

Councillor Comments and Officer Responses, plus changes agreed at LDF AG on 3rd September 2009 and all adjournments

Page numbers refer to 3rd September LDF Advisory Group additional papers item 4

COUNCILLOR COMMENTS	OFFICER RESPONSE	AGREED CHANGE – 3rd September¹
1. This (first few chapters) is INFINITELY better than the previous version and is getting pretty good now. Well done to whoever did it.	Add clear definitions for MK Borough, MK City and MK Rural Area at beginning of document and check for consistency in rest of document.	Officer response agreed.
2. Foreword: Skills bit. Page 12 I'd suggest replace "young people born and raised in MK" and replace with "MK's young people" to be more clearly inclusive of all who now count themselves as MK.	Agree, replace as requested.	Officer response agreed.
3. Connections – page 12 in various places: Start off the foreword bit with: We need to improve connections with our local towns, and east-west connections...	Agree; add this phrase to sentence following Connections bullet point in Foreword.	Officer response agreed.
4. Chapter 2. page 14 I'd suggest an additional 3rd paragraph under " Getting Around: "Within the Borough and its immediate environs, road and rail links are poor, with a struggling rail service eastwards, none westwards, and congested roads leading to nearby towns and villages. As growth increases local commuting, these links will need improvement."	This overlooks the fact that the grid roads are significantly better for car use than traditional settlements' road systems. The M1 and the West coast mainline are nationally important routes. The East West rail situation is summarised in the second paragraph of this section. An alternative addition is suggested: add the following after the third paragraph ` Beyond the built up area of the city there are local connections which will require improvement when the growth impacts on this network.'	Officer response agreed. However, add reference to A1-M40 link and mention east-west roads
5. Grid roads v buses: page 14 The 4th para under chapter 2 Getting Around, and in Weaknesses, it is still maintaining that it is the grid itself which makes access to buses difficult - an obvious nonsense	Agree; buses do penetrate the grid squares. Suggest that a phrase is taken from the approved Bus Strategy: 'In most cases residential streets within the grid squares were not designed for the bus. This makes it difficult to provide fast	Officer response agreed.

¹ This includes all sessions of the meeting commenced on 3rd September

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<p>given the number of estates where buses do run through the estates despite the grid outside. It's the design of the newer estates that's the problem there. And it doesn't bring out the challenge of the distribution of "attractors" and the low density. This needs amending in both places. I'd suggest:</p> <p>Chapter 2: page14 The low density and wide distribution of "attractors" makes it difficult to run bus services that are fast, cost-efficient and reliable. The design of some estates makes easy access to bus stops difficult. This means....</p>	<p>frequent and attractive bus services', to replace first part of 4th paragraph and third weakness in SWOT table2.1</p>	<p>Agreed add reference to preamble about wide distribution of attractors</p>
<p>6.Weaknesses: page 19 Poor public transport due to the unique design of the city and the lack of co-ordination powers disadvantages some residents. Low overall density and the segregation of some estates affects the viability of shared services.</p>	<p>Agree; poor public transport is picked up in change agreed above. Lack of co-ordination powers is for Central Government, not MKC. Add 'Low overall density and the segregation of some estates affects the viability of shared services' as a weakness.</p>	<p>Amend 4th point in SWOT table under weaknesses Add 'Low overall density within the urban area and grid road bus services and the segregation of some estates affects the viability of shared services'</p> <p>Additionally, Cllr White wanted "New Town Stigma" placed above " Low educational attainment" in Weaknesses SWOT table</p>
<p>7.MK At Work page 15 Can we delete the unemployment figures please. Picking a random month and then doing no analysis does us no favours. The first phrase of the next paragraph is also meaningless. What is an "average" skills base, and why is that wrong? Can we get something more explicit on the skills profile please? About the high proportion of low-skilled workers among the current population <also suggest add and the dearth of medium-level professional jobs to give career progression.</p>	<p>Unemployment figures are included to reflect recession and qualify first three paragraphs. Average skills base reflects the findings of the MK Economy Review January 2009 by SEEDA. It shows the skills of the resident population are lower than the rest of the South East. Agree, add footnote to reference this source document to provide more information. The MK Economic Vision 2009 sets the need for a skilled workforce as its first foundation. It will be shown in the Economic Prosperity chapter. The dearth of medium-level professional jobs is related to the recession but is more of a corporate issue for companies</p>	<p>Agreed to leave reference in to the recession but not to mention the unemployment figures. Add reference to skills levels on page 78 in Delivering Economic Prosperity</p>

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<p>8. Quality of Life page 16 - this section is two sections put together, and there is more that would fit better here too. Please can we take the first 3 paragraphs as one section, titled maybe A Green Cityscape or something. And WHERE has the point about green streets gone AGAIN? I propose (again!) an amendment: after the first sentence of the 2nd paragraph, insert "Every home has a garden, and most roads have gardens or landscaping and this is much valued by residents."</p>	<p>This section is trying to give an overview of MK and it covers the environment and social issues. It flags the green qualities as an important element for quality of life. Green streets are defined as 'extensively landscaped' grid roads in 'Layout and Design' Agree to add amendment after first sentence of 2nd paragraph: 'Every home has a garden, and most roads have gardens or landscaping and this is much valued by residents.'</p>	<p>Officer response agreed.</p>
<p>9. The last three paragraphs would then sit in a separate section about Quality of Life In the first sentence of the second paragraph, I'd suggest "and often some poor quality housing" as none of the estates are all poor quality. I would then finish that section with a short paragraph: "Faced with these challenges, the residents of these estates have often generated an enviable community spirit, that they are now directing towards regeneration."</p>	<p>Last 3 paragraphs remain and agree to add 'some' to phrase about poor quality housing in sentence starting with 'Some of the early New town'.... Agree, add sentence at end of this section about the strong community spirit generated.</p>	<p>Officer response agreed but delete "early Newtown"</p>
<p>10. Layout and design page 16 The second paragraph implies that early estates were all one character, and that that was good. However there are reservations about having 2000 houses all of one character, and it can also be limiting in design and therefore housing type options. The 2nd wave larger estates had several distinct character areas, which most people would identify as good, combining distinctiveness, sense of place, and wide options. Only after that did the identikit housing, or anything goes muddle with each developer of 15 houses picking their own style, start to set in. And the grid roads did not separate early communities as much as they did the wave 3 and 4 communities! CNT lost the plot! Can we agree some basic ideas to be encapsulated here tonight, and then ask that the wording be corrected to reflect this please? (It would be very useful to have a reference map colour coded to show the main phases of</p>	<p>Sentence explains each area had its own distinctive character. The need to consult with the local community is included to ensure we respond to the views of the people living in these areas. Much of the detail will be for the Development Management DPD and subsequent SPDs. Information about the age of the various estates in Milton Keynes city is held in the Spatial Planning Division and this will be used in the preparation of the above DPD and SPDs.</p>	<p>Officer response agreed. However consider separating out layouts from individual design layout? No need for any change</p>

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<p>design approach, so that people could relate their knowledge of different estates to what is being said, as well as as a tool for training for planning and development control members. And it would appear that some officers need educating on pre-new city estates!)</p> <p>On the other hand, in the next paragraph, an adverse mention of "identikit national housing designs" would be useful to give weight to that objection for the future What does the last sentence in that section refer to?</p>	<p>This sentence refers to the opportunities for the creation of linear parks and the restoration of landscapes after minerals or waste developments.</p>	<p>No need for any change</p>
<p>11. Major projects: future list Bletchley Park is already a world Heritage Site, isn't it? The next point is about 3 useful points which need separating</p>	<p>Bletchley Park is not a World Heritage site. Agree to separate three points</p>	<p>Officer response agreed.</p>
<p>12. Weaknesses: Correct the sentence about grid roads and public transport as above please. The housing stock sentence is confused. There are two points: Some of the older housing stock is now in poor condition. (ie new estates and old towns) Some of the more recent estates have poor design that many need alteration to meet requirements for public transport etc. Need for a greater variety of housing types, including executive homes and more varied provision for single people.</p>	<p>Agree; see change at point 5 above.</p> <p>This relates to the early parts of the New Town and the fact that some of the houses are difficult to insulate given their original construction methods.</p> <p>The need for Executive homes is included in the table and greater diversity will include provision for single people.</p>	<p>Officer response agreed.</p>
<p>13. Chapter 3 Policy Drivers pages 20-21 Can we take out the one about housing in rural areas? Infill is hardly a key policy that drives change! (I'd agree with David's comment later on that SPD for rural infill seems possibly inappropriate! Subject of a future discussion perhaps on what we would want to constrain or encourage and what mechanisms there are</p>	<p>This is a requirement from the South East Plan. Table 5.3 (to be renumbered as 5.6) shows that the scale of housing to be found in the rural area (page 62 of the LDFAG agenda for 3rd September), will require some allocations, not just windfall. PPS3 also restricts the options for just relying on windfall in the short term.</p>	<p>Officer response agreed. Refer to village envelope reviews</p>
<p>14. Regeneration - page 21 can we add on the Rural Strategy and the SPDs for Wolverton and Bletchley please. New town estates aren't the only areas affected</p>	<p>This statement applies to the whole of the city which includes Wolverton and Bletchley. The Development Frameworks for Wolverton and Bletchley will remain in place and updated as explained in the CS 8 policy delivery section. The Social Atlas does not identify any rural parish in the most deprived parts of the Borough. It is recognised that</p>	<p>Officer response agreed.</p>

