.5.4 The secondary access road to the land south of the A421 onto the A5130, Newport Road should not be opened to vehicular traffic until, at the earliest, the upgrade of the Kingston roundabout is complete and the dualling of the A421 to the Milton Keynes Council boundary and preferably to Junction 13 of the M1 is in place. The phasing of the opening of the secondary access should be linked to:

- Evidence of the reduced performance of the new Kingston Junction, as a result of increased pressure from the A421 from the east;
- Completion of the dualling of the A421 to the

MKC boundary and preferably all the way to Junction 13 of the M1. However this latter section of dualling does not yet have funding and whilst, the Council is optimistic that it will come forward as it is a regional priority within SEMLEP, it would not be appropriate to restrict development on the basis of the delivery of infrastructure that is currently outside of the Council's direct control and in a neighbouring authority's area;

- The latest position regarding the East West Rail service, the electrification of the line (planned for 2019) and the level crossing option selected to be taken forward at Woburn Sands.

3.5.5 Given the above phasing requirements and anticipated build out rates it might be that the secondary access may not be required before 2021. In the meantime the local community will benefit from the improved Kingston roundabout.

3.5.6 When proposals for new junctions on the A5130 serving the SLA come forward they will be subject to consultation with local residents.

3.5.7 With regard to access to the land to the north of Wavendon this will need to be considered in detail (bus routes, junction on A5130, access to The Stables etc) as part of the detailed transport assessment accompanying planning applications.

3.5.8 There are existing accesses to the golf course clubhouse and Sibley Haulage, which may continue to be in use for the foreseeable future. Apart from these existing accesses, it is the Council's position that emergency access only will be allowed onto Lower End

Road. If required, and only to ensure that development in this area is not delayed, the Council will consider the use of interim access arrangements. The Council, though, expects that the need for such arrangements will fall away once a phasing plan is agreed by all interested parties. This will be considered in more detail in a Transport Assessment accompanying any planning application.

3.5.9 There is a danger that the primary street could be seen as a 'cut-through' from the A421 to Newport Road. Measures may be required to ensure that this is not seen as an attractive option. For example, a short section of the primary street between Fen Roundabout and Newport Road could be restricted to buses, with other vehicles required to make a short detour.

Land to the east of Magna Park

3.5.10 Access to the land east of Magna Park will be provided from a new roundabout on the A421. Development will be served off a single access road which will terminate at the northern end of the site. Suitable turning facilities for HGVs will be required at the end of the cul-de-sac.

Land north of Wavendon

3.5.11 Access to the land north of Wavendon will be provided by two new roads - one from the A5130 Newport Road which will also provide access to The Stables, replacing the most eastward section of Stockwell Lane; and a second from the H9, Groveway, through the Towergate site.

3.5.12 The two access roads will not provide a through route through the land north of Wavendon for cars in order to prevent traffic cutting through the development to avoid the Kingston roundabout. The Council is, however, keen to encourage the provision of a bus route through the site, serving both the new homes and bringing a public transport route closer to The Stables music venue. Measures such as a bus gate or rising bollards could be installed to enforce bus only access.

3.5.13 Stockwell Lane will be retained as a pedestrian and cycle route, subject to adequate alternative access being provided to The Stables Music Venue.

Church Farm

3.5.14 Any access to the Church Farm site from the H10 Bletcham Way must ensure that an extension of the grid road network, if required to serve future development, is not prejudiced by the current proposals. To that end, transport reserves are identified and protected within the Church Farm site.

3.5.15 For the Church Farm development, the Council's strong preference is for access to be provided in the form of a single-carriageway grid-road extension of H10 through the paddock located between Gable Thorn and Ravel Close, with protected additional land alongside to enable the possible dualling at some future date. The junction at the end of this H10 extension must allow for the possible further extension eastwards of H10 at some future date.

3.5.16 The exact nature of this access, including the design of grade separated pedestrian, cycle and bridleway crossings should be established through the preparation of a Transport Assessment. However, it is proposed that Byrd Crescent be closed to through vehicular traffic at the point at which it is crossed by the new access road into Church Farm from the H10. Byrd Crescent could always be re-opened to vehicular traffic should the full grid road, including the bridge over Byrd Crescent be constructed in the future.

3.5.17 It is proposed that Byrd Crescent be closed to through vehicular traffic at the point at which it is crossed by the new access road into Church Farm from the H10. This will prevent traffic from the new development entering Byrd Crescent and will allow for a pedestrian crossing to be provided over the H10 access road to improve safety for pedestrians and cyclists crossing from Old Farm Park into Wavendon Gate at this point. Byrd Crescent could always be re-opened to vehicular traffic should the full grid road, including the bridge over Byrd Crescent be constructed in the future.

3.5.18 Emergency access will be provided to either Phoebe Lane and/or Walton Road.

Upgrading of Kingston Roundabout

3.5.19 Improvements will be required to Kingston roundabout in order to accommodate the increase in traffic generated by the SLA. Government funding has been approved for improvements to Kingston roundabout and the dualling of the A421 for Fen roundabout to the new Eagle Farm North Roundabout. The Council, in consultation with local communities, will now progress the schemes towards delivery in 2014.

The Surrounding Rural Road Network

3.5.20 The Council has recently undertaken a South East Rural Roads Study and will initiate discussions with Central Bedfordshire Council and the rural parishes in the area surrounding the SLA, including Aspley Guise, Woburn Sands, Wavendon and Hulcote & Salford to discuss the impact of traffic from the Milton Keynes urban area, assess the need for calming measures and provide these where necessary.

Public Transport

Buses

Land south of A421

3.5.21 A bus route would be provided along the main spine road from the new A421 roundabout to Newport Road. A dedicated bus service (service 2 on figure 3.5) would link to Kingston

District Centre and CMK. Frequency would start at every 20 minutes, but build up over time as the SLA grows.

Church Farm

3.5.22 There is an existing bus service that serves Gregories Drive and Britten Grove. The need for the provision of a public transport service to the Church Farm site should be established through the preparation of a Transport Assessment.

Land north of Wavendon

3.5.23 The Council is keen to encourage the provision of a bus route through the site, serving both the new homes and bringing a public transport route closer to The Stables music venue. Measures such as a bus gate or rising bollards could be installed to enforce bus only access.

East-West Rail

3.5.24 Network Rail has established a Task Force which is considering what will need to be done to the existing level crossings along the route of East-West Rail ahead of the delivery of the rail proposal. The outcome of this work is not yet known and is not therefore available to inform this Development Framework. However, developers will need to have regard to and respond to the most up to date information when preparing planning applications and transport assessments for the development of the SLA.

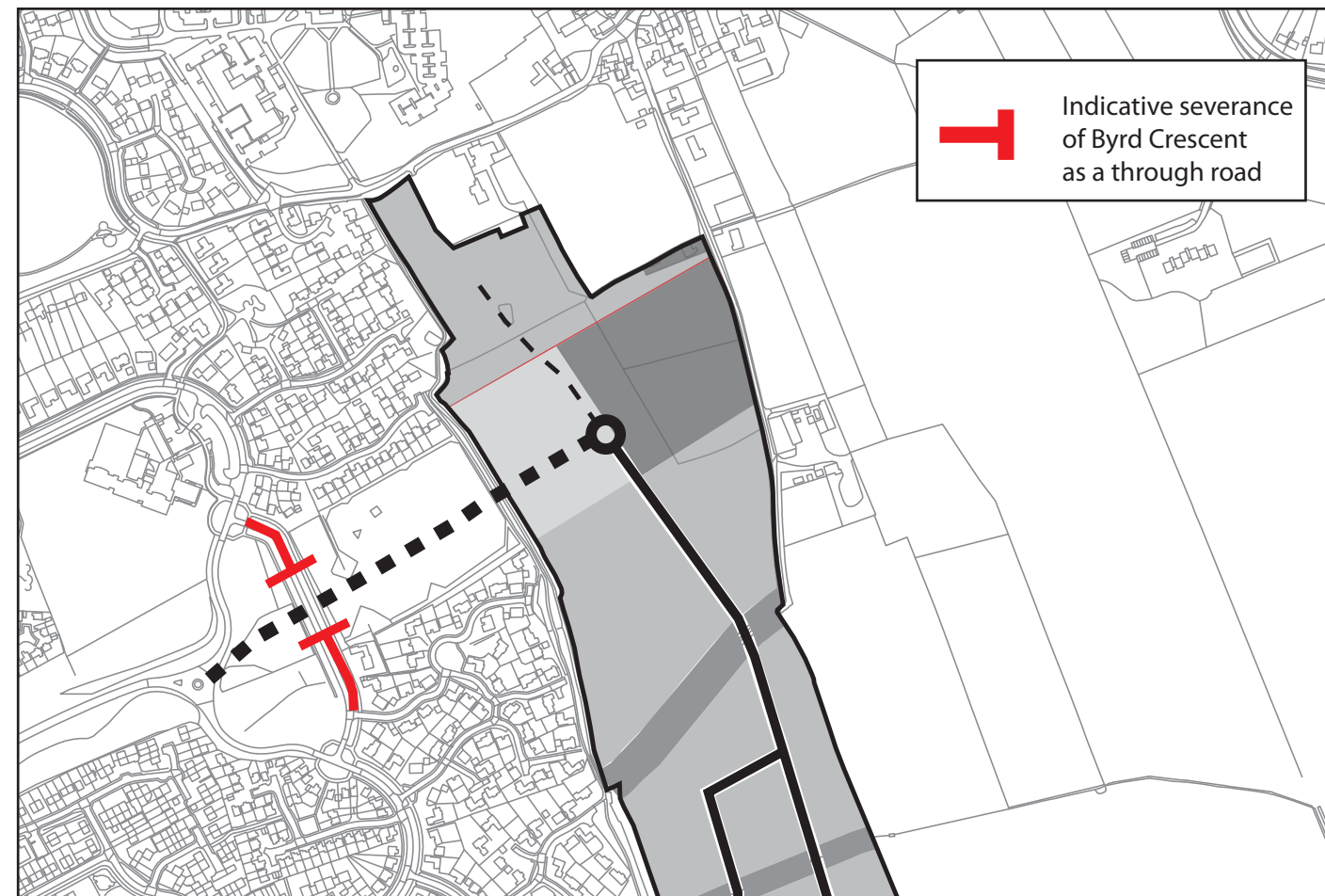


Figure 3.6 Indicative Plan of Access to Church Farm

Dualling of A421

- 3.5.25 Dualling of the A421 from M1 Junction 13 to the Fen Roundabout is an objective of the Council's Local Transport Plan (LTP3). To accommodate increased traffic flows to and from the M1 and through to Bedford, the Council will deliver dualling of the A421 in conjunction with the HCA.
- 3.5.26 A new roundabout will be required to serve both the land east of Magna Park and the land south of the A421. Development to the east of the proposed roundabout should be designed to allow for the future dualling of the A421 (on its southern side) to the M1.

Park and Ride Site

- 3.5.27 Whilst the requirement for a Park and Ride site has been removed from Policy CS5 following the Core Strategy examination, Policy CS11 requires the highway network to be served by Park and Ride sites on the edge of the city, in close proximity to the strategic highway network.
- 3.5.28 The SLA is the last piece of developable land on the eastern edge of the city and so it remains the Council's view that the SLA is an appropriate location for a Park and Ride site serving the strategic highway network, in accordance with Policy CS11.
- 3.5.29 A dedicated park and ride bus service linking Central Milton Keynes, probably via Milton Keynes Hospital, would be provided. Frequency would be every 15 minutes.

