

Foreword - the City that thinks differently

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
- **A city with rural surroundings** *[you need to add balance here] providing important health, community and economic assets but also facing a number of challenges in the rural-urban fringe around the city (also see new objective 13 in chapter 4)*

... 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 **south east** 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
- **Sub 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 MK’s young people 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 connections with our local towns, and 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 **should** continue in the next round of growth planned up to 2026.

- **The rural economy** -you need to add balance here] *has suffered with closures in Newport Pagnell (Plysu/ Nampak) and Woburn Sands (Aston Martin), but has benefited from growth in Olney town centre. We should continue to protect viable employment sites in the larger settlements in the countryside and we should maintain the success of the rural town centres into the future*
- **Infrastructure and delivery of services** - *the city has grown with major infrastructure (such as roads and schools) in place before developments have been completed (originally through the Development Corporation and later the New Towns Commission). This has continued in recent times through the innovative tariff arrangement with Milton Keynes Partnership and should continue in the next round of growth.*

1 Introduction

1.1 The Core Strategy is the principal spatial plan for the Borough. It sets out our vision of how it will be in the year 2026 and how we are going to get there. It provides the objectives and strategy for development of the Borough, and identifies the major areas where growth and change will take place (1). It also provides a spatial expression of the Sustainable Community Strategy and links together many other area or topic-based strategies adopted by the Council and our partner organisations. Other, more detailed, planning documents will follow on from the Core Strategy.

1.2 Key Issues that the Core Strategy addresses include: *[Can you link these issues to other issues identified in the text so that readers have a pretty clear idea, early in the text, of the total list of issues being tackled by the plan? Can you also give some idea of broad priorities within the list and link it to the vision, objectives, implementation and the timeline so readers can see how and when these issues are to be tackled?]* replace 1.2 with:

The objectives for the Core Strategy (in chapter 4) set out the measurable issues to assess the success of this document. They are developed from the 'Story of the Place' (chapter 2), the Context for the Core Strategy (in chapter 3) and the Vision at the beginning of chapter 4. Measurement of the objectives is covered in chapters 17 and 18. Key issues addressed in the Core Strategy objectives include:

- a. Setting high principles and standards for new development, including renewable energy and sustainable design, to help tackle climate change.
- b. Proposals for two Strategic Development Areas, to the south west and to the south east of the city. A consistent approach will be taken to planning both Strategic Development Areas despite them being split between different local authorities and regions. (The South West SDA is wholly within Aylesbury Vale District Council and the South East region). (The South East SDA is split into a part in Milton Keynes Council and the South East region and a part in Central Bedfordshire Council and the Eastern England region). *[text in brackets could be a footnote] agree*
- 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 basis** for seeking financial contributions from developers including the East-West rail link.

1.3 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 more than is required to continue the current growth rate of 1.5 new jobs per 1 new home.

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

1.5 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.

1.6 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 was deleted in the SEP. The Core Strategy reflects the final version of the SEP, which means that the possibility of a further SDA east of the M1 is deferred for possible consideration at a later date (alongside other options for the longer term growth of the city). *Work on assessing these options will begin during the plan period of this Core Strategy.*

1 There are three distinct areas referred to in the Core Strategy. **The city**, which is the urban area within the existing development boundary of Milton Keynes on the proposals map, the **South East Strategic Development Area**, which is greenfield land on the edge of the development boundary, and the **rural area**, which is all land outside the city and the proposed expansion area. The whole area makes up the **Borough**

1.7 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.

Role of the Development Plan

The national planning system is described as being 'plan-led' because Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires development control/management decisions to be made in accordance with particular policies in the Development Plan unless material considerations indicate otherwise. The material considerations could include more recent national planning policy or significant local issues that have arisen since the Development Plan was prepared.

2 Milton Keynes: The Story of the Place [as a general criticism, you do not talk about much of how society is structured or how it works in the Borough, nor do you contain many statistics which point to aspects of its 'local distinctiveness' that lead to MK not taking the national line on some issues.] *see additional sentences added to point 2.3 and car ownership figure set in national context at 2.12*

2.1 The city has grown from a collection of small towns and villages into a significant **sub-regional** centre in less than 40 years. *It is regarded as the largest and most successful British New Town of the 20th Century. It is located in one of the fastest growing sub-regions in Europe and is a key focus for growth in the South East of England, (see Figure 2.1). Outside the city, the surrounding rural area hasattractive countryside with a range of villages and small towns, which provide contrast to the new city.*

A growing and changing population

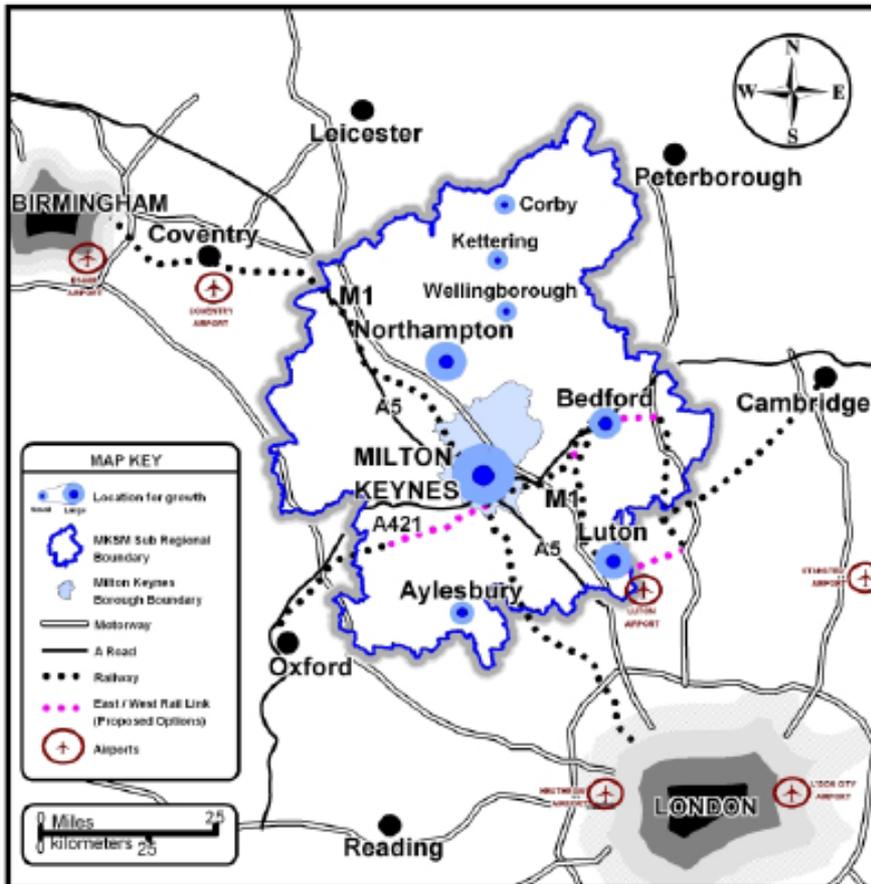
2.2 The scale and pace of development is unique in the UK, with around 2,500 to 3,000 new residents welcomed each year. *Since it was designated a New Town in 1967, the Borough's population has grown from 60,000 to over 228,000 (2007 estimate) and the city's population is approaching the level anticipated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

2.3 Growth will bring an additional 100,000 residents between 2006 and 2026, *so the Borough will have about 325,000 residents by 2026.* This has implications for the role of the city and its surroundings, how it functions and how it needs to be designed in the future. *Despite this recent growth there are strong communities in Milton Keynes. In the original development of the city, innovative schemes were introduced to help build new communities and this continues today. This community vibrancy continues to develop through culture, arts, sport and faith and helps provide people with a clear sense and pride of place.*

2.4 Around 16% of the population of the Borough live in *the rural area surrounding the city - in the towns of Newport Pagnell and Olney, and smaller settlements including Woburn Sands and Hanslope.*

2.5 The population is becoming more diverse with more than 20% of children from an ethnic minority community, compared to about 9% of the total population (MKi, 2008). 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 location, amount and type of services that are needed, and on the way that people will travel around and gain access to the facilities that are available.*

Picture 1 Regional Context



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[Map key - what does “East/West rail link proposed options” mean?] (Add clarification to notation with footnote to EW rail web site and make diagram larger)

Getting around

2.6 The Borough has the major benefit of its excellent location, roughly half way between London and Birmingham, with links by the M1 motorway and West Coast Mainline train service. Nearly 18 million people live within an hour and a half drive of Milton Keynes.

2.7 The South East Plan also positions the Borough at the centre of an arc between Oxford and Cambridge which gives opportunities for knowledge-based economic growth. Thus, transport links between the east and west of this arc are very important for the city’s promotion and growth, but are currently inadequate. This situation will be improved by proposals for an East - West rail link and new roads linking the A421 to the A4146 XX south of the city etc.....

2.8 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 that this congestion will increase as the city grows. Even without growth, congestion would get worse as car ownership and usage patterns change.

2.9 Beyond the built-up area of the city there are local connections which will require improvement when the growth impacts on this network. This includes important east-west road links, including linking the A1, M1 and M40. [Suggest you combine this para with 2.7 to give the overall view of links] Agree

2.10 In most cases, residential streets within the grid squares were not designed for the bus. This, combined with the low density and wide distribution of potential destinations, makes it difficult to provide fast, frequent and attractive bus services. As a result, the number of people who travel by bus is much lower than in other cities and towns with a similar population.

2.11 For the foreseeable future, the car will continue as the main mode of transport in the city. This poses a major challenge because, at current rates of growth, there will be a 57% increase in car journeys at peak travel times (years 2001 to 2031). However, we estimate that we can only increase the capacity of the grid road system by 25%, through junction improvements and other measures. This highlights the pressure that the existing grid system faces and the need to start managing the demand for car travel now, to make sure the city's transport network will continue to function effectively in the future.

2.12 Whilst 81% of households have access to a car, (compared with 73% in England and Wales), the figure is much lower in some areas – for example Netherfield (57%) and Beanhill (60%) (source: Census 2001) [or footnote]. These areas need better public transport, walking and cycling links, to provide residents with a greater range of affordable access to job opportunities, shops, leisure and other community facilities.

2.13 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. [suggest swapping position of 2.13 to 2.12] agree

2.14 A unique “Redway” system provides a network of shared footpaths and cycleways across the city. It provides opportunities for short trips separated from traffic on the main roads. However, the grid roads limit the number of links between grid squares and many routes are indirect; some are hidden by trees and shrubbery. This contributes to an opinion amongst some residents that the redways are not a convenient or safe way to get about the city.

Work and business

2.15 The city of Milton Keynes is a sub-regional centre for an area including the towns of Northampton, Bedford, Aylesbury and Luton (which are within a 30 mile radius of the city). This makes MK is an attractive work, shopping and leisure option for a large number of people in the area. Popular visitor destinations include the theatre, Xscape and the shopping centre.

2.16 The sub-region has particular economic strengths in logistics, retail, hotels and restaurants, banking, insurance and business services. Good transport links to London and Birmingham help to attract businesses to the area. MK also wishes to benefit from the skills and knowledge base created by the world-class universities of Oxford and Cambridge; this will be helped by the new University Centre in Central Milton Keynes.

2.17 The Borough's employment figures show about 139,000 jobs, and about 30% of those who work in the city commute from outside the Borough. Every year, new firms start up or are attracted to the area; which helps us to meet our jobs growth and economic targets.

2.18 The resident population has only an 'average' skills base (2), and there are a relatively small proportion of highly skilled residents (compared to the rest of the South East and national figures). In order that local residents and businesses can become more successful in the future, we need to increase the number of

highly skilled people, diversify the range and level of skills among the working population and widen the economic base of the area.

2.19 High quality road links have resulted in high demand for storage and logistics space, which have relatively few jobs in large buildings. Our objective is to continue the current MK growth level of 1.5 jobs for every 1 new home, which is a higher than the target in the South East Plan. This requires a shift in planning policy away from welcoming new storage and logistics development and towards encouragement of other types of employment that will help to strengthen the local economy and provide higher quality and numbers of jobs.

Living in Milton Keynes

2.20 The linear parks are a 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.

2.21 There are also many smaller pockets of open space often with trees, which soften the impact of built development. The notion that every home has a garden, and most roads have 'gardens' or landscaping is much valued by residents. The amount of open space in the city (40%) compares very 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.

2.22 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 other areas of heritage and historic importance.

2.23 The overall prosperity of the Borough masks local inequalities, notably in parts of the older towns and some of the city's central estates, where residents have more problems of health, skills and employment. Data in a government index of multiple deprivation shows that this issue has worsened in recent years. 21 areas were classified as 'deprived' in 2007 compared to 18 in 2004 (these figures are out of more than 100 areas in the city / borough / urban area / etc Borough)

2.24 These estates tend to show an insufficient mix of housing tenures, a lack of accessible and usable open space, and poorer quality housing construction. All of which affect their attractiveness as places to live. A major challenge will be to help the residents of these areas to benefit from the city's overall prosperity and the opportunities created by continuing growth.

2.25 Residents in some areas of the city / Borough reported a lack of community safety and a fear of crime. About 26,700 crimes across the city / Borough were reported in 2007/08, which was a welcome fall from 29,700 in 2006/07. The MK Community Safety Plan (2008) sets out priorities to reduce crime, anti-social behaviour and fear of crime across the Borough. The planning process must take account of the need to reduce crime and the fear of crime when designing new development and improving existing areas.

2.26 Faced with the sort of challenges described in the previous paragraphs, many of the residents of the more disadvantaged city estates have generated an enviable 'community spirit' which they are now directing towards the regeneration of their neighbourhoods in partnership with the Council and other agencies.

2 MK Economy Review January 2009, SEEDA

2.27 A future challenge to maintaining the quality of life for residents will occur when the city outskirts are extended into Aylesbury Vale and Central Bedfordshire. This will require all the local authorities to co-ordinate the delivery of infrastructure and services for residents (such as care for the elderly, education and waste collection) across their boundaries. ~~It has been suggested that, in time, the efficiencies of providing such services by a single body may lead a review of local authority boundaries.~~

Design

2.28 The defining design features of the city are the extensively landscaped grid road layout and the linear park system. We wish to see both features extended into the two Strategic Development Areas with improved access by public transport, walking and cycling.

2.29 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 their design than others. The council is in consultation with local communities to identify those areas which could be improved by selective action.

2.30 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. Some new housing developments lack local distinctiveness, although there are exceptions, such as Oxley Woods (on the west of the city) which has won recent awards for design and innovation.

2.31 The Core Strategy acknowledges the challenge of creating new neighbourhoods and regenerating deprived neighbourhoods so that they all 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. *[suggest this para should be moved to become para 2.29] agree*

2.32 Conservation of the historic environment needs to be balanced with the need to maintain local services throughout the borough and in the rural area. A settlement hierarchy will assist in prioritising such provision. Opportunities for enhancement of the rural landscape should be pursued, providing no other strategic policies are compromised. *[I am not sure what this para is actually trying to say. Is it just stating the obvious?] provides hook for future minerals and other rural development policy issues, so retain.*

Major projects *[I have pruned some of this section as it is technically superfluous to the Core Strategy]*

2.33 Over the last 40 years, many major projects and events have been delivered and successfully fitted into the planned framework of Milton Keynes. They have been important in raising and maintaining a high profile for the city, attracting investment, and creating a sense of pride in our community. National and regional level developments and events include:

- The National Bowl (outdoor music and events arena with a capacity of 65,000)
- The Shopping Centre (biggest indoor shopping centre in Europe and a major attraction for visitors).
- The Point (UK's first multi-screen cinema)
- Home World / Energy World / Future World (exhibitions of innovative new housing, design and energy conservation)
- The MK Theatre (highest occupancy rate of any provincial theatre in the UK)
- Xscape (indoor ski-slope, multi-screen cinema and leisure complex; the UK's most visited tourist attraction in 2007)
- The Stadium:MK (UEFA standard football stadium and part of World Cup Bid 2018).

2.34 The Council and its partner organisations intend to continue this record of success throughout the life of this Core Strategy by continuing to seize the opportunities presented by growth of the city. Examples of possible projects include:

- 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
- Undergraduate university
- Regional television studios

- Strategic Development Areas developed to 'Eco-Town' standards
- Direct European rail services, major rail interchange and high quality rapid transit system
- A wireless / connected city

A city of the future [I have changed the wording to this section because, otherwise, it is technically superfluous to the Core Strategy]

2.35 As an expanding sub-regional centre, Milton Keynes aspires to become one of the UK's top cities. Research by the Core Cities Group³, found six key factors that underpin the most successful European cities. They have underpinned the vision, objectives and strategy of the Core Strategy:

- 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)

2.36 In the light of the 'story of the place', identified issues, aspirations etc set out above, the following section is an analysis of key strengths, weaknesses, opportunities and threats that has been prepared to inform and measure the Core Strategy.