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	<p>rural deprivation is more likely to be small scale and less amenable to an area-wide approach.</p> <p>Agree to change the word 'city' to 'Borough', to cover both urban and rural areas.</p>	
<p>15. Spatial Vision page 22</p> <p>Item 4 - This level of bragging, while actually minimising the achievements, is odd, to say the least! How about: "MK has a history of leading the development of national standards in sustainable building design and will continue to do so, with all new developments benefiting from improved energy efficiency standards and low carbon technologies. New options in energy efficient and low-carbon transport will also be utilised to reduce the impact of the city's low density."</p>	<p>This reflects the achievements from Policy D4 in the Local Plan and earlier achievements such as 'Energy World'.</p> <p>It is worded to emphasise the benefits from the scale of growth here.</p>	<p>No change needed</p>
<p>16. Item 5. page 22 reword: "An increased focus on the knowledge-based economy will add to the current diversity of employment opportunities in the area as the local..."</p>	<p>Agree to add additional phrase as highlighted and the deletion of 'be supported'.</p>	<p>Officer response agreed.</p>
<p>17. Item 7. page 23 Delete the word "iconic" please - has overtones of being showpiece rather than functional! Last bit needs to apply to "all" new developments - the EEA and WEA need salvaging as far as possible! Bullets seem to have disappeared but are perhaps not appropriate to this style anyway. And the separation of pedestrians from high speed traffic has also disappeared again and needs reinstating</p>	<p>Agree, delete 'iconic'.</p> <p>Agree, add the words 'congestion and' to Vision point 8 after the word 'reducing' in the first sentence of the point</p> <p>Pedestrian routes are covered by the reference to Redways, which effectively separate pedestrians from high speed traffic, in point 8.</p>	<p>"Iconic" to be retained</p> <p>Officer response agreed.</p> <p>Add "separated from high speed traffic" in final sentence of point 8 on page 23 The redway route ,separated from high speed traffic, will become safer</p>
<p>18. 11. Remove the reference to "New Town" (Lakes isn't) and the three estates please. It's not true and there will be others.</p>	<p>These are identified in the Regeneration Strategy. Agree; add reference about additional areas in the CS time period. Change 'New town' to 'city'.</p>	<p>Officer response agreed</p>
<p>19. Core Strategy Objectives page 24-25. (Including this bit is why it feels repetitive, but I guess it's</p>	<p>Presentational matter, this can be considered when the</p>	<p>No change needed</p>

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compulsory to spell them out. Might it be better if they were structured as boxed insertions in the previous chapter?)	document has been agreed by the council.	
20. page 24 point 4. and development of the College. FE is also critical for this	Agree, add development of MK College to objective 4.	Officer response agreed
21. page 24 point 7. Add on "and in the smaller pockets of rural deprivation by a strong Rural Strategy.	None of the rural wards are identified as the most deprived in the Social Atlas, however they can be covered by adding a statement to explain any areas with social deprivation in the future will also be covered.	Agreed
22. page 24 point 9. Improving the transport links between MK and the surrounding rural towns	This is covered in the last line in objective 9 with the addition: ‘and the A509’ to the end of the last point in objective 9.	Officer response agreed.
23. 10. Add on sustainable transport initiatives	Agree add as suggested to objective 10.	Officer response agreed.
24. page 25 point 16. Add in "and other health facilities"?	Agree add expansion of ‘health facilities including’ MK Hospital to objective 16.	Officer response agreed
25. p14. – Title should be ‘The Story of <i>the</i> Place’?	Agree, revise as suggested.	
26. p30-32. – Is this level of detail needed in the strategy document? Three pages of such a breakdown seems a bit more than necessary.	Agree this detail (Employment land table) will be moved to an appendix.	Officer response agreed
27. p68. – I think there are 4 permanent sites in the Local Plan (Calverton, Willen, Fenny Lock and Bottledump).	The site at Calverton is an existing site to be extended. This will be clarified in this part of the CS to explain there are 3 NEW sites at Fenny Stratford, Bottle Dump and Newton Leys.	Officer change agreed but also refer to two existing traveller sites.
28. Policy CS1 makes no reference to the SW area at all, and for completeness and readability, it should refer to it, I'd have thought. All references to numbers of houses need cross checking - good luck!	This is not within the MK administrative area and we have no authority over the allocation of the site. It has to remain in Aylesbury Vale’s CS. Reference could be made in the pre-amble to CS1: Agree, add reference to the both SE and SW SDAs at the end of the first paragraph of Chapter 5 (containing policy CS 1).	Officer response agreed.
29. CS3 1. Did you really mean R&D in the second bit? There are far more R&D needs for which the appropriate location is not CMK than those which is, I'd have thought - but then I have an engineering perspective on R&D! I'm not sure how much	1. Research and Development offices should be in the city centre, but if manufacturing floor space is required the policy allows that beyond the city centre. R&D is covered in the Use Class B1b ‘ Use for all or any of the following	1. Changes made to policy to recognise R&D outside of city centre can be accommodated.

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<p>R&D is covered by B1c.</p> <p>2. I am therefore concerned that the wording of CS3 about office/r&d uses is too restrictive - but that depends on the definition of "cannot be accommodated in CMK". I would be happier if this referred to the criteria referred to in the text, and said something like</p> <p>“Central Milton Keynes is the primary focus for the development of large-scale office and research and development (B1a/B1b) floorspace within the Borough. However, it is recognised that some such uses, eg. medical R&D with a need to liaise closely with the hospital, or those which are geared towards the business-to-manufacturing sector may be best accommodated in out-of-centre locations. Criteria will be drawn up to assess the best locations for different types of employment, and B1a/B1c floorspace will also be permitted in some other locations to be identified in the Site Allocations DPD in accordance with table 5.3. Applications for 1000 sq m or xxx employees in B1a/B1c categories outside CMK will need to demonstrate that they meet the criteria and have adequate transport plans in place2”.</p>	<p>purposes— for research and development of products or processes.</p> <p>2. The detailed criteria will follow in the Site Allocations and Development Management DPDs.</p> <p>Agree; add some of this additional text to the delivery section of this policy.</p>	<p>2. Opening part of suggestion incorporated into policy CS 3. Out of city centre locations added to provide choice and flexibility.</p> <p>Delivery section paragraph 5.28 includes reference to the city centre and out of city centre locations.</p>

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<p>30. Policy CS4</p> <p>I am becoming more and more concerned about the fact that Bletchley and Wolverton are grouped together with Kingston and Westcroft in this policy.</p> <p>I believe that the type of retail that residents want to see is fundamentally different, and that we do them no favours grouping them together. But John made very strong arguments that that type isn't viable any more anyway. So what are we going to do with our high streets? Do we want to loose them - and what does that do to other aspects of our community? I would like to have a discussion and to see any</p>	<p>The retail study considered by Advisory Group members on 8th July 2009, recommended no change to the status of these centres. They comply with the definition of district centres in Government Guidance (PPS6). Current policy is to regenerate Wolverton and Bletchley town centres and diversify the range of uses at Kingston and Westcroft . More detail can be established in the Development Management DPD.</p>	<p>Revisit this item (and 31,46) with R. Tym &Ptners present to advise: 23 September LDFAG.</p> <p>Redraft policy to make clear that Bletchley and Wolverton have different requirements to Kingston and Westcroft and make reference to new local centres being planned through Development Management DPD.</p>

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more detailed evidence we have for the different types of retail and leisure they attract, and to consider splitting that category into two.		RT&P's approach in RCS inconsistent with their position on Tesco, Wolverton – review after Tesco appeal decision.
<p>31. I also think we need to recognise that the presence of a specialist shop with a daily or weekly element to its business is one of the factors which seems to promote success in local centres (eg. Phil Corley's Cycles, the pet shop in Netherfield, George Ort's bakers in Heelands). This brings in an element of passing trade, and brings the centre to the attention of those local residents with bigger budgets, who can boost the market for the higher margin convenience goods that help the shops to stay afloat, and gives those shops locations with lower rates than CMK.</p> <p>Similarly, comparison specialist shops with a longer frequency of visit help attract people into and boost the town centres. Olney relies on its antiques, for instance. This category again needs to be recognised in the policy</p>	These detailed changes to retail policy for the centres are a matter for the subsequent Development Management or Site Allocations DPD.	SEE 30
32. Table 5.3 the designation is used twice! pg 39 and pg 30!	Agree, the table numbering will be revised, so the strategy table will become 5.6.	CHANGE AGREED – no further comments
33. The list of areas for development -pg 39 The sums of jobs are not clear - it's not always clear which are overall figures and which are the component part figures. Occasionally similarly housing figures. And floorspace for retail and leisure. Can we have a separate row at the bottom of each area giving the total housing and employment figures and retail floorspace described in each column for that development?	<p>All of the figures are to illustrate the component parts for an overall area. To assist, a total can be added for the larger areas.</p> <p>Agree, add totals to larger areas of development in this table.</p>	CHANGE AGREED – no further comments
34. The Government said that we should cover employment for the wider area, didn't it? Are we supposed to be covering jobs in the external parts of the SE SDA and SW SDA or just our own? And which is listed here? The jobs figure doesn't seem enough for the whole area in the SE SDA.	<p>Agree with statement about South East Plan. Table 5.4 assumes maximum job capacity of <u>all</u> of SDAs at around 6800 jobs. The number of jobs in the South East SDA will depend upon the implementation of more detailed planning through the Development Framework DPD.</p> <p>We need to ensure there is no double counting and will argue that the job numbers in Aylesbury and Central Beds should include their share of the SDA growth in their area.</p>	<p>Employment Land Study and Core Strategy table on employment land show 200 hectares for manufacturing use. Locations for 'bad neighbour uses' are Stonebridge, Old Wolverton and Bleak Hall</p> <p>Confirm to Cllr Bint the employment land in Broughton (Table 5.3 – 6.5ha) is the Atterbury site.</p>

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35. Can someone tell me how much floorspace Tesco in Bletchley has please, re the argument about provision in the SDAs last week.	Tesco at Bletchley has a floorspace (including mezzanine floor) of 6085 sq metres (gross). The proposed food stores in the SDA's are 3500 sq metres (gross).	NOTED – no further comments
36. No new houses in the Ouse Valley villages	The CS aims to meet the South East Plan requirement for the rural area by new allocations in the most sustainable settlements, effectively carrying forward the Local Plan strategy. This continues with the key settlements which include Olney. For the villages only Sherington is identified as a key settlement as a result of the Parish Council's request. Others will be limited to small scale infill (normally no more than 1 or 2 dwellings or a change of use).	NOTED – no further comments Add footnote to policy that indicates the scale of new housing in Sherington, based on existing Selected Villages (20-40 dws)
37. Policy S10 to be kept	This Local Plan policy has been 'saved' and will remain until it is replaced in the Development Management DPD as explained in the Appendix C.	NOTED – no further comments
38. Policy DE12 (was unsure of the exact policy reference) to be kept, it was apparently brought up at last DC by Cllr Bristow and refers to not building in rural villages if the houses etc can be built elsewhere.	This may refer to the previous Local Plan (1995). That has been replaced by the 2005 Plan. Provided the South East Plan's separate requirements for the rural and city areas are satisfied, there is no argument to find additional land.	NOTED – no further comments
39. Protect areas of landscape and areas of natural beauty, this would include no gravel extraction in the Ouse valley villages	The policy CS 20 on page 95 of the agenda for the LDFAG meeting on 3 rd September, addresses the protection of different landscapes in the Borough as identified in the Landscape Character Assessment. There are no Areas of Outstanding Natural Beauty in MK Borough. The issue of gravel extraction will be addressed in the Minerals DPDs.	Could be the subject of a separate briefing paper
40. Choice This seems to be an ongoing theme and cause for concern for some members of and visitors to the Meetings of the Group. It needs to be clear which recommendations and comments are based on (for example) the contents of the South East Plan or other (external) documents and which are unique to MK and therefore 'optional' or in line with other MK based 'strategies'. Options, where appropriate, should be spelt out in detail for consideration	The covering report for the LDFAG meeting explains how choices were made earlier in the process. In this paper the officer response explains where the South East Plan or other documents limit choice and where changes can be made, as suggested.	Revisit this item. Members still not clear where there are options / choices for members to make and where there are not. Briefing from S Bridglalsingh to LDFAG (29 September) on reviewing the Core Strategy and other DPDs. Need to explain (for the public) where