Redways, Footpaths and Bridleways

Redways

- 3.5.30 The redway network will be extended into the Strategic Land Allocation. Within the land south of the A421, redways will be provided along the primary street, the grid roads and through the linear park along the northern edge of the site. Any land to be safeguarded for a potential future H10 grid road extension should also allow for a future redway extension connecting to Phoebe Lane to the east.
- 3.5.31 A pedestrian and cycle crossing between the land south of the A421 and land north of Wavendon should be provided as part of any new junction on the A5130.

Bridleways and Footpaths

- 3.5.32 As part of the extension of the Broughton Brook linear park, a footpath should be provided along the western edge of the land east of Magna Park.
- 3.5.33 There is a public footpath which runs north-south along the edge of the woodland in the land south of the A421. This footpath should be retained as part of the development. A new footpath should be provided along Lower End Road within the existing hedgeline (see figure 3.2).
- 3.5.34 Within the Church Farm site, new footpath links should be provided from the development to the public bridleway on the western edge of the site. The access road to the site will cross the

existing public bridleway. Further consideration will need to be given as to whether the bridleway will need to be diverted at this point.

Proposed Bedford to MK Canal Link

- 3.5.35 Milton Keynes Council, the Bedford and Milton Keynes Waterways Trust, and the Canal & River Trust (formerly British Waterways) are promoting a new canal between Milton Keynes and Bedford.
- 3.5.36 Outline planning permission has been granted for the majority of the Milton Keynes section including a turning basin at the northern end of the land to the east of Magna Park.
- 3.5.37 The full route from the Grand Union Canal to the Milton Keynes Council boundary with Central Bedfordshire Council is indicated schematically in the Key Diagram, Figure 5.1 in the Core Strategy and a safeguarded route is shown on the Milton Keynes Policies Map.
- 3.5.38 The route shown is indicative and while, subject to detailed design, is understood to be deliverable. Future planning applications will need to safeguard the route and allow for the construction, and the provision of the required infrastructure to support the waterway, between Broughton Brook and the Borough Boundary at Eagle Farm. Before implementable consents for development are given it should be confirmed that the route remains protected and deliverable.

Future-proofing

- 3.5.39 Policy CS12 of the Core Strategy states that new development should not preclude the further expansion of Milton Keynes. Developers should ensure that the highway network within each part of the SLA does not close off the potential for future expansion.
- 3.5.40 Transport reserves have been identified at the end of each proposed grid road corridor. These reserves will be maintained as paddocks, but would be available, if required, to enable expansion of the grid road network at some future date.

Travel Plans

- 3.5.41 Local Transport Plan 3 (LTP3) states that "All significant new developments across all land uses will be required to develop travel plans."
- 3.5.42 Interventions will include working with developers and estate agents for the provision of welcome packs containing public transport, cycling and walking information; free or subsidised travel; provision of car and other vehicle pools; and a visit from a travel planning officer within one week of moving in.

Street Hierarchy

DESIGN REQUIREMENTS	GRID ROAD	PRIMARY STREET	PRIMARY STREET (CHURCH FARM)	SECONDARY STREET	RESIDENTIAL/TERTIARY STREET	EMPLOYMENT ACCESS ROAD
General Function	Strategic routes carrying traffic through Milton Keynes.	To carry vehicles travelling through the development, to connect neighbourhoods and to give access to the neighbourhood centre.	To carry vehicles travelling through the development.	To make up the local network, giving access to and through residential neighbourhoods	Lower order routes giving access to dwellings, with no relevance to through movement	Providing access to employment land, park and ride site and lorry park.
Public Transport	Main public transport route.	Public transport route within land south of A421.	To be decided.	No	No	No
Design Criteria	80 m corridor, with substantial green reserve. Single carriageway, but with space to provide additional carriageway.	Carriageways should be sufficient width to carry public transport. Redways should be incorporated into the street. Tree planting along both sides of the street should be achieved. Pedestrian footways should be created along both sides.	Carriageways should be sufficient width to carry public transport. Tree planting along both sides of the street should be achieved. Pedestrian footways should be created along both sides.	Tree planting along at least one side of the street should be achieved. Footways should be provided on both sides.	Informal planting should reinforce the quiet relaxed character of the street. In appropriate locations, can be designed as level surface streets (see New Residential Development Design Guide SPD).	Wider road to accommodate larger vehicles (HGVs etc.). Footways should be provided on both sides.
On-street Parking	None	In designated bays	In designated bays	Should be designed into the street layout	Should be designed into the street layout	In designated bays
Vehicular access to dwellings	None	To be determined through detailed masterplanning.	To be determined through detailed masterplanning.	Permissible	Permissible	Not applicable

Table 3.3 Street Hierarchy

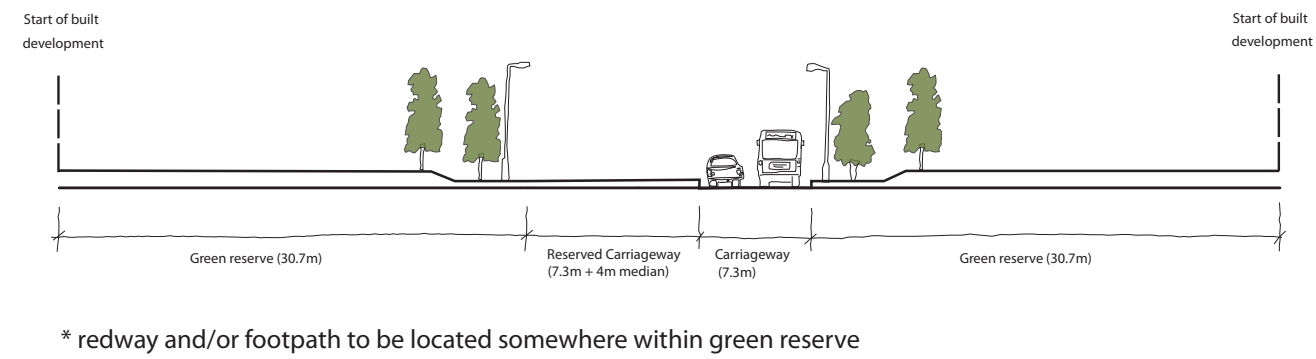


Figure 3.7 Illustrative Grid Road Cross Section



Grid Road in Milton Keynes

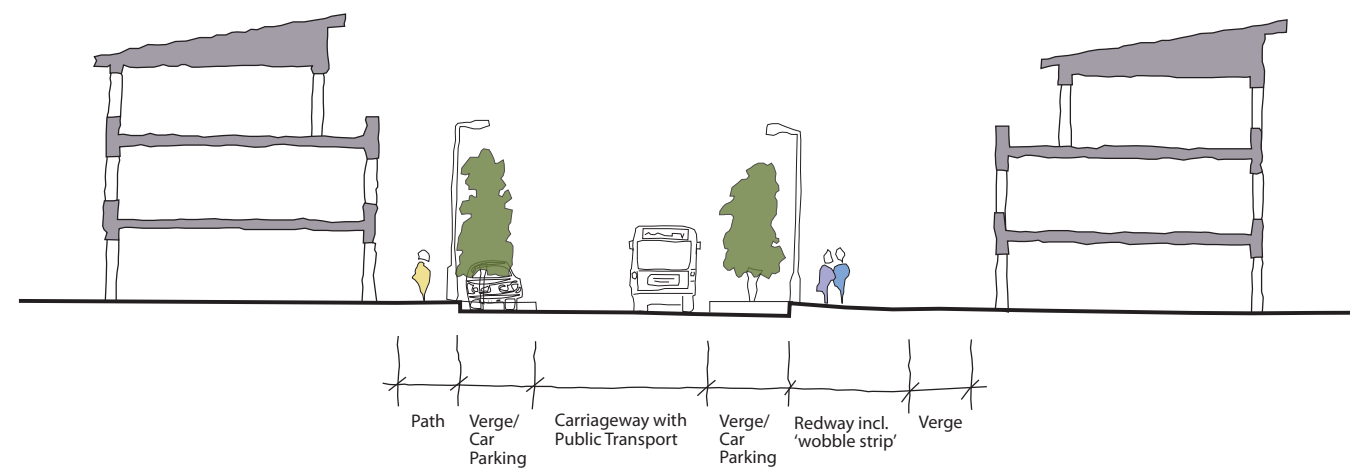


Figure 3.8 Illustrative Primary Street Cross Section



Primary Street in Milton Keynes

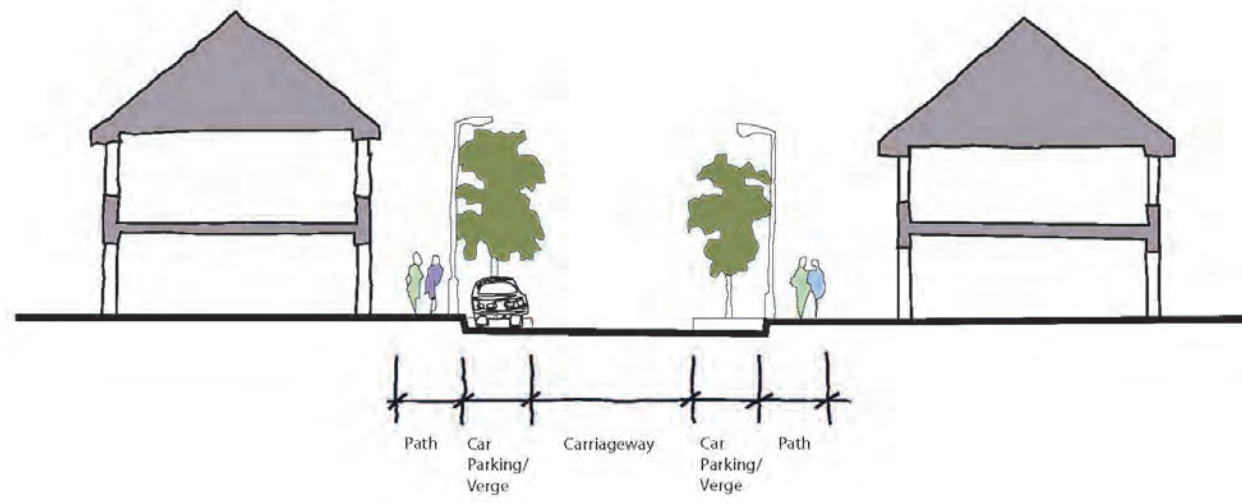


Figure 3.9 Illustrative Secondary Street Cross Section



Typical Secondary Street in Milton Keynes

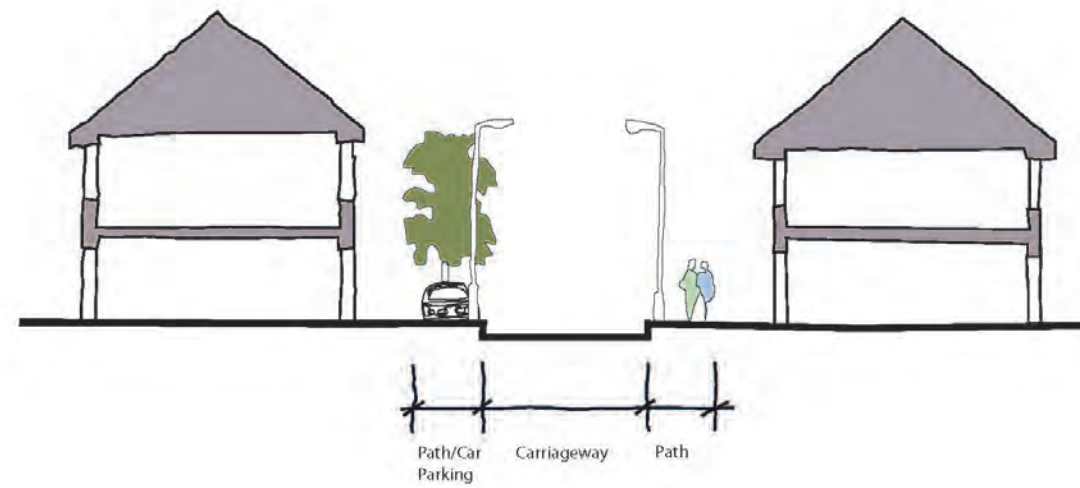


Figure 3.10 Illustrative Residential/Tertiary Street Cross Section



Typical Residential/Tertiary Street in Milton Keynes

3.6 Land Uses

The Core Strategy requires that:

- A range of housing densities is provided with higher densities close to good public transport nodes, with lower densities elsewhere. New housing should be of an appropriate density for the area in which it is located;
- New housing provides an appropriate range of sizes, types and tenure, including affordable housing and specific housing needs (e.g. elderly persons);
- Affordable housing is provided in accordance with policy CS10, or successor development plan policy;
- Some dwellings support 'home-based working';
- Developers are encouraged to provide live-work units;
- A range of community facilities, including schools and education facilities, health, sports and leisure facilities, provision for the emergency services and the voluntary sector are provided to meet the needs of the new and existing residents. As far as possible these facilities should be located close to each other in accessible locations;
- Retail and commercial development of an appropriate scale are provided to ensure the top-up convenience shopping needs of new and existing residents in the development area are met.

