

**LOCAL DEVELOPMENT FRAMEWORK: CORE STRATEGY**

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**1. Purpose**

- 1.1 To report to the LDF Advisory Group on the main changes that have been made to the Core Strategy (CS) since discussions with members at the LDF Panel Meeting on 18 June 2009, and following a visit by an Inspector from Planning Inspectorate (PINS) on 17 July 2009.

**2. Background**

- 2.1 At its meeting on 2 June 2009 the Cabinet resolved to withdraw the draft Core Strategy to allow for a further meeting of the LDF Advisory Panel to take place. Subsequently, a meeting between the Leader of the Council and relevant members identified certain matters for discussion including.
- (a) Core Strategy Vision - the document lacked a sense of vision and was difficult to navigate.
  - (b) Local distinctiveness - the wording of the Core Strategy needed to ensure it reflected the unique nature of Milton Keynes
  - (c) Cross-boundary Issues - more detail on how these are addressed
  - (d) Policy Wording - ensuring the Core Strategy provides a robust basis for enforcing the policies
  - (e) Housing Strategy - strengthen the references to the overall housing strategy for the Borough and provide the context for more specific types of housing areas such as houses in multiple occupation (HIMOs) and sites for travellers

The Inspector's Visit

- 2.2 This was an advisory visit by an experienced Inspector who had reviewed the draft Core Strategy. The purpose of the Inspector's visit was to consider what has been done so far to prepare the Core Strategy and to assist the Council in identifying matters and questions that could be problematic in terms of the

'soundness' of the document. It will be a different Inspector who holds the examination into our Core Strategy. The comments and advice given at the advisory visit are without prejudice to the examination of the submitted Core Strategy.

2.3 The key questions and points raised by the Inspector were:

- (a) Are the various parts of the CS (policies and text) relevant to spatial planning? Do they contribute to 'place shaping and delivery'? If it does not shape a place and/or cannot be delivered, what is it doing in the CS?
- (b) The key questions to be answered by every part of each policy are what will be delivered, where will it be delivered, when it will be delivered; and how will it be delivered through the Core Strategy?
- (c) Does the CS deal with the critical questions? The CS is the place where tough, hard and key decisions have to be made. The principal guiding components must be in the CS before a lower level document can deal with the details of implementation.
- (d) Anything that exceeds government policy / standards / requirements must be tested for its impact on development viability and impact on delivery.
- (e) Make sure everything is in the right place – e.g. that detailed projects required as part of the growth of the city are in the Objectives rather than the Vision, and that all proposals are in a policy rather than in supporting text. Be clearer about when particular bits of infrastructure will be required.
- (f) Where we say 'further work is required', this should only be if further work is required to resolve detailed matters, not matters of principle.
- (g) Where decisions are not being made in the Core Strategy – e.g. because they are detailed matters not appropriate for a strategic document - make clear where those decisions will be made – such as which specific Development Plan Document will address the issue.

### **3. Main Changes to the Core Strategy**

3.1 A criticism of previous versions of the Core Strategy was that it was difficult to understand what the document was about and to navigate around it. To make the CS more concise and to aid transparency and comprehension, the CS has been extensively revised and restructured. The most important parts of the document now appear at the front, supporting policies have been relegated to the back of the document.

3.2 To address member's specific concerns the CS now has been reorganised as follows:

- (a) A Foreword detailing the unique characteristics of the City and the wider Borough area and identifying some of the key challenges for the future
  - (b) An Introduction, which explains that the Core Strategy deals with the objectives, vision and strategy for the growth and future development of the city and identifies the major areas where growth and change will take place within the Borough.
  - (c) Part 2: Milton Keynes - the Story of Place (based on the Sustainable Community Strategy) provides additional narrative material about the Borough under a series of headings. It highlights that the Core Strategy is linked to and provides the spatial expression for the Sustainable Community Strategy and links many other area or topic-based strategies adopted by the Council and our partners.
  - (d) The SWOT table identifying the strengths, weaknesses, opportunities and threats facing the Borough has been retained.
  - (e) Part 3: Key Policy Drivers identifies the main drivers of change
  - (f) Part 4: The Spatial Vision describes where the Borough wants to be by 2026 and has been extensively revised to make it more MK specific. The key objectives in this section have been rewritten to meet SMART guidelines (specific, measurable, achievable, realistic and time limited); they will be used to monitor how successfully the vision is being delivered.
  - (g) Part 5: The Development Strategy / Main Areas of Change section introduces the policies of the CS and together with accompanying text and tables sets out what development will be delivered, where and when. Changes have been made to policies dealing with housing, employment, retail and leisure.
  - (h) Part 6 contains detailed policies and text for the SW and SE Strategic Development Areas, two of the major areas of change around the city.
- 3.3 The document is in Word format as this is easier to amend than in a Limehouse and does not have paragraph numbers. These will be added when the document is converted into the Limehouse format (as per the June version of the Core Strategy). There is still some renumbering of chapters and tables and to do and checking for consistency on housing numbers.
- 3.4 Additional plans and illustrative material will be added to the CS to illustrate key points such as the areas where MKC and MKP act as development control authorities.
- 3.5 Although every effort has been made to make the CS more concise, some sections that were previously cut out have been restored. For example in the

Well Connected chapter (page 58), under the heading “Delivery”, a list of transport infrastructure priorities has been included.

- 3.6 An issue for the Panel to consider is whether there are areas of the document that could be slimmed down further. For example, the Inspector queried whether Policy CS9: Strategy for the Rural Area could be deleted as Policies CS1 and CS2 cover similar ground.
- 3.7 Similarly, the Inspector considered Policies CS18: Improving Access to Local Services and Facilities, CS19: Healthier and Safer Communities and CS20: The Historic and Natural Environment were general, not locally distinctive and did not answer the questions of what, where, when and by what means’ posed by PPS12. Officers are considering what changes could be made to these policies to make them more locally distinctive or if they can be deleted.
- 3.8 Other changes to the document include:
  - (a) Policy CS1 on the Milton Keynes Development Strategy has been revised to clarify that the SE SDA includes the Strategic Reserve Areas previously shown on the Local Plan (2005). A new table (5.1) on housing supply has been added.
  - (b) A new policy and text on minerals (CS21) has been added to the document to provide the strategic context for the Minerals Sites and Policies DPDs. This is in response to comments from the Inspector and GOSE.
  - (c) A new table (5.3) has been added to the employment section in chapter 5 identifying employment sites in the Borough.
  - (d) The monitoring section (chapter 14 to be renumbered chapter 10) has been altered to take account of the contingencies and actions MKC would pursue if monitoring indicated that the Core Strategy objectives were not being achieved. A new table in Appendix D identifies potential risks to the delivery of the Core Strategy, and corresponding actions to get the strategy back on track or contingencies to prevent the need for wholesale revision of the Core Strategy.
  - (e) The housing trajectory and the development timeline and corresponding text in chapter 15 have been updated and amended.
- 3.9 The Council has yet to receive the finalised version of the Retail Capacity and Leisure Study (discussed at the last Advisory Group meeting on 8 July 2009). This may require changes to Policies CS4 and CS7 and accompanying text dealing with retail and leisure and CMK.
- 3.10 The Council has been working with MKP officers to verify the developable areas and timing of employment sites, which may result in some amendment to the employment tables.

#### **4. Timetable**

- 4.1 The next meeting of the LDF Panel in September (date tbc) will receive a final draft of the Core Strategy, which is due to be considered by Cabinet on 22 September, followed by Council on 13 October and then published for public comment.
- 4.2 Both GOSE and CLG are paying close attention to the progress of the Core Strategy. GOSE have indicated that their target for all local authorities is to progress from publication to submission in 12 weeks. To meet this, if we publish the Core Strategy in early November (allowing 2-3 weeks for printing and distribution following the Council meeting), we would be expected to submit the Core Strategy to the Secretary of State in early February 2010.
- 4.3 This timetable would have implications for the length of the consultation period. We are currently reviewing options for briefing parish councils and other stakeholders in advance of the consultation period so that they are able to respond to the document when it is published.
- 4.4 As a major Growth Area, GOSE and CLG are particularly concerned that our Core Strategy is in place as soon as possible, to provide an up-to-date policy framework to guide development as soon as there is an upturn in the economy. There are a number of other reasons why it is important to complete, approve and submit the Core Strategy:
  - (a) An up-to-date policy framework is required for the Strategic Reserve Areas on the east of the city. These areas are part of the Tariff Framework Agreement. The policy framework is required to be in place by June 2011 to enable decisions to be made on planning applications for these areas. The Core Strategy will be a key element of that framework. If it is not in place, this could have implications in terms of tariff revenue and possible planning appeals.
  - (b) If we do not meet the timetable set out above (paras 4.1 and 4.2), GOSE's view is that we will need to consider the possibility of development east of the M1 - and other possible long term locations for development after 2026 - in the current Core Strategy rather than a future review of the document. Members will recall that development east of the M1 was deleted from the South East Plan earlier this year in response to representations from the Council and others.
  - (c) There is a danger that some of the studies that are part of the evidence base for the Core Strategy will need to be updated, at additional time and cost.
  - (d) Delay will be reflected in measures of the Council's performance – e.g. CPA score, Housing and Planning Delivery Grant. It may also affect our ability to attract government and regional funding – e.g. Growth Fund bids.



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## **List of Policies**

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- Policy CS 19 Healthier and Safer Communities
- Policy CS 20 The Historic and Natural Environment
- Policy CS21 Minerals
- Policy CS 22 Delivering Infrastructure



## FOREWORD

### **The City that Thinks Differently...**

Milton Keynes – universally referred to as ‘MK’ by those who live and work here - is different from any other British city. Based on a plan from 1970, the largest new town in the country is a success story – thousands of people and hundreds of businesses have made MK their home. Internationally, planners and officials from across the world visit MK each year to see and assess our achievements.

Although MK is a young, planned, modern city it is full of contrasts and surprises:

- A planned city – but one capable of seizing one-off opportunities like Xscape and The Stadium:MK and making them a reality
- A modern city – but one that includes many Conservation Areas, over 1,000 Listed Buildings and a wealth of archaeology
- Grid roads and roundabouts - but also a cycleway system (the ‘redways’), extensive linear parks and open spaces enjoyed by residents and visitors alike
- Thousands of houses – but millions of trees, most planted in the last 40 years
- A young population – but also an ageing one; the original pioneers have put down roots, and parents and grandparents have moved here to be close to their children and grandchildren
- 45 minutes from London – but most people choose to live and work in the city
- The largest urban area between London and Birmingham – but also a large rural area, with many villages and the towns of Newport Pagnell, Olney and Woburn Sands

### **... Embraces Evolution and Champions Change**

MK will continue to be different, as we face the challenge of climate change, grow as a regional centre, reflect the changing nature of work, and adapt to meet the needs of a more diverse population. While planning for growth, we must also address the needs of people living in parts of the city that, for whatever reason, are in need of regeneration.

- Growth – the scale of growth planned for MK is the highest for any city in the region. There will be 2 new major development areas South East and South West of the city. Part of the SE and all of the SW growth area lie outside the MK Council area, so we will need to work with our neighbours to make sure these areas function well as part of the city

- Regional role – this will require new further education, shopping, entertainment, leisure and sports facilities, as well as more jobs, to serve the growing population not only in the city but also in the surrounding area
- Sustainability – the Core Strategy sets targets for reducing journeys to work by car, and increasing trips by walking, cycling and public transport. It includes ‘greener’ construction standards for new developments
- Diversity – MK’s population is changing, in terms of age groups and ethnic background. A wide range of housing will be needed – including more family homes and specialist housing for the elderly, as well as flats and other forms of housing for young and single people
- Skills – we need to improve education standards in MK, to attract more knowledge-based businesses that will offer opportunities for young people born and raised in MK to stay here. This means investment in new and existing schools (including the new academy at Leadenhall and specialist secondary schools), and further education ( the college and new university centre)
- Connections – we need to improve east-west connections – i.e. road (A421) and rail (East West Rail) to link with the nearby growth areas of Aylesbury and Bedford, and further afield, to benefit from MK’s location at the heart of the Oxford to Cambridge Arc
- Regeneration – the older town centres of Bletchley and Wolverton, and some of the older ‘new town’ estates need investment, not only to improve the quality of the environment, but to improve the life chances of the people who live there
- Design – the city was founded on an innovative design-led process and this needs to continue in the next round of growth planned up to 2026

# 1 INTRODUCTION

The Core Strategy sets out our vision for the Borough in the year 2026 and how we are going to get there. It provides the objectives and strategy for the spatial development of the city and identifies the major areas where growth and change will take place. It also provides a spatial expression for the Sustainable Community Strategy and links together many other area or topic-based strategies adopted by the Council and our partners. Other more detailed documents will follow on from the Core Strategy.

Key Issues that the Core Strategy addresses include:

- (a) Setting high principles and standards for new development including renewable energy and sustainable design, to help tackle climate change.
- (b) The Council's requirements for the Strategic Development Areas (SDA) South West and South East of the City, allowing a consistent approach across authority and regional boundaries. The South West SDA, is wholly within Aylesbury Vale District and the South East SDA extends into Central Bedfordshire.
- (c) The future role of Central Milton Keynes as a residential, employment, cultural, retail and leisure hub for the sub region.
- (d) The future role of the older town centres of Bletchley and Wolverton and existing and developing city estates and expansion areas.
- (e) The policy basis for seeking financial contributions from developers towards East West Rail.

There are already a large number of sites allocated for employment in the City. With new sites in the SDAs and employment growth in sectors such as retail, services and education, there is potential for more than 92,000 new jobs to be created. This is higher than required to meet the target of 1.5 new jobs per 1 new home.

There are also sufficient housing sites identified already in the city to meet urban housing requirements. However, we need to allocate a new Strategic Development Area to the south east of Milton Keynes and we need to set out a rationale for identifying new sites in the rural area.

Currently, there is no short term requirement for new retail development to support growth. Longer term requirements after 2011 will be focused on Central Milton Keynes and the smaller centres of Bletchley and Wolverton, Westcroft and Kingston.

The Government published the final version of the South East Plan (SEP) in May 2009. A proposal for a third SDA east of the M1 has been deleted. The Core Strategy reflects the final version of the SEP, leaving the possibility of a further SDA east of the M1 as something to be examined further in due course, alongside other options for the longer term growth of the city.

The Core Strategy has been subject to Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). We have prepared a separate Sustainability Report to assess the Core Strategy's environmental, social and economic impacts.

## 2 MILTON KEYNES: THE STORY OF PLACE

The city has grown from a collection of small towns and villages into a significant regional centre in less than 40 years and is the largest and most successful new town of the 20<sup>th</sup> century. It is one of the fastest growing regions in Europe and is a key focus for growth in the South East of England, (see Figure 1.1).

### **A growing and changing population**

The scale and pace of development is unique in the UK, with around 2,500 - 3,000 new residents welcomed each year. Since New Town designation in 1967, the Borough's population has grown from 60,000 to over 228,000 (2007 estimate) and the city's population is approaching the level anticipated in the original Master Plan (March 1970).

Growth will bring an additional 100,000 residents between 2006 and 2026 so that by 2026 the borough will have about 325,000 residents. This has implications for the role of the city, how it functions and how it needs to be designed in the future.

Around 16% of the population of the Borough live outside the city in Newport Pagnell, Olney and other settlements, including Woburn Sands and Hanslope.

The population is becoming more diverse so that more than 20% of children are from an ethnic minority community, compared to about 9% of the total population. In the future, Milton Keynes will continue to have a relatively high number of young children but also many more elderly residents. This will have implications for the services we need and how people will travel around and access facilities.

### **Getting around**

The city benefits from its excellent location between London and Birmingham with the M1 Motorway and West Coast Mainline train service. Nearly 18 million people live within an hour and a half drive of Milton Keynes making it very accessible by road.

Its position at the centre of the Oxford to Cambridge Arc offers great opportunities for economic growth. The east-west transport links are important, but are currently inadequate. The East-West rail proposals will help improve this situation.

The city was designed as a multi-centred settlement with a distinctive and efficient grid road system, which provides a choice of routes across the city. The grid system is still one of the strengths of the city but we are now beginning to experience peak hour congestion at junctions. Our analysis shows this congestion will increase as the city grows. Even without growth congestion would get worse.

The grid layout makes it harder to run bus services that are fast, reliable and easily accessible to residents. This means that the number of people who travel by bus is much lower than in towns of a similar size.

The car will continue to be main way of travelling in the city for the foreseeable future; at current rates of growth there will be a 57% increase in journeys by car during the peak travel period by 2031 compared with 2001. However, we estimate that we can only

increase the capacity of the grid road system by 25%, through junction improvements etc. This highlights the pressure that the existing grid system faces and the need to take action now to make sure it will continue to function effectively in the future.

Whilst 81% of households have access to a car, the figure is much lower in some areas - for example Netherfield (57%) and Beanhill (60%). In these areas, we need better public transport - and walking and cycling links - to allow people access to job opportunities and key facilities.

Generally, switching some journeys from car to public transport will help to maximise the capacity of the grid road network while also helping to tackle climate change, improve access for everyone, and support the regeneration of the city.

A unique redway system provides a network of shared footpaths and cycleways across the city. It provides opportunities for short trips away from traffic on the main roads. However, the grid roads limit the number of links between grid squares and many routes are indirect routes, hidden by trees and shrubbery. This contributes to a feeling amongst some people that the redways are relatively isolated and unsafe.

### **MK at work**

Milton Keynes is an important regional centre. Within a 30 mile radius of the city, are the towns of Northampton, Bedford, Aylesbury and Luton. This makes MK an attractive option for work and leisure for a large number of people. Popular destinations include the theatre, Xscape and the shopping centre.

The area has particular economic strengths in logistics, retail, hotels and restaurants, banking, insurance, and business services. Good transport links to London help to attract businesses to the area. MK can also tap in to the skills and knowledge base provided by the world class universities of Oxford and Cambridge, aided by the new University Centre in Central Milton Keynes.

There are about 139,000 jobs in the borough. New firms start up or are attracted every year which helps us to meet our jobs growth targets. About one third of those who work in the city commute from outside the borough.

However, in January 2009, unemployment increased to 3.6% (compared to 3.4% in the UK as a whole, and 2.4% in the rest of the South East).

The resident population has an 'average' skills base, and there are a relatively small proportion of highly skilled residents compared to the rest of the South East and nationally. We need to diversify the level of skills by increasing the number of highly skilled people in MK, so local residents and businesses can be more successful in the modern economy.

High quality road links have resulted in high demand for storage and logistics space, which have relatively few jobs in large buildings. Our target is at least 1.5 jobs for every new home (higher than the target in the South East Plan). This requires a shift away from storage and logistics development to strengthen the local economy and provide the right number and quality of jobs.

## **Quality of life**

The linear parks are another unique asset of the city. They provide high quality, continuous open space accessible to all residents. The parkland includes watercourses and lakes which together act as a strategic flood management system, reducing the risk of flooding in the city and in settlements downstream such as Newport Pagnell and Bedford.

There are also many smaller pockets of open space often with trees, which soften the impact of built development. The amount of open space in the city (40%) compares favourably with other towns and provides a green and wooded character to much of the city. It also helps to reduce the 'heat island effect' of the main built up area, keeping the temperatures cooler.

The 27 conservation areas in the Borough each have a distinctive character. The development of the city has successfully integrated several conservation areas, and other areas of historic character, into the urban area. Future growth will address how best to conserve and enhance areas of heritage and historic importance.

The overall prosperity masks local inequalities, notably in parts of the older towns and some central estates, where there are particular issues with health, skills and employment. The Government's Index of Multiple Deprivation data shows that this problem is worsening, with 21 areas being classified as 'deprived' in 2007 (out of more than 100), compared to 18 in 2004.

Some of the early New Town estates have a poor mix of housing tenures, a weak relationship between buildings and open space and often poor quality housing construction, all of which affect their attractiveness as places to live. A major challenge will be to enable these areas to benefit from the city's overall prosperity and the opportunities created by continuing growth.

Community safety and fear of crime are issues in some areas. In 2007/08, about 26,700 crimes were reported (a fall from 29,700 in 2006/07). The MK Community Safety Plan in 2008 sets out priorities to reduce crime, anti-social behaviour and fear of crime across the Borough. In designing new development, and improving existing areas, we must take into account the need to reduce both crime and the fear of crime.

## **Layout and design**

The defining design features of the city are the highly recognisable, extensively landscaped grid road system layout, and the linear park system. We want to see both systems extended into the new Strategic Development Areas, while also improving access by public transport and walking and cycling.

Many early residential estates in the city were designed so that each had its own distinct character in terms of layout and building appearance. This was helped by the grid roads which physically separate one estate from another. However, some areas were less successful; in consultation with the local community, we may be able to identify areas that are in need of improvement.

Not all recent residential developments, particularly towards the edge of the city, have added to the architectural creativity and innovation that was evident in many early estates. Many new housing developments lack local distinctiveness. There are exceptions, such as Oxley Woods (on the west of the city) which has won recent awards for design and innovation.

A major challenge is create new neighbourhoods and regenerate deprived neighbourhoods so that they have a real sense of quality, place and identity. They should be integrated with the adjacent parts of the city and enjoy good transport connections to jobs, education, health and other facilities.

In the rural area, the conservation of the historic environment needs to be balanced with the need to maintain local services through a settlement hierarchy. Opportunities for enhancement of the rural landscape should be pursued, provided no other strategic policies are compromised.

### **Major projects**

Milton Keynes is a place where many big projects or events have been delivered over the last 40 years, within a framework provided by the physical plans for the city. They have been important in raising and maintaining the profile of the city, attracting investment, and creating a sense of pride in our new community.

Regionally and nationally significant developments and events that have taken place in the city include:

- The National Bowl – an outdoor arena with a capacity of 65,000 which has hosted many international rock stars
- The Shopping Centre – the biggest indoor shopping centre in Europe, which attracted people from all over England when it opened in 1979, and was ahead of its time in its use of natural lighting and greenery
- The Point – the UK's first multi-screen cinema
- Home World / Energy World / Future World - exhibitions of innovative new housing, in terms of design and energy conservation
- The MK Theatre – a National Lottery project with the highest occupancy rate of any provincial theatre in the UK
- Xscape – the indoor ski-slope, multi-screen cinema and leisure complex that was the UK's most visited tourist attraction in 2007
- The Stadium:MK – a UEFA standard football stadium, home of the MK Dons, part of World Cup Bid 2018

Continuing to seize the opportunities presented by growth will be a key challenge for all involved with the development of the city. The type of big projects we could attract and deliver in MK in the future includes:

- 2012 Olympics training venues and 2018 World Cup venue
- European Year of Culture, major festivals

- Bletchley Park designated as a World Heritage Site
- New national / regional sports facilities and visitor attractions, including regional 'branches' of national museums or galleries
- Headquarters of national organisations
- Undergraduate university
- Premiership football
- Regional television studios
- Strategic Development Areas developed to 'Eco-Town' standards
- Low carbon private transport (electric cars etc)
- Direct European rail services, major rail interchange and high quality rapid transit system
- Iconic, prize-winning buildings and developments
- A wireless / connected city
- Official city status

This is not a definitive list but indicates the scale and nature of the city's ambition.

### **European aspirations**

As an emerging regional centre, we aspire to become one of the UK's top cities. Research commissioned by the Core Cities group concluded that there are 6 key factors that underpin the most successful European cities:

- Economic diversity – the more breadth and depth the local economy, the less vulnerable the city will be to external market factors outside our control
- A skilled workforce – essential for knowledge economies, in both services and manufacturing
- Connectivity – internal and external, and also 'cultural connectivity: developing external relationships and building the city's international profile
- Strategic decision-taking capacity – largely intangible but shown through political leadership, effective partnerships, and networking at regional and national levels
- Innovative firms and organisations – the extent of knowledge and innovation account for significant differences in GDP per person
- Quality of life - distinctive environments, buildings, culture and housing options help to attract and retain highly qualified knowledge workers

### **Strengths, Weaknesses, Opportunities and Threats (SWOT)**

In the light of identified issues, the following analysis of key strengths, weaknesses, opportunities and threats has been prepared to inform the Core Strategy.



**Table 2.1 Strengths Weaknesses Opportunities and Threats**

<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>A strategic location between London, Birmingham, Oxford and Cambridge, with excellent transport links with the rest of the UK</li> <li>Grid road system allows quick vehicle movement with convenient parking in CMK</li> <li>Regional retail and employment dominance</li> <li>A network of well strategically planned, well maintained, multi-functional parkland and recreation space</li> <li>A good quality of life with a high satisfaction rate amongst residents and employers</li> <li>Attractive hinterland settlements, and sensitive treatment of villages now within Milton Keynes city</li> <li>Unique 1970s New Town with a wealth of high quality family housing</li> <li>MK Tariff allows for long term planning and funding of infrastructure</li> <li>Homes and Communities Agency assist in delivery of growth and are a major landowner<sup>1</sup></li> <li>Older market towns with distinctive characters and retail offers</li> </ul>	<p><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>Low educational attainment; poor skill levels and absence of a traditional university resulting in the loss of highly educated 18-22 year olds and associated vibrancy</li> <li>New Town stigma deters people and companies from moving to MK</li> <li>Grid roads and low density layout limits public transport usage and causes segregation which affects the viability of shared services</li> <li>Pockets of deprivation and social exclusion across the city, worsened for those without access to a car</li> <li>Some older estates were badly designed with dwellings in a relatively poor condition</li> <li>Need for greater diversity of housing types, including 'executive' properties</li> <li>Lack of identity and innovation in some recent housing developments</li> <li>Poor east west sub-regional connections</li> <li>Lack of independent presence in retail, leisure and entertainment sectors, particularly in CMK</li> </ul>
<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Young and growing population provide workforce and improve the potential viability of cultural facilities</li> <li>Potential to create high value knowledge based industries as a key location in the Oxford to Cambridge Arc (O2C Arc)</li> <li>Development of East/West Rail to improve connections to Oxford, Aylesbury and Bedford</li> <li>Reduce disadvantage in deprived areas through investment and locally driven regeneration</li> <li>Falling house prices in MK, relative to the rest of the South East, will attract people here</li> <li>Investment in public transport and careful design of new growth areas could reduce car usage</li> <li>Reduce Milton Keynes' carbon footprint by constructing a more energy efficient built environment utilising new technologies</li> <li>Lack of defining architectural style gives licence for architectural creativity and uniqueness</li> <li>Scale and importance of Milton Keynes as a regional centre makes it capable of supporting regional facilities</li> </ul>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>If regeneration doesn't happen then this could lead to increased deprivation</li> <li>Loss of green farm land through growth</li> <li>No conventional university and high demand for storage and distribution businesses, could hinder creation of knowledge-based employment</li> <li>Potential shortfall in funding from Tariff and other sources could lead to key infrastructure not being delivered</li> <li>External image of Milton Keynes may not change which would deter investment and people relocating here</li> <li>Standardised new housing developments undermine unique character of the city</li> <li>Growth will lead to increased congestion if public transport is not sufficiently addressed, potentially leading to increasing CO2 emissions</li> <li>Failure to balance jobs and houses could perpetuate excessive in/out commuting.</li> </ul>

<sup>1</sup> An Urban Development Area covers the Eastern and Western Expansion areas and the city estates of Tattenhoe Park, Oxley Park, Kingsmead South and land allocated as strategic reserves. It is operated by Milton Keynes Partnership (part of HCA)

## 3 POLICY DRIVERS

### NATIONAL, REGIONAL, SUB-REGIONAL AND LOCAL

We have prepared the Core Strategy in line with the requirements of the Planning and Compulsory Purchase Act 2004. We have relied on an 'evidence base' of studies and reports to inform these appraisals and assessments.

