

Key Policy from Plan:MK that has influenced the Concept Layout Options for the South East MK Strategic Urban Extension

POLICY SD1: PLACEMAKING PRINCIPLES FOR DEVELOPMENT

The structure and layout of development within or adjoining the urban area of Milton Keynes is based on the principles that have shaped the original city, especially the grid road system, redways, linear parks and strategic, integrated flood management

Development promotes good physical and mental health, with places and routes that are safe and perceived to be safe by creating passive surveillance and active frontages.

Development integrates well with the surrounding built and natural environments to enable a high degree of connectivity with them, particularly for pedestrians and cyclists and for access to connected green infrastructure for people and wildlife.

Existing natural assets including green infrastructure features connections and functions should be identified prior to development; and enhanced, extended, protected and connected appropriately – i.e. designed and planned for so it provides multiple benefits to the environment and wildlife, also to the health and wellbeing of residents and to supporting the local economy.

Shops, facilities and public transport stops are located in the most accessible locations, with the layout of development and network of routes designed to provide direct, safe and pleasant routes for pedestrians and cyclists.

Where appropriate, different character areas are created through the use of varied densities,

The layout and design of development enables easy, safe and pleasant access for pedestrians and cyclists of all abilities from residential neighbourhoods to the facilities including the redway network, open spaces and play areas, linear parks and the wider network of green infrastructure, public transport nodes, employment areas, schools, shops and other public facilities in order to promote recreation, walking and cycling within the development area and wider area.

Opportunities for community cohesion should be maximised through the creation of permeable environments in new developments that will encourage people to get outdoors for recreation, social interaction, and to move around by non-vehicular means.

Impacts on the road network have been thoroughly identified through appropriate technical assessments and appropriate mitigation measures and improvements to the road network and public transport have been identified and incorporated into the development or the wider area as required.

Policy SD9: GENERAL PRINCIPLES FOR STRATEGIC URBAN EXTENSIONS

To provide the necessary social, grey and green infrastructure at the appropriate stage, rate and scale to support the proposed development, in accordance with an approved Infrastructure Delivery Plan. Strategic Urban Extensions will be expected to make a contribution proportionate to its

scale and impact for the delivery of strategic infrastructure requirements identified in the Local Investment Plan.

Design, land use, transport routes and mobility measures that integrate the Strategic Urban Extension with the existing built up area and enable future expansion beyond the Strategic Urban Extension where appropriate.

Where national planning policy indicates that urban expansion beyond the Strategic Urban Extension would be inappropriate and should be restricted, then the Strategic Urban Extension should incorporate layout and design features that create a permanent long-term development boundary.

A green infrastructure and open space strategy to improve biodiversity, provide advanced structural planting, extend the “forest city” concept, create green road and street scenes, and incorporate public art and leisure and recreation facilities.

Policy SD11: SOUTH EAST STRATEGIC URBAN EXTENSION

Ensure development is well connected and integrated with adjacent grid squares, public transport services and the strategic and local highway grid network in line with the Council’s Mobility Strategy. Provision of grade separated crossings of the railway should be provided or retained as appropriate to ensure connectivity of the southern areas of the site with the remainder of the site and the city to the north in line with policies CT1-CT3 and CT5. The number, location and purpose of any such crossings will be set out within the development framework.

Incorporate buffer areas, structural landscaping and strategic green infrastructure within the site to prevent coalescence with Woburn Sands and Bow Brickhill, respect and reinforce the distinct character of Wavendon, Woburn Sands and Bow Brickhill, ensure ecological connectivity, and mitigate any harm caused to the Brickhills area and wider landscape character.

Policy SD9: GENERAL PRINCIPLES FOR STRATEGIC URBAN EXTENSIONS

Design, land use, transport routes and mobility measures that integrate the Strategic Urban Extension with the existing built up area and enable future expansion beyond the Strategic Urban Extension where appropriate.

Policy INF1: DELIVERING INFRASTRUCTURE

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

1. Already in place; or,
2. There is a reliable mechanism in place to ensure that infrastructure, facilities and resources will be delivered in the most appropriate places and at the earliest opportunity, to the required minimum high standards demanded by this Council and its partners. This might include improvements for highway schemes such as bus and rail provisions and enhancement for walking and cycling facilities,

or the provision of improved and better connected green infrastructure, local health, shopping and recreational facilities.

Policy NE4 GREEN INFRASTRUCTURE

The network of green infrastructure throughout the Borough will be protected, extended and enhanced for its biodiversity, recreational, accessibility, health and landscape value and for the contribution it makes towards combating climate change. This is in accordance with the vision and principles (and the large-scale zone maps of Green Infrastructure Opportunity(39)) set out by the Buckinghamshire and Milton Keynes NEP.

Development proposals will provide new green infrastructure or, if it is not possible, will contribute to the enhancement and strengthening of existing green infrastructure to provide wellbeing benefits to people through access to nature.

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Development proposals will ensure that existing ecological networks are identified and wherever possible maintained to avoid habitat fragmentation, and that ecological corridors, including water courses, form an essential component of their green infrastructure provision to support habitat connectivity.