Housing

- 3.6.1 The Strategic Land Allocation will accommodate in the region of 2900 dwellings.
- 3.6.2 The land to the south of the A421 should be developed at an overall net density of around 35 dwellings per hectare. Within this there will be three distinct housing densities:
- Highest density: average net density 35-45 dwellings per hectare
 - Medium density: average net density 30-35 dwellings per hectare
 - Lowest density: average net density 15-30 dwellings per hectare
- 3.6.3 Higher density housing should predominantly be located along the public transport route, and within the local centre. Medium density housing should be provided closer to the A421. Low density housing should be provided closer to Lower End Road.
- 3.6.4 In the land to the north of Wavendon, the overall net density should be 25 dwellings per hectare.
- 3.6.5 In the Church Farm site, development should be at an overall net density of around 25 dwellings per hectare. It is envisaged that the small area of housing to the north of the site would be developed at an average net density of around 5 -10 dwellings per hectare (dph), with the remainder of the site developed at around 15-30 dph.
- 3.6.6 A wide range of dwelling type, size and tenure should be provided creating choice, a varied building form and meeting community needs.

30% of housing should be affordable. Decisions on the tenure mix will be made against the Council's requirements as set out in the current SPD in place at the time that an application is considered.

Employment

- 3.6.7 An area of land, amounting to 18.8 ha, has been identified for B1/B2/B8 employment uses north of the A421, adjacent to Magna Park. The Council has identified a need for sites of around 5 ha in size for light and general industrial use (B1/B2). This area is considered particularly suitable for firms looking for sites of around 5 ha for B1c/B2 uses.
- 3.6.8 Employment opportunities will also be provided within the local centre and the two neighbourhood centres. Opportunities for locating smaller scale office uses above the ground floor, with retail facilities below, should be taken.
- 3.6.9 Home working can provide a number of sustainability benefits including reduced peak hour travel and more flexible working hours and childcare possibilities. In accordance with Core Strategy Policy CS16, developers are encouraged to provide live-work units.

Hotel/motel

- 3.6.10 The development of the Strategic Land Allocation provides the opportunity to create a new gateway into Milton Keynes. A well-designed building along the A421 frontage within the land east of Magna Park would help to mark the entrance to the city.
- 3.6.11 Given the nature of the surrounding development, the type of use that would be appropriate and that would also serve a landmark function is limited. However, it is considered that a hotel or motel (use class C1) may be appropriate in this location.

Lorry Park

- 3.6.12 Whilst there is no requirement for a lorry park in Policy CS5, the Council wishes to encourage developers to consider siting a lorry park in this location. This would be a commercial activity and would be an appropriate use for the employment land to the east of Magna Park.
- 3.6.13 The Council's Lorry Management Strategy adopted in December 2008 identifies the need for a lorry park, in the vicinity of the Eastern Expansion Area with good transport links with both the A421 and the M1.
- 3.6.14 It is expected that the lorry park will include facilities such as café/restaurant, toilet block and showers, ATM, pay-phone, fuel, lorry washing and maintenance, weighbridge and a site management/security hut.

Community Facilities

Health

3.6.15 Provision of health facilities for the SLA is a key issue still to be resolved. The new health structures as of 1 April 2012 are that NHS England commissions Primary Care Services and Clinical Commissioning Groups (CCG) commission Secondary Care. The principles to both Commissioners is that services are provided in premises that enable effective, efficient, accessible services and that patients have a good choice of services within a reasonable range. Discussions are ongoing with the local NHS Area Team and MK CCG as to how best serve the SLA. It is envisaged that a financial contribution may be required from the development to contribute towards the expansion of existing facilities.

Community Centres

3.6.16 Community centres are an important focus for local community activities. They are best designed as multi-use buildings which can also serve as sports pavilions. In accordance with Local Plan Policy C3, community centres should be provided on the basis of one hall per 3600 people. A community centre should be provided, within the land south of the A421, as part of the area identified for playing pitches. It should be located alongside the public transport route close to the local centre.

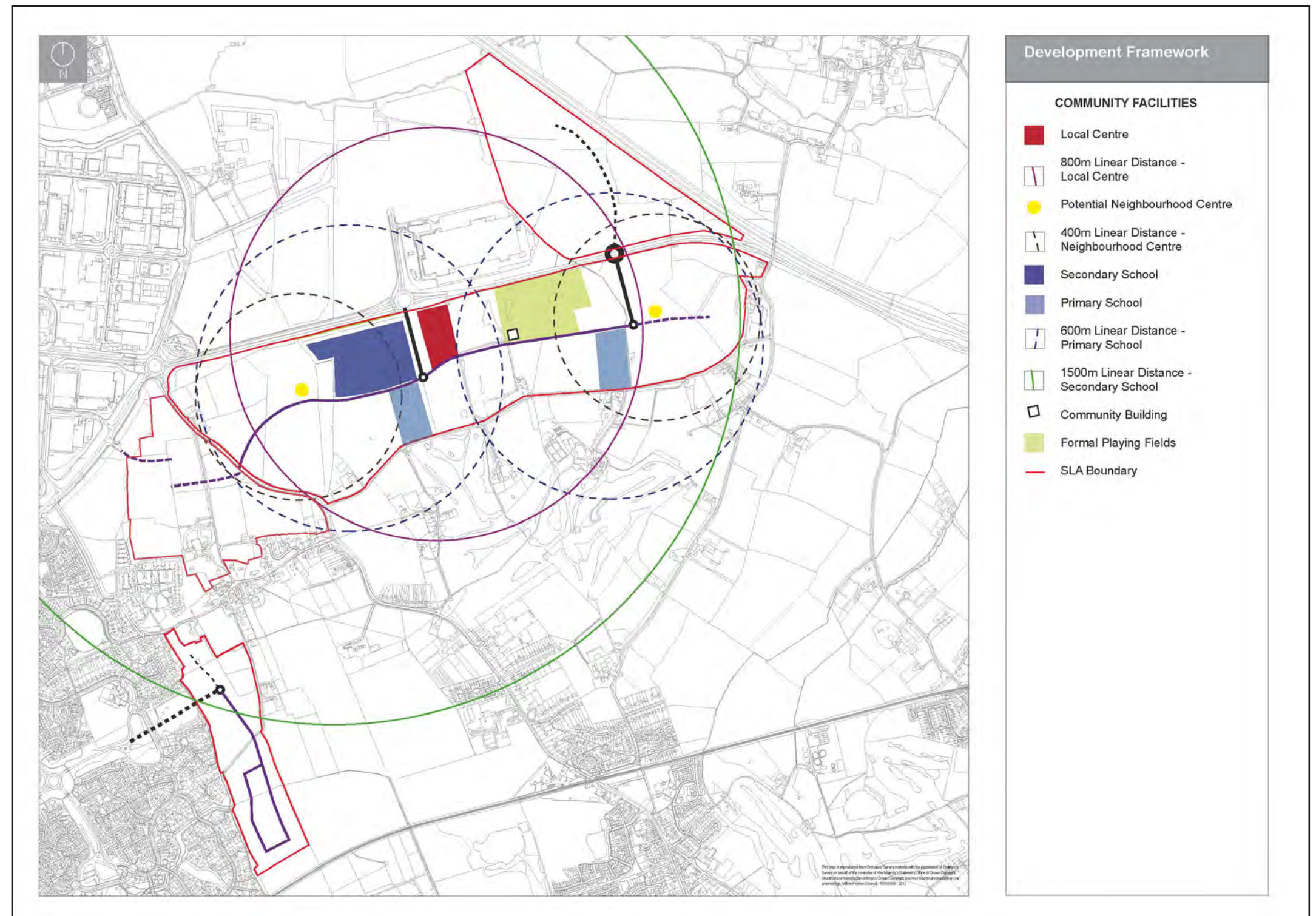


Figure 3.11 Community Facilities

3.6.17 The community centre should be programmed to be provided as early as possible within the development. If there is to be a delay in providing the community centre, then a community house is an absolute prerequisite.

3.6.18 A new community centre is not required within the Church Farm site. However, developers will be required to make a financial contribution towards the upgrading of facilities within the local area.

Education Requirements

3.6.19 Provision should be based upon the two tier system of primary and secondary schools. Schools provision should be planned in step with residential development.

Secondary School

3.6.20 The secondary school will be located at the junction of the A421 and the proposed western grid road, adjacent to the local centre. A site of a minimum of 7.8 ha should be provided for a 6 form of entry secondary school, including 6th form. Vehicular access to the school would be taken from within the development from the primary street.

Primary Schools

3.6.21 Within the land to the south of the A421, sites should be provided for two primary schools. The two primary schools should be within 400m (5 minutes walking distance) of most of the houses and should be located on the public

transport route. A minimum of 2.6 ha of land should be provided per three form of entry primary school.

3.6.22 How the primary schooling requirements of the Church Farm part of the development will be met is still under consideration, but it is likely that the developers will be required to make a financial contribution towards the extension of existing schools in the area to accommodate the demand for primary school places from prospective residents of this site.

The Stables

3.6.23 The Stables Music Venue also provides educational facilities, notably the annual summer camp for school children. The continuation of these educational facilities needs to be considered as part of the development of the land north of Wavendon.

Emergency Services

3.6.24 A neighbourhood police office of 80m² is required. This could be provided within the local centre or as part of the community centre building.

3.6.25 The ambulance service require the provision of a stand-by point (2 car parking spaces and accommodation for the crew).

3.6.26 The SLA will be served by Broughton and Newport Pagnell stations. There is good access to the SLA along the grid roads and the A421.

Retail

3.6.27 A 2.3 ha site has been identified within the land south of the A421 to serve as a local centre. The local centre will provide a mix of uses, including retail, and housing. Other uses such as offices, pub/restaurant and community facilities would also be appropriate. The total retail floorspace provided within the local centre should not exceed 3,000 sq m, with no single retail unit exceeding 2,000 sq m.

