

**ADDENDUM TO ITEM 4: APPROVAL OF PROPOSED SUBMISSION VERSION OF PLAN:MK FOR COUNCIL MEETING
WEDNESDAY 18 OCTOBER 2017.**

Introduction

This schedule comprises changes proposed to correct errors and omissions which have come to light since Cabinet approved the Proposed Submission Version of Plan:MK on Tuesday 3 October.

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
New Paragraph 4.3	To read as follows: “The Council however recognises that given previous records of under-delivery of housing, particularly in relation to the provision of affordable housing, simply providing enough land to meet the OAN may result in a plan that is not effective in meeting its needs over the plan period.”	To clarify the Council’s reasons for overproviding on the OAN.
Paragraph 4.3	Amend text to read as follows (changes and additions in red and underlined): “The Council’s housing target for Plan:MK is therefore to set the OAN as a minimum target, delivering a total of at least 26,500 dwellings between 2016 and 2031, whilst <u>also allocating enough land to provide a buffer of approximately 10%.</u> ”	To explicitly outline the Council’s intention to overprovide on its housing need so as to ensure the plan effectively meets the needs of the Borough.

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Paragraph 4.4	<p><u>However, to ensure that Plan:MK is positively prepared and effective in meeting the needs of the Borough over the plan period, the plan allocates sufficient land for approximately 29,000 dwellings, thus providing a land supply buffer above the OAN of approximately 9.7%.”</u></p> <p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>This approach will <u>help allow</u> the Council to comfortably deliver the dwellings to house the natural growth of the Borough's population and those who choose to move to the area, <u>but whilst</u> also providing <u>enough sites to enable delivery of the majority of</u> the affordable housing need of the Borough over the plan period, <u>as identified in the SHMA. Furthermore,</u> it assists in balancing housing and job provision across the Borough, and provides flexibility in the supply of land to ensure the OAN is met even in the event of deliverability issues on certain sites.</p>	To clarify the Council's reasons for overproviding on the OAN.
Paragraph 4.6	Amend text to read as follows (changes and additions in red and underlined):	To clarify the land supply position with regard to the provision of a buffer.

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	<p>“The strategy for the distribution of development within the Borough and the allocation of sites <u>to ensure Plan:MK is an effective plan which meets</u> the established housing need and provides a <u>suitable land supply buffer 40%</u>, has been informed by the components of the Borough’s existing land supply. This information has enabled a calculation to be made of the amount of development for which new land allocations will need to be provided for.”</p>	
Paragraph 4.7	<p>Amend text to read as follows (changes and additions in red):</p> <p>“Taking into account the above, and in addition to sources of supply listed, there is a need for sites, to deliver a minimum of 4,650 additional dwellings, to be identified over the plan period, so as to meet the OAN. To provide <u>a-10% the required land supply</u> buffer, <u>in the region of 10% above the OAN</u>, sites for a further 2,650 dwellings <u>would-be are also</u> required.”</p>	To clarify the land supply position with regard to the provision of a buffer.
Paragraph 4.9	<p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>“Whilst a range of potential growth options</p>	To clarify the land requirement to provide for a buffer above the OAN.

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	<p>were assessed during the preparation of Plan:MK, the majority of which were also consulted on as part of the Strategic Development Directions Consultation (2016) and the Draft Plan:MK Consultation (2017), the number of dwellings which could be delivered within the existing urban area, as evidenced within the updated SHLAA (2017), <u>provided the starting point for providing the housing needed. limited the need for further significant growth beyond the existing urban area within the plan period.</u></p> <p><u>Whilst sites within the existing urban area, identified by the SHLAA, and the continuation of a windfall allowance across the plan period can provide approximately 4,230 dwellings, this is not sufficient to meet either the OAN or the required land supply buffer necessary to make Plan:MK an effective plan.</u></p> <p><u>To provide the 3,000 dwellings additionally required, Plan:MK has allocated a site to the south-east of the existing urban area.”</u></p>	
Paragraph 4.13	Amend text to read as follows (additions and	Editing error