The Core Strategy has regard to all the Government's Planning Policy Statements, Guidance Notes and Circulars (as at May 2009) and has been prepared in general conformity with the South East Plan Regional Spatial Strategy (SEP).

The Milton Keynes Local Plan (December 2005) and the Milton Keynes Local Transport Plan (LTP, 2006-07 to 2010-11) have provided the starting points for establishing future strategy and ensure continuity with previous initiatives.

From the various strategies and plans, we have identified the key drivers of change:

- **Housing growth at Milton Keynes city** – to meet the targets set out in the South East Plan, we need to achieve a 'step-change' in the rate of housing growth in Milton Keynes
- **Housing development in the rural area and the rest of the Borough** – we need to deliver 2,400 new homes between 2006 and 2026 in the rest of the Borough
- **Jobs growth** – we need to make sure there is enough land for at least 1.5 additional jobs for each new home built, so that there is no net increase in out-commuting.
- **Regional role** – Milton Keynes should develop as a major regional centre through substantial development in the city centre.
- **Sustainable communities** – we need high quality homes and facilities for an increasingly diverse population (in terms of age and ethnicity); new developments that are attractive, have a sense of place and will be places where people want to live; with good access by sustainable forms of transport, not just by car.
- **Improving the transport network** – we need to upgrade the core bus network, with emphasis on high quality services along east-west and north-south corridors through CMK. We need to improve east-west transport links through and beyond the city, both road and rail.
- **Location for knowledge-based businesses** – we should take advantage of our location between Oxford and Cambridge to become a location for knowledge-based businesses.
- **Improving skills and educational standards** – we need to improve skill levels in the borough, to attract new firms to the area and ensure a prosperous local economy.
- **Green infrastructure** – we should extend our multi-purpose green infrastructure network into the new Strategic Development Areas.
- **Climate change, environmental standards and resource efficiency** – we need to tackle climate change through high standards of energy efficient design and construction in new developments, and encouraging renewable energy and the efficient use of resources and low carbon travel options, such as electric vehicles.

- **Regeneration** – we need to address the pockets of deprivation across the city and improve the life chances and conditions in the most deprived areas as identified in the Neighbourhood Regeneration Strategy.

### **Sustainable Community Strategy**

The most important actions identified in the Sustainable Community Strategy for the Borough which we need to take forward in the Core Strategy are:

- Planning for the longer term future of the economy, ensuring the workforce has the skills and knowledge to match future opportunities
- Minimising and reducing our environmental impact
- Recognising the pressure growth could exert on services for existing residents
- Reducing social exclusion and the unacceptable gap in life chances between the most and least affluent in Milton Keynes
- Responding to a changing population and increasing diversity; and
- Encouraging healthier lifestyles.

## 4 SPATIAL VISION

Most residents and businesses have made a specific decision to move to and then remain and grow in the new city. As well as the city's unique layout, this makes Milton Keynes different from older cities of similar size. It has bred a pioneer spirit, a desire to make things happen and a willingness to get involved: the number of community and voluntary organisations is proportionately higher than many other cities.

The Spatial Vision is informed by the SWOT analysis and the key drivers of change. It has been widened from the MK Growth Strategy to consider the whole Borough. It reflects the aspirations in the Sustainable Community Strategy for Milton Keynes.

- 1 A wide range of people will continue to make Milton Keynes their home over the plan period. As well as creating attractive places for families to live and grow, provision for those less well off will be improved and the Borough will be in a position to attract and retain new residents who will make a positive contribution to growth and development through the skills that they bring with them.
- 2 By 2026 MK will have grown from a new town to a regional city. It will be one of the top 20 cities in the UK in terms of population with a growing international profile and reputation as a result of this Core Strategy, the scale of growth proposed in the SEP and central government funding for the growth area. Over two million people will live within 45 minutes travel time of the city.
- 3 As the regional centre for the wider Milton Keynes and South Midlands Growth Area, MK will aspire to develop to 'eco-town' standards and will continue to be an exciting and different place to live, work and visit with unparalleled opportunities for employment, shopping, leisure, university education and medical facilities that only a large city can offer. Regionally and nationally significant conference, sports, cultural and tourism facilities will be located in the city, adding to local opportunity. Shopping will continue to be one of the major attractions of the city. New retail provision up to 2026 will be located in accessible locations, with Central Milton Keynes the primary focus of shopping activity.
- 4 Given the success in reducing the carbon footprint of new development in recent years, we will continue to pursue environmental excellence in new development during this Core Strategy period, particularly in the areas of transport and the new building projects where there are real local opportunities to make a difference. All new buildings will benefit from increased energy efficiency standards and incorporate a range of low carbon technologies, befitting a modern, forward thinking city.
- 5 The city's current range of local employment opportunities will remain but an increased focus on the knowledge based economy will be supported as the local employment market grows at a rate of 1.5 jobs to every new home. A Science and Innovation initiative close to the Open University will attract knowledge-intensive businesses here, from start up companies to large corporations. The skills of the local workforce will be significantly improved by higher standards in education at all levels, with aspirations for the current University Centre to achieve full university status by 2020.

- 6** Increased home working with improved IT systems will have implications for the design of new housing and help to reduce the demand for travel to work. A range of house types, including larger executive homes and well managed shared accommodation, will ensure everyone has access to an appropriate home. The range and type of new housing will match the step change in skill levels. The changing age and mix of the population will require new types of housing and services, and these should be of exemplar design.
- 7** The existing iconic grid road system will be protected and improved. We will work with the adjoining local authorities to extend the grid road system to serve the Strategic Development Areas south east and south west of the city. In these new development areas, the road network must:

  - deal effectively with through traffic
  - provide direct routes for public transport, cycling and walking convenient for residents
  - avoid unacceptable congestion on existing roads in the borough
- 8** New public transport routes with capacity for new forms of low carbon public transport (such as guided bus or other mass transit vehicles) will link new and existing communities to the city centre and other important centres and facilities, with the aim of reducing peak hour commuting by car from 68% to 57% by 2026. Public transport systems will be integrated with low carbon personal transport such as electric cars. The Redway routes will become safer and more attractive to travellers for walking and cycling, with extensions into the new development areas.
- 9** Transport links will be improved to other towns in the Growth Area including Aylesbury, Bedford, Luton and Northampton. These include East-West Rail between Oxford and Cambridge via Milton Keynes and the A421 corridor through the city (A1-M1-A40). These links will also help meet the need for residents in MK to access specialist medical care in the nearby towns. A direct train link to Europe via the Channel Tunnel will be promoted, although this may be beyond 2026.
- 10** The unique system of linear parks will be extended along the Broughton, Caldecotte and Loughton Brooks into the urban extensions on the edge of the city, and also along the Ouse and Ouzel valleys to the north. These extended linear parks will provide for accessible open space, extended leisure routes, strategic flood management, improved wildlife habitats and provide for new sports provision as part of multi-functional green spaces.
- 11** Older town centres such as Bletchley and Wolverton will experience a renaissance as a result of new housing and facilities. Older New Town housing estates will benefit from regeneration and investment to redress problems of deprivation with pilot studies planned for Fishermead, Tinkers Bridge and the Lakes Estate in Bletchley. The historic built environment will continue to be protected and addressed sensitively with the growth of the borough.
- 12** In the rural area some limited development will occur in the towns of Newport Pagnell, Olney and Woburn Sands, supporting the services and facilities that they provide for the borough's rural community. Development in the rural areas will be sensitive to the distinct character of the individual towns and villages.

## Core Strategy Objectives

We have developed a series of strategic objectives which we will use to monitor the delivery of the Vision. They also reflect objectives of other strategies already in place at regional and local levels.

If we are not, we may need to review all or parts of the Core Strategy. We will measure these factors in our Annual Monitoring Report (see chapter on Monitoring).

- 1 To deliver land for 41,360 new homes within the borough between 2006 and 2026. This will comprise:
  - A new strategic allocation of 4,800 homes to the south east of the city forming the South East SDA;
  - Completion of existing Local Plan sites comprising 34,160 homes;
  - New allocations totalling 1,200 homes in sustainable settlements outside the Milton Keynes Urban Area
- 2 To ensure that the development of 8,500 located on the edge of Milton Keynes within Central Bedfordshire and Aylesbury Vale contributes to the character of the city and integrates with it
- 3 Allocate and safeguard employment land to deliver a minimum of 1.5 jobs for every house built in the Milton Keynes Growth Area so that the resident population can find work locally.
- 4 Deliver greater economic prosperity and improved skill levels through the establishment of a MK university and the Science and Innovation Initiative
- 5 Continue to develop CMK as a vibrant, cultural centre of the MKSM region. It will be the main location within the city for retail, leisure, cultural and larger office developments, aiming to develop around 12,000m<sup>2</sup> of office floorspace per year and up to 6000 homes by 2026
- 6 Protect and develop key services and facilities in sustainable rural settlements including shops, schools and health provision
- 7 Reduce health inequalities, deprivation and improve housing quality and access to services for those living in the 19 city estates targeted by the Neighbourhood Regeneration Strategy
- 8 Continue to deliver housing that meets the needs for all sections of the community through:
  - Providing sufficient land for new housing;
  - Construction of viable levels of affordable, supported and specialist housing;
  - Planning pro-actively for houses in multiple occupation
- 9 Managing increased travel demands through:
  - Promoting modal shift through improvements to key public transport routes and supporting the development of East West Rail;
  - Increasing walking and cycling through the location and layout of development and expanding and improving the redway network;

Protection of the grid road system and extending it into the South;  
East SDA

Reducing congestion growth and utilise demand management  
measures while upgrading key routes such as the A421

- 10 Mitigate the Borough's impact on climate change and reduce CO<sub>2</sub> emissions through:
  - Implementing higher than national requirements for sustainable homes and buildings;
  - Locating development away from areas of flood risk;
  - Promoting community energy networks and strategic renewable energy developments;
  - Reducing waste generation while increasing recycling
- 11 Through the layout and design of new developments create healthy, sustainable environments with easy access to generous open space, public transport and everyday facilities
- 12 Ensure all new development delivers a high quality of urban design, architecture, public realm and creates places with identity
- 13 Protect, maintain and enhance the important character and assets of the older towns and villages in the borough as well as the unique features of the New Town
- 14 Encourage healthy lifestyles and allow biodiversity to grow through enhancing and extending the linear park network into new developments while conserving and protecting key landscapes and important habitats
- 15 Manage mineral extraction, safeguarding reserves and processing facilities, restoring worked sites and maximising use of secondary and recycled materials
- 16 Ensure the infrastructure necessary to support growth including new schools, highway improvements, expansion of the MK General Hospital and a residual waste treatment facility, is identified in the MKP Local Investment Plan and its subsequent revisions.

## 5 DEVELOPMENT STRATEGY / AREAS OF CHANGE

The development strategy shows where growth and change will take place up to 2026. Much of this development is already committed - it has planning permission or is allocated in the 2005 Local Plan.

The strategy is based on a settlement hierarchy which concentrates development in the most sustainable locations – i.e. those settlements with the most facilities and the best public transport links.

In addition, a small amount of development is proposed in 3 ‘Selected Villages’, with the support of the parish council.

There will also be opportunities for infill development in other villages which have development boundaries that were defined in the Local Plan. The Core Strategy does not change these village development boundaries.

**Table 3.1 Settlement Hierarchy**

<b>1. Milton Keynes City</b>				
Central Milton Keynes	Uncompleted city estates	District/town centres: Bletchley, Wolverton, Kingston and Westcroft	City expansion areas:  Existing expansion areas and SE SDA	Selective infill and redevelopment opportunities
<b>2. Key Settlements</b>				
Newport Pagnell		Olney		Woburn Sands
<b>3. Selected Villages</b>				
Sherington		Hanslope		Bow Brickhill
<b>4. Other villages</b>				
Villages with development boundaries <sup>(22)</sup>				
<b>5. Other settlements</b>				
Villages in the open countryside				



**Policy CS 1  
Milton Keynes Development Strategy**

New homes and jobs will be focused on the existing urban area of Milton Keynes. The continued development of CMK, completion of existing city estates and sensitive redevelopment and infill development, particularly in the older parts of the city, will all contribute to a more sustainable city

The allocation of a Strategic Development Area to the South East of the city will provide a sustainable urban extension to the city. The SDA includes the Strategic Reserve Areas previously shown on the Local Plan (2005).

In the rural area, development will be concentrated on the Key Settlements of Newport Pagnell, Olney and Woburn Sands, as the towns with the largest range of facilities and best public transport links.

A limited amount of housing development will be allowed in Sherington as a Selected Village with local support for development. Housing sites identified in the Local Plan in the existing Selected Villages of Hanslope and Bow Brickhill will be completed

Small scale redevelopment and infill development will be allowed in Other Villages<sup>2</sup>

**Housing land supply**

The amount of housing land we need to identify is set by the housing targets in the South East Plan for the period 2006-2026. After subtracting existing commitments – houses completed between 2006 and 2009, existing planning permissions and sites allocated in the Local Plan but not yet developed ('what we already know') - the balance shows what is still to be planned for. This is shown in the highlighted boxes in Table 5.1

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<sup>2</sup> Other villages with a development boundary are Astwood, Castlethorpe, Clifton Regis, Emberton, Lavendon, Little Brickhill, Long Street, New Haversham, Newton Blossomville, North Crawley, Ravenstone, Sherington, Stoke Goldington, Wavendon, and Weston Underwood.

Table 5.1 Strategic housing supply

SE PLAN 2006 to 2026				MK Council figures 2006 to 2026			
In & around urban area		23,750	Expansion areas & other green field sites in L Plan	In & around urban area		5,220	Urban completions 2006 to 2009
		10,410	From within urban area			20,973	Urban planning permissions <sup>3</sup>
						8,233	Urban allocations (includes Strategic Reserve Sites SR1, 2, 3 & 4 from L Plan).
	<b>34,160</b>				<b>34,426</b>		
South East SDA		4,800		South East SDA		4,800	To be allocated in Core Strategy
	<b>4,800</b>				<b>4,800</b>		
Rural area		2,400		Rural area		582	Rural completions 2006 to 2009
						453	Rural planning permissions
						214	Rural allocations from L Plan
						1151	To be allocated in Site allocations DPD
	<b>2,400</b>				<b>2,400</b>		
<b>TOTAL</b>	<b>41,360</b>			<b>TOTAL</b>	<b>41,626</b>		

To ensure this urban extension is planned comprehensively planned, it includes 4 of the Strategic Reserve Areas identified in the 2005 Local Plan. We estimate that the

<sup>3</sup> The SHLAA explains why these and the previous local plan allocations are carried forward

SRAs can accommodate about 2,500 homes (plus other uses): this figure of 2,500 home is included in the urban allocations figure of 8,233 in Table 5.1

Added to the figure for the SE SDA in the South East Plan (4,800 homes), this gives a total of 7,300 homes in the whole area south of the A421, east of Old Farm Park and Wavendon Gate, and north of the Bedford – Bletchley railway line. (Plan to be added). In addition, the SE SDA is likely to extend into Central Bedfordshire: the size and extent of this part of the SDA will be decided through the Mid Bedfordshire Core Strategy and the East of England RSS.

We may need to identify some new sites for housing in the Sites and Allocations DPD, especially in the rural area, so that we can show how we will meet our housing targets.

### **Policy CS 2<sup>4</sup> 5**

#### **Housing Land Supply**

We will allocate land for housing to meet the South East Plan requirements as set out in Table 5.1 'Strategic housing supply'.

This Core Strategy allocates the SE SDA as a mixed use strategic allocation, containing up to 7,300 homes within the Milton Keynes Borough.

Other non-strategic development sites to meet the rural housing requirements and support the objectives for the urban area will be allocated through a Site Allocations DPD.

Sites will be identified in accordance with the settlement hierarchy in Policy CS 1 'Milton Keynes Development Strategy' and in the context of the area based policies in this Core Strategy.

In the rural area the land requirements to meet the SEP figure will be distributed taking into account the population, constraints, transport links and the capacity of existing services in the Key Settlements and Selected Villages.

<sup>4</sup> The total Outstanding Local Plan Allocations includes 2,500 homes as part of the existing Strategic Reserve Areas. These will be included as part of the total SE SDA total of 7,300 dwellings.

<sup>5</sup> Total existing supply is 34,426, exceeding the SEP minimum requirement

## Employment land supply

As with the housing supply, there is a substantial existing supply of employment land in the borough. This land has capacity for between 29,000 and 46,000 jobs. However, MK's role as an employment centre extends beyond the administrative boundary of the Borough. The South East Plan also states (para 23.27) that monitoring employment development in the city should include any jobs created in the SDAs which are either wholly or partly outside the Borough. As well as employment land, jobs will be created in shops, schools, health services and elsewhere. Potential job creation from these sources is identified in table 5.4

The SEP proposes a ratio of at least 1:1 for the provision of new jobs and dwellings so as not to increase net commuting. That ratio has been increased in the Core Strategy to 1.5 jobs per new home. On the basis that up to 46,814<sup>6</sup> dwellings will be provided in and around Milton Keynes this would mean the minimum number of jobs required is 70,200 (between 2009 and 2026), an average of around 4,130 jobs per year. This will be difficult to achieve in the current economic climate.

If monitoring shows that new jobs are growing faster than new houses, we would look for ways of increasing the rate of housing construction rather than restrict employment growth. Conversely, if housing development is running ahead of job growth, we need to find ways of encouraging more businesses to grow or move to MK.

**TABLE 5.3<sup>7</sup> : EMPLOYMENT LAND IN MILTON KEYNES AND TIMESCALES**

Grid Square/Area	Developable Land (in hectares)	Use Classes	Expected Uses <sup>8</sup>	Period for Development
Bletchley (Brickfields)	6.6. ha	B1/B2 /B8	Mixed Employment Area	Up to 2026
Broughton	6.5 ha	B1/B2/B8/C2	Distribution and	2006-2016

<sup>6</sup> 46,814 is made up by 35,824 homes in the borough(41,626 MINUS COMPLETIONS see table 5.1), up to 5,600 in Central Bedfordshire and 5,390 in Aylesbury Vale

<sup>7</sup> **Notes and Sources:**

1) Developable Area HCA/ MK Observatory information. Figures in table exclude grid squares where total developable/vacant land is less than 1 hectare.

E.g. Fenny Stratford 0.6 ha, Fishermead 0.4 ha, Granby 0.5 ha, Kiln Farm 0.4 ha, Stonebridge 0.4 ha, Tongwell 0.6 ha and Winterhill 0.9 ha.

2) Use Classes source Table E1 Milton Keynes Local Plan as supplemented by MK Observatory information

3) Expected Uses: Milton Keynes Partnership Milton Keynes Employment Land Study May 2007

<sup>8</sup> From the ELS except for Crownhill and Fox Milne.

/Atterbury			manufacturing	
Caldecotte	2.5 ha	B1/B8/C2	Smaller manufacturing and logistic site	Before 2016
Crownhill	1.2 ha	B1/B2/B8	Mixed Employment Area	Before 2016
Fox Milne	1.0	B1/B2/B8	Mixed Employment Area	Before 2016
Kents Hill	5.2 ha	B1/B2/B8	Science Park	2014-2026
Knowhill	9.2 ha	B1/B2/B8	Mixed Employment Area with majority B1 uses	2008-2016
Linford Wood	5.2 ha	B1	Business Park	2009-2016
Mount Farm	1.9 ha	B1/B2/B8	Smaller manufacturing and logistic uses	Unknown
Old Wolverton	1.8 ha	B2/B8	Smaller manufacturing and logistic uses	Unknown
Redmoor	1.7 ha	B2/B8	Smaller manufacturing and logistics uses	Before 2016
Rooksley	1.3 ha	B1/B2/B8	Smaller manufacturing and logistic uses	Post 2026
Shenley Wood	30.7 ha	B1/B2/B8/C2/D1	Business Park	2016-2026
Snelshall East	5.4 ha	B1/B2/B8	Business Park	2006-2026
Snelshall West	5.5 ha	B1/B2/B8/C1	Business Park	2006-2026
Walton	12.6 ha	B1/B2/B8	Science Park	Before 2016
Wavendon Gate	10.9 ha	B1/C2/D1	Business Park	2016-2026
West Ashland	4.5 ha	B1/B2/B8	Mixed Employment Area	2009-2016
Wolverton	2.6 ha	B1/B2/B8	Smaller manufacturing	Before 2016

			and logistic uses	
Wolverton Mill	8.4 ha	B1/B2/B8	Mixed Employment Area	Unknown
Wymbush	1.2 ha	B1/B2/B8	Smaller manufacturing and logistic uses	Unknown
Eastern Expansion Area	84.3 ha	B2/B8	Distribution and manufacturing	2008-2026
----- Brooklands	----- -- of 84.3 ha figure above 10.6 ha accounted for by Brooklands  Glebelands?	----- ---  Mixed Employment Area B1/B2/B8	predominantly B8 uses  Focus on B1a/B1c	
Western Expansion Area (Site MK2)	18.1 ha	B1	Mixed Employment Area (focus on B1 and technology uses)	2010-2026
Northern Expansion Area Site MK3	3.6 ha	B1/B2/B8	Mixed Employment Area	2009-2016.
TOTAL	<b>231.9</b>			

### The type of jobs we need

The objective to improve skill levels conforms to the SEP and is evidenced by the Employment Land Study (ELS). The ELS recommended that we need jobs in the "knowledge economy". To do this, we need to:

- Provide more office and technology floorspace
- Reduce the reliance on distribution and logistics activity (B8 uses)
- Increase the job density on employment sites
- Strengthen the role of CMK and other centres

There is a surplus of land allocated for industrial and warehousing and distribution (B1c/B2 and B8 uses). Where land currently allocated for non-office uses is uncommitted, we have the opportunity to reallocate suitable sites for office

development and high tech floorspace B1a/B1b uses. This would help to re-shape the local economy over time.

CMK is a focus for B1a/B1b office uses but the ELS report also identified Linford Wood, Kents Hill, Knowlhill and Walton as suitable locations for these uses in the period up to 2017. As these sites are developed the ELS identified more opportunities in the Western Expansion Area, Shenley Wood, Wavendon Gate and Snelshall. This would help to support existing clusters of similar businesses, a feature of the knowledge economy<sup>9</sup>.

If more land is allocated for office and technology uses, more jobs can be produced from the available stock of employment land. This would create the opportunity to consider different uses for any employment land that is no longer required for its current purpose or where the buildings have become obsolete. This is picked up in the Development timeline chapter.

**TABLE 5.4: JOBS POTENTIAL ON EMPLOYMENT LAND AND OTHER SITES**

	<b>Developable Area</b>	<b>Number of Jobs</b>
Existing Employment locations and land with planning permission for employment uses.	237.1 ha	28,854-45,828
New Employment in SW & SE SDA's	44.8 ha	6790
Total area and number of jobs on existing and proposed employment land	281.9 ha	35,644-52,618
Number of jobs in CMK Delivery of 12,000 sq metres of B1(a) Office space p a (2009-2026)	204,000 sq. m.	10,737
Jobs from retailing, health etc 0.31 jobs per dwelling 41,360 dws in MK		12,822
Jobs from education, real estate etc 0.37 jobs per dwelling 41,360 dws in MK		15,303
<b>Total number of jobs</b>		<b>74,506-91,480 jobs<sup>10</sup></b>

<sup>9</sup> Milton Keynes Employment Land Study Table 8.2 p.140

<sup>10</sup> Notes and Sources

1) Employment density Offices (B1a) 19 sq metres per person, Industrial (B1c/B2) 34 sq metres per person, Warehouse and Distribution (B8) 50 sq metres per person.

2) Sources: Use Classes: Adopted Local Plan Table E1 p.152. Areas of sites: Milton Keynes Intelligence. Jobs on sites not allocated for employment use Table 3.6 2007/2008 Annual Monitoring Report p 25-26, SDA details: Tables 6.3 & 6.4 GVA Grimley SDA Study (April 2008) p.30-31.

3) Figures in table exclude grid squares where total vacant land is less than 1 hectare.

<b>Jobs per dwelling ratio</b>	41,360 dws	1.8-2.2 jobs per dwelling
	46,814 dws	1.6-2.0 jobs per dwelling

**Policy CS 3****Employment Land Supply**

Planning permission will be granted for employment uses in the areas listed in Table 5.3 and shown on the Proposals Map. In considering proposals for these areas the Council will take into account:

- i) The guidance on uses in table 5.3
- ii) The physical and locational attributes of particular sites
- III) The need for a variety of sites to meet the differing requirements of a wide range of employment uses

Central Milton Keynes is the primary focus for the development of additional office and research and development (B1a/B1b) floorspace within the Borough. If office and research and development uses cannot be accommodated within CMK, development for B1a office and B1b research and development floorspace will also be permitted in locations to be identified in the Site Allocations DPD:

Planning applications for more than 1000 sq metres of B1a/ B1b uses on sites outside CMK will need to provide evidence to demonstrate why the development cannot occur in CMK.

**Delivery**

The preparation of the Site Allocations DPD will consider, where appropriate, the reallocation of existing employment allocations, towards the office, science and technology uses identified in the ELS. Where existing employment land is no longer required a Development Management DPD will contain a criteria based policy against which any potential redevelopment or change of land use will be considered.

Development Frameworks for the Strategic Development Areas will ensure that employment provision is located in the most sustainable locations.

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E.g. Fenny Stratford 0.6 ha, Fishermead 0.4 ha, Granby 0.5 ha, Kiln Farm 0.4 ha, Stonebridge 0.4 ha, Tongwell 0.6 ha and Winterhill 0.9 ha.

4) WEA & EEA = Western and Eastern Expansion Areas, SW SDA & SE SDA = South West and South East Strategic Development Areas.

5) Job creation from the occupation of empty premises not included



In partnership working with MKP and Invest MK, efforts will be made to ensure that there is a range of development sites readily available to enable new employment opportunities to be brought forward in CMK and other appropriate locations.

Review of the ELS will normally be undertaken with partners every 3 to 5 years.

The Delivering Economic Prosperity chapter outlines a range of measures to support the delivery of the employment land requirement and the shift towards a knowledge based economy.

### Retail and Leisure provision

The retail hierarchy of centres is currently set out within the Local Plan:

- (i) Regional Shopping Centre: Central Milton Keynes
- (ii) District centres: Bletchley, Kingston, Westcroft and Wolverton
- (iii) Town centres: Newport Pagnell, Olney, Sony Stratford and Woburn Sands
- (iv) Local and Village centres

The Retail and Leisure Study 2009<sup>11</sup> deals with the future need and requirements for retail and commercial leisure facilities within the Borough. The key findings and recommendations are:

- The hierarchy of centres in the Local Plan is still correct and appropriate.
- Large scale comparison shopping developments and commercial leisure provision, including food and drink uses, should be focussed in CMK.
- Smaller scale comparison retail and commercial leisure needs should be met in the district and town centres
- New convenience floorspace should be provided in areas of high population growth, with smaller increases in existing centres, consistent with their role and function.
- A new food store of around 3,500 sq metres (gross) and associated development in each of the Expansion and Strategic Development Areas, phased alongside the delivery of new housing. Planning permission already exists for a food store in the Western Expansion Area. A food store in the Eastern Expansion Area would be required in the period 2016-2021<sup>12</sup> and those in the SW and SE SDA would be required in the period 2021-2026.

Table 5.5 lists the retail requirements over the Core Strategy period.

It is very difficult to forecast retail requirements as far ahead as 2026, so these longer term forecasts should be treated with caution, as a guide to the level of future retail floorspace. We will need to review retail capacity study several times before 2026.