3.6.28 Two potential neighbourhood centres are proposed within the land south of the A421. Typically, these would consist of a small parade of shops or a corner shop/newsagent.



3.7 Character

The Core Strategy requires that:

- All new development is based on a thorough site appraisal and is sensitive to its context;
- New developments protect and enhance the character, diversity and cultural significance of the Borough's historic assets;
- The character and integrity of existing settlements are maintained;
- A choice of contemporary, innovative, exemplar architecture that reflects Milton Keynes' reputation as an ambitious, forward-thinking, innovative 21st Century city is provided;
- Visual landmarks are provided to help with orientation, particularly from the grid road and redway networks
- All new development is of high design quality in terms of layout, form and appearance, and makes a positive contribution to the character of the area in which it is located.

Character Typologies

3.7.1 A variety of character typologies have been identified, and are shown on Figure 3.12. They have emerged logically in response to the existing surrounding context as well as infrastructure proposals within the SLA. The most built-up, urban areas will be within the local centre and line the primary street through the land south of the A421. In response to the open countryside, the lowest built intensity will be within the Church Farm site, the land to north of Wavendon and along the Lower End Road edge of the SLA.

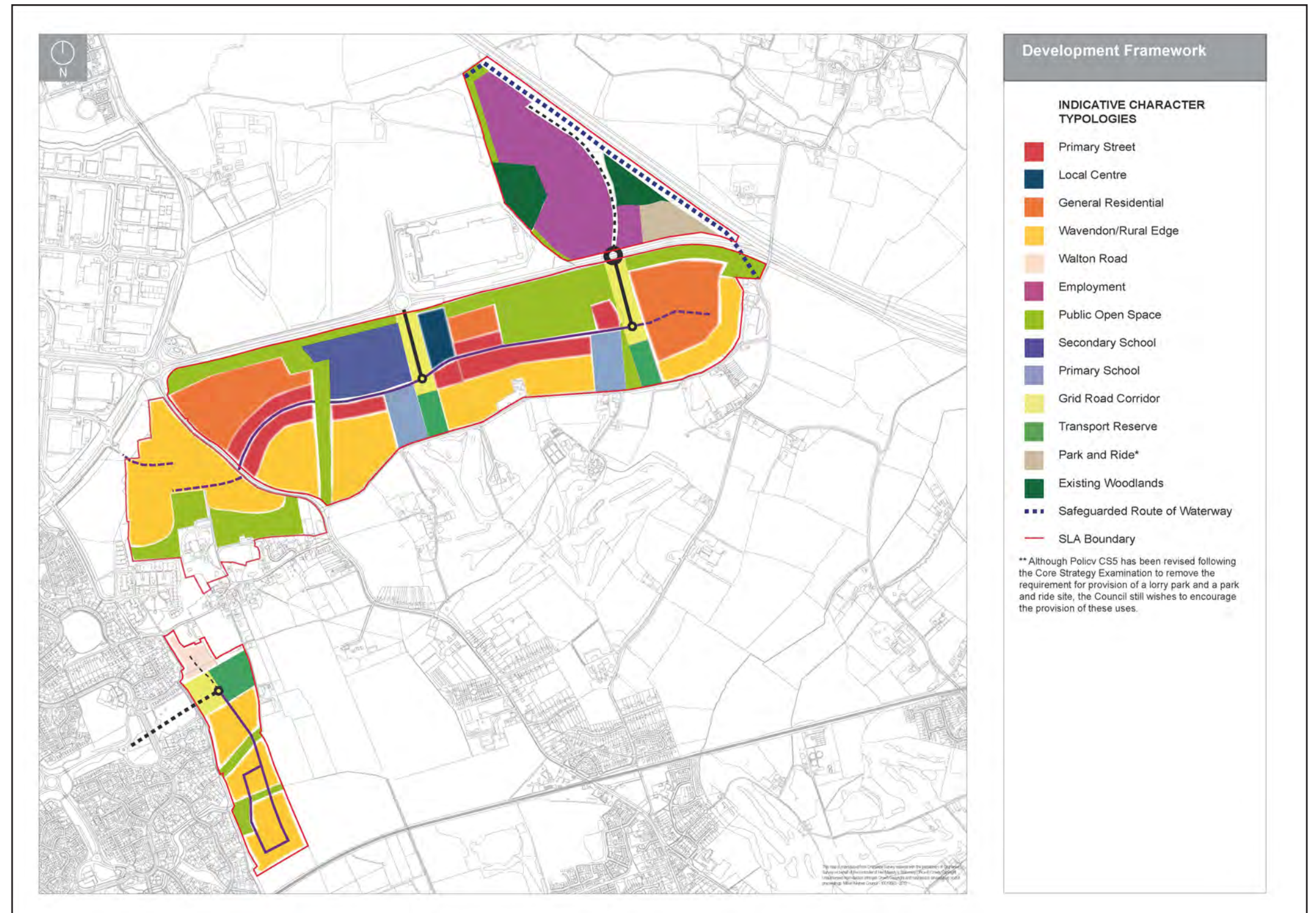


Figure 3.12 Indicative Character Typologies

DESIGN COMPONENTS	LOCAL CENTRE	PRIMARY STREET	GENERAL RESIDENTIAL	WAVENDON/RURAL EDGE	WALTON ROAD
Built form and layout	Retail development should have frontages facing public realm (i.e grid road and streets). Servicing should be located unobtrusively. Residential development will be predominantly apartments. Scope for taller buildings.	Continuous and semi-continuous building frontages. Generally two storeys, but with scope for three storeys at key corners. Terraces and semi-detached.	Short terraces and semi-detached, with some detached. Two storeys, occasional three storeys at key corners.	Informal layout. Emphasis on soft landscape and tree planting to create green setting. Detached and semi-detached houses in larger plots. Two storeys. Dwellings set back from street.	Informal layout. Emphasis on soft landscape and tree planting to create green setting. Predominantly detached, with some semi-detached. Two storeys.
Residential parking	Some rear parking courts may be appropriate in the case of apartments.	Front court parking, public squares, on-plot parking, including drive-throughs.	Front court parking, public squares, on-plot parking, including drive-throughs.	Predominantly on-plot parking, with some on-street parking.	Predominantly on-plot parking, with some on-street parking.
Boundary treatment	Predominantly walls and railings	Predominantly walls and railings.	Mix of walls or railings and hedges.	Informal, predominantly hedging or rural fencing	Informal, predominantly hedging or rural fencing.
Indicative average residential density	Approximately 35 – 45 dph	Approximately 35 – 45 dph	Approximately 30 – 35 dph	Approximately 15 – 30 dph	Approximately 5 – 10 dph

Table 3.4 Indicative Character Typologies

Landmark Buildings

- 3.7.2 Landmarks such as distinctive buildings, features of a building or individual pieces of public art help to provide reference points and emphasise the hierarchy of the place. Opportunities for landmark buildings exist at:
- The eastern gateway to the city along the A421;
 - The local centre

Detailed Design Appearance of Buildings

- 3.7.3 The Development Framework does not advocate a particular style. It does however require architectural treatment to be such that it contributes to the overall character and identity of the development. Poor quality pastiche house types will not be supported.

3.8 Sustainability

The Core Strategy requires that:

- Energy efficiency and solar performance is integrated in the layout and orientation of buildings and neighbourhoods;
- As a minimum the standards of the Council for sustainable construction in force at the time are applied;
- Opportunities for crime and anti-social behaviour are designed out in new development;
- A strategic and integrated approach to flood management is taken and a strategic and sustainable approach to water resource management, including Sustainable Urban Drainage Systems (SUDS) and flood risk mitigation, is provided;
- Key day-to-day facilities, including schools, shops, leisure and employment are sited in locations easily accessible on foot, by bike and by public transport.
- Opportunities for sustainable travel patterns, including reducing car use by locating development close to public transport nodes and routes, are maximised.
- Residents and businesses are provided with access to a high quality telecommunications and ICT network;
- The delivery of development through an updated tariff and/or framework agreement to provide for contributions to on- and off-site strategic and local infrastructure in an effective and timely way. This must include financial contributions to the improvement and extension of infrastructure and facilities in nearby existing settlements;
- Development is appropriately located to maintain and improve air quality standards;

- Housing is separated from noisy/24 hour working employment uses (B2 and B8);
- Diverse and flexible neighbourhoods are created that can respond to change overtime, allowing communities to form and grow effectively.

Sustainable Construction

- 3.8.1 Development must meet the requirements of Local Plan (2005) Policy D4 until such a time as a new policy for sustainable construction can be tested through the preparation of Plan MK.

Community Energy Network

- 3.8.2 Remote power plants are inefficient, with over 60 per cent of the energy from fossil fuels being lost en route to the dwelling. A local decentralised community energy system can help tackle these issues through decreased transmission losses and by capturing and utilising the waste heat in buildings of all uses. This is combined heat and power (CHP) serving district heating.
- 3.8.3 Different types of building occupiers have varying demands for heat, which are represented in demand or load profiles. Different load profiles complement one another and a diversity of load profiles improves the technical feasibility and financial viability of district heating.
- 3.8.4 The Council wishes to promote the use of renewable energy schemes where it can be demonstrated that there will not be any negative social, economic or environmental results from the scheme.

Surface Water Drainage and Flooding

- 3.8.5 The original planning of Milton Keynes recognised that its development could create additional flood risk. As a result, planned strategic flood control measures have ensured that flood risk has been reduced through measures such as the green infrastructure network of linear parks and the series of balancing lakes along the rivers into which Milton Keynes drains. The original aims of these flood control measures were to not increase the risk of flooding in Newport Pagnell and to ensure that all development in the new city would not be subject to flooding. At the same time the floodplains are protected, river corridors are enhanced and preserved, surface water drainage is managed appropriately, wildlife corridors are created and improved and maintenance access to watercourses is ensured.
- 3.8.6 As future development (including highway infrastructure) has the potential to increase the frequency and consequence of such flooding through the increases in and runoff from impermeable areas, these increases need to be mitigated through the use of integrated SUDS, careful development design, development control and masterplanning. Milton Keynes's network of green infrastructure, including waterways, will need to be maintained and enhanced through the Development Framework. In line with Local Plan policy D4 and Core Strategy policy CS5, opportunities should be taken to implement SUDS.

Safety and Security

- 3.8.7 Design has a crucial role in delivering a safe and secure residential environment. Natural surveillance should be provided, in the form of door and windows overlooking streets and public spaces.
- 3.8.8 Developers should follow best practice guidance in 'Secured by Design' to design out opportunities for crime and anti-social behaviour.

Noise and Air Quality

- 3.8.9 The principal source of noise within the development is from vehicles travelling on the A421. Consequently, noise mitigation measures will need to be carried out along the northern boundary of the land south of the A421. The precise nature of those noise mitigation measures should be established by developers through the undertaking of a Noise Impact Assessment.
- 3.8.10 There are a number of measures that can be employed, including:
- locating less vulnerable (i.e. non-residential) uses adjacent to the A421;
 - setting dwellings back an appropriate distance from the A421;
 - sound insulation in dwellings;
 - noise bunds.
- Dwellings should front the A421, thereby providing a noise barrier to the private rear gardens.

- 3.8.11 The proposed development is located in an area where air quality is mainly influenced by emissions from vehicles travelling on the M1 motorway and the A421. Increasing the distance between residential properties proposed in the development and busy roads external to the development would help reduce exposure of new residents to high levels of pollution. Tree planting would reduce the impact of pollution as trees help to keep air cleaner through absorbing airborne pollutants.