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		decisions by the Council have been constrained, but after we have a version of the CS that is agreed by members – Audit trail will be the document.
<p>41. Definitions It might be worth revisiting the ‘brainstorming’ which identified the key themes that ‘make a great, world class city’, themes listed for example (but not definitive)</p>	This may be more appropriate for the marketing work mentioned in the covering LDFAG report under the heading ‘Background’.	NOTED – no further comments
<p>42. issues for clarification</p> <ul style="list-style-type: none"> - *Housing number (page 24) item 2 – the figure is 7,390 (not 8,500) - The impact and outcomes from the SHLAA research should receive more coverage and explanation within the Core Strategy (e.g. P63 Future Development sites) 	<p>Agree, this will be corrected together with other inconsistencies.</p> <p>Agree, this can be added as the footnote suggested. Confirm that the SHLAA will be added with an explanation about this process.</p>	CHANGES AGREED – no further comments
<p>43. CS1 – is I believe misleading as it fudges the definitions of urban, older towns and villages and open countryside. The expansion is virtually all on land that would otherwise be defined as open countryside, in older parishes and as expansion to and linked to key settlements such as Woburn Sands. If you read this cold you would think this was a natural expansion within the previously defined (DA) expansion area of Milton Keynes.</p>	Agree; this policy will be re-worded to tie the settlement hierarchy in Table 3.1 into the policy. Also add ‘and adjacent to’ after ‘will be focussed’ in the sentence beginning with ‘New homes..’	CHANGE AGREED – no further comments
<p>44. CS2 – second sentence should read <i>This core strategy allocates the SE SDA as a mixed use strategic allocation containing up to a maximum of 7,300 homes within the current boundaries of the Borough of Milton Keynes</i> Third sentence should include the additional wording <i>....in accordance with policy CS1.</i> Final sentence contains the acronym SEP – which I assume is South East Plan but either use South East Plan in full or put in brackets (SEP) in sentence one if you intend to acronym further down.</p>	<p>Agree, with revised wording of second sentence.</p> <p>Agree with addition to third sentence.</p> <p>Agree, add ‘(SEP)’ to first line of policy.</p>	CHANGES AGREED – no further comments
<p>45. CS3 – I am not convinced this is nimble/flexible enough to meet future employment trends. Employment units built in</p>	The sub paragraph III) refers to the need for a variety of sites for differing requirements of a wide range of uses. By	CHANGE AGREED – no further comments

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<p>the 70's are often now 'unfit for purpose', many being designed as small manufacturing units when manufacturing demand has declined. We need to be able to shift areas from employment to housing, especially if they are close to CMK, and to concentrate on satisfying the demand for start up / innovation units. We do not know today what the demand will be in five years time, for solutions to problems we do not yet know exist and to satisfy ICT trends that we are yet comprehend. Emphasis on our ability to meet future, as yet unknown need and demand quickly and flexibly, with all the public sector support mechanism designed to support that demand.</p>	<p>providing enough such land the council will offer flexibility and the Annual Monitoring Report together with the Development Management DPD provide opportunity to review sites no longer needed. They will also help to identify whether a partial review of the Core Strategy is necessary. Add 'Should the employment needs of the Borough change dramatically and undermine the assumptions behind the Core Strategy, then a partial review could be considered' and add this to the Appendix D Risks and Contingencies under point 3.</p>	
<p>46. CS4 – District Centres – It is wrong in policy terms to link on block Bletchley and Wolverton (with specific old town characteristics, traffic constraints etc with Kingston and Westcroft which are purpose designed and built for modern living – they should be treated separately. The policy should include the plan to include either a second District Centre on the SE Expansion area or the intent to expand the Centre by incorporating neighbouring manufacturing areas for additional retail footage and car parking and should differentiate between Kingston District Centre and Westcroft which have different catchment and access characteristics (Kingston attracting from a far greater geographic hinterland than Westcroft and with soon to be enhanced (A421) access benefits.</p>	<p>These centres are linked together because they comply with the definition of district centres in Government Guidance (PPS6) and in terms of the amount of floorspace in each centre; they have more in common with each other. The consultants who have reviewed this issue have concluded things should stay as they are and recommended no change. These are centres where the Council is encouraging growth. Just because they appear together does not mean that the approach of the Council in each centre is the same. See response to point 30 above. Previous attempts to split these centres up and elevate one centre above another have not been supported by the Planning Inspectorate. These attempts generate significant objections from interests in those centres that perceive themselves as being slighted and downgraded relative to the 'promoted' centre. The status of any centre in the SE SDA is a matter to be resolved in a subsequent DPD and will depend on the details of the scheme. As proposed this centre would be a smaller centre catering for the development around it rather than drawing from a wider catchment area, as do the District Centres.</p>	<p>SEE 30</p>
<p>47. CS5 – South East SDA 2. add the line – <i>including the character and integrity of the hamlets of Cross End and Lower End in the Parish of</i></p>	<p>Agree, add 'and the hamlets of Cross End and Lower End' to the end of point 2 in the policy.</p>	<p>CHANGES AGREED</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	POINTS RAISED and AGREED CHANGES – 10th September
<p>Wavendon</p> <p>6. Specifically quote J13A – recognisable to all as that in council policy.</p> <p>7. Apply, <i>as a minimum</i>, the highest....</p> <p>8. Provide <i>businesses and</i> residents</p> <p>11. ...<i>and in line with policies contained within the published Mid Bedfordshire District Council Core Strategy</i></p> <p>15. If we are to specify financial contributions to east/West rail then we should also specify ... <i>Contribute financially to the provision of education, health, emergency service and new and existing community facilities such as community centres and playing and recreation fields</i></p> <p>And then...final section</p> <ul style="list-style-type: none"> - a <i>maximum</i> of 7,300 homes.... - Transport infrastructure (replace) a new park and ride site and a lorry park linked to the M1 and A421 with <p><i>A multi modal transport hub offering connections to park and ride (bus and/or train), cycle links, pedestrian links (connected to the Bedford/MK waterway) and with the potential to access rail services direct to and from London, Bedford and the Midlands. * why does this policy not include the sentence The provision of a strategic and integrated approach to flood and water management?...as included in the SW SDA</i></p> <p><i>An extensive lorry parking facility, taking advantage of the close proximity to the M1 and A421 (East / west link)</i></p> <p>Acronyms unexplained in CS5 include SUDS and SPD</p>	<p>The actual numbering of junctions is unclear at the moment. It is better to retain flexibility until further discussions with the HA have taken place. Agree to add ‘as a minimum’. Also add ‘Council’ before ‘standards’. Agree add ‘businesses’.</p> <p>We are waiting for the Central Beds Core Strategy Inspector’s report. Subject to that we may then be able to revise point 11 of policy CS5.</p> <p>Financial contributions are covered in the previous point (14) under the updated tariff agreement.</p> <p>Agree to add ‘a maximum’ for consistency with point 44 above.</p> <p>Agree to replace ‘a new park and ride site’ with italic text as suggested.</p> <p>Agree add flood and water management as policy CS 6.</p> <p>Keep existing text as this covers the same point. Agree, add footnotes to define acronyms</p>	<p>Refer to J13a as everyone understands what this means, whatever number it might end up with.</p>
<p>48. Page 56 – we need to change i. Residential to now read A maximum of 9,300 across the whole of the SDA</p>	<p>See note on point 47 about the Central Beds Core Strategy</p> <p>The South East Plan requirement is for the SE SDA as a whole to achieve 10,400 homes in total, subject to the review of the East of England Plan. It is not appropriate at present therefore to specify a maximum for the whole SDA, although as noted in Point 47 above, we can specify a maximum number of homes for the Milton Keynes element.</p>	<p>Make sure all references to housing numbers are consistent and as simple as possible</p> <p>Make clear that the housing capacity of the Beds part of the SE SDA will be determined through the MB CS and EoE</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	POINTS RAISED and AGREED CHANGES – 10th September
<p>49. CS 6 – should include a specific intent to extend the Grid Road system to incorporate access to and from this area and, in my opinion, should include the intent to incorporate the area, via a boundary review, into the Borough of Milton Keynes.</p> <p>As this is a CS Policy should point 5 actually read <i>Technical work will be undertaken to assess the traffic impact of the SDA on Bletchley town centre, including the impact on town centre car parking. Point 6 is woolly</i></p>	<p>Agree; add reference to first point in CS 6 to the first principle in CS 5. The boundary review is not a planning policy consideration.</p> <p>Agree to revise point 5 of policy as suggested.</p> <p>Agree, replace point 6 with copy of point 9 of CS 5.</p>	<p>RSS Review</p> <p>CHANGES AGREED (though we have already revised CS5 and CS6 for consistency) Boundary review included and agreed by Planning Officers Society.</p> <p>Concern that there is only 1 road access to the SDA but explained there would be 3 from the A421 plus Whaddon Road – in some form – and pedestrian/cycle access from Chepstow Drive)</p> <p>Strengthen the wording of (iii) re technical work on traffic impact</p> <p>Regional Transport Strategy proposes ‘express route’ from A1 to M40, along A421. When options considered a few years ago (improve A421 or s bypass), A421 improvements favoured. (Link through SW SDA could form part of this route but no land reserved east of Newton Leys)</p>

THE FOLLOWING POINT (50) WAS DISCUSSED AGAIN ON 17 SEPTEMBER

50. **CS7** – Point 4 should amend to read ... *Recognise the influence of the car in the design and layout of the area*
 ...And point 5 is again so vague and should include some examples of how that integration will occur

The point 4 carries forward the principles of Local Plan policy S5.
 This policy will be re-written to add detail from the preceding paragraphs as suggested by the Inspector.

This point in the policy has been rewritten to make it positive and focus on making the city centre more pedestrian friendly.