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<p>changes in red and underlined):</p> <p>“(Committed and new sites are outlined within <u>Appendix E the Housing schedule within this plan</u>”).”</p>	
Paragraph 4.17	<p>Amend text to read as follows (additions and changes in red and underlined):</p> <p><u>“With the requirement to provide enough land to meet the OAN and provide a land supply buffer to enable the plan to be effective. Plan:MK is therefore allocates land in this area to provide a total of 3,000 dwellings. This enables the provision of a land supply buffer of approximately 9.7%. However, this figure will be dependent on the amount of land which would be available should the Oxford-Milton Keynes-Cambridge Expressway route impact upon this site.”</u></p>	To clarify the reasoning for allocation of the full SEMK site.
Policy DS2	<p>Amend text in first paragraph to read as follows (changes and additions in red and underlined):</p> <p>“Plan:MK will deliver a minimum of <u>29,000</u> <u>26,500</u> dwellings across the Borough of Milton Keynes”</p>	Editing error

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
Policy DS2	<p>Insert new bullet point below “The continued development of Central Milton Keynes including the Campbell Park residential area,” to read:</p> <p><u>“The completion of existing commitments as outlined in Appendix E.”</u></p>	To clarify the role of existing commitments within the Housing Strategy.
Table 4.3	In “Overall Housing Target” within Row 1, replace “29,000 dwellings” with “26,500 dwellings” .	Editing error
Policy SD1	<p>Insert new criterion 19:</p> <p><u>“Development should result in a net gain in biodiversity.”</u></p>	To remedy an omission
New para 5.20	<p><u>“With regard to movement within and to/from any Strategic Urban Extension, the Council will seek a range of mitigation measures both within and beyond the site to avoid creating any severe impacts on the highway and to support smart, shared and sustainable mobility in line with Strategic Objective 12 of the plan. Such measures may consist of traditional highway upgrades or the delivery of infrastructure and/or funding to support alternative measures.</u></p>	Provide clarity to supporting text of Policy SD11 and strengthen the linkages with Mobility Strategy

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Paragraph 5.24	<p>such as <u>Mass Transit solutions. The choice of measures should be in accordance with the Council's Mobility Strategy and Local Investment Plan.</u>"</p> <p>Insert new text in red and underlined as follows:</p> <p><u>"Because the Council wishes to encourage economic growth, prosperity and job creation within the Oxford – Cambridge arc,</u> it will work with developers and relevant infrastructure providers to determine the timing and phasing of this housing delivery over the plan period taking into account the ongoing infrastructure planning being undertaken by other agencies in respect of East West Rail and the Oxford to Cambridge Expressway proposals. Due to the close relationship between this development area and the East-West Rail line, the Council will work with developers and infrastructure providers to prepare a development framework which maximises the opportunities for sustainable travel. The principal vehicular access to the site should be sought via an extended</p>	<p>In response to a request from the Councillor Working Group and to correct a typographical error.</p>

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
Policy SD13	<p>H10 Grid Road that is delivered ahead of occupation of new housing within the site.”</p> <p>Insert additional text following “<i>the needs of Milton Keynes up to 2031 and beyond.</i>”</p> <p><u>“Planning permission for housing and associated uses will not be permitted until 2019/20, once the detailed alignment of the Cambridge-Milton Keynes-Oxford Expressway is known.”</u></p>	To ensure the site is not brought forward until the full impact and land take of the expressway is clarified.
Site plan illustrating Caldecotte South site accompanying Policy SD16	Reinstate site plan	Site plan was inadvertently omitted from Plan:MK.
Explanatory text for new Policy SD18 (Campbell Park)	<p>Insert explanatory text for new Policy SD18:</p> <p><u>“The Campbell Park grid square is located between H5 Portway, H6 Childs Way, V8 Marlborough Street and the Grand Union canal. Within this area, over the period of this plan, land between H5 Portway and Silbury Boulevard and land between Avebury Boulevard and H6 Childs Way will be developed for new housing together with other facilities normally found within a</u></p>	Production of a separate policy for Campbell Park to provide certainty and clarity for planning in the Campbell Park area.