Telecommunications and ICT Network

- 3.8.12 As a modern, growing city, Milton Keynes needs the right IT communications infrastructure to support the well being of its existing communities and its continued expansion.
- 3.8.13 New developments should provide housing that is fibre-ready. Developers are required to install the ducts for fibre connectivity up to the premises in readiness.
- 3.8.14 For the provision of broadband and telecommunications services to the SLA, the Council wishes to see the provision of an "open network" whereby the consumer will be free to select their preferred supplier.

3.9 Indicative Development Framework Plan

3.9.1 The Indicative Development Framework Plan (Figure 3.13) illustrates how the individual framework layers can be brought together to achieve the vision for the SLA.

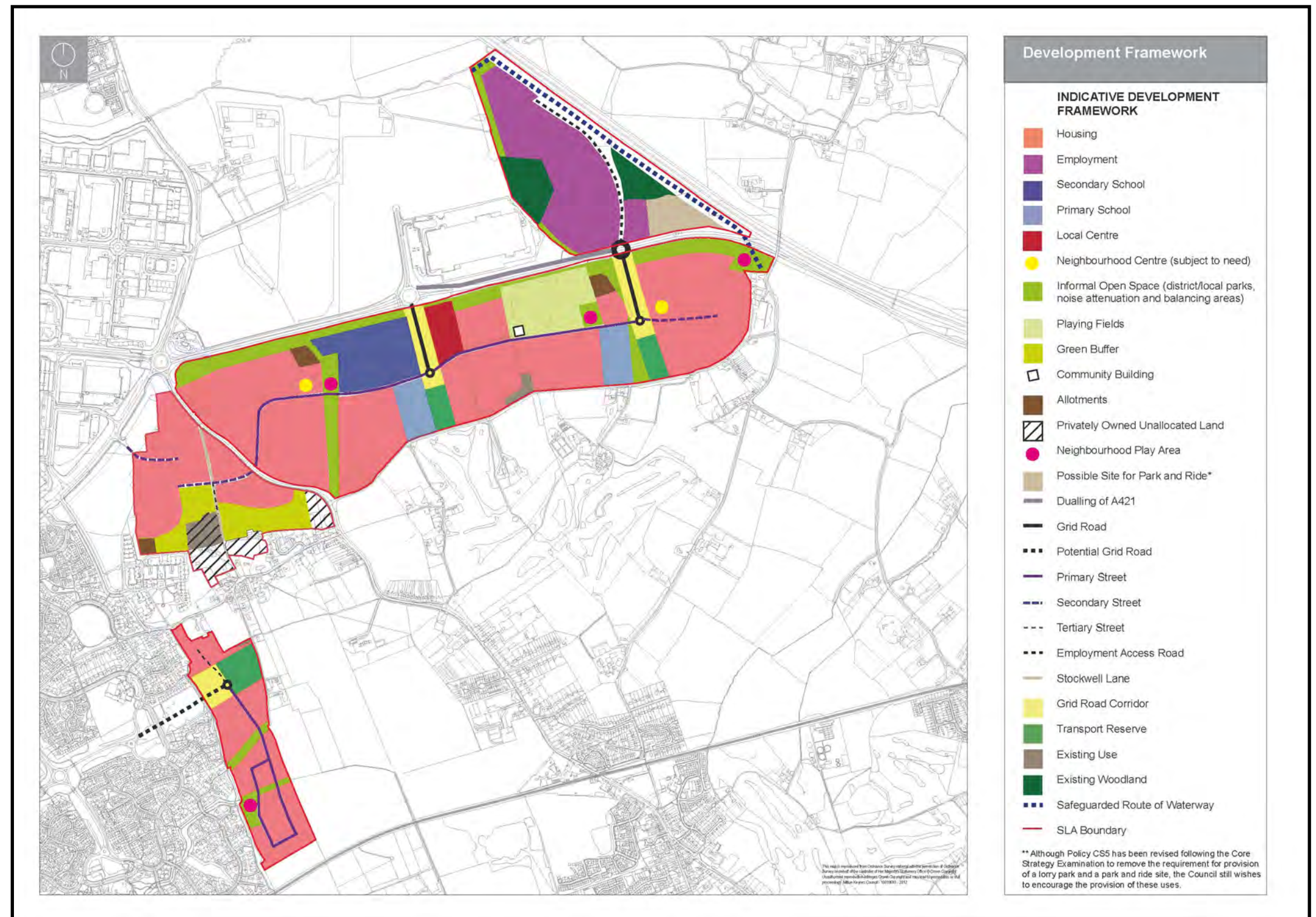


Figure 3.13 Development Framework Plan

3.10 Indicative Land Use Budget

- 3.10.1 The main land use within the Strategic Land Allocation will be residential, with a range of supporting uses including schools and open spaces.
- 3.10.2 The other major land use is employment which is located within the land to the east of Magna Park.
- 3.10.3 Table 3.5 provides a summary of the principal land uses and their areas, as shown on the Framework Plan (figure 3.13). A breakdown of the land use budget for the four sites - Church Farm, land south of the A421, land north of Wavendon & land east of Magna Park - is included at appendix D.

Table 3.5: Indicative Land Use Budget			Development Framework Area	
			Hectares	%
OPEN SPACE				
Playing fields			7.6 ha	
Neighbourhood play areas			3.5 ha	
District/local parks			8.0 ha	
Allotments			1.7 ha	
		SUB-TOTAL	20.8 ha	10.86%
GREEN INFRASTRUCTURE				
Noise attenuation and balancing areas			6.9 ha	
Existing woodlands			5.4 ha	
Green buffer			5.5 ha	
		SUB-TOTAL	17.8 ha	9.29%
WATERWAY				
Waterway			5.6 ha	
		SUB-TOTAL	5.6 ha	2.92%
HIGHWAYS INFRASTRUCTURE				
Primary street			3.8 ha	
Employment access road			2.2 ha	
Grid road corridors			6.7 ha	
Transport reserves			4.8 ha	
Stockwell Lane			0.9 ha	
		SUB-TOTAL	18.4 ha	9.60%
TRANSPORT				
Park and ride site			2.7 ha	
		SUB-TOTAL	2.7 ha	1.41%
EMPLOYMENT				
Employment			18.8 ha	
		SUB-TOTAL	18.8 ha	9.81%
EDUCATION AND COMMUNITY				
Secondary School			7.8 ha	
Primary school (x2)			5.2 ha	
Local centre			2.3 ha	
		SUB-TOTAL	15.3 ha	7.99%
RESIDENTIAL				
	Net density dph	Dwellings		
South of A421	35	2170	61.9 ha	
North of Wavendon	25	370	14.8 ha	
Church Farm	25	330	13.2 ha	
		SUB-TOTAL	2870	89.9 ha
				46.92%
EXISTING USES				
Golf course clubhouse			0.6 ha	
The Stables			1.7 ha	
		SUB-TOTAL	2.3 ha	1.20%
Total			191.6 ha	100%

SECTION 4

DELIVERY

- 4.1 Phasing
- 4.2 Infrastructure Delivery
- 4.3 Equalisation
- 4.4 Management and Maintenance

4.1 Delivery

4.1.1 The Milton Keynes Housing Trajectory identifies a build-out period of 7 years or more to deliver the SLA. Infrastructure and development should be delivered at the right time and in the right place to ensure a high quality and sustainable community is established.

4.1.2 The SLA is in a number of different ownerships. Piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure will be resisted. All SLA landowners and parties should act in good faith and work co-operatively with each other with the aim of facilitating development on all sites within the SLA. This involves early engagement with each other to agree mutually acceptable connection arrangements and delivering connections to site boundaries within the SLA.

4.1.3 All landowners should be prepared to enter into planning agreements and to have their land included in a planning application so that connectivity through the SLA can be delivered. They should ensure that vehicular access is provided up to the edge of their boundaries in a timely manner so as not to hinder development of other sites in the SLA nor to increase the value of their landholdings.

4.1.4 Development of the SLA is based on the following principles:

- Allow for an appropriate balance to be achieved between the delivery of new homes and new jobs in order that the development is as self-contained as possible and by so doing

contribute to trip internalisation;

- Establish key public transport infrastructure and routes at an early stage in each phase;
- Ensure the local centre and schools are delivered early on in the development;
- Ensure the provision of green infrastructure, open space and play areas prior to the occupation of new housing;
- Co-ordination between multiple developers to ensure that all necessary infrastructure required to facilitate the development is agreed and implemented in a timely fashion;
- Need to achieve a mix of housing development at each phase;
- Each development phase should contribute to the wider infrastructure costs to ensure it can be delivered and later phases remain viable; and
- Develop integrated neighbourhoods and avoid disconnected and isolated development.

4.2 Infrastructure Delivery

4.2.1 Contributions will be sought towards necessary infrastructure and facilities, including:

- Affordable housing;
- Highway infrastructure, both on and off-site;
- Public transport services, walking and cycling provision;
- Education, including secondary and primary school provision;
- Recreation and open space, including play areas, playing fields, allotments, linear parks;
- Community facilities, including healthcare, emergency services, community centres;
- Public art;
- Management and maintenance of facilities.