**TABLE 5.5: AMOUNT OF RETAIL FLOORSPACE REQUIRED IN MK  
(Sq M Gross)**

	2008-2016	2016-2021	2021-2026
Comparison Goods			
Central Milton Keynes (CMK)	<b>19,900</b>	<b>51,300</b>	<b>45,900</b>
Other district & town centres	<b>3,500</b>	<b>9,000</b>	<b>8,100</b>
Convenience Goods			
Western Expansion Area (WEA)	<b>3,500</b>		
Eastern Expansion Area (EEA)	0	<b>3,500</b>	
South West SDA	0		<b>3,500</b>

<sup>11</sup> Milton Keynes Council: Retail Capacity and Leisure Study 2009.

<sup>12</sup> Capacity for a food store in the EEA may be taken up by developments before 2016-2021

South East SDA			<b>3,500</b>
Other district & town centres	<b>-2,100 to 1,300</b>	<b>4,800</b>	<b>2,600</b>

#### **Policy CS 4 Retail and Leisure Development**

The Council will grant planning permission for additional retail and leisure floorspace in the defined shopping centre hierarchy in furtherance of the following objectives.

(i) Regional Shopping Centre: Central Milton Keynes will function and develop as a regional shopping centre for comparison shopping and leisure development.

Planning permission will be granted for additional comparison retail floorspace and other associated development in the area between Silbury and Avebury Boulevard, Saxon Gate and Marlborough Gate. CMK will also cater for the daily convenience needs of its increased workforce and the daily and weekly needs of its growing residential population.

(ii) District Centres: The District centres will function as centres accommodating the weekly convenience shopping needs of their respective catchment populations, consistent with the particular objectives of regeneration in Bletchley and Wolverton and controlled expansion and diversification in Kingston and Westcroft.

(iii) Town Centres: The long established town centres will function primarily as local shopping destinations for the daily or specialist needs of their largely static residential catchment populations and in recognition of the constraints placed on their development and expansion by acknowledged conservation aims and allied considerations.

(iv) Local and Village Centres: The various local centres, existing and proposed will support their local resident populations with regard to daily convenience shopping and service facilities; in order to reduce and minimise car dependency and to ensure ready access by non-car owning households and other people with limited or impaired mobility.

The Council will plan for the provision of a new food store of around 3,500 sq metres gross and associated development in each of the Expansion Areas and Strategic Development Areas, such development to be phased alongside the delivery of new housing.

#### **Delivery**

The Council will continue to monitor retail completions and commitments. It will regularly review and report on retail capacity within the Borough to help determine the need for additional retail floorspace and where and when it should be delivered. Retail capacity assessments will be undertaken every 3-5 years for the whole of Milton Keynes Borough.

Undertake joint working with other Local Planning Authorities to ensure new retail development in SDAs is phased alongside housing provision in sustainable locations. Through the creation of development frameworks for the SDAs, individual retail assessments will be undertaken to establish the level of provision required in each area and when it will be needed.

Policies in the Development Management DPD will be prepared to ensure delivery of the policy requirements, including a review of the defined primary shopping areas across the Borough and policies on non-retail uses in town centres, district and local centres. Work in the Retail and Leisure Study assessing the successful and unsuccessful aspects of local centres will be used to inform policy preparation, which will also seek to protect the individual characteristics of each centre.

Work with key stakeholders in the district centres of Bletchley and Wolverton, to assess the opportunities for leisure and retail to contribute towards regeneration in these areas.

### **Key Diagrams**

Two key diagrams show the Development Strategy, one for the whole of the Borough including the rural area and one specifically for the urban area, where the majority of change is planned.

<p><b>Figure 5.1 Key Diagram - Milton Keynes Borough</b> <b>Figure 5.2 Key Diagram - Milton Keynes Urban Area</b></p>
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### **Strategy Table**

Table 5.3 'Development Strategy' provides an overview of the changes that are expected in different areas of the Borough by 2026. It summarises existing commitments and new proposals such as the SE SDA, including what each major development area will include and when it will be delivered.

The table has been prepared as at April 2009. Changes in the economy and the current housing slowdown add an element of uncertainty. We will review progress in the Annual Monitoring Report (AMR)

**Table 5.3**

	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<b>SE SDA</b> Role: A sustainable urban extension to Milton Keynes, south of the A421 and north of the Bedford-Bletchley railway line, containing a range of homes, jobs and associated facilities	Allocated through the Core Strategy. Required through the South East Plan Contains existing Local Plan (2005) Strategic Reserve Area allocations - c.2,500 dwellings	c. 7,300 as part of new mixed use communities on the edge of the city. Range and type of homes to be determined through a Development Framework, using SHMA evidence. Expected development period - 2016-2026 (subject to market improvement). Additional growth to occur within Central Bedfordshire, subject to a review of the East of England Plan. Total combined area will provide around 10,400 homes	10ha of office space in designated employment areas. To be delivered in the long term (CMK short/medium term focus). Job potential - about 2,400	20ha of light industrial and warehousing/ storage land. Job potential - 1,250-3,000 Any other employment opportunities will be in schools, retail, and community facilities. 7,300 homes would generate approximately 4,760 jobs in schools, retail, and community facilities across the city <sup>13</sup>	c. 3,500 sqm anchor food retail store serving local weekly needs. Smaller local centres, providing for day to day shopping needs, to be provided in accessible locations, well related to other facilities, such as schools. Approximately 4,500 sqm in total.	New mixed use local centres to be provided. Sharing of sites/buildings by compatible uses to be supported. Where appropriate, facilities in Woburn Sands and Wavendon will be enhanced for existing and new residents. Work on a Development Framework will help to identify requirements and opportunities.  <b>Facilities</b> (timings to be determined through a Development Framework for the area) <b>Schools:</b> 7 primary and 2 secondary (based on current adopted standards) <b>Leisure:</b> 5ha for indoor sports use. A further 2ha reserves for commercial leisure provision. 11ha for specialist sub-

<sup>13</sup> Jobs growth associated with residential growth is based on the findings of the Employment Land Study (2007). The Study concludes that each new home generates 0.68 jobs in services such as education, construction, retail and leisure on non-employment land.

Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p><b>SW SDA</b> West of Chepstow Drive, Bletchley, and south of Tattenhoe Park</p> <p><b>Expansion Areas (EA)</b></p>					<p>regional sports facilities Playing fields <b>Community health/emergency services:</b> Provided in line with service providers requirements, with sharing of sites/buildings encouraged (18ha provision)</p> <p><b>Other:</b> Linear park extension with strategic flood risk management (52ha) A421 dualling to M1 junction 13 Transport interchange facility serving CMK and links to West Coast Main Line rail services Improvements to local train station(s) Community energy network Safeguarded route for the Bedford and Milton Keynes Waterway</p>

	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p><b>Western EA</b></p> <p>Role: A sustainable urban extension of Milton Keynes, west of V4 Watling Street between Crownhill and Stony Stratford, with good public transport links to CMK</p>	<p>Committee (MKP) has development control powers for the majority of these areas.</p> <p>Outline permission granted. Detailed applications under consideration.</p> <p>Primary infrastructure (main roads, sewers etc) work approved</p>	<p>2006-2009 completions - <b>0</b></p> <p><b>6,600</b> dwellings to be completed.</p> <p>Completion expected 2021-2026.</p>	<p><b>17ha</b> - B1 and B2 uses in small scale employment areas.</p> <p>Job generation - c. 3,450</p>	<p>Any other employment opportunities will be in schools, retail, and community facilities.</p> <p>6,600 homes would generate approximately 4,500 jobs in schools, retail and community facilities across the city.</p>	<p>Retail and leisure development to be focused on the city streets and as part of a mixed use High Street area at the centre of the EA.</p> <p>7,500 sqm in total, including 3,000 sqm food store.</p> <p>Additional 0.25ha retail in a separate local centre</p>	<p>Service provision focused on the High Street area and along the city streets. Requirements based on providing for the needs of new residents, taking into account existing capacity in surrounding areas.</p> <p><b>Facilities</b> (all with planning outline consent). Anticipated year of completion in brackets: 1 secondary (2017) and 4 primary schools (2014, 2015, 2017 and 2019) Health 'spokes' co-located in 2 primary schools (2014) Health 'hub' in the High Street (2015) Library and lifelong learning facility in High Street area (2013) 2 combined community centres/sports pavilions (2013 and 2015) A burial ground serving the whole city (2015)</p> <p><b>Other Key Requirements</b> (to be provided in time with housing): District Park with multi-</p>

	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p><b>Eastern EA</b></p> <p>Role: A sustainable urban extension to Milton Keynes, between Kingston and the M1, providing a range of homes and jobs, providing an attractive entrance to the city.</p>	<p>Outline permission granted 2004/2006. 1,521 dwellings with detailed permission (including completions)</p>	<p>2006-2009 completions - <b>200</b></p> <p><b>4,000</b> dwellings to be completed.</p> <p>Completion expected 2021-2026</p>	<p>17ha of small/medium scale B1/B2 employment by 2021.</p> <p>Job numbers - c.3,450</p>	<p>80ha of large footprint manufacturing and warehousing development near to A421.</p> <p>Development ongoing.</p> <p>Job numbers - c. 8,000</p> <p>4,000 new dwellings will generate approximately 2,750 jobs in retail, education and community sectors across the city.</p>	<p>Retail and leisure development to be focused on the city streets as part of mixed use centres.</p>	<p>functional use (play pitches, allotments and green city edge)</p> <p>Service provision focused on High Street area and along city streets.</p> <p>Requirements based on providing for the need of new residents, taking into account existing capacity in surrounding areas.</p> <p><b>Facilities</b> (all with outline consent). Anticipated year of completion in brackets: 1 secondary (2015) and 2 primary schools (2010 and 2014)</p> <p>Health 'spokes' co-located in both primary schools (2014)</p> <p>Library and lifelong learning facility (2013)</p> <p>1ha community recycling facility (2011)</p> <p>Mixed use local centre (2014)</p> <p>2 combined community centre/sports pavilions (2011 and 2013)</p> <p>J14 mixed use 'gateway' area, including improved park and ride facility (ongoing)</p>



Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements Other Key Requirements (to be provided in time with housing): Linear park focused on Broughton Brook and M1 wildlife corridor 20ha multi-functional district park Safeguarded route for BMK Waterway
<p><b>Newton Leys</b></p> <p>Role: An extension to Milton Keynes, SW of Bletchley, providing a range of housing and employment opportunities</p>	<p>Outline permission June 2006. 621 dwellings have detailed permission (including completions)</p>	<p>2006-2009 completions - 5</p> <p>1,650 dwellings to be completed</p> <p>Currently under construction</p> <p>Completion expected 2021-2026</p>	<p>A range of B1, B2 and B8 employment opportunities to be provided.</p> <p>1,650 dwellings will generate approximately 1,100 jobs in retail, education and community sectors across the city</p>	<p>Shops to provide day to day shopping needs to be provided as part of a mixed use local centre. Contribution to improve existing local centre at Serpentine Court on the Lakes Estate, Bletchley and Bletchley town centre</p>	<p>Specific facilities to be provided as part of the Masterplan for the site are: Combined school (2012). Extension to Leon Secondary school 2012 Community centre (est 2012) Doctors surgery (2019) Park/play areas- ongoing Playing fields with changing facilities (2018) Allotments (2015) Travellers site (TBC) Hotel and leisure site (subject to market)</p> <p>Contribution towards Bletchley Regeneration</p> <p>Provision of local facilities in a mixed use local centre. Including: Doctors surgery (est 2010)</p>
<p><b>Stantonbury Park Farm</b></p> <p>Role: A small urban housing extension to the north of</p>	<p>Outline planning permission December 2006. 297 units and a doctors surgery with detailed</p>	<p>2006-2009 completions - 0</p> <p>600 dwellings remaining</p>	<p>A limited amount of small office provision as part of a local centre.</p> <p>600 new dwellings will generate approximately 400 jobs in retail, education and community sectors across</p>	<p>1ha mixed use centre providing local shops and service</p>	<p>Contribution towards Bletchley Regeneration</p> <p>Provision of local facilities in a mixed use local centre. Including: Doctors surgery (est 2010)</p>

	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
Milton Keynes, enabling the creation of a country park	permission	Currently under construction. Completion expected 2016-2021	the city			Local play area (2010)  Open space <u>Financial contributions</u> towards: Improvements to existing schools Improvements to facilities in surrounding estates and villages  The development will include a new country park within the Ouse Valley Linear Park (2012)
<b>Northern EA</b>  Role: A small housing extension partly on brownfield land, north of the city close to Newport Pagnell	Outline permission July 2005.  277 units with detailed permission	2006-2009 completions - <b>60</b>  <b>400</b> dwellings remaining  Currently under construction. Completion expected 2012-2016	Limited employment provision. Up to 3,000 sqm of C3/B1 live-work accommodation to be provided in the NEA.  Job numbers: 60- 150	400 new dwellings will generate approximately 275 jobs in education, retail and community sectors across the city	No new provision. Within the catchment area of Giffard Park local centre and good access to Newport Pagnell	Small community centre (completion est 2011) Neighbourhood Play area (est 2011) Sustainable Urban Drainage system <u>Contributions towards</u> <u>improvements at:</u> Giffard Park Combined School (2009) Hanson Environmental Study Centre Haversham Village Hall Medical facilities in Newport Pagnell
<b>CMK</b>  Role: The key centre in Milton Keynes, providing a range of	Identified as an 'Area of Significant Change' in the South East Plan.  Scale, distribution	2006-2009 completions - <b>1,000</b> (mainly at The Hub and Vizion developments)	12,000 sqm per annum (Employment Land Study, 2007), providing over 600 jobs per annum.	6,000 dwellings estimated to provide over 4,000 jobs in education, retail and community sectors	Milton Keynes' primary retail centre, with an emphasis on supporting and enhancing	Focus for high-level services and facilities serving the whole of Milton Keynes and towns in the surrounding sub-

	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
employment, leisure, entertainment and other key services for the sub-region, as well as an increased residential population	and principles of development established in the Local Plan. Development Framework in place for area.  Campbell Park development has outline permission, areas with detailed permission and areas under construction.  'West End' development has outline permission	c.6,000 dwellings remaining, primarily focused on a Sustainable Residential Quarter (2,000) in the west end of the city, and Campbell Park (2,300), as planned in the CMK Development Framework.  To be developed at a high density (up to 100dph) to support greater intensity of use of CMK facilities and the use of public transport  Development in Campbell Park ongoing (completion 2021-2026)  'West End' due to commence 2012 (completion 2020)	Over 100,000 sqm of office floorspace already permitted in Campbell Park (jobs potential 5,200)  CMK will be the focus of future office developments over 1,000 sqm in the short/medium term  On other sites in CMK, total potential job supply is over 5,500.	across the city.	the role of CMK as a regional centre and European destination.  CMK will also remain the focus of cultural and commercial entertainment development in the city.  Opportunities to enhance existing or develop new facilities will be explored as they emerge.  Local leisure uses provided as part of Campbell Park development.	region.  Services to be provided as part of mixed use urban local centres in residential areas of CMK ('West End' and Campbell Park) Specific facilities (estimated completion dates in brackets):  Site for new school located within the SRQ (est 2019)  <b>University:</b> Development of UCMK to full university status (ongoing)  <b>Station Square:</b> multi-modal (rail/ bus/ car/ taxi/ cycle/ walk) transport interchange at the rail station (est 2011)  <b>Improved leisure facilities:</b> include planned improvement to the Leisure Plaza and Xscape (subject to market improvement)  Community facilities: Campbell Park (2012) CMK

	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements (currently uncertain)
<b>Remaining 'New Town' grid squares</b>  Roles: To support the day-to-day needs of local residents through the provision of retail and community facilities alongside residential development	<b>Tattenhoe Park:</b> outline permission  <b>Oakgrove:</b> Local Plan allocation - application under consideration  <b>Oxley Park:</b> 14 or 17 sites have detailed permission  <b>Kingsmead South:</b> 2 of 4 phases have detailed permission	2006-2009 completions - <b>1,100</b>  c. <b>3,950</b> homes to be completed covering 4 main estates  Developments due to be completed by 2016-2021  <b>Tattenhoe Park:</b> 1,300. 30% adaptable 'flexible' housing  <b>Oakgrove:</b> 1,300, built to high standards of sustainable construction  <b>Oxley Park:</b> 750. Mix of house types and styles, including the exemplar eco dwellings.  <b>Kingsmead South:</b> 450	<b>Oakgrove:</b> Up to 1,000 sqm office space (subject to planning consent). Job potential - 50  <b>Other</b> Any other employment opportunities will be in schools, retail and community facilities.  3,950 homes would generate over 2,500 jobs across the city (ELS, 2007)	Local retail opportunities to be provided through development of local centres, providing day-to-day needs.  <b>Tattenhoe Park:</b> up to 2,000 sqm (outline)  <b>Oakgrove:</b> up to 4,850 sqm (subject to planning consent)  <b>Kingsmead South:</b> up to 480 sqm (outline)  <b>Oxley Park:</b> local centre already completed and occupied	Mixed use local centres to be provided at: Kingsmead South Tattenhoe Park Oakgrove  Each centre to provide for local need and include a mix of uses, including retail, community buildings and potentially small scale office provision. Delivery by 2014.  Other specific facilities to be provided include (completion dates in brackets):  <b>Tattenhoe Park</b> (outline consent): Primary School (recently opened)  Sports pavilion /community centre (2013)  Allotments and leisure garden (2014)  Playing fields (2014)  Play areas (2012)	

	Status	Housing Capacity	Employment:		Retail and Leisure	Services and facilities: Specific Requirements
			Office	Other		
		Other: 150, small sites within newer city estates including Grange Farm and Monkston Park				Hotel and pub (subject to market improvement)  Oakgrove (subject to planning consent): Cafe/restaurant/pub Nursery Community centre  Oxley Park (outline consent)  Community facility (2011)
<b>Bletchley</b>  Role: One of four district centres providing for weekly needs of residents, and supporting the role of CMK	Mixture of planning applications and outstanding Local Plan allocations	2006-2009 completions - <b>750</b>  c. <b>1,000</b> homes committed as part of redevelopment opportunities within the town. Development expected to be completed 2011-2021  Key sites: Bletchley Leisure Centre - 300  Reckitt and Coleman - 210	No new employment allocations. Maintain and protect existing employment sites from redevelopment for non-employment uses where they are still suitable.  1,000 new homes would generate approximately 650 ancillary jobs.  New jobs to also be generated through the ongoing development of the stadium and surrounding uses and through the regeneration delivered through the Central Bletchley Development Framework	One of four district centres within MK providing weekly shopping needs.  Improved range of retail and leisure opportunities will be supported as part of the regeneration of the town centre to increase the range of uses	Opportunities for new service provision to be developed as part of regeneration of the town centre.  Central Bletchley Development Framework identifies 21 key projects for the town centre with priorities for: A wider range of town centre uses More shops More housing More places to eat, drink and relax More job opportunities  Key projects already	

Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
	<p>(remainder)</p> <p>Bletchley Park - 130 (remainder)</p> <p>Future provision focused on supporting town centre regeneration and making the most of brownfield opportunities</p>			<p>and level of activity in the centre.</p> <p>Focus on maintaining a primary shopping area serving the weekly needs of local residents</p>	<p>under-construction at Bletchley Park 9 complete by 2013) and leisure centre site (to be completed by 2010). Improvements to street scene already undertaken.</p> <p>Key transport interchange on the access to both the West Coast Main Line and East-West rail and bus routes. Bletchley is a key part in the Core Bus network as a major trip generator.</p> <p>A major centre for further education with 1 of 2 campuses for MK College.</p> <p>West Bletchley school review completed 2008, redevelopment of junior schools by Sept 2010.</p>
<p><b>Wolverton</b></p> <p>Role: One of four district centres providing for weekly needs of residents and supporting the role of CMK</p>	<p>Mixture of planning applications and an outstanding Local Plan allocation of 450 homes</p> <p><b>2006-2009 completions - 350</b></p> <p>c. <b>850</b> homes committed primarily through the delivery of schemes identified in the Regeneration Framework for the town. Development</p>	<p>No new employment allocations. Maintain and protect existing employment sites from redevelopment to non-employment uses where they are still suitable.</p> <p>850 new homes would generate approximately 575 ancillary jobs</p>		<p>One of four district centres in MK providing weekly shopping needs.</p> <p>Support for retail and leisure</p>	<p>Opportunities for new service provision to be developed as part of regeneration of the town centre.</p> <p>The Wolverton Regeneration Strategy and Wolverton West End Development Framework establish a framework of</p>

	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
		<p>expected to be completed 2016-2021</p> <p><b>Key Sites:</b></p> <p>West End - 450</p> <p>Wolverton Park - 300 (completion 2009/2010)</p> <p>Future provision focused on bringing brownfield land back into active use and supporting the role of the town centre</p>			<p>developments as part of any mixed use town centre schemes delivered through the Wolverton Regeneration Strategy.</p> <p>Focus on maintaining a primary shopping area serving the weekly needs of local residents</p>	<p>future development priorities in the town.</p> <p>Key projects include: New health centre and leisure centre, including provision of a 50m swimming pool (as part of Radcliffe school redevelopment)(currently uncertain) Improvements to Wolverton station (2010)</p> <p>Wolverton is a key part of the Core Bus network as a major trip generator.</p>
<p><b>Other urban areas</b></p> <p>Role: City estates will continue to provide day-to-day services for local residents</p>	<p>Mixture of permitted applications and identified regeneration opportunities</p>	<p>2006-2009 completions - <b>1,900</b></p> <p>c. <b>1,400</b> additional dwellings through infill and redevelopment opportunities in the urban area.</p> <p>Additional housing could be provided through regeneration</p>	<p>Currently more than 140 ha of vacant employment land - 25% of total planned MK provision. Potential job capacity 23,400.</p> <p>Existing suitable employment sites will be protected from redevelopment to non-employment uses.</p> <p>1,400 homes would generate approximately 1,000 jobs in education, retail and community sectors across the city.</p>		<p>Protection of retail role of existing district, town and local centres, including Westcroft and Kingston as key district centres in the west and east of the city.</p> <p>The need to</p>	<p>Service provision to be investigated as part of ongoing work with communities on the Neighbourhood Regeneration Strategy. The three pilot areas are the Lakes Estate, Fishermead and Tinkers Bridge.</p> <p>Opportunities to meet identified need will be investigated on a case by case basis as part of wider</p>

Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
	<p>initiatives in the city's most deprived estates.</p> <p>Future site allocations will be sought in suitable locations across the urban area based on:</p> <ul style="list-style-type: none"> <li>Good public transport links and access to shops, schools and other facilities</li> <li>Helping to regenerate older areas of the city by improving the mix and quality of housing in the area</li> <li>Giving more life to town centres</li> </ul>	<p>Opportunities to reallocate unused employment land to encourage the long term provision of office floor space in suitable locations, as identified in the Employment Land Study. This will be addressed through the Site Allocations DPD</p> <p>Focus on small scale office provision - CMK is the primary short/medium term focus of office development</p>	<p>The reallocation of employment sites with an existing B8 designation, which are identified as being suitable for long term office provision, will be reallocated to support the move towards a knowledge based economy</p>	<p>review town centre boundaries and primary shopping areas to be considered through the Development Management DPD process.</p> <p>Retail will be resisted in out of centre locations and on employment land to support the role of district, town and local centres, and the provision of an effective public transport system</p>	<p>regeneration plans.</p> <p>Water supply provision to be address post 2019</p>
<p><b>Rural Settlements</b> Role: Development in the rural area to</p>	<p>Rural settlements are separate from the MK Growth Area defined in the SEP and have their</p> <p>2006-2009 completions - <b>600</b> c. <b>1,800</b> additional</p>	<p>Focus on protecting the roles of the key settlements and supporting opportunities for rural diversification</p>		<p>Protection of the retail roles of town centres. Opportunities</p>	<p>Focus on supporting the role of the key settlements where access via public transport is the greatest.</p>



	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
support local services and the continued provision of viable rural public transport services, particularly to CMK	own housing allocation. c. 600 homes with full or outline permission or with an existing Local Plan allocation	homes to be provided based on continuing rate of delivery <sup>14</sup> in the rural area.  Focus on <b>Newport Pagnell, Olney and Woburn Sands</b> as the 3 most sustainable rural settlements with best public transport linkages and largest range of facilities, and Sherington, as a new selected village, where a new greenfield site(s) will be allocated. Hanslope and Bow Brickhill will retain Selected Village status from the Local Plan (2005) where existing Local Plan allocations will provide new housing.  New housing sites for approximately	Sites to be protected or allocated as appropriate through the Site Allocations DPD		for retail development to be encouraged where they enhance the daily shopping needs of local residents.  The need to review town centre boundaries and primary shopping areas to be considered through the Development Management DPD process.  Retail will be resisted in out of centre locations to support the role of town centres, and the provision of an effective public	Specific improvements through Nampak development, Woburn Sands: Public open space and play facilities Enhanced community facility on Station Road Financial contributions to improve Asplands Medical Centre and education facilities  Specific local requirements will be investigated through the production of the Site Allocations DPD

<sup>14</sup> Average rate of housing delivery in the rural area has been 120 dwellings per year over the last 10 years

Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
	<p>1,000 new homes will be identified in these areas in the Site Allocations DPD to supplement existing identified supply of c.600 homes.</p> <p>Opportunities for sensitive infill development and conversions in other sustainable villages.</p>			<p>transport system</p>	

## 6 STRATEGIC DEVELOPMENT AREAS

Two new large scale, mixed use, cross-boundary developments called Strategic Development Areas (SDAs) will provide for a significant proportion of the future growth<sup>15</sup>. They will be large new communities of between 5,000 – 10,000 homes, each equivalent in size to a small town. They are of regional importance, as there are only 7 SDAs in the whole region, and as such, they represent an opportunity to create exemplar developments.

For the **South East SDA**, Central Bedfordshire Council has committed, in principle, to joint working with the Council and MKP. They have set out their intentions for the site in their Core Strategy, which is broadly consistent with Policy CS5. Both local authorities are committed to a jointly prepared Development Framework Supplementary Planning Document (SPD) to provide a comprehensive plan for the whole SDA.

For the **South West SDA**, Aylesbury Vale District Council (AVDC) is the plan making authority. The Council is working with AVDC to ensure the SDA is well integrated with the existing city. The two local authorities are working together to identify the impacts of the development on both the surrounding rural area of Aylesbury Vale and the urban area of Milton Keynes and on the production of a Masterplan and Delivery SPD.

### **South East Strategic Development Area**

The extent of the South East SDA in the Borough is shown on the revised Local Plan Proposals Map. The administrative boundary between Milton Keynes and Central Bedfordshire runs roughly north-south through the site. Within Milton Keynes borough the SDA includes the existing settlement of Wavendon and the northern part of Woburn Sands as well as the hamlets of Cross End and Lower End.

These existing settlements have been included in the SDA so that we can take a comprehensive approach to master planning the area. This work will take into account the need to avoid coalescence (settlements joining together), the need to protect their setting and distinctiveness, and the importance of integrating long term defensible boundaries and landscape buffers into the development.

The SDA also includes four Strategic Reserve Areas of Eagle Farm, Glebe Farm, Church Farm and Land East of Fen Farm, which were identified in the Local Plan as potential development areas. The Eagle Farm and Glebe Farm SRAs fall within the area covered by the existing Milton Keynes Tariff agreement<sup>16</sup>; there is a requirement for a policy framework for these areas to be in place by 2011

The Land East of Fen Farm SRA lies to the north of the A421 and includes a transport reservation for the Bedford and Milton Keynes canal (Local Plan Policy T13), and land safeguarded for any potential future crossing of or junction with the M1 motorway.

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<sup>15</sup> Details of the need for the allocations and the process for identifying them can be found in the Spatial Strategy Supporting Document

<sup>16</sup> The Milton Keynes Tariff and Framework agreement are described in the 'Delivering Infrastructure' Chapter

**Policy CS 5**  
**South East Strategic Development Area**

Land is allocated for a sustainable urban extension to the south east of Milton Keynes as shown on the Key Diagram and Proposals Map.

