

COUNCIL MEETING

12 JANUARY 2010

AMENDMENTS

(WITH OFFICER COMMENTS IN RESPONSE)

Item 4 - Milton Keynes Local Development Framework - Core Strategy: Submission Document

1. Amendment from Councillor Hopkins, to be seconded by Councillor Butler-Ellis:

“That the following be added to Appendix A. Glossary and Abbreviations

‘Gridroads are urban clearways with laybys for bus-stops, with no direct building frontages and no at-grade pedestrian crossings. Some are dualled, and the remainder normally have land reserved for future dualling, or other transport purpose (eg mass passenger transit system). They have substantial landscaping for biodiversity, sound screening and CO2/emissions absorption, usually incorporating a Redway. Collectively, they form a resilient, interconnected network with roundabouts at most gridway intersections, serving both public and private transport.’”

Officer comment: including a definition of grid roads in the Glossary is acceptable. The amendment (if agreed) would not affect the soundness of the Core Strategy.

2. Amendment from Councillor C Morris, to be seconded by Councillor Dransfield:

“That an additional bullet point be added to Policy CS7 Central Milton Keynes (on page 61) which reads:

- Develop as an attractive focus for all the residents of the Borough, whilst recognising its role as a District Centre for most of the surrounding estates.”

Officer comment: this additional bullet point is consistent with various references to the role of CMK in the text of the Core Strategy. The amendment (if agreed) would not affect the soundness of the Core Strategy.

3. Amendment from Councillor Bint, to be seconded by Councillor A Morris:

“(a) That the bullet point within Policy CS11 that currently reads as follows:

‘Encouraging greater movement within the Borough by cycling and walking through improvements to the directness of the Redway network, enhanced facilities and signage and extending the Redways network throughout major new development areas.’

be replaced with the following new wording:

‘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).

(b) That the bullet point within Policy CS13 that currently reads as follows:

‘Redways (another unique element of MK) should be built adjoining grid roads in new developments’

be replaced with the following new wording:

‘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.’”

Officer comment: revised wording for Policy CS11 was considered by Cabinet who preferred the existing wording. The revised wording for Policy CS13 (‘as well as elsewhere in new developments’) could be considered vague and may weaken the primary objective for new Redways – i.e. more direct routes with good surveillance. The phrase ‘built within the landscape corridor’ may also run counter to this primary objective for new Redways.

However, the amendment (if agreed) would not affect the soundness of the Core Strategy.

4. Amendment from Councillor White:

“That this Council recognises that the Core Strategy does not cover environmental concerns sufficiently and agrees to amend the Core Strategy as follows:

‘2.9 Add after 2nd sentence:

“The large amount and low cost of parking in Central Milton Keynes also contributes to low bus usage in Milton Keynes.”

‘2.14 delete “an opinion” and insert “a perception”.’

‘Table 2.1 Threats add:

“- The impacts of Peak oil and measures to reduce CO2 emissions to avoid climate change will cause transport difficulties for residents because of the high dependence on cars.”

‘10.5 be replaced with:

“The levels of car ownership in Milton Keynes are higher than the national level (81% compared to 73% across England; Census 2001). Attractive alternatives to car travel must be provided in order to reduce the carbon footprint of new estates and the city and reduce the unsustainable high level of car ownership. Measures such as car clubs (*), travel planning and better public transport should be introduced to reduce the amount of car parking required. To reduce on-street parking, encourage residents to leave their car at home and to enhance their appearance, new neighbourhoods should provide sufficient parking spaces for the projected car ownership levels for the type of dwellings (plus spaces for visitors).”

‘Add to glossary:

“* Car clubs enable people to continue to drive when appropriate, but each car club vehicle typically reduces the number of privately owned cars by 5-10 vehicles.”

‘11.4: add the words “the current level of” between the words “which” and “public” in the last two lines.’

‘11.5 after 3rd sentence add the words:

“Measures such as car clubs, travel planning and better public transport will be introduced to reduce the high level of car ownership. “.

Officer comment: there are 2 points that give rise to concern within this amendment:

1. **Table 2.1:** the reference to 'Peak oil'. This term may not be widely understood. This could be addressed by adding an explanation of the term in a footnote and/or in the Glossary. A suggested definition is:

Peak oil is the moment when global oil production will reach its maximum level and then go into decline. According to the LGA, some commentators believe that we have already reached, or will soon reach this point (Volatile Times: transport, climate change and the price of oil – LGA, December 2008)

2. **Para 10.5:** the additional text (*'Measures such as car clubs, travel planning and better public transport should be introduced to reduce the amount of car parking required'*) would introduce an inconsistency into the Core Strategy. Neither transport policy (CS11) nor the policies relating to the design of neighbourhoods and places (CS12, CS13) seek to reduce the amount of car parking in residential areas.

In our view, the proposed change to para 10.5 would affect the soundness of the Core Strategy.

5. Amendment from Councillor White:

"That the following additional 'Threat' be added to Table 2.1:

- The impacts of Peak oil and national measures to reduce CO2 emissions to avoid climate change may not be easily implementable in Milton Keynes."

Officer comment: see 1st comment above under Amendment 4.

6. Amendment from Councillor White:

"That the following additional sentence be added to the end of paragraph 3.5:

'MK Council will also sign-up to The Sustainable Communities Act 2007'."

Officer comment: this amendment is considered to be unnecessary and given the nature of the Act, it is not really appropriate for the Council to 'sign up' to it. MKC is of course already subject to the provisions of the Sustainable Communities Act 2007. All Councils were invited to submit specific proposals under the Act by July 2009 but MKC did not do so. If further proposals are invited, the Council will be able to consider its position at that point, taking account of the financial and other implications involved.