

Core Strategy

Adopted version

July 2013



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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 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.

ANDREW GEARY

Leader of the Council

July 2013

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
- **35 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 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.
- **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 Campus)
- **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 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 the former 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 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 effects of the Localism Act 2011 are brought forward.

Preparation process of the Milton Keynes Core Strategy

The Milton Keynes Core Strategy was adopted by Full Council at its meeting of 10 July 2013. Under Regulation 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the Core Strategy is a Local Plan.

The adoption of the Core Strategy follows several years of preparation, which started in 2005 with the work led by the then Milton Keynes Partnership on the **MK2031 Growth Strategy**. The MK2031 work formed part of the evidence base for the Core Strategy, and explored issues and options surrounding the location, scale, nature and delivery of growth.

The MK2031 work, along with other evidence prepared by the Council, fed into the first statutory stage of the Core Strategy with the publication of an **Issues and Options** Paper for public consultation between December 2006 and March 2007, following the Sustainability Appraisal Scoping Report which was issued in October 2006. The Issues and Options paper aimed to stimulate debate on what issues the Core Strategy should cover, set out some options for how those issues could be tackled and give the opportunity to raise new issues and possible options for how to address them.

Using the feedback from this stage, and informed by the **Sustainability Appraisal** prepared to support the process and ongoing evidence gathering and input from other plans and strategies, Milton Keynes Council published a **Preferred Options** paper for consultation between September and November 2007. This stage provided an opportunity for local communities and stakeholders to comment on the strategic policy direction the Council proposed on various issues.

By February 2010, the Council was ready to publish a **Pre-Submission** version of the Core Strategy. The time taken to get to this stage reflected the challenges faced by the Council at this time due to the Secretary of State's Proposed Changes to and then the eventual adoption of the South East Plan and the need to update the evidence base. Alongside the preparation of the Core Strategy, the Council was working with its neighbouring authorities, Aylesbury Vale and Central Beds on plans for the two Strategic

Development Areas identified in the South East Plan. The Pre-Submission version of the Core Strategy was published for six weeks, for consultees to make representations on the 'soundness' and legality of the document.

On 27 May 2010, a few weeks after the end of this stage, the Secretary of State announced his intention to abolish Regional Strategies. This was confirmed as a decision with immediate effect on 6 July 2010, but subsequent legal challenges were made. Following the advice of the Government's Chief Planning Officer, Milton Keynes Council took the opportunity to review its plans for the future of the Borough without the housing targets imposed at a regional level. This led to the preparation of a **Revised Proposed Submission** version of the Core Strategy, which included lower housing targets to reflect a 'realistic' forecast of housing completion rates, the removal of the South East and South West Strategic Development Areas that had been a requirement from the South East Plan, and the formal allocation of four Local Plan Strategic Reserve Areas in the South East of the city to deliver some 2,500 homes.

The Council recognised that the most recent (2008) Strategic Housing Market Assessment (SHMA) for the Borough identified the need for more new homes each year than the old regional housing target (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.

The revocation of the Regional Spatial Strategy (South East Plan) removed the requirement for the South West 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. This would be considered through joint working with neighbouring local authorities and should be addressed (if necessary) through the replacement of this Core Strategy with Plan:MK.

The Revised Proposed Submission Core Strategy was subsequently published for comment in October 2010. Again, this stage gave consultees the

opportunity to comment on 'soundness' and legality. The Sustainability Appraisal of Reasonable Alternative Sites was published at the end of 2010.

This Revised Proposed Submission Core Strategy (October 2010) was then **submitted to the Secretary of State** for examination on 1 March 2011, accompanied by a schedule of changes that the Council proposed to improve the clarity of the document. An independent Planning Inspector, Ms Mary Travers, was appointed to examine the Core Strategy.

The hearing sessions for the examination were deferred due to a High Court judgment in the case relating to the Forest Heath Core Strategy. Consequently, to provide certainty that the Core Strategy production process was legally compliant, further consultation on the **Sustainability Appraisal of Reasonable Alternative Sites** was undertaken.

Consultation on that document took place in June and July 2011, and following the comments received, the Council resolved to amend the major development allocation within the Core Strategy. This **post-submission amendment** was subject to further consultation between September and November 2011, where the Council sought representations on the justification for selecting the Strategic Land Allocation and not taking forward alternative sites, and specifically on the change to the allocation from the October 2010 version.

The responses to these consultations, plus some updates to some of the background evidence prepared in support of the Core Strategy were passed to the Inspector, and the **examination hearing sessions** opened in July 2012 and ran for five days. As part of the examination, the Council received representations to say that the Core Strategy as submitted was unlawful and unsound, and during the hearing sessions modifications were proposed to the plan to address these concerns.

In October 2012, the Council formally requested that the Inspector recommend main modifications, to make it a clear, consistent and effective plan, i.e. for soundness. Public consultation on the **main modifications** was undertaken during January and February 2013.

On 28 February 2013, the statutory instrument required to formally **revoke the Regional Strategy** for the South East (the South East Plan) was laid in Parliament and the Core Strategy Inspector asked that the Council invite comments on the implications of the revocation for the Milton Keynes Core Strategy. This consultation ran during March and April 2013. The comments received on both the main modifications and the impact of the revocation of the South East Plan were passed to the Inspector for her consideration.

The final **Inspector's Report** on the Milton Keynes Core Strategy was subsequently received on 29 May 2013, which confirmed that with the proposed main modifications, the Core Strategy is sound and legally compliant, and capable of adoption. The Council resolved to adopt the Milton Keynes Core Strategy, incorporating the main modifications previously approved, on 10 July 2013.

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 Plans 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⁽¹⁾.

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 Figure 1.1 'Strategies relating to the Core Strategy (prepared in 2010)'). This diagram will evolve as new priorities and service delivery models change. Other, more detailed, planning documents will follow on from the Core Strategy, such as the Site Allocations Plan, Supplementary Planning Documents or Neighbourhood Plans.

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 Regional Spatial Strategy and the Localism Act. It was submitted to the Secretary of State for examination in March 2011 and was subject to public hearing sessions in July 2012. The Inspector's report was received on 29 May 2013 and this version includes the modifications included in the Inspector's Report. It was adopted by the Council on 10 July 2013.

1.4 Milton Keynes is one of the core local authorities at the heart of the South East Midlands Local Enterprise Partnership (SEMLEP). The LEP covers a population of around 1.8 million people and 102,300 VAT and/or PAYE based enterprises and has 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'.

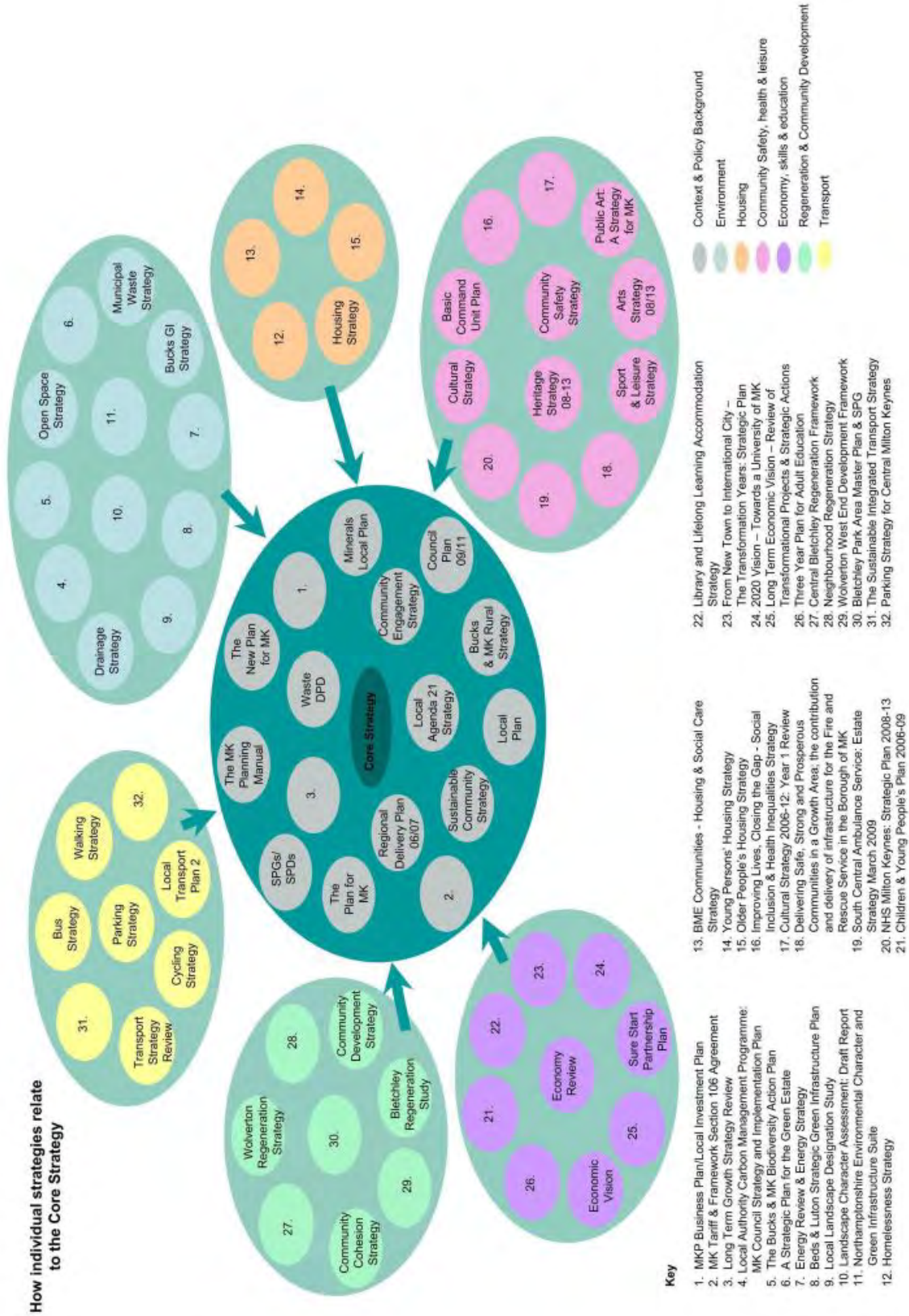
1.6 Key issues addressed in the Core Strategy objectives include:

- 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 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.

