

# Briefing Note



## Milton Keynes East Development Framework SPD – Amendments following Strategic Placemaking Scrutiny Committee

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### Purpose of the briefing note

To explain what amendments have been made to the Milton Keynes East Development Framework Supplementary Planning Document (SPD) following the decision made at the Cabinet meeting of 13 January 2020 to adopt the SPD subject to certain changes, and in light of the the recommendations made by the Strategic Placemaking Scrutiny Committee on 12 February 2020 following a call-in of the Cabinet decision to adopt the SPD.

### Background

Cabinet decided on 13 January 2020 to adopt the Milton Keynes East Development Framework SPD subject to certain changes/requests to review certain elements of the SPD. These were discussed during the Cabinet meeting with the decision sheet for the meeting recording them. In summary, the changes made to the SPD as a result are outlined below, and shown in the tracked version of the SPD enclosed [at the Annex](#):

- Drawings relating to the 'Community Hub' amended to clarify difference between primary street and pedestrian priority street.
- References to 'High Street' have been replaced by 'Pedestrian Priority Street'.
- Para 4.3.6 amended to refer to 'grade separated' underpasses or green bridges.
- Additional sentence included in para 4.3.7 to read: "Milton Keynes Transport Department will provide a statement prior to the submission of any planning application identifying what the triggers will be to upgrade Willen Road."
- Additional text included in para 4.5.2 to state that where lower levels of parking are proposed there should be frequent public transport services to

public transport nodes, district/town/local centres, schools and employment areas.

The decision to adopt the SPD was then Called In by a number of parties. The reasons for the Call-Ins were discussed at a mediation meeting with the Chair of Strategic Placemaking Scrutiny Committee that was attended by those who Called In the decision, Councillor Martin Gowans as the responsible Cabinet member, and officers of the Council. Whilst certain matters were resolved during mediation, it was still necessary to take the matter forward to the full Strategic Placemaking Scrutiny Committee, which met on 12 February 2020 to discuss the call in.

The recommendations of the Committee were that:

That the matter be referred back to the Cabinet to reconsider the Supplementary Planning Document (SPD) as soon as possible taking into account the following changes and /or additions to be shown as tracked changes:

- Clarification on the definition and sense of scale for the place;
- Revised name of “Community Hub” for that currently designated as “District Centre”;
- Inclusion of examples to give a sense of scale that may be appropriate of the community hub and
- To review 4.3.6 of the SPD with regard to the matter of grade separation of pedestrians and cyclists and the motor vehicle.
- Clarification in the document whether the site is a new settlement or part of Milton Keynes.

## **Outcomes**

A number of changes have been made to the Milton Keynes East Development Framework SPD following the recommendations of the Strategic Placemaking Scrutiny Committee. These are shown in a tracked change version of the SPD attached at the Annex. A description and explanation for these changes is outlined below:

1. References to the “District Centre” within the SPD have been replaced with “Community Hub” reflecting the discussion and consensus reached during the meeting of the Strategic Placemaking Scrutiny Committee.
2. Additional text at paragraph 3.1.2 has been added to provide greater clarity on the anticipated nature of Milton Keynes East as a place. Namely, this is to relay that it would feel and operate as a new settlement despite the fact that in

terms of Plan:MK policy it is an extension to Milton Keynes city and would not be classed as a separate settlement within the borough's settlement hierarchy.

3. Additional text within section 4.4 to provide illustrative parallels with existing centres within Milton Keynes to give a sense of scale and function of the amenities and retail offer to be provided in the new Community Hub within Milton Keynes East. The parallels (Woburn Sands and Stony Stratford) are considered most appropriate as those centres primarily serve the communities of Woburn Sands and Stony Stratford rather than primarily operating as a larger service centre or destination serving a wider rural hinterland and geographical area in the way that other larger centres such as Newport Pagnell, Olney and Buckingham do.

The Strategic Placemaking Scrutiny Committee also recommended a further review of paragraph 4.3.6 with regard to adding in the requirement for grade separated crossings of grid roads for use by motor vehicles. The SPD guidance proposes at grade vehicular crossings of grid roads in the form of roundabouts or paired 'T-junctions' with central waiting areas. After considering this further, in light of the layout of routes and development areas shown in the SPD, it is not considered necessary in highway terms or appropriate in place making terms to require grade separated opportunities for motor vehicles to cross grid roads at the limited number of places where this could feasibly be done within the site.

Annex: [Supplementary Planning Document \(SPD\) with Track Changes](#)