Core Strategy

Revised Proposed Submission Version
October 2010

www.milton-keynes.gov.uk/core-strategy-publication
Preface

All of us take great pride in Milton Keynes. For many of us it is now our home of choice – ‘I’m from Milton Keynes’ – rather than a place to which we’ve come. We are hugely ambitious for both our own and our city’s future.

The objective of the Core Strategy is to rise to the challenge of that ambition.

It has been refreshed to reflect the changing agenda of the new Coalition Government, which includes the revocation of the Regional Spatial Strategies and the return of local planning and plan making powers to local councils.

It recognises the consensus among our residents of the features that make Milton Keynes so attractive a place in which to live – ease of movement, green spaces, the buzz of the city. Future change and adaptation must build on this heritage rather than set it aside.

It is sensitive to the demands of the towns and villages that preceded the city, to its older estates and to the Borough’s rural areas. They too must share in future success.

It harnesses people’s aspirations for themselves and their children to the jobs and communities that developers can create.

We must equip our children for work in industries that do not yet exist. Low carbon living, climate change and changes in family values will lead them towards lifestyles radically different from ours. They will face huge transport challenges in a city where the car may no longer be the most efficient means of movement at certain times of the day.

Against this background no single document can look ahead twenty years and ‘get it right’. But through the Core Strategy we can provide a flexible platform or framework to work within. We can bequeath our pride in the standards of urban design that we have set. We can refresh those aspects of the Milton Keynes lifestyle that citizens find so attractive. We can provide for the new transport choices that residents and inward commuters will have to make.

Time and the rise of other centres are eroding our competitive advantage in attracting jobs and people to Milton Keynes. We must define new ‘unique selling points’ and constantly be prepared to innovate. To that end we are pleased to be one of the core local authorities in the emerging South East Midlands Local Enterprise Partnership (LEP) and welcome the benefits the LEP will bring to supporting a strong and sustainable local economy.

Through the Core Strategy we can set the direction of our first steps towards that future. It is a springboard to enable, and not a barrier to restrain. It provides the opportunity to create, and to go on creating:

- jobs that are sustainable and enduring
- communities, not merely buildings
- skills for life through education
- well-being through sport, recreation and culture
- open space and parkland
- an adaptable built and public realm of which we can be proud

And it anticipates:

- the changing ways in which we will work and live
- how we will move around
- the physical infrastructure that we will need

Not everyone will agree with every word, but that is not necessary. Within the Core Strategy there are clearly referenced Policies that will be subject to regular review and debate. The role of the Strategy is to set the culture and the direction of travel.

Its vision is to enable Milton Keynes to become one of the country’s top ten cities, whether measured by job creation, architectural design, lifestyle, or personal aspiration and well-being. Its central theme is continued progress and renewal, founded on confidence and civic pride.

For our existing citizens, their children, and those who will choose to move here in the future, deserve no less.

CEC TALLACK

Leader of the Council

September 2010
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 – providing important health, community and economic assets but also facing a number of challenges in the rural-urban fringe around the city
- A city which has pioneered energy efficiency and recycling

... Embraces Evolution and Champions Change

MK will continue to be different, as we face the challenge of climate change, grow as a sub-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 outside London. In any new development areas outside the MK Council area, we will need to work with our neighbouring local authorities to make sure these areas function well as part of the city.
- **Sub-regional role** – this will require new further and higher 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 increasing trips by public transport and more journeys by cycle to Central Milton Keynes. 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 and higher 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 link) 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 and the emerging South East Midlands Local Enterprise Partnership.
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 also 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 – has suffered with closures in Newport Pagnell (Aston Martin) and Woburn Sands (Plysu/Nampak), 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.

Unique character and complexity of growth – means that for the reasons set out above, reviews, either partial, single-issue or comprehensive, are more likely for this Core Strategy than many others. Also, as changes to related strategies are made at the local, regional, national and international levels, there will be further issues which may require a review of this Core Strategy. This Proposes Submission version of the Core Strategy has been revised to take account of the revocation of the Regional Spatial Strategies. Further changes are expected as the Decentralisation and Localism Bill is brought forward.
Changes to the Core Strategy

Changes to government policy

On 27 May 2010, a few weeks after the end of Pre-Submission consultation on the Core Strategy, the Secretary of State announced his intention to abolish Regional Strategies. This was confirmed on 6 July 2010 by the decision to revoke Regional Spatial Strategies, including the South East Plan, with immediate effect.

The Department for Communities and Local Government published guidance on the implications of this decision, including that “the revocation of Regional Strategies is not a signal for local authorities to stop making plans for their area ... reviews should be undertaken as quickly as possible”\(^1\).

The following advice is of particular relevance to the situation in Milton Keynes where the Core Strategy had been the subject of Pre-Submission consultation but had not been submitted for examination: “Where local planning authorities are currently bringing forward development plan documents, they should continue to do so. Authorities may decide to review and/or revise their emerging policies in the light of the revocation of Regional Strategies.”

The Council’s response

The Council has welcomed the opportunity to review its plans for the future of the Borough without the housing targets imposed at regional level. Consistent with the advice from CLG to review the emerging Core Strategy ‘as quickly as possible’, the Council has responded by:

a. Putting the Core Strategy ‘on hold’ pending further guidance from government (Council – 8 June 2010)

b. Considering the broad options and implications of different levels of housing growth (LDF Advisory Growth – 5 August 2010)

c. Endorsing an overall rationale for changes to the Core Strategy and agreeing a draft schedule of suggested changes to give effect to that rationale (LDF Advisory Group – 26 August 2010)

d. Further consideration of and agreement to any changes to the Core Strategy (LDF Advisory Group – 9 September 2010; Full Council – 14 September 2010)

In reviewing the emerging Core Strategy, the Council has been guided by the following principles:

a. Milton Keynes is not saying ‘no’ to growth. There is a considerable amount of land that is already committed and available for development, mostly with planning permission already approved. Further growth is essential to maintain and increase the economic prosperity of the Borough, to the benefit of everyone who lives here. Milton Keynes remains ‘open for business’

b. The Core Strategy should be ‘refreshed’ to take into account the revocation of the South East Plan. This includes the removal of regional housing targets which, in the light of recent and current market conditions, are regarded as unachievable by 2026.

c. In the short term, the ‘refresh’ of the Core Strategy should focus on the removal of the regional housing target and its consequences, to take stock and put forward a realistic and deliverable scenario for the development of the Borough over the next 5-6 years.

d. In doing so, the Council recognises that the most recent assessment of housing requirements in the Strategic Housing Market Assessment (SHMA) for the Borough identifies the need for more new homes each year than the old regional housing target – i.e. 3,280 homes per year compared to 2,070 in the South East Plan, or 2,620 if the South East Plan proposals for Strategic Development Areas adjoining the city in Aylesbury Vale and Central Bedfordshire are also taken into account. However, the housing requirement identified in the SHMA is not considered to be deliverable, at least in the short term.

e. In the longer term, there will be a review of the Core Strategy to reflect a new bottom up assessment of what the Borough and its

2  MK Strategic Housing Market Assessment (2008) identifies a requirement for 16,400 homes over a 5 year period which means an annual requirement of 3,280
residents need and the implications of changing economic conditions. This will include a detailed review of the methodology and conclusions of the SHMA.

f. The Core Strategy review will be in the context of the emerging South East Midlands Local Enterprise Partnership – a voluntary grouping of neighbouring local authorities that will reflect the real economic geography of the area (where people live and work and businesses trade) rather than imposed regional boundaries.

Rationale for changes to the Core Strategy

The Core Strategy will continue to look to 2026 but, reflecting the revocation of the South East Plan, the starting point will be April 2010 rather than 2006.

The rationale for the detailed changes that have been made to the previous version of the Core Strategy (February 2010) is as follows:

a. Lower housing targets reflect ‘realistic’ forecast housing completion rates of between 1,500 – 2,000 homes per year, averaging 1,750 per year. This is consistent with but slightly higher than the average level achieved in the last 5 years (1,660) in difficult market conditions, and also higher than the average achieved over the last 10 years (1,560) and 20 years (1,610).

b. Lower housing targets can be met largely from existing commitments, particularly in the short term (the next 5-6 years) – i.e. from sites that already have planning permission or are allocated in the Adopted Local Plan (2005).

c. This means that the SE Strategic Development Area is no longer required as an allocation in the Core Strategy and that land in this area (other than those sites previously identified in the Local Plan as Strategic Reserve Areas) will retain the designation of open countryside as per the Adopted Local Plan.

d. The four Strategic Reserve Areas south east of the city identified in the Local Plan will be allocated for development, in order to help meet the revised housing targets and other land use requirements. Their allocation reflects their status as the first areas of search for further development which was the outcome of the Local Plan Inquiry process in 2003-04. Three of the SRAs were also included in the Tariff Agreement in 2007 and have therefore been built into the assumptions about funding growth in the Local Investment Plan.

e. The land within the SRAs south east of the city will need to be planned in an integrated way and ‘future proofed’ to allow for the possibility of further development in this area in the longer term.

f. The revocation of the Regional Spatial Strategy (South East Plan) removes the requirement for the SW Strategic Development Area in Aylesbury Vale. However, if any new development sites are promoted and allocated on sites adjoining the city but in the area of a neighbouring local authority, they will require proper planning as sustainable urban extensions to the city.
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1 Introduction

1.1 The Core Strategy is the principal spatial plan for the Borough. The scale and complexity of development covered in the Milton Keynes Core Strategy dwarfs most other Local Development Frameworks in the country. It sets out our vision of how the Borough will be in the year 2026 and how the Council can lead how we are going to get there. It aims to help improve people’s quality of life. It provides the objectives and strategy for development of the Borough and identifies the major areas where growth and change will take place (3).

1.2 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 (see the diagram Figure 1.2 ‘Strategies relating to the Core Strategy’). Other, more detailed, planning documents will follow on from the Core Strategy.

1.3 This version of the Core Strategy has been revised to reflect the changes to the planning system introduced by the new Coalition Government post May 2010, including the revocation of the RSS. Further changes are expected as the Decentralisation and Localism Bill is brought forward to ‘devolve greater powers to councils and neighbourhoods’ and ‘give local communities control over housing and planning decisions’.

1.4 Milton Keynes is one of the core local authorities at the heart of the emerging South East Midlands Local Enterprise Partnership (SEMLEP). The emerging LEP covers a population of around 1.6 million people and 64,000 businesses which together account for 3.2% of the English economy and have strong prospects for future growth.

1.5 The objectives for the Core Strategy (in Chapter 4 ‘A Vision for the Place’) set out the measurable issues to assess the success of this document. They are developed from the ‘Story of the Place’ (in Chapter 2 ‘Milton Keynes: The Story of The Place’), the Context for the Core Strategy (in Chapter 3 ‘Context for the Plan’) and the Vision (at the beginning of Chapter 4 ‘A Vision for the Place’). Measurement of the objectives is covered in Chapters 17 ‘Monitoring and Managing’ and 18 ‘Development Timeline and Housing Trajectory’.