1 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 (with the additional Strategic Land Allocation proposed in this Core Strategy) on the Local Plan Proposals Map, and the rural area, which is all of the land outside the city. The whole area makes up the Borough. Opportunities may arise within the Borough due to resident-led regeneration of areas identified under the Neighbourhood Regeneration Strategy, Neighbourhood Plans or commercially-led regeneration of 'fair condition' employment areas as defined in the Employment Land Study (2007).

1. Introduction

Figure 1.1 Strategies relating to the Core Strategy (prepared in 2010)



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⁽²⁾.

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 There is a considerable amount of retail floorspace, which is committed for development within the Borough but has yet to be developed. The continued population and expenditure growth in Milton Keynes will generate a need for additional retail floorspace. The long term need for comparison floorspace will be focused on the Primary Shopping Area within Central Milton Keynes, but some retail development is expected to come forward within the centres defined within the Council's retail hierarchy (see Table 5.5 'Retail Hierarchy') to meet local needs.

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 and local levels, so there is a commitment to review the Core Strategy during the lifetime of the current document (up to 2026). In addition a Site Allocations Plan is proposed to address a future potential shortfall in the rural area and to provide small sites for contingency in the main urban area. Thresholds and triggers for review are set out in Chapters 17 'Monitoring and Managing' and 18 'Development Timeline and Housing Trajectory'.

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

2. Milton Keynes: The Story of The Place

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 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 240,000 (2011 Census) 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 13 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 15,000 houses are anticipated to be built in the Borough between 2010 and 2018 with a projected growth in population of over 28,000 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⁽³⁾ 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 congestion at any time 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

3 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 implementation 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%)⁽⁴⁾. 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 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 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 Campus in Central Milton Keynes. The Borough sits at the centre of the South East Midlands Local Enterprise 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.

2. Milton Keynes: The Story of The Place

Figure 2.1 Key economic geography of Milton Keynes and its 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 ⁽⁵⁾.

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 ⁽⁶⁾. 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. In 2010, 24 out of 139 areas in the Borough were classified as being within the most deprived 30% areas in England, compared with 22 in 2007.

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 21,553 crimes across the Borough were reported in 2011/12, which was a welcome fall from 24,878 in 2010/11. The SaferMK Plan 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.

5 MK Economy Review January 2009, SEEDA

6 Milton Keynes Employment Land Study 2007

<http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61552>, see Chapter 5, page 79

2. Milton Keynes: The Story of The Place

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 awards for design and innovation.

Housing at Oxley Woods



2.32 Conservation of the historic environment needs to be integrated with the need to maintain local services throughout the Borough, and in the rural area a settlement hierarchy will assist in prioritising such provision. Opportunities for enhancement of the rural landscape should be pursued, providing no other strategic policies are compromised.

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

- 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 Rugby World Cup 2015

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:

- European Year of Culture major festivals
- Bletchley Park designated as a World Heritage Site
- New national/regional sports facilities
- Major visitor attractions
- Undergraduate university
- Regional television studios
- Rugby World cup development
- Direct European rail services, major rail interchange and high quality rapid transit system
- A wireless/connected city

A city of the future

2.35 As an expanding regional centre, Milton Keynes aspires to become one of the UK's top cities. Research by the Core Cities group⁽⁷⁾ 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

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

2. Milton Keynes: The Story of The Place

Figure 2.2 Major Projects in Milton Keynes



Strengths, Weaknesses, Opportunities and Threats (SWOT)

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

Strengths	Weaknesses
<ul style="list-style-type: none"> • A strategic location between London, Birmingham, Oxford and Cambridge, with excellent transport links with the rest of the UK • Grid road system allows quick vehicle movement with convenient parking in Central Milton Keynes • Regional retail and diversified employment dominance • A network of strategically planned, well maintained, multi-functional parkland and recreation space • A good quality of life with community networks and a high satisfaction rate amongst residents and employers • Attractive hinterland settlements, and sensitive treatment of villages now within Milton Keynes city • Unique 1970s New Town with a wealth of high quality family housing • MK Tariff allows for long term planning and funding of infrastructure • Older market towns with distinctive characters and independent retailers • Effective partnership working 	<ul style="list-style-type: none"> • New Town status deters people and companies from moving to MK • Dispersed employment locations present challenges for public transport • Low educational attainment, poor skill levels • An absence of a traditional university resulting in the loss of highly educated 18-22 year olds and associated vibrancy • Many residential streets in the grid squares were not designed for the bus, making it difficult to provide fast, frequent and attractive bus services • Low overall density within the urban area, grid road bus services and the segregation of some estates affects the viability of shared services • Pockets of deprivation and social exclusion across the city, worsened for those without access to a car • Insufficient overlooking of redways and indirect routes deter some users • Some older estates were badly designed with some dwellings in a relatively poor condition • Need for greater diversity of housing types, including 'executive' properties • Lack of identity and innovation in some recent housing developments • Poor east-west regional transport connections • Lack of independent presence in retail, leisure and entertainment sectors, particularly in Central Milton Keynes

2. Milton Keynes: The Story of The Place

Opportunities	Threats
<ul style="list-style-type: none"> • 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 corridor • 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 regional centre makes it capable of supporting regional facilities • Set benchmark for 21st Century urban living 	<ul style="list-style-type: none"> • If regeneration doesn't happen in some areas then this could lead to increased deprivation • Loss of countryside through growth • 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 ⁽⁸⁾ and national measures to reduce CO₂ emissions to avoid climate change may not be easily implementable in Milton Keynes • Changes to planning obligations through the Community Infrastructure Levy regulations affects the availability of funding for strategic infrastructure

8 For definition, see Appendix A 'Glossary and Abbreviations'

3 Context for the Plan

National and Local

3.1 The Core Strategy has been prepared in line with the requirements of the Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011. We have relied on an 'evidence base' of studies and reports to inform the Strategy⁽⁹⁾

3.2 The Core Strategy has regard to all of the Government's National Planning Policy Framework, Guidance Notes and Circulars (as at December 2012) and has been prepared in general conformity with the current Government guidance following the revocation of the relevant regional spatial strategies.

3.3 The Milton Keynes Local Plan (December 2005) and the Milton Keynes Local Transport Plans (LTP, 2006-07 to 2010-11 and LTP 3, 2011 to 2031) 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⁽¹⁰⁾, so that there is no net increase in out-commuting
- **Regional role** – Milton Keynes should continue to develop as a major 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

9 Background documents to the Core Strategy can be found on our website at <http://www.miltonkeynes.gov.uk/planning-policy>

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

3 . Context for the Plan

services to help residents develop a sense of community.

Sustainable Community Strategy

3.5 The Sustainable Community Strategy (SCS) refreshed in 2008, sets out the community vision for the future of Milton Keynes. While there is no longer a requirement to have a SCS, the Core Strategy was prepared in the light of the last SCS for 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.

- 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.

MK Sustainable Community Strategy



Local Transport Plan 3 (2011 - 2031)

3.7 The Local Transport Plan 3 (2011 to 2031) aims to:

- Provide real and attractive transport choices to encourage more sustainable travel behaviour as Milton Keynes grows.
- Support the economic growth of the Borough through the fast, efficient and reliable movement of people and goods.
- Reduce transport based CO₂ emissions to help tackle climate change.
- Provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail, and leisure.
- Improve safety, security and health.
- Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities
- Establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop.

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 13 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 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 region, newer parts of the city will have been developed to high environmental 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⁽¹¹⁾). A Science and Innovation initiative⁽¹²⁾ 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 Campus 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 has access to an appropriate home. The high design standards for new housing will have anticipated

11 Milton Keynes Employment Land Study 2007

<http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61552>, see Chapter 5, page 79

12 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 Enterprise Hub, Open University, Cranfield University, plus private sector partners

4 . A Vision for the Place

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). 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 where appropriate enhanced, and treated sensitively by any 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 1.1 'Strategies relating to the Core Strategy (prepared in 2010)'.

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 Reports. 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 would lead to a review of major parts, or all of the Core Strategy in the new Local Plan (Plan:MK), in addition to the work on the Site Allocations Plan.

