

SPD Annex 1: Policy Checklist

Policy Ref:	VALP WHA001 Policy Criteria	SPD: Design Response	Expected Delivery Mechanism
a.	The site will make provision for at least 1,150 dwellings at a density that respects the adjacent settlement character and identity. To ensure that strong place shaping, community safety and sustainability principles are embedded throughout, creating a socially diverse place with a mix of dwelling types and tenure mix including a minimum of 25% affordable housing 'pepper-potted' throughout the site.	<p>Site constraints, design analysis and capacity studies undertaken as part of the baseline evidence confirm the site is able to accommodate the policy minimum of 1,150 dwellings.</p> <p>The SPD is not prescriptive about specific development densities but overall seeks to focus development around the central Shenley Square, tapering densities towards the site edges.</p> <p>Higher densities are also encouraged in the Northern 'Plateau' due to the relatively unconstrained nature of that part of the site.</p> <p>The SPD sets the expectation that the delivery of affordable homes will be 'pepper-potted' across the site, potentially with more units in more accessible locations.</p>	<p>SPD confirms preferred approach to extent/location of built development.</p> <p>SPD sets preferred approach to density as part of character areas and design response to topography.</p> <p>Final quantum of development, layout and densities defined through Outline Planning Applications (OPA) and outcomes of the Environmental Statement, and through subsequent Reserved Matters Applications (RMAs).</p> <p>Quantity of Affordable housing, types and tenure mix confirmed through OPA and S106 negotiations, delivered through RMAs by providers.</p>
b.	Provision of 110 bed care home/extra care facility.	VALP Policy H6b allocates a 1ha site for on-site delivery of a 110-bed care home. The SPD preference is to deliver the care home co-located or integrated within/adjacent to the Local Centre ensure a vibrant and accessible central hub.	Developer to deliver the commercial element on site through an RMA. Phasing to be agreed through OPA/s106 agreement.

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c.	<p>Provision of land, buildings and car parking for a 2FE primary school (capacity 420) with 52 place nursery. Infrastructure will need to be provided and phased alongside development, the details of which will be agreed through developer contribution agreements.</p>	<p>The SPD confirms the extent of land and preferred location in/adjacent to the Local Centre.</p> <p>The preferred orientation is for the school/nursery building(s) to interact positively with / as part of a Local Centre, facilitating linked local trips. Open areas/playing pitches to be situated at the rear of the school buildings as part of reinforcing openness and a visual buffer to Whaddon village to the northwest of the site.</p> <p>The SPD encourages opportunities to co-locate community Open Space/playing pitches with those proposed for the school buildings.</p>	<p>Phasing and contributions to be agreed through OPA and S106 but primary school expected to be required by 350th occupation/4 years from commencement of development, whichever is the later. S106 will refer to school specification and include a mechanism for a Delivery Notice to be served to confirm if the Primary School is to be provided by the Council or the Owners.</p>
d.	<p>Subject to detailed discussions and agreement with the Education Authority:</p> <ul style="list-style-type: none"> • a financial contribution towards existing secondary schools will be required or provision of a site for a new secondary school if the need for an onsite facility is proven; • and a financial contribution to special needs education. 	<p>The South West Milton Keynes ('Salden Chase') development includes a 5.12ha site safeguarded for the provision of a Secondary School which is likely to be able to accommodate pupils from this development and therefore, no secondary school site is required to be included in the Framework Plan.</p>	<p>Suitable offsite contributions for secondary school and special needs education provision will be sought at a trigger to be agreed with the Council and will be secured via the S106 and include a mechanism to be passed to MK City Council to facilitate provision if so required.</p>