Development in the South East Strategic Development Area (SDA) will be permitted in accordance with other relevant policies in the LDF and the principles of development set out below.

These principles will be defined in more detail through the preparation of a Development Framework Local Development Document for the whole SDA which will be produced jointly between Milton Keynes Council, Central Bedfordshire Council and Milton Keynes Partnership (MKP), with the involvement of stakeholders and the community. In order to ensure that the SDA is brought forward in a strategic and comprehensive manner, planning permission will only be granted for development following the approval of the Development Framework by the Councils and MKP.

Development briefs and design codes will also be required for each phase or site, to be prepared by the developer and approved by the Councils and, for the part of the SDA within Milton Keynes, MKP.

The principles of the development are that the SDA should:

1. Create a sustainable, safe and high quality urban extension which is well integrated with and accessible from the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, the linear parks and strategic flood water management.
2. Maintain the character and integrity of existing settlements including Woburn Sands and Wavendon
3. Maximise opportunities for sustainable travel patterns, including reducing car use by locating development close to public transport nodes and routes, particularly in the vicinity of the existing railway station at Woburn Sands and also to take advantage of the proposed East-West Rail link.
4. Link to the surrounding road and grid road network
5. Respect the proposed alignment of the Bedford and Milton Keynes canal
6. Safeguard land for a future bridge over and / or junction with the M1;
7. Apply the highest standards of sustainable construction in force at the time, creating a zero carbon and water efficient development. Due to the scale of the development a strategic approach will be required to the delivery of a community energy network
8. Provide residents with access to a high quality telecommunications and ICT network<sup>17</sup>;

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<sup>17</sup> Broadband or other high speed internet facilities

9. Provide new social and commercial facilities and services and, where possible, improve facilities in the existing settlements, to meet the day to day needs of new and existing residents
10. Extend the Eastern Expansion Area Linear Park to link with the green infrastructure network in Bedfordshire with that in Milton Keynes and to provide multi-purpose parks and open spaces that enhances the quality of life for existing and future residents
11. Identify long term defensible boundaries for development by using and extending the existing linear park system
12. Create strategic and integrated green infrastructure that includes landscape buffers to maintain the identity of existing villages
13. Provide a strategic and sustainable approach to water resource management, including SUDS and flood risk mitigation
14. Be delivered through an updated Tariff and Framework Agreement to provide contributions to on-site and off-site strategic and local infrastructure required as a result of the development; including the improvement and extension of infrastructure and facilities in nearby existing settlements.
15. Contribute financially to the East-West Rail link including new or improved rail stations.

It is expected that the part of the South East SDA in Milton Keynes Borough will provide the following,

- About 7,300 homes with a range of sizes, types and tenure, including affordable housing at a level in line with the Council's SPD
- Employment to contribute to the Borough-wide target of 1.5 new jobs per new home
- Retail and commercial development to meet the weekly convenience shopping needs of the development and the existing settlements;
- A range of community facilities, including schools and education facilities, health, provision for the emergency services and the voluntary sector to meet the needs of the new and existing residents. As far as possible these facilities should be located close to each other in accessible locations;
- Sports and leisure facilities, including land for a new specialist regional sports facility
- Multi-purpose green infrastructure for strategic water resource management, formal and informal open space, playing fields, SUDS, structural landscaping and landscape and noise buffers;
- Transport infrastructure providing good access to adjoining areas, including public transport, footpaths and cycle routes and links to the existing road network including the H10 grid road. New or upgraded transport infrastructure will include the dualling of the A421 between the Kingston roundabout and the M1 Junction 13; a new park and ride site and a lorry park linked to the M1 and the A421; contributions to East-West Rail including a new or improved station at Woburn Sands.

## Delivery

The local authorities will produce a joint LDD for the South East SDA. Development of the Milton Keynes part of the SDA is expected to start in 2016.

The SDA is expected to provide the following infrastructure and facilities, based on current standards in Milton Keynes. These standards may change and should be regarded as indicative. Infrastructure planning should also take account of existing facilities in settlements within and close to the SDA and consider how these can be used / improved to meet the needs of the wider area. Joint working will be required between the two local authorities and MKP to confirm the infrastructure requirements and to agree where and how services should be delivered cross-boundary.

- i. **Residential:** at least 9,300 homes across the whole of the SDA - 7,300 homes in Milton Keynes (see CS5) and 2,000 in Central Bedfordshire (Mid Beds Core Strategy).
- ii. **Employment:** about 30ha of employment land for approximately 4,500 jobs.
- iii. **Retail:** a main shopping centre with a 3,500 sq m supermarket (e.g. similar size to Waitrose in CMK at 2008). Smaller local centres providing corner shop type facilities close to primary schools to encourage shared journeys. The need for and location of these local centres should be considered in the context of the retail facilities available in the existing settlements.
- iv. **Schools:** 7 primary schools (14ha total land) and 2 secondary schools (21ha total land), based on the Education Facilities SPG. Work on pupil yield from recent developments within Milton Keynes is likely to result in a review of the standards in this SPG, increasing the number of schools required for the site. The delivery of schools in the SDA will require joint working with Central Bedfordshire Council as the Bedfordshire school system and age of transfer is different from that in Milton Keynes.
- v. **Sports / leisure facilities:** 5ha for an indoor sports facility such as a multi-purpose hall and swimming pool. A further 2ha for indoor commercial leisure use.
- vi. **Specialist sports provision:** the SEP identifies MK as a potential location for sporting facilities of national, regional or sub-regional significance. Given the difficulty of accommodating such a use within an established urban area, a site of up to 11ha should be reserved in the SDA. The Council will work with neighbouring LPAs and Sport England to establish the need for specific facilities.
- vii. **Community/ health/ emergency services:** requirements will be discussed with service providers. Joint working will address issues where standards differ and the potential for co-location and/or the expansion of facilities within the existing settlements.
- viii. **Multi-purpose green infrastructure:** playing fields, parks, play areas; landscape buffers; informal recreation and strategic water resource management. The Council will work with Central Bedfordshire Council and partners including the Milton Keynes Parks Trust, the Greensand Trust, the Internal Drainage Board and the Environment Agency to plan for and deliver green infrastructure.
- ix. **Transport:** we will use the new Milton Keynes transport model to assess the transport implications of the SDA proposals. Joint working with Central Bedfordshire Council will assess the cross-boundary effects and the Councils

will work with other partners including the Highways Agency to assess the impact on the M1 motorway. Milton Keynes Council has resolved that the SDAs should have grid roads and good public transport. The South East SDA should link in to the existing grid road network so a link to the H10 will be required. The development will benefit from the improvements to the A421 linking the A1 to the M40, via Bedford and Milton Keynes, identified in the MKSM SRS.

- x. **Sustainable construction:** community energy networks will be investigated through the master planning process in line with Policy CS5. This will include consideration of site constraints and the phasing of development.
- xi. **Utilities:** Utility providers are under an obligation to plan adequately in response to growth and to strengthen infrastructure provision as required. To ensure that local needs are addressed, the Milton Keynes Joint Utilities Service Delivery Group (JUSDG) provides a regular forum for liaison between MKC, MKP, landowners and developers and the utility companies. The implications of the additional growth in both SDAs has been discussed at the JUSDG and the utility companies have been asked to consider whether the development is likely to present difficulty of supply in the period beyond 2016. No such difficulties have been raised, although as acknowledged in PPS12, the detailed budgeting and planning processes of the utility companies are not aligned with the longer time horizon that the Core Strategy must adopt.

There are a number of options for funding the infrastructure required to support the SDA:

- The existing MK Tariff (see 'Delivering Infrastructure' chapter)
- Section 106 agreements
- The proposed Community Infrastructure Levy.

The amount, type and cost of infrastructure required and the viability of the contribution sought from developers will be identified through the preparation of the development framework SPD.

MKP will be involved in the preparation of the Development Framework LDD as part of the SDA is within the Urban Development Area where MKP act as the Development Control authority. MKP also manage the existing Tariff and could have a role in any future Tariff for the SDA.

### **South West Strategic Development Area**

The South East Plan proposes a Strategic Development Area south west of the city for 5,390 homes. This SDA lies adjacent to the city but is almost wholly within Aylesbury Vale District, with the exception of the main road accesses into the site from the Tattenhoe and Bottledump roundabouts on the A421

Although the new homes will be built outside the borough, it is clear from the SEP that the SDA is intended to function as a sustainable urban extension to the city. Joint working between Milton Keynes Council (MKC), Aylesbury Vale District Council (AVDC), Buckinghamshire County Council (BCC), MKP and Aylesbury Vale Advantage (AVA) is taking place to bring the site forward.

AVDC has allocated a site for the SDA in their Core Strategy. It lies south of the A421, north of the proposed East-West Rail link and immediately to the west of the Chepstow Drive area in Far Bletchley. The form of the development should not prevent further growth of the city in the longer term. The SEP requires options for the future growth of the city (after 2026) to be tested. This work will inform a future review of the South East Plan.

Given its scale and location, the SDA will have considerable impacts on the city. The following impacts must be addressed in planning the site:

- The SDA will function as part of the city so it must be well integrated at the local level with adjoining areas of the city, and with the city as a whole, both physically and socially. The design and layout must relate sympathetically to the existing Chepstow Drive area and have regard to existing and planned development to the north of the A421 at Snelshall and Tattenhoe Park.
- Traffic flows, including highway and junction capacity, along the A421, Buckingham Road and other roads in the southern half of Milton Keynes and Bletchley. The development must allow for the future construction of a link road between the A421 and A4146, to the south of the city.
- Bletchley town centre – the development may support regeneration and bring additional trade to shops and services but it is also likely to increase traffic flows within Bletchley and place additional pressure on town centre car parking.
- Services and facilities in the city. There are limited local facilities in the adjoining part of the city, so the development will need to include facilities on site to meet the day to day needs of its residents. Residents are also likely to use existing facilities in the city including for example, Milton Keynes College for higher and further education, the hospital, Bletchley Leisure Centre, household waste sites for waste and recycling services. The development will need to make a proportionate contribution to an increase in the capacity of these facilities to satisfy these increased demands.
- Flooding and drainage. The SDA will partly drain into the Water Eaton Brook, which runs through older parts of Bletchley downstream of the site, along a constricted course where there is an existing flooding problem. It will also be necessary to identify if the existing foul sewerage pumping stations in the surrounding area have capacity to serve the development or if improvements or new pumping stations will be required.

There are also specific land use requirements which need to be met in the SDA, consistent with its location at the western gateway to the city and its role as a regionally significant element of the growth of the city:

- A Park and Ride site, as part of a citywide strategy to manage traffic flows.
- A new station for and a contribution to the proposed East-West rail link. This rail link will provide an alternative to the private car for those wishing to travel to Bletchley, Milton Keynes and beyond.
- Within or closely related to the SDA there should be a site for a new regionally significant sports facility consistent with the city's regional role. The SEP directs such uses to the Growth Areas. Given the difficulty of locating large scale



recreational facilities in the existing built-up area, the SDAs represent a logical and accessible location for such facilities.

**Policy CS 6****South West Milton Keynes Strategic Development Area**

The development of the SDA will need to address the following issues in Milton Keynes:

1. The design of development in the SDA should respect the character of the adjoining areas of the city.
2. The Loughton Brook Linear Park should be extended into the development, providing cross-boundary recreational, walking and cycling links and linking the SDA to the city's extensive green infrastructure network.
3. Further technical work will be required to fully assess the traffic impacts of the SDA on the road network within the city, especially the A421, H8 (Standing Way), and the B4034 Buckingham Road, and to identify necessary improvements to public transport and to the road network.
4. The protection of a route for the future construction of a link road between the A421 and the A4146.
5. Further technical work is required to assess the traffic impact of the SDA on Bletchley town centre, including the impact on town centre car parking.
6. The provision of a range of facilities on site to meet the day to day needs of the residents.
7. The provision of a strategic and integrated approach to flood and water management.
8. The provision of a Park and Ride site linked to the A421.
9. A site for a new rail station and financial contribution to East-West Rail.
10. The provision of a site for a regionally significant sporting facility within or closely related to the SDA.
11. Agreement on an appropriate mechanism for securing developer contributions for the improvement and provision of infrastructure to support the development, including facilities in the city that will be used by residents of the SDA.

**Delivery**

A Joint Memorandum of Understanding (JMU) has been agreed by MKC, AVDC, BCC and MKP. The purpose of the JMU is to agree in principle the approach to joint working that will be followed in the planning and development of the SDA.

- Policy: AVDC will prepare a Masterplan and Delivery SPD in partnership with MKC, MKP, BCC and AVA. Public consultation is planned for early 2010 and AVDC anticipates adopting the SPD once its Core Strategy is in place, in summer 2010.

- Infrastructure: joint working is underway to identify infrastructure requirements and service delivery, including strategic infrastructure requirements arising from the planned growth of the city as a whole – e.g. improvements to the hospital; cross-city transport improvements and regionally significant sports facilities. Finalisation needs to involve Milton Keynes PCT and Hospital, Sport England and others.
- Transport: measures will be required within MK and Bletchley to address traffic impact – e.g. dualling existing grid roads, increasing junction capacities, traffic calming for minor roads as part of an overall strategy to maximise sustainable travel. Joint working will include Bletchley town councils to identify improvements, including public transport and public car parking, to help the town benefit from more people visiting the town centre.
- Utilities: Utility providers are under an obligation to plan adequately in response to growth and to strengthen infrastructure provision as required. To ensure that local needs are addressed, the Milton Keynes Joint Utilities Service Delivery Group (JUSDG) provides a regular forum for liaison between MKC, MKP, landowners and developers and the utility companies. The implications of the additional growth in both SDAs has been discussed at the JUSDG and the utility companies have been asked to consider whether the development is likely to present difficulty of supply in the period beyond 2016. No such difficulties have been raised, although as acknowledged in PPS12, the detailed budgeting and planning processes of the utility companies are not aligned with the longer time horizon that the Core Strategy must adopt.
- Funding: options include Tariff, Section 106 agreements and the proposed Community Infrastructure Levy. Joint working is required to agree a suitable mechanism and to ensure planning obligations reflect the need to improve facilities in the city to serve the people living in the SDA.

## 7 SUPPORTING POLICIES: AREA-BASED

### A Central Milton Keynes

CMK<sup>18</sup> is identified in the South East Plan as a 'Centre for Significant Change'. It is already the main location in the City for retail, office and leisure development with the largest concentration of jobs. Although much of CMK has already been completed or is committed for development, there is still potential on undeveloped sites<sup>19</sup> or through the redevelopment of buildings that have become obsolete<sup>20</sup>.

CMK will be the focus for office and high value / technology jobs, with new floorspace, mainly at Campbell Park, next to the railway station and in the Central Business District<sup>21</sup>. More floorspace for comparison goods shopping will be developed in the primary shopping area<sup>22</sup> with some smaller scale shops elsewhere in CMK as part of mixed use developments (with office, housing and leisure uses).

Commercial leisure provision will be focused in CMK<sup>23</sup> and cultural attractions such as the MK Theatre and Gallery will be improved and added to. The council showed their commitment to encouraging investment by approving a new vision for the city core<sup>24</sup> in December 2008<sup>25</sup>

CMK is not just an employment and shopping centre; it has a growing residential population, which will expand as more new housing is built in the city centre<sup>26</sup>.

Significant investment in transport is planned to maintain and improve the accessibility and attraction of CMK for businesses, visitors and the quality of life for those who live in the city centre. CMK is also the focus of the city's core public transport network (see 'A Well-Connected Milton Keynes').

The total number of parking spaces in CMK will increase in line with the Council's parking standards. As new development takes place, the ratio of parking spaces to the amount of floorspace within CMK will be reduced, as part of the drive to encourage more people to walk, cycle and travel to the city centre by public transport. The city centre and Station Square will become pedestrian priority zones (MKC Walking Strategy, Feb 2003).

<sup>18</sup> CMK is defined as the area between the railway line, the Grand Union Canal, Portway (H5) and Childs Way (H6) including Campbell Park

<sup>19</sup> The CMK Development Framework has yet to be fully implemented meaning there are many unused sites which are identified for a particular type of development.

<sup>20</sup> Details of completed housing and employment floor space and future supply are set out in the Housing and Employment Land supporting documents

<sup>21</sup> CBD area is the area between North Row/ Portway, Saxon Gate, Avebury Bvd and Grafton Gate

<sup>22</sup> The main area for comparison shopping development will be the primary shopping area between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate. This area includes the centre:mk, Midsummer Place and the Food Centre

<sup>23</sup> Although CMK is the focus for cultural and leisure development, this does not prevent such facilities being developed in other district and town centres

<sup>24</sup> The City Core is defined as the area between Saxon Gate and Marlborough Gate, Portway (H5) and Childs Way (H6)

<sup>25</sup> Central Milton Keynes: The Vision for the City Core. MKC Cabinet Report (16 December 2008)

<sup>26</sup> Details are set out in the Housing Supporting document. The main areas for housing are in Campbell Park and the 'West End' of CMK.

Some existing surface parking areas will be replaced by multi-storey car parks.

## **Policy CS 7      Central Milton Keynes**

CMK will grow to become a regional centre and a focus for retail, office, leisure and cultural facilities in the City, together with new housing and related facilities.

The key objectives for CMK are to:

- 1** Achieve a broader mix of uses within a finer grain of development, incorporating a high standard of design
- 2** Promote a higher density of development
- 3** Encourage walking and cycling and improve public transport access to, from and within CMK
- 4** Reduce the influence of the car in the design and layout of the area
- 5** Integrate different facilities and quarters within CMK

### **Delivery**

#### Policy

Saved Local Plan policies, and guidance and advice in related SPG / SPDs will be revised as necessary through the Development Management DPD.

A range of SPDs is in place or to be prepared. Full details in the Local Development Scheme

#### Infrastructure

Proposals for transport schemes relating to CMK are listed in the MKP Local Investment Plan

MKC to work with partners to deliver improvements to public transport system, including real time information for passengers, bus priority measures and improvements to Station Square as a transport interchange (bus, rail, taxi, walking and cycling)

#### Marketing and promotion

MKP and other agencies to promote CMK to developers and businesses, and help to facilitate development through e.g. site assembly, ensuring provision of necessary services and infrastructure, and marketing and briefing of sites.

MKC and MKP to promote the City Core Vision, bringing together key partners and organisations in CMK to bring forward development in a co-ordinated way that adds to the quality and range of attractions in CMK

## **B Other Areas of Change in the City**

The other main areas of the City where there will be a significant amount of new development and/or change are:

Existing city grid squares that are not yet complete

The Expansion Areas on the edge of the City allocated in the Local Plan

Bletchley town centre

Wolverton town centre

Most of the development in these areas is already committed; it may already have planning permission or is allocated for development in the Local Plan. In some cases, there are more detailed policy documents in place to guide their development. The Joint Housing Delivery Team (JHDT) monitors housing delivery on the major sites across the urban area to identify any problems affecting these sites. They also try to solve these problems and flag up the need to revise planning policies.

### **Future development sites**

As well as sites that are already committed for development, other sites could come forward for development over the next 15 years<sup>27</sup>. They are likely to be 'brownfield' redevelopment opportunities in older parts of the city. Whilst they are likely to be relatively small sites they will still provide new housing towards our housing targets. They may also support important objectives such as improving public transport and delivering regeneration.

### **Neighbourhood Regeneration Strategy**

The Council adopted a Neighbourhood Regeneration Strategy in December 2008<sup>28</sup>. It is based on a community-led approach, meaning development and changes in these areas will be driven by the views of local people.

This could include physical changes to neighbourhoods, such as new housing or new community facilities, or changes to the way local services are provided and managed. We are not relying on new development in these areas to meet our housing targets: any new homes in these areas will be in addition to those in Table 5.1

The focus on these areas of change does not prevent appropriate development in other parts of the City as opportunities arise. In recent years such sites have contributed approximately 200 homes per year to total housing completions.

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<sup>27</sup> Insert reference to the SHLAA report or the housing supporting document?

<sup>28</sup> These include the Community Cohesion, Community Development and Rural Strategies, as well as this Core Strategy and the existing Development Frameworks for Bletchley and Wolverton.

**Policy CS 8      Other Areas of Change**

At least 29,000 new homes will be provided across the City on sites that already have planning permission or are allocated in the Local Plan, including the completion of the Eastern, Western and Northern Expansion Areas.

Bletchley and Wolverton town centres will also be key areas of change in the City where new development, including housing, will help regenerate these older centres and encourage sustainable patterns of travel.

The Neighbourhood Regeneration Strategy will provide the framework for change in older housing areas in the City. 3 areas have been identified for pilot studies: Fishermead, Tinkers Bridge and the Lakes Estate in Bletchley. Neighbourhood Action Plans will identify the changes required in these areas, including any potential for new housing.

**Delivery**Policy

Development Frameworks for CMK, Central Bletchley and Wolverton: remain in place to guide development in these areas and will be updated when necessary.

Site Allocations DPD: will assess whether we need to identify new sites to meet our housing targets. In assessing sites, we will give priority to those that will support the objectives in Policy CS 8.

Neighbourhood Action Plans: where identify the need for significant physical change in older estates, we will consider whether we need to produce detailed planning guidance for these areas

Regeneration

MKP will continue to play an important role through their 'Single Conversation' with the Council. They have skills, experience and access to funds that can help to deliver regeneration projects

Monitoring

The Joint Housing Delivery Team (JHDT) will continue to monitor development on major sites

If JHDT monitoring identifies a significant shortfall in housing development, we will consider options for increasing housing; this could a review of the Core Strategy, revising other planning, or bringing forward new sites in the Development Allocations DPD.

## **C Development in the Rural Area**

The Milton Keynes Growth Area, as defined in the South East Plan, does not include the rural part of the Borough (with the exception of the SE SDA). This means that growth will be concentrated on the City: only a limited amount of development should take place in the other towns and villages in the Borough and any shortfall in housing completions in the City will not be offset by more development in rural settlements.

The hierarchy in Policy CS1 continues to focus development in the rest of the Borough on the main towns or Key Settlements. These towns have the best public transport service, the most facilities and serve surrounding villages as well as their own residents. Policy CS 2 sets the framework for identifying any new housing sites.

The Local Plan identified the villages of Hanslope and Bow Brickhill as Selected Villages following support from each Parish Council for a limited amount of new housing. These sites are regarded as commitments. There may be scope for small, infill developments in these villages, but we will not be looking to identify more new housing sites outside the current development boundaries of these villages.

Sherington Parish Council supports Selected Village status for their village on the basis that a limited amount of sensitive housing development would support improvements to local facilities and the local drainage system. This may lead to a change to the development boundary for Sherington to allow development on a new site(s).

The settlement hierarchy identifies Other Villages with a Development Boundary. These villages could see some small scale development within their existing boundaries through sensitive infill or redevelopment. We have not made any changes to the development boundaries for these villages: they remain as shown on the Local Plan Proposals Map.

Other Villages without a Development Boundary are classed as being part of the open countryside. These are the smallest and least sustainable rural settlements and as such, we do not envisage any new housing development in these villages unless it is to meet identified local housing needs – e.g. the ‘exception site’ at Cranfield Road, Moulsoe.

We will carry out more detailed work for the Site Allocations DPD to identify any constraints to development. At the same time, we will consider the need for additional facilities in the Key Settlements.

### **Policy CS 9 Strategy for the Rural Area**

Through the Site Allocations DPD, we will identify land for an average of 120 homes per year to be provided in the rural area.

Development will be focused on the Key Settlements of Newport Pagnell, Olney and Woburn Sands as the most sustainable rural settlements.

Sites identified for housing development in the Local Plan in the Selected Villages of Hanslope and Bow Brickhill will remain as allocations in the Core Strategy.

Sherington is also identified as a Selected Village. A site(s) will be identified for a limited amount of housing development through the Site Allocations DPD

All other development in the rural area will be assessed against the relevant development control policies in place at the time of the application, with sympathetic infill development and conversions being allowed, where appropriate, in villages with development boundaries.

New development that provides rural employment, farm diversification and the reuse of rural buildings for employment will be encouraged.

## **Delivery**

### Policy

- Until a Development Management DPD is adopted, saved Local Plan Policies E5 and E6 support the reuse of rural buildings for employment use and farm diversification schemes.
- Parish and Town Councils will be key participants in new DPDs. Where they exist, village plans will be a useful starting point for this work. Engagement will follow the Statement of Community Involvement.

### Monitoring

We will monitor the rate of housing development in the Annual Monitoring Report. If this shows a shortfall, we will consider the need for a full or partial review of the Core Strategy and/or the need to allocate new sites by reviewing the Site Allocations DPD



## 8 SUPPORTING POLICIES: TOPIC BASED

### A Housing Need

Housing need covers a range of different but equally important needs such as affordable housing, housing for older people, and housing for people with physical disabilities or sensory impairments, as well as the need for market housing.

Housing requirements are driven by the job market and by the natural growth of the local population. The type and size of housing should meet the needs of the market, particularly as social patterns and local circumstances change. To support the objective to deliver greater economic prosperity, there could be a need for larger 'executive homes', similar to those developed at Whitworth Lane in Loughton.

Building homes that are flexible in their design and construction, as well as providing a wide range of housing, allows people to meet their changing needs as their circumstances change – e.g. space for home working or extended families, or for different generations to live close to one other, encouraging stronger communities. New housing at Tattenhoe Park will include 'super-flexible homes', designed to be easily extended and for rooms to be combined or divided to meet changing needs. If successful, this will become a requirement in development frameworks and design codes for other areas of the City.

#### **Affordable Housing**

Housing need is identified locally through a Strategic Housing Market Assessment. Recent assessments have shown an increasing need for affordable housing in Milton Keynes although the latest (draft) assessment in 2009 identifies a need for affordable housing in line with existing policy. The Core Strategy is a long term strategic document but the evidence has shown that housing need changes on a regular basis. Therefore existing local policy will be reviewed through the Development Management DPD (consultation in 2010) and Affordable Housing SPD to allow for a more flexible approach to affordable housing policies rather than basing any strategic change in policy on a single year's SHMA.

The Development Management DPD and future reviews of the Affordable Housing SPD will set the overall target, size threshold, mix and percentage of affordable housing, having regard to national and regional policy and based on local evidence of both need and viability.

#### **Houses in Multiple Occupation (HiMO)**

With the increasing cost of housing and the growth of private landlords, there has been a rise in the number of HiMOs<sup>29</sup>. They are a valuable source of accommodation in areas where housing costs are high, particularly for those on lower incomes, including more students as the University Centre develops. However, concentrations of HiMOs can create noise, disturbance and fragmentation of the local community.

There will continue to be demand for HiMOs in MK. The Council will plan positively to make sure the location, standards and management of HiMOs do not create problems for the local community. The Councils approach will be contained in the Development Management DPD and HiMO SPD.

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<sup>29</sup> HiMOs are dwellings shared by two or more households who share an element of facilities.

## **Gypsies, Travellers and Travelling Show people**

A partial review of the SEP sets out the number of new sites (or pitches) in each local authority area for Gypsies, Travellers and Travelling Show people. We have already identified 3 permanent sites for Gypsies and Travellers in the Local Plan. We will consider the location of sites that may be required to meet the need identified in the SEP in the Site Allocations DPD.

### **Policy CS 10 Housing Need**

New housing development should meet the needs of the community by providing a range of housing types, sizes and tenures that help meet market, affordable, special needs and the needs of ethnic minority groups where it is practicable and viable to do so.

New homes should be sufficiently flexible in terms of the design, layout and construction to meet changing needs over time.

The Council will plan positively for the future provision of HiMOs as part of mixed communities, recognising the contribution that they make to the local housing market.