1.6 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. Providing for the significant growth and change in the Borough’s population
c. Potential proposals beyond the Milton Keynes Borough boundary which would require a consistent approach to planning. Neighbouring authorities will be encouraged to agree joint standards and a development framework for such areas
d. Retaining ease of movement across the city as the population grows, transforming the public transport system to provide attractive, fast, frequent, convenient and efficient movement in the city
e. The future role of Central Milton Keynes as a residential, employment, cultural, retail and leisure hub for the sub-region
f. The future role of the older town centres of Bletchley and Wolverton, and existing and developing city estates and expansion areas
g. The basis for seeking financial contributions from developers including the East - West rail link

3 There are two distinct areas referred to in the Core Strategy. The city, which is the area within the existing development boundary of Milton Keynes on the Local Plan Proposals Map, and the rural area, which is all land outside the city. The whole area makes up the Borough. See Figure 1.1 ‘Areas of the Borough’. Opportunities may arise within the Borough due to resident-led regeneration of areas identified under the Neighbourhood Regeneration Strategy or commercially-led regeneration of ‘fair condition’ employment areas as defined in the Employment Land Study (2007).
1. Introduction

Figure 1.1 Areas of the Borough

Map Key
- Urban Development Area Boundary
- Borough Boundary
- Motorways
- Primary Routes
- Other ‘A’ Class Roads
- Railway

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How individual strategies relate to the Core Strategy

Individual strategies will be developed and reviewed and the impact on the Core Strategy assessed annually.

Key

1. MKP Business Plan/Local Investment Plan
2. MK Tariff & Framework Section 106 Agreement
3. Local Authority Carbon Management Programme: MK Council Strategy and Implementation Plan
4. The Bucks & MK Biodiversity Action Plan
5. A Strategic Plan for the Green Estate
7. Beds & Luton Strategic Green Infrastructure Plan
8. Local Landscape Designation Study
9. Landscape Character Assessment: Draft Report
10. Northamptonshire Environmental Character and Green Infrastructure Suite
11. Homelessness Strategy
12. MKP Business Plan/Local Investment Plan
13. BME Communities - Housing & Social Care Strategy
14. Young Persons’ Housing Strategy
15. Older People’s Housing Strategy
16. Improving Lives, Closing the Gap - Social Inclusion & Health Inequalities Strategy
17. Cultural Strategy 2006-12: Year 1 Review
18. Delivering Safe, Strong and Prosperous Communities in a Growth Area; the contribution and delivery of infrastructure for the Fire and Rescue Service in the Borough of MK
20. NHS Milton Keynes: Strategic Plan 2008-13
21. Children & Young People’s Plan 2006-09
22. Library and Lifelong Learning Accommodation Strategy
23. From New Town to International City – The Transformation Years: Strategic Plan
24. 2020 Vision – Towards a University of MK
25. Long Term Economic Vision – Review of Transformational Projects & Strategic Actions
26. Three Year Plan for Adult Education
27. Central Bletchley Regeneration Framework
28. Neighbourhood Regeneration Strategy
29. Wolverton West End Development Framework
30. Bletchley Park Area Master Plan & SPG
31. The Sustainable Integrated Transport Strategy
32. Parking Strategy for Central Milton Keynes

Figure 1.2

Context & Policy Background
Environment
Housing
Community Safety, health & leisure
Economy, skills & education
Regeneration & Community Development
Transport

Note: Please refer to the bibliography for further details on the documents listed.
1.7 There are already a large number of sites allocated for employment in the city. With new sites and employment growth encouraged by the Economic Development Strategy in high performance engineering, tourism and creative industries as well as the service, retail, education and health jobs directly associated with housing, there is potential for more than sufficient numbers of new jobs to be created than is required to continue the current growth rate of 1.5 new jobs per 1 new home\(^{(4)}\).

1.8 There are also sufficient housing sites already identified in the city to meet urban housing requirements. However, we need to set out a rationale for identifying new sites in the rural area.

1.9 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 centres of Bletchley, Wolverton, Westcroft and Kingston. There is a need to set criteria for considering options for possible future sites, such as the state of the ‘real’ economy, progress on developments to date and economic growth. This is likely to require an update of the Retail Capacity Study and this will be assessed in the Development Management and Site Allocations DPDs.

1.10 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**

1.11 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.

1.12 As explained at the beginning of this introduction, the scale and complexity of development covered by this Core Strategy dwarfs most other local development frameworks in the country and as the various strategies change at national, regional and local levels, so there is likely to be a need to review parts of, or the entire Core Strategy during the lifetime of the current document (up to 2026). Thresholds and triggers for review are set out in Chapters 17 ‘Monitoring and Managing’, 18 ‘Development Timeline and Housing Trajectory’ and Appendix D ‘Risks, Actions and Contingencies’.

\(^{(4)}\) Milton Keynes Employment Land Study 2007
2 Milton Keynes: The Story of The Place

2.1 Milton Keynes 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 remains a key focus for growth. Outside the city, the surrounding rural area has attractive 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 230,000 (2009 estimate) and the city’s population is approaching the level anticipated in the original Master Plan (March 1970). People move here because of work, the greenery, space, grid roads, lakes, shops, night-life, the villages and history.

2.3 Milton Keynes is to continue to grow and could have around 300,000 residents by 2026 if growth over the next 15 years replicates the 19% growth between 1995 and 2010. Reflecting a reduced level of growth from previous estimates due to the current housing market over 14,500 houses are anticipated to be built in the Borough between 2010 and 2018 with a projected growth in population of over 27,500 in the same period. 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. The number of community and voluntary organisations is proportionately higher than many other cities.

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 people will travel around and gain access to the facilities that are available.

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 a one and a half hour drive of Milton Keynes.

2.7 The Borough is also 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. Beyond the built up area of the city there are local connections which will require improvement when growth impacts on this network. These include important east-west road links, including linking the A1, M1 and M40.

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 without management, this congestion will increase significantly as the city grows. Even without growth, congestion would get worse as car ownership and usage patterns change. The rural routes feeding into the grid road system also suffer from rush hour congestion and it is important to protect settlements on these routes.

2.9 In many cases, residential streets within the grid squares were not designed for the bus. This, combined with the low density and wide distribution

5 From the Transport Strategy (MKC December 2008)
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.

2.10 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 journeys by car at peak travel times (years 2001 to 2031). However, we estimate that we can only increase the capacity of the existing grid road system junctions by 25% at peak times, 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 and the need to complete the grid road system.

2.11 To meet the aspirations for a more sustainable future we will need to continuously develop the policies in the Core Strategy throughout the lifetime of the document, for example through the development of the Local Transport Plan 3.

2.12 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.

2.13 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%)\(^6\). 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.

2.14 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 an attractive work, shopping and leisure option for a large number of people in the area. Popular 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. The borough sits at the centre of the proposed South East Midlands Local Economic Partnership area, as shown in figure 2.1.

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.

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\(^6\) Source: Census 2001; MKi, 2009
2. Milton Keynes: The Story of The Place

Figure 2.1 Key economic geography of Milton Keynes and its Sub-Regional Context
2.18 There is a relatively small proportion of skilled and highly skilled residents (compared to the rest of the South East and national figures) and a higher than average semi-skilled and unskilled workforce. In order that local residents and businesses can become more successful in the future, we need to increase the number of skilled and highly skilled people, diversify the range and level of skills among the working population, widen the economic base of the area and attract jobs that match the changing skills profile (7).

2.19 High quality road links have resulted in a high demand for storage and logistics space generating few jobs in large buildings. Our objective is to continue the current MK growth level of 1.5 jobs for every 1 new home (8). 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 an innovative strategic flood management system, reducing the risk of flooding in the city, and in settlements downstream such as Newport Pagnell and Bedford.

Linear Park in Milton Keynes

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 with health, skills and employment. Data in a government index of multiple deprivation shows that this issue has worsened in recent years. 21 out of 100 areas in the Borough were classified as ‘deprived’ in 2007 compared to 18 in 2004.

2.24 These estates tend to show an insufficient mix of housing tenures, lack of accessible and usable open space, and some 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 Borough reported a lack of community safety and a fear of crime. About 26,700 crimes across the Borough were reported in 2007/08, which was a welcome fall from 29,700 in 2006/07. The SaferMK Plan (2009) 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.

7 MK Economy Review January 2009, SEEDA
8 Milton Keynes Employment Land Study 2007
http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61552, see Chapter 5, page 79
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.

2.27 A new dimension to the task of planning for the quality of life for future residents will occur if and when any neighbouring authorities plan developments adjacent to Milton Keynes. 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.

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 any major new development areas, with improved access by public transport, walking and cycling. Imaginative use of planting by grid roads has resulted in lower CO₂ pollution than traditional road layouts.

2.29 The Core Strategy acknowledges the challenge of creating new neighbourhoods and regenerating deprived neighbourhoods so that they have a real sense of quality, place and identity. They should be integrated with the adjacent parts of the city and enjoy good transport connections to jobs, education, health and other facilities.

2.30 Many 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.

2.31 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.

Housing at Oxley Woods

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 landscape policies are compromised.

Major projects

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
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:

- 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

A city of the future

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 group\(^9\) 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 of 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

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2.36 In the light of the 'story of the place', identified issues and aspirations 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.
### Table 2.1 Strengths, Weaknesses, Opportunities and Threats

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>A strategic location between London, Birmingham, Oxford and Cambridge,</td>
<td>New Town status deters people and companies from moving to MK</td>
</tr>
<tr>
<td>with excellent transport links with the rest of the UK</td>
<td>Dispersed employment locations present challenges for public transport</td>
</tr>
<tr>
<td>Grid road system allows quick vehicle movement with convenient parking</td>
<td>Low educational attainment, poor skill levels</td>
</tr>
<tr>
<td>in Central Milton Keynes</td>
<td>An absence of a traditional university resulting in the loss of highly educated 18-22 year olds and associated vibrancy</td>
</tr>
<tr>
<td>Sub-regional retail and diversified employment dominance</td>
<td>Many residential streets in the grid squares were not designed for the bus, making it difficult to provide fast, frequent and attractive bus services</td>
</tr>
<tr>
<td>A network of strategically planned, well maintained, multi-functional</td>
<td>Low overall density within the urban area, grid road bus services and the segregation of some estates affects the viability of shared services</td>
</tr>
<tr>
<td>parkland and recreation space</td>
<td>Pockets of deprivation and social exclusion across the city, worsened for those without access to a car</td>
</tr>
<tr>
<td>A good quality of life with community networks and a high satisfaction</td>
<td>Insufficient overlooking of redways and indirect routes deter some users</td>
</tr>
<tr>
<td>rate amongst residents and employers</td>
<td>Some older estates were badly designed with some dwellings in a relatively poor condition</td>
</tr>
<tr>
<td>Attractive hinterland settlements, and sensitive treatment of villages</td>
<td>Need for greater diversity of housing types, including 'executive' properties</td>
</tr>
<tr>
<td>now within Milton Keynes city</td>
<td>Lack of identity and innovation in some recent housing developments</td>
</tr>
<tr>
<td>Unique 1970s New Town with a wealth of high quality family housing</td>
<td>Poor east-west sub-regional transport connections</td>
</tr>
<tr>
<td>MK Tariff allows for long term planning and funding of infrastructure</td>
<td>Lack of independent presence in retail, leisure and entertainment sectors, particularly in Central Milton Keynes</td>
</tr>
<tr>
<td>Homes and Communities Agency assists in delivery of growth and is a</td>
<td></td>
</tr>
<tr>
<td>major landowner (10)</td>
<td></td>
</tr>
<tr>
<td>Older market towns with distinctive characters and independent retailers</td>
<td></td>
</tr>
<tr>
<td>Effective partnership working</td>
<td></td>
</tr>
</tbody>
</table>

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10 An Urban Development Area (UDA) covers the Northern, Eastern and Western Expansion areas and the city estates of Tattenhoe Park, Oxley Park, Kingsmead South and land allocated as strategic reserves. Milton Keynes Partnership (part of HCA) is the development control authority for the UDA. See Figure 16.1 ‘Milton Keynes (Urban Area and Planning Functions Order 2004)’
### Opportunities

- Young and growing population provides workforce and improves 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 link 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 sub-regional facilities
- Set benchmark for 21st Century urban living

### Threats

- If regeneration doesn’t happen in some areas then this could lead to increased deprivation
- Loss of countryside through growth
- Loss of historic design concepts from 1970 Master Plan
- 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- and out- commuting
- Cross-boundary growth leading to difficulties in effective delivery of services to residents
- Loss of innovative spirit
- The impacts of Peak oil\(^{(11)}\) and national measures to reduce CO₂ emissions to avoid climate change may not be easily implementable in Milton Keynes

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\(^{(11)}\) For definition, see Appendix A ‘Glossary and Abbreviations’
3 Context for the Plan

National, Regional, Sub-Regional and Local

3.1 The Core Strategy has been prepared 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[^12^]

3.2 The Core Strategy has regard to all the Government’s Planning Policy Statements, Guidance Notes and Circulars (as at September 2010) and has been prepared in general conformity with the current government guidance following the announcement that regional spatial strategies are revoked.