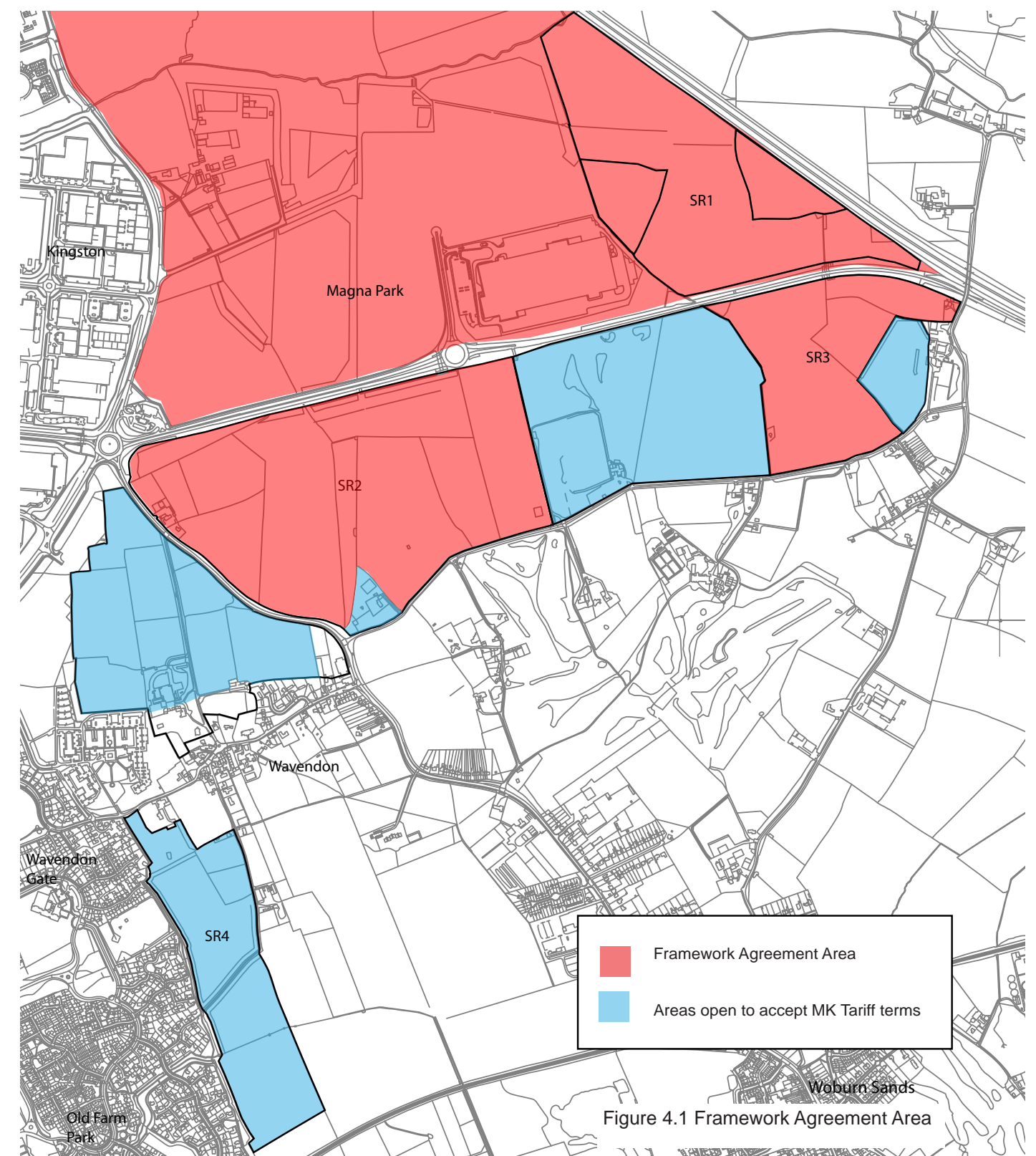


Figure 4.1 Framework Agreement Area

4.2.2 An overarching Section 106 agreement, known as the Tariff Framework Agreement, has been agreed for the Eastern and Western Expansion Areas. The Framework Agreement has agreed principles for the forward funding and provision of infrastructure. These principles have been carried forward and incorporated into site-specific agreements. The site-specific agreements obligate developers to pay £18,500 (index linked) for each new house and £260,795 (index linked) per hectare of employment or mixed use land which will be used to help fund community facilities and infrastructure.

4.2.3 It is envisaged that infrastructure for the SLA will be delivered through landowners signing up to the Tariff. Only Strategic Reserve Areas SR1, parts of SR2 and SR3 are included in the Milton Keynes Tariff (see figure 4.1 - Framework Agreement Area). However, the option exists for other landowners within the SLA to sign up to a tariff-style agreement.

4.2.4 Until a Community Infrastructure Levy is adopted by the Council (or April 2014, whichever is sooner*), the planning obligations regime for Milton Keynes will continue as it currently stands. In the case of this development, this will be the MK Tariff Framework Agreement whereby a contribution is made to infrastructure costs through Tariff payments.

4.2.5 However, for applications that are permitted after a CIL is adopted by the Council (or April 2014, whichever is sooner*), all CIL-able development will be required to pay the non-negotiable CIL charge, plus any site specific S106 contributions. Tariff areas that received permission (either outline or full) before the CIL is adopted will continue to make their payments into the Tariff fund and will not be liable to pay CIL or any other S106 contributions.

4.3 Equalisation

4.3.1 The land south of the A421 and land to the north of Wavendon is in a number of different ownerships. It is essential that the contributions to infrastructure requirements are based on an equitable equalisation mechanism. An equalisation mechanism to permit development to proceed will need to be agreed by all landowners in the land south of the A421 and north of Wavendon, other than those private landowners whose land is shown hatched on Figures 3.4 and 3.13.

4.4 Management and Maintenance

4.4.1 Consideration should be given at an early stage to the future management arrangements for infrastructure and facilities.

4.4.2 Milton Keynes Council, as highway authority, will adopt the roads and related infrastructure. Services infrastructure will be the responsibility for the relevant services provider.

4.4.3 Arrangements for the management and maintenance of the open space should be discussed with the Council's Adoptions Officer at an early stage. Milton Keynes Parks Trust may have a significant role to play in the future management of such uses, particularly the linear parks. Consideration should also be given to offering all landscape and play areas to the Parks Trust for maintenance and management.

4.4.4 Where this is considered to be beneficial, the land should be offered to the Parks Trust on a 999 year lease or freehold, with a commuted sum to pay for the cost of the maintenance and management. In anticipation of this arrangement, it is helpful for all landscape and play areas to be designed in consultation with the Parks Trust.

*** The Government is currently consulting on a proposal to extend the date after which restrictions on pooling will apply to April 2015. The outcome of this consultation will be reflected in the final version of this Development Framework.**

SECTION 5

NEXT STEPS

- 5.1 Outline Application
- 5.2 Design and Access Statements
- 5.3 Design Codes
- 5.4 Reserved Matters Applications
- 5.5 Indicative Programme and Milestones

5.1 Outline Application

- 5.1.1 The local planning authority will encourage early dialogue on pre-application proposals. Stakeholder groups have been set up for the Church Farm site and the land south of the A421 including the land east of Magna Park and land north of Wavendon. Developers should utilise these groups to engage with the local community and other stakeholders.
- 5.1.2 The Council's preference is for one outline planning application covering all of the land to the south of the A421 and to the north of Wavendon. If this cannot be achieved, then proposals are expected to recognise the plans of adjoining landowners.
- 5.1.3 Outline applications should include, as a minimum: details of uses proposed in different areas of the SLA; the amount of development for each use; an indicative layout; parameters of the sizes of buildings; and indicative access points.
- 5.1.4 It is likely that any planning application will need to be supported by an Environmental Impact Assessment. Developers are encouraged to seek a Screening Opinion from the local planning authority in advance of submitting a planning application.
- 5.1.5 Developers should contact the local planning authority at an early stage with regard to the supporting information that should be submitted with their application. The requirements will include some or all of the following:
- Flood Risk Assessment (FRA);

- Transport Assessment;
- Biodiversity Report;
- Noise Impact Assessment;
- Arboricultural Statement;
- Statement of Community Involvement.

5.2 Design and Access Statements

- 5.2.1 Design and Access Statements are required for major developments under the Planning and Compulsory Purchase Act 2004.
- 5.2.2 The design principles and components set out in Design and Access Statements for Outline Applications should also be in accordance with good practice, the Core Strategy, the New Residential Development Design Guide SPD guidance and this SPD.
- 5.2.3 Milton Keynes Council has produced a guidance note on 'Preparing Design & Access Statements.'
- 5.2.4 The Design and Access Statements should provide the basis for the quality of design to be controlled through subsequent Design Codes and Reserved Matters applications.
- 5.2.5 Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completions and subsequent maintenance.
- 5.2.6 The Design and Access Statement will provide the starting point for the drawing up of design codes.

5.3 Design Codes

- 5.3.1 It will be necessary for Design Codes to be submitted by the developer and approved by the local planning authority following the Outline planning stage and prior to submission of Reserved Matters.
- 5.3.2 A Design Code sets out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of this SPD and subsequent approved Design and Access Statements. Design Codes will help to deliver the highest feasible and viable design standards and provide certainty and clarity to developers and other stakeholders about the form of development expected at the detailed stage.
- 5.3.3 Design Codes should be prepared in partnership with the developers, Local Planning Authority, services providers and other stakeholders. The Design Codes should prescribe design of:
- primary, secondary and tertiary streets;
 - edges, gateways and corners;
 - community buildings and facilities;
 - sports facilities (indoor and outdoor);
 - public spaces;
 - block sizes;
 - built form character, and materials
 - appropriate parking solutions;
 - building heights and set backs;
 - tree and shrub species to be used; and
 - hard and soft landscape materials.

5.4 Reserved Matters Applications

- 5.4.1 Reserved Matters will need to be in accordance with the approved Design Codes.

5.5 Indicative Programme and Milestones

Main SLA

The next stages in the process of development are as follows:

November 2013	Adoption of Development Framework
End of 2013	Submission of outline planning applications
End of 2015	Reserved matters & infrastructure/services planning approved
End of 2016	Installation infrastructure/ services
2017	First housing development completions

Church Farm Site

The next stages in the process of development are as follows:

November 2013	Adoption of Development Framework
End of 2013	Submission of outline planning applications
Mid 2014	Reserved matters & infrastructure/services planning approved
Early 2015	First housing completions
End of 2017	Completion of development

APPENDIX A
COMMUNITY ENGAGEMENT

Included within separate document

APPENDIX B

PLANNING POLICY CONTEXT

B1 Core Strategy

B2 Local Plan

B1 Core Strategy

Policy CS 10 (Housing) states: The Council will work with the Homes and Communities Agency, developers and registered social landlords to meet the Council's housing requirement, as set out in Policy CS 2 'Housing Land Supply'.

New and refurbished housing should meet the needs and aspirations of the existing population and of the future residents by the provision of an appropriate range of sizes, values, styles, tenures and densities. Infill development should respect the style and scale of buildings and the mix of dwelling types on the surrounding area.

Housing should meet the Council's adopted standards of energy efficiency, renewable energy generation, carbon neutrality, safety and 'lifetime homes'. Some dwellings should support 'home-based working' and all homes should have high quality ICT connectivity.

Residential neighbourhood design should encourage access by walking, cycling and other forms of non-car travel within the neighbourhood and across the city. Car parking standards should meet the projected levels of car ownership (in addition to visitor parking).

The Council will plan to meet specific housing needs across the Borough including the following: affordable housing, multiple occupancy, elderly persons, special needs, single people, religious, ethnic or lifestyle groups. An affordable housing target will be set in the Plan:MK. In the interim, the amount of affordable housing sought on qualifying sites, as set out in the Affordable Housing Supplementary Planning Document 2013 (or successor document), will continue to be determined in accordance with the saved adopted Local Plan Policy H4 target of 30% on all sites of 15 or more units.

For traveller sites, a local assessment of need will be undertaken in line with national policy requirements. This will require collaborative working with travellers, representative bodies, support groups and other local authorities. This will be completed as part of the Plan:MK and will inform the allocation of sites, where a need is identified within that plan. In the interim, need will be met in accordance with national policy and saved adopted Local Plan Policy H12.

Policy CS 11 (A Well Connected Milton Keynes) states: The Council will work with neighbouring local authorities and transport providers to meet the demand for: increased movement of people and goods, improved accessibility across the Borough, improved safety and quality of life and a reduction in the Borough's carbon footprint. Over the Core Strategy period, the measures used will include:

1. A step change in improvements to public transport including a core public transport network, with Central Milton Keynes at its hub, serving key trip generators and to cater for specific areas and types of public transport need. New bus services will be provided to major new areas of development when sufficient buildings are occupied.
2. More sustainable transport choices for car owners and information and measures to encourage them to use non-car modes for more journeys.
3. Encouraging greater movement within the Borough by cycling and walking through improvements to the existing Redway network and other paths including more direct routes, enhanced facilities and signage, better integration with transport interchange hubs, and improved surveillance; and by extending the Redways network throughout major new development areas (including the creation of routes that are shorter than the equivalent road journey).
4. Planning the development of large housing and employment areas, health, education, leisure, sports, emergency services and other key facilities so that it is well served by public transport and easily accessible by walking and cycling. This applies particularly to Central Milton Keynes, town and district centres elsewhere in the Borough, the Eastern and Western Expansion Areas, the Strategic Land Allocation, and Key Settlements in the rural area.
5. Demand management in order to help achieve a shift from journeys by car to more sustainable transport.
6. Maintaining and future-proofing the city's grid road network and extending it into new development areas whilst safeguarding the corridors for possible mass transit schemes. Road networks in new development areas in neighbouring authorities will be dependent on the strategies and preferences of those neighbouring authorities and partnership working.
7. Maximising the capacity of the Borough's highway network through phased improvements in step with housing and employment growth (for example the dualling of the A421 and improvements to key roundabouts on the grid network).
8. The highway network will be served by high quality transport interchanges well located to transport nodes and the strategic highway network, and by Park and Ride sites on the edge of the city and in close proximity to the strategic highway network
9. To engage with Network Rail and relevant stakeholders along the East-West Rail line to identify operational benefits which thereby provides additional support for a more sustainable transport strategy and/or economic growth of the city.