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<p><u>residential area. If planning permission 17/00967/OUTEIS is implemented, a new pedestrian and cycle bridge over the Grand Union canal will connect Campbell Park to a new marina and pub proposed in Newlands.</u></p> <p><u>Located at the centre of Milton Keynes, the park area of Campbell Park has a mix of formal gardens, water features, woodland and open pasture. It is the largest park within the city centre and one of the city's greatest assets hosting many of Milton Keynes' major festivals and events. To encourage more people to visit the park, where opportunities arise, the Council will seek to improve links to the park from the surrounding area. Planning applications which could affect the setting of the park will be assessed for their impact."</u></p>	
New Policy SD18 for Campbell Park	<p>Insert new policy after Policy SD17 for Campbell Park as follows:</p> <p><u>"POLICY SD18 CAMPBELL PARK</u></p> <p><u>Development within Campbell Park must accord with the following principles.</u></p>	<p>Production of a separate policy for Campbell Park to provide certainty and clarity for planning in the Campbell Park area.</p> <p>As a consequence of having a new policy for Campbell Park, Policy SD2 will need to be amended to delete references</p>

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<p><u>Residential development should be designed:</u></p> <ol style="list-style-type: none"> 1. <u>To provide a range of well-designed good quality living environments</u> 2. <u>To be flexible and adaptable meeting a range of needs including those of older people, young professionals and families.</u> <p><u>The role of Campbell Park as the main city centre park will be maintained and links to the park will be improved where opportunities arise. The impact of development proposals on the setting of the park will be considered in the determination of planning applications for those proposals."</u></p>	to Campbell Park.
Explanatory text for new Policy SD19 (Central Bletchley Urban Design Framework)	<p>Insert explanatory text for new Policy SD19:</p> <p><u>"The area covered by the Central Bletchley Urban Design Framework is shown on the adopted Policies Map. Central Bletchley has suffered from a lack of investment over the past decade with the Bletchley Leisure Centre being the only significant development built during this period. A</u></p>	

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<p><u>public realm improvement scheme (Fixing the Links) has been completed and has helped to improve the quality and legibility of the pedestrian connections between Bletchley Railway Station and the Town Centre. Planning permission has also been granted for a high density residential development to the north of Stephenson House.</u></p> <p><u>The Council is seeking to deliver transformational regeneration of Central Bletchley over the plan period in conjunction with the proposed delivery of East-West Rail (EWR) services. The key point about EWR is that it will place Bletchley at the intersection of strategic east-west and north-south rail routes linking key centres of economic activity, both within and beyond the South East Midlands Local Enterprise Partnership area. The increased accessibility and connectivity created by EWR will act as a catalyst for new investment in Bletchley.</u></p> <p><u>A significant opportunity for Central Bletchley relates to increasing the density of housing in the area that will in turn increase</u></p>	

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<p><u>economic activity and the diversification of retailing opportunities.</u></p> <p><u>Bletchley Town Centre is defined as a Town Centre in the retail hierarchy and Government policy advocates the redevelopment of underutilised brownfield land within Town Centres especially where they can capitalise on proximity to excellent public transport services. Central Bletchley benefits from access to train and bus services and is a key bus interchange. Parking provision will be provided in accordance with Policy CT10”.</u></p>	
<p>New policy SD19 for Central Bletchley Urban Design Framework Area</p>	<p>Insert new policy SD19 Central Bletchley Urban Design Framework after new Policy SD18 as follows:</p> <p><u>“Development within the Central Bletchley Urban Design Framework area will be guided by the following principles:</u></p> <ol style="list-style-type: none"> <u>1. The density of residential development to be 150-250 dwellings per hectare.</u> <u>2. Improved pedestrian connections and legibility.</u> <u>3. Improved public realm.</u> 	<p>Production of a separate policy for Central Bletchley Park to provide certainty and clarity for planning in the area to be covered by a forthcoming Urban Design Framework for Central Bletchley.</p>

