

# Glossary

**Accessibility** – the ability to access places and services, to be able to move to, from and around CMK or to visit specific facilities.

**Adoption** – the point at which a planning document becomes official policy.

**Affordable housing** – housing provided at below market price to meet the identified needs of an area.

**AMR** – see *Annual Monitoring Report*

**Annual Monitoring Report** – a yearly report showing how the Council is keeping to their plan preparation timetable and monitoring the effects of their plans.

**Business Neighbourhood Development Plans** –neighbourhood development plans for areas that are primarily commercial to ensure that the business community is fully represented and engaged in the plan-making process.

**Carbon emissions / CO2** – common terms for carbon dioxide, the main ‘greenhouse gas’ linked to global warming.

**Carbon footprint** – a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide (CO2).

**City Centre** – the highest level of centre identified in development plans. In the Borough this is Central Milton Keynes. In terms of retail hierarchies, it will often be a regional centre serving a wide catchment. The centre may be very large, embracing a wide range of activities and may be distinguished by areas which perform different main functions.

**CMK Alliance** – an alliance of local residents and businesses set up to prepare a Business Neighbourhood Plan for CMK. The alliance is led by a Steering Group, consisting of representatives from CMK Town Council (the city centre parish council), local business leaders and members of Milton Keynes Council.

**CMK Alliance Steering Group** – see CMK Alliance.

**CMK Business Forum** – a group of members from the CMK business community who are interested in taking part in the preparation of the *CMK Business Neighbourhood Plan*, as well as other local business matters. The CMK Business Forum elects eight business representatives to the CMK Alliance Steering Group.

**CMK Development Framework** – a Supplementary Planning Document prepared by Milton Keynes Council focussing on Central Milton Keynes. The *CMK Development Framework* sets out the vision for CMK and includes general design and development principles in order to guide the form and nature of development in the area.

**CMK Town Council** – the parish council for Central Milton Keynes.

**Community facilities** – facilities and services which are of benefit to the wider community.

**Community involvement** – involvement of various individuals, groups, organisations and the general public in preparing planning documents.

**Core Strategy** – the document setting out the main principles and spatial strategy of the LDF.

**Cultural facilities** – provision for cultural activities, including arts, media, sports, libraries, museums, parks, and the countryside, built heritage, tourism, and the creative industries.

**Density** – a measurement of how intensively land is occupied by built development.

**Development Framework** – a document that sets out the key strategic principles for the development of a whole area.

**District Centre** – usually comprises groups of shops often containing at least one supermarket or superstore, and a range of non-retail services such as banks, building societies and restaurants, as well as local public facilities such as a library.

**Dwelling** – a residential property, such as a house or a flat.

**East-West Rail** – East West Rail aims to restore passenger train services linking Bristol, Swindon and Oxford via Milton Keynes and Bedford, to Cambridge, Ipswich and Norwich.

**Evening economy** – the business activities, particularly those used by the public, which take place in the evening. This includes pubs, clubs, restaurants and arts/cultural uses.

**Examination** – an examination of certain types of planning documents, carried out by an independent examiner or Planning Inspector (appointed from the national Planning Inspectorate).

**Grain of development** – the pattern of the arrangement and size of buildings and their plots in a settlement.

**Green Frame** – the landscaped corridor around CMK either side of the grid roads H5 Portway, H6 Childs Way and V8 Marlborough Street and the Grand Union Canal.

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

**Ha** – abbreviation for hectare.

**Hectare** – an area of 2.47 acres

**Houses in multiple occupation (HMO)** – homes occupied by separate households (usually single people or couples) who share facilities or living space such as kitchens, bathrooms and sitting rooms.

**ICT** – information and communications technology.

**Knowledge-based industries** – technology based industries, research and development, creative industries and businesses where workers require a high level of skills.

**Infrastructure** – the basic services and facilities needed for the smooth running of a community.

**Indicative land uses** – suggested uses for development sites, based on the National land use classification system (e.g. A1 land use is retail, B1 land use is business offices, etc).

**Land use planning** – a branch of public policy encompassing various disciplines which seek to order and regulate land use in an efficient and ethical way, thus preventing land-use conflicts.

**LDF** – see Local Development Framework.

**Listed building** – buildings of special architectural or historic interest, as designated by English Heritage. Permission is required before works that might affect the building's character or appearance can be undertaken. They are divided into Grades I, II and II\*, with I being of exceptional interest.

**Local centre** – commercial areas which meet the daily and 'top-up' shopping needs of the local population. In Milton Keynes they include new purpose-built centres, ranging from individual corner shops, often associated with a meeting place, to larger centres containing 15 to 20 units; and smaller, older centres in the original settlements incorporated within the city. In rural areas, large villages may perform the role of a local centre.

**Local Development Framework (LDF)** – the collection of documents which together makes up the planning strategy and policies for a local authority.