³ The Core Cities Group is a network of England's major regional cities: Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield. See <http://www.corecities.com/>

Table 2.1 Strengths, Weaknesses, Opportunities and Threats

Strengths	Weaknesses
<ul style="list-style-type: none"> • A strategic location between London, Birmingham, Oxford and Cambridge, with excellent transport links with the rest of the UK • Grid road system allows quick vehicle movement with convenient parking in CMK • Sub-regional retail and employment dominance • A network of strategically planned, well maintained, multi-functional parkland and recreation space • A good quality of life with a high satisfaction rate amongst residents and employers • Attractive hinterland settlements, and sensitive treatment of villages now within Milton Keynes city • Unique 1970s New Town with a wealth of high quality family housing • MK Tariff allows for long term planning and funding of infrastructure • Homes and Communities Agency assist in delivery of growth and are a major landowner⁽⁴⁾ • Older market towns with distinctive characters and independent retailers 	<ul style="list-style-type: none"> • New Town status deters people and companies from moving to MK • Dispersed employment locations present challenges for public transport • 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 • Most residential streets in the grid squares were not designed for the bus, making it difficult to provide fast frequent and attractive bus services • The segregation of some estates affects the viability of shared services • Pockets of deprivation and social exclusion across the city, worsened for those without access to a car • Insufficient overlooking of redways and indirect routes deter some users • Some older estates were badly designed with some dwellings in a relatively poor condition • Need for greater diversity of housing types, including 'executive' properties • Lack of identity and innovation in some recent housing developments • Poor east west sub-regional transport connections • Lack of independent presence in retail, leisure and entertainment sectors, particularly in Central Milton Keynes

Opportunities	Threats
<ul style="list-style-type: none"> • Young and growing population provide workforce and improve the potential viability of cultural and other facilities • Potential to create high value knowledge based industries because of the key location in the Oxford to Cambridge Arc (O2C Arc) • Development of East/West Rail to improve connections to Oxford, Aylesbury and Bedford • Reduce disadvantage in deprived areas through investment and locally driven regeneration • Lower house prices in MK, relative to the rest of the South East, will attract people here • Investment in public transport and careful design of new growth areas could reduce car usage • Reduce Milton Keynes' carbon footprint by constructing a more energy efficient built environment utilising new technologies • Lack of defining architectural style gives licence for architectural creativity and uniqueness • Scale and importance of Milton Keynes as a sub-regional centre makes it capable of supporting regional facilities 	<ul style="list-style-type: none"> • If regeneration doesn't happen in some areas then this could lead to increased deprivation • Loss of countryside through growth • No conventional university and high demand for storage and distribution businesses, could hinder creation of knowledge-based employment • Potential shortfall in funding from Tariff and other sources could lead to key infrastructure not being delivered • External image of Milton Keynes may not improve, which would deter investment and people relocating here • Standardised new housing developments undermine unique character of the city • Growth will lead to increased road congestion if public transport is not sufficiently addressed, potentially leading to increasing carbon dioxide (CO2) emissions • Failure to balance jobs and houses could perpetuate excessive in/out commuting. • Cross boundary growth leading to difficulties in effective delivery of services to residents

3 Context for the plan

National, Regional, Sub-Regional and Local [this list doesn't include other 'spatial planning drivers' such as health, sport and leisure, services for the young and elderly, retail] *added below*

3.1 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 the Strategy (5)

3.2 The Core Strategy has regard to all the Government's Planning Policy Statements, Guidance Notes and Circulars (as at May *October* 2009) [update] and has been prepared in general conformity with the regional spatial strategy, ie the South East Plan (SEP).

3.3 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.

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

- **Housing growth in Milton Keynes city** – to meet the targets set out in the South East Plan, we need to achieve a major increase in the rate of housing growth [from what to what?] *above past rates in Milton Keynes City*
- **Housing development in the rest of the Borough** – we need to ensure the delivery of 2,400 new homes between 2006 and 2026 in the rest of the Borough which may require a review of village envelope boundaries [is this mentioned in policies, implementation and timeline?] *Yes see policy CS2 change*
- **Delivery of infrastructure to accommodate growth**-major infrastructure (such as roads and schools) *should be in place before developments have been completed*
- **Jobs growth** – we need to continue the current growth level of 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 continue to develop as a major sub-regional centre through substantial development [for what?] *of retail, employment, housing and commercial uses* in the city centre.
- **Regionally important sports facilities**-opportunities need to be sought for national or international events
- **Sustainable communities** – High quality neighbourhoods, homes and facilities should be created for an increasingly diverse (age and ethnicity) population. *These must cater for increasing numbers of both young and elderly people. New developments should be attractive and have a sense of a place where people want to live; with good access by sustainable forms of transport.*
- **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 also need to improve road and rail links running east - west through and beyond the city,.*
- **Location for knowledge-based businesses** – we should take advantage of our location between Oxford and Cambridge to attract knowledge-based businesses.
- **Skill and education standards** – the levels of skills and education in the local working population need to be improved to attract new high-value firms to the area and ensure a prosperous local economy.
- **Green infrastructure** – the multi-purpose green infrastructure network should be extended into the new Strategic Development Areas *to continue the leisure and water management benefits.*
- **Climate change** – we need to tackle climate change through a variety of approaches such as: high standards of energy efficient design and construction, renewable energy schemes, efficient use of scarce resources, effective public transport and other low carbon travel options such as electric vehicles, cycling and walking.

- **Regeneration** – we need to address the pockets of deprivation across the Borough and improve the life chances and conditions in the most deprived areas (identified in the [Neighbourhood Regeneration Strategy](#)).
- **Community building**- we need to address the social exclusion factors addressing health inequalities and quality of life in those areas with the most severe health problems. New developments will need early provision of local services to help residents develop a sense of community

Sustainable Community Strategy [are these the only the SCS actions that are related to spatial planning, as it seems a very short list? Also, you could mention the influence of other 'material considerations' such as the LAA, LTP etc.] [see additional text below](#)

3.5 The Sustainable Community Strategy (SCS) sets out the community vision for the future of Milton Keynes. The most important actions identified in the SCS 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 that 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
- Encouraging healthier lifestyles.

High level outcomes from the Community Strategy's Story of Place are summarised below:

Children and young people with attention on educational standards and safeguarding children

Community belonging - the strength of the voluntary sector is integral in the delivery of this outcome

Community safety – will focus on all areas in the Borough having an environment where we feel safe

Economic prosperity – creating an economy with a sustainable and medium and long-term future

Health and well-being – the outcome seeks to address the specific needs of all ages not only to improve health but to ensure a high quality of life through cultural, sporting and religious pursuits

Transportation – this highlights the need to address the transport challenges presented by growth and by our need to be increasing sustainable in our movement. Investments need to safeguard the environment and enable those without use of a car to access employment and services.

The Local Transport Plan 2 (2006-7 to 2010-11)

This aims to

Make transport truly accessible;

Make significant improvements in public transport in order to encourage modal shift;

Tackle the emerging congestion hotspots; and

Maintain our existing transport assets so the quality of the infrastructure does not deteriorate.

4 A vision for the place

Because Milton Keynes has grown rapidly over the last 40 years, most residents and businesses in the Borough have made a specific decision to move to, and then remain and grow in, the new city. This has bred a pioneer spirit with a desire to make things happen and a willingness to get involved with civic activities. ~~The number of community and voluntary organisations is proportionately higher than many other cities.~~ [I am sure this is worth saying somewhere, but I don't think it sits well here.] (added to the Story of the Place above)

4.1 By looking forward to how we want the Borough to be in 15 years time, we can work out how we can guide development and other changes.... so that we get from now to how we want to be in 2026. The following table stems from a variety of sources and influences. It has been widened from the MK Growth Strategy [needs footnote] to consider the whole Borough and it reflects the aspirations in the Sustainable Community Strategy for Milton Keynes. Also, it has been informed by the SWOT analysis (in Table 2.1 'Strengths, Weaknesses, Opportunities and Threats') and the key policies mentioned in section 3 above. [I suggest this section could start with this para] agree

Spatial Vision: Milton Keynes in 2026 [I have edited your points in this Vision into a suggested tighter worded format and dated it in 2026. I note you haven't mentioned some spatial aspects, such as progress towards making the population's lifestyles healthier, or the timely provision of infrastructure and services. This seems to me to be a hole in the logic and construction of your CS] see additional text in italic below

1. A wide variety people will make Milton Keynes their home and will mix well in their neighbourhoods and across the city. As well as being an attractive place for families to live and grow, provision for those less well off will be improved. The Borough will attract and retain new residents who will make a positive contribution to growth and development through the skills that they bring with them.
2. Milton Keynes will have grown to a sub-regional city with a population of c.300,000 and be among the UK's twenty biggest cities (in population). It will have an international profile and reputation as a modern and forward thinking place to live. Over two million people will reside within 45 minutes travel time of the city.
3. As the centre of the Milton Keynes and South Midlands Growth Area, newer parts of the city will have been developed to 'eco-town' standards. Milton Keynes will continue to be an exciting and different place to live, work and visit. It will provide unparalleled opportunities for employment, shopping, leisure, medical facilities training and education. The city's conference, sports, cultural and tourism facilities will be of regional and national status and will add to the local facilities. Shopping will continue to be one of the major visitor attractions, with the primary focus being a vibrant Central Milton Keynes.
4. *The supporting infrastructure (schools roads and services for example), will be provided as the growth takes place.)*
5. There will be continued success in environmental excellence and reducing the carbon footprint of new development. This will apply particularly to transport and 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.
6. The Borough's range of local employment opportunities will have been augmented by business diversification and growth (continuing a growth rate of 1.5 jobs to every 1 new home). A Science and Innovation initiative¹ [needs an explanatory footnote?] close to the Open University, will attract many knowledge-intensive businesses (from start-up companies to large corporations). The skills of the local workforce will have been improved significantly by higher education and training standards The University Centre will have achieved full university status by 2020.
7. A wide range of house types (including larger executive homes, 'lifetime homes' and managed shared accommodation) will suit the changing needs of the population and ensure everyone has access to an appropriate home. The high design standards for new housing will have anticipated an

¹ Milton Keynes Science and Innovation partners include Invest Milton Keynes (IMK), Milton Keynes Economy and Learning Partnership (MKELP), South East England Development Agency (SEEDA), ngage, Milton Keynes Enterprise Hub, Open University (OU), Cranfield University, plus private sector partners.

increased home working with improved IT systems, so helping to reduce the demand for travel to work.

8. The city's iconic grid road system will have been conserved and extended into the two Strategic Development Areas. The layout of the SDAs and other development areas will route through traffic onto suitable arteries whilst providing direct routes for public transport and a net work of redways for convenient cycling and walking.
9. New public transport routes for low carbon vehicles (such as guided electric buses) will link new and existing communities to the city centre and other important centres and facilities. This will have reduced overall congestion and lowered peak hour commuting by car to 57%. Low carbon personal transport such as electric cars will also be supported.
10. Transport links to other towns, including Aylesbury, Bedford, Luton and Northampton, will have been improved. These include the East - West rail link between Oxford and Cambridge via Milton Keynes, and the A421 corridor through the city (linking the A1, M1 and A40) [is this right?]. Promotion of a direct train service from Milton Keynes to the European rail network will be underway.
11. The linear parks will be extended along the Broughton, Caldecotte and Loughton brooks into the city extensions, and along the Ouse and Ouzel valleys to the north. These multi-purpose open spaces will provide extended leisure routes, strategic flood management, improved wildlife habitats and new sports provision, *helping provide the population with opportunities for more healthy lifestyles.*
12. Older town centres such as Bletchley and Wolverton, will have experienced a renaissance as a result of new housing, facilities and environmental improvements. Older city housing estates will benefit from regeneration and investment to redress problems of deprivation. The natural and historic built environment will be protected and treated sensitively by any nearby growth.
13. *In the rural area, some limited development will have occurred in Newport Pagnell, Olney and Woburn Sands to support provision of services and facilities for the Borough's rural community. Any development in the towns and villages will have reflected the distinct character of its surroundings.*

Core Strategy Objectives

4.3 We have developed a series of strategic objectives which will be used to guide and monitor the delivery of the Vision. They take account of the local distinctiveness of the Borough and also reflect the objectives of other strategies already in place at regional and local levels.

4.4 In order to keep the planned growth of Milton Keynes "on track", it is important to regularly measure how much progress has been made towards achieving these Core Strategy objectives. We will do so by using the targets and indicators in the monitoring framework in Chapter 17 'Monitoring and Managing'. This framework also sets out the key policies and strategies to achieve individual objectives. The measured progress and analysis will be published in our Annual Monitoring Report. It will help us to decide if any policies and strategies need to be reviewed to address any short comings in certain areas. If we were to discover there was a significant under performance in delivery of the Vision, it could lead to a review of major parts or all of the Core Strategy.

1	<p>To deliver land for at least 41,360 new homes within the Borough between 2006 and 2026. This will comprise:</p> <ul style="list-style-type: none"> - A new allocation of 4,800 homes to the south east of the city forming part of the South East Strategic Development Area - Completion of development on existing Local Plan sites, comprising 34,160 homes - New allocations totalling 1,200 homes(6) in sustainable settlements in the rural area
2	<p>To work jointly with Central Bedfordshire and Aylesbury Vale Councils and other key organisations on the planning and development of 7,390(7) homes in two strategic development areas located on the edge of Milton Keynes (but within the neighbouring local authorities) so that these areas are integrated with the city and contribute to its role and character.</p>
3	<p>To allocate and manage the development of employment land to deliver a minimum of 62,040 jobs (1.5 jobs for every house built in the Milton Keynes Growth Area) so that the business sector and local economy are supported, existing firms can expand, new firms are attracted, the level of working skills among the local population is enhanced and the area's resident population can find work locally.</p>

7 Based on 5,390 in Aylesbury Vale and 2,000 in Bedfordshire subject to confirmation in the Mid Beds Core Strategy and East
England Regional Plan Review
8 Milton Keynes South Midlands

5 Development Strategy and Areas of Change

5.1 The development strategy in Policy CS1 shows where growth and change will take place across the Borough up to 2026. Much of this development is already committed – it has planning permission or was allocated in the Local Plan (2005). In addition to the development identified in Policy CS1, further extensions to the city (south east and south west of Milton Keynes) will be created within the adjoining Central Bedfordshire and Aylesbury Vale local authority areas. These two Strategic Development Areas are covered in greater detail later in this plan.

5.2 The strategy in CS1 takes account of a settlement hierarchy (Table 5.1 ‘Settlement Hierarchy’) which concentrates development in the most sustainable locations – i.e. the city and settlements with the most facilities and the best public transport links.

5.3 A small amount of development is proposed in Sherington (as a Selected Village) with the support of the Parish Council.

5.4 There will also be limited opportunities for infill and redevelopment in other villages which have development boundaries defined in the Local Plan (2005). These boundaries remain unchanged by the Core Strategy, although there maybe minor changes introduced through the Development Management DPD at a future date, see policy CS2.

Policy CS 1

Milton Keynes Development Strategy

The provision of new homes and jobs will take account of the Settlement Hierarchy in Table 5.1. The majority will be focused on, and adjacent to, the existing urban area of Milton Keynes. Here, the continued development of Central Milton Keynes, completion of existing city estates(9), existing Local Plan Expansion Areas(10), and redevelopment and infill development (particularly in the older parts of the city) will all contribute to a more sustainable city (see Policy CS 7 ‘Central Milton Keynes’ and Policy CS 8 ‘Other Areas of Change’).

The allocation of part of the Strategic Development Area (SDA) to the South East of the city (see Policy CS 5 ‘South East Strategic Development Area’) will provide a sustainable urban extension adjoining the existing urban boundary(11). The SDA includes the Strategic Reserve Areas previously shown in the Local Plan (2005).

In the remainder of the Borough:

- i) 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 (see Policy CS 9 ‘Strategy for the Rural Area’)
- ii) A limited amount of new housing(12) will be allowed in Sherington (as a Selected Village). Small scale redevelopment and infill development(13) will be permitted in the ‘Other Villages’ with a development boundary.

[what about dwellings in the countryside and rural exception sites?] no need as not strategic issue in context of MK growth- National policy covers

Table 5.1 Settlement Hierarchy				
1. Milton Keynes City				
Central Milton Keynes	Uncompleted city estates	District/Town centres: Bletchley Wolverton Kingston Westcroft	City Expansion Areas: Existing expansion areas SE SDA	Selective infill and redevelopment opportunities
2. Key Settlements				
Newport Pagnell		Olney	Woburn Sands	
3. Selected Villages				
Sherington		Hanslope	Bow Brickhill	
4. Other villages				
Villages with development boundaries ⁽¹⁴⁾				
5. Other settlements				
Villages in the open countryside				

9 The main incomplete city estates are Tattenhoe Park, Oakgrove, Oxley Park and Kingsmead South. There are some smaller sites within other estates including Grange farm and Monkston Park. Place shaping details can be seen in table 5.5.

10 Existing expansion areas are to the north, east and west of Milton Keynes, Stantonbury Park Farm and Newton Leys- see table 5.5 for place shaping details.

11 The change to the urban development boundary can be seen on the revised proposals map inset.

12 The limited amount of development to be allocated in Sherington will be determined through work on the Site Allocations DPD. In line with the level of development in existing Selected villages, new allocations are expected to provide around a total of 20-40 new dwellings.

13 Small scale redevelopment and infill developments are defined as proposals for development on any non-allocated site within the development boundaries of the city and other towns and villages.

14 Other villages with a development boundary are Astwood, Castlethorpe, Clifton Reynes, Emberton, Lavendon, Little Brickhill, Long Street, New Haversham, Newton Blossomville, North Crawley, Ravenstone, Sherington, Stoke Goldington, Wavendon and Weston Underwood

[I assume you have robust and up-to-date evidence to support this settlement hierarchy] yes (see technical paper Rural Area Spatial Options June 2007)

Delivery

5.5 Policies CS2 - CS4 provide additional detail of the quantity of housing, employment land and leisure/retail provision to be made across the Borough.

5.6 Policies CS5 - CS9 set out in more detail how this development will be delivered across Milton Keynes.

5.7 Topic based Policies CS10 - CS22 provide additional control to ensure development occurs in a timely and sustainable manner.

5.8 Strategy table 5.5 provides additional place shaping detail of those areas which have already been planned through the Local Plan (2005)

5.9 The Development Management DPD will provide criteria against which small scale redevelopment and infill proposals can be assessed.

[This list seems a bit light for the importance of the principal strategic policy, perhaps it needs more referencing to other parts of the CS?] agree -add more cross referencing to relevant parts of CS under this Delivery section of CS1. Also add reference to economic conditions from 2008 here (from comments at end of chapter 18):

The strategy was initially drawn up in a 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 (chapter 18) 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.

It is not considered that the Timeline and Housing Trajectory are unrealistic given the current climate. Sites sufficient to meet the South East Plan requirement for the Milton Keynes Council Urban Area, (the city) have 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 before and alongside housing, through the tariff system, 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 house building, so accurate 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.

