



Minutes of the RECONVENED meeting of the LOCAL DEVELOPMENT FRAMEWORK ADVISORY GROUP held on 15 DECEMBER 2009. This meeting was held on 23 DECEMBER 2009

Present: Councillor Galloway (Chair),
Councillors Ferrans, Hopkins, A Morris and White

Officers: N Fenwick (Assistant Director, Planning), I Haynes (Chief Spatial Planner), Bob Wilson (Development Plans Manager), Michael Moore (Senior Planning Officer), J Harper (Transport Policy Manager), M Sullivan-Gould (Senior Solicitor), L Sung (Senior Committee Manager) and J Zammit (Committee Manager)

Apologies: Councillor Bristow

Also Present: Councillor Bint

Public: 5

LDF21 MINUTES

RESOLVED -

That the minutes of the meetings of the Group held on 18 March 2009, 20 April 2009, 6 May 2009, 18 June 2009, 8 July 2009, 19 August 2009, 3 September 2009, 21 October 2009 and 17 November 2009 be approved and signed by the Chair as a correct record, subject to amendment and comment:

1. Minutes of 3 September 2009:
 - (a) Pt 36 of Annex – Sherington Parish Council had confirmed there had been no change in the membership of the Parish Council since they had requested some limited development for the village.
 - (b) Pt 47 of Annex – Specifically in relation to J13A, the Highways Agency had informed the Council of its intention to provide a bypass at Junction 11A with no intention of providing an additional bypass at Junction 13A. The Group requested that the Chief Executive writes to the Highways Agency regarding the provision of a bypass at Junction 13A.
 - (c) Pt 59 of Annex – Officers to liaise with HCA to clarify the percentage figures of small businesses in Milton Keynes.

The Group thanked the Committee Manager for his work in collating the Minutes of the meeting.

LDF22

LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY: SUBMISSION DOCUMENT

The Group had preliminary discussions on the Draft Core Strategy at its meeting on the 15 December 2009, however the most substantial discussions on the Draft Core Strategy were left until the meeting of the Group on the 23 December 2009.

The Group noted that further amendments to the Draft Core Strategy may arise at the special Cabinet meeting to be held on 5 January 2009.

The Committee heard representations from Mr Pete Winkleman, Mr Alan Francis and Mr Andy Thomas (MK Forum).

Mr Winkleman addressed the Group and reported that Milton Keynes had been chosen as a host city in the event that England was successful in its bid to host the World Cup.

Milton Keynes had been chosen because of its political, operational and financial certainty. There was a need to find value to deliver the world cup costs which he proposed could be achieved without any cost to the taxpayer. He proposed that funding the World Cup bid could be achieved by placing the cost on landowners selling their land for housing development.

He reported that he would be approaching FIFA in February and could present a more successful case to FIFA if a framework for funding could be established within the Council's core strategy.

The Group recognised that the proposed funding framework was dependent on the success of the World Cup bid. If the bid was unsuccessful, the Group recognised that the proposed tariff on land owners could offer alternative benefits to the community.

The solicitor provided the Group with legal advice in respect of Members of the Group considering any future planning applications that may be impacted on the proposed new framework. He advised that the consideration of mechanisms by which a development could be delivered would not necessarily prejudice the Group in considering any future planning applications.

Mr Francis addressed the Group on the transport aspects of the core strategy and transport issues around Milton Keynes. He made the following comments:

- A large transport modal shift was imperative.
- The strategy did not take account of climate change or the need to reduce CO2 emissions in all aspects of life in Milton Keynes.

- The strategy did not address the issue of peak oil and that as fuel became more expensive within the lifetime of the strategy, people driving by private transport as the dominant mode would not work.
- Low cost parking and the ease of travel by grid roads inhibited bus use.
- All areas needed good access to communal transport and merely the deprived area of Milton Keynes.
- The core strategy needed to address the amount of car parking available in residential areas and consider ways to actively reduce the need for parking in residential areas.

Mr Thomas addressed the Group and submitted information that MK Forum had considered essential elements to be recognised to enable the core strategy policies on transport and CMK to be determined.

Taking into account all the comments made, the current draft core strategy, the Group made a number of amendments to the strategy, as attached as an annex to these Minutes.

The Group thanked the officers for their huge effort to complete the core strategy and acknowledged the level of commitment across the board.

RESOLVED –

1. That the proposed amendments to the Draft Submission Core Strategy, as attached as an Annex to these Minutes, be recommended to Cabinet.
2. That the Chief Spatial Planner give consideration to the proposal, implications and mechanisms, in terms of World Cup bid funding and enabling development and that his comments be reviewed by the Cabinet.

THE CHAIR CLOSED THE MEETING AT 9.20PM.