Further revisions:

- **‘Higher’ rather than high standard of design**
- **‘Retain and enhance’ role as regional centre**
- **Add reference to hotels in opening para as an important use to encourage in CMK**

Additional discussion (17 Sept)

CMK’s regional role (including as a transport hub) needs to be highlighted and separated from its more local role

Include links to P&R strategy and refer to how CMK will work (in transport terms) with growth- added to para 7.5 .

Response to business community’s concern about retaining existing (free) workplace parking to be considered at Cabinet in 2010.

**K Holland (PINS): Core Strategies should draw unique problems and solutions - CMK is unique: this will be reflected in the opening line of the policy.
 Add reference in Delivery section of policy to identify where plans (SPD) for parts of CMK will be brought forward.**

		<p>Refer to CMK's role as a financial and business centre: say we want to enhance this role.</p> <p>Refer to MKELP research (about to be commissioned) on changing nature of employment as something that may trigger review of approach to CMK in delivery section of policy.</p> <p>Leisure role of CMK (mainly commercial facilities with a city / sub-regional catchment) is different from the leisure role of e.g. Bletchley (new leisure centre serving part of the city). Make more reference about leisure in Retail and Leisure provision chapter 5.</p>
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COUNCILLOR COMMENTS	OFFICER RESPONSE	POINTS RAISED and AGREED CHANGES – 17 th September
<p>51. CS8 – Does not seem to be written as a policy. In particular the final paragraph which is a statement of fact at a specific point in time and I'd rather see a policy statement as to how those areas identified, and future areas not yet identified, as to be addressed – the mechanisms, the criteria, the options available etc</p>	<p>This policy will be reviewed. Comments have been received from the Government Office about the need to make this more 'place shaping'. There will be reference to addressing additional areas in the future as agreed under point 18. The specific mechanisms are identified in the Regeneration Strategy. They can be linked with a footnote.</p>	<p>CHANGE AGREED Policy CS8 redrafted and add footnote to Reg Strategy.</p>
<p>52. CS9 – First sentence should includeto be provided in the rural area <i>in line with policy CS1</i> Flexibility needs to be included to allow other villages to be included as selected villages (if they so choose) during the life of the core strategy A sentence encouraging villages to produce individual Village Plan's as part of the Strategy for the Rural Area and another sentence referencing the policy and the annual review of the SHLA process also needs to be included Final sentence on employment needs clearer definition – what constitutes rural employment in the terms referred to –</p>	<p>Agree to add reference to policy CS1.</p> <p>The need to review rural housing is included under point 1 in the Appendix D Risks Actions and Contingencies. This could lead to a review or partial review of the Core Strategy. Agree to add these references in the supporting text with mention of periodic reviews of the CS before 2026</p> <p>Agree, add footnote with definition.</p>	<p>CHANGES AGREED plus ...</p> <ul style="list-style-type: none"> ● Add explanation to CS that village envelopes can be reviewed through the Site Allocations / Dev Management DPD in paras 5.4 and 9.10. ● Add explanation to CS in para 9.1 about how/where new housing completions in Wavendon and

<p>example or clearer definition needed here.</p> <p>A more general point is the need for a clear definition of the status of Wavendon and Woburn Sands which achieves a hybrid status which is never clearly defined. The expansion areas are areas of open countryside and the existing developed areas of the villages are ‘village enveloped defined’ residential areas. Housing numbers for the parishes are met by the expansion and yet are double counted by the SHLA process?</p>	<p>The housing in Wavendon and Woburn Sands will be counted as rural growth; they are not double counted in Expansion areas. It is possible that any completions in these settlements will change from rural when the SDA is built, but that could well be after the current CS time period. This will be reviewed in the LDF.</p>	<p>Woburn Sands will count towards housing targets.</p>
<p>53. CS10 – First sentence, could this amend to <i>...and the needs of ethnic minority and/or religious groups where it is...</i> Do we (third sentence) have to refer to HiMO’s or can we refer to policies on key sector housing (for low paid, key social sector housing need etc)? Again is this a choice of phrasing – HiMO has many negative conversations related to inappropriate conversions rather than purpose built, demand led solutions?</p> <p>The final sentence relating to travellers – is this a ‘no choice’ sentence or could it be removed if we so choose?</p> <p>Could we include a sentence on the support for home working, people running one man businesses from home and the like considering the trend towards such working patterns in recent years – encourage the removal of local government bureaucracy and planning constraints that constrain such enterprise?</p>	<p>Agree; add reference to religious groups to first sentence.</p> <p>This part of the policy is aimed at providing a “hook” for future policies in a HiMO SPD. Accept that “HiMO” can have negative implications but “HiMO” or “HMO” is a commonly used term. “HiMO” was also used in the Preferred Option document. Other housing for low paid, key workers etc would be covered by the first part of CS10 and would not necessarily address the same specific issues as HiMOs.</p> <p>Effectively for the Core Strategy it is a “no choice”. We must meet the requirements set out in the South East Plan Partial Review. The partial review has undergone two previous stages of consultation and the proposed new policy now reflects the recommendations made by MKC at previous stages. As with HiMO’s it provides a “hook” for the site allocations document and was included in the Preferred Options document.</p> <p>Home working is reflected in the vision, a well connected Milton Keynes and Delivering Economic Prosperity. Agree that it should be included in actual policy wording but consider CS16 to be most suitable location. Add home working to Policy CS 16</p>	<p>CHANGES AGREED plus ...</p> <ul style="list-style-type: none"> • Need to say more about our overall housing strategy, not just specific elements like HiMOs <p>See Points 65-79 for further discussion</p>
<p>54. CS11 – general – A Well Connected MK should surely refer to both internal and external connections so should there be policy references here to air, road and rail links regionally, nationally and even internationally?</p> <p>First sentence – rather than better can be try <i>safe and</i></p>	<p>The wider transport connections are described in the supporting text.</p> <p>The word ‘better’ has been chosen to include scope for</p>	<p>DEFERRED – for consideration with Cllr Bint’s transport paper (Points 85-115)</p>

<p><i>enhanced facilities for cycling...</i></p> <p>Point 2 - sentence should read <i>by walking or cycling</i></p> <p>Point 3 needs clarification and example(s) to demonstrate the point being made and</p> <p>Point 4 likewise – rather than use the work specifically, change to <i>...for example the dualling of the A421...</i> and reference again the eastern flank transport hub opportunity.</p>	<p>improving our existing redways as well as for new routes and provision. Point 2 – Agree but use ‘and’ rather than ‘or’.</p> <p>Agree –add footnote to give examples of demand management.</p> <p>Agree replace ‘specifically’ in point 4 with ‘for example’ and add the Multi Modal Transport Hub.</p>	
<p>55. CS12 – People aspire to homes with a garden and that aspiration should be supported by a core policy commitment. It is all very well and commendable producing communal open space but private outdoor space should and must be a core objective of this strategy</p> <p>Maintain the grid road separation of residential and employment zones – I have ward experience of the one occasion where this was abandoned as a policy and it simply does not work (Tilbrook industrial was to have been in two phases, phase 2 became Browns Wood and years of Environmental challenges and costly remedial works etc followed as people and businesses attempted to live side by side)</p> <p>We need to understand what makes ‘a community’ – how to approach to increase levels of wellness and quality of life, show vision, leadership and collaboration to deliver positive local outcomes from our strategy commitments. This CS should help developing and existing communities imagine their futures and articulate a vision that inspires commitment to a future MK – not sure it achieves that yet?</p>	<p>Agree; see response to comment 8 above. Add ‘and add private amenity space for houses’ at the end of point 3.</p> <p>Agree, add ‘but maintain satisfactory separation between employment uses and housing to prevent any environmental conflict between the two uses’ at the end of point 2.</p> <p>This can be developed through The LSP Sustainable Community Strategy review.</p>	<p>CHANGES AGREED</p> <p>Agreed there should be separation of housing from noisy / 24 working employment uses (B2, B8) but different views about the pros and cons of B1 uses in/adjoining housing. Added to policy CS 12.</p> <p>Support for home-working should be reflected in policy – added to Policy CS 12.</p> <p>Add requirement for conference facilities in employment areas (short term room lets for small firms / meetings) - Evidence shows no shortage of premises, but some costs are expensive.</p> <p>AGREE add text to policy CS 3 as hook for Serviced accommodation for meetings and short term lets - Review in Allocations and Dev Management DPD.</p>
<p>56. CS13 – Point 8 needs rewriting as currently it indicates the Councils car park will extend across MK! Suggest - <i>Effectively integrate the Council’s minimum car parking standards into the layout of new developments recognising the uniqueness of Milton Keynes in supporting private car ownership and the unique selling point in attracting new and enhanced investment into MK through the support of private car ownership and business, retail and commercial car</i></p>	<p>Agree with first part of amendment; ‘Effectively integrate the Council’s minimum car parking standards into the layout of new developments’, to point 8 of policy CS13.</p> <p>Remaining statement can be added to the supporting text, but should reflect the statements made in the Vision about ‘getting around MK’.</p>	<p>CHANGES AGREED plus ...</p> <p>Redways (another unique element of MK) should be built adjoining grid roads in new development (reflecting the change of approach by MKDC in the 1980s/90s) - added to policy CS 13</p>