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<ol style="list-style-type: none"> 4. <u>Refurbishment and /or redevelopment of key sites and buildings.</u> 5. <u>Exploring options for the early redevelopment of the Police and Fire Station sites.</u> 6. <u>Exploring the potential of existing infrastructure to help enable and unlock residential-led mixed use development opportunities</u> 7. <u>Further improve the quality of pedestrian routes to and from Bletchley Station.</u> 8. <u>Development should not preclude the delivery of an 'eastern entrance' to Bletchley railway station."</u> 	
Policy HN1, Criteria C.2.a	<p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>"a. Central Milton Keynes <u>(excluding Campbell Park): 150 – 500 dwellings per hectare.</u>"</p>	To improve accuracy and clarity of the policy.
Policy HN2	<p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>"A. Development proposals for 11 or more homes should provide <u>at least 31% and general no more than 50%</u> of those homes</p>	To provide clarity that the 31% is a minimum, subject to further provisions in the policy, and the provision over 50% will not generally be acceptable one the grounds of creating mixed and balanced communities.

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Para 7.38	<p>as affordable housing.”</p> <p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>“National policy limits the ability of local planning authorities to set policies and targets for fully wheelchair accessible homes to those dwellings where the local authority is responsible for allocation or nominating a person to live in that dwelling. An analysis within the Council’s Strategic Housing Market Assessment indicates that the projected increase in households likely to need wheelchair accessible housing accounts for 5% of the overall housing requirement, and 10% within affordable tenures. This supports setting a 10% target for category M4(3) <u>wheelchair accessible</u> within affordable tenures, as reflected in Policy HN4. In addition, the local planning authority will require 5% of new market dwellings to be <u>capable of being adapted to</u> the wheelchair accessible <u>standard</u> (category M4(3)) to ensure there are opportunities within the housing stock to service these needs. However, due to a general lack of data on this issue, the</p>	To improve the accuracy of the supporting text and clarity of guidance for decision makers with regard to viability of meeting the policy requirements.

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
Policy HN11	<p>demand for wheelchair accessible and adaptable homes may be greater than that presented in the SHMA. Therefore, the requirements set out in Policy HN4 are considered to be the minimum requirement. Where it is considered important to do so, and subject to viability and feasibility, higher percentages may be sought on a case by case approach. <u>Where accepted viability evidence indicates that the M4(3) wheelchair accessible standard would not be viable, taking into account all other obligations being sought, then the Council may accept dwellings designed to the M4(3) wheelchair adaptable standard which does not carry as high a cost.</u></p> <p>Amend criterion A to read as follows (changes and additions in red and underlined):</p> <p>“A. Pitches at the following existing, developed and allocated Traveller sites will be safeguarded:</p> <ul style="list-style-type: none"> • Calverton Lane (12 existing pitches and 4 allocated pitches) • Willen Road (6 existing pitches) 	To clarify the carrying forward of existing allocations, which are yet to be developed, at Calverton Lane and Newton Leys into Plan:MK.