**Local Plan** – the main planning document for a District or Borough, including detailed policies to guide the location and nature of development, and also policies and proposals for specific sites.

**Local Transport Plan** – a five year plan setting out the strategies, priorities and implementation for transport.

**LTP** – see *Local Transport Plan*.

**Modal shift** – used to describe the change in the way people travel, from one mode (e.g. the car) to another mode (e.g. public transport).

**Neighbourhood Development Plan** – a type of planning document introduced by the Localism Act 2011. They are led by the local community with guidance and support from the local planning authority (Milton Keynes Council for our area). When a 'neighbourhood' is parished, the local parish or town council is the lead or 'qualifying body'.

**Night-time economy** – a term for the business activities, particularly those used by the public, which take place in the evening. This includes pubs, clubs, restaurants and arts/cultural uses.

**Oxford to Cambridge Arc (O2C Arc)** – Milton Keynes sits in the centre of the Oxford to Cambridge Arc. The Arc promotes the set of educational, research, business, commercial and governmental resources that exist in the area between Oxford and Cambridge.

**Parish** – the first tier of local government with elected members. Parish or town councils (for areas covering town centres) are independent from the larger Borough Council.

**Permeability** – the degree to which an area has a variety of convenient and safe routes through it.

**Port cochere** – ‘covered walkways’ that were built throughout CMK as part of the original Master Plan at crossing points of Boulevards (and some Gates), as well as entrances to buildings.

**Primary Shopping Area** – a defined area where retail development is concentrated. In Central Milton Keynes the primary shopping area is defined as the area between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate.

**Proposals plan** – a map on an Ordnance Survey base which shows the sites and locations to which policies apply.

**Public realm** – space in a village, town and city (whether publicly or privately owned) that is available, without charge, for everyone to use or see, including streets, squares and parks.

**Public transport** – comprises passenger transport services which are available for use by the general public, as opposed to modes for private use such as privately owned motor vehicles. Public Transport services are usually funded by fares charged to each passenger. Public transport in the context of Milton Keynes currently consists of buses, trains and taxis (with taxi meaning both ‘Hackney’ carriage and Private Hire).

**Referendum** – a ballot or vote. As CMK is a business neighbourhood area, there needs to be two referendums - one for residents (these will be people on the electoral roll) and one for businesses (regulations have not yet been published, but likely to be one vote per non-domestic rate paying business).

**Regional hub** – a location identified at regional level as a focus for transport services and economic activity. There are 22 identified in the South East.

**Regional Spatial Strategy** – a development plan which covers the whole region. In this area, the RSS, which is part of *the South East Plan*, was revoked by Government on 15 March 2013.

**RSS** – see Regional Spatial Strategy.

**SEA** – see Strategic Environmental Assessment

**Section 106 / S106 Agreement** – a legal contract under Section 106 of the Town and Country Planning Act 1990 between the local authority and a land developer stating the terms of planning obligations, including financial obligations, imposed by the local planning authority in relation to a planning application.

**Sequential approach** – a method of considering and ranking the suitability of sites for development, so that one type of site is considered before another.

**Slow streets** – inter-connected vehicle routes between the parking areas adjacent to the Boulevards and Gates. They were named ‘slow streets’ in the *Plan for Milton Keynes (1970)*, and allow the Boulevards and Gates to function as urban clearways, since deliveries and parking occur on the slow streets.

**South East Plan** – the main regional planning document for the south east.

**SPG/SPD** – see Supplementary Planning Guidance/ Documents.

**Strategic Environment Assessment** – a European directive through which social, environmental and economic issues are integrated into the preparation of planning documents.

**Steering Group** – see CMK Alliance Steering Group.

**Supplementary Planning Documents/ Supplementary Planning Guidance** – these documents provide additional detail to supplement policies in Development Plan Documents, but do not have the same weight. The new planning system in 2004 replaced SPG with SPD, but they play similar roles.

**Sustainability appraisal** – a tool that highlights any significant environmental, social or economic effects of a plan. An SA should be completed for all local development documents at all stages, but is optional for neighbourhood development plans.

**Sustainable development** – development to improve quality of life and protect the environment in balance with the local economy, for now and future generations

**Technology campus** – an estate or facility for collaboration of intense high-technology innovation activity, usually associated with an institution, such as a university.

**Tenure** – relates to the conditions under which a property is occupied (i.e. if it is rented or owned).

**Town centre** – centres which function as important service centres, providing a range of facilities and services for their catchment area.

**Urban clearway** - a designation for a road or ‘carriageway’ where it is illegal to park or stop at any time for loading or unloading.

**Urban design** – involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes which facilitate successful development.

**Use class** – there is a list of 13 use classes covering development uses such as retail, leisure, businesses, etc. Planning permission is not needed for a change of use within a single use class.

**Wiki** – a special type of website software which enables many people to collaborate together on documents posted to the website.

# Bibliography