<p><i>parking facilities.</i></p> <p>Well designed places also have to work well so we must fall for political correctness and theory in what might look good (in some people's eyes – cutting edge design today can be tomorrows regeneration priority!). We need here also to aspire perhaps to outstanding public art and some memorable city landmark(s) that mark entry to and from the Borough boundary – The Angel of the North type of creation?</p>	<p>Agree; the reference to land marks is party addressed in point 6 of the policy although that is in the context of helping people find their way round the city.</p>	
<p>57. CS14 & 15 I take at face value but wonder if community recycling, energy from waste schemes and the like have a part to play here</p>	<p>These are addressed in the Waste Development Plan Document. The review of that DPD will provide opportunities to update.</p>	<p>AGREED Add reference to Waste DPD in delivery section</p>
<p>58. CS16 – Delivering economic prosperity – there needs to be here an agreed measurement tool, a KPI perhaps, against which this can be set and measured annually for the life of the Core Strategy. There seems to be no analysis of what makes a business (or an individual resident for that matter) decide to invest in, and stay in MK and without such core knowledge.</p> <p>The assumption appears to be education and IT are the core enablers for prosperity, and whilst not diminishing their importance, lets not forget location, transport links, hinterland, the role of the public sector in supporting local investments (outstanding local council = outstanding local area in which to invest). No mention of marketing and promotion of MK and its surrounds, of partnership working, tackling social inequalities.</p>	<p>Thirteen measures are used to monitor policy CS16 as well as other similar policies. These are listed in the table in the Monitoring and Managing Chapter</p> <p>The important contribution other elements to prosperity is evidenced throughout the document e.g. the SWOT table. The evidence base supplies much of this level of detail. The CS does refer to the MK Economic Vision and the supporting architecture diagram will be reproduced in the CS. Support for IMK marketing could be added to the delivery section. Tackling health and social inequalities are dealt with in CS19 and elsewhere in the document.</p>	<p>Identify the factors that attract business to MK – e.g. our location –AGREED added to para 13.1</p> <p>Policy focuses on skills – AGREED add other things needed to support economic prosperity to para 13.1</p> <p>Diversity of employment has been critical to MK's success (size, sector) – AGREED add to strengths in SWOT.</p> <p>Checked presentation from Invest MKP - referred in CS to measures in presentation on Supporting Business MK. AGREED Sentence added to 13.5.</p>
<p>59. CS17 – Small Business</p> <p>Should the 'strategy not start with'</p> <p><i>We shall build an enterprise culture in MK by...</i></p> <p><i>We shall encourage a dynamic start-up market by...</i></p> <p><i>We shall build on the capability of small businesses to grow by .</i></p> <p><i>We shall consider ways to encourage access to finance for small business by (advisory service or by an Essex CC 'bank' type of initiative)</i></p> <p><i>We shall encourage enterprise in disadvantaged communities and 'under-represented' groups by...</i></p>	<p>These changes are getting into a level of detail, which is inappropriate for a spatial plan. Access to finance, encouraging trading with local government are important and very worthy, but the CS cannot be expected to cover all non-spatial aspects such as these and the question arises how can these be delivered through the Core Strategy? If the Council wishes to implement these measures there are other mechanisms open to the Council. Some of these aspects are dealt with in the MK Economic Vision and similar related documents to which the CS refers.</p>	<p>Support for small businesses is not just about having more small units</p> <ul style="list-style-type: none"> B White: 75% of businesses in MK are small businesses - lower then national / regional figure (80%). How can we increase the %? <p>Footnote 51 on page 89: 82% of businesses employ 1-10 people – 1-10 employees may be a different measure of 'small' business;</p>

<p><i>We shall improve small business experience in dealing with and trading with local government and other aspects of the public service in MK by</i></p> <p>And then set out the existing text plus references to Oxford/Cambridge ARC / Cranfield Uni / Innovation Centre developments</p>	<p>Oxford –Cambridge arc, innovation centre is mentioned earlier in document no need for further duplication.</p>	<p>SEEDA MK Economy Review January 2009 states:</p> <p>“Milton Keynes has one of the largest number of businesses of any local authority in the South East. The industrial structure in Milton Keynes is dominated by small and micro businesses. However, large companies make up a greater proportion of total business stock in Milton Keynes than in most other parts of the region.”</p> <p>Page 7 “The industrial structure in Milton Keynes is dominated by small and micro businesses. The large majority (82%) of business units in Milton Keynes have between 1 and 10 employees, 13% have between 11 and 49 employees, 4% between 50 and 199 and only 1% of local businesses have more than 200 employees.”</p> <p>Should not just focus on ‘knowledge’ industries, other sectors are / will be important (e.g. motor racing engineering).</p> <p>AGREED Need more diverse mix that reflects the Economic Strategy- added to para 13.2</p>
<p>60. CS18 – mention the role of local authority in setting an example in new ways of working No mention of access for the disabled etc Also, no mention of service information on line (MK web and its successors) and via emerging technologies enabled through wireless and fixed line fibre based technology network across MK. Use of information and knowledge to enable access to services and local business etc</p>	<p>Agree to add reference to MKC’s good practice in electronic service delivery and the need for access for disabled.</p>	<p>CHANGES AGREED</p>

<p>61. CS19 – Healthier and Safer Communities - arguably could mention flood prevention measures (planning measures) and other emergency planning assurances as our commitment to safer communities? Links with our leisure strategy Links with the PCT and preventative advise strategies etc Focus on the emerging needs of an aging population demographic Support for and encouragement of community developed strategies</p>	<p>Agree, add reference to emergency planning measures in policy and refer to Leisure, PCT and other strategies in supporting text. Add reference in policy to ageing population at end of first sentence.</p> <p>Agree; add cross reference in text to Regeneration Strategy.</p>	<p>CHANGES AGREED plus ...</p> <p>Add reference to other strategies (Bletchley / Wolverton / Rural) in para 14.10</p>
<p>62. CS20 – Historic and Natural Environment - perhaps a policy to support the extension and review of conservation areas as and when local demand exists Extension of the Linear Parks into Bedfordshire in line with the Mid Beds DC adopted Core Strategy Specific section on Bletchley Park is required More on specific climate change mitigation methods</p>	<p>There is a statutory duty to undertake this work: Planning (Listed Buildings and Conservation Areas) Act 1990 section 69, so there is no need for a policy. Extension of the linear parks into Central Beds is covered in point 47 above. Footnote identifies Bletchley Park at beginning of Part F.</p>	<p>AGREED – no further changes</p>
<p>63. CS21 – Minerals – requires a key principal namely: <i>Development proposals for mineral extraction in the borough of Milton Keynes will be judged primarily on the basis of policies in the development plan for the area- in effect consuming locally what is produced locally for expansion purposes .. and no more</i> And then detail as the existing policy</p>	<p>Determining applications in accordance with the development plan is fundamental to the plan-led approach.</p> <p>The second point relates to self-sufficiency in our minerals production and use. This is not a sustainable approach. As the background text states that as a rough guide, the construction of each house uses between 50 and 60 tonnes of aggregate, and when we consider all the associated infrastructure, roads, etc that need to go along with it, that figure is about 400 tonnes. If we are building around 2,000 homes each year, this would put our aggregates demand at around 0.8 million tonnes per annum (mtpa). The sub-regional apportionment (following the review of the South East Plan) will be somewhere between 0.12 and 0.22 mtpa. We will rely on recycled aggregates for some of the remainder, plus imports from other areas and regions (mostly by rail) and marine-dredged sand and gravel. It is not feasible, sustainable or desirable to meet demand from within the area.</p>	<p>AGREED – no further changes</p>

	Further, these principals should be debated through the Minerals Core Strategy. To pre-empt the policies in that document without proper consultation etc is unsound.																	
<p>64. CS22 – Infrastructure Core policy – <i>MK adheres to the key principle of I before E (Infrastructure before Expansion) in all its commitments</i></p> <p>Bullet 2 - ...at the right time <i>to the required minimum high standards demanded by this council and its partners</i> A paragraph here as well on a core strategy principle regarding infrastructure adoptions</p>	<p>This is expressed albeit in a different way, in the opening sentence of chapter 9.</p> <p>Agree, add phrase as suggested at end of second bullet point in policy CS 22. Agree, add supporting text to explain adoption processes for highways and open space as examples.</p>	<p>CHANGES AGREED</p> <p>Added to delivery.</p>																
THE FOLLOWING POINTS (65-79) REPRESENT CLLR’S BINT’S PROPOSED REDRAFT OF THE HOUSING NEEDS POLICY AND SUPPORTING TEXT																		
<p>65. Housing Needs of the existing population The housing need for Milton Keynes covers the needs of those people already living here, and the needs of those MK wishes will move here.</p>	<p>It is more straightforward to consider all need together, when for example affordable housing policies will show the total need (30% at the moment). They do not show what proportion of this is for existing residents or for new residents. Agree; add a reference to the fact that housing should meet the requirements of both existing and new residents.</p>	<p>See point 85</p>																
<p>66. The national household trends (of negligible organic population growth and a continuing reduction in average household size) are completely outweighed by factors arising from the massive influx of households into MK since its inception as a New Town some 40 years ago. The people who chose to move here were predominantly young adults and young families. So there is a continuing pressure for “first homes” for the next generation of young adults (to build the sense of community), and larger homes for growing families, without any of the constant availability that would happen through natural mortality of a more typical population age distribution. And MK is just about to face a massive increase in its numbers of elderly residents, for the first time in its history.</p>	<p>The SHMA shows mostly 1 and 2 bedroom properties are required not larger family homes. Forecasts in changes to the population structure will be monitored in the Population Bulletin.</p>	<p>Revise text to clarify SHMA is ‘snap shot’ and will need to be kept under review in para 10.3 . SHMA does not deal with people we want to attract to the area, can only reflect need identified from people already in MK – hence does not pick up the need for big houses for top business executives In comparison with Oxford and Cambridge MK’s % housing mix:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>Oxf</th> <th>Camb</th> <th>MK</th> </tr> </thead> <tbody> <tr> <td>1&2 bed</td> <td>37</td> <td>34</td> <td>34</td> </tr> <tr> <td>3 bed</td> <td>48</td> <td>47</td> <td>45</td> </tr> <tr> <td>4&5 bed +</td> <td>15</td> <td>18</td> <td>22</td> </tr> </tbody> </table> <p>Next version of our SHMA is due to be</p>		Oxf	Camb	MK	1&2 bed	37	34	34	3 bed	48	47	45	4&5 bed +	15	18	22
	Oxf	Camb	MK															
1&2 bed	37	34	34															
3 bed	48	47	45															
4&5 bed +	15	18	22															

		published in 2010.
67. Data shows that the existing population currently needs about 1000 additional dwellings per year (although the figure is around 800 net, taking into account the release of existing properties as occupants move to more suitable accommodation). The proportion of affordable homes should reflect the needs of the existing population.	The 2008 SHMA shows that the existing population currently requires a net additional 1348 homes a year. The CS does not set a proportion for affordable housing. This will be set out in the Development Management DPD.	See point 66.
68. Housing Needs of future residents MK is aiming to grow in population by attracting people to the jobs, the homes, and the lifestyle that the area offers. Within CMK, the proposition is “City Living” – high-rise, high-density apartments and associated lifestyle. Elsewhere in the conurbation, the proposition is a high quality suburban lifestyle: predominantly houses with gardens for families, and trees in sight of every home, across a range of styles, densities and costs.	The phrase “a tree in sight of every home” could not be enforced and is not appropriate for inclusion in the Core Strategy. Agree with the general point though in describing the type of places we want. This will be strengthened in the supporting text in the area based policies to emphasise the differing roles of CMK and the rest of the borough.	OFFICER COMMENT AND CHANGE AGREED Refer to L.I.P.
69. The number and mix of homes built for new residents must support the Council’s strategy for further development of the skill & industry mix within the local economy; the continued development of MK as a regional hub for business, leisure, retail, entertainment and culture; and as a city of national and international significance. To fulfil these goals, MK must also attract top entrepreneurs, sports stars, entertainers and other public figures to come and live here by providing the right homes and quality of life. Recent research by HCA shows that MK has failed to attract some major employers because of a lack of suitable homes for directors and other high-income employees.	This point is made in the second paragraph of the pre-ambles to CS10 with reference to “executive homes” needed to meet the objective of economic prosperity. Agree, that this be added to with reference to specifically support the knowledge based economy, but not specifically stating sports stars etc.	OFFICER COMMENT AND CHANGE AGREED
70. The new town has a proud history of housing innovation, and it is intended that future housing continues to be at the leading edge of energy efficiency ² , renewable energy generation, design, practicality, flexibility and attractiveness: “Smart Growth ³ ”. This will include a deliberate range of	All of this is covered elsewhere in the document or within CS10. There is no need to repeat energy efficiency targets here. Reference to Council tax is not necessary, different types,	Need for innovative or different types of housing to be addressed in the Design Guide for new Housing SPD. Should be mix of housing within new grid