Green infrastructure protection, improvements and creation must be prioritised in locations where it can deliver most benefits. It should be multi-functional to deliver as many ecosystem services as the site requires, for example flood mitigation, access to nature (wellbeing benefits), plants for pollinators, carbon sequestration, and habitat for wildlife.

The existing network of linear parks and linked parks and green spaces will be extended into the urban extensions and along the Ouse and Ouzel Valleys to the north to provide a well connected network of green infrastructure that:

1. Is strategically planned.
2. Is attractive and enhances the surrounding landscape.
3. Is safe and well used for recreation.
4. Meets the needs of existing and future residents.
5. Is designed to provide a range of ecosystem services e.g. manage flood risk or provide flower rich habitats that supports a diverse range of pollinators.
6. Is designed to support mitigation and adaptation to climate change e.g. through vegetation for carbon uptake (carbon sequestration).
7. Achieves a net gain in biodiversity.
8. Is managed into the long-term.
9. Where possible improves connectivity with other green infrastructure networks e.g. by linkages to the urban parks.
10. Where appropriate explores economic opportunities that will support the network's sustainability – for example in conservation, agriculture, renewable energy or outdoor environmental education or recreation; such activity must not result in a negative impact to the integrity of the network, the ecosystem services provided or on biodiversity.

Where green infrastructure is provided outside the linear parks system, applicants should detail how it will address the above requirements.

Policy NE6: ENVIRONMENTAL POLLUTION – NOISE AND VIBRATION

Proposals adjacent or within 100m of existing or proposed major roads, heavily trafficked roads, and railways will be required to adopt setbacks and landscaping measures to provide screening and acoustic buffers to protect the amenity of proposed buildings and areas of outdoor amenity space.

Policy CT1: SUSTAINABLE TRANSPORT NETWORK

A. The Council will promote a sustainable pattern of development in Milton Keynes, minimising the need to travel and reducing dependence on the private car.

1. Promote a safe, efficient and convenient transport system
2. Promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car
3. Promote improved access to key locations and services by all modes of transport and ensure good integration between transport modes
4. Manage congestion and provide for consistent journey times
5. Promote and improve safety, security and healthy lifestyles

Policy CT5: PUBLIC TRANSPORT

Where appropriate and necessary, all houses and most other developments must be no more than 400m from a bus stop;

4. Bus stops must have good pedestrian access, be open to public supervision and be sheltered where appropriate; and
5. Specific consideration must be given to the provision of public transport services in planning new development.

Policy CT3: WALKING AND CYCLING

The layout of the external environment, including links to adjoining areas should provide attractive, convenient, direct, safe, secure and easy-to follow pedestrian and cycle routes that are well connected to the existing network.

2. Incorporate measures to minimise vehicle speed and give priority to pedestrians and cyclists;
3. Create safe, well lit, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services.

Policy CT8: GRID ROAD NETWORK

Opportunities for extending the grid road system design and redway super network route into any major new development areas will be required to ensure that the grid continues to function effectively and sufficient land/corridors are safeguarded for future highway/transit links around the district to accommodate and manage increased travel demands changing and future travel demands.

Grid Road reserves will be identified in order to safeguard further potential extension of the grid and enable future development to access the grid.

In order to improve pedestrian safety, in line with the Planning Manual, development incursions would be considered permissible within the grid road reserves at “points of connection”, for example where redways pass underneath the grid road and at bus stops. This might include local centres and housing which should be designed to provide surveillance over the underpass or bus stop. This development should not however constrain the overall 60m width such that it prejudices future transport systems from being implemented. The overall green character and multi-functional green infrastructure of the grid road reserves should also still be maintained. The effect should be a green corridor punctuated at “points of connection” by development. This development could also have the important benefit of assisting with wayfinding around the grid road system, especially for visitors;

There are cross-border locations where MK Council considers that the extension of the grid road network, as part of new or future development allocations, will provide benefits to both local communities in MK and those in the adjacent district, as well as provide much needed connections to the strategic road network. Milton Keynes Council will seek the safeguarding of grid road connections and extensions or reserves through joint working and consultation responses to neighbouring authorities’ local plan policy, or its response to planning applications in adjacent districts”

Policy EH7: PROMOTING HEALTHY COMMUNITIES

Creating safe residential environments and addressing the fear and perception of crime.

Securing good design that promotes walking and cycling

Creating and enhancing cycling and walking networks and their environments such as maintaining and extending the redway network into new developments

Policy D1: DESIGNING A HIGH QUALITY PLACE

A. Development proposals will be permitted if they meet the following objectives/principles:

1. The development proposals as a whole respond appropriately to the site and surrounding context.

The layout should maximise the surveillance of the public realm, prevention of crime and minimise the perception of crime.

Ease of movement by creating places that are permeable and well connected with a safe, attractive and convenient hierarchical network of routes that balances the provision for walking, cycling and public transport with that for private motor vehicles.

Policy D2: CREATING A POSITIVE CHARACTER

- A. Development proposals will be permitted if they meet the following objectives/principles:
 - 2. The character of the development is locally inspired where appropriate (for example in or adjacent to conservation areas, or in existing areas with a strong positive character).