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<p><u>Pitches at the following previously allocated sites will be carried forward as allocations and safeguarded in Plan:MK:</u></p> <ul style="list-style-type: none"> • <u>Calverton Lane (4 allocated pitches)</u> • <u>Newton Leys (8 allocated pitches)</u> <p><u>To accommodate the full identified need of 19 pitches for the period up to 2031, 7 new pitches will be provided as part of the strategic site in South East Milton Keynes.</u></p> <p>Proposals should be approved for an alternative use of a safeguarded site if an alternative, replacement site has been identified and developed to provide facilities of an equivalent or improved standard (including its location), or if sufficient evidence can be produced to show that there no longer remains a need for the site(s) to be retained for Gypsy and Traveller use.</p> <p>To accommodate the full identified need of 19 pitches for the period up to 2031, 7 new pitches will be provided as part of the strategic site in South East Milton Keynes.</p>	

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
Policy HN11	<p>New Gypsy and Traveller sites, or extensions to an existing lawful site, shall also be safeguarded for such use.”</p> <p>Amend criterion B. viii to read as follows (changes and additions in red and underlined):</p> <p>“viii. The site is not within an Area of Attractive Landscape. The development complies with Plan:MK Policies NE4 and NE5.”</p>	To be consistent with landscape policies within Plan:MK.
Policy EH1	<p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>;</p> <p>“Proposals to upgrade or expand existing schools and promote the development of new schools in locations where additional provision is required will be supported <u>permitted</u> subject to achieving the criteria below.”</p>	To provide clarity on how to interpret the policy.
Revised para 9.20	<p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>“As part of the MK Futures 2050</p>	To improve clarity and remove reference to Cranfield University. Now provided a reference to Business and Development Plan for MK:U.

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
Revised para 9.21	<p>Programme, a Business and Development Plan has now been prepared for the new university in Milton Keynes (further details can be found here: http://mkfutures2050.com/images/pdfs/MKU-brochure-07-06-17-FINAL-reduced.pdf). The intention is that the Council is working with Cranfield University to prepare a business case for the new university, which was completed in spring 2017, with the hope of the first student intake will be in around five years' time."</p> <p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>"It is anticipated that Central Milton Keynes (Site B4) will be allocated for the University site. and Policy EH4 (below) will detail the Council's expectations in terms of spatial or planning-related principles relating to its delivery."</p>	This sentence was removed to reflect the change in policy EH4.
Policy EH4	<p>Replace existing policy text as follows:</p> <p><u>"Planning permission will be granted for a new university campus and, if required, the co-location of MK College. This will include student accommodation and ancillary</u></p>	Text considered as more the vision and ambition hence not a policy – now moved to supporting text and thus policy revised accordingly.

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
Policy NE1	<p>Programme 2014/15).”</p> <p>Amend text to read as follows (changes and additions in red and underlined):</p> <p>“C. Development proposals which would be likely to harm the biodiversity or geological conservation value of a site of county-wide (MK Wildlife sSites, Wildlife Corridors) or local importance (Local Nature Reserves, Wildlife Corridors, Biological Notification Sites, local wildlife sites) or which serves as a 'biodiversity offset site' will only be permitted where:”</p>	To ensure correct terminology is used in relation to nature designations.
Policy L2	Add the word “or” at the end of criterion i.	To be consistent with the NPPF wording outlined in para 14.23
Policy L3	<p>Move criterion 6 to end of Policy L3 as shown below:</p> <p>“In certain cases, the loss of amenity open space may be acceptable if it is adequately compensated by proposals for improvements to the quality of green infrastructure and appearance of amenity space elsewhere in the locality or the wider Open Space network</p> <p><u>7G</u>. Open space lost will need to be replaced</p>	To be consistent with the existing text in the Local Plan in Policy L2. The wording “in certain cases” also suggests that it is a concluding statement that could override other policy in L3 and therefore needs to be a concluding statement

Policy and/or Paragraph Number	Details of Proposed Changes	Reason for Change
	<p>by equivalent or better following an assessment justifying this need.</p> <p>Change of use of amenity open space will be considered given the availability and accessibility of open space in the surrounding area, based on distances in Appendix A.</p> <p><u>In certain cases, the loss of amenity open space may be acceptable if it is adequately compensated by proposals for improvements to the quality of green infrastructure and appearance of amenity space elsewhere in the locality or the wider Open Space network.</u></p>	
Appendix A	See Annex A below which will replace the existing Appendix A	To reflect changes requested by the Councillor Working Group
Appendix E	Add new column to Table 23.2 to clarify that residential-led mixed use will be acceptable for the CMK sites listed.	To provide clarity on the acceptable uses for sites within CMK.
New Appendix F	List of all existing local shopping centres to be subject to Policy ER10 in Plan:MK	To implement recommendations in the Council's Retail Capacity and Leisure Study 2017.