² Including adopting Zero Carbon at an early stage

³ The preferred style of expansion described within the South East Plan, where population and prosperity grow but environmental impact is minimised

household sizes styles and price bands (Council Tax bands mirroring the distribution across the South East Region), a mix of tenure types, and a range of residential densities.	sizes and tenures would achieve this anyway.	<p>squares / developments Note re Council Tax bands as the basis for identifying housing mix: No direct correlation between council tax bands and size and affordability of property. We aim for a mix of houses in new development (CS 10) and</p> <p>AGREE mix should reflect changes evidenced by population bulletin: increase in young people and the elderly. Add this to text before CS 10.</p>
71. In recognition of the lifestyle and community benefits, the overwhelming majority of new homes should be houses with gardens rather than flats (except in and immediately around CMK, where apartment blocks are more appropriate for density, lifestyle and urban design reasons).	Density is covered in CS13 bullet point 7. Agree, add reference to that policy about higher density in CMK , along good public transport routes and lower elsewhere	Policy CS 13 revised
72. To enhance the appearance of new residential neighbourhoods, and to encourage residents to leave their cars behind, new neighbourhoods should have as many parking spaces as will be needed for the projected levels of car ownership for the mix of dwellings (plus spaces for visitors). Attractive alternatives to car travel must be provided in order to reduce the carbon footprint of new estates.	Parking spaces are addressed in the Parking Standards SPG and subsequent review. Alternatives to the car are addressed in A Well Connected Milton Keynes.	As many parking spaces as needed’ recognised as woolly- AGREED policy reworded to meet projected levels of car ownership. Car ownership in MK higher than other areas, plus level of growth, makes MK unique and justifies specific approach to parking provision.
73. Policy CS10 Housing Need New housing development should meet the needs and aspirations of the existing population and of the future residents MK chooses to attract. This includes building homes of diverse sizes, values, styles, tenures and densities.	Agree, add to chapter distinction between existing and new residents, but not ‘future residents MK chooses to attract’. Other points already in policy CS10 or CS13 (density).	See 70.
74. New housing should always be exemplary in energy efficiency, renewable energy generation, carbon neutrality and safety by design. Where possible, housing should support changing family needs over time (“lifetime living”), and some should support home working in a variety of occupations by	Sustainability is covered in Policies CS12, 13, 14 and 15 “Lifetime living” is covered in the existing policy CS10 which requires flexible design. Agree; add reference to home working to policy CS 16.	Energy efficiency should be mentioned in CS10 – requirements should extend to all homes not just schemes of more than 5 homes) and with no carbon offset fund as a get out / loophole.

<p>its design and provision for colleagues, employees and business visitors. All homes should provide exemplary ICT connectivity for both home working and social inclusion.</p>	<p>ICT is more suitable in CS16.</p>	<p>Agree energy efficiency is included with policy CS 10. Lower threshold is not addressed in the Impetus report which is part of the evidence base and would need to be updated to check viability. Building Regs will be updated in 2010 and 2016.</p>
<p>75. Except in CMK (where apartment blocks are appropriate for density, design and lifestyle) the overwhelming majority of dwellings (90%+) should be homes with gardens rather than apartments. In-fill development should respect the local style and scale of buildings, and enhance the mix of dwelling types.</p>	<p>Density is covered in CS13. See comment above on density. There is no evidence to put a policy requiring over 90% of new dwellings to be homes rather than apartments. We could not enforce this and if we did, it could prevent future delivery as house builders will only build what they believe will sell. Existing policies about creating mixed communities and reflecting existing character should be adequate. If we did want to address this it would be best done in the DM DPD but the same issues would still exist at that stage. Design is covered in CS13</p>	<p>Agreed that 90% (homes with gardens) is not justified See point 70</p>
<p>76. Residential neighbourhood design should encourage non-car travel as part of a comprehensive travel choice strategy and social inclusion strategy, by providing sufficient identified parking spaces for projected levels of car ownership (in addition to visitor parking).</p>	<p>Parking spaces are addressed in the Parking Standards SPG and subsequent review. Alternatives to the car are addressed in A Well Connected Milton Keynes.</p>	<p>See point 72</p>
<p>77. To support the local sense of place and social continuity, priority allocation of social rented accommodation should be given to those with the longest history of living in Milton Keynes. Where possible, residents should have the option of living close to their family home.</p>	<p>This is a Housing function not for the Core Strategy. Priority is already given to those with a local connection.</p>	
<p>78. The Council will plan positively for open market properties, affordable and other low-cost properties (including those at and close to Housing Benefit levels of rent), and to meet the needs of all other identifiable groups: the elderly, those needing support or with other special needs, single people, members of ethnic or lifestyle groups having specific requirements, etc. Wherever possible, all alternatives to open market family homes will be distributed in a pepper-pot manner, and be “tenure-blind”.</p>	<p>Tenure blind and pepper potting policies will be included in the Development Management DPD.</p>	<p>Need specific reference to multiple occupancy in the policy as a hook for planned SPD</p> <p>Affordable housing policy must recognise that MK’s Shared Ownership housing is different for elsewhere (commercially rather than publicly managed, attracts a premium on resale, distorts the market,</p>

		doesn't remain affordable in long term) - Address in Development Management DPD and Aff Housing SPD.
79. Delivery (to be re-written to reflect the narrative & policy above...)		
REMAINING POINTS TO BE DEALT WITH ON 23 SEPT EMBER (CLLR BINT'S PROPOSED REDRAFT OF THE TRANSPORT POLICY AND TEXT – POINTS 80-115 BELOW)		

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>80. The transport networks and services of MK must meet the leisure, shopping, education, and business/commuter needs of residents and visitors, and the needs of businesses & other organisations operating in MK during this period of a massive growth in the borough's population combined with the need to cut the carbon footprint of travel.</p>	<p>Agree – add to preamble before Policy CS11 (before 1st para)</p>	<p>AGREED – with no further changes</p>
<p>81. Pressure to do better than merely “more of the same” comes from physical constraints of existing infrastructure, the growing average distance of everything from everything else as the conurbation becomes physically bigger, the need to reduce the carbon footprint of travel, and known weaknesses of the current facilities.</p>	<p>Agree – and new 2nd para to preamble to address this point and add cross-reference to the SWOT (Table 2.1 – LDF AG Agenda page 29)</p> <p>NB MK is better described as a single urban area rather than a ‘conurbation’</p>	<p>AGREED – with no further changes</p>
<p>82. Milton Keynes’ transport facilities are unique and are fundamental to its residents’ quality of life. MK has an iconic grid road system which enables the population of over 270,000 to get anywhere in the conurbation by car within 15 minutes, as well as helping to attract and retain employers and improve the amenity and safety of residential streets by removing the through traffic.</p> <p>This enables residents to work anywhere in MK regardless of where they live and have access to a very wide range of leisure and retail opportunities. This large catchment area in turn contributes to the richness of MK’s social, sporting and cultural life, and enables MK to offer venues of national significance and play a role as a regional hub. The accessibility of everywhere in MK (and thus, everything that is happening) makes a major contribution to MK’s sense of community identity.</p>	<p>Grid roads system: this is covered in The Story of Place Introduction (LDF AG Agenda page 24)</p> <p>Accessibility: only residents who have access to a car are able to easily reach jobs, facilities, events and activities anywhere in MK.</p> <p>Redways: already covered in 5th para of “A Well Connected MK” (page 79)</p>	<p>Members supported the principle of including a para (11.3) that covered these matters but not the precise wording proposed by Cllr Bint.</p> <p>Specific points:</p> <ul style="list-style-type: none"> ● It’s too long ● The figure may change ● The point about being able to drive from anywhere to anywhere in the city in about 15-20 mins should be included (part of MK’s uniqueness) <p>AGREED This has been introduced but refers to short time for such journeys compared with comparable towns.</p> <ul style="list-style-type: none"> ● The existing text in the draft CS (1st 2 paras) mixes up analysis and objectives