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** – the need to house the emerging generation of Milton Keynes residents requires growth over the next several years
- **Housing development in the rest of the Borough** – to ensure delivery of new homes up to 2026 in the rest of the Borough may require a review of village envelope boundaries
- **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[^13^], so that there is no net increase in out-commuting
- **Sub-regional role** – Milton Keynes should continue to develop as a major sub-regional centre through substantial development of retail, employment, residential 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. New developments should be attractive and have a sense of 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
- **Skills and educational 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 any major new 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 (as 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

[^12^]: Background documents to the Core Strategy can be found on our website at [http://www.miltonkeynes.gov.uk/planningpolicy](http://www.miltonkeynes.gov.uk/planningpolicy)

services to help residents develop a sense of community

**Sustainable Community Strategy**

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 set out in the bullet points below. The Council will also sign-up to The Sustainable Communities Act 2007.

- 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

3.6 High level outcomes from the Sustainable 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 to 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 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 more sustainable in our movement. Investments need to safeguard the environment and enable those without use of a car to access employment and services

**Local Transport Plan 2 (2006/07 - 2010/11)**

3.7 The Local Transport Plan 2 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

3.8 An updated Local Transport Plan (3) will be developed by April 2011 to radically address the transport issues identified in this Core Strategy.
4. A Vision for the Place

4.1 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.

4.2 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 progress from how we are now to how we want to be in 2026. The following box stems from a variety of sources and influences. It reflects the aspirations in the Sustainable Community Strategy for the Borough. Also, it has been informed by the SWOT Analysis (in Table 2.1 ‘Strengths, Weaknesses, Opportunities and Threats’) and the key policies mentioned in Chapter 3 ‘Context for the Plan’.

Spatial Vision: Milton Keynes in 2026

1. To develop Milton Keynes as a major 21st century city.
2. A wide variety of 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.
3. 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.
4. As the centre of the sub-region, 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 international, national and regional 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.
5. The supporting infrastructure (schools, roads and services, for example), will be provided as the growth takes place.
6. 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.
7. 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\(^{(14)}\)). A Science and Innovation initiative\(^{(15)}\) 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 and encouragement to take further training. The University Centre will have achieved full university status by 2020.
8. A wide range of house tenure and types (including larger executive homes, ‘lifetime homes’ and managed shared accommodation) will suit the changing needs of the population and ensure everyone

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14 Milton Keynes Employment Land Study 2007
http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61552, see Chapter 5, page 79
15 Milton Keynes Science and Innovation initiative plans to create a habitat for knowledge intensive businesses in the area. Partners include Invest Milton Keynes (IMK), Milton Keynes Economy and Learning Partnership, South East England Development Agency, ngage, Milton Keynes Enterprise Hub, Open University, Cranfield University, plus private sector partners
has access to an appropriate home. The high design standards for new housing will have anticipated an increase in home working with improved IT systems, so helping to reduce the demand for travel to work.

9. The city’s iconic grid road system will have been conserved and extended into any major new development areas. The layout of development areas will route through-traffic onto suitable arteries whilst providing direct routes for public transport and a network of redways for convenient cycling and walking.

10. 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 from 68% to 57% by 2026. Low carbon personal transport such as electric cars will also be supported.

11. 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, the A421 corridor through the city (linking the A1, M1 and M40 and a new Junction 13a on the M1 with land safeguarded for future crossings of the motorway north of Junction 14). Promotion of a direct train service from Milton Keynes to the European rail network will be underway.

12. 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.

13. Older town centres such as Bletchley and Wolverton, will have experienced a renaissance as a result of new housing, facilities and environmental improvements. Older 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.

14. 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 as illustrated in Figure 1.2 'Strategies relating to the Core Strategy'.

**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, particularly in the light of changing global, national and local strategies. Progress must be measured towards achieving the 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 shortcomings 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.
Table 4.1 Core Strategy Objectives

<table>
<thead>
<tr>
<th></th>
<th>To develop Milton Keynes as a major 21st century city</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To deliver land for at least 28,000 new homes within the Borough between 2010 and 2026. This will comprise:</td>
</tr>
<tr>
<td></td>
<td>• An allocation of a maximum of 2,500 homes in the areas identified as Strategic Reserve Areas south east of the city in the Local Plan</td>
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<tr>
<td></td>
<td>• Completion of development on existing Local Plan sites and land with planning permission comprising approximately 24,000 homes</td>
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<tr>
<td></td>
<td>• 1,200 homes(^{(16)}) in sustainable settlements in the rural area</td>
</tr>
<tr>
<td>2</td>
<td>To work jointly with neighbouring authorities and other key organisations on the planning of any development located on the edge of Milton Keynes (but outside the current MK boundary) so that these areas are integrated with the city and contribute to its role and character</td>
</tr>
<tr>
<td>3</td>
<td>To allocate and manage the development of employment land and pursue a vigorous economic development strategy sufficient to deliver a minimum of 1.5 jobs for every house build in Milton Keynes(^{(17)}), 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</td>
</tr>
<tr>
<td>4</td>
<td>To assist greater economic prosperity by improving the local opportunities for learning and to increase the local level of knowledge and skills through the establishment of a MK university, and support the development of MK College and the Science and Innovation Initiative</td>
</tr>
<tr>
<td>5</td>
<td>To promote the development of Central Milton Keynes as the vibrant cultural centre of the sub-region by making it the main location within the city for retail, leisure, cultural and larger office developments (around 12,000m(^2) of office floorspace per year) and for up to 5,000 homes by 2026</td>
</tr>
<tr>
<td>6</td>
<td>To seek the protection of existing key services and facilities in sustainable rural settlements and to encourage the development of further provision, including shops, education, community and health services</td>
</tr>
<tr>
<td>7</td>
<td>To aim to reduce health inequalities, deprivation and improve housing quality and access to services for those living in the areas targeted by the suite of documents that form the Regeneration Strategy, as well as any other areas identified during the plan period</td>
</tr>
<tr>
<td>8</td>
<td>To facilitate the delivery of housing that meets the needs of all sections of the community through:</td>
</tr>
<tr>
<td></td>
<td>• Providing sufficient developable land for new housing</td>
</tr>
<tr>
<td></td>
<td>• Construction of viable levels of diverse housing including affordable, supported and specialist housing</td>
</tr>
<tr>
<td></td>
<td>• Taking account of the need for houses in multiple occupation</td>
</tr>
<tr>
<td>9</td>
<td>To manage increased travel demands through:</td>
</tr>
<tr>
<td></td>
<td>• Promoting improvements to public transport and supporting the development of an East - West rail link between Oxford and Cambridge</td>
</tr>
</tbody>
</table>

\(^{(16)}\) Part of a total requirement of 2,400 homes in the rural area. Sites for c1,200 homes have already been identified or completed in the period 2006-2009.

### 4. A Vision for the Place

- Encouraging an increased number of people to walk and cycle by developing an expanded and improved Redway network
- Extending the grid road pattern into any major new development areas
- Utilising demand management measures to reduce the growth of road congestion, whilst upgrading key traffic routes such as the A421 and the A509

<table>
<thead>
<tr>
<th>10</th>
<th>To mitigate the Borough’s impact on climate change and reduce CO₂ emissions through:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Implementing higher than national requirements(^{(18)}) for sustainable homes and buildings</td>
</tr>
<tr>
<td></td>
<td>• Locating development away from areas of flood risk(^{(19)})</td>
</tr>
<tr>
<td></td>
<td>• Promoting community energy networks and strategic renewable energy developments</td>
</tr>
<tr>
<td></td>
<td>• Reducing waste generation and increasing the amount of recycling</td>
</tr>
<tr>
<td></td>
<td>• Sustainable transport initiatives</td>
</tr>
</tbody>
</table>

| 11 | To require that the layout and design of new development creates safe, healthy, sustainable built environments with easy access to open space, public transport and everyday facilities, delivering a high quality of urban design, architecture and public realm and creates places with identity |

| 12 | To protect, maintain and enhance the important features, character and assets of the New Town and the towns and villages throughout the Borough |

| 13 | To encourage healthy lifestyles with the provision of recreation facilities and biodiversity by enhancing the linear park network and extending it into new developments while conserving and protecting key landscapes and important habitats |

| 14 | To develop Milton Keynes as an International Sporting City\(^{(20)}\) |

| 15 | To manage mineral extraction, safeguarding reserves and processing facilities, restoring worked sites, and maximising use of secondary and recycled materials. |

| 16 | To work with public service and infrastructure providers (principally via the Milton Keynes Partnership Local Investment Plan) to ensure that the social and economic growth planned in the Borough and neighbouring local authorities is facilitated by the timely provision of appropriate new and improved facilities such as public transport, schools, community halls, sport and recreation facilities, transport interchanges, health services (including MK General Hospital), emergency services, highways and rail improvements, and a residual waste treatment plant |

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18 As justified by the Impetus Study 2008


19 As identified in the Strategic Flood Risk Assessment (2008)

20 Further work is underway to develop the International Sports City concept which seeks to attract and support regional, national and international facilities and events, and to improve people's health and wellbeing through new opportunities to participate in sport and active recreation
5 Development Strategy and Areas of Change

5.1 The development strategy in Policy CS 1 'Milton Keynes Development Strategy' 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 CS 1 'Milton Keynes Development Strategy', any further extensions to the city should be created as covered in greater detail in Chapter 6 'Future Development Areas'.

5.2 The strategy in Policy CS 1 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 It is recognised that other proposals may come forward at a later date through the Site Allocations DPD or otherwise. Any such proposals must be robustly evidenced and justified in accordance with the principles of this Core Strategy.

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

5.5 There will also be 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 may be minor changes introduced through the Development Management DPD at a future date (see Policy CS 2 'Housing Land Supply').

Policy CS 1

Milton Keynes Development Strategy

The provision of new homes and jobs will take account of the Settlement Hierarchy set out in Table 5.1 'Settlement Hierarchy' below. 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, existing Local Plan Expansion Areas, 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 the Strategic Reserve Areas south east of the city from the Local Plan (2005) will provide a sustainable urban extension adjoining the existing urban boundary.