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e.	<p>Provision of land, buildings and car parking for new local centre including community hall and a contribution towards or delivery of a healthcare facility either by way of site provision or direct funding (including temporary buildings if necessary). To create a sustainable community providing a mix of uses to ensure that housing development is accompanied by infrastructure services and facilities.</p>	<p>The SPD Framework Plan allows approx. 1.5ha site for a mixed use centre centrally located to include extra care / care home, community/healthcare building (potentially co-located), among other facilities. This may comprise temporary ground floor uses with residential above, or standalone building options. A public square is also demarcated which can accommodate community/temporary events.</p> <p>Flexible ground floor space within the local centre will facilitate delivery of healthcare provision on-site should this be confirmed. The OPA should explore options for on-or off -site contributions with the Bucks & Milton Keynes Integrated Care Board in relation to primary care, and the Healthcare Trusts in relation to critical and acute care, in order to reflect the most up to date healthcare provision arrangements being pursued by these authorities at the time of delivery.</p> <p>Any vehicular parking and servicing will be sensitively designed into the local centre space so as not to detract from the use and attractiveness of this space for people, and to ensure public transport/ped/cycle facilities and priority movements can be achieved. Opportunities for shared parking between different uses throughout the day will be encouraged, to encourage walking / cycling and to reduce the dominance of the car within the public realm.</p>	<p>Developer to deliver the commercial element on site through an RMA. Phasing to be agreed through OPA/S106.</p> <p>Developer to liaise with Bucks and Milton Keynes Integrated Care Board, and the governing Healthcare Trust, to confirm whether on-site delivery or off-site contributions will be required. If the former, the s106 to confirm the management strategy for such a facility.</p>

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f.	<p>The site will be designed using a landscape-led and green infrastructure approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) that integrates the site into the landscape and the existing network of green infrastructure within Milton Keynes and Buckinghamshire. It will provide a long term defensible boundary to the western edge of Milton Keynes. This recognises that whilst being located totally within Aylesbury Vale, the development will use some facilities in Milton Keynes, given its proximity. Milton Keynes also provides an access point into the site.</p>	<p>The SPD Framework Plan has adopted a landscape led approach which responds to the local context of the site's existing vegetation and topography.</p> <p>A technical LVIA will need to be undertaken as part of OPA; however, key views have been taken account of in the baseline evidence.</p> <p>The SPD addresses the issue of a long-term defensive boundary by strengthening the existing well-defined field boundary to the west using structural tree planting. As detailed in the SPD, this tree planting will integrate into and respond sensitively to the wider green infrastructure network, and will include opportunities to secure biodiversity net gain across the site, and allow for potential bridleway connections.</p>	<p>LVIA to inform development design and building heights/scale and densities for the OPA.</p> <p>Defensible boundary to be delivered by developer and in accordance with advanced planting phasing plan included in the SPD. Detailed timing to be agreed under OPA and secured through condition and/or s106.</p>
g.	<p>Conserve the setting of Whaddon village and Conservation Area by creating a substantial, well designed and managed countryside buffer (not formal open space) and enhanced Briary Plantation woodland belt between the development and the village of Whaddon.</p>	<p>Based on site and design analysis and further to conversations with Whaddon PC and other stakeholders, the SPD Framework Plan includes a buffer of a minimum 150m in width which will comprise a sensitive extension to the parkland character which surrounds Whaddon Hall. This space can accommodate informal recreation and will be sufficient to conserve the setting and rural identity of the village.</p> <p>Appropriate policy-mandated buffers are applied in the SPD Framework Plan to the Briary Plantation to preserve and enhance the woodland character, and habitat value.</p>	<p>Whaddon buffer to be delivered by developer and secured through condition and/or s106.</p> <p>Buffers to be fixed in development design and delivered by the developer at a trigger to be agreed with the Council.</p>

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h.	Create high quality walking and cycling links to and from Whaddon, Bletchley and Milton Keynes as an integral part of the development and shall include an extension of the Tattenhoe Valley Park into the site.	<p>The SPD requires that as a principle, existing public footpaths and bridleways within the site are retained and integrated into the development where practical. Where it is not practical, they should be diverted to run through the open space network to maintain connectivity.</p> <p>Routes will be enhanced to improve their accessibility/durability and to create connections to the existing Public Right of Way network to provide wider recreational connectivity.</p>	<p>Phasing to be agreed through OPA and s106.</p> <p>Access and Movement parameters to be confirmed through OPA / ES outcomes, and secured through condition.</p> <p>Final layout and nature of pathways will be subject to subsequent RMA(s).</p>
i.	An ecological management plan shall be submitted to and approved in writing by the Council, covering tree planting, hedge planting, pond creation, and ongoing management of the site.	Ecological technical assessment and mitigation measures will be required to support the OPA, to inform an ecological management plan.	Likely to be attached as a pre-commencement condition on the OPA.
j.	Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Specific attention should be made to enhancing Briary Plantation, Bottlehouse Plantation and other significant blocks of woodlands/hedgerows within or on the edge of the site.	<p>The SPD adopts a landscape-led approach which retains all mature vegetation in situ, save for one hedgerow stretch in the Southern half (running north-south, perpendicular to A421) required to enable infrastructure connections to be delivered.</p> <p>Policy-mandated buffers and other landscape enhancements are included in the SPD Framework Plan to protect and connect the existing assets (incl. both Plantations) to create a stronger network of ecological habitats.</p>	Arboricultural survey will be provided as part of an OPA. A tree protection plan and detailed landscaping strategy will be secured via condition and will need to be produced for subsequent RMA(s).
k.	Hard and soft landscaping scheme will be required to be submitted for approval	This technical detail will be required as part of future planning applications.	Likely to be attached as a pre-commencement condition on the OPA and detail will follow through RMA(s), discharge of conditions applications.