Housing land supply

5.10 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 deliverable and developable planning permissions and Local Plan allocations) - the balance shows what is still to be planned for. This is shown in the highlighted boxes in Table 5.2 'Strategic Housing Supply'.

Table 5.2 Strategic Housing Supply

SE Plan 2006 to 2026			MK Council figures 2006 to 2026		
In and around urban area	23,750	Expansion areas and other greenfield sites in Local Plan	In and around urban area	5,220	Urban completions to 2006 to 2009
	10,410	From within urban area		19,900	Existing urban planning permissions ⁽¹⁵⁾
				6,689	Existing urban allocations
				2,500	Existing Strategic Reserve sites 1, 2, 3 and 4 from Local Plan
	34,160			34,309	
South East SDA	4,800		South East SDA	4,800	To be allocated in Core Strategy
	4,800			4,800	
Rural Area	2,400		Rural Area	582	Rural completions 2006 to 2009
				453	Rural planning permissions
				214	Rural allocations from Local Plan
				1,151	To be allocated in Site Allocations DPD
	2,400			2,400	
Total	41,360		Total	41,509	

¹⁵ The SHLAA assesses the availability and deliverability of existing permissions, allocations and other suitable sites [You haven't actually mentioned the PPS3 requirement for deliverable + developable sites in 5 year bands] and sets out the anticipated delivery times in accordance with PPS 3. It will inform the 5, 10 and 15 year bands in the land availability schedule. This will be reported in the Annual Monitoring Report and shown in the housing trajectory'

5.11 To ensure the SE SDA urban extension is comprehensively planned, it includes four of the Strategic Reserve Areas identified in the 2005 Local Plan which lie on the eastern edge of the city. We estimate that the SRAs can accommodate about 2,500 homes (plus other uses). This figure of 2,500 homes is however, included in the urban allocations figure of 34,309 in Table 5.2 'Strategic Housing Supply'.

5.12 Added to the figure for the SE SDA in the South East Plan (4,800 homes), this gives a maximum 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 (as shown on the change to the proposals map). In addition, the SE SDA is planned 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 a review of the East of England RSS.

5.13 We need to identify some new sites for housing in the Sites Allocations DPD, especially in the rural area, so that we can meet our housing targets. *[Is this shown in policy, implementation etc?] yes see changes below*

Policy CS 2

Housing Land Supply

Land for housing will be allocated to meet the South East Plan (SEP) requirements, as set out in Table 5.2 'Strategic Housing Supply'.

The part of the South East Strategic Development Area which is within the Milton Keynes Borough boundary (16) is allocated as a mixed use strategic allocation, containing up to a maximum of 7,300 homes.

Other non-strategic development sites, to meet the rural housing requirements in Table 5.2 'Strategic Housing Supply' and to support the objectives(17) for the city, will be allocated in accordance with Policy CS1(18). Allocation of sites will be through a Site Allocations DPD.

The Settlement Hierarchy in Table 5.1 will provide the sequence for prioritising site selection. *[what does this 'prioritising' mean, and where is it mentioned elsewhere in the plan?] will provide the basis for site selection in the Site Allocations DPD and any changes to the key settlement/villages and other village boundaries in the Development Management DPD.*

Delivery

5.14 This Core Strategy allocates the South East Strategic Development Area. Policy CS 5 'South East Strategic Development Area' provides more details of how this will be delivered.

5.15 The production of a Site Allocations DPD will begin in 2010. This DPD will consider both sites within the city and in the rural area. Policies CS5 - CS9 provide the context within which these allocations will be made.

16 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.

17 New allocations in the city could specifically help to deliver Core Strategy objectives 7,8,9,10 and 13

18 Total existing developable supply is 34,426, exceeding the SEP minimum requirement.

Employment land supply

5.16 As with the housing supply, there is a substantial existing supply of employment land in the Borough. There is **current land capacity** for between 29,000 and 46,000 **jobs**. MK's role as an employment centre extends beyond the administrative boundary of the Borough. The South East **Plan 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 the jobs created in firms occupying developed employment land, other jobs** will be created in **retail, education, health and other services**. Potential job creation from these sources is identified in Table 5.3 'Jobs potential on employment land and other sites'.

5.17 The South East Plan proposes a ratio of at least 1:1 for the provision of new jobs and dwellings so as not to increase net commuting. **However, the Core Strategy seeks to continue the current employment growth rate of 1.5 jobs per 1 new home** [I suggest that each mention of this ratio throughout the CS needs a footnote to a source document containing a strong defence for increasing the SEP figure based upon past and future trends, ie your local distinctiveness]. On the basis that up to 46,548 (19) dwellings will be provided in and around Milton Keynes this would mean the minimum number of jobs required is 70,000 (between 2009 and 2026), an average of around 4,120 jobs per year. This will be difficult to achieve in the current economic climate.

5.18 If monitoring shows that new jobs are growing faster than new homes, we would **seek ways to increase** the rate of housing construction, rather than restricting employment growth. Conversely, if housing development is running ahead of job growth, **we will institute measures to encourage job growth among local businesses, or persuade other businesses to move to MK.** [you may be challenged on how these two sets of mechanisms will work] *More information about these measures is given in Appendix D and chapter 17 Monitoring and Managing.*

The type of jobs we need

5.19 The objective to improve skill levels conforms to the South East Plan and is evidenced by the Employment Land Study (ELS) [footnote needed]³. The ELS recommended that we need jobs in the knowledge economy(20). To do this, we need to:

- Provide more office and high 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
- [What about east – west communications and training initiatives?]
- *Improve connections between Oxford and Cambridge*
- *Increasing training opportunities at college and place of work*

5.20 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 technology floorspace (B1a/B1b uses). This would help to re-shape the local economy over time. [When and how will you take this opportunity?] *It will be progressed through the Development Management DPD in accordance with the timing as set out in the Local Development Scheme.*

5.21 **Central Milton Keynes is the principal** focus for B1a/B1b 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 [do you mean developed now or in the future?] *in the future*, the ELS identified more opportunities in the Western Expansion Area, Shenley Wood, Wavendon Gate and Snelshall.(21) This would help to support existing clusters of similar businesses, a feature of the knowledge economy [what does this last phrase mean?]. *Clarify: 'as this would allow these types of business to locate close to one another'.*

³ <http://www.miltonkeynes.gov.uk/planning-policy/documents/Employment%5FLand%5FStudy%5FCh1%2D3%2Epdf> (38)

5.22 If more land than is identified in table 5.3 is reallocated 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 Chapter 18 'Development Timeline and Housing Trajectory'. **[this para might be better located as a new 5.21 as it would seem to continue the points made in 5.20] agree, move para as suggested.**

19 46,548 is made up by 35,558 in MK (41,360 SEP requirement) minus completions, up to 5,600 in Mid Beds and 5,390 in Aylesbury Vale

20 Knowledge Economy refers to describe the emerging economic structure where knowledge, skills and innovation potential are key resources. This is a move away from a more industrial structure

21 Milton Keynes Employment Land Study Table 8.2 p.140 **[date?] May 2007**

Policy CS 3

Employment Land Supply

Planning permission will be granted for employment uses in the areas listed in Table E.1 'Employment Land Allocations in Milton Keynes' **[where is this table? It must be accessible if it is part of this policy] as set out below** and shown on the Proposals Map **subject to the following criteria:(22)**

1. The guidance on uses in Table E.1 Table E.1 'Employment Land Allocations in Milton Keynes'
2. The physical and locational attributes of particular sites
3. The need for a variety of sites to meet the differing requirements of a wide range of employment uses
4. Should the employment needs of the Borough change dramatically and undermine the assumptions behind the Core Strategy, then a partial review could be considered

Central Milton Keynes is the primary focus for the development of additional office (B1a) floorspace within the Borough. Office and high technology/research and development (B1b) floorspace will be permitted within CMK, and outside it at strategic locations (over 10 hectares) including Shenley Wood, the Western Expansion area, Kents Hill/Walton and Knowhill and in **[other?] agree, add 'other' locations to be identified in the Site Allocations DPD.**

Planning applications for more than 1,000 sq metres of B1a/B1b uses on sites outside **Central Milton Keynes should provide evidence to demonstrate to the satisfaction of planning authority why the development cannot occur within Central Milton Keynes. [this is a longer and more pedantic, but makes clear the LPA has the final say]**

Add table E1 here in body of policy

Delivery

5.23 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. This will also consider the physical and locational attributes of sites and their potential for particular types of employment development. 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.

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

5.25 The Council, in partnership working with MKP and Invest MK, will ensure there is a range of development sites readily available to enable new employment opportunities to be brought forward in **Central Milton Keynes** and other appropriate locations. Monitoring through the Joint Delivery Teams will ensure that appropriate action is taken by the planning authorities to keep the growth of new employment opportunities in the ratio of 1.5:1 with housing growth. The work of Invest MK will ensure that the supply of sites is matched to market demand.

5.26 A review of the ELS will normally be undertaken with partners every 3 to 5 years. **[this could be incorporated in another para as it looks out of place here] agree, move to middle of para 5.25**

5.27 Chapter 13 'Delivering Economic Prosperity' outlines a range of measures to support the delivery of the employment land requirement and the shift towards a knowledge based economy.

5.28 A balance needs to be struck between the provision of office and high technology floorspace within **Central Milton Keynes** and outside it. This acknowledges that while out of centre locations will be required to accommodate growth, the priority for development is within **Central Milton Keynes**. Speculative development schemes of over 1000 sq metres for B1a and B1b floorspace should be directed to **Central Milton Keynes**.

22 Milton Keynes Partnership are the development control authority for the Urban Development Area of Milton Keynes. MKC is the authority for the rest of the Borough

However, if development outside **Central Milton Keynes** is proposed, planning applications should be accompanied by evidence to show that there is no suitable site within **Central Milton Keynes**, which is available within a reasonable period of time and viable for the proposed development.

Retail and Leisure provision [You have said very little on leisure in this section, yet it has been a major attraction and contributor to the economy in the past, and it features strongly in your list of the city's aspirations] *add reference to leisure findings from R Tymes report*

5.29 The retail hierarchy of centres is currently set out within the Local Plan (2005):

1. Regional Shopping Centre: Central Milton Keynes
2. District centres: Bletchley, Kingston, Westcroft and Wolverton
3. Town centres: Newport Pagnell, Olney, Stony Stratford and Woburn Sands
4. Local and Village centres

[It might be useful if you could explain how this retail hierarchy relates to the settlement hierarchy] This reflects the settlement hierarchy carried forward into CS 1, with the largest concentration of shops and commercial uses in the city, followed by the more sustainable rural settlements, with the exception of Stony Stratford which has been integrated successfully within the city.

5.30 The Retail Capacity and Leisure Study 2009(23) confirms the above mentioned hierarchy [you need recent survey confirmation as evidence because the Local Plan evidence is out-of-date in retailing terms. Is this what your last bullet point is saying?] (yes) and deals with the future need and requirements for retail and commercial leisure facilities within the Borough and where it should be located. The key findings and recommendations of this study for the preferred strategy (strategy 1) [you need a footnote to explain what strategy 1 is, or perhaps you could give a more reader-friendly title] *add footnote* are:

The need for new large scale comparison shopping floorspace and commercial leisure development (including food and drink uses) should be met within

- *Central Milton Keynes*, with smaller scale requirements for comparison retail and commercial leisure development provided within the district and town centres.
- To cater for their growing populations, new convenience floorspace should be provided in each of the Expansion Areas and Strategic Development Areas [you are only allocating part of one SDA, will it be in your part.? I suggest this point is checked throughout this section because I found it rather woolly] *add clarification this may be in C Beds subject to Development Framework for the South East SDA and will be subject to Aylesbury Vale DC to decide the location for the South West SDA* at locations easily accessible to residents. Any residual requirement for further convenience floorspace after provision in the SDA [and / or?] and Expansion Areas should be catered for by increases and extensions to existing facilities, where this is appropriate to the role of the centre it is located within.
- The size of food store provided within each Expansion and Strategic Development Area [see above] should have an indicative floorspace of around 3,500 sq metres (gross) and should be related in scale to the amount of housing proposed within each growth area and phased alongside its delivery. The food store development is likely to have some smaller unit shops, service and food and drink uses associated with it. Additionally, local convenience stores may be provided elsewhere within the new areas of development. The 3,500 sq metre figure is a guideline figure and the consultant advises the Council to adopt a flexible stance on the size of new food store provision required reflecting the scale of development to be served.
- No major changes to the existing retail hierarchy of centres were proposed by the consultant.

5.31 Table 5.4 'Amount of additional retail floorspace required in Milton Keynes (sq. m. gross) under Strategy 1' highlights the findings of the retail capacity and leisure study on the amount of additional shopping floorspace (after existing commitments) required within the Borough over the Core Strategy period and when there will be sufficient capacity to support its development. The table illustrates that both for convenience and comparison floorspace there is an oversupply of floorspace in the short term up to 2011, but after 2011 there is a requirement for additional floorspace. The lower figures in the table for comparison floorspace for each five year period after 2011 illustrate the quantity of additional floorspace that could be

supported, if CMK maintained its current market share of expenditure. The higher figure reflects the amount of floorspace that could be supported if CMK increased its market share. Most of the requirement for additional comparison floorspace will be located within CMK. Outline planning permission already exists for a 3000 sq m (gross) food store in the Western Expansion Area. The retail capacity and leisure study suggests there would be capacity for additional food stores in the Eastern Expansion Area (24) and those in the SW and SE SDA in the period after 2016. It is very difficult to forecast retail requirements as far ahead as 2026, so longer term forecasts should be treated with caution, as a guide to the level of future retail floorspace. The Council will need to review the retail capacity study several times before 2026. (25)

5.32 The district centres in policy CS4 have been split to distinguish the older town centres of Bletchley and Wolverton where the priority is regeneration from the purpose built self-contained centres of Kingston and Westcroft, where the priority is controlled expansion and diversification of the centre with service and leisure and community uses. Although the primary use in district and other centres is for retail (A1 uses), it is important to recognise other important uses (community, leisure etc) often exist within such centres. Co-location of services and facilities in and around centres planned in the development frameworks for the growth areas can help to minimise trip lengths and promote linked trips. CMK is likely to be the main focus for the development of commercial leisure and entertainment facilities but this does not prevent such facilities being developed elsewhere within other district and town centres. (26) A new leisure centre is planned for Bletchley and the development of secondary schools within the Borough provides other opportunities for the provision of shared leisure, sport and community facilities to serve their local catchment areas.

The South East Plan requires a regional sports facility as part of our growth and could be developed in either SDA or indeed on another site, for example the Stadium MK in Denbeigh. (add more ref from R Tyms)

24 N.B. Capacity for a food store in the EEA may be taken up by developments in the vicinity before 2016

25 Figures in Table 5.4 may not add up due to rounding.

26 Commercial leisure includes leisure and entertainment facilities such as cinema's, restaurants, bars and other food and drink uses, casino's, health and fitness centres, indoor bowling centres and bingo halls. It may be distinguished from informal amenity leisure development because an admission fee or charge is normally payable

Table 5.4 Amount of additional retail floorspace required in Milton Keynes (sq. m. gross) under Strategy 1

	2008-2011	2011-2016	2016-2021	2021-2026
Comparison Goods	-24,300	27,200-51,000	72,300-92,000	71,700-97,900
Central Milton Keynes (CMK)		23,200-43,300	61,400-78,200	61,000-83,200
Other district and town centres		4,100-7,600	10,800-13,800	10,700-14,700
Convenience Goods	-7,700	5,100	9,100	8,600

Policy CS 4

[I suggest you need to refer to the floorspace table above in the same way as you have in the housing policy]

Retail and Leisure Development [you have said very little in this policy about leisure]

The Planning Authority will grant planning permission for additional retail and leisure floorspace in accordance with [table 5.4](#)

Table 5.4 Amount of additional retail floorspace required in Milton Keynes (sq. m. gross) under Strategy 1

	2008-2011	2011-2016	2016-2021	2021-2026
Comparison Goods	-24,300	27,200-51,000	72,300-92,000	71,700-97,900
Central Milton Keynes (CMK)		23,200-43,300	61,400-78,200	61,000-83,200
Other district and town centres		4100-7,600	10,800-13,800	10,700-14,700
Convenience Goods	-7,700	5100	9,100	8,600

in the defined shopping centre hierarchy [you should say where is it defined, and it might be better if para 5.29 was a table so that it can be incorporate easily into this policy]

(Regional shopping centre: Central Milton Keynes

District centres: Bletchley, Kingston, Westcroft and Wolverton

Town centres: Newport Pagnell, Olney, Stony Stratford and Woburn Sands

Local and village centres)

to deliver the following objectives:

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.

District Centres: The District centres of Kingston and Westcroft will cater for the weekly convenience shopping needs of their catchment populations, consistent with the particular objectives of controlled expansion and diversification .

The older District centres of Bletchley and Wolverton will cater for the weekly convenience shopping needs of their catchment populations, consistent with the particular objective of regeneration

Town Centres: The long established town centres of Newport Pagnell, Olney, Stony Stratford and Woburn Sands will function primarily as local shopping destinations catering for daily or specialist shopping needs and in recognition of the constraints placed on their development by conservation and allied considerations.

Local and Village Centres: The various local centres, existing and proposed, will provide 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 work with its neighbouring planning authorities to plan for the provision of a new food store of around 3,500 sq metres gross (together with associated smaller unit shops, service and food and drink uses) in each of the Expansion Areas and the two Strategic Development Areas. These retail developments will be phased alongside the delivery of new housing. See Table 5.5 'Overarching Development Strategy' for details of expected timings of retail development.

Delivery

5.33 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 in sustainable locations. Planning applications for additional retail floorspace will be considered against the capacity to support that floorspace set out in Table 5.4 'Amount of additional retail floorspace required in Milton Keynes (sq. m. gross) under Strategy 1 [see above]'. Retail

capacity assessments will be undertaken at regular intervals, normally every 3-5 years, for the whole of Milton Keynes Borough.