In addition to the Strategic Reserve Areas, other sites will be considered for development through the Site Allocations DPD. The Council’s approach to major development proposals adjoining the city, but within the area of a neighbouring local authority, is set out in Policy CS 6 'Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities'.

21 At April 2010 there was land either allocated or with planning permission for 23,949 homes in Milton Keynes.
22 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 5.7 'Overarching Development Strategy'.
23 Existing expansion areas are to the north, east and west of Milton Keynes, Stantonbury Park Farm and Newton Leys - see Table 5.7 'Overarching Development Strategy' for place shaping details.
24 The change to the urban development boundary can be seen on the revised Proposals Map amendment.
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 will be allowed in Sherington (as a Selected Village). Small scale redevelopment and infill development will be permitted in the 'Other Villages' with a development boundary.

Table 5.1 Settlement Hierarchy

<table>
<thead>
<tr>
<th>1. Milton Keynes City</th>
<th>Main areas for development will be:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Milton Keynes</td>
<td>Uncompleted city estates</td>
</tr>
<tr>
<td></td>
<td>District centres:</td>
</tr>
<tr>
<td></td>
<td>A) Bletchley</td>
</tr>
<tr>
<td></td>
<td>Wolverton</td>
</tr>
<tr>
<td></td>
<td>B) Kingston Westcroft</td>
</tr>
<tr>
<td></td>
<td>City Expansion Areas:</td>
</tr>
<tr>
<td></td>
<td>Existing expansion areas, Strategic Reserve Areas</td>
</tr>
<tr>
<td></td>
<td>Selective infill, regeneration and redevelopment opportunities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. Key Settlements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newport Pagnell</td>
</tr>
<tr>
<td>Olney</td>
</tr>
<tr>
<td>Woburn Sands</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3. Selected Villages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sherington</td>
</tr>
<tr>
<td>Hanslope</td>
</tr>
<tr>
<td>Bow Brickhill</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4. Other villages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Villages with development boundaries</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5. Other settlements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Villages in the open countryside</td>
</tr>
</tbody>
</table>

---

25 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.

26 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.

27 Hanslope and Bow Brickhill are identified as Selected Villages in the Local Plan. No new allocations will be sought in these settlements but existing allocations will remain in place.

28 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.
5.6 Policies CS 2 - CS 4 provide additional detail of the quantity of housing, employment land and leisure/retail provision to be made across the Borough.

5.7 Policies CS 5 - CS 9 set out in more detail how this development will be delivered across Milton Keynes.

5.8 Topic based Policies CS 10 - CS 22 provide additional measures to ensure development occurs in a timely and sustainable manner.

5.9 Table 5.7 ‘Overarching Development Strategy’ provides additional place shaping detail of those areas which have already been planned through the Local Plan (2005).

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

5.11 The strategy was initially drawn up in a period of economic growth but the 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 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 Chapter 18 ‘Development Timeline and Housing Trajectory’ which shows that housing completions will not approach 2007/08 levels until 2014/15, based on up-to-date data and surveys.

5.12 Development Plan Documents (in the form of Action Area Plans) or Supplementary Planning Documents will be considered as a delivery mechanism for localised regeneration projects. These projects will be identified through Community-led appraisals, Heathchecks, Parish Plans or their equivalents which identify community needs.

5.13 It is not considered that the Timeline and Housing Trajectory are unrealistic given the current climate. Many 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 forecast rate of 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.
Housing land supply

5.14 The level of new housing required across the Borough has been determined based on realistically deliverable annual completion rates. The figure of 1,750 homes per annum (28,000 in total by 2026) represents an increase in the average housing completion rate over the last 5 (1,660) 10 (1,560) and 20 (1,610) years, and making it a challenging, yet deliverable target.

5.15 The amount of housing land already identified and which we need to identify is shown in Table 5.2 'Housing Land Supply Position'. After subtracting existing commitments (existing deliverable and developable planning permissions and Local Plan allocations) – the table shows what is still to be planned for.

Table 5.2 Housing Land Supply Position

<table>
<thead>
<tr>
<th>Overall housing target (Borough)</th>
<th>28,000 (1,750 homes per year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban housing target</td>
<td>26,240 (1,640 homes per year)</td>
</tr>
<tr>
<td>Sources of land supply:</td>
<td></td>
</tr>
<tr>
<td>Existing Urban Permissions</td>
<td>16,738</td>
</tr>
<tr>
<td>Existing Urban Allocations and briefed Sites</td>
<td>6,684</td>
</tr>
<tr>
<td>Developable and Deliverable Sites from the SHLAA</td>
<td>329</td>
</tr>
<tr>
<td>Strategic Reserves</td>
<td>2,500</td>
</tr>
<tr>
<td>Total Supply</td>
<td>26,251</td>
</tr>
<tr>
<td>Housing land supply against Urban Target</td>
<td>+11</td>
</tr>
</tbody>
</table>

| Rural housing target            | 1,760 (110 homes per year) |
| Sources of housing land supply: |                                |
| Existing Rural Permissions      | 431                           |
| Existing Rural Allocations and Briefed Sites | 93 |
| Total Supply                    | 524                           |
| Housing Land Supply against the Rural Target | -1,236 | Sites to be allocated in a Site Allocations DPD |
5.16 Four Strategic Reserve Areas (SR1, SR2, SR3 and SR4) identified in the Local Plan (2005) lie on the eastern edge of the city. We estimate that these can accommodate a maximum 2,500 homes (plus other uses). This figure of 2,500 homes is included in the urban allocations figure in Table 5.2 'Housing Land Supply Position'.

5.17 Some new sites for housing, especially in the rural area, will be identified in the Site Allocations DPD.

Policy CS 2

Housing Land Supply

Land for housing will be allocated to meet requirements as set out in Table 5.2 'Housing Land Supply Position'.

The existing Local Plan Strategic Reserves to the east of the city are new allocations in the Core Strategy for a maximum of 2,500 homes.

Development sites to meet the rural housing requirements in Table 5.2 'Housing Land Supply Position' and to support the objectives for the city, will be allocated in accordance with Policy CS 1 'Milton Keynes Development Strategy'. Allocation of sites with be through a Site Allocations DPD and will involve extensive engagement with local communities.

The Settlement Hierarchy in Policy CS 1 'Milton Keynes Development Strategy' 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

5.18 This Core Strategy allocates the four Strategic Reserve Areas SR1, SR2, SR3 and SR4. Policy CS 5 'Strategic Reserve Areas' provides more details of how these should be delivered.

5.19 The production of a Site Allocations DPD will begin in 2011. This DPD will consider sites both within the city and in the rural area. Policies CS 5 - CS 9 provide the context within which these allocations will be made.

5.20 PPS3 provides guidance on housing delivery including making efficient use of land. It was revised in June 2010 to remove the minimum housing density of 30 dwellings per hectare. The Development Management DPD will include more detailed policies on issues such as housing density, which will support the creation of flexible and sustainable neighbourhoods.

New allocations in the city could specifically help to deliver Core Strategy objectives 7, 8, 9, 10, 13 and 14.
Employment land supply

5.21 MK has a key role as an employment centre within the LEP proposal. As with the housing supply, there is a substantial existing supply of employment land in the Borough. There is current land capacity for around 22,000 and 38,000 jobs (excluding CMK). 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 of existing and new employment locations’.

5.22 The now revoked South East Plan proposed 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 Milton Keynes employment growth rate of 1.5 jobs per new home. The 1.5 ratio is also an average of the growth in the number of jobs and dwellings between 1998 and 2007. On the basis that 28,000 dwellings will be provided in Milton Keynes by 2026, the minimum number of jobs required is approximately 42,000, an average of around 2,625 jobs per year.

5.23 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. More information about these measures is given in Appendix D ‘Risks, Actions and Contingencies’ and Chapter 17 ‘Monitoring and Managing’.

The type of jobs we need

5.24 The objective to improve skill levels is evidenced by the Employment Land Study (ELS). The ELS recommended that we need jobs in (amongst others) the knowledge economy and that match the changing skills profile. To do this, we need to:

- Provide more office and high technology floorspace
- Reduce the reliance on distribution and logistics activity
- Increase the job density on employment sites
- Strengthen the role of Central Milton Keynes and other centres
- Improve connections between Oxford and Cambridge
- Increase training opportunities at college and place of work

5.25 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. It will be progressed through the Development Management DPD. The need for serviced accommodation is to assist small businesses which are significant in the Milton Keynes employment market. Further research will be undertaken in the Site Allocations and Development Management DPDs to inform policies in this area.

5.26 If land that is identified in Table 5.3 ‘Jobs potential of existing employment locations in Milton Keynes Borough’ 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’.

31 Knowledge Economy describes the emerging economic structure where knowledge, skills and innovation potential are key resources. This is a move away from a more industrial structure
5. Development Strategy and Areas of Change

5.27 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 in the future, the ELS identifies more opportunities in the Western Expansion Area, Shenley Wood and Snelshall.\[34\].

<table>
<thead>
<tr>
<th></th>
<th>Vacant Land</th>
<th>Number of Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Existing employment locations (excluding SRAs)</td>
<td>195.6 ha</td>
<td>22,165 - 38,109</td>
</tr>
<tr>
<td>2. Number of jobs in CMK delivery of 12,000 sq metres of B1(a) Office space pa (2010-2026)</td>
<td>192,000 sq. m.</td>
<td>10,105</td>
</tr>
<tr>
<td>3. Jobs from retailing, health etc 0.31 jobs per dwelling 28,000 dws in MK</td>
<td></td>
<td>8,680</td>
</tr>
<tr>
<td>4. Jobs from education, real estate etc 0.37 jobs per dwelling 28,000 dws in MK</td>
<td></td>
<td>10,360</td>
</tr>
<tr>
<td><strong>5. Total number of potential jobs (rounded figures)</strong> (Row 5= sum of rows 1-4)</td>
<td></td>
<td><strong>51,310 - 67,250 jobs</strong></td>
</tr>
<tr>
<td><strong>6. Potential jobs per dwelling ratio</strong> (No of jobs in row 5/28,000 dws)</td>
<td>28,000 dws</td>
<td><strong>1.8 - 2.4 jobs per dwelling</strong></td>
</tr>
<tr>
<td><strong>7. Number of jobs in Milton Keynes in 2006 (rounded figures)</strong></td>
<td>131,520</td>
<td></td>
</tr>
<tr>
<td><strong>8. Jobs growth 2006-2008 (rounded figures)</strong></td>
<td>+11,000</td>
<td></td>
</tr>
</tbody>
</table>

Notes and Sources

1. Area of vacant land: HCA/MK Intelligence information.

2. Employment density: Offices (B1a) 19 sq metres per person, Industrial (B1c/B2) 34 sq metres per person, Warehouse and Distribution (B8) 50 sq metres per person, (GVA Grimley MK Employment Land Study 2007 Table 5.6).

3. Job creation from the occupation of empty premises not included.


5. Employment allocations in SRAs to be determined through Development Framework.

34 Milton Keynes Employment Land Study, May 2007, Table 8.2 p.140
Policy CS 3

Employment Land Supply

Planning permission will be granted for employment uses in the areas listed in Table 5.4 'Employment Land Allocations in Milton Keynes', and shown on the Local Plan Proposals Map, subject to the following criteria:

1. The guidance on uses in Table 5.4 '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. The inclusion of serviced accommodation (for meetings / short term lets)
5. 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 Central Milton Keynes, and outside it at strategic locations (over 10 hectares) including Shenley Wood, the Western Expansion Area, Kents Hill/Walton and Knowlhill and in other locations to be identified in the Site Allocations DPD.