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l.	Archaeological assessment and evaluation shall be required to be submitted to the Council. Development must minimise impacts on the Statutory Ancient Monument of Site of Snelshall Monastery on the northern boundary of the site.	<p>Desk based archaeological assessments and evaluation have already been undertaken, and therefore the baseline archaeological data is understood.</p> <p>The SPD maintains visual separation between the Scheduled Ancient Monument and the development through protection and enhancement of the Briary Plantation Ancient Woodland and its protective buffer</p>	<p>A Heritage Statement is likely to be required to be submitted with the OPA and included as part of a chapter on Cultural Heritage within the Environmental Impact Assessment.</p> <p>Report and recommended mitigations to be secured through conditions attached to the OPA.</p>
m.	The scheme layout shall have regard to the findings of an archaeological investigation and preserves in situ any remains of more than local importance.	<p>A Cultural Heritage Impact Assessment was undertaken for the Council by Oxford Archaeology with a report produced in April 2023. This report focuses on the late Iron Age and Roman settlement discovered through archaeological evaluation and determined that the settlement is of local significance and does not warrant preservation in situ.</p> <p>The SPD Framework Plan therefore assumes excavation in full of the archaeological remains. Recording of this and other archaeological remains should be reflected on site through the interpretative boards and in-situ signage.</p>	Where remains will be impacted upon, details of required mitigation through appropriate investigation will be secured through condition/s106 and delivered by the developer.
n.	The development must provide a satisfactory vehicular access from the A421 Buckingham Road.	The SPD Framework Plan shows the location of a new roundabout vehicular access from the A421 Buckingham Road.	Developer to deliver new vehicular access, phasing to be agreed under the OPA and s106.

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o.	More detailed traffic modelling will be required to inform on the extent and design of off site highway works and to determine whether the section of A421 between the Bottledump roundabout and the site access roundabout needs to be dualled. The scope and design of any detailed traffic modelling must be agreed by Buckinghamshire Council as the highway authority, in consultation with the Milton Keynes highway authority.	This technical assessment will be required to be submitted with any OPA and will need to use the Buckinghamshire Transport Model in consultation with MKCC highway authority as well as detailed transport modelling. This will confirm the nature of any enhancements to the A421 along with the results of the A421 Connectivity Study as well as necessary off site highway works or mitigation required.	<p>Delivery of A421 access, link road, safeguarded reserves/P&R connection and all other highway works including Redway/pedestrian connections and PT infrastructure will be agreed through the OPA and delivered by the developer.</p> <p>Phasing and any contributions to off site works will be secured through OPA S106/S278 agreements.</p>
p.	Provide for a Link Road connection through the site to Grid Road H6 Childs Way and or H7 Chaffron Way, which shall include:	The SPD Framework Plan shows a new Link Road which provides vehicular connection between the A421 to the H6 grid road (rather than the H7 which is a much lower order grid road), through the Shenley Park site. Further transport modelling will confirm the Link Road alignment, width and points of connection shown on the SPD's Framework Plan to accommodate traffic flows determined through detailed modelling and taking into account the need to demonstrate commitment to public transport priority, sustainable travel and appropriate mode shift. This shall maintain an appropriate street design through the development area to ensure human scaled streets and create a well-designed public realm and streetscape.	<p>Developer to deliver Link Road, phasing and works to be agreed under the OPA and s106/s278 agreements.</p> <p>The Link Road should meet Bucks Council's highway standards, although cooperation will be required between the applicant, Bucks Council and Milton Keynes' Highways Authority as it links into the H6 and grid network.</p>