The Site Allocations DPD will identify sufficient sites for Gypsies, Travellers and Travelling Show people to meet the needs identified in the partial review of the South East Plan.

### **Delivery**

#### Policy

- Local Plan saved Policies H4 and H5 require 30% affordable housing provision. This figure will be reviewed in the Development Management DPD. Affordable housing in the Expansion Areas is provided under the Tariff agreement.
- The Affordable Housing SPD provides additional guidance on e.g. tenure mix. The SPD will be up-dated when necessary.
- The Affordable Housing requirements in the South East SDA will be set out in the Development Framework for the area.
- Housing need in the South West SDA will be addressed by Aylesbury Vale District Council (AVDC), based on SEP requirements (30%). Joint working with AVDC will ensure that affordable housing provided in the SDA meets the needs identified in the Milton Keynes SHMA
- The Site Allocations DPD will allocate a site for Travelling Show people and, if necessary, a new site(s) for Gypsies and Travellers.
- The Development Management DPD will contain detailed site criteria for the provision of Gypsies and Travellers Sites
- The Development Management DPD will include policy guidance on "Lifetime Homes" or equivalent standards
- A new SPD for HiMOs. This will set out how such development will be managed to ensure it makes a positive contribution to the local housing market while minimising any impact on the surrounding neighbourhood.

## **B A Well-Connected Milton Keynes**

In reducing the need to travel, sustainable movement and transport is a key priority in the MK Sustainable Community Strategy. Improving public transport, encouraging cycling and walking are also Council priorities reflecting the objectives of the Sustainable Integrated Transport Strategy (SITS), LTP2 and the Transport Strategy Review<sup>30</sup>.

Ease of movement is one of the key strengths of the City. If there is no change in the way people travel to work, then the ease of movement around a city 'designed for the car' will be gradually reduced. Radical improvements to public transport, cycling and walking will encourage more journeys by these means and help to maximise the capacity of the grid roads. Encouraging home working will also help to reduce peak hour journeys to work by car.

In a wider context, the MKSM Transport Strategy identifies the need for better transport links with nearby towns including Aylesbury, Bedford, Northampton, Luton and Dunstable, to support the local economy and improve access to airports and major hospitals. In particular, we need to improve east-west transport links, including the A421 and the western section of East West Rail<sup>31</sup>, to match our north-south connections (West Coast Main Line, M1, and A5). Junction improvements have been made at J14 of the M1 and J13 was under construction in 2009-10. Improvements have also been made to junctions on the A5 in MK.

The urban area Key Diagram shows the main public transport routes linking CMK and town centres with the Expansion Areas, SDAs and areas of low car ownership. Better bus services will increase choice and accessibility, particularly for those with no or limited access to a car, encourage healthy lifestyles and reduce peak hour congestion at grid road junctions. Park and Ride facilities at the edge of the City<sup>32</sup> - including rail interchange where possible - will also help to reduce the number of people travelling into the city centre by car.

The redway system encourages walking and cycling away from busy main roads. New redways will be needed to link new development areas to the City, plus improvements to existing routes to increase their use and improve public safety.

There are plenty of parking spaces in the city centre. They must be carefully managed to help support more journeys by bus, on foot and by bike. Demand management measures<sup>33</sup> will help to support a sustainable transport network.

LTP 2 identifies the rural service settlements and villages which act as focal points for housing, transport and other services. All the Key Settlements and Selected Villages are served by bus.

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<sup>30</sup> Associated with the Transport Strategy Review are the Milton Keynes Bus, Cycling and Walking Strategies and the Central Milton Keynes Parking Strategy. Each strategy contains actions to promote a shift to more sustainable transport modes in line with the overall transport strategy.

<sup>31</sup> <http://www.eastwestrail.org.uk/>

<sup>32</sup> to be identified in a Park and Ride Strategy, see 'Strategic Sites'

<sup>33</sup> Demand management is the application of strategies and policies to reduce car travel demand, or to redistribute this demand in space or in time. In transport as in any network, managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health and stronger communities, and more prosperous and liveable cities. Much of this is referenced in the Transport SPD (June 2009).

Carbon emissions from vehicles travelling to the city centre are a concern. Congestion compounds the problem and so reducing the need to travel is an important national and local objective. Improving public transport, encouraging walking and cycling, and improvements in technology, will all help to reduce the contribution of transport to climate change as well as reducing congestion. The introduction of electric vehicles would assist in the reduction of carbon emissions, but the number of vehicles would need to be managed to avoid congestion.

### **Policy CS 11     A Well-connected Milton Keynes**

Sustainable transport will be delivered by a step change in the provision of public transport, better facilities for cycling and walking, and by maintaining and extending the existing grid road network. Measures will include:

- 1** Developing a core public transport network, focused on key trip generators and areas of public transport need, with CMK at its centre, and new bus services as soon as new developments are occupied.
- 2** Locating high density housing, employment areas, health, education, emergency services and key day-to-day facilities in locations well served by public transport and easily accessible by walking or cycling. These include CMK, town and district centres, new centres in the Eastern and Western Expansion Area and the SDAs, and Key Settlements.
- 3** Implementing demand management measures that support the delivery of a sustainable transport network.
- 4** Maximising the capacity of the highway network through phased improvements in step with housing and employment growth: specifically the dualling of the A421 with the SE SDA.

#### **Delivery**

##### Infrastructure

- A list of transport schemes, including the western section of East West Rail, is set out in LTP2 and the MKP Local Investment Plan. This list contains details of the arrangements in place to ensure the delivery of this infrastructure. See also the 'Delivering Infrastructure' chapter.
- The priority schemes set out in LTP2 and the MKP Local Investment Plan are:
  1. Public transport priority, infrastructure, subsidy and patronage schemes
  2. Public transport and highway junction improvements
  3. Cycling and walking schemes
  4. General traffic management
  5. A421 dualling from M1 J13 to MK
  6. Western section of East West Rail
- The Council will continue to work with the Highways Agency to model the effects of growth, as the basis for updated infrastructure plans

##### Policy

- The Development Management DPD will include guidance on demand management measures in new development

#### Identifying local needs

- Place checks<sup>34</sup> will identify local transport needs in priority regeneration areas. The Council's transport strategies will develop an appropriate case-by-case response.
- The Council will work with voluntary organisations and other service providers on the co-location of services, especially in the rural areas.

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<sup>34</sup> Placecheck is an audit method that uses checklists in a continuing collaborative way to investigate the connections in the built environment, in its movement network and among those people who shape it.

## **C Tackling Climate Change and Building Sustainable Communities**

Milton Keynes has a worldwide reputation for urban planning and design, including innovation in low energy buildings and energy efficiency standards – with the 1986 Energy Park<sup>35</sup> and more recently with the Local Plan Policy D4<sup>36</sup>. Work is underway on a Local Climate Impacts Profile which will help the Council address the impacts of climate change, including the National Indicator (NI 188) on planning to adapt to climate change. Planning policy will be a key tool in ensuring the adaption needed to tackle climate change is successfully delivered in Milton Keynes.

The scale of growth planned for MK will inevitably increase activity and carbon emissions. This needs to be managed. Whilst sustainability is key theme throughout the Core Strategy – see chapters on ‘A Well-Connected Milton Keynes’ and ‘A Healthy, Safe and Inclusive Milton Keynes’. The key strategic requirements for a sustainable city are outlined below.

MK also benefits from an innovative and strategic approach to open space provision and surface water management. The Strategic Flood Risk Assessment (SFRA<sup>37</sup>) recognises the value of the existing system and recommends a similar approach in the SDAs, taking into account the need to address climate change.

The number of new buildings to be developed as a result of this Core Strategy makes it imperative that they are designed to the highest possible standards to minimise their environmental impact. Homes built between 2006 and 2026 will make up almost 30% of all housing in the borough<sup>38</sup>, meaning if they are not designed to a high standard, they will potentially have a long term negative impact on climate change.

### **Successful Neighbourhoods**

New neighbourhoods must be designed to work well for the people that live and work there. Key factors that influence how people use places include their perceived level of safety, access to open spaces and local facilities, and flexibility to allow for changes in society over time.

#### **Policy CS 12 Developing Successful Neighbourhoods**

New developments must be designed to support sustainable lifestyles for all. This will include:

- 1** Creating walkable neighbourhoods and extensions of the existing walking, cycling and key public transport networks
- 2** Siting key day-to-day facilities, including schools, shops, leisure and employment in locations easily accessible on foot, by bike and by public transport
- 3** Creating high quality open spaces in line with the MK Open Space Strategy

<sup>35</sup> Details of the Energy Park can be found at <http://www.thinkagain.co.uk/mk/energy-world.htm>

<sup>36</sup> Local Plan Policy D4, Sustainable Construction sets out minimum construction standards required on new developments in Milton Keynes.

<sup>37</sup> <http://www.miltonkeynes.gov.uk/planning-policy/displayarticle.asp?DocID=20489&ArchiveNumber=>

<sup>38</sup> There are currently 100,137 dwellings in the borough

- 4 Not increasing the risk of flooding or exposure to poor air quality through the inappropriate location and design of development
- 5 Achieving the highest standards of design in terms of safety and security
- 6 Creating neighbourhoods that can respond to change overtime, allowing communities to form and grow effectively.

### **Delivery**

- The assessment of non-strategic sites for the Site Allocations DPD will assess their ability to develop as part of sustainable communities. This will include the protection of existing areas of functional greenspaces.
- Policy CS13 and the Development Management DPD will include more detailed policies that support sustainable movement, the role and protection of existing Local and District Centres and the protection of other key community facilities, guidance on the safe design of buildings and places (supported by a Designing for Community Safety SPD), open space provision and flood risk mitigation.
- The preparation of development frameworks for the SDAs will ensure that the design requirements are taken into account.

### **Sustainable design**

MK is different from most other cities as explained in the story of place. There are older areas of the City, such as Bletchley, Stony Stratford and Wolverton that have a distinctive and more traditional character. So too do the towns outside the City – Newport Pagnell, Olney and Woburn Sands – and the many villages, including those that are now within the City.

While there is a strong landscape theme throughout the City, the character and appearance of different grid squares varies greatly. In the early years of the new town, MK was a 'test bed' for new design - housing and employment - with many different architects working to different briefs. The grid road corridors, including large areas of planting, isolate estates from each other so that the variety of building styles between estates is not immediately obvious and any conflict is less apparent.

There are design elements of some of the early estates that have not stood the test of time. These include garage courts behind homes, which are underused and associated with anti-social behaviour, and the lack of range in housing tenures and sizes on estates, which results in unsustainable communities.

It is a challenge to create a distinctive sense of place in each new grid square or development area. In recent years, developers have relied more on standard house types that can be found in new developments all over the country, with the occasional exception of innovative designs such as Oxley Woods.

The need to tackle climate change provides an opportunity for designers to be more creative, incorporating energy-saving features such as green roofs and walls and solar panels, and paying much more attention to the 'thermal performance' of the development as a whole through the careful orientation of buildings to maximise solar gain. The implications of designing for climate change need to be given as much consideration as more traditional design concerns such as legibility and appearance to ensure truly sustainable communities.

## **Policy CS 13    Ensuring High Quality, Well Designed Places**

### **Character of Place**

All new development must be of high design quality in terms of layout, form and appearance, and make a positive contribution to the character of the area in which it is located.

All new development must be based on a thorough site appraisal and be sensitive to its context. New housing should be of an appropriate density for the area in which it is located.

Where there is no clear character on the site or surrounding area, new development must be designed to create a distinctive sense of place by using existing site features, the layout of the development, and the appearance of buildings.

### **Design of Place**

To ensure high design quality, all new developments should:

- 1** Comply with best practice urban design principles in By Design, Manual for Streets and Safer Places, or future best practice guidance
- 2** Champion new approaches to sustainable urban form/structure, which build on the concept of the grid, so that everyone lives within walking distance of a viable bus route, local shops and other day-to-day facilities
- 3** Provide a choice of contemporary, innovative, exemplar architecture that reflects Milton Keynes' reputation as an ambitious, forward thinking, innovative 21st century City
- 4** Integrate energy efficiency and solar performance in the layout and orientation of buildings and neighbourhoods
- 5** Provide sustainable and strategic surface water drainage as part of a network of multi-purpose open spaces
- 6** Provide visual landmarks to help with orientation, particularly from the grid road network
- 7** Provide a range of housing densities to contribute towards variety in visual appearance and create diverse, sustainable neighbourhoods
- 8** Effectively integrate the Councils car parking into the layout of new developments.
- 9** Continue the green character of the city through appropriate use of planting on streets and in public open spaces, and respecting the existing landscaped grid road corridors.

### **Delivery**

- The Development Management DPD will develop more specific guidance on urban design principles based on best practice guidance documents. This will be supported by a Residential Design Guide SPD. Areas covered in the SPD will include housing density and mix, scale and height of development and car parking.



- Sustainable Construction SPD (revised): will provide guidance on the solar performance of developments. These reviews will help to inform future planning decisions.
- Conservation Area Character Appraisals (CAs): all Conservation Areas will be reviewed with priority given to those where there is most pressure for development.
- The Council's Urban Design and Landscape Architecture will advise on the design of new development, including being actively engaged in pre-application discussions.
- The preparation of development frameworks for the SDAs will ensure that the design requirements are taken into account.

### **Sustainable buildings**

Milton Keynes has a history of promoting leading edge, energy efficient buildings. Planning policy can help to deliver the Community Strategy objectives of reducing our carbon footprint<sup>39</sup> and achieving carbon neutral growth. Local Plan Policy D4 has already driven up standards by requiring improved energy efficiency and the use of renewable energy in new buildings. This policy has been effectively delivered since 2005. Given the scale of growth, the impact of standards higher than national will be more significant in addressing climate change, coupled with the fact most of the housing stock in MK is relatively modern.

All new homes now need to be assessed against the Code for Sustainable Homes, although there is currently no minimum standard<sup>40</sup>. National planning policy<sup>41</sup> allows councils to set local standards that are higher than national standards, where they can be justified, and also to set targets for renewable energy.<sup>42</sup>

In line with our Vision (aspiring to Eco town standards) and as identified in the sustainability appraisal, local standards are set out in Policy CS 14. The deliverability and feasibility of these standards has been assessed<sup>43</sup> independently.

There are significant opportunities in the SDAs for an area-wide approach to low carbon development and renewable energy provision. This is based on the potential to comprehensively plan energy efficient layouts in new neighbourhoods and the economies of scale provided by the size of the developments. This has already been achieved in CMK where a combined heat and power system supplies many housing and office developments.

Related to the aim of carbon neutral growth, the Council will continue to require payments in to the Carbon Offset Fund<sup>44</sup>, which has been successfully operating

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<sup>39</sup> NI186- per Capita Carbon Dioxide Emissions in the Local Authority Area- were 7.6 tonnes per person. The Council's target is to reduce this figure by 12% per person in 2010/11

<sup>40</sup> It will be mandatory for all homes to achieve Level 3 of the Code from 2010, with Code Level 6 becoming mandatory from 2016

<sup>41</sup> Supplement to PPS1, paragraph 30

<sup>42</sup> Supplement to PPS1, paragraph 26

<sup>43</sup> Targets for Renewable Energy Generation and Energy Efficiency in the Developments in Milton Keynes, by Impetus Consulting, 2008 <http://www.miltonkeynes.gov.uk/planning-policy/documents/Impetus%5FRenewable%5FEnergy%5F%5FEnergy%5FEfficiency%5FReport%2Epdf>

since 2005. As well as ensuring carbon neutral growth, the Fund enables steps to be taken across the borough to address emissions from older, less efficient buildings, addressing climate change whilst also tackling potential problems with fuel poverty.

### Policy CS 14 Sustainable Construction

Developments of over 5 dwellings or 1,000 sq m of non-residential floorspace will be expected to achieve at least the following standards, or any new standards set out in a future DPD, unless it can be clearly demonstrated that it is not technically or financially viable to do so.

	Area	Older Town centres	City estates, Including CMK	Strategic Growth Areas	Rural sites	Existing (Including conversion)
A	Code for Sustainable Homes	Code level 4	Code Level 4	Code Level 4	Code Level 4	EcoHomes Very Good
	BREEAM	Very good	Excellent	Excellent	Very good	Very good
B	<b>Minimum carbon dioxide reduction through renewable energy and/or low carbon technologies</b>					
		10%	20%	20%	10%	10%

To achieve the Council's objective of carbon neutrality, all developments over 5 dwellings or 1,000 sq m will be expected to make a contribution into the Milton Keynes Carbon Offset Fund.

### Policy CS 15 Community Energy Networks and Large Scale Renewable Energy Schemes

Developments for more than 100 homes are encouraged to include community energy networks. Applications for development should show how the potential for community energy networks has been explored.

Community energy networks will be required in developments for more than 200 homes, unless it can be proven that this is not feasible on technical or economic grounds.

Where an existing local energy network is established, developments will be expected to connect to the network, if feasible.

The delivery of standalone renewable energy schemes will be supported in areas where the social, economic and environmental impacts are acceptable.

<sup>44</sup> As well as ensuring new developments are, in effect carbon neutral, this process provides the basis by which measures can be taken to address emissions from older, less efficient developments, addressing climate change whilst also tackling problems such as fuel poverty.

**Delivery**

- Supporting guidance on how policy CS14 will be delivered and managed will be set out in a revised Sustainable Construction SPD. This will consider how the standard of development will be maximised in cases of uncertain viability.
- Planning applications to which the policy applies must be accompanied by an early Code for Sustainable Homes design stage report or BREEAM Pre-assessment. A Post Construction Review certificate will be required as evidence to discharge the planning condition.
- Carbon Offset contributions will be secured through the use of s106 agreements.
- Development Framework for the SE SDA: will investigate the potential for community energy networks, taking into account practical issues such as site constraints and the phasing of development.
- Where new national requirements exceed those set out in this Core Strategy, the national standards will take precedence.
- The Council will actively promote and support individual schemes which showcase best practice in sustainable construction and renewable energy, where appropriate. Examples include the Concerto project planned in CMK.
- The Development Management DPD will include policies on large scale standalone renewable energy projects.

## D Delivering Economic Prosperity

MK has one of the fastest growing economies in the South East region. There are more jobs than residents of working age, resulting in net inward commuting into the City<sup>45</sup>. The City is identified as a 'regional hub', a centre for economic activity in the SEP. The Regional Economic Strategy identifies a number of measures to enable MK to develop to its full economic potential<sup>46</sup>.

Although there is enough land to meet our job targets, we need to attract the right type of employment that will strengthen the local economy and help it to flourish in the future. We will also consider reallocating some sites from industrial / distribution purposes to office and high technology uses<sup>47</sup>.

### Economic Vision

The MK Economy and Learning Partnership (MKELP) is made up of many of the key local and regional stakeholders. It is responsible for improving the performance of the local economy, including the 'Economic Vision' for MK (May 2004) which states that:

"In 2034 Milton Keynes will be a major free standing City with a diverse, high value business base offering well paid employment opportunities to all those living within the city."

The Economic Vision is being refreshed and should be finalised later in 2009. The Vision is expressed in diagrammatic form in Figure 10.1

#### Figure 10.1 Milton Keynes Economic Vision: The Whole Architecture

### A Learning City and Skilled Work Force

Raising educational attainment is a key priority<sup>48</sup>. The skills of the resident population (NVQ 4 or higher, equivalent to a degree) are slightly lower at 28.2% than for the South East region (30.8%); the proportion of people with no qualifications is relatively high - 13.4% compared to 9.6% in the South East<sup>49</sup>.

To move to a knowledge based economy, we need to improve both the supply and demand for skilled workers. Invest Milton Keynes (IMK) seeks to attract and retain new and existing businesses, positioning the city as a premier investment location. It targets high growth and high value businesses, including knowledge-based industries.

An important element of the Core Strategy Spatial Vision is the development of the University Centre Milton Keynes (UCMK) to full university status by 2020. Although the university's estates strategy is still being developed, the working assumption is for a strong Central Milton Keynes presence but with some dispersed delivery. The Government has challenged the Higher Education Funding Council to establish twenty new higher education facilities over the period 2008-2014. The Milton Keynes Higher Education Development Board consisting of key civic, educational and

<sup>45</sup> From 1996 to 2006, the size of the MK economy doubled in cash terms from £3.1 billion to £6.3 billion making it one of the top ten sub-regional economies in the region- SEEDA: Milton Keynes Economy Review-Jan2009.

<sup>46</sup> The Regional Economic Strategy 2006-2016. A Framework for Sustainable Prosperity. SEEDA p.37.

<sup>47</sup> As set out in Policy CS 3 'Employment Land Provision'.

<sup>48</sup> Milton Keynes Sustainable Community Strategy, Our Handbook for Change 2004-2034 (Refreshed 2008) and MK Council Plan 2009-2011.

<sup>49</sup> SEEDA: Milton Keynes Economy Review-January 2009

business interests is taking forward the establishment of the University of Milton Keynes of which UCMK is the first significant step<sup>50</sup>.

Parts of MK have poor access to high speed internet, which discourages investment and home working. The Council will work with partners on an Information and Communications Technology strategy to ensure all main employment sites and population centres have high speed internet available.

### **MK Cultural Strategy 2006-2012**

The Regional Economic Strategy recognises the important role that environmental and cultural improvements can play in improving the quality of life. The vision of the Council's Cultural Strategy is that by 2012, MK will be a leading European city for creativity, excellence and participation in cultural activities.

### **Policy CS 16 Delivering Economic Prosperity**

Milton Keynes will develop as a Learning City with a highly skilled workforce. Key projects include:

The expansion of further and higher education and the development of a University of Milton Keynes

Training facilities to improve the skills and qualifications of the resident workforce and help sections of the community that are disadvantaged in the labour market

The development of knowledge related businesses including new science parks and the Science and Innovation Habitat initiative (formerly the Technopole)

Improved broadband / high-speed internet access across the whole Borough.

### **Support for Small Businesses**

The majority of businesses in the Borough are small businesses<sup>51</sup> which require suitable accommodation<sup>52</sup>. They are the seeds from which larger businesses will grow. There is plenty of units for larger businesses in the City's employment areas but a lack of affordable, flexible accommodation for small and creative businesses. Smaller and older centres (both in the City and in the rural area) play an important role in providing small and affordable accommodation.

Regeneration and redevelopment proposals may provide opportunities to increase the supply of small business premises. Conversely, preventing the redevelopment and loss of small business units to other uses is also important. They can also be included in employment developments as set out in table 5.3.

Home working, including live/work units can provide a number of sustainability benefits including reduced peak hour travel and more flexible working hours and childcare possibilities.

<sup>50</sup> Details of the spatial requirements for adult learning centres in libraries up to 2012 are contained within the Learning and Development Accommodation Strategy and the Joint Community Infrastructure Development Plan of the Milton Keynes Partnership Business Plan.

<sup>51</sup> 82% of MK businesses employ 1-10 people, SEEDA MK Economy Review, Jan 2009

<sup>52</sup> Small business units are defined as premises of up to 300 sq metres each

## **Policy CS 17 Supporting Small Businesses**

We will protect small business units across the Borough and seek new small business units as part of:

Schemes to redevelop employment land as set out in table 5.3;

Any significant new development in the City, including the Strategic Development Areas, and in the Key Settlements

We will encourage developers to provide live/work units in new development.

### **Delivery**

#### Policy

Development Management DPD: will include policies to prevent the change of use or loss of small business units; encourage the provision of small business units where redevelopment or change of use is not wholly to meet the operational needs of the occupier; and encourage live/work units in new housing schemes

- Information and Communications Technology Strategy: to ensure all major employment sites and population centres have access to high speed broad band internet services (MKC and partners)
- Employment: a plan will be required for delivering employment growth, related to the housing delivery plan. To be endorsed by the business community (via MKELP).

#### Projects

- University: MK Higher Education Development Board is taking forward this proposal. The UCMK is the first significant step<sup>53</sup>.
- Science parks: the potential for new science parks will be investigated with key stakeholders

#### Skills

- The Council will work with partners to target those who need to improve their skills and qualifications, particularly those with no qualifications.
- Planning obligations and local labour agreements between the Council and developers may be used to help people access training and employment opportunities<sup>54</sup>.

<sup>53</sup> Details of the spatial requirements for adult learning centres in libraries up to 2012 are contained within the Learning and Development Accommodation Strategy and the Joint Community Infrastructure Development Plan of the MKP Business Plan.

<sup>54</sup> The Milton Keynes Long Term Economic Vision, Review of Transformational Projects and Strategic Action p.74, suggests that further and higher education providers should focus on meeting business needs to ensure graduates are qualified in the subject areas and at the level sought by employers.

## **E A Healthy, Safe and Inclusive Milton Keynes**

Access to facilities is particularly important to people's quality of life and well-being. The loss of local facilities can have a big impact on individuals and disadvantaged groups. A major challenge is not only to deliver necessary infrastructure and facilities alongside new development but also to ensure that services and facilities in existing areas are protected and improved.

Easy access to facilities was a key factor in the City's design and the location of shops, schools etc. In the rural part of the Borough, many residents are dependent on MK and other large towns for work and facilities. There has been a well documented decline and centralisation of services which means that people in the rural area often have to travel further to access services. The Strategy for the Rural Area (Policy CS 9) focuses development on the most sustainable rural settlements.

Policies are already in place to protect open space and community facilities from development. In the rural area, the Council has protected shops, public houses and Post Offices by refusing planning applications that would result in the loss of these facilities.

Some buildings may no longer be needed for their original purpose but could still be used for another community use. Using community buildings for more than one purpose can also be an efficient way of providing services.

### **Policy CS 18 Improving access to local services and facilities**

The Council will increase access to local services and facilities by:

Maintaining policies that protect public open space, leisure, recreation, sport and community facilities, local centres and village shops, pubs and Post Offices

Working with other service providers on the dual use of buildings and co-location of services

Seeking alternative community uses for community facilities that are no longer required for their current use

### **Health Inequalities**

Reducing health inequalities and deprivation requires co-ordination from a wide variety of service providers - health services, social care, education and transport<sup>55</sup>. The Council is committed to reducing inequalities and deprivation across the City and has adopted a Neighbourhood Regeneration Strategy to address those areas most in need of help. Programmes will be locally rather than centrally based so that they tackle the problems experienced by people living in that area.

The Core Strategy addresses the need to provide good public transport links to hospitals. This includes hospitals outside the Borough as each hospital may become more specialised in future.

### **Safer Communities**

<sup>55</sup> The Childcare Act 2006 places a duty on the Council to work with partners to reduce health inequalities amongst children and families.

Opportunities for crime and anti-social behaviour should be designed out of new development (Policy CS13); however, design measures alone will not fully address community safety issues particularly in existing neighbourhoods. The MK Community Safety Partnership brings together organisations working to make the Borough a safer place. The partnership aims to reduce crime, anti-social behaviour, drug and alcohol misuse and the fear of crime, which can blight people's quality of life and participation in their community<sup>56</sup>.

### **Policy CS 19 Healthier and Safer Communities**

The Council will work with other agencies on programmes to reduce deprivation and health inequalities.

The Council will seek to create safe and sustainable environments by:

Designing out opportunities for crime and anti-social behaviour in new development, following best practice guidance in 'Safer Places' and 'Secured by Design'

Working with the Community Safety Partnership on initiatives to reduce crime and anti-social behaviour.

### **Delivery**

#### Policy

- Local Plan and Development Management DPD: policies to protect local services and facilities
- Neighbourhood Action Plans (NAPs): started at Fishermead, Tinkers Bridge and the Lakes Estate. Further NAPs are planned over the next 5 years

#### Facilities

- 'Extended Schools': can offer services to meet the needs of children, families and the local community and help deliver the aims of the government's Every Child Matters initiative<sup>57</sup>.
- Encourage dual use of buildings and facilities and co-location of facilities (MKC, schools, service providers and other agencies)<sup>58</sup>.