Table 5.4 Employment Land Allocations in Milton Keynes

<table>
<thead>
<tr>
<th>Grid Square/Area</th>
<th>Vacant Land (in hectares)</th>
<th>Use Classes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bletchley (Brickfields)</td>
<td>5.9</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Broughton /Atterbury</td>
<td>4.8</td>
<td>B1/B2/B8/C2</td>
</tr>
<tr>
<td>Caldecotte</td>
<td>2.5</td>
<td>B1/B8/C2</td>
</tr>
<tr>
<td>Crownhill</td>
<td>1.2</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Eastern Expansion Area</td>
<td>71.6</td>
<td>B2/B8</td>
</tr>
<tr>
<td>Fox Milne</td>
<td>1.0</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Kents Hill</td>
<td>5.2</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Knowlhill</td>
<td>7.4</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Linford Wood</td>
<td>5.1</td>
<td>B1</td>
</tr>
<tr>
<td>Mount Farm</td>
<td>1.9</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Northern Expansion Area</td>
<td>3.1</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Old Wolverton</td>
<td>1.0</td>
<td>B2/B8</td>
</tr>
<tr>
<td>Redmoor</td>
<td>1.7</td>
<td>B2/B8</td>
</tr>
<tr>
<td>Rooksley</td>
<td>1.3</td>
<td>B1/B2/B8</td>
</tr>
</tbody>
</table>

35 For information, Milton Keynes Partnership is the development control authority for the Urban Development Area of Milton Keynes. MKC is the authority for the rest of the Borough
## 5. Development Strategy and Areas of Change

<table>
<thead>
<tr>
<th>Grid Square/Area</th>
<th>Vacant Land (in hectares)</th>
<th>Use Classes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shenley Wood</td>
<td>17.8</td>
<td>B1/B2/B8/C2/D1</td>
</tr>
<tr>
<td>Snelshall East</td>
<td>4.7</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Snelshall West</td>
<td>5.1</td>
<td>B1/B2/B8/C1</td>
</tr>
<tr>
<td>Tower Gate</td>
<td>7.1</td>
<td>B1/C2/D1</td>
</tr>
<tr>
<td>Walton</td>
<td>9.5</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>West Ashland</td>
<td>6.3</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Western Expansion Area</td>
<td>17.0</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Willen Lake</td>
<td>1.1</td>
<td>B1</td>
</tr>
<tr>
<td>Wolverton</td>
<td>2.6</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Wolverton Mill</td>
<td>8.2</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>Woburn Sands</td>
<td>1.3</td>
<td>B1</td>
</tr>
<tr>
<td>Wymbush</td>
<td>1.2</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>195.6</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Notes and Sources

1. Area of vacant land: HCA/MK Intelligence information. Figures in table exclude areas where amount of vacant land is less than 1 hectare e.g. Fenny Stratford 0.6 ha, Fishermead 0.4 ha, Granby 0.5 ha, Kiln Farm 0.2 ha, Olney 0.9, Stonebridge 0.4 ha, Tongwell 0.5 ha, Winterhill 0.8 ha and land for mixed use development in Central Milton Keynes.

2. Use Classes: Source Table E1, Adopted Milton Keynes Local Plan (December 2005) p.152 as supplemented by MK Intelligence information.


4. Employment allocations in SRAs to be determined through Development Framework

### Delivery

**5.28** 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.

**5.29** Development Frameworks for any major new development areas will ensure that employment provision is located in the most sustainable locations.

**5.30** The Council, in partnership working with Milton Keynes Partnership 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. A review of the ELS will normally be undertaken with partners every 3 to 5 years. 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 \(^{(36)}\). The work of Invest MK will ensure that the supply of sites is matched to market demand.

5.31 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.

5.32 A balance needs to be struck between the provision of office and high technology floorspace within Central Milton Keynes and outside it.

### Retail and Leisure provision

5.33 The retail hierarchy of centres set out within the Local Plan (2005) is carried forward:

<table>
<thead>
<tr>
<th>Table 5.5 Retail Hierarchy</th>
</tr>
</thead>
<tbody>
<tr>
<td>1: Regional Shopping Centre</td>
</tr>
<tr>
<td>2: District Centres</td>
</tr>
<tr>
<td>3: Town Centres</td>
</tr>
<tr>
<td>4: Local and Village Centres</td>
</tr>
</tbody>
</table>

5.34 This reflects the settlement hierarchy in Table 5.1 ‘Settlement Hierarchy’ 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.

5.35 The Milton Keynes Retail Capacity and Leisure Study 2010 \(^{(37)}\) confirms the above mentioned hierarchy 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) 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, at locations easily

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36 Milton Keynes Employment Land Study 2007
http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61552, see Chapter 5, page 79

accessible to residents. Any residual requirement for further convenience floorspace after provision as above 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 Area 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 foodstore 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.

5.36 The Milton Keynes Retail Capacity and Leisure Study (February 2010) was prepared within the context of the housing growth figures of the now revoked South East Plan. It will need to be reviewed because the number of new dwellings over the plan period has been reduced to 28,000 and consequently, the amount of additional retail floorspace forecast to be required in Milton Keynes is likely to be less than that currently set out in Table 5.6 ‘Amount of additional retail floorspace required in Milton Keynes’. Another reason to review the study is to reassess how much convenience floorspace is needed in the Strategic Reserve Areas. Outline planning permission already exists for a 3,000 sq m (gross) food store in the Western Expansion Area. The retail capacity and leisure study suggests there would be capacity for additional convenience floorspace in the Eastern Expansion Area. 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.

| Table 5.6 Amount of additional retail floorspace required in Milton Keynes |
|-----------------------------|------------------|------------------|------------------|------------------|
|                             | 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            |

Figures in sq.m gross. Source: Milton Keynes Retail Capacity and Leisure Study (February 2010)

38 The Milton Keynes Retail Capacity and Leisure Study (February 2010) will be reviewed as basis on which it was prepared has changed.

39 N.B. Capacity for a food store in the EEA may be taken up by developments in the vicinity before 2016.
5.37 The district centres in Policy CS 4 ‘Retail and Leisure Development’ 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 that 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.

5.38 The Retail Capacity and Leisure Study (R Tym & Partners 2010) analyses leisure sector expenditure and in its summary of scope for additional commercial leisure facilities, expects a high proportion of forecast growth for eating and drinking establishments with better quality establishments needed in the city centre and other town centres in the Borough. The study recognises that historically this sector has been very market-led. It does look at additional leisure requirements and concludes that after the growth in eating and drinking demand, the remainder will go to a wide range of activities with no single activity capturing any significant market share. They identify a qualitative need for a Casino (February 2010).

5.39 Central Milton Keynes is likely to be the main focus for the development of commercial leisure and entertainment facilities, especially those with a sub-regional catchment, but this does not prevent such facilities being developed elsewhere within other district and town centres, or in special cases, elsewhere in the city, where good public transport is, or will become available (for example large sporting facilities such as the Stadium MK). However, leisure proposals designed more for a local catchment will locate in the district and town centres.

5.40 A new leisure centre opened in 2010 for Bletchley. Another important attraction in this part of the Borough is Bletchley Park which has potential for more tourism and other employment opportunities. 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. Another important requirement will be the provision of new allotments near to the homes they serve and these will normally be managed locally.

5.41 A regional sports facility should be developed as part of our growth, located at various venues across the Borough for example further development at the Stadium MK in Denbigh or in any sites to be identified through the Site Allocations DPD.

40 Commercial leisure includes leisure and entertainment facilities such as cinemas, restaurants, bars and other food and drink uses, casinos, 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.
Policy CS 4

Retail and Leisure Development

The Planning Authority will grant planning permission for additional retail and leisure floorspace in the defined shopping centre hierarchy (in Table 5.5 ‘Retail Hierarchy’) 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. Central Milton Keynes also serves as a local centre and caters for the daily convenience needs of its increased workforce, and the daily and weekly needs of its growing residential population and the surrounding estates.

District Centres: The traditional 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.

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.

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 MKP or successor bodies 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. These retail developments will be phased alongside the delivery of new housing.

Delivery

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

5.43 The Council will ensure new retail development is phased alongside housing provision, of an appropriate size, and is in sustainable locations to ensure it is easily accessible to the residents. Any Development Framework will require individual retail assessments to establish the level and timing of food store provision for each area. It will also consider what smaller unit shops, service, food and drink uses, community and leisure facilities should be developed with the food store. Additionally, a Development Framework will also consider the best location for any small scale local convenience stores or local

41 New Local centres will be planned through the Development Management DPD and Development Frameworks for the Strategic Reserve Areas.
centres provided elsewhere within the new areas. The Council will work jointly with its neighbouring planning authorities where a site is wholly or partly administered by the neighbouring authority

5.44 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 DPD which will seek to identify and enhance the individual characteristics of each centre and assess whether their boundaries should be retained or revised. (District and Town centres are listed in Table 5.5 'Retail Hierarchy' and defined in Policy CS 4 'Retail and Leisure Development').

5.45 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 of these district centres.

Key Diagrams

5.46 Figures 5.1 and 5.2 overleaf show the Development Strategy for the whole of the Borough, including the rural area. The majority of change is planned for the urban area.

Strategy Table

5.47 Table 5.7 '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 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 CS 1-CS 4.

5.48 Subsequent area based and topic based policies set out the strategy for delivering and managing this change up to 2026. Table 5.7 'Overarching Development Strategy' 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)(42). In time, future planning documents – principally the Development Management DPD – will replace saved Local Plan policies.

5.49 Table 5.7 'Overarching Development Strategy' has been prepared in 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).

5.50 In September 2010 Aylesbury Vale District Council agreed to request that the Secretary of State withdraw its Core Strategy, implying that development bordering Milton Keynes Borough will not be brought forward. The identification of a strategic site bordering Milton Keynes Borough in the Central Bedfordshire Core Strategy, as identified in the now revoked South East Plan, has not been included in the former East of England Plan review. As a result, neither area has been shown on the Key Diagrams.