Annex A

Appendix A: Public Open Space and Recreation Facility Provision

Introduction

The purpose of this table is to identify the required standards of provision for new public open space and recreational facilities as part of new development in Milton Keynes. They should be applied taking into account the current open space provision in Milton Keynes illustrated in the Open Space Categories Maps so as to determine the need for new open space as part of new development.

The provision and standards are only applicable to publicly accessible open space.

The table is divided into 3 sections:

The first section identifies those categories of open space that are normally required(1) in new developments, with their catchments*, characteristics and principles of design

The second section identifies those open space categories that will be required if the existing site already includes features of that category. . Minimum size and catchment area are not however applicable or relevant and hence not specified, rather the table identifies characteristics and principles for their design.

The 3rd section identifies categories that maybe required but will be determined on a case by case basis, again including characteristics and principles for their design.

* Where a catchment distance is indicated, public open space of the required size or larger must be provided within the catchment distance from any home in applicable developments (1). A category of open space of a larger size, including ones with no catchment marked, will be deemed to meet the need for categories of smaller sizes of open space as well, providing it is within the required catchment distance of the homes for these smaller sizes of open spaces.

(1) Developments in the urban area including MK, Newport Pagnell, Olney, Woburn Sands and strategic urban extensions will be expected to comply with the stated catchment areas in full. Developments of between 11 and 50 homes will be expected to contribute to the improvement and maintenance of existing categories of open space.

Categories of Open Space/Facilities	Minimum Size	Catchment Area or Standard (the latter applicable only to playing fields)	Characteristics	Principles
SECTION 1				
District Parks	District Parks – minimum 20ha	1200m	These are spaces that actively attract visitors from a wide catchment, typically further than 10 kilometres. They offer unique or novel experiences that extend visiting time.	<ul style="list-style-type: none"> • Normally would be part of linked network of multi-functional open space • Needs to include a major visitor attraction • Must have very good public transport accessibility • Must have adequate parking
Local Parks	Minimum 1-2ha	600m	Urban parks, rural parks and formal gardens, open to the general public that provide opportunities for various informal recreation and community events. A local park may include	<ul style="list-style-type: none"> • Normally would be part of linked network of multi-functional open space unless local circumstances would justify a standalone local park. • Should, where appropriate, include opportunities for some woodland, natural planting or other wildlife feature to foster

Pocket Parks	Up to 1ha	300-400m	<p>children's play, sitting out areas, landscaped environment, community events area, kickabout area and playing fields if the park is large enough. Local Parks will vary in size, but will be expected to be a minimum of 1-2ha</p>	<p>biodiversity</p> <ul style="list-style-type: none"> • Must be in accessible location and accessible from various locations • Must have very good public transport accessibility • If segregated pedestrian routes provide access to the park they must feel safe and be overlooked • Should have the fronts of housing facing at least 1 side of park • If includes playing fields requires adequate provision of parking • Must include high quality paths on and around the edge of site
			<p>Includes small areas of inviting public space that has an overall coherent landscape design approach and tend to be well integrated into and have a positive relationship with the surrounding development.</p> <p>Provides for informal play and passive recreation</p> <p>Should include seating</p>	<ul style="list-style-type: none"> • Normally would be part of linked network of multi-functional open space unless local circumstances would justify a standalone pocket park. • Should, where appropriate, include opportunities for some woodland, natural planting or other wildlife feature to foster biodiversity • Must be integrated into the surrounding development • Adjacent development must front onto and overlook park • Must be in highly accessible location e.g. should be on key pedestrian route such as redway