Table 4.1 Core Strategy Objectives

1	<p>To develop Milton Keynes as a major 21st century city</p> <p>To deliver land for at least 28,000 new homes⁽¹³⁾ within the Borough between 2010 and 2026. This will comprise:</p> <ul style="list-style-type: none"> • An allocation of in the region of 2,900 homes to the south east of the city in the areas identified as Strategic Reserve Sites in the Local Plan, plus: <ul style="list-style-type: none"> • additional land between SR2 and SR3 • the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of sites MKSA4 in the Site Selection Report, September 2011) • land to the east of Eagle Farm South (land at Wavendon Lodge) • and the three mostly woodland areas adjacent to Eagle Farm North. • Completion of development on existing Local Plan sites and on sites already identified in the urban area comprising approximately 19,750 homes • 1,760 homes⁽¹⁴⁾ in sustainable settlements in the rural area between 2010 and 2026
2	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
3	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 ⁽¹⁵⁾ 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
4	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
5	To promote the development of Central Milton Keynes as the vibrant cultural centre of the 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
6	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
7	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

13 There were 4,177 net completions between 2010 and 2013

14 This total requirement of 1,760 homes in the rural area is made of sites for 1,130 homes which have been completed between the years 2010 and 2013 (250) and those already identified (880). This leaves just over 600 homes to be provided on new sites in the Site Allocations Plan.

15 Milton Keynes Employment Land Study 2007

<http://www.milton-keynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61552>, see Chapter 5, page 79

4 . A Vision for the Place

8	<p>To facilitate the delivery of housing that meets the needs of all sections of the community through:</p> <ul style="list-style-type: none"> • Providing sufficient developable land for new housing • Construction of viable levels of diverse housing including affordable, supported and specialist housing • Taking account of the need for houses in multiple occupation
9	<p>To manage increased travel demands through:</p> <ul style="list-style-type: none"> • Promoting improvements to public transport and supporting the development of an East - West rail link between Oxford and Cambridge, including the Aylesbury spur • 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
10	<p>To mitigate the Borough's impact on climate change and reduce CO₂ emissions through:</p> <ul style="list-style-type: none"> • Implementing higher than national requirements⁽¹⁶⁾ for sustainable homes and buildings • Locating development away from areas of flood risk⁽¹⁷⁾ • Promoting community energy networks and strategic renewable energy developments • Reducing waste generation and increasing the amount of recycling • Sustainable transport initiatives • Implementing the suite of initiatives under the Low Carbon Living Project
11	<p>To embody Place Making as an overarching design objective for new development and 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</p>
12	<p>To protect, maintain and enhance the important environmental features, character and assets of the New Town and the towns and villages throughout the Borough</p>
13	<p>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 enhancing key landscapes and important habitats</p>
14	<p>To develop Milton Keynes as an International Sporting City⁽¹⁸⁾</p>
15	<p>To manage mineral extraction, safeguarding reserves and processing facilities, restoring worked sites, and maximising use of secondary and recycled materials.</p>
16	<p>To work with public service and infrastructure providers (principally via the 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,</p>

16 As justified by the Impetus Study 2008

http://www.miltonkeynes.gov.uk/planning-policy/documents/Impetus_Renewable_Energy_Energy_Efficiency_Report.pdf

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

18 The International Sporting City concept 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

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

5 . Development Strategy and Areas of Change

5 Development Strategy and Areas of Change

5.1 In accordance with the National Planning Policy Framework, this Council will work pro-actively to ensure planning is not a barrier to new development. This Core Strategy provides a clear framework not just for planning decisions but also many other forms of investment decisions.

Policy CSA

National Planning Policy Framework - Presumption in favour of sustainable development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

5.2 The development strategy in Policy CS1 '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)⁽¹⁹⁾. In addition to the development identified in Policy CS1 'Milton Keynes Development Strategy', any further extensions to the city should be created as covered in greater detail in Chapter 6 'Future Development Areas'.

5.3 In addition to the Strategic Land Allocation, other sites will be considered for development through the Site Allocations Plan to provide short term flexibility and contingency to ensure that at least 28,000 homes will be provided by 2026, ahead of a full review of this Core Strategy in Plan:MK (See Policy CSAD1 'Review of the Core Strategy').

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

5.5 Other proposals that come forward in the Site Allocations Plan must be robustly evidenced and justified in accordance with this Core Strategy. The final level of provision in the Site Allocations Plan will be determined in accordance with the National Planning Policy Framework guidance on the five year land supply. Based on forecasts in 2013, by April 2015, the Council will require the allocation of deliverable land, which can be demonstrated to be immediately available for development, for a minimum of 350 homes. Within this figure there are a minimum of 200 homes needed in the rural area. The allocation of this land together with existing development areas, would enable the Council to demonstrate deliverable land supply for five years from the date of adoption plus an additional buffer of 20% to accord with the National Planning Policy Framework ahead of the adoption of Plan:MK.

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

5 . Development Strategy and Areas of Change

5.7 There will also be opportunities for infill and redevelopment in other villages which have development boundaries defined on the Local Plan Proposals Map. These boundaries remain unchanged

by the Core Strategy, although there may be minor changes introduced through the Site Allocations Plan and Plan:MK at a future date (see Policy CS2 'Housing Land Supply').

Policy CS1

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⁽²⁰⁾, existing Local Plan Expansion Areas⁽²¹⁾, and redevelopment and infill development (particularly in the older parts of the city) will all contribute to a more sustainable city (see Policy CS7 'Central Milton Keynes' and Policy CS8 'Other Areas of Change').

A Strategic Land Allocation to the south east of the city will provide a sustainable urban extension adjoining the existing urban boundary⁽²²⁾.

In addition to the Strategic Land Allocation other non-strategic development sites will be brought forward through the Site Allocations Plan to provide short term flexibility and contingency ahead of a full review of this Core Strategy in Plan:MK (See Policy CSAD1). This Council's approach to major development proposals adjoining the city, but within the area of a neighbouring local authority, is set out in Policy CS6 'Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities'.

- 20 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 5.8 'Overarching Development Strategy'.
- 21 Existing expansion areas are to the north, east and west of Milton Keynes, Stantonbury Park Farm and Newton Leys - see Table 5.8 'Overarching Development Strategy' for place shaping details.
- 22 The change to the urban development boundary can be seen on the Policies Map amendment (see Appendix E 'Policies Map Amendment').

5 . Development Strategy and Areas of Change

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 CS9 'Strategy for the Rural Area')
- ii. A limited amount of new housing⁽²³⁾ 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⁽²⁴⁾

Table 5.1 Settlement Hierarchy

1. Milton Keynes City Main areas for development will be:				
Central Milton Keynes	Uncompleted city estates	District centres: A) Bletchley Wolverton B) Kingston Westcroft	City Expansion Areas: Existing expansion areas, Strategic Land Allocation	Selective infill, regeneration and redevelopment opportunities
2. Key Settlements				
Newport Pagnell		Olney		Woburn Sands
3. Selected Villages ⁽²⁵⁾				
Sherington		Hanslope		Bow Brickhill
4. Other villages				
Villages with development boundaries ⁽²⁶⁾				
5. Other settlements				
Villages in the open countryside				

23 The limited amount of development to be allocated in Sherington will be determined through work on the Site Allocations Plan . 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.

24 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.

25 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.

26 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

Delivery

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

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

5.10 Topic based Policies CS10 - CS21 provide additional measures to ensure development occurs in a timely and sustainable manner.

5.11 Table 5.8 'Overarching Development Strategy' provides additional place shaping detail of those areas which have already been planned through the Local Plan (2005).

5.12 The Plan:MK will provide criteria against which small-scale redevelopment and infill proposals can be assessed. Until Plan:MK is completed, Local Plan (2005) policies will continue to be implemented.

5.13 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 for some time, based on up-to-date data and surveys.

5.14 Development Plan Documents (in the form of Action Area Plans), Neighbourhood 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.

5.15 The Timeline and Housing Trajectory are realistic given the economic position during 2008 to 2013. However, this trajectory has been prepared during an economic downturn which has severely hit housebuilding, so accurate long term predictions are difficult to forecast. 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. As set out in Table 17.1 'Core Strategy Objectives, Critical Success Factors and Monitoring Indicators', the housing trajectory's accuracy will be assessed by staying within a 20% range of the annual forecast rate of housing delivery. A full review of this Core Strategy will consider the longer term implications of the economic situation on housing and employment needs and demands in the Plan:MK, as set out in Policy CSAD1 'Review of the Core Strategy'.

5 . Development Strategy and Areas of Change

Housing land supply

5.16 Projections of future changes to the population and economy are subject to significant uncertainties. Continued high levels of in-migration to Milton Keynes or a higher rate of economic growth which results in higher demand for housing may have negative social, economic and environmental consequences. Such consequences could include increasing commuting into the city, and increasing overcrowding, sharing and concealed households. There may be adverse implications for the wider housing market area if the homes required to support the workforce, or population pressures, exceed the supply of housing land delivered within the authority boundary or in planned extensions to Milton Keynes urban area in adjoining authorities as the now revoked South East Plan had anticipated.