#### Community safety

- Neighbourhood Action Groups (NAGs): 30 NAGs have been set up as part of the Safer Neighbourhoods project. These are voluntary groups including residents, police, parish council, local authority, local businesses and schools. They provide a multi-agency approach to tackling crime in a local area. Consultation identifies

<sup>56</sup> The Community Safety Partnership current plan is the Community Safety Partnership Plan 2009-2012.

<sup>57</sup> Milton Keynes Extended Schools Report - June 2008 available at <http://www.miltonkeynes.gov.uk/extended-schools/displayarticle.asp?DocID=18906&ArchiveNumber=> For further information on extended schools see: <http://www.tda.gov.uk/remodelling/extendedschools.aspx>

<sup>58</sup> Examples include Wolverton Library and the Town Council Offices and health services in children's centres. Stantonbury Leisure Centre is an example of the dual use of sports facilities.



the 3 biggest concerns in the area. From time to time, these priorities will be reviewed through further local consultation.

- CCTV: partly funded by Section 106 planning obligations from developers and focused on CMK but capable of being extended to other locations

## **F The Historic and Natural Environment**

### **Heritage protection**

MK has a rich resource of archaeological and historical sites, buildings and areas of special architectural or historic interest and a number of historic parks and gardens<sup>59</sup>. They represent an irreplaceable record that contributes to the sense of local distinctiveness; they are an important aspect of the character and appearance of the Borough.

There is also the unique 20th century architecture in the New Town. There is an urgent need to identify and catalogue this resource to identify the best and most valuable examples. We need to manage the growth of the City to avoid the fragmentation and loss of these recent historical assets.

### **Green Infrastructure**

Green Infrastructure and open space is a key feature of city with high levels of good quality accessible spaces that give MK a unique character. We want to maintain this green feature as MK grows. The City is well served by linear parks, mostly along the river valleys that run through and along the edge of the city. These are multi-purpose areas that provide flood water storage, recreational facilities, ecological resources and attractive settings for development on their boundary. They also contribute to the overall quality of life for residents by providing opportunities for formal and informal recreation, improving health and well-being. These features will be extended as part of the expansion areas; the linear parks will also act as green buffers between settlements and new development in the SDAs.

### **The rural landscape**

The scale of planned growth has implications for the rural landscape. The Core Strategy restricts most development to only the largest settlements and although development in the open countryside is generally restricted, some development, such as mineral extraction, has to take place where the resource arises. The Landscape Character Assessment<sup>60</sup> identifies the distinctive characteristics of the landscapes across the Borough. It provides the basis for their protection and enhancement of the landscape plus guidance for future policies on development, restoration and management for the Development Management DPD.

### **Biodiversity and geology**

Protection is based on a hierarchy of designated sites<sup>61</sup> in line with national guidance.<sup>62</sup> With relatively few national sites, County and Local sites as well as BAP

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<sup>59</sup> There are currently no World Heritage Sites within the Borough, however the Council has proposed to English Heritage that Bletchley Park should be put forward for inscription as a World Heritage Site

<sup>60</sup> Add link to this document

<sup>61</sup> The hierarchy for Milton Keynes currently includes no internationally designated sites (Special Protection Areas, Special Area of Conservation, Ramsar Sites).

<sup>62</sup> PPS9 Biodiversity and Geological Conservation (August 2005)

<sup>63</sup>Priority Habitats become essential to maintaining biodiversity in the Borough. There is scope to improve biodiversity, not just within specially designated areas but across whole landscapes and within urban environments. We will seek gains for biodiversity and geology as part of new development to support and extend the networks of natural habitats. The Bucks and Milton Keynes Biodiversity Partnership have identified a number of 'Biodiversity Opportunity Areas' in MK. BAP Priority Habitats within those areas will be targeted for protection, restoration and creation. Four of these areas have regional importance<sup>64</sup>.

## **Policy CS 20    The Historic and Natural Environment**

New developments should protect and enhance the character, diversity and cultural significance of the Borough's historic assets, including important elements of the 20th century New Town architecture. Development proposals must consider the character, appearance and setting of buildings, structures, areas, parks and gardens and landscapes that are of historic, architectural, cultural or archaeological interest.

Green infrastructure will be protected and enhanced. Open space will be provided in line with the Council's standards. The existing linear parks system along the Broughton, Caldecotte and Loughton Brooks will be extended into the urban extensions to provide multi-purpose green infrastructure that:

- Is attractive;
- Is safe and well used for recreation
- Meets the needs of existing and future residents
- Achieves a net gain in bio-diversity
- Improves the management of flood risk

Open space will be provided in line with the Council's standards. Green infrastructure will be protected and enhanced and the existing linear parks system will be extended through new development areas and beyond.

The linear parks will provide multi-purpose green infrastructure which is attractive, safe and well used for recreation; meets the needs of existing and future residents; achieves a net gain in biodiversity; and improves the management of flood risk.

Development will protect and enhance the condition and strength of character of the different landscapes of the Borough and respect their local and Borough-wide significance as identified in a Landscape Character Assessment.

In order to maximise biodiversity we will:

- protect and enhance the hierarchy of national, regional and local sites within the Borough as well as BAP Priority Habitats and species
- provide nationally designated sites and statutorily protected species with the highest level of protection
- ensure that damage to the biodiversity and geological resource of the

<sup>63</sup> The Bucks & Milton Keynes Biodiversity Action Plan (BAP) was originally produced in 2000 by the Bucks Nature Conservation Forum. It describes how the wildlife of Bucks & Milton Keynes is going to be enhanced and protected over a ten year period.

<sup>64</sup> <http://strategy.sebiodiversity.org.uk/index.php>

Borough will be avoided wherever possible. Where unavoidable it will be minimised through mitigation or compensation

- create and enhance habitats to help wildlife adapt to the impact of climate change
- seek opportunities for habitat protection, restoration and creation to meet the objectives of the UK and Bucks & Milton Keynes Biodiversity Action Plan.

## **Delivery**

### Policy

- Conservation Area Character Appraisals: all 27 Conservation Areas will be reviewed to ensure key features are identified and protected.
- Development Management DPD: will include detailed policies on heritage protection. It will also include policies on landscape and nature conservation; and standards of open space provision. These will be based on the Open Space Strategy; the GI Plan; the Landscape Character Assessment; Bucks & MK Biodiversity Action Plan and other relevant strategies
- GI Plan: identifies areas of opportunity to take into account in the SDA development frameworks. This will help to identify green buffers around the City and nearby adjacent settlements, as extension of the City's linear parks. Delivery by MKC, adjacent local planning authorities, MK Parks Trust, MKP, Internal Drainage Board, and the Environment Agency
- Standards of provision: organisations including Sport England and the MK Green Infrastructure Group will help develop policies and review standards.

### Projects

- Projects contributing to BAP targets in the Opportunity Areas: working groups co-ordinated by the Bucks and MK Biodiversity Partnership will oversee these projects.

## **Waste**

The Waste DPD<sup>65</sup> sets out how we will manage our waste up to 2026. It is one document containing a Core Strategy, Site Allocations and Development Management policies.

Sand, gravel and limestone for aggregates (used in the construction industry) are found mainly to the north of the city in the Ouse Valley where there is lot of evidence of previous extraction (e.g. Linford Lakes, Emberton Country Park). Building stone and brick clay are found mainly to the south. The challenge is to balance the need for these materials with protecting and enhancing the surrounding landscape.

## **Minerals**

Minerals are an essential resource which will be integral to the delivery of our growth. About 60 tonnes of construction aggregates are used to build the average house, and up to 400 tonnes are used when we include all the associated infrastructure and

<sup>65</sup> <http://www.miltonkeynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61257>

buildings that need to go along with it ([www.bgs.ac.uk/mineralsuk/mineralsyou/whydo.html](http://www.bgs.ac.uk/mineralsuk/mineralsyou/whydo.html)). Sand, gravel and limestone (used as aggregates in the construction industry), plus smaller amounts of building stone and brick clay are all present within Milton Keynes. Unlike other types of development, mineral extraction can only happen where the mineral naturally occurs in the ground, and in Milton Keynes this is primarily to the north of the city in the Ouse Valley area.

At a regional level, the SEP sets an apportionment for the amount of material each Mineral Planning Authority must provide each year. For Milton Keynes, this amount is 0.12 million tonnes per annum (mtpa), but following the partial review of the SEP, this level may be increased. The sustainability and viability of any apportionment for Milton Keynes will be tested through future minerals development plan documents. In addition to this target for primary, land-won aggregates (i.e. the sand and gravel we extract from the ground), we are also given a target to provide 0.2 mtpa of secondary and recycled aggregates (mineral by-products or crushed construction and demolition waste). The use of secondary and recycled materials is more sustainable than using finite, primary resources and we should consider how we can encourage their production and use.

Even with the use of secondary and recycled material, we do not provide enough aggregate material within Milton Keynes borough to meet all our local demand, so a significant amount of material must be imported into Milton Keynes, which may include material that has been dredged from the seabed (marine aggregates), or material from quarries in other parts of the country. The most sustainable form of transport for this is by rail, so it is important that our rail depots and any possible future rail depot sites are safeguarded for that purpose.

To ensure we are able to meet our apportionment target in the future, the SEP requires Mineral Planning Authorities to hold a landbank of seven years worth of planning permissions. As part of our future mineral development plan documents we will need to allocate new (or extend existing) sites for mineral extraction to help meet that landbank target.

Mineral extraction, unlike most other forms of development, is only temporary and the short-term costs of mineral extraction can provide opportunities for long-term benefits. Once extraction is complete, sites will be restored, perhaps using inert infill material to restore the land to the original ground levels for agricultural use, or sometimes using the voids that are created as lakes, for nature reserves with biodiversity benefits, or for leisure and recreation use.

### **Policy CS 21 - Minerals**

To manage future mineral development, integrating the social, environmental and economic costs and benefits of mineral working, two mineral development plan documents (DPDs) will be prepared in accordance with the timescales set out in the Local Development Scheme (April 2009); a Minerals Core Strategy and a Minerals Sites and Policies DPD.

The scope and purpose of the Minerals Core Strategy will be to set out the Council's policies on:

- how we propose to address the primary land-won aggregates apportionment set out in the SEP (Partial Review of Policy M3), including testing the deliverability and sustainability of the sub-regional apportionment for the borough
- the vision and objectives for future mineral development
- the spatial strategy for mineral development
- our commitment to maintaining a landbank of permitted reserves
- encouraging recycled and secondary aggregates to meet the SEP Policy M2
- safeguarding resources through Mineral Safeguarding Areas
- safeguarding existing, planned, proposed or potential sites for storage, handling, processing and bulk transport of primary and recycled/secondary materials, including rail depots
- the restoration, reclamation, after-use and aftercare of sites
- identifying broad areas of search or preferred areas
- criteria and spatial guidance for considering sites and planning applications
- monitoring and implementation framework.

In addition, the Minerals Sites and Policies DPD will:

- allocate specific sites for future mineral development
- include specific development management policies to control the impacts of minerals development.

### **Delivery**

- Prepare the Minerals Core Strategy and Minerals Sites and Policies DPD, in accordance with the Local Development Scheme (April 2009), in consultation with the minerals industry, local stakeholders and other relevant parties.

### **Monitoring**

- Annual sales/production of primary and secondary/recycled aggregates through the Annual Monitoring Survey (undertaken through the South East England Regional Aggregates Working Party). Targets as per SEP Policies M2 and M3.

## 9 DELIVERING INFRASTRUCTURE

The co-ordination and delivery of necessary infrastructure<sup>66</sup> alongside (and often in advance) of new development is crucial to achieving attractive and sustainable places where people will want to live. This has been a key feature of the development of MK as a new town and has been achieved through partnership working between all stakeholders.

### **The Milton Keynes Tariff and Infrastructure Schedule**

The MKP Local Investment Plan (LIP) identifies the infrastructure required to support the growth of the City. It is reviewed and updated annually and includes detailed delivery plans, viability testing and managing risk. It acts as the Infrastructure Schedule for MK with information on the type, amount and cost of infrastructure required, the anticipated timing of its delivery, funding sources and who will deliver each project.

The jointly agreed Milton Keynes Tariff applies to all housing and employment development in the Urban Development Area (UDA). For each new dwelling or hectare of employment land, a standard, index linked contribution is required towards a range of strategic and local infrastructure. MKP acts as banker, forward funding infrastructure identified in the LIP ahead of receiving Tariff payments from developers. The Tariff agreement also covers other matters including affordable housing, free land for open space and community facilities, and construction and quality standards.

The Tariff will not meet the full cost of the infrastructure required to support growth. We will need government and other funding to meet the remaining costs. There is more information in the Tariff SPD<sup>67</sup>.

### **Other Funding for Infrastructure**

The Council has a variety of Supplementary Planning Documents which set out the requirements for contributions to infrastructure from developers outside the UDA. These cover topics such as education, social infrastructure, leisure and recreation facilities, and transport.

The Council can also bid for government money through the Growth Area and Community Infrastructure Funds, and at regional level the Regional Infrastructure Fund, Regional Funding Allocation, and the Local Transport Plan process.

As a growth area, the Council will continue to lobby the government for resources to deliver necessary infrastructure.

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<sup>66</sup> E.g. physical such as transport, drainage; information and communication technology; green, such as linear parks, open space and social and community such as schools, libraries and emergency services

<sup>67</sup> [www.miltonkeynes.gov.uk/planning-policy/displayarticle.asp?DocID=20740&ArchiveNumber=](http://www.miltonkeynes.gov.uk/planning-policy/displayarticle.asp?DocID=20740&ArchiveNumber=)

## **Policy CS 22    Delivering Infrastructure**

New development that generates a demand for infrastructure will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either

- already in place or
- there is reliable mechanism in place to ensure that it will be delivered in the right place at the right time

We will use standard charges and/or standard formulae, set out in SPDs, as the basis for seeking financial contributions from developers towards necessary infrastructure.

Where appropriate, rather than making financial contributions, developers may provide the necessary infrastructure themselves as part of their development proposals.

### **Delivery**

#### Projects

- Joint Delivery Teams: joint officer teams (MKC, MKP and others) are responsible for managing and monitoring delivery programmes for housing, transport, economic growth, community infrastructure, environmental projects and utilities. They are charged with the effective and timely delivery of infrastructure, identifying any 'blockages' to development and finding solutions to problems that will keep projects and programmes on track.
- Delivery agencies, for specific projects, include MKC, MK General Hospital NHS Trust, MK Primary Care Trust, and the voluntary and higher/further education sectors.

#### Funding

- While the MK Tariff is a proven mechanism in MK, there are other ways of securing developer contributions - e.g. Section 106 agreements based on our Planning Obligations SPDs and the forthcoming Community Infrastructure Levy. The Council favours a new tariff agreement covering the SE SDA but this will be the subject of further work



The next chapter is the Monitoring and Managing Chapter (Chapter 14 to be renumbered chapter 10 ) followed by Development Timeline and Trajectory (was chapter 15 now Chapter 11).

## 14 Monitoring and Managing

**14.1** Monitoring will measure the effectiveness of the Core Strategy in achieving the Spatial Vision and meeting our objectives. This includes identifying any unintended and unforeseen consequences. Table 14.1 'Core Strategy Critical Success Factors and Monitoring Indicators' below sets out what are the targets and key indicators for delivering the 16 objectives of the Core Strategy, related to the appropriate delivery policies. Some factors cover a number of different objectives that are vital to many aspects of the strategy.

**14.2** We will collect and analyse statistical and other information as part of our monitoring. This will include progress on the delivery of housing, employment and infrastructure. We will summarise this work in an Annual Monitoring Report (AMR). The AMR will identify any objectives and targets that are not being met and any action to rectify the situation. The AMR will also be a key source of evidence when we prepare Local Development Documents.

**14.3** We will also work with partners, including those outside the Borough, to collect and share monitoring information. This is particularly important given the housing and jobs for the MK and Aylesbury Vale Growth Area and the wider MKSM sub-region. Monitoring will not just focus on the City but also the rural towns and villages.

**14.4** Many of the monitoring targets and indicators are taken from the Community Strategy and the Local Area Agreement (LAA). We will also use indicators from the Sustainability Appraisal and the Local Plan, to ensure some continuity. We included many of the proposed indicators in the Preferred Options document and related Sustainability Appraisal. However, some are new or have changed for the following reasons:

- lack of data has made some indicators unmeasurable;
- consultation responses suggested different indicators;
- changes to the Community Strategy and the LAA;
- Best Value Performance indicators were replaced by National Indicators;
- Technical studies suggested better targets and indicators; and
- Core Output Indicators, reported in the AMR, were changed in 2008.

**14.5** These monitoring arrangements will allow the council to react to changing circumstances. The Core Strategy is a flexible document and does not require wholesale review if circumstances or housing numbers change. Various components of the LDF can be adjusted to reflect conditions and events. For example, if a review of the RSS required an increase in housing numbers then this could be carried out through a review of the allocations DPD, or an Area Action Plan, with an appropriate sustainability appraisal. Appendix D sets out potential events and risks that could potentially affect the achievement of the Core Strategy objectives. Alongside are various contingencies and actions the the Council could undertake to reduce or prevent the impact of the event or risk. Some of the suggested actions and contingencies are:

- a re-prioritising of documents in the LDS;
- creation of further LDDs;
- working with delivery partners/developers to alter development frameworks/masterplans?
- altering land supply;
- ensuring delivery of infrastructure to enable development; or
- in extreme circumstances, a review of the Core Strategy

**14.6** The Council will not be solely responsible for implementing the Core Strategy. The strength of the Core Strategy lies in the additional benefits gained from the interrelationships with other plans, policies and programs created and delivered by various public, private and third sector partners. We will work with partners to achieve the vision set out in the Core Strategy.

**14.7** Joint delivery teams are an essential component of delivery in Milton Keynes. Due to their wide range of members they are able to spot delivery problems at an early stage and take action to resolve them. Joint delivery teams are discussed in depth in Chapter 13 'Delivering Infrastructure'. The impacts and effects of multiple plans

## 14 . Monitoring and Managing

and policies, often delivered by different partners, can make it challenging to identify which particular policy or policies that should be altered to achieve the desired effect. There is also a need for understanding and patience as it can be some time before policies begin to have effects or those effects appear in monitoring data. For example it can take long time to turn round long standing deprivation.

Table 14.1 Core Strategy Critical Success Factors and Monitoring Indicators

Objective	Key Delivery Policies	Targets	Indicator Bundles
All Objectives	All	<ul style="list-style-type: none"> <li>By 2011, 85.6% of the population are satisfied with the local area<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>Local satisfaction survey</li> </ul>
A	CS1; CS2; CS5; CS7; CS8; CS9	<ul style="list-style-type: none"> <li>By 2016, deliver 17,000 dwellings within Milton Keynes Borough</li> <li>By 2026, deliver 41,360 dwellings within Milton Keynes Borough</li> <li>Deliver, on average, 120 dwellings per annum in the rural area up to 2026</li> <li>Adoption of an SPD for the South East SDA by 2011<sup>2</sup></li> <li>Adoption of the Site Allocations DPD by end 2012<sup>2</sup></li> <li>Have a 5 year supply of deliverable housing land</li> </ul>	<ul style="list-style-type: none"> <li>Net additional dwellings split by area</li> <li>Projected net additional dwellings</li> <li>5 year housing land supply</li> <li>Housing trajectory</li> <li>Population growth</li> <li>Net additional dwellings in Milton Keynes Growth Area</li> </ul>
B	CS3; CS16; CS17	<ul style="list-style-type: none"> <li>By 2016, deliver 25,500 jobs (1.5 jobs per dwelling)</li> <li>By 2026, deliver a minimum of 74,925 jobs to support housing in the MK Growth Area (1.5 jobs per dwelling)</li> <li>LAA target for percentage increase in VAT registered businesses showing growth<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>Net additional full time equivalent jobs per annum</li> <li>Completed employment floorspace by use class</li> <li>Total employment land available for development</li> <li>Employment land job densities</li> <li>Loss of employment land to other uses</li> <li>Vacant employment space</li> <li>Overall employment rate</li> <li>Number of people claiming job seekers allowance</li> <li>VAT registration rate</li> <li>VAT registered businesses showing growth</li> <li>GVA per capita</li> </ul>

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Objective	Key Delivery Policies	Targets	Indicator Bundles
C	CS3; CS4; CS7	<ul style="list-style-type: none"> <li>By 2016, deliver 120,000m<sup>2</sup> of completed office floorspace in CMK</li> <li>By 2026, deliver 240,000m<sup>2</sup> of completed office floorspace in CMK</li> <li>By 2016, deliver 1,800 dwellings in CMK</li> <li>By 2026, deliver 6,000 dwellings in CMK</li> <li>Majority of retail and leisure development within Milton Keynes to be located within CMK</li> <li>Adoption of 3 additional design and layout SPDs for CMK by 2011<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Gross earnings</li> <li>Impact of direct economic investment</li> <li>Office development completed in CMK</li> <li>Net additional dwellings</li> <li>Vacant office space within CMK</li> <li>Gross additional retail and leisure floorspace within town centres</li> </ul>
D	CS11; CS12; CS18; CS19; CS20	<ul style="list-style-type: none"> <li>No significant loss of services and facilities in rural areas</li> <li>All new residential developments to be within walking distance of key services and facilities</li> <li>All new dwellings to be within walking distance of a bus stop</li> <li>Adoption of a development framework SPD for the South East SDA by 2011<sup>2</sup></li> <li>No new residential development in areas prone to flooding</li> </ul>	<ul style="list-style-type: none"> <li>Facilities and services audit of rural towns and villages</li> <li>Households within 30 minutes of a hospital by public transport</li> <li>New dwellings within walking distance of key facilities, services and public transport</li> <li>Air quality</li> <li>Planning applications approved contrary to advice from the Environment Agency on flooding and water quality grounds</li> <li>Dwellings completed on previously developed land</li> </ul>
E	CS12; CS13; CS19	<ul style="list-style-type: none"> <li>Adoption of a development framework SPD for the South East SDA by 2011<sup>2</sup></li> <li>Adoption of the residential design guide SPD by 2010<sup>2</sup></li> <li>Building for Life score for new developments<sup>4</sup></li> </ul>	<ul style="list-style-type: none"> <li>New dwellings built to Lifetime Homes standards</li> <li>Building for Life scores</li> <li>Density of residential development</li> </ul>

Objective	Key Delivery Policies	Targets	Indicator Bundles
F	CS14; CS15	<ul style="list-style-type: none"> <li>All new developments to deliver a minimum of 10% of their energy requirements from renewable sources</li> <li>All new residential developments to achieve a minimum of level 4 Code for Sustainable Homes (CSH) rating</li> <li>By 2011, achieve a 12% reduction in CO2 emissions per capita from a 2005 base</li> </ul>	<ul style="list-style-type: none"> <li>Percentage of energy in new developments from renewable sources</li> <li>Amount of renewable energy provided from strategic energy developments</li> <li>New dwellings achieving CSH level 4</li> <li>New developments over 200 dwellings with a community energy network</li> <li>CO<sup>2</sup> emissions within Milton Keynes Borough</li> </ul>
G	CS10	<ul style="list-style-type: none"> <li>Deliver 5,000 affordable homes by 2016<sup>5</sup></li> <li>Deliver 12,400 affordable homes by 2026<sup>5</sup></li> <li>Deliver the additional Gypsy and Traveller pitches as required by the partial review of the South East Plan</li> <li>Deliver the additional Travelling Showpeople plots as required by the partial review of the South East Plan</li> <li>Adoption of an Affordable Housing SPD by 2012<sup>2</sup></li> <li>Adoption of a Houses in Multiple Occupation (HiMO) SPD by 2011<sup>2</sup></li> <li>Adoption of the Development Management DPD by end 2012<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Affordable housing completions split by type - social rent/intermediate</li> <li>Type and size of households completed</li> <li>Affordable housing completions in the rural area</li> <li>Dwellings meeting Lifetime Homes standards</li> <li>House prices</li> <li>Gypsy, Traveller and Travelling Showpeople pitches</li> <li>HiMO application decisions and locations</li> </ul>
H	CS5; CS16	<ul style="list-style-type: none"> <li>Development of an established university by 2026</li> <li>Development of the Science and Innovation Habitat</li> <li>Increase in proportion of net additional jobs in knowledge based industries</li> </ul>	<ul style="list-style-type: none"> <li>Working age population qualification levels</li> <li>Socio-economic groupings of working age population</li> <li>GVA per capita</li> </ul>

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Objective	Key Delivery Policies	Targets	Indicator Bundles
		<ul style="list-style-type: none"> <li>By 2011, 74.1% of the working age population qualified to NVQ2 and above<sup>1</sup></li> <li>By 2011, 34.4% of the working age population qualified to NVQ4 and above<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>Gross earnings</li> <li>Impact of direct economic investment</li> </ul>
I	CS8; CS19	<ul style="list-style-type: none"> <li>Develop Neighbourhood Action Plans for targeted estates</li> <li>By 2011, keep to 5.9% the number of 16 to 18 year olds not in education, employment or training</li> <li>Improvement in Index of Multiple Deprivation in targeted estates.</li> </ul>	<ul style="list-style-type: none"> <li>Index of Multiple Deprivation</li> <li>Standardised mortality ratio</li> <li>Life expectancy</li> <li>Ethnicity</li> <li>Unemployment</li> <li>Crime rates</li> <li>Working age population qualification levels</li> <li>Gross earnings</li> <li>Tenure</li> </ul>
J	CS13; CS19	<ul style="list-style-type: none"> <li>By 2012 produce a Secure by Design SPD<sup>1</sup></li> <li>Can we really link specific crime targets to the core strategy?</li> </ul>	<ul style="list-style-type: none"> <li>Specific crime rates</li> <li>Fear of crime surveys</li> <li>Overall crime rates</li> </ul>
K	CS20	<ul style="list-style-type: none"> <li>By 2012, all 27 conservation areas to have an up to date Conservation Area Character Assessment</li> <li>No "at risk" listed buildings on the English Heritage register</li> </ul>	
L	CS12; CS20	<ul style="list-style-type: none"> <li>By 2011, 24.5% of adults to participate in sport or active recreation<sup>1</sup></li> <li>Delivery of linear park extensions, including 52ha in the South East SDA</li> </ul>	<ul style="list-style-type: none"> <li>Change in overall area of priority habitats</li> <li>Change in overall area of MK and Local Wildlife sites</li> </ul>

Objective	Key Delivery Policies	Targets	Indicator Bundles
M	CS11	<ul style="list-style-type: none"> <li>By 2011, adopted a development framework SPD for the South East SDA</li> <li>Ensure that there is no net loss of recognised biodiversity habitats</li> <li>Ensure that there is no worsening of condition of SSSIs</li> </ul>	<ul style="list-style-type: none"> <li>Provision of open space in new developments</li> <li>Loss of open space for development</li> </ul>
		<ul style="list-style-type: none"> <li>All new residential development should be sited within 400m of a bus stop</li> <li>Local Transport Plan 2(LTP2) target for local bus passenger journeys</li> <li>Adoption of Local Transport Plan 3 by end 2011</li> <li>Assist in delivering East West Rail services to Oxford and Aylesbury by 2021</li> <li>LTP2 target for modal share of school journeys</li> <li>All new residential developments to be within walking distance of key services and facilities</li> <li>Reduce congestion growth (target being developed in LTP2)</li> <li>No air quality management areas within the borough</li> </ul>	<ul style="list-style-type: none"> <li>Journeys on local bus services</li> <li>Access to a hospital by public transport with 30 minutes</li> <li>Passengers using community transport</li> <li>Bus satisfaction surveys</li> <li>Bus punctuality</li> <li>Cycle journeys to CMK</li> <li>Cars entering CMK in peak hours</li> <li>Congestion</li> <li>Air quality</li> </ul>
N			<ul style="list-style-type: none"> <li>Production of primary land won aggregates</li> <li>Production of secondary and recycled aggregates</li> <li>Number of planning applications on safeguarded land</li> <li>Size of landbank</li> </ul>
O	CS21	<ul style="list-style-type: none"> <li>On time delivery of infrastructure set out in the MKP Business Plan</li> <li>By end 2012, adopt a consolidated Planning Obligations SPD</li> </ul>	<ul style="list-style-type: none"> <li>Monitoring progress of major works set out in the MKP Business Plan</li> </ul>



## 14 . Monitoring and Managing

Objective	Key Delivery Policies	Targets	Indicator Bundles
		<ul style="list-style-type: none"> <li>• By 2015, complete the dualling of the A421 from M1 J13 to Milton Keynes to ensure that later phases of the South East SDA can be progressed</li> <li>• By mid 2011, adopt a Tariff Framework Agreement covering the funding and delivery of infrastructure in the South East SDA</li> </ul>	

## 15 Development Timeline and Housing Trajectory

**15.1** The timeline of development shows the relationships between the planning and development of key employment and housing sites and infrastructure delivery and services. The path below, split into 5 year periods, will identify the number of jobs and housing to be delivered in each period, followed by details of specific development milestones. Infrastructure provision will take place prior to or during development. Table 3.1 'Overall Development Strategy' sets out more detailed requirements for each development area. Delivery of this infrastructure is set out in the MKP Local Investment Plan and will be monitored through subsequent AMRs.