42 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.
5. Development Strategy and Areas of Change

Figure 5.1 Key Diagram - Borough Wide

Milton Keynes Council
Core Strategy: Revised Proposed Submission, October 2010

Legend:
- Milton Keynes Borough Boundary
- Green Belt
- Motorway
- Trunk Road
- Key Route
- Safeguarded Land for Southern Relief Road
- Potential Land for Southern Relief Road (Dependent on A40C)
- Existing Railway Line
- Proposed Railway Line
- Proposed Transport Interchange
- Existing Railway Station
- Proposed Railway Station
- Canal Safeguarding Area
- Urban Area
- Rural Area
- Sand and Gravel Deposits
- Key Settlement
- Selected Village (up to 2011, allocated in Local Plan)
- Selected Village (post 2011, allocated in Core Strategy)
- Focus for Change
- Other Villages with Development Boundaries
- Site of Special Scientific Interest
- Allocated Strategic Reserve Areas

* Growth corridor (Sept 2010) identified in the Aylesbury Vale and Central Bedfordshire Core Strategies is not shown on the Key Diagram. This growth is subject to review. The key diagram will be updated prior to adoption if any alterations are required to reflect changes in neighbouring authorities’ Core Strategies.
Figure 5.2 Key Diagram - Urban Area

*Growth currently (April 2010) identified in the Aylesbury Vale and Central Bedfordshire Core Strategies is not shown on the Key Diagram. This growth is subject to review. The Key Diagram will be updated prior to adoption if any alterations are required to reflect changes in neighbouring authorities Core Strategies.
Table 5.7 Overarching Development Strategy

<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic Reserve Areas</strong></td>
<td>Allocated through the Core Strategy</td>
<td>A maximum of 2,500 new homes as part of new mixed use communities on the edge of the city</td>
<td>To be determined through the Development Framework process.</td>
<td>Potential for an element of industrial and warehousing/storage land to be investigated through the Development Framework process.</td>
<td>c. 3,500 sqm anchor food retail store serving local weekly needs- size to be assessed through the Development Framework process.</td>
<td>New mixed-use local centres to be provided. Sharing of sites/buildings by compatible uses to be supported.</td>
</tr>
<tr>
<td>Role: A sustainable urban extension to Milton Keynes, along the A421 and to the east of Old Farm Park, containing a range of homes, jobs and associated facilities</td>
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<td></td>
<td>Where appropriate, facilities in neighbouring villages will be enhanced for existing and new residents. Work on a Development Framework will help to identify specific need and opportunities for the following:</td>
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<tr>
<td><strong>Relevant policy documents</strong></td>
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<tr>
<td>Core Strategy- specifically Policy CS 5</td>
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<tr>
<td>Development Framework (to be produced)</td>
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<tr>
<td>Local Plan (2005)</td>
<td>Specifically policies EA4 and EA4a</td>
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<tr>
<td><strong>Strategic Reserve Areas</strong></td>
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<td>New mixed-use local centres to be provided. Sharing of sites/buildings by compatible uses to be supported.</td>
</tr>
</tbody>
</table>

43 Strategic Housing Market Assessment

44 Jobs growth associated with residential growth is based on the findings of the Employment Land Study (2007). The Study concludes that each new home generates 0.68 jobs in services such as education, construction, retail and leisure on non-employment land.
### 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 five areas have outline planning permission; some areas have detailed permission and are under construction. Milton Keynes Partnership Committee (MKP) has development control powers for the majority of these areas.

#### Western EA

**Role:** A sustainable urban extension of Milton Keynes, west of V4 Watling Street between Crownhill and Stony Stratford, with good public transport links to CMK.

<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
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<tbody>
<tr>
<td>Western EA</td>
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<td></td>
<td>Transport interchange facility serving CMK and links to West Coast Main Line rail services</td>
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<td>Improvements to local train station(s)</td>
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<td></td>
<td>Community energy network</td>
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<td></td>
<td>Safeguarded route for the Bedford and Milton Keynes Waterway</td>
</tr>
</tbody>
</table>

**Existing commitment. Outline permission granted October 2007**

Permission granted for 15 years. Detailed

- **6,600 dwellings to be completed**

  Completion expected 2026-2028\(^{45}\)

- **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, 6,600**

  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:

- Health ‘spokes’ co-located in 2 primary schools (2014)
- Health ‘hub’ in the High Street (2015)
- Library and lifelong learning facility in High Street area (2013)

---

\(^{45}\) At April 2010, 320 homes forecast for completions post 2026. Only homes forecast for completion prior to 2026 include in housing supply assumptions in this Core Strategy.
### Relevant policy documents
- Local Plan (2005) - specifically Policy EA5
- WEA Development Framework
- Development Briefs and Design Codes

### Eastern EA
**Role:** A sustainable urban extension to Milton Keynes, between Kingston and the M1, providing a range of homes and jobs, providing an attractive entrance to the city.

**Relevant policy documents**
- Local Plan (2005) - specifically Policy EA3
- EEA Development Framework
- Fairfield Development Briefs, Master Plan and Highway Design Code

<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
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<tr>
<td><strong>Relevant policy documents</strong></td>
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<tr>
<td><strong>Local Plan (2005) - specifically Policy EA5</strong></td>
<td>applications under consideration</td>
<td></td>
<td>homes would generate approximately 4,500 jobs in schools, retail and community facilities across the city</td>
<td>streets and as part of a mixed use High Street area at the centre of the EA 7,500 sqm in total, including 3,000 sqm food store</td>
<td>2 combined community centres/sports pavilions (2013 and 2015) A burial ground serving the whole city (2015)</td>
<td></td>
</tr>
<tr>
<td><strong>WEA Development Framework</strong></td>
<td>Primary infrastructure (main roads, sewers etc) work approved</td>
<td></td>
<td></td>
<td>Additional 0.25ha retail in a separate local centre</td>
<td></td>
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<tr>
<td><strong>Development Briefs and Design Codes</strong></td>
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</tr>
<tr>
<td><strong>Eastern EA</strong></td>
<td>Existing commitment. Outlined permission granted 2004/2006. Permission granted for 15 years. 1,521 dwellings with detailed permission (including completions)</td>
<td>4,000 dwellings to be completed. Completion expected 2021-2026</td>
<td>Job numbers 11,450 3,450 on 17ha of small/medium scale B1/B2 employment by 2021.</td>
<td>Job numbers - c. 8,000. 80ha of large footprint manufacturing and warehousing development near to A421. Development ongoing</td>
<td>Retail and leisure development to be focused on the city streets as part of mixed use centres.</td>
<td></td>
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<tr>
<td><strong>Relevant policy documents</strong></td>
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<tr>
<td><strong>Local Plan (2005) - specifically Policy EA3</strong></td>
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<tr>
<td><strong>EEA Development Framework</strong></td>
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<tr>
<td><strong>Fairfield Development Briefs, Master Plan and Highway Design Code</strong></td>
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</tbody>
</table>

**Job numbers**
- 8,000
- 11,450

**Facilities (all with outline consent):**
1. 1 secondary (2015) and 2 primary schools (2010 and 2014)
2. Health ‘spokes’ co-located in both primary schools (2014)
3. Library and lifelong learning facility (2013)

**Existing commitment.**
- Completion expected 2021-2026

**In addition to the 11,450 jobs on employment land, 4,000 new dwellings will generate approximately 2,750 jobs in retail, education and community sectors across the city.**

**Services and facilities: Specific Requirements**
- Service provision focused on High Street area and along city streets. Requirements based on providing for the need of new residents, taking into account existing capacity in surrounding areas.
- Mixed use local centre (2014)
- 2 combined community centres/sports pavilions (2011 and 2013)
- J14 mixed use ‘gateway’ area, including improved park and ride facility (ongoing)
<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Newton Leys</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Other Key Requirements (to be provided in time with housing):</td>
</tr>
<tr>
<td>Role: An extension to Milton Keynes, SW of Bletchley, providing a range of housing and employment opportunities</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>Linear park focused on Broughton Brook and M1 wildlife corridor</td>
</tr>
<tr>
<td>Relevant Policy Documents</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20ha multi-functional district park</td>
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<tr>
<td>Newton Leys Development Brief</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>Safeguarded route for BMK Waterway</td>
</tr>
<tr>
<td><strong>Existing commitment</strong></td>
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<td></td>
<td></td>
<td>Shops to provide day to day shopping needs to be provided as part of a mixed use local centre.</td>
</tr>
<tr>
<td>Outline permission June 2006: 621 dwellings have detailed permission (including completions)</td>
<td></td>
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<td></td>
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<td></td>
<td>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</td>
</tr>
<tr>
<td>1,650 dwellings to be completed</td>
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<td></td>
<td></td>
<td>Contribution to improve existing local centre at Serpentine Court on the Lakes Estate, Bletchley and Bletchley town centre</td>
</tr>
<tr>
<td>Currently under construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Allotments (2015)</td>
</tr>
<tr>
<td>Completion expected 2021-2026</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Travellers site (TBC)</td>
</tr>
<tr>
<td><strong>c.1000 jobs.</strong> A range of B1, B2 and B8 employment opportunities to be provided (mix to be established)</td>
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<td></td>
<td>Hotel and leisure site (subject to market)</td>
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<td></td>
<td>Contribution towards Bletchley Regeneration</td>
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<td>Land reserved for possible A421-A4146 link road</td>
</tr>
</tbody>
</table>
### Development Strategy and Areas of Change

<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stantonbury Park Farm</strong></td>
<td><strong>Existing commitment</strong></td>
<td><strong>530 dwellings currently under</strong></td>
<td><strong>A limited amount</strong></td>
<td><strong>In addition,</strong></td>
<td><strong>1 ha mixed use centre</strong></td>
<td><strong>Provision of local facilities in a</strong></td>
</tr>
<tr>
<td>Role: An urban housing extension to the north of Milton Keynes, enabling the creation of a country park</td>
<td><strong>Outline planning permission December 2006. 297 units and a doctor’s surgery with detailed permission</strong></td>
<td><strong>Construction. Completion expected 2016-2021</strong></td>
<td><strong>small office provision as part of a local centre</strong></td>
<td><strong>530 new dwellings will generate approximately 350 jobs in retail, education and community sectors across the city</strong></td>
<td><strong>providing local shops and service</strong></td>
<td><strong>mixed use local centre. Including:</strong></td>
</tr>
<tr>
<td><strong>Relevant policy documents</strong></td>
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<td></td>
<td></td>
<td><strong>Doctor’s surgery (est 2010)</strong></td>
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<tr>
<td>Local Plan (2005) - Specifically EA7</td>
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<td></td>
<td></td>
<td><strong>Local play area (2010)</strong></td>
</tr>
<tr>
<td>Stantonbury Park Development Framework</td>
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<td></td>
<td></td>
<td><strong>Open space</strong></td>
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<td></td>
<td><strong>Financial contributions towards:</strong></td>
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<td></td>
<td><strong>Improvements to existing schools</strong></td>
</tr>
<tr>
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<td></td>
<td><strong>Improvements to facilities in surrounding estates and villages</strong></td>
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<td></td>
<td>The development will include a new country park within the Ouse Valley Linear Park (2012)</td>
</tr>
<tr>
<td><strong>Northern EA</strong></td>
<td><strong>Existing commitment</strong></td>
<td><strong>400 dwellings remaining</strong></td>
<td><strong>Job numbers:</strong></td>
<td><strong>In addition</strong></td>
<td><strong>No new provision.</strong></td>
<td><strong>Small community centre</strong></td>
</tr>
<tr>
<td>Role: A housing extension partly on brownfield land, north of the city close to Newport Pagnell</td>
<td><strong>Outline permission July 2005</strong></td>
<td><strong>Currently under construction. Completion expected 2012-2016</strong></td>
<td><strong>60-150</strong></td>
<td><strong>to the</strong></td>
<td><strong>Within the catchment area of Giffard Park local centre and good access to Newport Pagnell</strong></td>
<td><strong>(completion est 2011)</strong></td>
</tr>
<tr>
<td><strong>Relevant policy documents</strong></td>
<td></td>
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<td></td>
<td></td>
<td><strong>Neighbourhood Play area (est 2011)</strong></td>
</tr>
<tr>
<td>Local Plan (2005)- specifically EA6</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td><strong>Sustainable Urban Drainage system</strong></td>
</tr>
<tr>
<td>NEA Development Framework</td>
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<td></td>
<td><strong>Contributions towards improvements at:</strong></td>
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<tr>
<td>Development Brief &amp; Design Codes</td>
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<td></td>
<td>Giffard Park Combined School (2009)</td>
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<td>Hanson Environmental Study Centre</td>
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<td>Haversham Village Hall</td>
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<td></td>
<td>Medical facilities in Newport Pagnell</td>
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<tr>
<td>Area of change</td>
<td>Status</td>
<td>Housing Capacity</td>
<td>Employment: Office</td>
<td>Employment: Other</td>
<td>Retail and Leisure</td>
<td>Services and facilities: Specific Requirements</td>
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</tbody>
</table>
| CMK                   | Main focus of employment, retail and leisure in MK.                     | c.5,000 dwellings remaining, primarily focused on a Sustainable Residential Quarter in the west end of the city, and Campbell Park, as planned in the CMK Development Framework | **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  
On other sites in CMK, total potential job supply is over 5,500 | **In addition** to the  
10,700 jobs, 5,000 dwellings estimated to provide over 3,400 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 | 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)  
Community facilities: Campbell Park (2012) CMK (currently uncertain) |