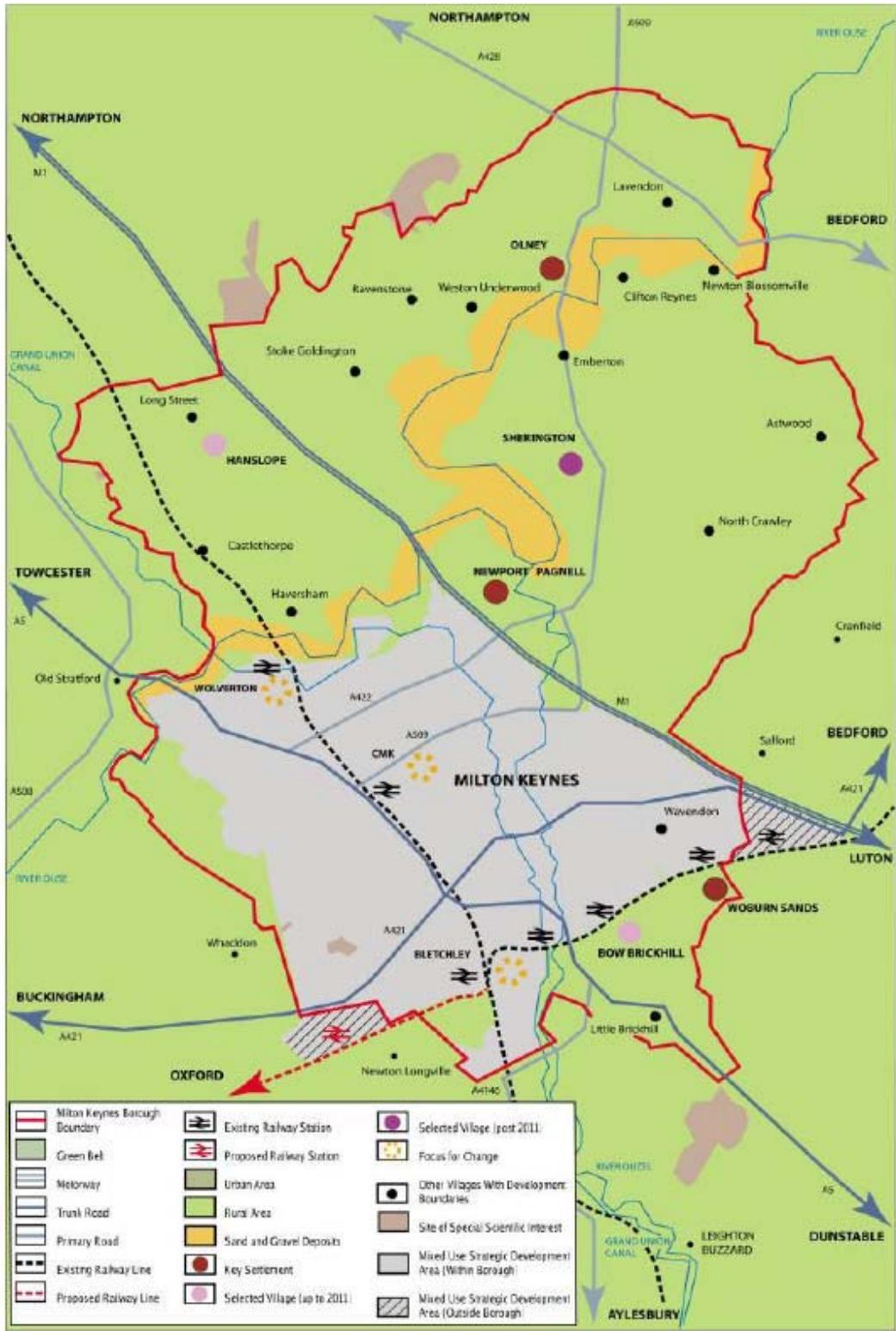
5.34 The Council will **work jointly** with other Local Planning Authorities to ensure new retail development **in the two SDAs** is phased alongside housing provision, **and is** in sustainable locations to ensure it is easily accessible to **the residents**. The **Development Frameworks created for the two SDAs will require** individual retail assessments to establish the level **and timing of food store provision for each area**. They will also consider what smaller unit shops, service & food and drink uses, community and leisure facilities should be developed with the food store. Additionally, the Development Frameworks will also consider the best location for any small scale local convenience stores or local centres provided elsewhere within the **new areas**.

5.35 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, district and local centres. **The Retail and Leisure Study assessments of successful and unsuccessful aspects of local centres will be used to inform the new development management policies** which will seek **to enhance the individual characteristics** of each centre.

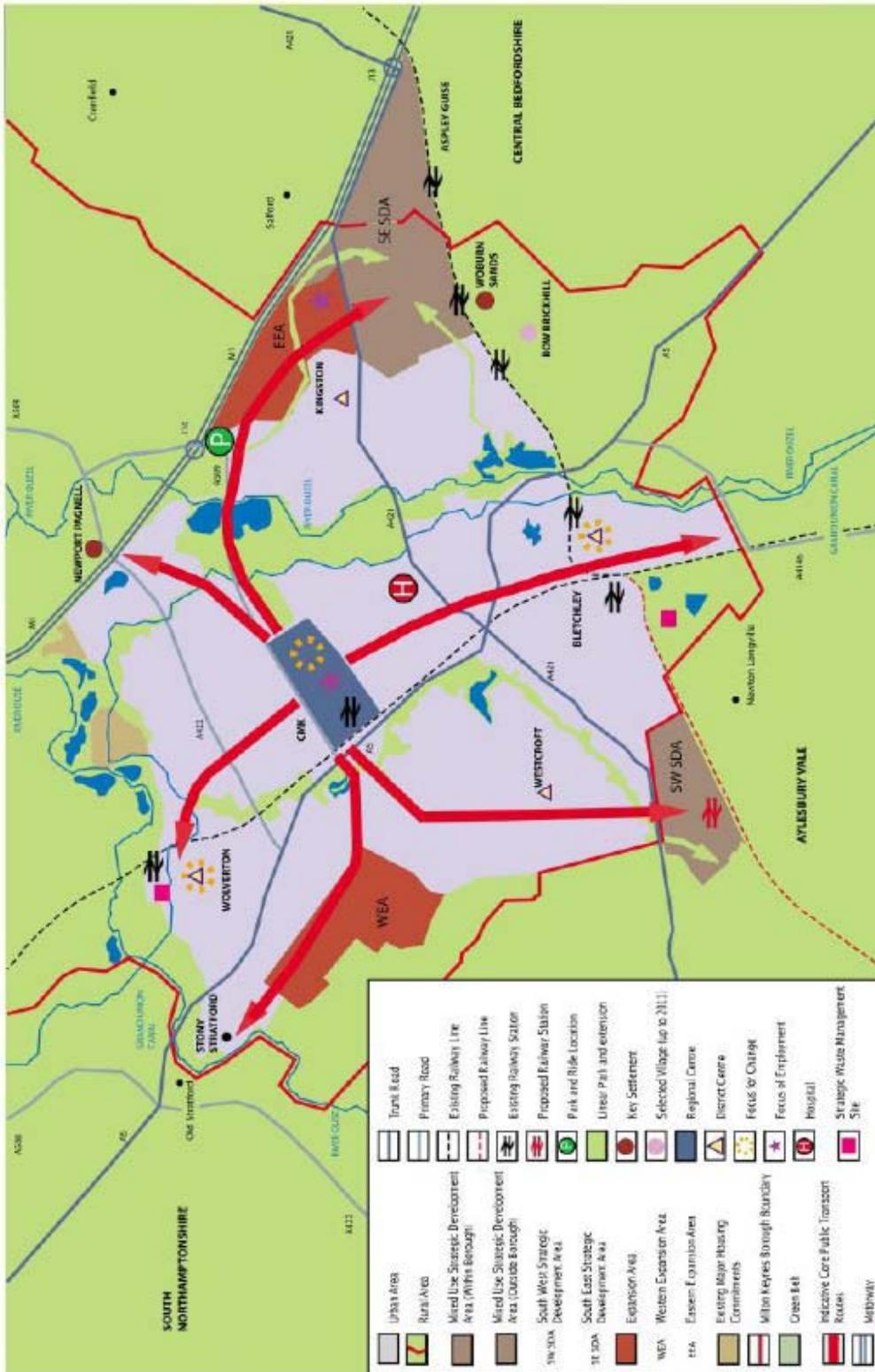
5.36 The Council will **work with businesses, the public and other key stakeholders in Bletchley and Wolverton to assess the possibility of leisure and retail developments contributing towards the regeneration in these district centres**.

Key Diagrams

5.37 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. These can be seen on the next two pages. **[Bearing in mind the major importance of the two SDAs to the whole strategy, it would be worth considering including larger-scale inset plans to show the key elements such as East – West rail link, link roads etc] agree provided this does not prejudice the Dev Frameworks process.**



[To save 'map reading confusion', I suggest the route direction arrows say "To Oxford" etc.] [agree](#)



Strategy Table

5.38 Table 5.5 'Overarching 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 part of the SE SDA within this authority's boundary) including what each major development area will include and when it will be delivered. This builds on the strategies and requirements set out in policies CS1-CS4.

5.39 Subsequent area based and topic based policies set out the strategy for delivering and managing this change up to 2026. The table refers to any existing area specific policies or policy documents that relate specifically to individual areas. It is important to note that other planning policies will also apply to new developments. They will be found elsewhere in the Core Strategy and in the list of 'saved policies' from the Local Plan (2005)⁽²⁷⁾. In time, future planning documents, principally the Development Management DPD, will replace the saved Local Plan policies. [I think this reads better now, but please check to make this statement is correct] agreed

5.40 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).

27 Currently relevant Local Plan Policies are listed in the table. These will be updated or replaced by revised policies in the Development Management and Site Allocations DPDs

Table 5.5 Overarching Development Strategy

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>SE SDA (with in Milton Keynes)</p> <p>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</p> <p>Relevant policy documents</p> <p>South East Plan</p> <p>Core Strategy- specifically policy CS5</p> <p>SE SDA Development Framework (to be produced)</p> <p>Local Plan (2005)</p> <p>Specifically policies EA4 and EA4a</p>	<p>Allocated through the Core Strategy.</p> <p>Required through the South East Plan</p> <p>Contains existing Local Plan (2005) Strategic Reserve</p> <p>Area allocations - c.2,500 dwellings</p>	<p>c.7,300 new homes as part of the new mixed use communities on the edge of the city.</p> <p>Range and type of homes to be determined through a Development Framework, using SHMA evidence.</p> <p>Expected development period - 2016-2026 (subject to market improvement).</p>	<p>3,650-5,400 Jobs</p> <p>10ha of office space in designated employment areas. To be delivered in the long term (CMK short/medium term focus).</p> <p>Job potential - about 2,400</p>	<p>20ha of light industrial land warehousing/storage land.</p> <p>Job potential - 1,250-3,000</p> <p>In addition to the 3,650-5,400 jobs in allocated employment areas, 7,300 homes would generate approximately 4,760 jobs in schools, retail, and community facilities across the city (28)</p>	<p>c.3,500 sqm anchor food retail store serving local weekly needs.</p> <p>Smaller local centres, providing for day to day shopping needs, to be provided in accessible locations, well related to other facilities, such as schools.</p> <p>Approximately 4,500 sqm in total.</p>	<p>New mixed use local centres to be provided. Sharing of sites/buildings by compatible uses to be supported.</p> <p>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.</p> <p>Facilities (timings to be determined through a Development Framework for the area)</p> <p>Schools: 7 primary and 2 secondary (based on current adopted standards)</p> <p>Leisure: 5ha for indoor sports use. A further 2ha reserves for commercial leisure provision.</p> <p>11ha for specialist sub-regional sports facilities</p> <p>Playing fields</p> <p>Community health/emergency services: Provided in line with service providers requirements, with sharing of sites/buildings encouraged (18ha provision)</p> <p>Other: Linear park extension with strategic flood risk management (52ha)</p>

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
SE SDA (Central Bedfordshire)	Additional growth to occur within Central Bedfordshire, subject to a review of the East of England Plan. Total combined area will be determined through the Central Beds Core Strategy and the East of England RSS.					
SW SDA West of Chepstow Drive, Bletchley, and south of Tattenhoe Park	5,400 new homes, employment areas and associated facilities to be provided in an SDA to the south west of the city in Aylesbury Vale District. This will be allocated through the Aylesbury Vale Core Strategy but will be an extension to Milton Keynes. The integration of the SDA with Milton Keynes is considered in this Core Strategy. Land to be reserved for possible A421-A4146 link road through SPD for the area. Relevant policy documents- South East Plan, Core Strategy- specifically policy CS6, Aylesbury Vale Core Strategy, SW SDA Development Framework (to be produced)					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
Expansion Areas (EA)	The expansion areas were approved through the Local Plan (2005). They will provide approximately 13,250 new homes, associated facilities and employment areas on sites around the edge of the existing urban area. The details of each EA are set out below. All 5 areas have outline planning permission; some areas have detailed permission and are under construction. Milton Keynes Partnership Committee (MKPC) has development control powers for the majority of these areas.					
Western EA Role: A sustainable urban extension of Milton Keynes, west of V4 Wading Street between Crownhill and Stony Stratford, with good public transport links to CMK	Existing commitment. Outline permission granted October 2007. Permission granted for 15 years. Detailed	6,600 dwellings to be completed. Completion expected 2021-2026. 2006-2009 completions - 0	Job generation - c. 3,450 17ha - B1 and B2 uses in small scale employment areas.	In addition, to the 3,450 jobs in B1/B2 uses,	Retail and leisure development to be focused on the city	Service provision focused on the new 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. Facilities (all with planning outline consent). Anticipated year of completion in brackets:

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Relevant policy documents</p> <p>Local Plan (2005)- specifically policy EAS</p> <p>WEA Development Framework</p> <p>Development Briefs and Design Codes</p>	<p>applications under consideration.</p> <p>Primary infrastructure (main roads, sewers etc) work approved</p>			<p>6,600 homes would generate approximately 4,500 jobs in schools, retail and community facilities across the city.</p>	<p>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>1 secondary (2017) and 4 primary schools (2014, 2015, 2017 and 2019)</p> <p>Health 'spokes' co-located in 2 primary schools (2014)</p> <p>Health 'hub' in the High Street (2015)</p> <p>Library and lifelong learning facility in High Street area (2013)</p> <p>2 combined community centres/sports pavilions (2013 and 2015)</p> <p>A burial ground serving the whole city (2015)</p> <p>Other Key Requirements (to be provided in time with housing):</p> <p>District Park with multi-functional use (play pitches, allotments and green city edge)</p>
<p>Eastern EA</p> <p>Role: A sustainable urban extension to Milton Keynes, between Kingstons and the M1, providing a range of homes and jobs, providing an attractive entrance to the city.</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- specifically policy EA3</p>	<p>Existing commitment.</p> <p>Outline permission granted 2004/2006.</p> <p>Permission granted for 15 years. 1,521 dwellings with detailed permission (including completions)</p>	<p>4,000 dwellings to be completed.</p> <p>Completion expected 2021-2026</p> <p>2006-2009 completions - 200</p>	<p>Job numbers</p> <p>11,450</p> <p>c.3,450 on 17ha of small/medium scale B1/B2 employment by 2021.</p>	<p>Job numbers - c. 8,000. 80ha of large footprint manufacturing and warehousing development near to A421. Development ongoing.</p> <p>In addition to the 11,450 jobs on employment land, 4,000 new dwellings will generate approximately</p>	<p>Retail and leisure development to be focused on the city streets as part of mixed use centres.</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>Facilities (all with outline consent). Anticipated year of completion in brackets:</p> <p>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>

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
EEA Development Framework Fairfield Development Briefs, Master Plan and Highway Design Code				2,750 jobs in retail, education and community sectors across the city.		1ha community recycling facility (2011) Mixed use local centre (2014) 2 combined community centre/sports pavilions (2011 and 2013) J14 mixed use 'gateway' area, including improved park and ride facility (ongoing) 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
Newton Leys Role: An extension to Milton Keynes, SW of Bletchley, providing a range of housing and employment opportunities Relevant Policy Documents Local Plan (2005)- Specifically policy K51 Newton Leys Development Brief	Existing commitment. Outline permission June 2006. 621 dwellings have detailed permission (including completions)	2006-2009 completions - 5 1,650 dwellings to be completed Currently under construction Completion expected 2021-2026	C.1000 Jobs. A range of B1, B2 and B8 employment opportunities to be provided (mix to be established) In addition to the 1,000 jobs, 1,650 dwellings will generate approximately 1,100 jobs in retail, education and community sectors across the city		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	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) Contribution towards Bletchley Regeneration

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Stantonbury Park Farm</p> <p>Role: An urban housing extension to the north of Milton Keynes, enabling the creation of a country park</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- Specifically EA7</p> <p>Stantonbury Park Development Framework</p>	<p>Existing commitment.</p> <p>Outline planning permission December 2006. 297 units and a doctors surgery with detailed permission</p>	<p>600 dwellings currently under construction. Completion expected 2016-2021</p> <p>2006-2009 completions - 0</p>	<p>A limited amount of small office provision as part of a local centre.</p> <p>In addition, 600 new dwellings will generate approximately 400 jobs in retail, education and community sectors across the city</p>		<p>The mixed use centre providing local shops and service</p>	<p>Land reserved for possible A421-A4146 link road</p> <p>Provision of local facilities in a mixed use local centre. Including:</p> <p>Doctors surgery (est.2010)</p> <p>Local play area (2010)</p> <p>Open space</p> <p>Financial contributions towards: Improvements to existing schools</p> <p>Improvements to facilities in surrounding estates and villages</p> <p>The development will include a new country park within the Ouse Valley Linear Park (2012)</p>
<p>Northern EA</p> <p>Role: A housing extension partly on brownfield land, north of the city close to Newport Pagnell</p> <p>Relevant policy documents</p>	<p>Existing commitment.</p> <p>Outline permission July 2005.</p> <p>277 units with detailed permission</p>	<p>2006-2009 completions - 60</p> <p>400 dwellings remaining</p> <p>Currently under construction. Completion expected 2012-2016</p>	<p>Job numbers:</p> <p>60-150</p> <p>Limited employment provision. Up to 3,000 sqm of C3/B1 live-work</p>	<p>In addition to the 60-150 jobs, 400 new dwellings will generate approximately 275 jobs in education, retail and</p>	<p>No new provision. Within the catchment area of Giffard Park local centre and good access to Newport Pagnell</p>	<p>Small community centre (completion est.2011)</p> <p>Neighbourhood Play area (est.2011)</p> <p>Sustainable Urban Drainage system</p> <p>Contributions towards improvements at: Giffard Park Combined School (2009)</p> <p>Hanson Environmental Study Centre</p> <p>Haversham Village Hall</p>