Amenity Open Space	Up to 1000m ²	400m	Can include a play areas but they should not take up more than 50% of the park Commonly found in housing areas, they predominantly comprise grass areas. The primary purpose of these spaces is to provide opportunities for informal activities close to home or work as well as visual amenity to help break up the built form Can be used to incorporate on street parking	<ul style="list-style-type: none"> • There should be direct routes leading to pocket park that are safe and overlooked • Should be in accessible locations and integrated into the surrounding development • Should be overlooked by the fronts of housing • To soften the visual impact of on street parking it should, when appropriate, allow opportunities for unallocated visitor parking around the edges of amenity open space
Local Play Areas (LPAs)	0.04ha (excluding 20m separation buffer between activity zone and residential properties)	300m	Includes equipped play areas predominantly those under the age of 8 years close to home. Providing opportunities for play, physical activity and social interaction.	<ul style="list-style-type: none"> • Co-location of the LPAs with linear, district, local or pocket parks is preferable. Unless the co-location is not possible (mostly when parkland is outside the LPAs catchment area) then LPAs could be provided as standalone areas within the development • Activity zone to be at least 20m from residential property boundaries and 30m from roads • Must be easily accessible on key pedestrian routes/redways • There should be direct pedestrian routes/redways leading to play areas that

Neighbourhood Play Areas (NPAs)	0.1 ha (excluding 30m separation buffer between activity zone and residential properties)	600m	Includes equipped play areas, ball courts, skateboard areas and teenage shelters with the primary purpose of providing opportunities for play, physical activity and social interaction involving both children and young people. Can include multi-use game areas (MUGAs). MUGAs are totally enclosed games areas which provide facilities for a range of sports normally 5-a-side football, basketball, netball etc. MUGAs are available for free public use all year round	<p>are safe and overlooked</p> <ul style="list-style-type: none"> To be overlooked by the fronts of housing Mainly for children up to age 8 For unsupervised play close to home Approximately 5 items of play equipment and small games area. These quantities will need to be greater in areas of higher density family housing
				<ul style="list-style-type: none"> Co-location of the NPAs with linear, district, local or pocket parks is preferable. Unless the co-location is not possible (due to parkland being outside the NPAs catchment area) then NPAs could be provided as standalone areas within the development Active zone to be at least 40m from residential property boundaries and 30m from main roads; if noisy sports facilities e.g. wheeled sports are included within NPAs then greater than 30m buffer zones from residential properties may be required to address potential noise problems Must be easily accessible on key pedestrian routes/redways There should be direct routes leading to play area that are safe and overlooked For all children, but emphasis on 8+ For unsupervised play Approximately 8 items of play equipment

<p>Playing fields and Outdoor Sports Facilities (Does not include school playing fields as these are not publicly accessible)</p>	<p>N/A</p>	<p>As per provision standards included in most recent Playing Pitch Strategy. The required standard for the quantity of provision for playing field area is 0.52 ha per 1000. (Playing Pitch Strategy, 2015)</p>	<p>Is a wide ranging category of open space, which includes both natural and artificial surfaces for sport and recreation that are either publicly or privately owned, but are publicly accessible they include playing pitches, athletics tracks, bowling greens and golf courses with the primary purpose of participation in outdoor sports</p>	<p>and ball games areas, goal wall, cycle area, larger more adventurous equipment. These quantities will need to be greater in areas of higher density family housing</p> <ul style="list-style-type: none"> • Co-location of playing fields with linear, district or local parks is preferable. • Must include adequate provision of parking • If publicly accessible should have accessible network of pedestrian routes around and across site • Fencing around playing pitches may be considered for the development of the standard of play for the local sports clubs in order to meet the National Governing Bodies of Sport current guidelines and ensure a safe environment for the activity / sport. However, prior to erection informal consultation will be sought with the local communities and must adhere to planning regulations • New playing pitches must meet Sport England standards for formal participation of training and matches
<p>Allotments and Community Growing Areas</p>	<p>In areas of high demand; based on current allotments waiting lists.</p>	<p>700-1000m</p>	<p>Allotments and Community Growing Areas</p>	<ul style="list-style-type: none"> • Normally would be part of linked network of multi-functional open space unless local circumstances would justify a standalone allotment. • Must include adequate amount of parking