Relevant policy documents

- Local Plan (2005)-Specifically CC1-CC19
- CMK Development Framework
- Campbell Park SPG
- Sustainable Residential Quarter SPG
- CMK Planning Obligations SPG
<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remaining 'New Town' grid squares</td>
<td>Remaining commitments</td>
<td>c. 3,800 new homes to be completed covering four main estates</td>
<td>Limited employment. Mainly residential areas</td>
<td></td>
<td></td>
<td>Mixed use local centres to be provided at:</td>
</tr>
<tr>
<td></td>
<td>Tattenhoe Park: outline permission</td>
<td>Developments due to be completed by 2016-2021</td>
<td><strong>Oakgrove</strong>: Up to 1,000 sqm office space (subject to planning consent). Job potential - 50</td>
<td></td>
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<tr>
<td></td>
<td><strong>Oakgrove</strong>: Local Plan allocation - application under consideration</td>
<td></td>
<td>Other</td>
<td></td>
<td></td>
<td>Kingsmead South: up to 2,000 sqm (outline)</td>
</tr>
<tr>
<td></td>
<td><strong>Oxley Park</strong>: 14 of 17 sites have detailed permission</td>
<td></td>
<td><strong>Oakgrove</strong>: up to 4,850 sqm (subject to planning consent)</td>
<td></td>
<td></td>
<td>Oakgrove: up to 2,000 sqm (outline)</td>
</tr>
<tr>
<td></td>
<td><strong>Kingsmead South</strong>: 2 of 4 phases have detailed permission</td>
<td></td>
<td><strong>Oxley Park</strong>: 600. Mix of house types and styles, including the exemplar eco dwellings</td>
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<td></td>
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<td></td>
<td><strong>Oxley South</strong>: 450</td>
<td></td>
<td></td>
<td>Kingsmead South: up to 480 sqm (outline)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Oakgrove</strong>: Cafe/restaurant/pub, Nursery, Community centre</td>
<td></td>
<td></td>
<td>Oxley Park: local centre already completed and occupied</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Oxley Park</strong>: 1200, small sites within newer city estates including Grange Farm and Monkston Park</td>
<td></td>
<td></td>
<td>Oxley Park: Primary School (recently opened)</td>
</tr>
<tr>
<td>Relevant policy documents</td>
<td></td>
<td></td>
<td><strong>Kingsmead South</strong>: 2 of 4 phases have detailed permission</td>
<td></td>
<td></td>
<td>Sports pavilion /community centre (2013)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Oxley Park</strong>: 600. Mix of house types and styles, including the exemplar eco dwellings</td>
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<td></td>
<td></td>
<td></td>
<td><strong>Oakgrove</strong>: 1,300, built to high standards of sustainable construction</td>
<td></td>
<td></td>
<td>Allotments and leisure garden (2014)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Tattenhoe Park</strong>: 1,300. 30% adaptable 'flexible' housing</td>
<td></td>
<td></td>
<td>Playing fields (2014)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Oxley Park</strong>: 600. Mix of house types and styles, including the exemplar eco dwellings</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Oakgrove</strong>: 1,300, built to high standards of sustainable construction</td>
<td></td>
<td></td>
<td>Play areas (2012)</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td><strong>Tattenhoe Park</strong>: 1,300. 30% adaptable 'flexible' housing</td>
<td></td>
<td></td>
<td>Hotel and pub (subject to market improvement)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Kingsmead South</strong>: 2 of 4 phases have detailed permission</td>
<td></td>
<td></td>
<td>Oakgrove (subject to planning consent):</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Kingsmead South</strong>: 2 of 4 phases have detailed permission</td>
<td></td>
<td></td>
<td>Cafe/restaurant/pub</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Kingsmead South</strong>: 2 of 4 phases have detailed permission</td>
<td></td>
<td></td>
<td>Nursery</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Kingsmead South</strong>: 2 of 4 phases have detailed permission</td>
<td></td>
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<td>Community centre</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Kingsmead South</strong>: 2 of 4 phases have detailed permission</td>
<td></td>
<td></td>
<td><strong>Oxley Park</strong></td>
</tr>
</tbody>
</table>

Roles: To support the day-to-day needs of local residents through the provision of retail and community facilities alongside residential development.
### Area of change

**Bletchley**

- **Role:** One of four district centres providing for weekly needs of residents, and supporting the role of CMK

### Relevant policy documents

- Local Plan (2005)- Specifically S6, TC14-17
- Central Bletchley Development Framework
- Bletchley Park Development Framework

### Key projects already under-construction at Bletchley Park (complete by 2013) and leisure centre site (to be completed by 2010). Improvements to street scene already undertaken

### Key transport interchange on the access to both the West Coast Main Line and East-West rail and bus routes. Bletchley is a key part of the Core Bus network as a major generator of trips

### A major centre for further education with 1 of 2 campuses for MK College

<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bletchley</strong></td>
<td></td>
<td>Mixture of planning applications and outstanding Local Plan allocations</td>
<td>c. 800 homes committed as part of redevelopment opportunities within the town. Development expected to be completed 2011-2021</td>
<td>No new employment allocations. Maintain and protect existing employment sites from redevelopment for non-employment uses where they are still suitable</td>
<td>One of four district centres within MK providing weekly shopping needs</td>
<td>Opportunities for new service provision to be developed as part of regeneration of the town centre</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Key sites: Bletchley Leisure Centre - 300</td>
<td>800 new homes would generate approximately 550 ancillary jobs</td>
<td>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</td>
<td>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</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Reckitt and Coleman - 150 (remainder)</td>
<td>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</td>
<td>Focus on maintaining a primary shopping area serving the weekly needs of local residents</td>
<td>A wider range of town centre uses</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bletchley Park - 130 (remainder)</td>
<td>Future provision focused on supporting town centre regeneration and making the most of brownfield opportunities.</td>
<td>Key projects already under-construction at Bletchley Park (complete by 2013) and leisure centre site (to be completed by 2010). Improvements to street scene already undertaken</td>
<td></td>
</tr>
</tbody>
</table>

**Milton Keynes Council** Core Strategy: Revised Proposed Submission, October 2010
### 5. Development Strategy and Areas of Change

<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wolverton</strong></td>
<td></td>
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<td>West Bletchley school review completed 2008, redevelopment of junior schools by Sept 2010</td>
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<tr>
<td>Role: One of four district centres providing for weekly needs of residents and supporting the role of CMK</td>
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<tr>
<td>Relevant policy documents</td>
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<tr>
<td>Local Plan (2005): Specifically KS6, TC11-13</td>
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<tr>
<td>Wolverton Regeneration Strategy</td>
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<tr>
<td>Wolverton West End Development Framework</td>
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<tr>
<td>Mixture of planning applications and an outstanding Local Plan allocation of 400 homes</td>
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<td>c. 500 homes committed primarily through the delivery of schemes identified in the Regeneration Framework for the town. Development expected to be completed 2016-2021</td>
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<tr>
<td><strong>Key Sites:</strong></td>
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<tr>
<td>West End - 400</td>
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<tr>
<td>Former EMEB site - 95</td>
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<tr>
<td>Future provision focused on bringing brownfield land back into active use and supporting the role of the town centre</td>
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<tr>
<td>No new employment allocations. Maintain and protect existing employment sites from redevelopment to non-employment uses where they are still suitable</td>
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<tr>
<td>500 new homes would generate approximately 340 ancillary jobs</td>
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<tr>
<td>One of four district centres in MK providing weekly shopping needs.</td>
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<tr>
<td>Support for retail and leisure developments as part of any mixed use town centre schemes delivered through the Wolverton Regeneration Strategy</td>
<td></td>
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<tr>
<td>Focus on maintaining a primary shopping area serving the weekly needs of local residents</td>
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<tr>
<td>Opportunities for new service provision to be developed as part of regeneration of the town centre</td>
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<tr>
<td>The Wolverton Regeneration Strategy and Wolverton West End Development Framework establish a framework of future development priorities in the town</td>
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<tr>
<td>Key projects include: New health centre and leisure centre, including provision of a 50m swimming pool as part of Radcliffe school redevelopment (currently uncertain) Improvements to Wolverton station (2010) Wolverton is a key part of the Core Bus network as a major generator of trips.</td>
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<tr>
<td><strong>Other areas within MK city</strong></td>
<td></td>
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<tr>
<td>Role: City estates will continue to provide day-to-day services for local residents</td>
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<tr>
<td>Mixture of permitted applications and identified regeneration opportunities</td>
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<tr>
<td>c. 1,200 additional dwellings through infill and redevelopment opportunities in the urban area</td>
<td></td>
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<tr>
<td>Additional housing could be provided through regeneration initiatives in the city’s most deprived estates</td>
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<tr>
<td>Potential job capacity 23,400</td>
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<tr>
<td>Existing suitable employment sites will be protected from redevelopment to non-employment uses</td>
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<td>Currently more than 140 ha of vacant employment land - 25% of total planned MK provision</td>
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<tr>
<td>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</td>
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<tr>
<td>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, Fishmead and Tinkers Bridge</td>
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<tr>
<td>Area of change</td>
<td>Status</td>
<td>Housing Capacity</td>
<td>Employment: Office</td>
<td>Employment: Other</td>
<td>Retail and Leisure</td>
<td>Services and facilities: Specific Requirements</td>
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<tr>
<td>Relevant policy documents</td>
<td></td>
<td></td>
<td>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.</td>
<td>The need to review town centre boundaries and primary shopping areas to be considered through the Development Management DPD process.</td>
<td>Opportunities to meet identified need will be investigated on a case by case basis as part of wider regeneration plans</td>
<td></td>
</tr>
<tr>
<td>Core Strategy</td>
<td></td>
<td></td>
<td>In addition to the 23,400 jobs on employment land, 1,200 homes would generate approximately 800 jobs in education, retail and community sectors across the city.</td>
<td>Retail will be resisted at out-of-centre locations and on employment land. This will support the role of district, town and local centres, and the provision of an effective public transport system.</td>
<td>Projected shortfall in MK's water supply to be addressed post 2019 by Anglian Water.</td>
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</tr>
<tr>
<td>Site Allocations DPD (to be produced)</td>
<td></td>
<td></td>
<td>Suitable for small scale office provision (CMK is the primary short/medium term focus of larger office development)</td>
<td>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.</td>
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<tr>
<td>Local Plan - specifically L11, L12</td>
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</tbody>
</table>