Policy CS 12 (Developing Successful Neighbourhoods) states: New developments and major redevelopments must be designed to support sustainable lifestyles for all. This will include:

1. Creating walkable neighbourhoods and extensions of the existing walking, cycling and key public transport networks
2. Siting key day-to-day facilities, including schools, shops, leisure and employment in locations easily accessible on foot, by bike and by public transport
3. Creating high quality open spaces in line with the MK Open Space Strategy and private amenity space for houses
4. Appropriately locating development to maintain and improve current flood risk and air quality standards
5. Separating housing from noisy/24 hour working employment uses (B2 and B8)
6. Encouraging home working
7. Achieving the highest standards of design in terms of safety and security
8. Creating diverse and flexible neighbourhoods that can respond to change overtime, allowing communities to form and grow effectively
9. Ensuring flood water management is planned at the largest appropriate scale of new development and, wherever possible, designed as public open space
10. Not precluding further expansion other than where the proposals include a permanent long-term boundary for the City

Policy CS 13 (Ensuring High Quality, Well Designed Places) states:
Character of Place

All new development must be of high design quality in terms of layout, form and appearance, and make a positive contribution to the character of the area in which it is located.

All new development must be based on a thorough site appraisal and be sensitive to its context. New housing should be of an appropriate density for the area in which it is located.

Where there is no clear character on the site or surrounding area, new development must be designed to create a distinctive sense of place by using existing site features, the layout of the development, and the appearance of buildings.

Design of Place

To ensure high design quality, all new developments should:

1. Comply with best practice urban design principles in By Design, Manual for Streets and Safer Places, or future best practice guidance
2. Champion new approaches to sustainable urban form and structure, which build on the concept of the grid, so that everyone lives within walking distance of a viable bus route, local shops and other day-to-day facilities
3. Provide a choice of contemporary, innovative, exemplar architecture that reflects Milton Keynes' reputation as an ambitious, forward-thinking, innovative 21st Century city
4. Integrate energy efficiency and solar performance in the layout and orientation of buildings and neighbourhoods
5. Provide sustainable and strategic surface water drainage as part of a network of multi-purpose open spaces
6. Provide visual landmarks to help with orientation, particularly from the grid road and redway networks
7. Provide a range of housing densities with more high density in Central Milton Keynes and close to good public transport nodes, with lower densities elsewhere, to contribute towards variety in visual appearance and create diverse, sustainable neighbourhoods
8. Effectively integrate the Council's car parking standards into the layout of new developments
9. Redways (another unique element of MK) should be built within the landscape corridor of all new grid roads, as well as elsewhere within new developments having regard to delivery of other sustainable transport and landscape character requirements.

10. Continue the green character of the city through appropriate use of planting on streets and in public open spaces, and respecting the existing landscaped grid road corridors allowing for strategically-managed change in and adaptation of the city's landscape.

Policy CS 14 (Community Energy Networks and Large Scale Renewable Energy Schemes) states:

The Council wishes to promote the use of renewable energy schemes where it can be demonstrated that there will not be any negative social, economic, or environmental results from the scheme.

Proposals for over 100 homes will be encouraged to consider the use of community energy networks in their development.

Where an existing local energy network is established, developments will be expected to connect to the network, if feasible.

B2 Local Plan

Policy D1 (Impact of Development Proposals on Locality) states:

Planning permission will be refused for development that would be harmful for any of the following reasons:

- (i) Additional traffic generation which would overload the existing road network or cause undue disturbance, noise or fumes
- (ii) Inadequate drainage, which would adversely affect surface water disposal, including flood control, or overload the existing foul drainage system
- (iii) An unacceptable visual intrusion or loss of privacy, sunlight and daylight
- (iv) Unacceptable pollution by noise, smell, light or other emission to air, water or land
- (v) Physical damage to the site and neighbouring property including statutorily protected and other important built and natural features and wildlife habitats
- (vi) Inadequate access to, and vehicle movement within, the site

Policy D2a (Urban Design Aspects of New Development), states:

Development proposals will be refused unless they meet the following objectives:

- (i) Character in townscape and landscape by identifying and reinforcing better quality and locally distinctive design elements
- (ii) Continuity of street frontage and enclosure of space by clearly defining public and private areas and locating main building entrances on the street.
- (iii) Quality public realm consisting of spaces and streets that are accessible, attractive, well related to and overlooked by buildings providing natural surveillance, with active ground floor uses along main streets and with parked vehicles not being visually dominant
- (iv) Ease of movement by creating places that are permeable and well connected with safe, attractive, convenient routes along streets giving priority to walking, cycling and public transport
- (v) Legibility by providing recognisable streets, junctions and landmarks to help people to find their way around
- (vi) Adaptability of buildings and spaces, capable to use by a range of activities in response to changing conditions
- (vii) Variety of layout, building form, use and tenure through the site

Policy D2 (Design of Buildings) states: Development proposals for buildings will be refused unless they:

- (i) Are in scale with other buildings in the immediate vicinity in terms of their height and massing, except where a greater scale is necessary to reflect the development's function and importance
- (ii) Relate well to and enhance the surrounding environment
- (iii) Provide access for those with impaired mobility
- (iv) Allows for visual interest through the careful use of detailing, where this is appropriate to the character of the area
- (v) Include landscaping and boundary treatments that integrate with those of the surrounding area
- (vi) Have regard to the need to design layout and screening in the interests of the prevention of crime and the surveillance of the public realm

The extension of existing buildings will only be permitted providing the scale of the proposed extension does not detract from the character of the original building.

Policy D4 (Sustainable Construction) states: All new development exceeding 5 dwellings (in the case of residential development) or incorporating gross floorspace in excess of 1000 sq m (in the case of other development) will be required to include the following:

- (i) Energy efficiency by siting, design, layout and buildings' orientation to maximize sunlighting and daylighting, avoidance of overshadowing, passive ventilation;
- (ii) Grouped building forms in order to minimize the external wall surface extent and exposure;
- (iii) Landscape or planting design to optimise screening and individual buildings' thermal performance;
- (iv) Renewable energy production e.g. external solar collectors, wind turbines or photovoltaic devices;
- (v) Sustainable urban drainage systems, including rainwater and waste water collection and recycling;
- (vi) Significant use of building materials that are renewable or recycled;
- (vii) Waste reduction and recycling measures;
- (viii) Carbon neutrality or financial contributions to a carbon offset fund to enable carbon emissions to be offset elsewhere.

Policy H4 (Affordable Housing: Targets and Site Thresholds) states:

"The Council's target will be to secure 30% of new housing in the Borough as affordable housing. It will seek affordable housing in the following circumstances:

Settlements in excess of 3,000 population

- (i) from housing developments of at least 25 dwellings, or
- (ii) residential sites of at least 1 hectare, irrespective of the number of dwellings

Settlements with a population of 3,000 or fewer

- (iii) from housing developments of at least 25 dwellings, or
- (iv) residential sites of at least 0.5 hectares, irrespective of the number of dwellings

Policy H5 (Affordable Housing: Site and Market Conditions) states:

"The proportion of affordable housing that the Council will seek on individual sites may vary, depending on site and market conditions. In assessing, the suitability of sites for affordable housing, and the proportion of affordable housing, the Council will take into account:

- (i) the site size, suitability and economics of provision and
 - (ii) the need to achieve a successful housing development
- The Council may also seek a financial contribution towards affordable housing provision on another site elsewhere in the Borough instead of on-site provision."

Policy H8 (Housing Density) states: "The density of new housing development should be well related to the character and appearance of development in the surrounding area.

The Council will seek the average net densities set out below for development within each zone as defined on the accompanying plan:

Zone 3	The rest of the City, City Expansion Areas, Newport Pagnell, Olney and Woburn Sands	35 dws/ha
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Policy H9 (Housing Mix) states: Development proposals that include 5 or more dwellings should incorporate a range of house sizes and types and all dwellings will be encouraged to meet the “Lifetime Homes” standards.

Policy L3 (Standards of Provision) states: New housing development will be required to provide new or improved recreational facilities in accordance with the Council’s adopted standards in Appendix L3.

Appendix L3 – Standards for Recreation and Leisure Facilities

FACILITY	MINIMUM SIZE	CATCHMENT AREA OR STANDARD	CHARACTERISTICS
Local Play Areas	0.2 hectares ¹ or 0.35 if surrounded by housing	300 metres	<ul style="list-style-type: none"> Mainly for children up to age 8 For unsupervised play close to home Located at 500 metre intervals Active zone² should be at least 20 metres from residential property boundaries and 30 metres from roads Approximately 5¹ items of play equipment and small games area
Neighbourhood Play Areas	0.6 hectares ¹	600 metres	<ul style="list-style-type: none"> For all children, but emphasis on 8+ For unsupervised play Located at 1,000 metre intervals Active zone² should be at least 40 metres from residential property boundaries and 30 metres from roads Approximately 81 items of play equipment and ball games area, goal wall, cycle area; larger more adventurous equipment The inclusion of youth shelters, wheeled sports facilities and multi-games walls for teenagers is essential
Local Parks	1-2 hectares	600 metres 0.6 hectares per 1,000 population	<ul style="list-style-type: none"> For visitors on foot, including nearby workers Providing children’s play, sitting out areas, landscaped environment, community events area, kickabout area and playing fields if the park is large enough At least 0.4 hectares per 1,000 population for casual, informal playspace if not provided elsewhere
District Parks	20 hectares	1.2 kilometres	<ul style="list-style-type: none"> For weekend and occasional visits on foot Containing playing fields, but at least 12 hectares for other pursuits (as in Local Parks) and some car parking

FACILITY	MINIMUM SIZE	CATCHMENT AREA OR STANDARD	CHARACTERISTICS
Linear Parks	60 hectares	3.2 kilometres or more where the Park is appreciably larger than 60 hectares	<ul style="list-style-type: none"> For weekend and occasional visits by car or public transport Either semi-natural environment, commons, woodland etc, or formal parks providing for both active and possible recreation – e.g. boating, entertainment, etc Containing playing fields but at least 40 hectares for other pursuits Adequate car parking essential
Playing fields		1 hectares (net) per 1,000 population, 1.5 hectares (gross) per 1,000 population	<ul style="list-style-type: none"> Gross size includes ancillary facilities such as pavilions, car parking and spectator areas
Allotments		0.25 hectares per 1,000 population	<ul style="list-style-type: none"> Should have water supply and car parking Preferably within 600 metres walking distance
Areas of wildlife interest	0.5 hectares	0.5 hectares at 1 kilometre intervals Optimum 10 hectares at 1 kilometre intervals	<ul style="list-style-type: none"> Accessible semi-natural greenspace Normally within or adjoining built-up areas

Notes:

¹ These quantities will need to be greater in areas of high density family housing

² Active Zone: area for play equipment and other items

Policy NE1 (Nature Conservation Sites) states:

- (i) Development will not be permitted if it is likely to harm the nature conservation value of an international site (RAMSAR sites, SACs and SPAs)
- (ii) Proposals for development likely to affect a National Nature Reserve or Site of Specific Scientific Interest will only be permitted if they can be subject to conditions that will prevent damaging impacts on biodiversity interests, or if other material considerations are sufficient to override nature conservation interests.
- (iii) Development which would be likely to harm the biodiversity or geological conservation value of a site county-wide (RIGS, MK Wildlife sites) or local importance (Local Nature Reserves, Wildlife Corridors, local wildlife sites) will only be permitted if the importance of the development outweighs the local value of the site.