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	<ul style="list-style-type: none"> A Redway providing direct connection through the site to the existing Redway Network. 	Redway connections will be extended from H6, H7 and the A421 into the Site wherever feasible. Recreational routes and bridleways will run along all boundaries of the Site and connect through to Milton Keynes and into the wider Whaddon Chase landscape and footpath/bridleway network.	Developer to deliver extensions to Redways, phasing to be agreed under the OPA and s106/s278 agreements.
	<ul style="list-style-type: none"> A public transport route to incorporate Mass Rapid Transit through the site to Grid Road H6 Childs Way and or H7 Chaffron Way. 	The Framework Plan includes a priority public transport link (which can incorporate Mass Rapid Transit) between the A421 access via the Shenley Park local centre and the downgraded Shenley Road (closed off to other vehicles) to connect into H7 Hayton Way, the primary point of connection into Milton Keynes (via Westcroft District Centre) for public transport.	Phasing to be agreed through OPA and s106. Developer to liaise with local bus operator(s) for service requirements. On-site delivery triggers and contributions to be secured through s106/s278 agreements.
q.	Existing public rights of way need to be retained, enhanced and integrated into the development with safe and secure environments as part of a wider network of sustainable routes (utilising amongst others the Redway and Sustrans network), to directly and appropriately link the site with surrounding communities and facilities including the extension of bridleways into the site (Bridleway WHA12/2 and Shenley Brook End Bridleway 006) to Redway Standard.	The SPD encourages that all existing public footpaths and bridleways within the site are retained and integrated into the development where practical providing connections across the site and into the adjacent areas. A cross parcel network of leisure routes will be provided to ensure easy and uninterrupted access for active travel modes around the site.	Phasing to be agreed through OPA and s106/s278 agreements. Access and Movement parameters to be confirmed through OPA / ES outcomes and secured through condition. Final layout and nature of Redways/footpaths and leisure routes will be subject to subsequent RMA(s).
r.	Provision of public transport service improvements and associated new facilities into Milton Keynes, including new or improved links to Bletchley railway station, and to surrounding areas.	The Framework Plan includes a priority public transport link (which can incorporate Mass Rapid Transit) between the A421 access via the Shenley Park local centre. Developer to liaise with local bus operator(s) for service requirements.	Phasing to be agreed through OPA and s106. On-site delivery triggers and contributions to be secured through s106/s278 agreements.

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s.	An air quality and noise assessment shall be submitted to and approved in writing by the Council prior to development commencing.	This technical assessment will be required to support the OPA.	Required to be submitted with the OPA and included within the Environmental Impact Assessment. Report and mitigation measures to be secured through condition.
t.	A surface water drainage strategy will be required for the site, based on sustainable drainage principles and an assessment submitted to the Council for approval and should ensure that development does not increase flood risk elsewhere. The strategy will create new green infrastructure corridors along major surface flowpaths. Development on this site, which would drain into the management area for the Loughton Brook, will seek to reduce flood risk downstream on the Loughton Brook.	This technical assessment will be required to support the OPA. The SPD adopts a landscape-led approach which integrates blue infrastructure into the existing landscape (with enhancement where possible) to create multifunctional routes for recreation, habitat extension, and flood risk mitigation.	Required to be submitted with the OPA and included within the Environmental Impact Assessment. Report and mitigation measures to be secured through condition.
u.	Detailed modelling will be required to confirm 1 in 20, 100 and 1,000 year extents and 1 in a 100 year plus climate change extents on the ordinary watercourse. Climate change modelling should be undertaken using the up-to-date Environment Agency guidance for the type of development and level of risk. The impact of culvert blockage should be considered for the modelled watercourse. The impacts of climate change must be taken into account in designing the site's SuDs and in any other flood mitigation measures proposed.	This technical assessment will be required to support the OPA.	Required to be submitted with the OPA and included within the Environmental Impact Assessment. Report and mitigation measures to be secured through condition.

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v.	A foul water strategy is required to be submitted to and approved in writing by the Council following consultation with the water and sewerage undertaker.	This technical assessment will be required to support the OPA.	Required to be submitted with the OPA and included within the Environmental Impact Assessment. Report and mitigation measures to be secured through condition.
w.	An updated assessment of sewerage capacity and water supply network shall be carried out, working with Anglian Water, to identify the need for infrastructure upgrades and how and when these will be carried out to inform site delivery.	This technical assessment will be required to support the OPA.	Required to be submitted with the OPA and included within the Environmental Impact Assessment. Report and mitigation measures to be secured through condition.