*45 See Water Cycle Study December 2008*
### Rural Settlements

**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.

**Relevant policy documents**
- Core Strategy
- Site Allocations DPD (to be produced)

<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
<th>Housing Capacity</th>
<th>Employment: Office</th>
<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Settlements</td>
<td></td>
<td>$1,760$ additional homes to be provided based achieving the agreed target of $2,400$ homes in the period 2006-2026(^{47}) in the rural area</td>
<td></td>
<td></td>
<td></td>
<td>Focus on protecting the roles of the key settlements and supporting opportunities for rural diversification</td>
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<td></td>
<td></td>
<td>Focus on protecting the roles of the key settlements and supporting opportunities for rural diversification</td>
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<td></td>
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<td></td>
<td>Sites to be protected or allocated as appropriate through the Site Allocations DPD.</td>
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<td></td>
<td></td>
<td></td>
<td>Protection of the retail roles of town centres. Opportunities for retail development to be encouraged where they enhance the daily shopping needs of local residents</td>
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<tr>
<td></td>
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<td></td>
<td>A review of town centre boundaries and primary shopping areas to be considered through the Development Management DPD process</td>
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<td></td>
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<td></td>
<td>Focus on supporting the role of the key settlements where access via public transport is the greatest</td>
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<td></td>
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<td></td>
<td>Specific improvements to be provided through the redevelopment of the former Nampak site in Woburn Sands: Public open space and play facilities</td>
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<td></td>
<td>Enhanced community facility on Station Road</td>
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<td></td>
<td></td>
<td></td>
<td>Financial contributions to improve Asplands Medical Centre and education facilities</td>
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<td></td>
<td></td>
<td></td>
<td>Specific local requirements will be investigated through the production of the Site Allocations DPD</td>
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</tbody>
</table>

\(^{47}\) This figure was established based on average annual completion rates up to 2006. This has not been changed in this revised Core Strategy.
<table>
<thead>
<tr>
<th>Area of change</th>
<th>Status</th>
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<th>Employment: Other</th>
<th>Retail and Leisure</th>
<th>Services and facilities: Specific Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nampak Dev Brief (W Sands), Aston Martin Site Constraints brief (N Pagnell)</td>
<td></td>
<td>from the Local Plan (2005) where existing Local Plan allocations will provide new housing- no new sites will be sought in these settlements. New housing sites will be identified in these areas in the Site Allocations DPD to supplement existing identified supply of c.530 homes Opportunities for sensitive infill development and conversions in other sustainable villages</td>
<td></td>
<td></td>
<td>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</td>
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</tbody>
</table>
6 Future Development Areas

6.1 The Milton Keynes Local Plan identifies four Strategic Reserve Areas (SRAs) in or adjoining the Milton Keynes urban area.

- SR1 – Land east of Fen Farm
- SR2 – Glebe Farm
- SR3 – Eagle Farm
- SR4 – Church Farm

6.2 The Core Strategy in Policy CS 5 'Strategic Reserve Areas' allocates these areas as a sustainable urban extension to Milton Keynes. The allocation is shown on Figure 5.2 'Key Diagram - Urban Area' and the Proposals Map Amendment.

6.3 In addition to the Strategic Reserve Areas and existing expansion areas already identified within the Core Strategy it is recognised that other proposals may come forward at some later date through the Site Allocations DPD or otherwise. Any such proposals must be robustly evidenced and justified in accordance with the principles of this Core Strategy.

Strategic Reserve Areas

6.4 There will be a comprehensive approach to master-planning the Strategic Reserve Areas and any sites identified through the Site Allocations DPD that may come forward at some later date. 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.

6.5 There are four Strategic Reserve Areas (SRAs) located to the South East (SR1: Land East of Fen Farm, SR2: Glebe Farm, SR3: Eagle Farm and SR4: Church Farm) which were identified in the Local Plan as potential development areas. SR1, SR2 and SR3 fall within the area covered by the existing Milton Keynes Tariff agreement (48), there is a requirement for a policy framework for these areas to be in place by 2011.

6.6 The Land East of Fen Farm (SR1) 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.

48 The Milton Keynes Tariff and Framework agreement are described in Chapter 16 'Delivering Infrastructure'
Policy CS 5

Strategic Reserve Areas

The adopted Local Plan identifies four Strategic Reserve Areas (SRAs) in or adjoining the Milton Keynes urban area:

- SR1 – Land east of Fen Farm
- SR2 – Glebe Farm
- SR3 – Eagle Farm
- SR4 – Church Farm

The Core Strategy allocates these areas as a sustainable urban extension to Milton Keynes. The allocation is shown on Figure 5.2 ‘Key Diagram - Urban Area’ and the Proposals Map Amendment.

Development in these SRAs 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 single Development Framework for all four SRAs, which will be produced jointly between Milton Keynes Council and Milton Keynes Partnership (or any successor bodies), with the involvement of stakeholders and the community.

In order to ensure that the SRAs are brought forward in a strategic and comprehensive manner, planning permission will only be granted for development following the approval of the Development Framework. Development briefs and design codes will also be required for each phase or site, to be prepared by the developer and approved by Milton Keynes Council and Milton Keynes Partnership (or any successor bodies).

The principles of the development are that development should:

1. Provide a sustainable urban extension to Milton Keynes, providing a maximum of 2,500 homes.
2. 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.
3. Maintain the character and integrity of existing settlements.
4. Maximise opportunities for sustainable travel patterns, including reducing car use by locating development close to public transport nodes and routes.
5. Link to the surrounding road, redway and grid road network.
7. Apply, as a minimum, the highest standards 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 a strategic approach to the delivery of a community energy network.
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. Create strategic landscape boundaries to the outer edges of the development area and to soften the impact of the development on the adjacent and surrounding open countryside.
12. 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.

13. The delivery of development through an updated tariff and/or framework and/or Section 106 and/or Community Infrastructure Levy agreement to provide for contributions to on- and off-site strategic and local infrastructure in an effective and timely way. This must include financial contributions to the improvement and extension of infrastructure and facilities in nearby existing settlements.

14. Employment to contribute to the Borough-wide target of 1.5 new jobs per new home

15. Homes with a range of sizes, types and tenure, including affordable housing at a level in line with the Council’s current SPD, or successor policy

16. Retail and commercial development of an appropriate scale to ensure the weekly convenience shopping needs of new and existing residents in the development area are met.

17. Dependant on the size of development, and in terms of the Council’s current standards of provision, a range of community facilities, including schools and education facilities, health, sports and leisure facilities, 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.

18. A contribution to new or upgraded transport infrastructure will include the dualling of the A421 between the Kingston roundabout and the M1 Junction 13 and a new multi-modal hub.

19. Safeguard the proposed alignment of the Bedford to Milton Keynes waterway.

20. Safeguard land for a future bridge over and/or junction with the M1 (J13a)

### Place-shaping Principles for Extensions to the City in Adjacent Local Authority Areas

**6.9** The now revoked South East Plan (SEP) proposed what it described as Strategic Development Areas both to the south west and south east of the city in areas outside of the administrative boundaries of Milton Keynes. Any options for the future growth of the city after 2026 need to be tested within a future review of this Core Strategy. Although it is possible that strategic development proposals in adjacent local authorities may come forward, such development must function as a sustainable urban extension to Milton Keynes as well as being supported by the local planning authorities responsible.

**6.10** Strategic development proposals in adjacent local authorities will have a considerable effect upon services and infrastructure in the city and will require joint working arrangements with adjacent local authorities. Therefore, Milton Keynes Council wishes the following matters to be addressed during the planning of any such development:

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51 Milton Keynes Employment Land Study 2007
http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61552, see Chapter 5, page 79

52 Supplementary Planning Document
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.

Traffic flows, including highway and junction capacity, in the adjoining area and the development should allow for the future construction of any necessary link roads.

Development may support regeneration and bring additional trade to shops and services in nearby existing centres, but it is also likely to increase traffic flows and place additional pressure on centre car parking.

Development should take account of the level of services and facilities and where there are limited local facilities in the adjoining part of the city, the development will require on-site facilities to meet the day to day needs of its residents.

Residents are likely to use existing facilities in the city (for example, Milton Keynes College, the hospital, leisure centres 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 – where the development will partly drain into the existing drainage and watercourses within the Borough a detailed Flood Risk Assessment should be carried out and the development may need to make a proportionate contribution to off-site 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 development, they will require financial contributions from the development.

Policy CS 6

Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities

When and if development comes forward for an area on the edge of Milton Keynes which is wholly or partly within the administrative boundary of a neighbouring authority this Council will put forward the following principles of development during the joint working on planning, design and implementation:

1. The local authorities will work jointly, and with infrastructure and services providers, to achieve a coordinated and well designed development.
2. 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, redways and the linear parks and strategic, integrated flood management.
3. A strategic, integrated and sustainable approach to water resource management (including SUDS and flood risk mitigation) should be taken.
4. The design of development should respect the character of the adjoining areas of the city.
5. Linear parks should be extended into the development where possible to provide recreational, walking and cycling links within the development area and to the city’s extensive green infrastructure and redway network.
6. Technical work to be undertaken to fully assess the traffic impacts of the development on the road network within the city and nearby town and district centres, and to identify necessary improvements to public transport and to the road network, including parking.
7. A route for the future construction of a strategic link road(s) should be protected where necessary.
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 opportunity for new ‘Park and Ride’ sites for the city should be fully explored and where possible provided and efficiently and effectively linked to the city road system.

10. The potential of a site for a regionally significant sporting facility should be fully explored and considered within, or closely related to, the development area.

11. 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 development area.

Delivery

6.11 Following models already developed a Joint Memorandum of Understanding (JMU) should be agreed between Milton Keynes Council, Milton Keynes Partnership (or any successor bodies) and neighbouring authorities. The purpose of a JMU is to agree in principle the approach to joint working that will be followed in the planning and delivery of a new development.

6.12 Policy: Options for joint development of planning policy and development control should be explored at an early stage with the other planning authorities involved. A Development Framework SPD should be developed in partnership with Milton Keynes Council, Milton Keynes Partnership (or any successor bodies) and the other authorities.

6.13 Infrastructure: for any new development joint working would be required to identify infrastructure requirements and service delivery, including strategic infrastructure requirements arising from the planned growth of the city as a whole – for example improvements to the hospital, cross-city transport improvements and regionally significant sports facilities.

6.14 Transport: measures required both within Milton Keynes and outside to address traffic impact, for example 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 be required with Parish and Town Councils to identify improvements, including public transport and public car parking, to help the surrounding area benefit from more people visiting the existing centre.

6.15 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 Milton Keynes Council, Milton Keynes Partnership (or any successor bodies), landowners and developers and the utility companies. The implications of the additional growth in the Strategic Reserve Areas has been discussed at the JUSDG and the utility companies have been asked to consider whether development is likely to present difficulty of supply in the period beyond 2016. No such difficulties have been raised, although as acknowledged in PPS12\(^{53}\), the detailed budgeting and planning processes of the utility companies are not aligned with the longer time horizon that the Core Strategy must adopt.

6.16 Funding: options include Tariff, Section 106 agreements and the Community Infrastructure Levy. Joint working between 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 new development areas.

\(^{53}\) Planning Policy Statement 12 - Local Spatial Planning, CLG, June 2008