5.17 The Council also acknowledges that the Strategic Housing Market Assessment (SHMA) suggests a substantial gap between forecast affordable housing need and potential affordable housing supply. The Council's choice of the scale of overall housing to be accommodated inevitably limits the number of affordable homes that can be delivered. The likely gap between affordable housing need and provision will have negative socio-economic consequences.

5.18 The level of new housing for the Borough during the period 2006-2026 in strict accordance with the revoked South East Plan was 41,360 homes (an average of 2,068 per annum) and within the MK growth area overall is 52,350 (2,617.5 per annum). The Council has concerns about the deliverability of this number of homes and therefore proposes to make an interim provision at this stage for the delivery of 1,750 homes per annum (a minimum of 28,000 in total by 2026) which represents an increase in the average housing completion rate over the last 5 (1,660), 10 (1,560) and 20 (1,610) years. The interim housing target will be used for the purpose of monitoring housing land supply until such a time that a new housing target is adopted in Plan:MK. It is to be regarded as a minimum figure.

5.19 An additional provision of homes will be allocated in Plan:MK in and adjoining the urban area, subject to the objective assessment of needs to be

produced in accordance with paragraph 47 of the National Planning Policy Framework and the requirements of the duty to co-operate.

5.20 The amount of housing land already identified and which we need to identify is shown in Table 5.2 'Housing Land Supply Position 2010-26'. After subtracting existing commitments (existing deliverable and developable planning permissions and Local Plan allocations) – the table shows what is still to be planned for.

5 . Development Strategy and Areas of Change

Table 5.2 Housing Land Supply Position 2010-26

Overall interim housing target (Borough)	28,000 (1,750 homes per year)	
Urban housing target	26,240 (1,640 homes per year)	
<i>Sources of land supply:</i>		
Existing Urban Permissions and completions (April 2010 to March 2013)	17,962	
Existing Urban Allocations and briefed Sites	5,463	
Developable and Deliverable Sites from the SHLAA	193	Taken from 2012 Five Year Land Supply Report
Strategic Land Allocation	2,900	Allocated in this Core Strategy
Small windfall	780	(60 per annum x 13 years)
Total Supply	27,298	
Housing land supply against Urban Target	+1,058	To provide additional short term flexibility and contingency to existing supply, additional non-strategic sites will be allocated in the Site Allocations Plan.
Rural housing target	1,760 (110 homes per year)	
<i>Sources of housing land supply:</i>		
Existing Rural Permissions and completions (April 2010 to March 2013)	412	
Existing Rural Allocations and Briefed Sites	165	
Developable and Deliverable Sites from the SHLAA	115	Taken from 2012 Five Year Land Supply Report
Small windfall	455	(35 per annum x 13 years)
Total Supply	1,147	
Housing Land Supply against the Rural Target	-613	Short term supply to be supplemented in Site Allocations Plan ahead of adoption of Plan MK

5 . Development Strategy and Areas of Change

5.21 The Strategic Land Allocation lies on the eastern edge of the city. It includes four Strategic Reserve Areas (SR1, SR2, SR3 and SR4) identified in the Local Plan (2005) as well as:

- additional land between SR2 and SR3
- the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011)
- land to the east of Eagle Farm South (land at Wavendon Lodge) and
- the three mostly woodland areas adjacent to Eagle Farm North;

5.22 We estimate that the Strategic Land Allocation can accommodate in the region of 2,900 homes (plus other uses) meeting the housing targets of the Core Strategy. In line with Policy CSAD1 'Review of the Core Strategy', the Council is committed to undertake an early review of the Core Strategy in Plan:MK.

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

Policy CS2

Housing Land Supply

Land for housing will be allocated to meet requirements as set out in Table 5.2 'Housing Land Supply Position 2010-26'.

The existing Local Plan Strategic Reserves to the south east of the city are included in a new allocation in this Core Strategy together with other parcels of adjoining land, for in the region of 2,900 homes.

Ahead of a full review of the housing target in Plan:MK, development sites to meet the rural housing requirements in Table 5.2 'Housing Land Supply Position 2010-26', to support the objectives⁽²⁷⁾ for the city and provide contingency and flexibility to the existing urban land supply, will be allocated in accordance with Policy CS1 'Milton Keynes Development Strategy'. Allocation of sites will be through the Site Allocations Plan and will involve extensive engagement with local communities.

The Settlement Hierarchy in Policy CS1 'Milton Keynes Development Strategy' will provide the basis for site selection and any changes to town/village boundaries in the Site Allocations Plan.

Delivery

5.24 Policy CS5 'Strategic Land Allocation' provides more details of how the development area should be delivered.

5.25 The production of a new Local Plan, Plan:MK and a Site Allocations Plan will begin in 2013. The Site Allocations Plan will consider the allocation of non-strategic sites both within the city and in the rural area. Policies CS5 - CS9 provide the context within which these allocations will be made.

5.26 The NPPF provides guidance on housing delivery and allows councils to set their own approach to housing density. The Plan:MK will include more detailed policies on issues such as housing density, which will support the creation of flexible and sustainable neighbourhoods.

Policy CSAD1

Review of the Core Strategy

The Council will undertake an early review of the Core Strategy in the form of Plan:MK, to 2031 or such longer period as the Council chooses, with the aim of having an adopted plan in place in 2015. This will be led by the NPPF approach of objective assessment of housing, employment and other needs and the requirements of the duty to co-operate with adjoining authorities.

Employment land supply

5.27 MK has a key role as an employment centre within the South East Midlands Local Enterprise Partnership. As with the housing supply, there is a substantial existing supply of employment land in the Borough, however there are some qualitative deficiencies in this portfolio of employment land which may need to be remedied in the medium to long term to achieve all of the objectives of the Council's Economic Development Strategy, including to support local and inward investment. 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 employment locations in Milton Keynes Borough'.

5.28 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⁽²⁸⁾. 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.

5.29 The proposed review of the Core Strategy (Plan:MK) will reassess the adequacy (both quantitative and qualitative) of the existing portfolio of employment land and take forward the need, if evidenced, for new strategic employment allocations to meet the economic and housing growth potential of MK including the development needs of business, by providing locations to support clusters of knowledge driven and high technology industries. 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

5 . Development Strategy and Areas of Change

local businesses, or persuade other businesses to move to MK. More information about these measures is given in Chapter 17 'Monitoring and Managing'.

The type of jobs we need

5.30 The objective to improve skill levels is evidenced by the Employment Land Study (ELS)⁽²⁹⁾. The ELS recommended that we need jobs in (amongst others) the knowledge economy⁽³⁰⁾ 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 (B8 uses)⁽³¹⁾
- 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.

5.31 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 Plan:MK. 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 Plan:MK to inform policies in this area.

5.32 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'.

5.33 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.⁽³²⁾

29 http://www.miltonkeynes.gov.uk/planning-policy/documents/Employment_Land_Study_Ch1-3.pdf

30 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

31 Use Classes Order <http://www.planningportal.gov.uk/england/public/planning/smallbusiness/bg13commontypesofapplication/bg138changeofuse/useclassorder>

32 Milton Keynes Employment Land Study, May 2007, Table 8.2 p.140

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Table 5.3 Jobs potential of existing employment locations in Milton Keynes Borough

	Vacant Land	Number of Jobs
1. Existing employment locations (including SLA)	216.3 ha	11,790 - 39,620
2. Number of jobs in CMK delivery of 12,000 sq metres of B1(a) Office space per annum (2013-2026)		10,400
3. Jobs from retailing, health etc 0.31 jobs per dwelling 28,000 dws in MK		8,680
4. Jobs from education, real estate etc 0.37 jobs per dwelling 28,000 dws in MK		10,360
5.Total number of potential jobs (rounded figures) (Row 5= sum of rows 1-4)		41,230 - 69,060 jobs
6. Potential jobs per dwelling ratio (No of jobs in row 5/ 28,000 dws)	28,000 dws	1.5 - 2.5 jobs per dwelling
7. Number of jobs in Milton Keynes in 2010 (rounded figures)		143,200

Notes and Sources

1	Area of vacant land: HCA/MK Intelligence information in hectares (ha) or in square metres (sq.m) for B1 (a) floorspace in CMK. Base date for vacant land figures is April 2013.
2	CMK office floorspace gross total over remainder of plan period (2013 to 2026) equates to 156,000 sq. m. This is then reduced by 20% to convert to net internal area of 124,800 sq.m to calculate job numbers
3	Employment densities: Offices (B1a) 12 sq metres per person, Light Industry (B1c) 47 sq metres per person, General Industrial (B2) 36 sq. metres per person, Warehouse and Distribution (B8) 75 sq metres per person. This figure splits the difference between general warehousing 70 sq.m per person and 80 sq.m per person for large scale and high bay warehousing (Source: HCA Employment Densities Guide 2nd Edition 2010).
4	Job creation from the occupation of empty premises not included
5	Figures on number of jobs in the Borough are from the ONS Business Register and Employment Survey (BRES). Job figures in this table are rounded.
6	Gain in B1 (a) floorspace in CMK from 2010 to 2013 is 38,590 sq.m gross, a net gain of 29,366 sq.m

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Policy CS3

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) and high technology/research and development (B1b) floorspace within the Borough. Planning applications for more than 1,000 sq.m. of B1a/B1b uses on sites outside CMK will need to provide evidence that demonstrates why the development cannot occur in CMK. Developments should not be deliberately sub-divided or phased in an attempt to avoid the 1,000 sq.m. threshold.