### 15.2 2006 - 2011 – 7,680 new homes, 11,520 new jobs

- The Hub and Vizion mixed use developments are completed in CMK, providing modern city centre apartment style living.
- The Pinnacle, the largest office development in CMK for over a decade, is completed.
- First large footprint employment developments completed at Magna Park. Eventually over 80ha will be developed.
- Works to J14 of the M1 result in reduced congestion and improved traffic flows.
- Work continues on the Eastern Expansion Area to deliver a sustainable community including, over 4,000 homes, community facilities, open spaces, employment land and the M1 bund which will protect it from traffic noise.
- Initial infrastructure work begins on the Western Expansion Area, including roads and utilities. House building is expected to start post 2011.
- The new Bletchley Leisure Centre and a new crematorium at Crownhill are completed.
- Milton Keynes, Aylesbury Vale and Central/Mid Bedfordshire Core Strategies adopted
- Aylesbury Vale adopts the Masterplan and Delivery SPD for the SW SDA in co-operation with Milton Keynes Council and other partners.
- Outline planning application submitted for the SW SDA
- Work begins on masterplanning the South East SDA in cooperation with Central Bedfordshire.

### 15.3 2011 - 2016 – 9,400 homes, 14,100 new jobs

- Completion of Residual Waste Treatment Plant in conjunction with Northamptonshire County Council. This provides capacity for the planned growth.
- Adoption of Site Allocations DPD which will allocate housing land for housing to be delivered in the rural area for the 2016 to 2026 period.
- The first planning applications will be submitted for the South East SDA and a tariff agreement to partially fund the required infrastructure is agreed. Towards the end of the period work begins on necessary initial infrastructure and services, including grid road extensions.
- Implementation of first neighbourhood action plans for the Lakes Estate, Tinkers Bridge and Fishermead to reduce deprivation and increase opportunity for residents.
- East-west traffic flows are improved through junctions improvements along A421 and dualling the section between Kingston and J13 of the M1.
- Many improvements and expansion to MK General Hospital are completed in this period, necessary for the growth of the city. Further developments planned post 2016.
- A second retirement village is completed providing homes for the city's ageing population.
- Detailed planning applications submitted for the SW SDA

### 15.4 2016 - 2021 – 12,400 homes, 18,600 new jobs

## 15 . Development Timeline and Housing Trajectory

- The pace of development picks up in the South East SDA as housebuilding begins in 2016 in the Milton Keynes portion of the SDA. Infrastructure is completed alongside housing including 7 primary and 2 secondary schools. The linear park system is extended into this part of the Borough.
- East West Rail services from Milton Keynes to Aylesbury and Oxford begin, allowing Milton Keynes to further maximise its location in the centre of the Oxford to Cambridge Arc
- By 2020 university centre MK should be the University of Milton Keynes attracting students to the city and allowing students from the city to study here rather than venturing out of the city.
- Development begins in the SW SDA.
- The Sustainable Residential Quarter in CMK is completed in city centre providing 2,000 homes, jobs and new CMK primary school.
- Many housing developments allocated in the local plan, including those in Wolverton and Bleckley, are nearing completion.

### 15.5 2021 - 2026 – 11,900 homes, 17,850 new jobs

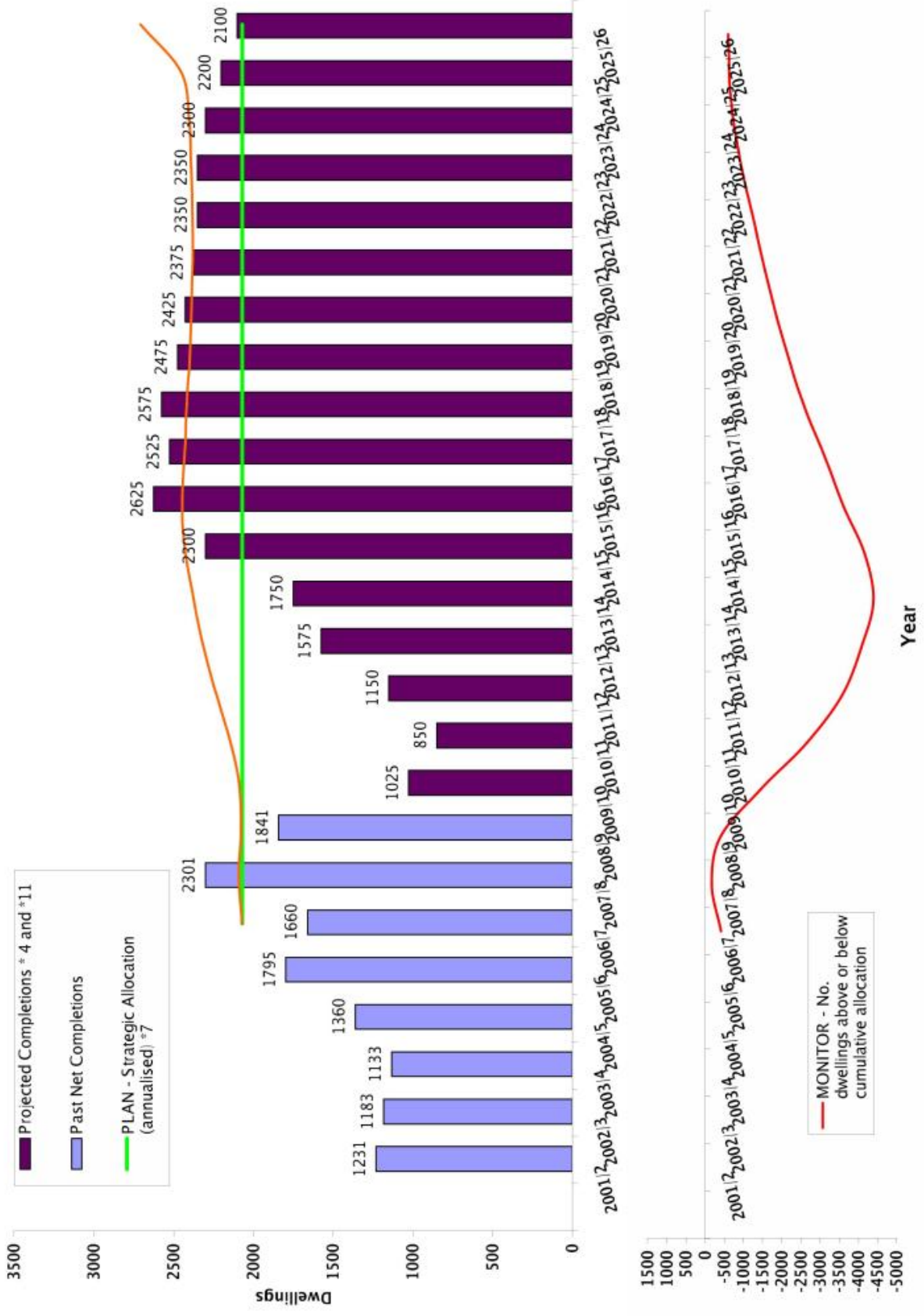
- Expected completion of the Eastern and Western expansion areas delivering over 13,000 homes during the plan period
- Milton Keynes Council area of South East SDA nearing completion by 2026. It is likely that some development in the SDA will be completed post 2026.
- SW SDA development nearing completion.

**15.6** The strategy was initially drawn up in period of economic growth but the current recession has severely affected the phasing of the growth of Milton Keynes. The economic downturn has resulted in a slowdown in house building and a rise in unemployment. This has resulted in the estimated number of housing completions over the next few years to be severely reduced compared to recent years. Housing starts have contracted and many developments that were due to start have been postponed. This situation is reflected in the Timeline and Housing Trajectory 15.7 which shows that housing completions will not approach 2007/08 levels until 2014/2015, based on up to date data and surveys. If the 41,360 target is to be achieved then housing completion levels will have to remain around 2,500 dwellings per annum through to the 2026 period from 2014/15 to make up for the shortfall earlier in the strategy period.

**15.7** It is not considered that the Timeline and Housing Trajectory 15.7 are unrealistic given the current climate as stated in Chapter 3 'Overall Development Strategy'. The South East Plan requirement for the Milton Keynes Council Urban Area has already been identified. Many of these sites are already under construction, have permission or at least have a development brief. This should mean that there will be few delays to the delivery of housing caused by planning delays when the market recovers. In addition Milton Keynes has an excellent track record in delivering infrastructure, through the tariff system, before and alongside housing, reducing potential delays. The Joint Delivery Teams will also assist in unblocking and co-ordinating development. The housing trajectory's accuracy will be assessed by staying within a 20% range of the planned housing delivery. However, this trajectory has been prepared during an economic downturn which has severely hit housebuilding, so long term predictions are difficult to forecast. Apart from approximate 1,000 rural dwelling allocations, only the South East SDA and South West SDA (outside Milton Keynes) require significant pre-development planning and co-ordination. Progress is already underway in joint working with Central Bedfordshire Council and Aylesbury Vale District Council.

Picture 15.1 Milton Keynes Housing Trajectory

# 15 . Development Timeline and Housing Trajectory



## Appendix A Glossary and Abbreviations

- **Affordable Housing** - social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
- **Area Action Plans** – a Development Plan Document that guides areas where significant change is likely to happen.
- **Areas of Attractive Landscape** – a local (Buckinghamshire) landscape designation that recognises the particular characteristics of certain parts of the open countryside in the borough.
- **Biodiversity** – the variety of life in all forms (e.g. wildlife, plants, etc).
- **Brownfield Land** – Land which has been previously developed.
- **Buckinghamshire and Milton Keynes Rural Strategy** – is a countywide rural policy framework for the period 2008-2012, which provides an overview of the state of rural affairs within the county, whilst identifying the most pertinent issues for future attention.
- **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 green house gases produced, measured in units of carbon dioxide.
- **Carbon offset** – increased carbon dioxide emissions from a new development are balanced by savings in carbon dioxide elsewhere, by making payments into a carbon offset fund.
- **Carbon zero/ Carbon neutral** – no net increase in carbon dioxide emissions resulting from the energy used in occupying building, including space heating, hot water, cooking, lights and appliances.
- **Coalescence** – where towns and villages grow into each other.
- **Co-location** – where services and facilities share a location in order to deliver services (for example adult education being provided in schools or libraries).
- **Community Energy Networks** - a system by which electricity is generated locally and the waste heat is distributed to local homes and buildings through a network, meaning energy is provided more efficiently.
- **Criteria-based policies** – policies that contain several ‘tests’, which development proposals are assessed against.
- **Density** – a measurement of how intensively land is occupied by built development.
- **Design code** – a document that sets out the detailed design principles for a particular development.
- **Development brief** – a document that sets out detailed development principles for a development site.
- **Development Framework** – a document that sets out the key strategic principles for the development of a whole area.
- **Development Management DPD** – previously known as the Development Control Policies DPD, this is a Development Plan Document that contains the most commonly used policies to assess planning applications against, such as policies relating to the design of new development.

## Appendix A . Glossary and Abbreviations

- **Development Plan Documents** – these documents carry the most weight in a Local Development Framework. Once they have been prepared they have to be submitted to the Secretary of State at the Department for Communities and Local Government. They are then examined by an independent planning Inspector to make sure that they meet certain tests.
- **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.
- **Economies of scale** – where costs fall as output is increased.
- **Examination in Public** – an examination of a Development Plan Document, carried out by an independent Planning Inspector (appointed from the national Planning Inspectorate), which can be observed by members of the public.
- **Green Belt** – land that is specifically designated to be kept as open land in order to prevent urban sprawl. There is no designated Green Belt in Milton Keynes.
- **Greenfield Land** – land which has not been previously developed.
- **Green Infrastructure** – is the planned network of multi-functional and inter-connecting links of green open space, woodlands, wildlife habitats, parks and other natural areas that contribute to the high quality natural and built environment.
- **Ha** – abbreviation for hectare.
- **Heat Island Effect** – also known as urban heat island, an area of warmer temperatures associated with urban development.
- **Houses in multiple occupation (HiMO)** – homes occupied by separate households (usually single people or couples) who share facilities or living space such as kitchens, bathrooms and sitting rooms.
- **Housing completions** – the number of new houses that are built and ready for occupation.
- **Infill** - development that takes place on a vacant or undeveloped site between other developments, ie an infill site
- **Job Density** - the number of filled jobs in an area divided by the number of people of working age resident in that area.
- **Key Settlement** – a village or town that the local planning authority has chosen for expansion.
- **Knowledge based industries** - technology based industries, research and development, creative industries and businesses where workers require a high level of skills.
- **Local Development Scheme** – this is a work programme for producing document in the Local Development Framework. It sets a work programme for the Council for 3 years. It has to be submitted to and approved by the Government Office for the South East.
- **Local Development Framework** – this is the collection of documents that set the spatial planning policies for the borough. It includes Development Plan Documents, Supplementary Planning Documents and the Local Development Scheme.

- **Local Plan** – this is the main planning policy document for the Borough until replaced by the Local Development Framework. It contains strategic policies, detailed policies to guide the location and nature of development, and it includes policies and proposals for specific sites.
- **Local Strategic Partnership** – Brings together the local authority, all service providers, local businesses, community groups and the voluntary sector to develop a Community Strategy to cover the local authority area.
- **Milton Keynes Partnership** – this is the organisation responsible for delivering the growth of Milton Keynes. It is responsible for making decisions on planning applications in certain parts of Milton Keynes.
- **Milton Keynes Tariff** – an initiative that ensures for every property built within the defined Urban Development Area, the developer will pay £18,500 per residential dwelling and £260,000 per hectare of employment space which will be used to help fund community facilities and infrastructure.
- **MK2031 Strategy for Growth** – prepared by Milton Keynes Partnership, this document provides a long term vision for Milton Keynes which will help to guide the development and growth of the new city through to 2031.
- **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 Action Plan** - An Action Plan uses integrated community, social, economic and physical programmes to address the needs of the local neighbourhood aimed at securing real and measurable change.
- **Neighbourhood Regeneration Strategy** – is a five year rolling programme which concentrates on the most deprived communities within Milton Keynes working to implement Neighbourhood Action Plans developed with the local communities.
- **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.
- **Planning and Compulsory Purchase Act 2004** - An Act to make provision relating to spatial development and town and country planning; and the compulsory acquisition of land.
- **Public realm** – space that is meant to be used by the public in general, whether it is publicly or privately owned.
- **Quality Bus Initiative** – four key bus routes in Milton Keynes where high frequency and high quality services are being developed as a priority.
- **Regeneration** – replacing the term Urban Renewal, the term has become associated with wholesale clearance and comprehensive redevelopment.
- **Regional Spatial Strategy** - Prepared by a regional planning body, setting out policies relating to land use and development for the whole region.
- **Ring-fenced** – relates to money that has been set aside and must be used for a certain purpose.
- **Section 106/ S106 Agreement** – a legal contract under Section 106 of the Town and Country Planning Act 1990 between the local authority and named parties stating the terms of planning obligations imposed by the local planning authority in relation to a planning application. Planning permission is not granted until the Section 106 Agreement has been completed.



## Appendix A . Glossary and Abbreviations

- **Site Allocations DPD** – a Development Plan Document that allocates land for development.
- **Social and Community Infrastructure** - Social and community infrastructure includes those facilities provided by both the public and private sectors that support the formation, development and maintenance of a community. It includes education, healthcare, police, fire and rescue and ambulance services, community centres, sports and leisure facilities, waste and recycling facilities. Additionally, social infrastructure can include provision of community projects, local networks and volunteering.
- **Spatial Vision** – is a brief description of how an area will have changed at the end of a plan period.
- **Strategic Housing Market Assessment (SHMA)** -
- **Supplementary Planning Documents/ Supplementary Planning Guidance** – these documents provide additional detail to supplement policies in Development Plan documents.
- **Sustainability Appraisal and Strategic Environment Assessment** – the process by which social, environmental and economic issues are integrated into the production of Development Plan Documents and Supplementary Planning Documents. The process is iterative and takes place alongside the production of the documents, informing any decisions made.
- **Sustainable Communities Strategy** – sets out the community’s blueprint for the future development of Milton Keynes.
- **Sustainable Urban Extensions** – new areas to be developed on the edge of the city, which will provide an appropriate level of local facilities and services, high environmental standards, and which will be well connected by public transport, cycling and walking routes.
- **Technopole / Science and Innovation Habitat** – refers to a geographic area of intense high-technology innovation activity such as Cambridge in the UK.
- **Tenure** – relates to the conditions under which a property is occupied (i.e. if it is rented or owned).
- **Urban Development Area** – areas east and west of Milton Keynes where Milton Keynes Partnership is the Development Control Authority. The UDA was designated under the Milton Keynes (Urban Area and Planning Functions) Order 2004.
- **Urban Grain** – The pattern of the arrangement and size of buildings and their plots in a settlement.
- **Urban Structure** – the framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another.

### Abbreviations

The following abbreviations are used throughout this document:

- AMR** - Annual Monitoring Report
- AVDC** - Aylesbury Vale District Council
- BREEAM** - BRE Environmental Assessment Method
- CBC** - Central Bedfordshire Council
- CMK** - Central Milton Keynes
- DPD** - Development Plan Document
- GOSE** - Government Office for the South East
- HCA** - Homes and Communities Agency
- JDTs** - Joint Delivery Teams
- JHDT** - Joint Housing Development Team
- LAA** - Local Area Agreement
- LDD** - Local Development Document
- LDF** - Local Development Framework
- LDS** - Local Development Scheme
- LSP** - Local Strategic Partnership
- MK** - Milton Keynes
- MKC** - Milton Keynes Council
- MKP** - Milton Keynes Partnership
- NAPs** - Neighbourhood Action Plans
- PPS** - Planning Policy Statement
- RSS** - Regional Spatial Strategy
- SA** - Sustainability Appraisal
- SCI** - Statement of Community Involvement
- SDA** - Strategic Development area
- SEA** - Strategic Environmental Assessment
- SEERA** - South East England Regional Assembly
- SEP** - South East Plan
- SHLAA** - Strategic Housing Land Availability Assessment
- SHMA** - Strategic Housing Market Assessment
- SPD** - Supplementary Planning Document
- SPG** - Supplementary Planning Guidance
- SoS** - Secretary of State
- SRS** - Sub-Regional Strategy (Milton Keynes and South Midlands)
- UDA** - Urban Development Area

### Appendix B Bibliography and relevant documents

#### European and National Guidance and Publications

- EU Directive 2001/42/EC - The Assessment of the Effects of Certain Plans and Programmes on the Environment [The Strategic Environmental Assessment Directive] (European Parliament and Council, 2001)
- Planning and Compulsory Purchase Act 2004 (HMSO, 2004)
- Countryside and Rights of Way Act (HMSO, 2000)
- Natural Environment and Rural Communities Act (HMSO, 2006)
- Heritage Protection for the 21st Century [Heritage White Paper] (Department for Culture, Media and Sport, 2007).
- Meeting the Energy Challenge – A White Paper on Energy (Department of Trade and Industry, 2007)
- Planning Policy Statement 1: Delivering Sustainable Development (Office of the Deputy Prime Minister, 2005)
- Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (Department of Communities and Local Government, 2007)
- Planning Policy Statement 3: Housing (Communities and Local Government, 2006)
- Planning Policy Statement 6: Planning for Town Centres (Office of the Deputy Prime Minister, 2005)
- Planning Policy Statement 7: Sustainable Development in Rural Areas (Office of the Deputy Prime Minister, 2004)
- Planning Policy Statement 9: Biodiversity and Geological Conservation (Office of the Deputy Prime Minister, 2005)
- Planning Policy Statement 12: Local Spatial Planning (Department for Communities and Local Government, 2008)
- Planning Policy Guidance note 13: Transport (Office of the Deputy Prime Minister, 2001)
- Planning Policy Statement 22: Renewable Energy (Office of the Deputy Prime Minister, 2004)
- Planning Policy Statement 25: Development and Flood Risk (Communities and Local Government, 2006)
- Draft Planning Policy Statement: Eco-Towns - Consultation (Department of Communities and Local Government, 2008)
- Circular 05/2005 - Planning Obligations (Office of the Deputy Prime Minister, 2005)
- Sustainable communities: building for the future (Office of the Deputy Prime Minister, 2003)
- Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (Office of the Deputy Prime Minister, 2005)
- Code for Sustainable Homes (Communities and Local Government, 2006)
- Indices of Multiple Deprivation (Office for National Statistics, 2004)
- South East Climate Change Partnerships Emissions Monitoring Calculator (SECCP, 2006)
- Accessible natural greenspace in towns and cities (English Nature, 1995)
- Policies for Spatial Plans: A guide to writing the policy content of Local Development Documents (Planning Officers Society, 2005)

Please use the following link to view these publications:

<http://www.communities.gov.uk/planningandbuilding/planning/>

#### Regional Guidance and Publications

- The South East Plan: Regional Spatial Strategy for the South East of England (Government Office for the South East, May 2009)
- Regional Planning Guidance for the South East (RPG9) (Government Office for the South East, Government Office for East of England, Government Office for London, 2001)
- Milton Keynes & South Midlands Sub-Regional Strategy – Alterations to the Regional Spatial Strategies cover the East of England, the East Midlands and South East of England (Government Offices for the South East, East Midlands, East of England, 2005)

## Appendix B . Bibliography and relevant documents

- Harnessing the Elements – Supporting Statement to the Proposed Alterations to Regional Planning Guidance, South East – Energy Efficiency and Renewable Energy (SEERA, 2003)
- Regional Planning Guidance for the South East (RPG9) – Waste and Minerals (Government Office for the South East, 2006)
- A Clear Vision for the South East: The South East Plan Core Document – draft for Submission to Government (South East England Regional Assembly, 2006)
- Regional Economic Strategy 2006–2016 – A Framework for Sustainable Prosperity (South East England Development Agency)
- Planning Sustainable Communities – A Green Infrastructure Guide for Milton Keynes & the South Midlands (Milton Keynes and South Midlands Environment & Quality of Life sub-group, 2005)
- Healthy Sustainable Communities: A Spatial Planning Checklist (Milton Keynes South Midlands Health and Social Care Group, 2004)

Please use the following link to view these publications: <http://www.gose.gov.uk/>

### The Milton Keynes Local Development Framework

- Milton Keynes Local Plan (Milton Keynes Council, 2005)
- Milton Keynes Minerals Local Plan 2001-2011 – Second Deposit Version (2004), Proposed Modifications (2005), and Statement of Decisions and Responses to the Consultation on Proposed Modifications Published in November 2005 (2006) (Milton Keynes Council)
- Milton Keynes Local Development Scheme 2006-2009 (Milton Keynes Council, 2006)
- Milton Keynes Local Development Framework Annual Monitoring Report 2005/06 (Milton Keynes Council, 2006)
- Milton Keynes Adopted Statement of Community Involvement (Milton Keynes Council, 2006)
- Milton Keynes Local Development Framework Core Strategy – A Discussion Paper on the Issues and for the Core Strategy, to support the Growth of Milton Keynes (Milton Keynes Council, 2006)
- Milton Keynes Local Development Framework Core Strategy: Sustainability Appraisal Scoping Report (Milton Keynes Council, 2006)
- Milton Keynes Waste Development Plan Document: Submission 2007-2026 (Milton Keynes Council, 2008)
- Sustainable Construction Guide (Milton Keynes Council, 2007)
- Milton Keynes Drainage Strategy – Development and Flood Risk (Milton Keynes Council, 2004)
- Central Milton Keynes Development Framework (Milton Keynes Council and English Partnerships, 2001)
- Planning Obligations for Central Milton Keynes (SPG) (Milton Keynes Council, 2003)
- Sustainable Residential Quarter (SPG) (Milton Keynes Council, 2003)
- Campbell Park (SPG) (Milton Keynes Council, 2003)
- Central Milton Keynes Framework (SPD) (Milton Keynes Council, 2006)

Please use the following link to view these publications:

<http://www.milton-keynes.gov.uk/local%5Fplan%5Freview/home.asp>

### Other Background Material

- Written Statements in Response to the South East Plan (Milton Keynes Council, 2006 and 2007)
- Growth in Milton Keynes [full Council motion] (Milton Keynes Council, 2007)
- Milton Keynes Local Transport Plan, 2006-07 to 2010-11 (Milton Keynes Council, 2006)
- Milton Keynes Local Transport Plan 2000/1-2005/6 (Milton Keynes Council, 2000)
- Milton Keynes Local Area Agreement 2007-2010 (Milton Keynes Council, 2007)
- Milton Keynes: Creativity, Excellence and Participation - Cultural Strategy 2006-2012 (Milton Keynes Council, 2006)
- Population Projections 2006 - Milton Keynes Borough (Milton Keynes Council, 2006)
- Housing Strategy 2005-2008. (Milton Keynes Council, 2005).