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
Local Plan (2005)- specifically EA6 NEA Development Framework Development Brief & Design Codes			accommodation to be provided in the NEA.	community sectors across the city		Medical facilities in Newport Pagnell
CMK Role: The key centre in Milton Keynes, providing a range of employment, leisure, entertainment and other key services for the sub-region, as well as an increased residential population Relevant policy documents South East Plan Local Plan (2005)- Specifically CC1-CC19 CMK Development Framework Campbell Park SPG Sustainable Residential Quarter SPG CMK Planning Obligations SPG	Identified as an 'Area of Significant Change' in the South East Plan. Scale, distribution 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) 2006-2009 completions - 1,000 (mainly at The Hub and Vizion developments)	Total jobs 10,700. 12,000 sqm per annum (Employment Land Study, 2007), providing over 600 jobs per annum. 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	In addition to the 10,700 jobs, 6,000 dwellings estimated to provide over 4,000 jobs in education, retail and community sectors across the city.	Milton Keynes' primary retail centre, with an emphasis on supporting and enhancing 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	Focus for high-level services and facilities serving the whole of Milton Keynes and towns in the surrounding sub-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) University: Development of UCMK to full university status (ongoing). Specific estates requirements to be established. Station Square: multi-modal (rail/bus/ car/ taxi/ cycle/ walk) transport interchange at the rail station (est 2011) Improved leisure facilities: include planned improvement to the Leisure Plaza and Xscape (subject to market improvement)

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
Remaining 'New Town' grid squares			On other sites in CMK, total potential job supply is over 5,500.			Community facilities: Campbell Park (2012) CMK (currently uncertain)
Roles: To support the day-to-day needs of local residents through the provision of retail and community facilities alongside residential development	Existing commitments. Tattenhoe Park: outline permission Oakgrove: Local Plan allocation - application under consideration	c. 3,950 new homes to be completed covering four main estates Developments due to be completed by 2016-2021 Tattenhoe Park: 1,300. 30% adaptable 'flexible' housing Oakgrove: 1,300, built to high standards of sustainable construction	Limited employment. Mainly residential areas Oakgrove: Up to 1,000 sqm office space (subject to planning consent). Job potential - 50 Other Any other employment opportunities will be in schools, retail and community facilities.		Local retail opportunities to be provided through development of local centres, providing day-to-day needs. Tattenhoe Park: up to 2,000 sqm (outline) Oakgrove: up to 4,850 sqm (subject to planning consent) Kingsmead South: up to 480 sqm (outline) Oxley Park: 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): Tattenhoe Park (outline consent): Primary School (recently opened) Sports pavilion/community centre (2013) Allotments and leisure garden (2014) Playing fields (2014) Play areas (2012) Hotel and pub (subject to market improvement)
Relevant policy Documents	Oxley Park: 14 of 17 sites have detailed permission Kingsmead South: 2 of 4 phases have detailed permission	Oxley Park: 750. Mix of house types and styles, including the exemplar eco dwellings. Kingsmead South: 450	3,950 homes would generate over 2,500 jobs across the city (ELS, 2007)			
Tattenhoe Park Development Framework						
Oxley Park Development Framework						
Oakgrove Dev Framework SPD						
Kingsmead South Development Brief		2006-2009 completions - 1,100 (not to be subtracted from the total above)				

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
Bletchley Role: One of four district centres providing for weekly needs of residents, and supporting the role of CMK	Mixture of planning applications and outstandings Local Plan allocations	c. 1,000 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 (remainder) Bletchley Park - 130 (remainder) Future provision focused on supporting town centre regeneration and making the most of brownfield opportunities. 2006-2009 completions - 750 (not to be subtracted from the total above)	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 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 and level of activity in the centre. Focus on maintaining a primary shopping area serving the weekly needs of local residents	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 additional: Shops Housing Places to eat, drink and relax Job opportunities A wider range of town centre uses Key projects already under-construction at Bletchley Park. 9 complete by 2013) and leisure centre site (to be completed by 2010). Improvements to street scene already undertaken.	Oakgrove (subject to planning consent): Cafe/restaurant/pub Nursery Community centre Oxley Park (outline consent) Community facility (2011)
Relevant policy documents Local Plan (2005)- Specifically S6, TC14-17 Central Bletchley Development Framework Bletchley Park Development Framework						Key transport interchange on the access to both the West Coast Main Line and East-West rail and

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Wolverton</p> <p>Role: One of four district centres providing for weekly needs of residents and supporting the role of CMK</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- Specifically KS6, TC11-13</p> <p>Wolverton Regeneration Strategy</p> <p>Wolverton West End Development Framework</p>	<p>Mixture of planning applications and an outstanding Local Plan allocation of 450 homes</p>	<p>c. 850 homes committed primarily through the delivery of schemes identified in the Regeneration Framework for the town. Development expected to be completed 2016-2021</p> <p>Key Sites:</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>2006-2009 completions - 350 (not to be subtracted from the above total)</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 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>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>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 future development priorities in the town.</p> <p>Key projects include:</p> <p>New health centre and leisure centre, including provision of a 50m swimming pool (as part of Radcliffe school redevelopment)(currently uncertain)</p> <p>Improvements to Wolverton station (2010)</p> <p>Wolverton is a key part of the Core Bus network as a major trip generator.</p>	

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Other areas within MK city</p> <p>Role: City estates will continue to provide day-to-day services for local residents</p> <p>Relevant policy documents</p> <p>Core Strategy</p> <p>Site Allocations DPD (to be produced)</p>	<p>Mixture of permitted applications and identified regeneration opportunities</p>	<p>c. 1,400 additional dwellings through infill and redevelopment opportunities in the urban area.</p> <p>Additional housing could be provided through regeneration 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"> Good public transport links and access to shops, schools and other facilities Helping to regenerate older areas of the city by improving the mix and quality of housing in the area Giving more life to town centres <p>2006-2009 completions - 1,900 (not to be subtracted from the total above)</p>	<p>Potential job capacity 23,400</p> <p>Existing suitable employment sites will be protected from redevelopment to non-employment uses.</p> <p>Currently more than 140 ha of vacant employment land - 25% of total planned MK provision.</p> <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>In addition to the 23,400 jobs on employment land, 1,400 homes would generate approximately 1,000 jobs in education, retail and community sectors across the city.</p>	<p>The reallocation of employment sites with an existing B8 designation, which are identified as being suitable for long term office provision, will support the move towards a knowledge based economy</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 review town centre boundaries and primary shopping areas to be considered through the Development DPD process.</p> <p>Retail will be resisted at out of centre locations and on employment land.</p> <p>This will support the role of district, town and local centres, and the provision of an effective public transport system</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 regeneration plans.</p> <p>Projected shortfall in MK's water supply to be addressed post 2019 by Anglian Water</p>

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Rural Settlements</p> <p>Role: Development in the rural area to support local services, housing need and the continued provision of viable rural public transport services, particularly to CMK</p> <p>Relevant policy documents</p> <p>Core Strategy</p> <p>Site Allocations DPD (to be produced)</p> <p>Nampak Dev Brief (W Sands), Aston Martin Site Constraints brief (N Pagnell)</p>	<p>Rural settlements are separate from the MK Growth Area defined in the SEP and have their own housing allocation.</p> <p>c. 600 homes with full or outline permission or with an existing Local Plan allocation</p>	<p>c.1,800 additional homes to be provided based on continuing rate of delivery (29) in the rural area.</p> <p>Focus on Newport Pagnell, Olney and Woburn Sands 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.</p> <p>Hanslope and Bow Brickhill will retain Selected Village status from the Local Plan (2005) where existing Local Plan allocations will provide new housing.</p> <p>New housing sites for approximately 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>2006-2009 completions - 600 (not to be subtracted from the total above)</p>	<p>Focus on protecting the roles of the key settlements and supporting opportunities for rural diversification</p> <p>Sites to be protected or allocated as appropriate through the Site Allocations DPD</p>	<p>Protection of the retail roles of town centres.</p> <p>Opportunities for retail development to be encouraged where they enhance the daily shopping needs of local residents.</p> <p>A review of town centre boundaries and primary shopping areas to be considered through the Development Management DPD process.</p> <p>Retail will be resisted for out of centre locations. This will support the role of town centres, and the provision of an effective public transport system</p>	<p>Focus on supporting the role of the key settlements where access via public transport is the greatest.</p> <p>Specific improvements to be provided through the redevelopment of the former Nampak site in Woburn Sands: Public open space and play facilities</p> <p>Enhanced community facility on Station Road</p> <p>Financial contributions to improve Asplands Medical Centre and education facilities</p> <p>Specific local requirements will be investigated through the production of the Site Allocations DPD</p>	

6 Strategic Development Areas

6.1 Two large-scale, mixed-use Strategic Development Areas (SDAs) will cater for a significant proportion of the future growth in Milton Keynes and neighbouring Aylesbury Vale and Central Bedfordshire. These planned new communities are regionally important because there are only seven SDAs in the whole of the South East region, The two SDAs will each contain between 5,000 to 10,000 homes, so they will be equivalent in size to a small town, and they give the local authorities and their partner organisations the opportunity to create exemplar developments.

6.2 For the part of the **South East SDA** that is outside Milton Keynes, Central Bedfordshire Council is the planning authority and it has committed, in principle, to joint working with this Council and the Milton Keynes Partnership. The Central Beds **[draft?]** *(update if adopted in November 2009)* Core Strategy sets out their intentions for the site, which is broadly consistent with Policy CS 5 'South East Strategic Development Area'. Both local authorities are committed to a jointly preparing a Supplementary Planning Document (SPD) to provide a Development Framework for the whole SDA.

6.3 None of the South West SDA is within Milton Keynes and Aylesbury Vale District Council (AVDC) is the planning authority. This Council and AVDC are working jointly on the production of a Masterplan and a Delivery SPD to ensure the SDA is well integrated with the existing city. This involves identifying the impacts of the development on the urban area of Milton Keynes and the surrounding rural area of Aylesbury Vale.

South East Strategic Development Area **[have you checked this wording with the other local authorities/parties to ensure they are in agreement?]** **yes**

6.4 The extent of the South East SDA in the Borough is shown on the revised Local Plan Proposals Map **[this should be shown on a current map, see my earlier suggestion]**. 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.

6.5 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.

6.6 The SDA also includes the 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 (30); there is a requirement for a policy framework for these areas to be in place by 2011

6.7 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 waterway (Local Plan Policy T13), and land safeguarded for any potential future crossing of or junction with the M1 motorway. **[This has appeared from nowhere and needs further explanation, references, plus display on Key Diagram and Proposals Map]** *These are included because of the saved Local Plan policies and the statement in the South East Plan summarised in paragraph 1.6 of this Core Strategy about future work to be carried out on the potential growth after 2026.*

30 The Milton Keynes Tariff and Framework agreement are described in Chapter 16 'Delivering Infrastructure'

Policy CS 5

South East Strategic Development Area

Land is allocated for **part of 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** 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. **[I suggest these two sentences should be put together as shown] agree**

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. **[I suggest these two sentences could be put together as shown] agree**

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 and the hamlets of Cross End and Lower End
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, redway and grid road network
5. **Respect Safeguard** the proposed alignment of the Bedford and Milton Keynes canal **[what does this mean?]**
6. Safeguard land for a future bridge over and / or junction with the M1 (J13a) **[has this been justified in the text or in a planning document elsewhere?] yes see change to paragraph 6.7**
7. **Apply the highest** standards (31) of sustainable construction in force at the time **with the aim of** creating a zero carbon and water efficient development.
8. **Meet the requirement for strategic approach to the delivery of a community energy network. [Is this the actual policy requirement?] yes see CS 15**
9. Provide residents and businesses with access to a high quality telecommunications and ICT network
10. 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
11. **Extend the linear park in the Eastern Expansion Area so that it links with the green infrastructure network in Bedfordshire to provide a series of multi-purpose parks and open spaces**
12. **Create strategic landscape boundaries to the outer edges of the development area and internal landscape buffers to maintain the identity of existing villages [I have run two bullet points together here because they seemed, confusingly, to be on the same topic]**
13. **Take a strategic and integrated approach to flood management and provide a strategic and sustainable approach to water resource management, including Sustainable Urban Drainage Systems (SUDS) and flood risk mitigation [I have run two bullet points together here because they seemed, confusingly, to be on the same topic]**
14. **Be subject to 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. **This must include** financial contributions to the **East - West rail** link (including new or improved rail stations) and the improvement

and extension of infrastructure and facilities in nearby existing settlements [I have run two bullet points together here because they seemed, confusingly, to be on the same topic]

The part of the South East SDA within Milton Keynes Borough will provide the following:

- A maximum of 7,300 homes with a range of sizes, types and tenure, including affordable housing at a level in line with the Council's SPD(32)
- Employment to contribute to the Borough-wide target of 1.5 new jobs per new home [this should be quantified and not left as a ration] agree
- Retail and commercial development to meet the weekly convenience shopping needs of new and existing residents in the development area; [this needs some further thought because is the whole development area?] see comment in retail section of paragraph 5.30
- 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(33), 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 multi modal transport hub offering connections to park and ride (bus and/or train), cycle links, pedestrian links (connected to the Bedford/MK waterway) and with the potential to access rail services direct to and from London, Bedford and the Midlands; a lorry park linked to the M1 and the A421; contributions to the East - West rail link including a new or improved station at Woburn Sands. [Are all these items fully justified in this document or some other ones?] yes

31 Council standards will apply unless these are exceeded by national standards

32 Supplementary Planning Document

33 Sustainable Drainage Systems

Delivery

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

6.9 The whole SDA in both local authorities [?] (yes) is expected to provide the infrastructure and facilities shown in the numbered items below. They are 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 and/or 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 cross-boundary services should be delivered.

- i. Residential: up to a maximum 7,300 homes in Milton Keynes (see CS5) and significant growth in Central Bedfordshire (amount to be confirmed through a review of the East of England Plan).
- 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 Central Milton Keynes). 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 (research on recent developments within Milton Keynes is likely to result in a review of this SPG, increasing the number of schools required for the site). The delivery of schools will require joint working by the two authorities to align the different school systems and ages of transfer in Bedfordshire and 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 [many readers won't know what this is] (A4146) will be required. The development will benefit from the improvements to the A421 linking the A1 and M1 to the M40, via Bedford and Milton Keynes, identified in the MKSM SRS. [footnote] [are all these items justified in an evidence document?] Evidence is Milton Keynes South Midland Sub Regional Strategy..
- 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.

6.10 The mechanisms for requiring developer contributions towards the infrastructure to support the SDA are:

- Existing MK Tariff (see Chapter 16 'Delivering Infrastructure')
- Section 106 agreements
- Proposed Community Infrastructure Levy.

6.11 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. Milton Keynes Partnership will be involved in preparation of the Development Framework because part of the SDA is within the Urban Development Area where it acts as the Development Control authority. It also manages the existing Tariff and could have a major role in managing any future Tariff for the whole SDA. [I have run two paras together]

South West Strategic Development Area [have you checked this wording with the other local authority to make sure they are in agreement? It seem to me that the wording for this SDA has to reflect the fact that you are not the planning authority and you are trying to influence the actual planning authority]

[I have attempted to group the information about the strategic context for the SDA here at the start]

6.13 The South East Plan proposes a Strategic Development Area south west of the city for 5,390 homes. The SEP requires options for the future growth of the city (after 2026) to be tested and it will inform a future review of the South East Plan. 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 Milton Keynes. The local authorities have agreed that the layout of the development should not prevent further growth of the city in the longer term.

6.14 This SDA lies adjacent to the city but is 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). The AVDC Core Strategy has allocated a site for the SDA. 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. 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.

6.15 The SDA will have a considerable effect upon services and infrastructure in the city, so Milton Keynes Council wishes the following matters to be addressed during the planning the site:

- The SDA will function as part of the city, so it must be well integrated (physically and socially) with adjoining area and with the whole city. 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 should allow for the future construction of a link road between the A421 and A4146, to the south of the city. [Is this road line shown clearly on your plan?] Clarify on diagram
- 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 - There are limited local facilities in the adjoining part of the city, so the development will require on-site facilities to meet the day to day needs of its residents. Residents are also likely to use existing facilities in the city (for example, Milton Keynes College, the hospital, Bletchley Leisure Centre and household waste sites). So the development should 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. So subject to the findings of a detailed Flood Risk Assessment the development may need to make a proportionate contribution to [I assume this SDA will exacerbate an existing flooding problem which needs contributions to sort it out. If so, it should be justified by evidence and could be put in the policy below] offsite drainage improvements. 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. If such improvements are necessary for the SDA, they will require financial contributions from the development.