Office and high technology/research and development (B1b) proposals of more than 1,000 sq.m. of floorspace, which clearly demonstrates with evidence why it cannot be accommodated within Central Milton Keynes will be permitted at strategic locations (over 10 hectares) with good transport links. These include Shenley Wood, the Western Expansion Area, Kents Hill/Walton and Knowlhill and in other locations to be identified in the Plan:MK.

Account will be taken of any need to make further employment allocations to widen the quantitative supply of sites, where there is evidence. These strategic employment allocations will support the delivery of the key priorities of the Economic Development Strategy (EDS) and will be addressed in Plan:MK.

Table 5.4 Employment Land Allocations in Milton Keynes

Grid Square/Area	Vacant Land (in hectares)	Use Classes
Bletchley (Brickfields)	5.9	B1/B2/B8
Broughton /Atterbury	4.8	B1/B2/B8/C2
Caldecotte	2.5	B1/B8/C2
Crownhill	1.2	B1/B2/B8
Eastern Expansion Area (Magna Park)	65.9	B2/B8
Fox Milne	1.0	B1/B2/B8
Kents Hill	5.2	B1/B2/B8
Knowlhill	7.4	B1/B2/B8
Linford Wood	5.1	B1

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Grid Square/Area	Vacant Land (in hectares)	Use Classes
Mount Farm	1.9	B1/B2/B8
Northern Expansion Area	3.1	B1/B2/B8
Old Wolverton	1.0	B2/B8
Redmoor	1.7	B2/B8
Rooksley	1.3	B1/B2/B8
Shenley Wood	17.8	B1/B2/B8/C2/D1
Snelshall East	4.7	B1/B2/B8
Snelshall West	5.1	B1/B2/B8/C1
Strategic Land Allocation (Eagle Farm North)	28	B1(c)/B2/B8
Tower Gate	7.1	B1/C2/D1
Walton	9.5	B1/B2/B8
West Ashland	4.7	B1/B2/B8
Western Expansion Area	17.0	B1/B2/B8
Willen Lake	1.1	B1
Wolverton	2.6	B1/B2/B8
Wolverton Mill	8.2	B1/B2/B8
Woburn Sands	1.3	B1
Wymbush	1.2	B1/B2/B8
Total	216.3	

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.
3	Base date April 2013.
4	Employment allocations in SLA to be determined through Development Framework
5	C2 residential institutional and D1 non-residential institutions are ancillary uses to the main use of a site for employment (B1,B2 and B8 uses) purposes. This is to avoid the impression that institutional uses that are not related to the main use of a site for employment is acceptable on an employment site.

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Delivery

5.34 The preparation of the Site Allocations Plan and the Plan:MK 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, the Plan:MK will contain a criteria-based policy against which any potential redevelopment or change of land use will be considered.

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

5.36 The Council, in partnership working with the Homes and Communities Agency 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⁽³³⁾. The work of Invest MK will ensure that the supply of sites is matched to market demand.

5.37 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.

5.38 A balance needs to be struck between the provision of office and high technology floorspace within Central Milton Keynes (CMK) and outside it. This balance acknowledges that while out of town locations will be required to accommodate growth, the priority for development is within CMK. Speculative development of over 1000 sq. metres should be directed to CMK. However, if development outside CMK is proposed, planning applications should be accompanied by evidence to show that there is no suitable site within CMK, which is available within a reasonable period of time and viable for the proposed development. Developments should also not be deliberately sub-divided or phased in an attempt to avoid the 1000 sq metres threshold.

Retail and Leisure provision

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

Table 5.5 Retail Hierarchy

1: Regional Shopping Centre	Primary Shopping Area: Central Milton Keynes
2: District Centres	A) Bletchley, Wolverton, B) Kingston and Westcroft
3: Town Centres	Newport Pagnell, Olney, Stony Stratford and Woburn Sands
4: Local and Village Centres	

5.40 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 . Development Strategy and Areas of Change

5.41 The Milton Keynes Retail Capacity and Leisure Study 2010⁽³⁴⁾ 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 Eastern and Western Expansion Areas, at locations easily 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.

5.42 The Retail Capacity Update reiterated that the retail needs identified in the report would best be satisfied along the lines of Strategy 1, which would involve:

- Meeting most of the comparison retail needs in CMK.
- Allow for smaller scale comparison retail needs in the town and district centre in order to accommodate a locally derived need consistent with their role in the retail hierarchy. Large scale retail development will be resisted.
- Not to promote further convenience floorspace but to assess each application on its own merit, having regard to the policy in the NPPF on ensuring the vitality of town centres. Smaller incremental increases and extensions to existing facilities could be acceptable, where this is appropriate to the role of the centre it is located in.

34 Milton Keynes Council: Retail Capacity and Leisure Study Final Report February 2010, produced for the Council by Roger Tym and Partners.

5. Development Strategy and Areas of Change

5.43 The Council encourages development within its town centres. This is consistent with the National Planning Policy Framework (NPPF) which requires planning applications for the development of main

town centre uses to be within town centres, then edge of centre locations and only if suitable sites are not available should out of centre locations be considered.

Table 5.6 Estimated amount of additional retail floorspace needed in the Borough of Milton Keynes (after commitments) under Strategy 1 in five year periods

Year	Comparison floorspace: Static retention	Comparison floorspace: Increasing retention	Convenience floorspace
2011		-	915
2011-2016	0	15,605	-12,989
2016-2021	40,453	57,950	-7,543
2021-2026	41,563	56,776	-3,406
Total	82,016	130,330	-

Figures in sq.m. Gross. Source: Milton Keynes Retail Capacity Update (August 2011) produced by Roger Tym and Partners, part of Peter Brett Associates LLP.

Note: The range of floorspace is due to the two scenarios used in the study. Under the static retention scenario Milton Keynes share of catchment spending remains unchanged. The increasing retention scenario assumes Milton Keynes increases its market share of the available catchment area expenditure from an estimated 25.8% at the start of the plan period to 30% by 2026. As the Borough attracts more expenditure it can support more additional retail floorspace.

5.44 Table 5.6 'Estimated amount of additional retail floorspace needed in the Borough of Milton Keynes (after commitments) under Strategy 1 in five year periods' illustrates forecasts produced by the Council's consultants (Roger Tym and Partners) on the quantity of net additional comparison (non-food) and convenience (food) floorspace, which could be supported by available expenditure within the Borough over time. At the time the retail capacity update study was produced sites with planning permission totalled over 16,000 sq.m for convenience floorspace and over 44,000 sq.m of comparison floorspace. Once all the convenience floorspace commitments are assumed to have been developed by 2016, the Borough goes from having a positive requirement for an additional 915 sq.m (gross) of floorspace in 2011 to an over supply of convenience floorspace of 12,989 sq.m (gross) by 2016. This oversupply of floorspace is forecast to continue

throughout the remainder of the study period up to 2026. The amount of comparison floorspace the Borough is forecast to require in the future has been calculated using two scenarios. The quantitative assessment shows that committed development, has outstripped expenditure growth in the period up to 2011 and under the static retention scenario this remains the case until after 2016. After 2016 on both scenarios used there is a sharp increase in the floorspace requirements of between 40,453 to 57,950 sq.m (gross) from 2016 to 2021. In Table 5.7 'Breakdown of estimated comparison floorspace needed in CMK and other district and town centres from 2011 to 2026 in five year periods' most of the requirement for additional comparison floorspace (85%) is assumed to be located with CMK with the remainder (15%) provided in other district and town centres.

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Table 5.7 Breakdown of estimated comparison floorspace needed in CMK and other district and town centres from 2011 to 2026 in five year periods

	2011-2016	2016-2021	2021-2026	Total to 2026
Total requirement Comparison Goods	0 - 15,605	40,453 - 57,950	41,563 - 56,776	82,016 - 130,330
Central Milton Keynes (CMK) (85% of total floorspace)	0 - 13,264	34,385 - 49,257	35,329 - 48,260	69,714 - 110,781
Other district and town centres (15% of floorspace)	0 - 2,341	6,068 - 8,693	6,234 - 8,516	12,302 - 19,550

Figure in sq.m. gross. Source: Milton Keynes Retail Capacity Update (August 2011) produced by Roger Tym and Partners, part of Peter Brett Associates LLP

5.45 On this basis about 85% of the identified requirement for additional comparison floorspace should be directed to the primary shopping area of CMK. The remainder (about 15%) should be directed to other Town and District centres on a scale that is consistent with their role in the hierarchy. There is no policy support for retail development in out of centre retail parks or other out of centre locations.

5.46 However, it is very difficult to forecast retail requirements for the Borough as far ahead as 2026, so longer term forecast more than 5-10 years ahead should be treated with considerable caution. The Council will need to monitor and review figures on retail capacity study several times before 2026.