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>The new city also enjoys an extensive network of footpath / cycleways (the “redways”) and similar pathways through the linear parks and other leisure areas, which collectively provide safe, convenient routes for pedestrians and cyclists.</p>		<p>– need redrafting; also focuses on problems associated with the grid system (peak hour congestion in future) rather than it’s strengths AGREED new text introduced at beginning to overcome this</p> <ul style="list-style-type: none"> • Should mention European rail link aspiration (as it’s in the Vision) and ‘parkway’ station (to take pressure off CMK – the J13 transport interchange); draw out other key messages from the Transport strategy AGREED see revised para 11.3 and Junction 13 is in policy • We mention problems with existing redways in para 11.10 (and action in response - i.e. need for direct, well-supervised routes) AGREED in para 11.10 <p>Check references to WCML – new High Speed RAIL AGREED in para 11.11</p> <p>We also need to check car ownership stats and (Tempo 5.3) projections for MK. Cllr Bint argued that they show cars per adult will rise from 0.8 to 0.9 and that this should be reflected in our transport policy (in relation to parking standards I think) AGREED Census data used to show MK levels car ownership higher than national.</p>
<p>83. MK has considerable strategic accessibility to the rest of</p>	<p>Strategic transport links: already covered in 3rd para of “A</p>	<p>AGREED – with no further changes</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>the country, not only by road but increasing by rail, with London Euston only 40 mins away, Birmingham 55mins, Chester only an hour and a half. This location and accessibility is a key factor in attracting business. The station is an important gateway to the city and it is crucial that it is a seamless and efficient transport interchange to serve MK's residents, visitors and businesses.</p>	<p>Well Connected MK" (page 79)</p> <p>Importance of MK's location: already identified as a strength in The Story of Place (LDF AG agenda page 24) and the SWOT analysis (Table 2.1, page 29)</p> <p>Station: agree – add reference in Policy CS11 to role of MK Central station as gateway and interchange</p>	<p>AGREED added to last part of policy CS 11</p>
<p>84. Improved public transport, and increased levels of cycling and walking are reflected in the objectives of the Sustainable Integrated Transport Strategy, LTP2 and the Transport Strategy review. Considerable improvements to public transport have been made recently. "Carshare MK" is seen as a national exemplar.</p>	<p>Already covered in 1st para of "A Well Connected MK" (LDF Agenda, page 79)</p> <p>Carshare MK: agree - add reference to 'Carshare MK' as an exemplar scheme</p>	<p>AGREED – with no further changes</p> <p>Added to para 11.11</p>
<p>CHALLENGES FACING MK</p> <p>85. MK has been designed with a deliberate dispersal of employment, retail and leisure destinations. As well as the "city centre" (CMK), within the conurbation there are four older town centres, two district centres, and over 100 other retail destinations (plus numerous other isolated shops). Leisure and employment locations are similarly dispersed across the 6-mile wide urban area. This creates challenges to the provision of attractive alternatives to family car use: at any moment, there are too few people wanting to go from any one starting point to any one destination. One particularly challenging consequence is the prevalence of multi-destination journeys: eg an individual resident or family choosing to visit a sequence of retail & other locations during one day out.</p>	<p>General: already covered in 'The Story of Place'</p> <p>Dispersal of employment, facilities: agree - add references to the transport challenges presented by a dispersed pattern of development, including in the weaknesses of the SWOT analysis (Table 2.1, LDF AG agenda page 29)</p>	<p>Confirm Cllr Bint's version, the officer version and the version revised after the LDFAG had reviewed the document, were sent to the independent reviewer (POSE) The same arrangement was made for the Housing chapter.</p> <p>The comments from the independent reviewer are: 'I found this section needed to be re-phrased where necessary to keep it at a strategic level, remove extraneous information and to boost its coherence with the rest of the plan.' He then went on to revise the wording as presented to the LDFAG 17 November 2009.</p>
<p>86. The projected housing growth and the increasing distance that people will need to travel to access high quality facilities will create congestion on the grid road system and (without management) will reduce the attractiveness of MK as a place</p>	<p>Agree – but this does not apply to all residents; it relates to</p> <ul style="list-style-type: none"> the longer distances that residents in the SDAs will need to travel (compared to people living closer to CMK) to access jobs, shops and facilities in the city centres 	<p>AGREED – but should refer to the "average" distance that people will need to travel ...</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
to live and work.	<ul style="list-style-type: none"> the potential for more people to travel into MK from the surrounding area, attracted by the jobs and facilities on offer as a result of the city's growth. <p>Add reference to the impact of growth in 2nd para of "A Well Connected MK" (LDF AG Agenda page 79)</p>	<p>Agreed added to para 11.3</p>
87. Car ownership levels per household are already higher than the national average (for entirely legitimate reasons linked to the demographics and layout of MK) and are projected to rise over the next decade. Therefore non car modes of transport have to increasingly induce car owners to leave the car at home for some journeys rather than merely serving non car owners. If every car owner could be encouraged to use a different means of transport for some journeys, then all those car owners would benefit from less congestion on the roads and more parking space at their destination on those occasions when they do need to use their car.	Already covered in 4 th para of "A Well Connected MK" (LDF AG Agenda page 79)	<p>Include source of car ownership stats (and car usage stats if available) - for MK and regional /national stats for comparison (again, part of MK's unique nature)</p> <p>AGREE see point 82</p> <p>Clarify where areas of low car ownership are</p> <p>AGREE added to para 11.9</p> <p>Make point that the policy intentions is not to be anti-car, but to encourage more people to use other modes for some trips.</p> <p>AGREE</p> <p>See revision to CS 7.</p>
88. Many people have problems finding their way around Milton Keynes due to lack of signage. Many people judge distances from their car journeys and have no idea that footpaths and cycle routes can provide much shorter journeys. Information on transport choices is very difficult to access.	<p>It is generally held to be the lack of landmarks visible from the grid road system that causes problems of orientation, rather than lack of signage. This is addressed in Policy CS13 (point 6) but add reference in SWOT analysis.</p> <p>Transport information (bus timetables etc) is available on the MKC website and Real Time Passenger Information is being introduced at bus stops on the Quality Bus Routes. Making information more accessible is something for the Transport team to address.</p>	<p>AGREED – but mention concerns about signage / way finding, including redways from Transport Strategy (see also 106)</p>
89. Those households for whom there is no affordable way of getting to the big supermarkets, markets or other major retail	The need to improve accessibility for those without access to a car is already covered in 4 th para of "A Well Connected	<p>AGREED – with no further changes, except reword reference to 'deprived areas' in 4th</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
areas will remain trapped in a spiral of poverty caused by the higher prices of local neighbourhood shops.	MK”	para
90. For the 19% of the population of MK without a car there are issues of accessibility and therefore social exclusion. In particular, access to skills training for young people can be governed by accessibility by public transport. In order to increase the skills base of MK and reduce social inequalities there has to be a step change in the actual and perceived availability of sustainable transport provision (cycling, walking, buses).	Already covered in The Story of Place (LDF AG Agenda page 25) but add reference in preamble to effect of limited transport choices on social exclusion	AGREED – but be more explicit about the link between social exclusion and transport
91. Insufficient parking is becoming a constraint on the attractiveness of CMK to shoppers, retailers, and other businesses. People living nearby are already complaining that their residential neighbourhoods are being used as overflow parking for the city centre.	Insufficient parking in CMK: this is contrary to 6 th para of “A Well Connected MK” (page 79) and not supported by the CMK Parking Strategy. Parking in neighbourhoods adjacent to CMK is a parking management issue which can be addressed outside the Core Strategy.	Cllr Bint’s para generally supported – parking in CMK is a major concern for the business community AGREED– Sentence added to preamble (7.7) for Policy CS 7 CMK.
92. Some Milton Keynes residents (especially in areas of greatest need) cannot get the training and skills necessary to improve their prospects if there are not buses at the right time to get them to college.	Already covered in 4 th para of “A Well Connected MK” (page 79)	AGREED – with no further changes (duplicates points covered in 90)
93. Many new schools in new neighbourhoods have initially been filled with children from other parts of the borough, who often travel by car because of the distances involved. Residents then move into new houses nearby, find the nearest school full, and have to travel large distances to alternative schools thus also resulting in travel by car. Thus effective school travel planning for any new school is seriously hampered until the entire initial intake of the school (all year groups) have been replaced by successive entry-year intakes drawn from a more local catchment.	This has been an issue in some new schools but is already being addressed by MKC Education to ensure that there will be capacity in new schools to serve their local population - e.g. Priory Rise, Tattenhoe Park	AGREED – with no further changes, subject to checking with Education that this is no longer an issue.
94. If Milton Keynes is serious about getting busy residents to use buses then those buses must be fast and reasonably	The Bus Strategy addresses this issue. The new bus service linking the Eastern Expansion Area with CMK (Service 300) is	AGREED to add Cllr Bint’s para (or similar)