6.16 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 short trips to Bletchley and Milton Keynes, and longer trips to Oxford, Cambridge 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 land for this Strategic Development Area is within Aylesbury Vale District Council, apart from two accesses from the A421 which are within Milton Keynes Council. The local authorities will work jointly, and with infrastructure and services providers, to achieve a coordinated and well designed development on the outskirts of the city. This Council will put forward the following principles of development during the joint working on planning, design and implementation of the SDA:

1. A sustainable, safe and high quality urban extension should be created 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, and the linear parks [and strategic, integrated flood management?] agree
2. A strategic and sustainable approach to water resource management (including SUDS and flood risk mitigation) should be taken
3. The design of development in the SDA should respect the character of the adjoining areas of the city.
4. The Loughton Brook linear park should be extended into the development to provide recreational, walking and cycling links within the SDA and to the city's extensive green infrastructure and redway network.
5. Further technical work is required to fully assess the traffic impacts of the SDA on the road network within the city, especially the A421 (H8 Standing Way), B4034 Buckingham Road, and Bletchley town centre, and to identify necessary improvements to public transport and to the road network, including parking.
6. A route for the future construction of a link road between the A421 and the A4146 should be protected.[lines of protected routes should be shown in your plan] agree, check diagram
7. 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.
8. New social and commercial facilities and services should be provided, and existing facilities improved where possible, to meet the day to day needs of new and existing residents
9. The provision of a strategic and integrated approach to flood and water management. [isn't this the same as 2 above?] agree, so delete this point but add 'integrated' to point 2
10. A new 'Park and Ride' site for the city should be provided and linked to the A421.[are you seeking more than a site here?] no, just the site.
11. The site for a new rail station should be allocated, and developer contributions should be put towards construction of the rail station and the East - West rail link. [are you seeking more than a site here?]
12. The site for a regionally significant sporting facility should be provided within, or closely related to, the SDA. [are you seeking more than a site here?]
13. The local authorities and their partner organisations should produce an Agreement on appropriate mechanisms to secure developer contributions towards improvement and provision of infrastructure to support the development, including facilities in the city that will be used by residents of the SDA.

Delivery

6.17 A Joint Memorandum of Understanding (JMU) has been agreed by *Milton Keynes Council, Aylesbury Vale District Council, Buckinghamshire County Council and Milton Keynes Partnership* [suggest you put their names in full as it reads like code]. 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.

6.18 Policy: AVDC will prepare a Masterplan and a Delivery SPD in partnership with MKC, MKP, BCC and AVA [suggest you put their names in full as it reads like code] *Milton Keynes Council, Aylesbury Vale District Council, Buckinghamshire County Council and Milton Keynes Partnership*. Public consultation is planned for early 2010 and AVDC anticipates adopting the SPD once its Core Strategy is in place, in summer 2010.

6.19 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.

6.20 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 Council to identify improvements, including public transport and public car parking, to help the town benefit from more people visiting the town centre.

6.21 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(34), the detailed budgeting and planning processes of the utility companies are not aligned with the longer time horizon that the Core Strategy must adopt.

6.22 Funding: options include Tariff, Section 106 agreements and the proposed Community Infrastructure Levy. Joint working **[by whom?]** *between the local authorities, their partnership organisations, prospective developers and the landowning interests* 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 Central Milton Keynes

[I note you haven't mentioned the role of your city centre to serve as the iconic focus in the minds of its citizens, nor have you included an objective to enhance the public's enjoyment of visiting/being in the city centre. Perhaps you regard these 'place shaping' ideas as too tenuous for the Core Strategy] agree

7.1 Central Milton Keynes (35) 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 and in the future should be the focus for more hotel accommodation. It serves both as a regional centre (for example for shopping and transport) and as a local centre for the immediate catchment population. Although much of CMK has already been completed, or is committed for development, there is still potential on undeveloped sites(36), or through the redevelopment of buildings that have become obsolete.

7.2 CMK Central Milton Keynes will be the focus for office and high value and technology jobs, with new floorspace mainly at Campbell Park, next to the railway station and in the Central Business District (37). More floorspace for comparison goods shopping will be developed in the primary shopping area (38), with some smaller scale shops elsewhere in **CMK Central Milton Keynes** as part of mixed use developments (with office, housing and leisure uses).

7.3 Commercial leisure provision will be focused in **CMK Central Milton Keynes** (39) 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 in December 2008 (40)

7.4 CMK Central Milton Keynes 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 (41).

7.5 Significant investment in transport is planned to maintain and improve the accessibility and attraction of **CMK Central Milton Keynes** for businesses, visitors and the quality of life for those who live in the city centre. This includes schemes some distance from the centre, such as the Park and Ride proposals. **CMK Central Milton Keynes** is also the focus of the city's core public transport network (see more detail in the Chapter 11 'A Well-Connected Milton Keynes').

7.6 The total number of parking spaces in **CMK Central Milton Keynes** 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 initiative 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).

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

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

36 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.

37 CBD area is the area between North Row/ Portway, Saxon Gate, Avebury Boulevard and Grafton Gate

38 The primary shopping area is currently between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate. This area includes the Centre:MK, Midsummer Place and the Food Centre

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

40 The City Core is defined as the area between Saxon Gate and Marlborough Gate, Portway (H5) and Childs Way (H6) Central Milton Keynes: The Vision for the City Core. MKC Cabinet Report (16 December 2008)

41 Details of CMK housing sites can be seen in the SHLAA

Policy CS 7

Central Milton Keynes [I have found this policy difficult to edit because I don't know enough about your intentions. However, I have made comments for your possible action.]

Central Milton Keynes will retain and enhance its role as a sub-regional centre and the city's focus for new retail, office, hotel, leisure and cultural development, together with new housing and related facilities. (See Policy CS 4 'Retail and Leisure Development' and Table 5.4 'Amount of additional retail floorspace required in Milton Keynes (sq. m. gross) under Strategy 1' and supporting text.)

The key objectives for Central Milton Keynes are to:

- Achieve a broader mix of uses within a finer grain of development, incorporating a higher standard of design [This needs to be re-written by you because it is a string of planners' jargon and almost meaningless to most people, including me.] *Achieve high quality buildings and spaces around them with greater attention to human scale with more detail and variety of uses within the proposals*
- Promote a higher density of development in appropriate locations
- Encourage greater access to and within the area by walking, cycling and public transport
- Recognise the influence of the car in the design and layout of the area [Recognise is not a suitable word for a policy because it does not signify what action the Council and others should take. In any event, I am not at all convinced that the car should have a major influence on the future development of your increasingly urbanised city centre. All the most pleasant city centres that I have visited have set out to tame the influence of the car and reclaimed circulation/meeting/sitting/entertainment spaces for pedestrians, wheelchairs, cyclists etc] *revise this bullet point to make it positive and focus on making CMK more pedestrian friendly in terms of layout, relationship between buildings and public areas*
- Integrate different facilities and quarters within CMK [what does this mean and how will you do it?] *add reference to quarters in L Plan and add diagram to show these and tie into this policy*
- Accommodate the expansion of the University Centre Milton Keynes.

Delivery

7.8 Development in Central Milton Keynes will be managed by reference to saved Local Plan policies and guidance in related Supplementary Planning Guidance / Supplementary Planning Documents. It will be revised as necessary through the Development Management DPD. Details of the range of current and future Supplementary Planning Documents is contained in the Local Development Scheme

7.9 MKC will work with partners to deliver improvements to the 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). Proposals for transport schemes relating to CMK are listed in the MKP Local Investment Plan [footnote] [I have run two paras together here] agree

7.10 The operational and estate requirements of University Centre Milton Keynes are under development. If necessary, the Council will consider modifying existing planning guidance to assist the expansion of the University Centre. This could include the possibility of constructing university halls of residence within Central Milton Keynes.

7.11 MKC Milton Keynes Council and MKP Milton Keynes Partnership will use the City Core Vision [footnote], to work with key partner organisations in CMK Central Milton Keynes to bring forward development in a co-ordinated way that adds to the city's quality and range of attractions. These authorities will promote CMK Central Milton Keynes to developers and businesses, and facilitate development through site assembly, ensuring provision of necessary services and infrastructure, marketing and briefing of sites, and responding to change.

8 Other Areas of Change in the City

8.1 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

8.2 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) and the place shaping principle established. In some cases, there are more detailed policy documents in place to guide their development. The Joint Housing Delivery Team (JHDT- a team of officers from the council and HCA) 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

8.3 As well as sites that are already committed for development, other sites could come forward for development over the next 15 years (42). 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. Whilst many sites within the urban area could come forward as windfall developments(43), the potential allocation of development sites will be considered through the Site Allocations DPD where it is felt they have potential to support the wider plan objectives.

Neighbourhood Regeneration Strategy

8.4 The Council adopted a Neighbourhood Regeneration Strategy in December 2008 (44). It is based on a community-led approach, meaning development and changes in these areas will be driven by the views of local people.

8.5 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 5.2 'Strategic Housing Supply'.

8.6 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.

42 Within the city the SHLAA highlights a limited number of sites in the city with development potential (for housing). The SHLAA does not cover sites which would yield less than 5 units. These would come forward as windfall development. Historically this has been a rate of around 200 per year through small infill developments, conversions and replacement

43 windfall development is classed as development on previously unidentified sites

44 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 [I don't know enough about this topic to suggest changes]

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 (2005), including the completion of the Eastern, Western and Northern Expansion Areas, as set out in the Table 5.2 'Strategic Housing Supply'.

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⁽⁴⁵⁾, provides the framework for change in older housing areas in the city. Three areas have been identified for pilot studies; Fishermead, Tinkers Bridge and the Lakes Estate in Bletchley⁽⁴⁶⁾. Through close work with communities, Neighbourhood Action Plans will identify the specific changes required in these areas (and future study areas), addressing the potential need for:

- Physical change- land, buildings and the space between them
- Economic improvement- employment opportunities and business activity
- Improved human capital- skills, abilities and knowledge of people; and
- Social capital- community spirit, strength of voluntary and community groups

Development in the city will be shaped by the topic based policies in the Core Strategy and the more detailed Development Management DPD. Where the need for major change is identified, new policy guidance to co-ordinate areas of change will be prepared through the Local Development Framework.

Delivery

8.7 Development Frameworks (as noted in table 5.5) will remain in place to guide development in these areas and will be updated when necessary. These include the individual place shaping principles for each area.

8.8 Topic based policies in this Core Strategy will shape development across the city to ensure that it occurs in a sustainable manner. Development Management DPD policies will also be developed for the key centres, setting the priorities for these areas.

8.9 The Site Allocations DPD will assess whether we need to identify new sites to meet our housing targets or to help delivery of the Core Strategy objectives. In assessing sites, we will give priority to those that will support the objectives in Policy CS 8 'Other Areas of Change'.

8.10 Neighbourhood Action Plans (NAPS) will be produced over the next 5 years for the most disadvantaged estates. Where NAPs identify the need for significant physical change estates, we will consider whether we need to produce detailed planning guidance for these areas.

8.11 MKP will continue to play an important role in the regeneration of the city through their 'Single Conversation' partnership working approach with the Council and the community. They have skills, experience and access to funds that can help to deliver regeneration projects.

8.12 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 be a review of the Core Strategy, revising other planning policies, or bringing forward new sites in the Site Allocations DPD.

⁴⁵ which can be viewed at <http://www.miltonkeynes.gov.uk/regeneration>

⁴⁶ Identification of these areas is based on their Index of Multiple Deprivation (2007) and Milton Keynes Social Atlas (2008). Future study areas will also be identified through this route.

9 Development in the Rural Area [you could mention briefly the past record of construction rates in this area to give a context to your policy for the future. Also you might refer to affordable housing to meet local needs]

9.1 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 development will be concentrated in and around the city. *Pat rates of housing completions in the rural area have averaged 120 per year⁴* 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. New housing in Wavendon and Woburn Sands will be counted as rural growth. As the SE SDA develops this may need to be reviewed but that would be through a review of the Core Strategy.

9.2 The hierarchy in Policy CS 1 'Milton Keynes Development Strategy' continues to focus development in the rural area on the main, most sustainable 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 'Housing Land Supply' sets the framework for identifying any new housing sites.

9.3 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.

9.4 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).

9.5 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. *No changes have been made to the development boundaries for these villages; they remain as shown on the Local Plan Proposals Map.* Small alterations to village boundaries will be considered through the Development Management DPD where appropriate. *[isn't this a policy matter that should be mentioned below?] agree, see changes to policy CS9 and in other relevant parts of the CS*

9.6 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.

9.7 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

The Council will prepare a Site Allocations DPD to identify land that can assist the delivery of an average of 120 homes per year in the rural area. The Settlement Hierarchy in Policy CS 1 'Milton Keynes Development Strategy' will provide the sequence for prioritising site selection.

Development will be focused on the Key Settlements of Newport Pagnell, Olney and Woburn Sands as the most sustainable rural settlements, taking into account the population, constraints, transport links and the

⁴ Core Strategy Preferred Options Rural Area Spatial Options Technical Background Paper June 2007

capacity of services in these towns. *Any changes to these boundaries will be considered through the Site Allocations DPD and the Development Management DPD*

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.

Appropriate infill development and conversions will be allowed in villages with development boundaries. Minor changes to these boundaries, if necessary, will be addressed in the Development Management DPD. Key rural facilities [footnote for definition]⁵ will be protected from conversion or redevelopment for other uses.

Suitable new development that provides rural employment, farm diversification and the reuse of rural buildings for employment will be encouraged(47).

Delivery

9.8 The Site Allocations DPD will allocate new sites for housing and other required facilities in the Key Settlements and the Selected Village, Sherington.

9.9 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. The Development Management DPD will set out criteria for permitting the conversion in the open countryside for economic and residential purposes, and for farm diversification proposals.

9.10 The Development Management DPD will include policies to protect the integrity of rural settlements and ensure they continue to function in a sustainable manner. This will include policies on individual town/village centres and conservation areas where required. The Development Management DPD will also consider the need to review the existing development boundaries of rural towns and villages. *[This is a new point about town boundaries] [The DM DPD will consider key changes to existing policy so you could mention it in the policy above] See revisions to policy above*

9.11 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 and villages are encouraged to produce such plans. Engagement will follow the Statement of Community Involvement. This work may lead to other villages identifying a need for additional land for housing. Where this is the case, the inclusion of settlements as Selected Villages will be considered at the next periodic review of the Core Strategy.

47 Rural employment should be of a scale appropriate for the rural area and help to meet wider sustainability objectives, including movement. Economic uses will be preferred for existing buildings in the rural area where they are appropriately located and suitably constructed. Farm diversification should help to support the agricultural role of farms, rather than replace the use.

9.12 We will monitor the rate of housing development in the Annual Monitoring Report and regular updates of the Strategic Housing Land Availability Assessment. If this shows a shortfall in the 5 year land supply(48), 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.

9.13 Over the plan period, housing development within the boundaries of Wavendon and Woburn Sands continue to be classed as rural completions. This will be reviewed later in the plan period as development in

⁵ *Key rural facilities are defined in the Rural Spatial Options Technical Paper for the Preferred Options CS, they are: a foodstore, school, post office and pub.*

the SE SDA progresses. Development in the rural area outside the boundary of Wavendon and Woburn Sands will be counted in completions in the SE SDA and not towards the rural requirement.

48 The five year land supply is made up of suitable sites which are confirmed as being available and developable within the next 5 years

Supporting Policies: Topic Based

The topic based policies in this section are included to shape the new development across [the Borough of Milton Keynes](#) in a sustainable manner. The specific place shaping requirements and mechanisms for bringing forward development in the [South East Strategic Development Area](#), [Central Milton Keynes](#) [don't use code], other areas of change and the rural area have been set out in areas based policies CS5-CS9.

The area based policies draw on the principles set out in the following topic based policies. These policies apply to all development in [the Borough of Milton Keynes](#). They form the basis for the development of future Development Plan Documents, including the Development Management DPD. They ensure that a strategic approach to [important climate change and lifestyle issues, such as sustainable construction and open space provision](#), is in place to guide new development.

10 Housing [I have found this section needed to be re-phrased where necessary to keep it a strategic level, remove extraneous information and to boost its coherence with the rest of the plan]

[I suggest that you mention briefly that the details of residential development will be covered in the DM DPDs and in SPDs]

10.1 Planning to meet the housing needs of the Borough of Milton Keynes must cover the existing residents, and those people who are expected to move here during the next 15 years. The New Town has a proud history of housing innovation, and it is intended that future housing will continue to be at the leading edge of energy efficiency, renewable energy generation, design, practicality, flexibility and attractiveness, i.e. “Smart Growth”⁽⁴⁹⁾. This should apply to a range of household sizes, styles, price bands, tenure types, and residential densities. [I have put the overall context here at the beginning] *Detailed planning policies for residential development, will be set out in the Development Management DPD and SPDs.*

10.2 Housing for existing residents

10.3 Milton Keynes does not follow national household profiles or trends because it has had 40 years of growth as a New Town. During that time, households have risen from **XXX 21,900 in 1971 to XXX 83,000 in 2001**. [please supply the numbers]. Those who chose to move to the city have been predominantly young adults and young families. This has resulted in continuing pressure for “first-time homes” for young adults and larger homes for growing families. In addition, the city must plan for a significant increase in elderly residents, for the first time in its history.

10.4 The SHMA Strategic Housing Market Assessment [put full name] shows that the existing population currently requires an additional 1348 dwellings per year. The proportion of affordable homes should reflect the needs of the existing population.

10.5 Housing for future citizens

10.6 The number, type, size and mix of homes built for new residents must planned to support the Council’s growth strategy (ie further development of the skill & industry mix within the local economy; the continued development of MK as a sub-regional hub for business, leisure, retail, entertainment and culture; and as a city of national and international significance). For example, further major employers could be attracted by development of more homes for directors and high-income employees.