5.47 These figures on estimated retail are not intended to restrict or prevent new retail floorspace coming forward in appropriate locations such as the primary shopping area of CMK or the Town and District Centres. These figures are a snapshot (at a particular point in time based on certain assumptions) which indicates the level of future retail floorspace that can be supported within the Borough by the expected growth of retail expenditure.

5.48 The district centres in Policy CS4 '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.

5.49 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 - subsequently under construction in the Xscape building in Central Milton Keynes in 2013).

5.50 Central Milton Keynes will be the main focus for the development of commercial leisure and entertainment facilities, especially those with a regional catchment, but this does not prevent such facilities being developed elsewhere within other

5 . Development Strategy and Areas of Change

district and town centres. However, leisure proposals designed more for a local catchment will locate in the district and town centres⁽³⁵⁾.

5.51 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.

5.52 MK has the potential to operate as a regional focus for sport and leisure as part of its core economic offer. The International Sporting City concept, discussed in Chapter 16 'Delivering Infrastructure', considers how this could be developed.

Policy CS4

Retail and Leisure Development

The Planning Authority will grant planning permission for additional retail floorspace and other uses appropriate within town centres as defined in national policy such as leisure, entertainment and cultural will also be granted planning permission within the city centre CMK Development Boundary as defined on Figure 7.1 'Central Milton Keynes Location Plan' and the retail hierarchy, subject to the scale of the proposal reflecting the characteristics of the centre within which it is proposed, in accordance with the defined shopping centre hierarchy (in Table 5.5 'Retail Hierarchy') to deliver the following objectives:

Regional Shopping Centre: The Primary Shopping Area (within CMK), will function and develop as a regional shopping centre for comparison shopping. Planning permission will be granted for additional comparison retail floorspace and other associated development in the area between Silbury and Avebury Boulevards, Saxon Gate and Marlborough Gate (The Primary Shopping Area). 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.

35 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

Local and Village Centres⁽³⁶⁾: 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.

Applications for retail and other main town centre uses outside of existing centres will only be permitted if they satisfy NPPF's sequential and impact tests.

Delivery

5.53 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.

5.54 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 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.

5.55 Policies in the Plan:MK 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 Plan:MK 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 CS4 'Retail and Leisure Development').

5.56 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

5.57 Figure 5.1 'Key Diagram Borough-Wide' and Figure 5.2 'Key Diagram Urban Area' 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.

36 New Local centres will be planned through the Plan:MK and Development Frameworks for the Strategic Land Allocation.

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Strategy Table

5.58 Table 5.8 'Overarching Development Strategy' provides an overview of the changes that are expected in different areas of the Borough between 2010 and 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 CS1-CS4.

5.59 Subsequent area based and topic based policies set out the strategy for delivering and managing this change up to 2026. Table 5.8 '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)⁽³⁷⁾. In time, future planning documents – principally the Plan:MK will replace saved Local Plan policies.

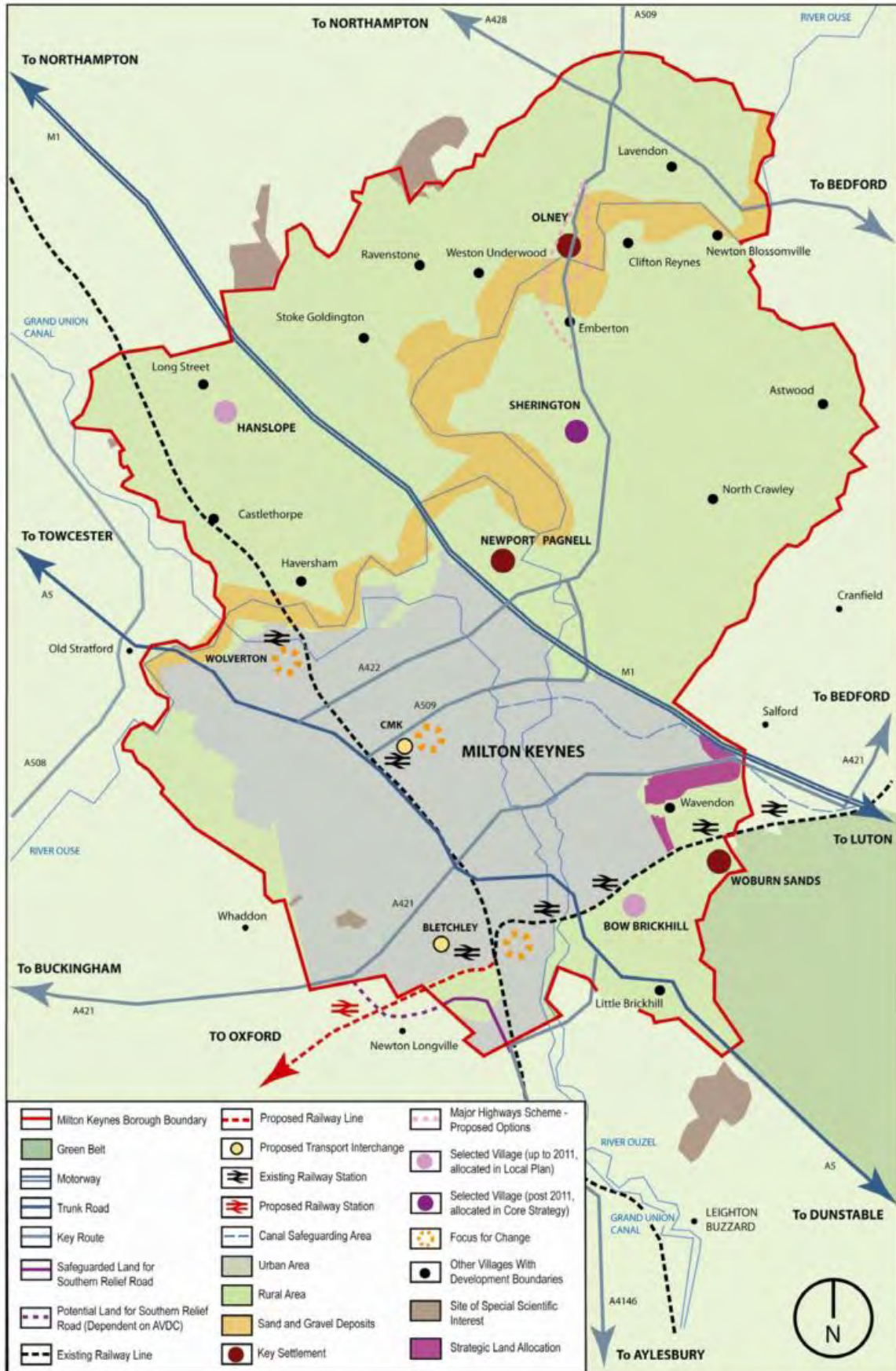
5.60 Table 5.8 'Overarching Development Strategy' has been prepared in 2009. Changes in the economy and the current housing slowdown add an element of uncertainty. We will review progress in the Annual Monitoring Report (AMR).

5.61 In September 2010 Aylesbury Vale District Council withdrew 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, was not included in the East of England Plan review. As a result, neither area has been shown on the Key Diagrams.

37 Currently relevant Local Plan Policies are listed in the table. These will be updated or replaced by revised policies in the Plan:MK

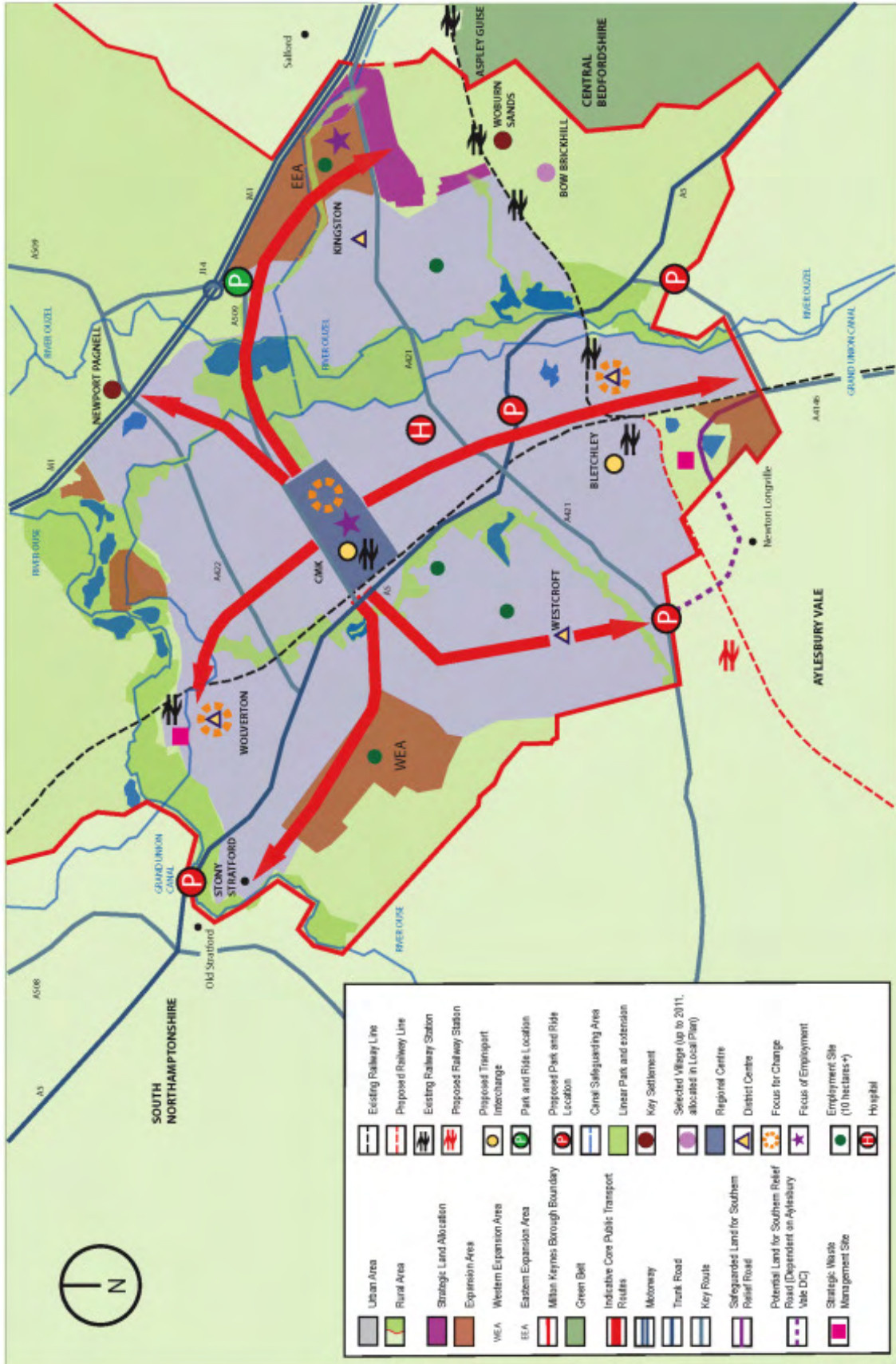
5. Development Strategy and Areas of Change