- Three Year Plan for Adult Education (Milton Keynes Council, 2004)
- Social Atlas 2006 (Milton Keynes Council and Milton Keynes Primary Care Trust, 2006)
- Milton Keynes Community Strategy – Our Handbook for Change - 2004 - 2034 (Milton Keynes Local Strategic Partnership, 2002)
- From New Town to International City [Milton Keynes Economic Vision] (Milton Keynes Economy and Learning Partnership and South East England Development Agency, 2004)
- From New Town to International City – the transformation years: Strategic Plan 2005-2010 (Milton Keynes Economy and Learning Partnership, 2005)
- Business Plan 2007/08-2011/12 (Milton Keynes Partnership, 2007)
- Business Plan and Budget 2009/10 (Milton Keynes Economy and Learning Partnership, 2009)
- The Milton Keynes Tariff (English Partnerships and Milton Keynes Partnership, 2007)
- MK2031 - The New Plan for Milton Keynes Draft Directions Papers [various] (Milton Keynes Partnership, 2005)
- MK2031 - A New Plan for Milton Keynes – Options for Growth Technical Report (Milton Keynes Partnership, 2005)
- MK2031 - Options for Growth – A New Plan for Milton Keynes [Leaflet] (Milton Keynes Partnership, 2005)
- MK2031 - The New Plan for Milton Keynes - A Strategy for Growth to 2031 (Milton Keynes Partnership, 2006)
- MK2031 - The New Plan for Milton Keynes - A Strategy for Growth to 2031: Sustainability Appraisal (Milton Keynes Partnership, 2006)
- Statement from the Peer Review Group on the Draft Growth Strategy for Milton Keynes (Milton Keynes Partnership, 2006)
- Milton Keynes Long Term Growth Strategy Review (Colin Buchanan and Partners for Buckinghamshire County Council and Aylesbury Vale District Council, 2007)
- Critique of the Buchanan Study – relating to their review of the Milton Keynes Long Term Growth Strategy (GVA Grimley for Milton Keynes Council, 2007)
- Milton Keynes Employment Land Study (Milton Keynes Partnership, 2007)
- Milton Keynes Transport Strategy Review (Milton Keynes Partnership, 2008)
- Milton Keynes Local Housing Assessment (Opinion Research Services, 2006)
- Energy Review and Energy Strategy (Milton Keynes Energy Agency, 2002)
- Bucks and Milton Keynes Biodiversity Action Plan 2000 – 2010 (Bucks County Council, 2004)
- Environmental Character and Green Infrastructure Suite (River Nene Regional Park)
- Bedfordshire and Luton Strategic Green Infrastructure Plan (Bedford and Luton Green Infrastructure Consortium, 2007)
- Improving Lives, Closing the Gap – Milton Keynes Social Inclusion and Health Inequalities Strategy and Action Plan 2006-2009 (Milton Keynes Primary Care Trust, Milton Keynes Partnership and Milton Keynes Council, 2006)
- Community Safety Strategy 2005-2008 – Reducing crime and disorder in Milton Keynes (Milton Keynes Community Safety Partnership, 2005)
- Tattenhoe Park Development Framework (Milton Keynes Partnership, 2006)
- Milton Keynes Local Landscape Designations Study (The Landscape Partnership, 2006)
- Milton Keynes Draft Landscape Character Assessment (The Landscape Partnership, 2007)
- Core Strategy Preferred Options: Housing Land Supply and Delivery (Milton Keynes City) – Technical Background Paper (Milton Keynes Council, 2007)
- Core Strategy Preferred Options: Rural Area Spatial Options – Technical Background Paper (Milton Keynes Council, 2007)
- Core Strategy Preferred Options: Landscape Character – Technical Background Paper (Milton Keynes Council, 2007)

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- Wolverton Regeneration Strategy (Milton Keynes Council, English Partnerships, Wolverton and Greenleys Town Council, SEEDA, 2004)
- Bletchley Regeneration Study (EDAW, 1999)
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- Milton Keynes Urban Capacity Study (Entec, 2001)
- Milton Keynes Retail Needs Assessment 2006 (Milton Keynes Partnership, 2006)
- A Strategic Plan for the Green Estate (Milton Keynes Parks Trust, 2006)
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- Job Centre Plus Business Plan 2005-2007 (Department for Work and Pensions, 2007)
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- Milton Keynes and Aylesbury Growth Area Studies (Roger Tym & Partners, 2003)
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- Milton Keynes Walking Strategy (Milton Keynes Council, 2003)
- Milton Keynes Open Space Strategy (Milton Keynes Council, 2007)
- Milton Keynes Cultural Strategy 2006-2012 (Milton Keynes Council, 2006)
- Milton Keynes Cultural Strategy 2006-2012, Year 1 Review (Milton Keynes Council, 2008)
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- Milton Keynes Long Term Economic Vision - Review of Transformational Projects and Strategic Actions (Milton Keynes Economy and Learning Partnership, 2008)
- Milton Keynes Economy Review - January 2009 (South East England Development Agency, 2009)
- Milton Keynes Council Plan 2009-2011 (Milton Keynes Council, 2009)
- 2020 Vision - Towards a University of Milton Keynes (Milton Keynes Higher Education Strategic Development Board, 2009)

### Appendix C Local Plan Policies to be replaced in the Development Plan

This table indicates which Local Plan policies will be deleted from the Development Plan for Milton Keynes when this Core Strategy is adopted. Some Local Plan policies are directly replaced by Core Strategy policies and in these cases, those replacement policies are specifically identified. However, in other cases, Local Plan policies are replaced by the overall principles of this Core Strategy, or a combination of Core Strategy policies.

Further, for the remaining Local Plan policies, the future Development Plan Document which will consider their replacement is identified. This does not necessarily mean a replacement policy will be included in all cases, but indicates that the issue or site covered by that Local Plan policy will be explored as part of the DPD preparation.

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future DPD
<b>S1</b>	<b>General Principles</b>	<b>Replaced by Core Strategy - Policy CS1</b>
<b>S3</b>	<b>City Expansion Areas</b>	<b>Replaced by Core Strategy - Policy CS1</b>
<b>S4</b>	<b>Phasing of the City Expansion Areas</b>	<b>Replaced by Core Strategy - Policy CS1</b>
<b>S5</b>	<b>Central Milton Keynes</b>	<b>Replaced by Core Strategy - Policy CS7</b>
S6	Bletchley	Development Management DPD
<b>S7</b>	<b>Key Settlements</b>	<b>Replaced by Core Strategy - Policy CS1</b>
<b>S8</b>	<b>Selected Villages</b>	<b>Replaced by Core Strategy - Policy CS1 and CS9</b>
<b>S9</b>	<b>Other Villages</b>	<b>Replaced by Core Strategy - Policy CS1 and CS9</b>
S10	Open Countryside	Development Management DPD
S11	Areas of Attractive Landscape	Development Management DPD
S12	Linear Parks	Development Management DPD
S13	<i>Areas Liable to Flooding</i>	<i>Deleted 2008</i>
S14	<i>Protection of the Best and Most Versatile Agricultural Land</i>	<i>Deleted 2008</i>
D1	Impact of Development Proposals on Locality	Development Management DPD
<b>D2a</b>	<b>Urban Design Aspects of New Development</b>	<b>Replaced by Core Strategy - Policy CS13</b>
D2	Design of Buildings	Development Management DPD
D3	Canalside Development	Development Management DPD
<b>D4</b>	<b>Sustainable Construction</b>	<b>Replaced by Core Strategy - Policy CS14</b>
D5	Renewable Energy	Development Management DPD
D6	Mains and Telecommunications Services	Development Management DPD
D7	Telecommunications Masts	Development Management DPD
D8	Temporary Buildings	Development Management DPD
HE1	Protection of Archaeological Sites	Development Management DPD
HE2	Buildings of Special Architectural or Historic Interest (Listed Buildings)	Development Management DPD
HE3	Demolition of a Listed Building	Development Management DPD
HE4	Extension or Alteration of a Listed Building	Development Management DPD
HE5	Development Affecting the Setting of a Listed Building	Development Management DPD
HE6	Conservation Areas	Development Management DPD
HE8	Protection of Historic Parks and Gardens	Development Management DPD
NE1	Nature Conservation Sites	Development Management DPD
NE2	Protected Species	Development Management DPD
NE3	Biodiversity and Geological Enhancement	Development Management DPD
NE4	Conserving and Enhancing Landscape Character	Development Management DPD
T1	The Transport User Hierarchy	Development Management DPD
T2	Access for those with Impaired Mobility	Development Management DPD
T3	Pedestrians and Cyclists	Development Management DPD
T4	Pedestrians and Cyclists	Development Management DPD
T5	Public Transport	Development Management DPD
<b>T6</b>	<b>Transport Interchanges</b>	<b>Replaced by Core Strategy - Policy CS11</b>
T7	Park and Ride	Development Management DPD or Site Allocations DPD
T8	Rail and Canal Freight	Development Management DPD or Site Allocations DPD
T9	The Road Hierarchy	Development Management DPD
T10	Traffic	Development Management DPD
T11	Transport Assessments and Travel Plans	Development Management DPD

## Appendix C . Local Plan Policies to be replaced in the Development Plan

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future DPD
T12	Major Transport Schemes	Development Management DPD or Site Allocations DPD
T13	Transport Reservations	Development Management DPD or Site Allocations DPD
T14	Roadside Services	Development Management DPD
T15	Parking Provision	Development Management DPD
T16	Lorry Parks	Development Management DPD
T17	Traffic Calming	Development Management DPD
EA1	Expansion Areas	Development Management DPD or Site Allocations DPD
EA2	Expansion Areas	Development Management DPD or Site Allocations DPD
EA3	Eastern expansion area (Site MK1)	Site Allocations DPD
EA4	North of A421, East of Fen Farm	Site Allocations DPD
<b>EA4A</b>	<b>New Strategic Reserves</b>	Site Allocations DPD <b>Partly covered by Core Strategy - Policy CS5<sup>(1)</sup></b>
EA5	Western Expansion Area (Site MK2)	Site Allocations DPD
EA6	Northern Expansion Area (Site MK3)	Site Allocations DPD
EA7	Land at Stantonbury Park Farm (Site MK24)	Site Allocations DPD
KS1	Newton Leys (Site MK4)	Site Allocations DPD
KS2	<i>Wavendon Tower (Site MK5)</i>	<i>Deleted 2008</i>
KS3	Linford Lakes Area	Site Allocations DPD
KS4	<i>Ashland (Site MK6)</i>	<i>Deleted 2008</i>
KS5	<i>Bletchley Park Area (Site MK7)</i>	<i>Deleted 2008</i>
KS6	Wolverton Development Framework Area	Site Allocations DPD
H1	Land Allocated for Housing	Site Allocations DPD
H1A	Priority Housing Sites	Site Allocations DPD
H2	Priority Housing Requirements	Development Management DPD
<b>H3</b>	<b>Affordable Housing: Definition</b>	<b>Replaced by Core Strategy and covered by PPS3</b>
H4	Affordable Housing: Target and Site Thresholds	Development Management DPD
H5	Affordable Housing: Site and Market Conditions	Development Management DPD
H6	Rural Housing Needs	Development Management DPD
H7	Housing on Unidentified Sites	Development Management DPD
H8	Housing Density	Development Management DPD
H9	Housing Mix	Development Management DPD
H10	Subdivision of Dwellings and Houses in Multiple Occupation (HiMOs)	Development Management DPD and future SPD
H11	<i>Low Impact Dwellings in the Open Countryside</i>	<i>Deleted 2008</i>
H12	Sites for Travellers	Development Management DPD or Site Allocations DPD
H13	<i>Wintering Quarters for Travelling Showpeople</i>	<i>Deleted 2008</i>
Site MK9	<i>Bradville – Althorpe Crescent</i>	<i>Deleted 2008</i>
Site MK11	Stantonbury – West of Redbridge	Site Allocations DPD
Site MK12	Stony Stratford – London Road	Site Allocations DPD
Site MK19	<i>Fenny Stratford: Former Reckitt and Coleman Site, Watling Street</i>	<i>Deleted 2008</i>
Site MK20	<i>Bletchley: Former Polar Ford Site and Adjoining Land, Buckingham Road/Newton Road</i>	<i>Deleted 2008</i>
Site MK21	Fenny Stratford: r/o Penn Road	Site Allocations DPD
Site MK22	Fenny Stratford: Lathams, Simpson	Site Allocations DPD
Site MK23	Stony Stratford: Stratford House	Site Allocations DPD
Site NP1	Police Station Houses, High Street	Site Allocations DPD
Site NP2	Former Taylors Mustard Factory, Union Street	Site Allocations DPD
Site NP4	<i>Former Renny Lodge Hospital, London Road</i>	<i>Deleted 2008</i>
Site WS1	Nampak (and adjoining land), Station Road	Site Allocations DPD
Site OY2	<i>North of Aspreys, Yardley Road</i>	<i>Deleted 2008</i>
Site OY4	<i>Land off Austen Avenue</i>	<i>Deleted 2008</i>

1 Local Plan Policy EA4A 'New Strategic Reserves' identifies four Strategic Reserves. Three of these are now covered by Core Strategy Policy CS4, however Local Plan Policy EA4A will remain in place for Strategic Reserve SR5 - Tickford Fields Farm and land adjoining, North Crawley Road, Newport Pagnell.



## Appendix C . Local Plan Policies to be replaced in the Development Plan

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future DPD
Site HP1	Cuckoo Hill Farm, Castlethorpe Road	Site Allocations DPD
Site HP5	Land adjacent Old Vicarage, Park Road	Site Allocations DPD
Site BB1	Blind Pond Farm, Woburn Sands Road	Site Allocations DPD
E1	Protection of Existing Employment Land	Development Management DPD
E2	New Employment Sites in Milton Keynes City	Development Management DPD or Site Allocations DPD
E3	<i>New Employment Site in Olney Key Settlement</i>	<i>Deleted 2008</i>
E4	<i>Employment Development in the Town, District and Local Centres</i>	<i>Deleted 2008</i>
E5	Re-use of Rural Buildings	Development Management DPD
E6	New Buildings for Employment Uses in the Open Countryside	Development Management DPD
E7	Retailing on Employment Land	Development Management DPD
E8	Sites for Bad Neighbour Uses	Development Management DPD
E9	Controlling the Risk of Pollution	Development Management DPD
E10	Working From Home	Development Management DPD
E11	Protection of Small Business Units	Development Management DPD
E12	Land for Large Footprint Employment	Development Management DPD or Site Allocations DPD
E13	Large Footprint Employment Area: Planning Requirements	Development Management DPD or Site Allocations DPD
E15	Large Footprint Employment: Individual Sites and Buildings	Development Management DPD or Site Allocations DPD
TC1	Character & Function of the Shopping Hierarchy	Development Management DPD
VS1	New Village Shops	Development Management DPD
VS2	Existing Village Shops, Public Houses and Post Offices	Development Management DPD
LC1	New Local Centres	Development Management DPD or Site Allocations DPD
LC2	Non Retail Uses in Local Centres	Development Management DPD
LC3	New Development in Local Centres	Development Management DPD
DC1	Kingston District Centre	Development Management DPD or Site Allocations DPD
DC2	Westcroft District Centre	Development Management DPD or Site Allocations DPD
TC1	Olney Town Centre	Development Management DPD or Site Allocations DPD
TC2	Olney Town Centre	Development Management DPD or Site Allocations DPD
TC3	Stony Stratford Town Centre	Development Management DPD or Site Allocations DPD
TC4	Stony Stratford Town Centre	Development Management DPD or Site Allocations DPD
TC5	Woburn Sands Town Centre	Development Management DPD or Site Allocations DPD
TC6	Woburn Sands Town Centre	Development Management DPD or Site Allocations DPD
TC7	Newport Pagnell Town Centre	Development Management DPD or Site Allocations DPD
TC8	Newport Pagnell Town Centre	Development Management DPD or Site Allocations DPD
TC9	Newport Pagnell Town Centre	Development Management DPD or Site Allocations DPD
TC10	Newport Pagnell Town Centre	Development Management DPD or Site Allocations DPD
TC11	Wolverton Town Centre	Development Management DPD or Site Allocations DPD
TC13	Wolverton Town Centre	Development Management DPD or Site Allocations DPD
TC14	Bletchley Town Centre	Development Management DPD or Site Allocations DPD
TC15	Bletchley Town Centre	Development Management DPD or Site Allocations DPD
TC16	Bletchley Town Centre	Development Management DPD or Site Allocations DPD
TC17	Bletchley Town Centre	Development Management DPD or Site Allocations DPD
TC18	Non-Retail Uses on Ground Floors in Town Centres	Development Management DPD
TC19	Housing in Town, District and Local Centres	Development Management DPD
CC1	Shopping	Development Management DPD or CMK SPDs
CC2	Shopping	Development Management DPD or CMK SPDs
<b>CC3</b>	<b>CMK Development Framework</b>	<b>Replaced by Core Strategy - Policy CS7</b>
CC5	Office Development	Development Management DPD or CMK SPDs
CC6	Non-Retail Uses in the CMK Shopping Building and Midsummer Place	Development Management DPD or CMK SPDs
CC7A	Key Transport Principles	Development Management DPD or CMK SPDs
CC7C	Key Principles for Parking	Development Management DPD or CMK SPDs
CC8	Design and Layout	Development Management DPD or CMK SPDs
CC9	Design of New Buildings	Development Management DPD or CMK SPDs

## Appendix C . Local Plan Policies to be replaced in the Development Plan

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future DPD
CC10	Planning Obligations Policies in CMK	Development Management DPD or CMK SPDs
CC7B	City Spine	Development Management DPD or CMK SPDs
CC11	Central Business District	Development Management DPD or CMK SPDs
CC12	Sustainable Residential Quarter	Development Management DPD or CMK SPDs
CC13	City Core Quarter	Development Management DPD or CMK SPDs
CC14	Station Square Quarter	Development Management DPD or CMK SPDs
CC15	Enterprise and Knowledge Quarter	Development Management DPD or CMK SPDs
CC16	North West Quarter	Development Management DPD or CMK SPDs
CC4	Campbell Park Quarter	Development Management DPD or CMK SPDs
CC17	CBX 3	Development Management DPD or CMK SPDs
CC18	Block D4	Development Management DPD or CMK SPDs
CC19	Park Gateway	Development Management DPD or CMK SPDs
R1	Major Retail Proposals	Development Management DPD
R2	Retail Warehousing	Development Management DPD
R3	Car-Related Retail Uses	Development Management DPD
R4	Forecourt Shops at Petrol Filling Stations	Development Management DPD
R5	Garden Centres	Development Management DPD
R6	Retail Uses in the Open Countryside	Development Management DPD
L1	Facilities Acceptable in the Parks System	Development Management DPD
L2	Protection of Public Open Space and Existing Facilities	Development Management DPD
L3	Standards of Provision	Development Management DPD
L4	Sites Allocated for New Facilities	Development Management DPD or Site Allocations DPD
L5	Golf Courses	Development Management DPD
L6	Horse-Related Development	Development Management DPD
L7	Criteria for the Location of Water Sports	Development Management DPD
L8	Criteria for the Location of Noisy Sports	Development Management DPD
L9	Arts, Entertainment and Commercial Leisure Facilities	Development Management DPD
L10	Visitor Accommodation	Development Management DPD
L11	Camping and Touring Caravans	Development Management DPD
L12	Milton Keynes Bowl and Elfield Park	Development Management DPD or Site Allocations DPD
L13	Multi-Purpose Sports and Spectator Events Stadium	Development Management DPD
C1	Location of Community Facilities	Development Management DPD
C2	Loss of Community Facilities	Development Management DPD
C3	Meeting Halls/Community Centres	Development Management DPD
C4	Education	Development Management DPD
C5	Health and Community Care Facilities	Development Management DPD
C6	Childcare Facilities	Development Management DPD
C7	Burial and Memorial Grounds	Development Management DPD
C8	<i>Burial and Memorial Grounds</i>	<i>Deleted 2008</i>
C9	Reserve Sites	Development Management DPD or Site Allocations DPD
C10	Libraries	Development Management DPD
<b>PO1</b>	<b>General Policies</b>	<b>Replaced by Core Strategy - Policy CS21</b>
<b>PO2</b>	<b>General Policies</b>	<b>Replaced by Core Strategy - Policy CS21</b>
PO3	Provision of Small Business Units	Development Management DPD
PO4	Percent for Art	Development Management DPD

Appendix D Risks, Actions and Contingencies

Table D.1

Objective	Delivery Policies	Risks and Events	Actions & Contingencies
1	When policy order is complete	<ul style="list-style-type: none"> <li>Housing market fails to improve resulting in annual completions consistently more than 20% below the housing trajectory</li> <li>Some existing allocations and permissions prove to be unviable</li> <li>Large strategic sites not being delivered or are being delivered to slowly</li> <li>A421 improvements delayed impacting on the delivery of later phases of the South East SDA</li> <li>Release too much land at once in the rural area resulting in well over 120 dwellings per annum being delivered</li> </ul>	<ul style="list-style-type: none"> <li>Work with landowners, developers and JD Ts to help unblock schemes and assist in land assembly</li> <li>Early engagement of key stakeholders in creating the development framework for the South East SDA</li> <li>Undertake viability assessments to identify cause of slow completions rate</li> <li>Continue to monitor and update the housing land supply through the SHLAA and JHDT</li> <li>Consider allocation of additional sites in a review of the Site Allocations DPD if further land release is deemed necessary</li> <li>Revise development frameworks and masterplans</li> <li>Focus available resources on key projects, such as the A421, to ensure on-time delivery</li> <li>Phase development in the South East SDA to maximise development that can be completed without works to the A421</li> <li>For the rural area, have a controlled release of sites in reviews of the Site Allocations DPD to ensure that development is phased over the life of the plan</li> <li>If multiple actions do not succeed, then consider an early review of the Core Strategy</li> </ul>
2		<ul style="list-style-type: none"> <li>South West SDA and Central Bedfordshire portion of the South East SDA are slow in coming forward</li> <li>Development in the South West SDA and Central Bedfordshire portion of the South East SDA are masterplanned out of character with Milton Keynes</li> </ul>	<ul style="list-style-type: none"> <li>Work with adjoining authorities, landowners, developers and JD Ts to help unblock schemes and assist in land assembly</li> <li>Actively engage with adjoining authorities and developers during the development framework process</li> </ul>

## Appendix D . Risks, Actions and Contingencies

Objective	Delivery Policies	Risks and Events	Actions & Contingencies
3		<ul style="list-style-type: none"> <li>Mismatch between available employment sites and those required by business</li> <li>Job growth does not meet target of 1.5 new jobs per dwelling resulting in increased out-commuting and unemployment</li> <li>Available employment locations not desirable to developers</li> </ul>	<ul style="list-style-type: none"> <li>Consider changing employment allocations through the Site Allocations DPD (or future reviews)</li> <li>Work with MKP as the major landowner to progress development of a range sites</li> <li>Create incentives for business to locate in Milton Keynes</li> <li>Work on support mechanisms for existing small and medium businesses</li> <li>Regularly update Employment Land Reviews</li> <li>Work with partners, such as Invest MK, to market MK as a desirable employment location</li> <li>Investigate opportunities to consider allocating housing sites that are not coming forward as employment sites</li> </ul>
4		<ul style="list-style-type: none"> <li>Insufficient funding secured for progression of Milton Keynes University project</li> </ul>	<ul style="list-style-type: none"> <li>Work with MKELP and other delivery partners to secure further funding for the project</li> <li>Investigate what further roles MK College and the Open University can contribute</li> </ul>
5		<ul style="list-style-type: none"> <li>Development pressure for retail, cultural and leisure uses in other areas of the borough</li> <li>Residential growth in CMK slows</li> <li>Other locations in the borough prove more attractive for major office schemes</li> </ul>	<ul style="list-style-type: none"> <li>Revise CMK SPDs</li> <li>Work with MKP as the major landowner to promote CMK</li> <li>Revise development frameworks and masterplans to consider change in markets</li> <li>Work with DC Officers and Members to deliver policy effectively</li> <li>Work with partners to promote CMK and improve the image of the city</li> </ul>
6		<ul style="list-style-type: none"> <li>Despite policy, services and facilities in rural locations are lost</li> </ul>	<ul style="list-style-type: none"> <li>Early engagement with service providers, such as the NHS and Post Office, and the private sector to ensure continued service provision</li> <li>Consider need for additional allocations in rural locations to support services and facilities</li> </ul>

Objective	Delivery Policies	Risks and Events	Actions & Contingencies
7		<ul style="list-style-type: none"> <li>Reduced availability of funding results in difficulty in delivering outcomes</li> </ul>	<ul style="list-style-type: none"> <li>Identify key priorities so funding is focused to deliver the most important outcomes</li> <li>Seek alternative funding sources</li> <li>Consider developing AAPs for regeneration areas to evaluate options</li> </ul>
8		<ul style="list-style-type: none"> <li>Change in housing need</li> <li>House types delivered by developers do not meet housing needs</li> <li>Low completion rates of affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>Ensure SHMA is regularly updated</li> <li>Ensure masterplans and development frameworks are in-line with housing need; if not then review</li> <li>Work with DC officers, Members and Developers to ensure house types are in-line with requirements</li> <li>Work with MKP and RSLs to identify funding for affordable housing</li> <li>Ensure affordable housing is not compromised in section 106 negotiations</li> </ul>
9		<ul style="list-style-type: none"> <li>Modal shift from cars to public transport, walking and cycling fails to increase significantly</li> <li>Congestion increases are much higher than forecast reducing the capacity of the grid road system</li> </ul>	<ul style="list-style-type: none"> <li>Revisit parking, bus, walking and cycling strategies to encourage use of public transport, if they are deemed not to be working</li> <li>Revise transport models</li> <li>Work with transport colleagues to review transport strategy</li> <li>Implement further demand management measures to reduce/limit congestion</li> <li>Review programme of highway improvements in the MKP Local Investment Plan</li> </ul>
10		<ul style="list-style-type: none"> <li>High sustainable construction standards affect viability of development</li> <li>Waste to landfill is not significantly reduced</li> </ul>	<ul style="list-style-type: none"> <li>Conduct further viability analysis of sustainable construction standards</li> <li>Consider introducing flexibility in the requirements</li> <li>Review sustainable construction requirements in separate DPD</li> <li>Ensure layout and design of development promotes recycling</li> </ul>

## Appendix D . Risks, Actions and Contingencies

Objective	Delivery Policies	Risks and Events	Actions & Contingencies
			<ul style="list-style-type: none"> <li>Through the Code for Sustainable Homes ensure that house buyers have information and adequate recycling facilities</li> <li>Consider a review of the Waste DPD</li> </ul>
11		<ul style="list-style-type: none"> <li>Due to delays and economic circumstances services, facilities and open space are not implement on site when development of the first homes in new communities begins</li> </ul>	<ul style="list-style-type: none"> <li>Work with delivery partners so that priority services are provided early in new communities to ensure that their use is taken up</li> </ul>
12		<ul style="list-style-type: none"> <li>Building for Life surveys indicate standards of design in new developments has not been raised</li> </ul>	<ul style="list-style-type: none"> <li>Work with DC Officers, Urban Design Officers, Developers and Members to ensure substandard design is not accepted</li> <li>Ensure masterplans and design codes are applied</li> <li>Consider further design related SPDs</li> </ul>
13		<ul style="list-style-type: none"> <li>Pressure to develop additional sites potentially threatens areas of architectural quality and character</li> <li>Development pressure "<b>impacts</b>" on the unique features of the New Town</li> </ul>	<ul style="list-style-type: none"> <li>Ensure the SA process takes account of urban character when examining potential sites</li> <li>Ensure through rigorous implementation of the policy that development is sensitive to existing character and context</li> </ul>
14		<ul style="list-style-type: none"> <li>Pressure to develop in areas of important biodiversity or landscape character</li> <li>Quality open space and green infrastructure is not delivered at appropriate levels in new development due to funding</li> </ul>	<ul style="list-style-type: none"> <li>Prioritise the delivery of open space in new developments</li> <li>Seek additional funding from the Growth Area Fund and seek other sources</li> <li>Resist development pressures through effective development management policies and working with the Parks Trust, DC Officers and Members</li> </ul>
15		<ul style="list-style-type: none"> <li>Minerals DPDs setting out core policies for the borough are delayed</li> </ul>	<ul style="list-style-type: none"> <li>Prioritise documents in the LDS</li> </ul>
16		<ul style="list-style-type: none"> <li>Key infrastructure projects set out in the MKP Local Investment Plan are delayed</li> <li>Reduced funding for growth infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Early engagement with infrastructure providers to seek out further requirements for development</li> <li>Identify key requirements and prioritise funding towards them</li> </ul>

Objective	Delivery Policies	Risks and Events	Actions & Contingencies
		<ul style="list-style-type: none"> <li>• Failure to agree a new Tariff Framework for the South East SDA</li> <li>• Suite of planning obligations affect viability of development</li> </ul>	<ul style="list-style-type: none"> <li>• Early negotiation of a new tariff for the South East SDA highlighting to developers the benefits of certainty</li> <li>• Identify key developer contribution priorities</li> <li>• Consider revising developer contribution SPDs</li> </ul>