Sports Facilities	As per provision and quality standards included in most recent Sports and Active Communities Strategy			
SECTION 2				
Linear Parks	n/a	n/a	Key structural component of MK, following the water bodies across the city, they have an important green infrastructure role: mitigating flood events, preserving archaeology, as pedestrian and cycle corridors, for wildlife and recreation. The feel of the corridors change across the city, more formal in urban areas and more agricultural on the periphery. They are often multi-functional to include for example playing fields, play areas, paddocks and allotments	<ul style="list-style-type: none"> • Only required where an urban extension incorporates a significant watercourse • Will be characterised by linked network of multi-functional open space that includes many other typologies of open space • Must have very good public transport accessibility • Key green infrastructure role: mitigating flood events, wildlife corridors, preserving archaeology, pedestrian and cycle corridors. Must have adequate parking
Green Access Links	Depends on existing site features	N/A	Provide green corridors along certain transport routes and public rights of way (footpaths, redways, roads other than grid roads) as well as historic hedgerows. They may support a range of habitats important for nature	<ul style="list-style-type: none"> • Most appropriate to associate with and follow historic rights of way and / or hedgerows to be retained in new development • Should be fairly considerable in length and provide direct access to reach key facilities within a development • Should be made to be as accessible as possible from the wider area

Areas of Wildlife interest – Natural and semi natural	Depends on existing site features	N/A	conservation and / or provision for walking, running and cycling.	
			Space includes woodlands, copses of trees, scrubland, grasslands (e.g. meadows and non-amenity grassland), wetlands and river corridors, ponds, lakes, nature reserves and brown field land with a primary purpose of wildlife conservation and biodiversity. They also perform visual amenity functions and depending on size can provide an important recreation function. They can include formal and/or informal pedestrian routes	<ul style="list-style-type: none"> Existing wildlife sites should be used to structure a development such that wildlife site is well integrated into the development and provides visual amenity. In this regard development should front onto wildlife sites. If appropriate, footpaths should be included through the site especially if they form part of help create direct pedestrian routes linking wider destination
SECTION 3				
Transport Corridors	Refer to Transport Policy	N/A	Define the urban form of Milton Keynes, flanking the main grid roads they buffer local communities from the noise and visual impact of passing vehicles and	<ul style="list-style-type: none"> Must be consistent with transport policies on grid road reserves/corridors

			<p>providing an attractive landscape feature to the motorist. Also provide key wildlife habitats</p>	
Paddocks	To be required and assessed on a case by case basis	To be required and assessed on a case by case basis	<p>Includes small fenced outdoor pasture area where a horse is kept. A paddock may have a dirt or grass surface. For the purpose of the Open Space Assessment only paddocks within the settlement boundaries are being considered.</p>	<ul style="list-style-type: none"> • Mostly to be located in rural areas • Could be included in linear parks • Not expected within development's within the existing city boundary • Their private usage means they can be located in secluded places
Civic Spaces	To be required and assessed on a case by case basis	To be required and assessed on a case by case basis	<p>Includes civic and market squares and other hard surfaced community areas designed for pedestrians. The primary purpose of providing a setting for civic buildings, public gatherings and community events.</p>	<ul style="list-style-type: none"> • Should be located in highly accessible locations with significant volumes of footfall • Should be positively addressed by buildings with active frontages facing the civic space • Should have a comfortable height to width ratio to create an appropriate sense of enclosure