Figure 5.1 Key Diagram Borough-Wide



5. Development Strategy and Areas of Change

Figure 5.2 Key Diagram Urban Area



5. Development Strategy and Areas of Change

Table 5.8 Overarching Development Strategy

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Strategic Land Allocation</p> <p>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</p> <p>Relevant policy documents</p> <p>Core Strategy- Specifically Policy CS5 Development Framework (to be produced)</p> <p>Local Plan (2005)</p> <p>Specifically policies EA4 and EA4a</p>	<p>Allocated through the Core Strategy</p>	<p>In the region of 2,900 new homes as part of new mixed use communities on the edge of the city</p> <p>Range and type of homes to be determined through a Development Framework, using SHMA (38) evidence</p> <p>Expected development period 2016-2023 (subject to market improvement)</p>	<p>To be determined through the Development Framework process. 28ha expected.</p>	<p>Potential for an element of industrial and warehousing/ storage land to be investigated through the Development Framework process.</p> <p>In addition to the jobs in allocated employment areas, 2,900 homes would generate approximately 1,900 jobs in schools, retail, and community facilities across the city (39)</p>	<p>c. 3,500 sqm anchor food retail store serving local weekly needs- size to be assessed through the Development Framework process.</p> <p>Smaller local centres, providing for day to day shopping needs, to be provided in accessible locations, well related to other facilities, such as schools.</p> <p>Approximately 1,500 sqm in total.</p>	<p>New mixed-use local centres to be provided. Sharing of sites/buildings by compatible uses to be supported</p> <p>Where appropriate, facilities in 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:</p> <p>Schools: primary schools and a secondary school to be provided in line with Council standards</p> <p>Leisure: Playing fields</p> <p>Community health/emergency services: Provided in line with service providers' requirements, with sharing of sites/buildings encouraged.</p> <p>Other: Linear park extension with strategic flood risk management. Landscape buffer to protect the setting of Wavendon. Safeguarded route for the Bedford and Milton Keynes Waterway.</p>
<p>Expansion Areas (EA)</p>						<p>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.</p>

38 Strategic Housing Market Assessment

39 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.

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Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Western EA</p> <p>Role: A sustainable urban extension of Milton Keynes, west of V4 Watling Street between Crownhill and Stony Stratford, with good public transport links to CMK</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- specifically Policy EA5 WEA Development Framework Development Briefs and Design Codes</p>	<p>Existing commitment.</p> <p>Outline permission granted October 2007</p> <p>Permission granted for 15 years.</p> <p>Detailed applications under consideration</p> <p>Primary infrastructure (main roads, sewers etc) work approved</p>	<p>6,600 dwellings to be completed</p> <p>Completion expected 2026-2028 (40)</p>	<p>Job generation - c. 3,450 jobs</p> <p>17ha - B1 and B2 uses in small scale employment areas</p>	<p>In addition, to the 3,450 jobs in B1/B2 uses, 6,600 homes would generate approximately 4,500 jobs in schools, retail and community facilities across the city</p>	<p>Retail and leisure development to be focused on the city streets and as part of a mixed use High Street area at the centre of the EA</p> <p>7,500 sqm in total, including 3,000 sqm food store</p> <p>Additional 0.25ha retail in a separate local centre</p>	<p>Service provision focused on the 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</p> <p>Facilities (all with planning outline consent).</p> <p>1 secondary and 4 primary schools,</p> <p>Health 'spokes' co-located in 2 primary schools</p> <p>Health 'hub' in the High Street</p> <p>Library and lifelong learning facility in High Street area</p> <p>2 combined community centres/sports pavilions</p> <p>A burial ground serving the whole city</p> <p>Other Key Requirements (to be provided in time with housing):</p> <p>District Park with multi-functional use (play pitches, allotments and green city edge)</p>

40 Currently c.600 homes forecast for completions post 2026. Only homes forecast for completion prior to 2026 include in housing supply assumptions in this Core Strategy.

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Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Eastern EA</p> <p>Role: A sustainable urban extension to Milton Keynes, between Kingston and the M1, providing a range of homes and jobs, providing an attractive entrance to the city.</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- specifically policy EA3 EEA Development Framework Fairfield Development Briefs, Master Plan and Highway Design Code</p>	<p>Existing commitment. Outline permission granted 2004/2006. Permission granted for 15 years. 1,521 dwellings with detailed permission (including completions)</p>	<p>4,000 dwellings to be completed. Completion expected 2021-2026</p>	<p>Job numbers 11,450 c.3,450 jobs on 17ha of small/medium scale B1/B2 employment by 2021.</p>	<p>c. 8,000. 80ha of large footprint manufacturing and warehousing development near to A421. Developing ongoing 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.</p>	<p>Retail and leisure development to be focused on the city streets as part of mixed use centres.</p>	<p>Service provision focused on High Street area and along city streets. Requirements based on providing for the need of new residents, taking into account existing capacity in surrounding areas. Facilities (all with outline consent). 1 secondary and 2 primary schools Health 'spokes' co-located in both primary schools Library and lifelong learning facility 1ha community recycling facility Mixed use local centre 2 combined community centre/sports pavilions J14 mixed use 'gateway' area, including improved park and ride facility (now completed) Other Key Requirements (to be provided in time with housing): Linear park focused on Broughton Brook and M1 wildlife corridor 20ha multi-functional district park Safeguarded route for BMK Waterway</p>

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Area of change	Status	Housing Capacity	Employment:	Retail and Leisure	Services and facilities: Specific Requirements
			Office		
<p>Newton Leys</p> <p>Role: An extension to Milton Keynes, SW of Bletchley, providing a range of housing and employment opportunities</p> <p>Relevant Policy Documents</p> <p>Local Plan (2005)- Specifically policy KS1 Newton Leys Development Brief</p>	<p>Existing commitment</p> <p>Outline permission June 2006. Several sites have reserved matters consent and the site is well under construction.</p>	<p>1,650 dwellings to be completed</p> <p>Currently under construction</p> <p>Completion expected 2021-2026</p>	<p>c.1000 jobs. A range of B1, B2 and B8 employment opportunities to be provided (mix to be established)</p> <p>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</p>	<p>Shops to provide day to day shopping needs to be provided as part of a mixed use local centre.</p> <p>Contribution to improve existing local centre at Serpentine Court on the Lakes Estate, Bletchley and Bletchley town centre</p>	<p>Specific facilities to be provided as part of the Masterplan for the site are:</p> <p>Combined school. Extension to Leon Secondary school.</p> <p>Community centre.</p> <p>Doctor's surgery.</p> <p>Park/play areas (ongoing)</p> <p>Playing fields with changing facilities</p> <p>Allotments.</p> <p>Travellers site.</p> <p>Hotel and leisure site (subject to market)</p> <p>Contribution towards Bletchley Regeneration</p> <p>Land reserved for possible A421-A4146 link road</p>
<p>Stantonbury Park Farm</p> <p>Role: An urban housing extension to the north of Milton Keynes, enabling the creation of a country park</p> <p>Relevant policy documents</p> <p>Local Plan (2005) - Specifically EA7 Stantonbury Park Development Framework</p>	<p>Existing commitment</p> <p>Whole site has reserved matters consent and the majority of the units are now complete.</p>	<p>560 dwellings. Site is well under construction. Completion expected 2016.</p>	<p>A limited amount of small office provision as part of a local centre</p> <p>In addition, 560 new dwellings will generate approximately 380 jobs in retail, education and community sectors across the city</p>	<p>1ha mixed use centre providing local shops and service</p>	<p>Provision of local facilities in a mixed use local centre.</p> <p>Including:</p> <p>Doctor's surgery (now complete)</p> <p>Local play area</p> <p>Open space</p> <p>Financial contributions towards: Improvements to existing schools</p> <p>Improvements to facilities in surrounding estates and villages</p> <p>The development will include a new country park within the Ouse Valley Linear Park</p>