10.7 To reduce on-street parking, new neighbourhoods should provide sufficient parking spaces for the projected car ownership levels for the type of dwellings (plus spaces for visitors). *This is because the levels of car ownership in Milton Keynes are higher than the national level (81% c.f. 73% -Census 2001)* Attractive alternatives to car travel must be provided in order to reduce the carbon footprint of new estates and the city. [You will have to argue your local distinctiveness if you wish to have different standards from national ones]

⁴⁹ The preferred style of expansion described within the South East Plan, where population and prosperity grow but environmental impact is minimised

Policy CS 10

Housing

[I suggest that you should start this policy by stating the Council will work with others to meet the SEP housing requirement]

The Council will work with Milton Keynes Partnership, developers and registered social landlords to meet the South East Plan housing requirement.

New housing development should meet the needs and aspirations of the existing population and of future residents by the provision of an appropriate range of sizes, values, styles, tenures and densities. In-fill development should respect the style and scale of buildings, and the mix of dwelling types in the surrounding area.

New housing should meet the Council's adopted standards of energy efficiency, renewable energy generation, carbon neutrality, safety and 'lifetime homes'. Some dwellings should support 'home-based working' and all homes should have high quality ICT connectivity.

Residential neighbourhood design should encourage access by walking cycling and other forms of non-car travel within the neighbourhood and across the city. Car parking standards should meet the projected levels of car ownership (in addition to visitor parking).

The Council will plan to meet specific housing needs across the Borough including the following: affordable housing, multiple occupancy, elderly persons, special needs, single people, religious or ethnic or lifestyle groups. These requirements will be covered in further planning and housing management guidance.

Delivery

[I suggest this rather loosely worded list below is compressed into a few paragraphs that capture how the Council and others will actually deliver the policy. Also, it should be referenced/linked to the Implementation and other sections] agree

10.8 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.

10.10 The Affordable Housing SPD provides additional guidance on e.g. tenure mix. The SPD will be updated when necessary.

10.11 The Affordable Housing requirements in the South East SDA will be set out in the Development Framework for the area.

10.12 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

10.13 The Site Allocations DPD will allocate a site for Travelling Showpeople and, if necessary, a new site(s) for Gypsies and Travellers.

10.14 The Development Management DPD will contain detailed site criteria for the provision of Gypsies and Travellers Sites

10.15 The Development Management DPD will include policy guidance on "Lifetime Homes" or equivalent standards

10.16 A new SPD for HiMOs will set out how such development will be managed to ensure it makes a positive contribution to the local housing market while minimising any adverse impact on the surrounding neighbourhood.

11 A Well-Connected Milton Keynes [I have found this section needed to be re-phrased where necessary to keep it at strategic level, remove extraneous information and to boost its coherence with the rest of the plan] [You might consider moving some of the text below into the delivery section that follows the policy]

11.1 The transport networks and services of Milton Keynes must meet the needs of residents, visitors, businesses and organisations within the city. At the same time, there is a need to reduce the need for travel and cut the city's carbon footprint. This is shown earlier in the SWOT table on page XXX [please supply number] 11.

11.2 Transportation is a key priority in the MK Sustainable Community Strategy and this includes the need to enable those without the use of a car to access employment and services. Improving public transport, encouraging cycling and walking are also Council priorities reflecting the objectives of the Sustainable Integrated Transport Strategy (SITS), Local Transport Plan 2 and the Transport Strategy Review.

11.3 The city's iconic grid road system has many advantages. It enables car travel between points via a variety of route choices in shorter time than other UK cities of similar size [is this demonstrable fact?] (yes travel times across comparable sized towns/cities shows this to be true). The system also improves the amenity and safety of residential streets by removing through traffic. In addition, the space available along most of the grid road corridors could allow space for future mass transit provision should this be viable in the future. The convenience of car travel helps to attract and retain businesses to Milton Keynes and it enables many residents to choose to work anywhere in the city regardless of where they live. However, growth is putting increased pressure on the system, and the Council must seek to introduce changes to the way people travel around the city.

11.4 Looking forward to 2026, the car is expected to remain the dominant mode of transport in Milton Keynes. This stems from the city layout and higher car ownership levels in Milton Keynes than the national rate (Census 2001). However, improvements to public transport and provision for cycling and walking will encourage healthier lifestyles and more journeys by these means. Improved links to jobs, shops and educational facilities from areas of low car ownership (e.g. Netherfield and Beanhill), are necessary to tackle social exclusion. As the proportion of elderly residents increases there will be a need for more community transport such as the 'plusbus' currently operated in the city. More direct and faster bus services will increase accessibility across the city and help to free-up the grid road system in the peak hours. Also, it is expected that increased home delivery services and electronic transactions will cut the need to travel. The design of new development areas will increase local access to the bus and redway networks.

11.5 The urban area Key Diagram indicates the back bone of the Council's transport strategy. It shows the main public transport routes linking CMK, and town centres (the main focus for new jobs) with the Expansion Areas, SDAs and areas of low car ownership. These areas will benefit from more frequent and more direct services. The Key Diagram also shows 'Park and Ride' facilities on the edge of the city and an improved transport interchange at the Central Milton Keynes rail station. The Park and Ride sites should aim to reduce the number of private car journeys into Central Milton Keynes.

11.6 The Council will promote demand management among the business and service sectors to reduce car travel and aid movement across the Borough by use of home working, car sharing and car pooling (Car Share MK scheme is an exemplar with 8% of CMK employees' members of the scheme).

11.7 There is an abundance of parking spaces in the city centre. They must be carefully managed to help support local housing, business and services but, at the same time, encourage more journeys by bus, on foot and by bike. Parking in the city centre will be addressed in the CMK Parking strategy. (50) and residential parking provision is addressed in CS policy 13.

11.8 The Local Transport Plan 2 March 2006⁶ [date and footnote reference] shows that all the Key Settlements and Selected Villages are served by bus. The Bus Strategy (2008)⁷ [footnote reference] suggests more innovative ways of providing transport to the rural communities and the most sustainable rural settlements: Newport Pagnell, Woburn Sands and Olney are served by the main core bus routes with a proposal to increase the frequency of services to Olney in peak periods. [I may not have this quite right, but it needed to be pruned somehow]

11.9 Reducing carbon emissions from vehicles is an important national and local objective. Improving public transport, encouraging walking, cycling and improvements in technology, will all help to reduce the contribution of transport to climate change. In addition, the Council is actively engaged in the introduction of electric vehicles, but they may still need to be managed to avoid congestion and conflict with other users or redways etc. [I presume this could be an issue]

11.10 Milton Keynes is in competition with other cities across Europe, so it needs good access to international and national locations in order to raise the local skills base and attract suitable businesses and activities. It also requires high quality public transport and good signing and amenities for walking and cycling with accessible information on travel choices within the city. During the plan period the city will promote its aspiration for a direct European rail link.

11.11 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 the East - West rail link 34, [what is this number?] 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. [no obvious reason to mention past improvements as this plan is looking forward] [Various links and improvements have been mentioned elsewhere in the plan, so they need referencing and checking to ensure they appear in the Infrastructure and Delivery and Timeline sections, and on maps

where necessary] keep these references as they were designed to cater for much of the growth

Policy CS 11

A Well Connected Milton Keynes

The Council will work with neighbouring local authorities and transport providers to reduce the city's carbon footprint, manage the demand for travel and improve accessibility across the Borough. The measures used will include:

- Improvements to public transport including a core public transport network, with Central Milton Keynes at its hub, serving key trip generators and to cater for specific areas and types of public transport need. New bus services will be provided to major new areas of development when sufficient buildings are occupied.
- Enhanced facilities and signing for cycling and walking throughout the Borough with the redways network extended throughout major new development areas

⁶ <http://www.miltonkeynes.gov.uk/transport/documents/LTP2%5FMK%5FCouncil%5Fv19%2Epdf>

⁷ <http://www.miltonkeynes.gov.uk/transport/displayarticle.asp?DocID=19636&ArchiveNumber=>

- Planning the development of large housing and employment areas, health, education, leisure, sports, emergency services and other key facilities so that it is well served by public transport and easily accessible by walking and cycling. This applies particularly to Central Milton Keynes, town and district centres elsewhere in the Borough, the Eastern and Western Expansion Areas, the two Strategic Development Areas, and Key Settlements in the rural area.
- Maximising the capacity of the Borough's highway network through phased improvements in step with housing and employment growth (for example the dualling of the A421 and a new transport hub with the SE SDA and improvements to key roundabouts on the grid network). Maintaining city's grid road network and safeguarding the corridors for possible mass transit schemes whilst extending it into new development areas.
- Delivery of high quality transport interchanges at:

MK Central rail station (gateway and interchange),

Bletchley rail station,

M1 Junction14 coachway / Park and Ride,

M1 Junction13 /A421 (East) Park and Ride with East West rail (potentially outside MK),

A421 (West) Park and Ride with East - West rail link (potentially outside MK),

Denbigh north Park and Ride,

A5 (North) Park and Ride and

A5 (South) Park and Ride. [This list of improvements needs to be 'de-coded' so it is understandable to readers and checked for references, evidence, mentions elsewhere, lines defined on maps etc. See my remark in the text earlier in this Section]

Delivery [I don't know enough about your transport delivery programme to edit this section successfully, but it needs to be changed from a loose list into a few relevant paragraphs which are referenced to the Implementation and Timeline Sections. Also, you might wish to move some of the earlier text into this section]

11.16 A list of transport schemes, including the western section of [East - West rail link](#), is set out in Local Transport Plan 2 [\[footnote\]](#) and the MKP Local Investment Plan [\[footnote\]](#). This list contains details of the arrangements in place to ensure the delivery of this infrastructure. See also the 'Delivering Infrastructure' chapter.

11.17 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

11.18 Bus service standards will be governed by the Bus Strategy adopted December 2008

11.19 The Council will continue to work with the Highways Agency to model the effects of traffic growth, as the basis for updated infrastructure plans [\[two paras have to be run together here\]](#) *editing change complete*

11.20 The delivery of improvements to the transport interchange at CMK station are being managed by..... (need to add details). The improved coachway park and ride at junction 14 of the M1 is due for completion in 2010. Additional park and ride facilities will be planned as part of the work on Development Frameworks for the South East and South West SDAs.

11.22 The Development Management DPD will include guidance on demand management measures in new development. This will include travel planning, car parking and car pooling.

11.23 Policies CS12 and CS13 and future Development Management DPD policies will encourage the delivery of neighbourhoods where walking, cycling and public transport are a viable alternative to the car.

11.24 Place checks will identify local transport needs in priority regeneration areas.

11.25 The Council's transport strategies will develop an appropriate case-by-case response.

11.26 The Council will work with voluntary organisations and other service providers on the co-location of services, especially in the rural areas.

11.27 The Council will also work with communities to ensure improved information on public transport is available to residents and visitors to increase its accessibility. The introduction of Real Time Passenger Information across the city is an example of this in action.

12 Tackling Climate Change and Building Sustainable Communities

[I am not familiar with your efforts here but, as I have mentioned before, you need to show robust local distinctiveness if you are insisting on higher than national standards]

12.1 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 and more recently with the Local Plan Policy D4 . 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.

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

12.3 The scale of growth planned for MK will inevitably increase activity and carbon emissions and put pressure on natural resources. This needs to be managed. 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 viable standards to minimise their environmental impact. Homes built between 2006 and 2026 will make up almost 30% of all housing in the Borough , meaning if they are not designed to a high standard, they will potentially have a long term negative impact on climate change.

12.4 Whilst sustainability is a 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 sustainably designed city are outlined below.

Successful Neighbourhoods

12.5 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:

- Creating walkable neighbourhoods and extensions of the existing walking, cycling and key public transport networks
- Siting key day-to-day facilities, including schools, shops, leisure and employment in locations easily accessible on foot, by bike and by public transport
- Creating high quality open spaces in line with the MK Open Space Strategy and private amenity space for houses
- Appropriately locating development to maintain and improve current flood risk and air quality standards
- Separating housing from noisy/24 hour working employment uses (B2 and B8)
- Encouraging home working
- Achieving the highest standards of design in terms of safety and security
- Creating diverse and flexible⁽⁵¹⁾ neighbourhoods that can respond to change overtime, allowing communities to form and grow effectively.

51 A flexible neighbourhood has a mix of uses and buildings that are able to adapt to changing demands on an area over a period of time

Delivery

12.6 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.

12.7 Policy CS 13 'Ensuring High Quality, Well Designed Places' 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.

12.8 The Development Management DPD will also include more detailed policies on issues such as housing density, which will support the creation of flexible and sustainable neighbourhoods. The creation of flexible neighbourhoods will also be a key consideration in the preparation of the Development Framework for the South East SDA.

12.9 The preparation of development frameworks for the SDAs will ensure that the design requirements are taken into account.

Sustainable design

12.10 Milton Keynes is different from other UK local authorities, as explained earlier in the 'Story of the Place' section. The expanded New Town has an iconic grid iron system whilst the older areas of the city, such as Bletchley, Stony Stratford and Wolverton, have a more traditional character. The nearby towns of Newport Pagnell, Olney and Woburn Sands have their own 'sense of place', as do the many villages (including those that are now within the city).

12.11 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.

12.12 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.

12.13 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.

12.14 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 new communities are environmentally sustainable.

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:

- Comply with best practice urban design principles in By Design, Manual for Streets and Safer Places, or future best practice guidance
- Champion new approaches to sustainable urban form and 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
- Provide a choice of contemporary, innovative, exemplar architecture that reflects Milton Keynes' reputation as an ambitious, forward thinking, innovative 21st century city
- Integrate energy efficiency and solar performance in the layout and orientation of buildings and neighbourhoods
- Provide sustainable and strategic surface water drainage as part of a network of multi-purpose open spaces
- Provide visual landmarks to help with orientation, particularly from the grid road network
- Provide a range of housing densities to contribute towards variety in visual appearance and create diverse, sustainable neighbourhoods
- Effectively integrate the Council's car parking standards into the layout of new developments
- Redways (another unique element of MK) should be built adjoining grid roads in new development
- 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

12.15 The Development Management DPD will include more specific guidance on urban design principles based on best practice guidance documents. The DPD will develop a specific policy on the appropriate housing densities for the different areas of Milton Keynes. 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.

12.16 The Sustainable Construction SPD (revised) will provide guidance on the solar performance of developments. These reviews will help to inform future planning decisions.

12.17 All Conservation Areas will be reviewed and Conservation Area Character Appraisals prepared, with priority given to those where there is most pressure for development.

12.18 The Council's Urban Design and Landscape Architecture team will advise on the design of new development, including being actively engaged in pre-application discussions.

12.19 The preparation of Development Frameworks for the SDAs will ensure that the design requirements are taken into account.

Sustainable buildings

12.20 Milton Keynes has a history of promoting leading edge, energy efficient buildings. Planning policy can help to deliver the Sustainable Community Strategy objectives of reducing our carbon footprint (52) and achieving carbon neutral growth. Local Plan Policy D4 has already driven up construction standards by requiring improved energy efficiency and the use of renewable energy in new buildings, and through the successful implementation of a Carbon Offset Fund.

12.21 All new homes now need to be assessed against the Code for Sustainable Homes, although there is currently no minimum standard (53). National planning policy (54) allows councils to set local standards that are higher than national standards, where they can be justified [have yours been sufficiently justified?], and also to set targets for renewable energy.

12.22 In line with our Vision (aspiring to Eco-town standards, see Chapter 4 ‘Spatial Vision’) and as identified in the sustainability appraisal, local standards are set out in Policy CS 14 ‘Sustainable Construction’. The deliverability and feasibility of these standards has been assessed independently(55).

12.23 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.

12.24 Related to the aim of carbon neutral growth, the Council will continue to require payments in to the Carbon Offset Fund, which has been successfully operating 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.

52 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

53 It will be mandatory for all homes to achieve Level 3 of the Code from 2010, with Code Level 6 becoming mandatory from 2016

54 Supplement to PPS1, paragraphs 30 and 26

55 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>

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, unless the local planning authority is satisfied that the application demonstrates the requirement would not be technically or financially viable. [you need to define the areas shown in the table below, perhaps by footnotes]

Area	Older Town Centres	City estates, Including CMK	Strategic Development 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 Minimum carbon dioxide reduction through renewable energy and/or low carbon technologies	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.

*Footnote: Older town centres- S Stratford, Bletchley Wolverton N Pagnell /
City Estates- e.g Oldbrook, Middleton (rest of city)
Rural sites- all towns and villages in rural area
Existing-just refers to conversion or alteration of existing buildings.*

Policy CS 15

Community Energy Networks and Large Scale Renewable Energy Schemes [I hope I have captured and clarified your thinking on this topic]

The Council wishes to promote the use of renewable energy schemes where it can be demonstrated that there will be no negative social, economic or environmental results from the scheme. Therefore, it has the following requirements:

- For developments of more than 100 homes, applications should show that the potential for community energy networks has been explored.
- For development of more than 200 homes, applications will require community energy networks, unless it can be proven that this is not feasible on technical or economic grounds.
- Regardless of the number of homes in a proposal, where an existing local energy network is established, developments will be expected to connect to the network, if feasible.

Delivery

12.25 Supporting guidance on how Policy CS 14 'Sustainable Construction' will be delivered and managed will be set out in a revised Sustainable Construction SPD. This will consider how the standard of construction will be maximised in cases of uncertain viability.

12.26 Planning applications to which the policy applies must be accompanied by an early Code for Sustainable Homes design stage report or BREEAM Pre-assessment. Certification, showing the required performance level has been achieved, will be required as evidence to discharge the planning condition.

12.27 Carbon Offset contributions will be secured through the use of s106 agreements.

12.28 The 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.

12.29 Where new national requirements exceed those set out in this Core Strategy, the national standards will take precedence.

12.30 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.

12.31 The Development Management DPD will include policies on large scale standalone renewable energy projects and small scale installations. The policies will outline the criteria for controlling their impacts on residential amenity and the environment.