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>direct, i.e. must travel predominately on grid roads. Such buses need to be focused around times of employment and commuting patterns.</p>	<p>a direct, frequent and limited stop service. Agree to add to preamble.</p>	<p>Be clear on the purpose of P&R sites refer to emerging P&R strategy.</p>
<p>95. In order to attract the skills base and business/cultural activities needed to compete with European cities, MK needs to have high quality public transport and good amenities for walking and cycling. This is also crucial to meet the government’s carbon targets and the objective of smart growth where Milton Keynes increases its overall prosperity but reduces its carbon footprint.</p>	<p>Need for good quality public transport: already covered in 4th para of “A Well Connected MK” (page 79) and the SWOT analysis (page 29)</p> <p>Carbon emissions from transport: already covered by reference to climate change in preamble (8th para, page 80)</p>	<p>Evidence from RHS states that ‘in the UK, because our population and greenhouse gas emissions are high, trees make little contribution to lowering the nation’s carbon dioxide emissions (less than 2 percent’</p>
<p>THE WAY FORWARD</p> <p>96. The goal is to meet the transport needs and wishes of residents, visitors and businesses, while the population increases substantially and the growing significance of MK leads to greater numbers of visitors. Key to doing this is to provide and promote attractive alternatives to private car use where these are practical, so that for those journeys where there is no attractive alternative, the grid roads are less congested and there are adequate parking spaces. This is crucial to preserving the quality of life which attracts both residents and business.</p>	<p>Already covered in 1st para of “A Well Connected MK” (page 79) and reference to growth in 2nd para.</p>	<p>AGREED to add Cllr Bint’s para – but flag up to POSE reviewer</p>
<p>97. Therefore it is essential to support alternative travel modes where they provide an attractive alternative to the car, as this modal shift will preserve the uniqueness and freedom that is engendered by the grid road network and increase accessibility to retail and other business destinations. Alternative modes can also have considerable health benefits. Affordable and attractive public transport,</p>	<p>Already covered in 2nd and 4th paras of “A Well Connected MK” (page 79)</p>	<p>AGREED – with no further changes (duplication of other points)</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>cycling and walking options, car sharing and travel planning can play a key role in retention and productivity of all levels of staff and thereby increases the attractiveness of the area to business.</p>		
<p>98. Residential areas need sufficient car parking spaces to match the projected levels of car ownership so they are well designed communities which buses and the emergency vehicles can access, where children can play safely and where it is safe to cycle, walk and push buggies. If the resident has had to park in an unofficial space they will be more likely to move their car at the earliest opportunity rather than use another mode of transport for their next journey.</p>	<p>Already covered in design Policy CS13 (point 8 as revised) (page 84)</p>	<p>AGREED – with no further changes</p> <p>Members felt Cllr Bint’s text ‘overstepped’ national policy (PPS13)</p>
<p>99. The greatest successes elsewhere in promoting modal shift and reducing congestion and parking need have been through travel planning using the Smarter Choices agenda, which covers the range of alternatives including home-working and tele-conferencing, information provision, e-commerce, car sharing, shared taxis, car pools, cycle promotion, improvements to public transport and especially workplace travel planning, school travel planning, and personalised travel planning.</p>	<p>Already covered in 6th para of “A Well Connected MK” (page 79) but add clear definition / explanation of “demand management” and references to demand management in preamble and delivery sections.</p>	<p>AGREED – but add more detail to delivery, including explaining what the ‘Smarter Choices agenda’ means (source, status etc)</p>
<p>100. It may be possible to eliminate some journeys entirely: by conducting the transaction over the phone, or via the internet, and by encouraging home working. In some cases home shopping is more achievable than “park and ride”, although both have their place. Local centres with a choice of general stores rather than just one would offer more attractive prices for convenience shopping within walking distance.</p>	<p>Already covered in 2nd para of “A Well Connected MK” (page 79)</p> <p>Local centres: Local Plan Policy LC2 seeks to ensure at least one convenience store in each Local Centre. It was introduced to allow a wider range of uses in vacant units in local centres. This policy will be reassessed in the Development Management DPD. A policy to require more than 1 convenience store may lead to more vacant units rather than more convenience stores. Further research required with local centre owners/agents and our retail consultants.</p>	<p>Should promote new ideas – e.g. a ‘concierge’ service in each grid square for home deliveries etc</p> <p>AGREED – with no further changes re local centres</p>
<p>101. The challenge for the major retail centres (CMK, the four</p>	<p>The population of the Borough is not forecast to double in</p>	<p>AGREED – with no further changes</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>older towns and the two district centres) is how to serve almost a doubling of the MK suburban population without a corresponding doubling of car traffic and parking. Mild demand management may be acceptable to all shoppers but more severe demand management will harm local jobs and the local economy if shoppers chose to drive to somewhere less restrictive. Shops may be able to persuade customers to visit less often and buy more on each visit. Shops may be able to offer a home delivery service, enabling shoppers to dispense with the car that is usually needed to get the goods home. And an increase in internet shopping may reduce some of the pressure on traditional shops.</p>	<p>the period covered by the Core Strategy (2006 -2026), it is forecast to increase by about one third (35%) (Source: MK Population Bulletin 2008/09). This does not include growth in the SDAs outside the Borough boundary which would increase the population of 'greater MK' by about another 10%. The impact of this growth on shopping patterns has been addressed in the Retail Capacity Study.</p>	<p>Re-check population stats: MKi show that between 2001 and 2031 the urban population (the city minus the rural area) will grow from 177,450 people to 279,358; which equates to an increase of 57%</p>
<p>102. Recent trends towards ultra small cars (golf buggy sized or smaller) could massively increase the vehicle capacity of existing car parks (e.g. at the railway station) and would provide carbon footprint benefits especially if they were electric or hybrid.</p>	<p>Add reference to electric car scheme (MK was recently announced as one of the pilot areas) and the need for supporting infrastructure (e.g. charging points).</p> <p>Most parking spaces in CMK are not parallel, on-street spaces – they are at right angles to the carriageway (or to the access route in multi-storey car parks). Given that the 'Ford Focus', representing the public's buying habits, is 17% wider than the 'Smart ForTwo', there does not appear to be the scope to 'massively' increase the capacity of existing car parks. However, the size of parking spaces should be considered as part of the review of parking and smaller spaces could be considered in the design of new parking areas.</p>	<p>AGREED – with no further changes</p>
<p>103. Due to the substantial increase in the elderly population, there will be an increase in demand for community transport such as the successful "Plusbus". The Milton Keynes strategy of creating retirement villages as well as more traditional homes for the elderly facilitates the delivery of these services.</p>	<p>This is an issue for the Transport Strategy</p>	<p>AGREED to add sentence about the needs of the elderly (will increase significantly in MK) but not to retirement villages – added to 11.4</p>
<p>104. Promotion of cycling for leisure associated with Sustrans Route 51 (which passes through Milton Keynes) and other routes can be expected to increase the use of cycling for other purposes.</p>	<p>Cycling is already covered in 2nd and 5th paras of "A Well Connected MK" (page 79) but add reference in Core Strategy to the SUSTRANS routes that pass through the city.</p>	<p>AGREED – with no further changes</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>105. Workplace travel planning can reduce car usage by up to 25% and personalised travel planning as shown through the sustainable travel demonstration towns of Darlington, Worcester and Peterborough can reduce car usage by up to 12%. Travel planning is a low cost solution.</p>	<p>Principle already covered in 6th para of “A Well Connected MK” (page 79) but <u>include travel planning in proposed definition / explanation of demand management</u> (see point 99 above).</p>	<p>AGREED – with no further changes (duplication)</p>
<p>106. In order to deliver the modal shift needed to support the grid network, travel planning and a step-change in information needs to be provided. As Milton Keynes is a regional hub it should offer a transport planning advice centres at the station and at other key gateways. Transport advice centres also play a key role in promoting the overall opportunities and visitor attractions within MK.</p>	<p>Information / advice centres: this is an issue for Transport colleagues and the Transport Strategy</p>	<p>Tie in with addition about wayfinding / signage (point 88)</p>
<p>107. Transport Hubs must offer convenient amenities both for MK residents travelling elsewhere and for visitors to MK, with services that facilitate joined up journeys at times that suit the travellers (including both ends of the commuters’ working day). MK’s key hubs will be the MK “Station Quarter”, the Junction 14 / Coachway complex, and a proposed “Gateway to MK” interchange in the A421 / Junction 13 area.</p>	<p><u>Agree</u> – identify key transport interchanges in Policy CS11 as follows:</p> <ul style="list-style-type: none"> • MK Central rail station • Bletchley rail station (West Coast Main Line / East West Rail) • J14 Coachway / Park & Ride • J13 / A421 (e) / P&R / East West Rail (recognising that a location close to J13 would be outside the MKC area) • A421 (w) / P&R / East West Rail (within the SW SDA, outside the MKC area) • Denbigh North P&R • A5 North & A5 south P&R <p>All to be served by high quality, direct bus services to/from CMK</p>	<p>AGREED – with no further changes</p>
<p>108. High quality travel planning will contribute to modal shift and therefore is included here because it has spatial implications for road capacity and parking demand.</p>	<p>See points 99 and 105 above</p>	<p>AGREED – with no further changes</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>POLICY CS11</p> <p>109. Ease of movement of people and goods, and the resultant quality of life for residents, the attractiveness of MK to business & visitors, and the sense of place of Milton Keynes will be protected and enhanced by the following:</p>		
<p>110. The grid-road network and the redway network (footpath/cycle-ways) will be extended to new neighbourhoods wherever possible.</p>	<p>The extension of the grid road network to the SW and SE SDAs is covered in the Spatial Vision (point 7) and the policies for these areas (CS5 and CS6)</p> <p>Add reference (in CS5 and CS6) to extension of the redway network into these areas.</p>	<p>AGREED – with no further changes</p>
<p>111. The effective capacity of the road network will be increased by targeted engineering works, by measures to encourage the use of significantly smaller cars, and by measures to encourage alternatives to individual car use for an increasing proportion of total travel, and particularly, alternatives to peak-time car travel.</p>	<p>Already covered in Policy CS11 (point 3). “Highway capacity improvements” rather than “targeted engineering works” for consistency with the language in ‘Transport Strategy...as Mk Grows’. Add specific reference to improvements to roundabouts to point 4 in Policy CS11, as an example of “highway capacity improvements.</p> <p>‘Measures to encourage the use of significantly smaller cars’: the capacity of junctions is determined by such factors as gap acceptance rules and junction geometry and not the length of a vehicle. It is not believed that significantly smaller cars would increase the capacity of the road network.</p>	<p>AGREED – with no further changes</p>
<p>112. A step change in Travel Planning (workplace, school/college and personal) using the range of smarter choices for new neighbourhoods, businesses, visitor attractions and retail, in order that the grid road is kept flowing and the need for additional car parking space at destinations is reduced. New employers and new estates will have to provide a travel plan as part of the planning process.</p>	<p>Agree – but add more detail to delivery section rather than to Policy CS11</p>	<p>AGREED – with no further changes</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
<p>A comprehensive range of lower-carbon transport alternatives will be sought, including increased use of walking and cycling, elimination of some journeys, the use of smaller cars and electric/hybrid cars, and public transport solutions that offer reliable services at convenient hours of the day and evening. Alternatives to the traditional use of cars for shopping will be encouraged, including home delivery of goods and increased use of internet buying.</p>		
<p>113. Continued investment in the provision of public transport, cycling and walking to serve both new and existing developments, and a substantial increase in information (to be provided within the city and across the wider region) on transport within MK and the location of MK's many attractions. Buses should offer some services that are fast, by running primarily along the grid-roads at business-oriented times, and other services that offer more door-step convenience by going into residential neighbourhoods.</p>	<p>Already covered in Policy CS11 (point 1). <u>Add more detailed information to delivery section</u></p> <p>Bus services: the council can set the conditions for subsidised bus services but the bus operator effectively sets its own conditions for commercial services.</p>	<p>AGREED more detail added to delivery section and refer to Bus Strategy</p>
<p>114. There will be an increase in the number of parking spaces within CMK and other major retail & leisure destinations to meet the increasing demand from both customers and employees arising from the projected growth in MK's population & visitor numbers.</p>	<p>CMK: one of the objectives of the 'Parking Strategy for Central Milton Keynes', adopted by Cabinet in Dec. 2008, is to increase the number of parking spaces in CMK (from 20,000 to 31,000) but with a higher ratio of development to parking spaces. Any increase must be consistent with the Council's adopted parking standards.</p> <p>Other retail and leisure destinations: the Council can only require more parking spaces to be provided if there are plans to redevelop / extend any of these facilities, unless the Council is proposing to add more spaces itself.</p>	<p>AGREED – with no further changes</p>
<p>115. Supporting the role of MK as a regional hub, there will be a provision of high quality integrated transport interchanges and gateways such as Milton Keynes station, the J14/Coachway area, and the proposed A421/J13/J13A transport interchange, and others gateways some of which will provide an integrated and comprehensive travel and</p>	<p>See point 107 above for full list of transport interchanges to be included in Policy CS11.</p>	<p>AGREED – with no further changes</p>

COUNCILLOR COMMENTS	OFFICER RESPONSE	ACTION and COMMENTS
visitor information advice service.		
<p>ADDITIONAL POINTS</p> <ul style="list-style-type: none"> • Almost nothing about transport in rural areas / settlements outside the city • Public transport – bus-oriented, nothing about other forms of mass transit • Potential benefits of smaller cars may be greater in future (narrower as well as shorter) 		<ul style="list-style-type: none"> • Bus services for the rural area is set out in the Rural Chapter para 9. • Mass transit aspirations mentioned in Vision – mentioned in para 11.3 • Impacts of smaller vehicles will be monitored and may help if electric vehicles become popular.