Policy NE2 (Protected Species) states: Planning permission will be refused for development if it would be likely to adversely affect animal or plant species, or their habitat, specifically protected by law.

Where necessary, planning conditions will be attached to permissions to require the developer to take steps to secure the protection of species or habitat affected by development.

Policy NE3 (Biodiversity and Geological Enhancement) states:

All new development exceeding 5 dwellings (in the case of residential development) or incorporating gross floorspace in excess of 1000 sq m (in the case of other development) will be required to incorporate proposals to enhance biodiversity and geological features which are appropriate to, and where possible compensate for, impacts on the immediate area and the site characteristics.

Measures may include use of native species in landscaping schemes, or the improvement or creation of wildlife habitats or features of geological interest.

Priority will be given to woodland planting and other habitats and species identified by local Biodiversity Action Plan.

Where enhancement is not possible on the site, appropriate enhancements will be sought on other land.

Policy T1 (The Transport User Hierarchy) states: Development proposals should meet the needs of transport users in the following order of priority:

- (i) Pedestrians and those with impaired mobility
- (ii) Cyclists
- (iii) Users of public transport and taxis, and motorcyclists
- (iv) Others

Policy T2 (Access for those with Impaired Mobility) states:

Development proposals must be designed to meet the needs of those with impaired mobility. In particular:

- (i) Specifically identified and convenient parking spaces should be provided
- (ii) The layout of the external environment, including links to adjoining areas, must provide convenient, direct and safe access.

Policy T3 (Pedestrians and Cyclists) states: Development proposals must be designed to meet the needs of pedestrians and cyclists. In particular:

- (i) The layout of the external environment, including links to adjoining areas should provide convenient, direct, safe, secure, and understandable pedestrian and cycle routes that are not isolated from other transport routes;
- (ii) The needs of cyclists should be taken into account in traffic calming schemes;
- (iii) Locations that are a deterrent to pedestrians and cyclists should be improved, including crossing points at roads;
- (iv) The existing redway, footway and right of way network should be retained, improved and extended;
- (v) Cycle parking should be provided that is conveniently sited, secure and sufficient to meet the Council's parking standards, together with showers and changing facilities.

Policy T5 (Public Transport) states: Development proposals must be designed to meet the needs of public transport operators and users. In particular:

- (i) Road layouts must include direct, convenient and safe bus routes
- (ii) Bus priority measures must be implemented, where appropriate
- (iii) All houses and most other development must be no more than 400m from a bus stop
- (iv) Bus stops must have suitable shelters, good pedestrian access and be open to public supervision
- (v) Specific consideration must be given to the provision of public transport services in planning new development.

Policy T15 (Parking Provision) states: Development proposals should meet the following vehicle parking requirements:

- (i) Car parking provision must not exceed the Council's maximum standards
- (ii) On-site parking should not be reduced below the maximum standard if it would be likely to result in off-site parking causing problems that cannot be resolved by on-street parking controls.
- (iii) Parking areas should be well designed in terms of safety, circulation and appearance and assist access by pedestrians and cyclists.

Policy T17 (Traffic Calming) states: Development proposals should include traffic calming measures to provide a safe environment for pedestrians, those with impaired mobility and cyclists. In new development areas traffic calming should be achieved as an integral part of the street design.

The design of such measures must take into account the need for efficient and convenient public transport operation. The Council may seek financial contributions from developers towards the implementation of traffic calming measures.

APPENDIX C
OPEN SPACE REQUIREMENTS

Open Space Provision

Open space provision in the Strategic Land Allocation is based on Local Plan policy L3 and appendix L3, and the Planning Obligations for Leisure, Recreation and Sport Facilities SPG.

The amount of open space provided within the Strategic Land Allocation has been calculated in two ways:

- 1) Formal provision based on the Council's adopted standards
- 2) Informal provision based on site-specific features

Formal provision

Formal provision has been made for playing fields, allotments, neighbourhood play areas and local play areas. Table 1 below (from the Planning Obligations for Leisure, Recreation and Sport Facilities SPG) sets out the standards applied for formal provision.

Assuming that 2900 dwellings are delivered, and an average household size of 2.3 persons/dwelling, the population of the Strategic Land Allocation would be 6,670. Church Farm site (330 dwellings), land to north of Wavendon (370 dwellings) and the land to the south of A421 (2150 dwellings) should be seen as separate sites, for the purposes of open space provision. On the basis of an average household size of 2.3 persons/dwelling the population for Church Farm would be 760, for land north of Wavendon would be 850 and for the land south of A421 would be 5060.

Category	Per 1,000 population	Catchment
Playing fields	1.5 hectares	Urban part of Council area
Local Play Areas	0.35 hectares	300 metres
Neighbourhood Play areas	0.6 hectares	600 metres
Local parks	0.4 hectares	600 metres
District parks	0.8 hectares	1.2 kilometres
Swimming pool	7.72 sq metres of pool and associated facilities	Urban part of Council area
Sports halls and associated facilities	0.23 courts and associated community enhancement	Western/Eastern Expansion Areas
Allotments	0.25 hectares	600 metres

Playing fields

There is a requirement to provide 10 ha (= 1.5 x 6.67) of playing fields. 7.6 ha (= 1.5 x 5.06) of playing fields would be provided on site within the land south of A421. The remaining 2.4 ha would be provided by way of a financial contribution towards off-site facilities in lieu of on-site provision within the Church Farm and land north of Wavendon sites.

Local play areas

There is a requirement to provide 2.3 ha (= 0.35 x 6.67) of local play areas. These will be provided within the areas identified for residential development, located at approximately 500 metre intervals. 1.8 ha (= 0.35 x 5.06) of local play areas would be provided on site within the land south of A421. The remaining 0.5 ha would be provided on-site within the Church Farm and land north of Wavendon sites.

Neighbourhood play areas

There is a requirement to provide 4.0 ha (= 0.6 x 6.67) of neighbourhood play areas. These will be provided within the linear parks identified as part of the informal open space provision. It is envisaged that there will be a requirement for four neighbourhood play areas (three within the land south of the A421, and one within the Church Farm site). 3.0 ha (= 0.6 x 5.06) of neighbourhood play areas would be provided on site within the land south of A421. The remaining 1.0 ha would comprise on-site provision within the Church Farm site, and a financial contribution towards upgrading existing facilities within Wavendon village.

District parks

There is a requirement to provide 5.3 ha (= 0.8 x 6.67) of district parks. 4.1 ha (= 0.8 x 5.06) of district parks would be provided on site within the land south of A421. The remaining 0.5ha would be provided on-site within the land north of Wavendon, and as part of the Church Farm site Neighbourhood Play Area.

Local Parks

There is a requirement to provide 2.7 ha (= 0.4 x 6.67) of local parks. 2.0 ha (= 0.4 x 4.95) of local parks would be provided on site within the land south of A421. The remaining 0.7 ha would be provided on-site within the Church Farm and land north of Wavendon sites.

Allotments

There is a requirement to provide 1.7 ha of allotments (= 0.25 x 6.67). 1.3 ha (= 0.25 x 5.06) of allotments would be provided on sites within the land south of A421. The remaining 0.4 ha would be provided by way of a financial contribution towards off-site facilities in lieu of on-site provision within the Church Farm and land north of Wavendon sites.

Informal provision

Informal open space provision has been made in order to provide space for flood attenuation and noise mitigation functions.

A green buffer has been provided, in accordance with Core Strategy policy CS5, to the north of Wavendon village. The function of this buffer is to prevent the coalescence of the proposed housing development to the north with the existing village of Wavendon.

Grid road corridors have also been identified, a significant part of which constitutes green reserve areas on either side of the carriageway. Where possible, the grid road will be aligned to enable existing landscape features to be included within the green reserve area.

APPENDIX D
INDICATIVE LAND USE BUDGETS

Indicative Land Use Budget		Development Framework Area	
Land south of A421		Hectares	%
OPEN SPACE			
Playing fields		7.6 ha	
Neighbourhood play areas		3.0 ha	
District/local parks		6.1 ha	
Allotments		1.3 ha	
	SUB-TOTAL	18.0 ha	16.26%
GREEN INFRASTRUCTURE			
Noise attenuation and balancing areas		5.0 ha	
	SUB-TOTAL	5.0 ha	4.52%
HIGHWAYS INFRASTRUCTURE			
Primary street		2.0 ha	
Grid road corridors		5.1 ha	
Transport reserves		2.8 ha	
	SUB-TOTAL	9.9 ha	8.94%
EDUCATION AND COMMUNITY			
Secondary School		7.8 ha	
Primary school (x2)		5.2 ha	
Local centre		2.3 ha	
	SUB-TOTAL	15.3 ha	13.82%
RESIDENTIAL			
	Net density dph	Dwellings	
	35	2170	61.9 ha
	SUB-TOTAL	2170	61.9 ha
			55.92%
EXISTING USES			
Golf course clubhouse		0.6 ha	
	SUB-TOTAL	0.6 ha	0.54%
Total		110.7 ha	100%

Indicative Land Use Budget		Development Framework Area	
Land east of Magna Park		Hectares	%
GREEN INFRASTRUCTURE			
Noise attenuation & balancing areas		1.4 ha	
Existing woodlands		5.4 ha	
	SUB-TOTAL	6.8 ha	18.84%
WATERWAY			
Waterway		5.6 ha	
	SUB-TOTAL	5.6 ha	15.51
HIGHWAYS INFRASTRUCTURE			
Employment access road		2.2 ha	
	SUB-TOTAL	2.2 ha	6.09%
TRANSPORT			
Park and ride site		2.7 ha	
	SUB-TOTAL	2.7 ha	7.48%
EMPLOYMENT			
Employment		18.8 ha	
	SUB-TOTAL	18.8 ha	52.08%
Total		36.1 ha	100%

Indicative Land Use Budget			Development Framework Area	
Church Farm			Hectares	%
OPEN SPACE				
Neighbourhood play areas			0.5 ha	
District/local parks			0.9 ha	
SUB-TOTAL			1.4 ha	7.00%
GREEN INFRASTRUCTURE				
Noise attenuation and balancing areas			0.5 ha	
SUB-TOTAL			0.5 ha	2.50%
HIGHWAYS INFRASTRUCTURE				
Primary street			1.3 ha	
Grid road corridors			1.6 ha	
Transport reserves			2.0 ha	
SUB-TOTAL			4.9 ha	24.50%
RESIDENTIAL				
	Net density dph	Dwellings		
	25	330	13.2	
SUB-TOTAL			330	13.2 ha
				66.00%
Total			20.0 ha	100%

Indicative Land Use Budget			Development Framework Area	
Land north of Wavendon			Hectares	%
OPEN SPACE				
District/local parks			1.0 ha	
Allotments			0.4 ha	
SUB-TOTAL			1.4 ha	5.64%
GREEN INFRASTRUCTURE				
Green buffer			5.5 ha	
SUB-TOTAL			5.5 ha	22.18%
HIGHWAYS INFRASTRUCTURE				
Primary street			0.5 ha	
Stockwell Lane			0.9 ha	
SUB-TOTAL			1.4 ha	5.65%
EXISTING USES				
The Stables			1.7 ha	
SUB-TOTAL			1.7 ha	6.85%
RESIDENTIAL				
	Net density dph	Dwellings		
	25	370	14.8 ha	
SUB-TOTAL			370	14.8 ha
				59.68%
Total			24.8 ha	100%

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