12.32 Community recycling and energy from waste facilities will be brought forward in accordance with the Waste DPD.

13 Delivering Economic Prosperity

[I have little knowledge of the initiatives you have reported plan in this section]

13.1 The SWOT table on page 11,[reference] identifies many of the factors that attract business to Milton Keynes, which 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(56). The city is identified as a 'regional hub', a centre for economic activity in the SEP (policy SP2) [reference]. The Regional Economic Strategy identifies a number of measures to enable MK to develop to its full economic potential.(57).It includes 'Improving the climate for investment, Stimulating an entrepreneurial and innovative economy and Ensuring learning and skills provision responds to population and business demands'.

13.2 Although there is enough land to meet our job targets, we need to attract the right type of employment that will strengthen and diversify the local economy and help it to flourish in the future. We will also consider reallocating some sites from industrial and distribution purposes to office and high technology uses(58).

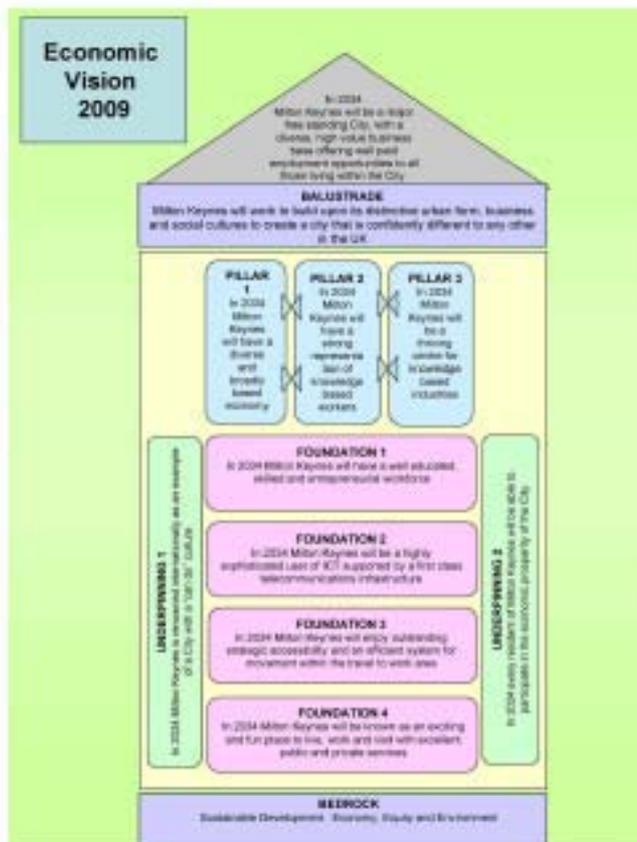
Economic Vision

13.3 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."

13.4 The Economic Vision is being refreshed and should be finalised later in 2009. The Vision is expressed in diagrammatic form in Figure 13.1

Picture 12 Economic Vision 'Architecture'



A Learning City and Skilled Work Force

13.5 Raising educational attainment is a key priority⁽⁵⁹⁾. 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⁽⁶⁰⁾.

13.6 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.

56 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.

57 The Regional Economic Strategy 2006-2016. A Framework for Sustainable Prosperity. SEEDA p.37.

58 As set out in Policy CS 3 'Employment Land Supply'.

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

60 SEEDA: Milton Keynes Economy Review-January 2009

13.7 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 provision. The Milton Keynes Higher Education Development Board, consisting of key civic, educational and business interests, is taking forward the establishment of the University of Milton Keynes of which UCMK is the first significant step⁽⁶¹⁾.

13.8 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

13.9 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

[I suggest that there must be more actions that the Council and others have planned for this important activity] seeking clarification from MKEPL and will add any other actions relevant

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

- The delivery of 15 new primary schools and 4 secondary schools as part of growth plans
- 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.

Delivery

13.10 The new school provision will be planned as part of the work on the South East SDA. Schools in the Eastern and Western Expansion Areas are already planned and in the Infrastructure Delivery Plan. The delivery of these schools at an appropriate time will be ensured through close working between the

education department and the Joint Housing Delivery Team, who will advise on the timing of future housing delivery.

13.11 MK Higher Education Development Board is taking forward the proposal for a full university in Milton Keynes. The UCMK is the first significant step⁽⁶²⁾. The operational needs of the University are currently uncertain. These will be investigated in a review of the CMK Development Framework if necessary.

13.12 The potential for new science parks will be investigated with key stakeholders. Work on this will feed into the Site Allocations DPD.

61 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.

62 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.

13.13 The Council will work with partners to target those who need to improve their skills and qualifications, particularly those with no qualifications.

13.14 Planning obligations and local labour agreements between the Council and developers may be used to help people access training and employment opportunities ⁽⁶³⁾

13.15 An Information and Communications Technology Strategy will be prepared to ensure all major employment sites and population centres have access to high speed broad band internet services (MKC and partners)

Support for Small Businesses

13.16 The majority of businesses in the Borough are small businesses which require suitable accommodation ⁽⁶⁴⁾. 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, making it a strategically important issue. Smaller and older centres (both in the city and in the rural area) play an important role in providing small and affordable accommodation.

13.17 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. New units could also be developed as part of employment developments identified in Table E.1 'Employment Land Allocations in Milton Keynes'.

13.18 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.

Policy CS 17

Supporting Small Businesses

We will protect small business units across the Borough and seek **[is this the best word, won't you or others be more active than this?]**require new small business units as part of:

- Schemes to redevelop any existing area of employment land for alternative use; and
- 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 developments **[should be more specific than this ie quantity, suitability, location, amenity, etc?]**. *with detailed advice set out in the Development Management DPD.*

Delivery

13.19 The 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. Work on the Development Management DPD will investigate the appropriate level of provision of small business and live/work units in more detail. Measures to assist and support businesses are identified in the Regional Economic Strategy 2006-2016. A Framework for Sustainable Prosperity and MK Economic Vision referred to earlier.

63 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.

64 82% of MK businesses employ 1-10 people, SEEDA MK Economy Review, Jan 2009. Small business units are defined as premises of up to 300 sq metres each

14 A Healthy, Safe and Inclusive Milton Keynes

14.1 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, where possible, improved.

14.2 Easy access to facilities was a key factor in the city's design and the location of shops, schools and other services. 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. Policy CS 9 'Strategy for the Rural Area' focuses development on the most sustainable rural towns and villages, to help support the role and function of these settlements.

14.3 In order to maximise access to services for those who may find it difficult to travel, and to help reduce the number of trips made by car, the Council will continue to provide and enhance its electronic services, such as the online Council Tax payment service. The Council will also provide support to other businesses and services to help increase online service provision in the borough.

14.4 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.

14.5 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:

- Implementing Core Strategy and future Development Management DPD 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
- Improving access for the disabled and other disadvantaged groups (including the council's electronic delivery of services) [is this what you meant here?] yes

Delivery

14.6 Policies to protect local services and facilities will be developed for the Development Management DPD. Local Plan (2005) policies will remain in place until these policies are prepared.

14.7 '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⁽⁶⁵⁾. The Council will continue to promote the Extended Schools initiative as part of developing inclusive communities.

14.8 The Council will encourage dual use of buildings and facilities and co-location of facilities, particularly

65 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>

between MKC, schools, service providers and other key agencies(66). In addition to this, the Council will, as a matter of course, continue to ensure that all public buildings provide access for the disabled.

Health Inequalities

14.9 Reducing health inequalities and deprivation requires co-ordination from a wide variety of service providers, including health services, social care, education and transport(67). 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 support. This together with the Leisure Strategy, other council strategies such as and work carried out by the Health authority provide additional suggestions to help improve the health of the community.

14.10 Bletchley, Wolverton and the rural area also have adopted regeneration strategies. Programmes will be locally, rather than centrally, based so that they tackle the problems experienced by people living in particular areas. In addition to these targeted regeneration strategies, there are a number of other local strategies that will contribute to the aim of reducing health inequalities and deprivation; these strategies include the Leisure Strategy and the Primary Care Trust's Milton Keynes Strategic Plan.

14.11 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

14.12 Opportunities for crime and anti-social behaviour should be designed out of new development (Policy CS 13 'Ensuring High Quality, Well Designed Places'); 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 (68).

Policy CS 19

Healthier and Safer Communities [shouldn't you mention provision of physical facilities such as the redways and linear parks to encourage health-giving activities such as walking and cycling] *see final paragraph of policy*

The Council will work with other agencies on programmes to reduce deprivation and health inequalities and provide the necessary support for the *Borough's young people and its ageing population*.

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

- *Designing out opportunities for crime and anti-social behaviour in new development by following best practice guidance.*
- *Working with the Community Safety Partnership on initiatives to reduce crime and anti-social behaviour.*
- *Working with the Council's Emergency Planning department to reduce situations that can cause emergencies [this doesn't read easily as part of a strategic policy, but perhaps I have misunderstood it] for example in terms of surface water management*
- *Extension of the Linear Park and Redways system into new development with specific attention to 'Safer Places' and 'Secured by Design' to encourage more walking and cycling*

66 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.

67 The Childcare Act 2006 places a duty on the Council to work with partners to reduce health inequalities amongst children and families.

68 The Community Safety Partnership current plan is the Community Safety Partnership Plan 2009-2012.

Delivery

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

14.14 CCTV will be partly funded by Section 106 planning obligations from developers and focused on CMK, but capable of being extended to other locations.

14.15 Neighbourhood Action Plans (NAPs) pilots started at Fishermead, Tinkers Bridge and the Lakes Estate. Further NAPs are planned over the next 5 years. This process will help to establish priority interventions on city estates which could include physical improvements to estates to create safer environments.

14.16 Policy CS 12 'Developing Successful Neighbourhoods' and Policy CS 13 'Ensuring High Quality, Well Designed Places' and their delivery sections include design criteria to ensure the design of new places and spaces is conducive to healthy and safe communities.

15 The Historic and Natural Environment

[I don't have sufficient local knowledge to comment on these topics]

Heritage protection

15.1 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(69). 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.

15.2 There is also 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

15.3 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 character 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 green spaces 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

15.4 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(70) identifies the distinctive characteristics of the landscapes across the Borough. It provides the basis for their protection and the enhancement of the landscape, plus guidance for future policies on development, restoration and management for the Development Management DPD. There are a range of protection and enhancement measures within the Landscape Character Assessment, such as restrictions on the level of development and the materials used within developments; promoting traditional methods of hedgerow management; promoting extensions of uncropped or grass field margins to enhance biodiversity; and retaining key views to local landmarks.

Biodiversity and Geology

15.5 Protection is based on a hierarchy of designated sites(71), in line with national guidance(72). With relatively few national sites, County and Local sites as well as BAP(73) 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(74).

69 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

70 Add link to this document

71 The hierarchy for Milton Keynes currently includes no internationally designated sites (Special Protection Areas, Special Area of Conservation, Ramsar Sites).

72 PPS9 Biodiversity and Geological Conservation (August 2005)

73 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.

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

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 biodiversity
- 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 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

15.6 All 27 Conservation Areas will be reviewed and Character Appraisals prepared to ensure key features are identified and protected.

15.7 The 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

15.8 The 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 will be by MKC, adjacent local planning authorities, MK Parks Trust, MKP, Internal Drainage Board and the Environment Agency

15.9 Organisations including Sport England and the MK Green Infrastructure Group will help develop policies and review standards of provision. Working groups co-ordinated by the Bucks and MK Biodiversity Partnership will oversee projects contributing to BAP targets in the Opportunity Areas.

Waste

15.10 The Waste DPD (75) sets out how we will manage our waste up to 2026. It is a single document [75 http://www.miltonkeynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61257](http://www.miltonkeynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61257)

containing a Core Strategy, Site Allocations and Development Management policies.

Minerals

15.11 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 buildings that need to go along with it (76). 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, as shown on the Picture 5 'Borough Key Diagram'.

15.12 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 a 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.

15.13 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.

15.14 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.

15.15 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.

15.16 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

⁷⁶ www.bgs.ac.uk/mineralsuk/mineralsyou/whydo.html

- 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
- protecting known reserves 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

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

16 Delivering Infrastructure

[This section and policy seem thin considering the importance of this topic for the Council's whole housing and employment delivery agenda, and in the light of the PINS report of the July visit. Shouldn't you mention safeguarding proposed road/rail links, private/public partnerships, cross-border services etc?]

16.1 The co-ordination and delivery of necessary infrastructure (77) 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. [Isn't it important to state that the SDAs will only succeed with joint working and agreement on developer contributions with the other LPAs etc in the future?] *The Strategic Development Areas will only succeed with joint working and agreement on developer contributions with the neighbouring authorities and partners.*

The Milton Keynes Tariff and Infrastructure Schedule

16.2 The MKP Local Investment Plan (LIP)⁸ [reference] identifies the infrastructure required to support the growth of the city as planned in the Local Plan (2005). 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. [It occurs to me that the LIP is such an important part of the strategic planning in MK that it might be attached as an appendix to the Core Strategy] *A copy of the Executive Summary of the 2009/10 L.I.P. is attached as Appendix---*

16.3 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.

16.4 The Tariff will not meet the full cost of the infrastructure required to support growth. **Government and other funding is needed to meet the remaining costs.** There is more information in the Tariff SPD (78).

16.5 The Tariff currently does not cover land in the SE SDA. The aspiration is for a new Tariff agreement to be developed, to co-ordinate infrastructure delivery in this new area of growth. [It needs a better explanation of the strength and timing of this aspiration] *The aim is for a new Tariff agreement to be developed specifically for the SE SDA, before the commencement of the development, to co-ordinate infrastructure delivery in this new area of growth. This will involve the key landowners, the relevant planning authorities and Milton Keynes Partnership.*

77 For example, physical infrastructure such as transport, drainage; information and communication technology; green infrastructure, such as linear parks, open space and social; and community infrastructure such as schools, libraries and emergency services

78 www.miltonkeynes.gov.uk/planning-policy/displayarticle.asp?DocID=20740&ArchiveNumber=

⁸ http://www.miltonkeynespartnership.info/DocLibrary/local_investment_plan_2009.pdf

Other Funding for Infrastructure

16.6 The Council has prepared a number 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 ⁹ [reference the list of SPDs]

16.7 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.

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

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, to the required minimum high standards demanded by this council and its partners.

The Council will use standard charges and/or standard formulae, set out in [Supplementary Planning Documents](#), as the basis for financial contributions from developers towards necessary infrastructure.

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

Delivery

16.9 Joint Delivery Teams (including officers from 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. They do not make policy but can assist in the collection of evidence.

16. Delivery agencies for specific projects include MKC, MK General Hospital NHS Trust¹⁰, MK Primary Care Trust¹¹, and the voluntary¹² and higher/further education sectors¹³ through the LIP.
[there is no clue as to their commitment here] see footnotes

⁹ <http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61282>

¹⁰ http://www.mkhospital.nhs.uk/uploads/documents/annual_plan_for_publication_2009-10.pdf

¹¹ http://www.miltonkeynes.nhs.uk/assets/_managed/cms/files/c1NHSMiltonKeynesStrategicPlanOctober2008_1.pdf

¹² <http://users.powernet.co.uk/volunteermk/pdfs/codeofpractice.pdf>

¹³ http://www.miltonkeynes.gov.uk/schools/documents/EDP_final_version.pdf

16.11 While the MK Tariff is a proven mechanism in MK, there are other ways of securing developer contributions - including Section 106 agreements based on our Planning Obligations SPDs and the forthcoming Community Infrastructure Levy. The Council favours a new tariff agreement covering the *whole of the* South East Strategic Development Area [MK part or whole of area?] but this will be the subject of further work. [needs a positive worded update] *to be completed before the development commences.*

16.12 The council's adoption processes (for highways and open space for example) set out how the maintenance of finished developments is managed by the council. [reference]

17 Monitoring and Managing

17.1 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 17.1 'Core Strategy Critical Success Factors and Monitoring Indicators' below sets out the targets and key indicators for delivering the 16 objectives [reduced number]13 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.

17.2 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.

17.3 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.

17.4 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 Sustainable 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.

17.5 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.

17.6 Appendix D 'Risks, Actions and Contingencies' sets out potential events and risks that could affect the achievement of the Core Strategy objectives. Alongside are various contingencies and actions 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 [Local Development Scheme](#);
- [preparation](#) of further [planning documents](#);
- working with delivery partners and developers to alter development frameworks and masterplans
- altering land supply;
- ensuring delivery of infrastructure to enable development; or
- [a review of the Core Strategy in extreme circumstances](#).

17.7 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 programmes 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.

17.8 Joint Delivery Teams (JDTs) are an essential component of delivery in Milton Keynes. Due to their wide range of members they are able to identify delivery problems at an early stage and take action to resolve them. The role of JDTs is set out in Chapter 16 'Delivering Infrastructure' (para 16.8). The impacts and effects of multiple plans and policies, often delivered by different partners, can make it challenging to identify which particular policy or policies are not achieving the anticipated outcomes. 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 around long-standing deprivation.

18 Development Timeline and Housing Trajectory

[This is very useful for non-technical readers and I suggest that it could be placed, or clearly signposted, earlier in the document] *see comment at 18.5*

18.1 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 5.5 'Overarching 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.

18.2 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 Brooklands Ridge, 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.

18.3 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. *[where has this come from?] following a successful scheme in the north east of the city.*
- Detailed planning applications submitted for the SW SDA

18.4 2016 - 2021 – 12,400 homes, 18,600 new jobs

- 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 **[When did the engineering works begin?]** *Site investigation work for the western section began in October 2009.*
- 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 Bletchley, are nearing completion.

18.5 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.

[These two following paras and Appendix D are exceptionally important to flexibility and yet they feel 'buried' in the back of the document. How can they be introduced or signposted earlier?] *added to CS 1 delivery section so following paras can be deleted from here*

18.6 The strategy was initially drawn up in a 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 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.

18.7 It is not considered that the Timeline and Housing Trajectory are unrealistic given the current climate. Sites sufficient to meet the South East Plan requirement for the Milton Keynes Council Urban Area have 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 before and alongside housing, through the tariff system, 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 accurate 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.

[This is the finish of my editing suggestions and comments]

Insert housing trajectory