5. Development Strategy and Areas of Change

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Northern EA</p> <p>Role: A housing extension partly on brownfield land, north of the city close to Newport Pagnell</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- specifically EA6</p> <p>NEA Development Framework</p> <p>Development Brief & Design Codes</p>	<p>Existing commitment</p> <p>Outline permission granted July 2005.</p> <p>Several parcels have reserves matters consent and the site is well under construction</p>	<p>400 dwellings remaining Currently under construction. Completion expected 2016</p>	<p>Job numbers: 60-150</p> <p>Limited employment provision. Up to 3,000 sqm of C3/B1 live-work accommodation to be provided in the NEA</p>	<p>In addition to the 60-150 jobs, 400 new dwellings will generate approximately 275 jobs in education, retail and community sectors across the city</p>	<p>No new provision. Within the catchment area of Giffard Park local centre and good access to Newport Pagnell</p>	<p>Small community centre</p> <p>Neighbourhood Play area</p> <p>Sustainable Urban Drainage system</p> <p>Contributions towards improvements at:</p> <p>Giffard Park Combined School</p> <p>Hanson Environmental Study Centre</p> <p>Haversham Village Hall</p> <p>Medical facilities in Newport Pagnell</p>

5. Development Strategy and Areas of Change

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>CMK</p> <p>Role: The key centre in Milton Keynes, providing a range of employment, leisure, entertainment and other key services for the region, as well as an increased residential population</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- Specifically CC1-CC19</p> <p>CMK Development Framework</p> <p>CMK Planning Obligations SPG</p> <p>Central Milton Keynes Business Neighbourhood Plan</p>	<p>Main focus of retail and leisure in MK.</p> <p>Scale, distribution and principles of development established in the Local Plan.</p> <p>Development Framework in place for area</p> <p>Campbell Park development has outline permission, areas with detailed permission and areas under construction</p> <p>'West End' development has outline permission</p>	<p>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</p> <p>To be developed at a high density (up to 100dph) to support greater intensity of use of CMK facilities and the use of public transport</p> <p>Development in Campbell Park ongoing (completion 2021-2026)</p> <p>'West End' due to commence 2014 (completion 2026)</p>	<p>Total Jobs 10,700</p> <p>Seek to deliver 12,000 sqm per annum (Employment Land Study, 2007), providing over 600 jobs per annum.</p> <p>Over 100,000 sqm of office floorspace already permitted in Campbell Park (jobs potential 5,200)</p> <p>CMK will be the focus of future office developments over 1,000 sqm in the short/medium term</p> <p>On other sites in CMK, total potential job supply is over 5,500.</p>	<p>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</p>	<p>Retail development within CMK will be focused within the defined primary shopping area. It will support and enhance the role of CMK as a regional centre and international destination.</p> <p>CMK also serves as the convenience centre for residents within CMK and the surrounding estates</p> <p>CMK will also remain the focus of cultural and commercial entertainment in the city. Opportunities to enhance existing or develop new facilities will be explored as they emerge</p> <p>Local leisure uses provided as part of Campbell Park development</p>	<p>Focus for high-level services and facilities serving the whole of Milton Keynes and towns in the surrounding region.</p> <p>Services to be provided as part of mixed use urban local centres in residential areas of CMK ('West End' and Campbell Park) Specific facilities:</p> <p>Site for new school located within the SRQ</p> <p>University: Development of UCMK to full university status (ongoing). Universities specific estates requirements to be established</p> <p>Station Square: multi-modal (rail/ bus/car/taxi/cycle/walk) transport interchange at the rail station (now complete)</p> <p>Improved leisure facilities: include planned improvement to the Leisure Plaza and Xscape. Community facilities: New provision in both Campbell Park and CMK.</p>

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Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Remaining 'New Town' grid squares Roles: To support the day-to-day needs of local residents through the provision of retail and community facilities alongside residential development</p> <p>Relevant policy Documents Tattenhoe Park Development Framework Oxley Park Development Framework Oakgrove Development Framework Kingsmead South Development Brief</p>	<p>Existing commitments Tattenhoe Park: outline permission. First site has reserved matters. Oakgrove: construction commenced 2013 Oxley Park: majority of site now complete, under construction or has detailed planning consent. Kingsmead South: Outline planning consent</p>	<p>c. 3,800 new homes to be completed covering four main estates Developments due to be completed by 2016-2021 Tattenhoe Park: 1,300 homes. 30% adaptable 'flexible' housing Oakgrove: 1,100 homes, built to high standards of sustainable construction Oxley Park: 600. Mix of house types and styles, including the exemplar eco dwellings Kingsmead South: 450 Other: 150, small sites within newer city estates including Grange Farm and Monkston Park</p>	<p>Limited employment. Mainly residential areas Oakgrove: Up to 1,000 sqm office space (subject to planning consent). Job potential - 50 Other Any other employment opportunities will be in schools, retail and community facilities 3,800 homes would generate over 2,500 jobs across the city.</p>	<p>Local retail opportunities to be provided through development of local centres, providing day-to-day needs Tattenhoe Park: up to 2,000 sqm (outline) Oakgrove: up to 4,850 sqm (now complete) Kingsmead South: up to 480 sqm (outline) Oxley Park: local centre already completed and occupied</p>	<p>Mixed use local centres to be provided at: Kingsmead South Tattenhoe Park Oakgrove</p> <p>Each centre to provide for local need and include a mix of uses, including retail, community buildings and potentially small scale office provision. Other specific facilities to be provided include (completion dates in brackets): Tattenhoe Park (outline consent): Primary School (recently opened) Sports pavilion /community centre Allotments and leisure garden Playing fields Play areas Hotel and pub (subject to market improvement) Oakgrove (subject to planning consent): Cafe/restaurant/pub Nursery Community centre Oxley Park Community facility (opened 2010)</p>	

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Area of change	Status	Housing Capacity		Employment:	Retail and Leisure	Services and facilities: Specific Requirements
		Office	Other			
<p>Bletchley</p> <p>Role: One of four district centres providing for weekly needs of residents, and supporting the role of CMK</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- Specifically S6, TC14-17</p> <p>Central Bletchley Development Framework</p> <p>Bletchley Park Development Framework</p>	Mixture of planning applications and outstanding Local Plan allocations	<p>c. 800 homes committed as part of redevelopment opportunities within the town. Development expected to be completed 2011-2021</p> <p>Key sites:</p> <p>Bletchley Leisure Centre - 300</p> <p>Reckitt and Coleman - 150 (remainder)</p> <p>Bletchley Park - 130 (remainder)</p> <p>Future provision focused on supporting town centre regeneration and making the most of brownfield opportunities.</p>	<p>No new employment allocations. Maintain and protect existing employment sites from redevelopment for non-employment uses where they are still suitable</p> <p>800 new homes would generate approximately 550 ancillary jobs</p> <p>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</p>	<p>Employment: Other</p>	<p>One of four district centres within MK providing weekly shopping needs</p> <p>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</p> <p>Focus on maintaining a primary shopping area serving the weekly needs of local residents</p>	<p>Opportunities for new service provision to be developed as part of regeneration of the town centre</p> <p>Central Bletchley Development Framework identifies 21 key projects for the town centre with priorities for additional:</p> <p>Shops</p> <p>Housing</p> <p>Places to eat, drink and relax</p> <p>Job opportunities</p> <p>A wider range of town centre uses</p> <p>Key projects: homes already under-construction at Bletchley leisure centre site as part of redevelopment.</p> <p>Improvements to street scene already undertaken.</p> <p>Key transport interchange on the access to both the West Coast Main Line and East-West rail and bus routes. Bletchley is a key part of the Core Bus network as a major generator of trips</p> <p>A major centre for further education with 1 of 2 campuses for MK College</p> <p>West Bletchley school review completed 2008. Potential redevelopment of junior schools.</p>

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Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Wolverton</p> <p>Role: One of four district centres providing for weekly needs of residents and supporting the role of CMK</p> <p>Relevant policy documents</p> <p>Local Plan (2005)- Specifically KS6, TC11-13</p> <p>Wolverton Regeneration Strategy</p> <p>Wolverton West End Development Framework</p> <p>Wolverton Town Centre Neighbourhood Plan (when adopted)</p>	<p>Mixture of planning applications and an outstanding Local Plan allocation of 400 homes.</p> <p>Two significant sites under construction.</p>	<p>c. 500 homes either completed (2010-2013) or under construction in schemes identified in the Regeneration Framework for the town. Development expected to be completed 2016</p> <p>Key Sites:</p> <p>West End - 400</p> <p>Former EMEB site- 130</p> <p>Future provision focused on bringing brownfield land back into active use and supporting the role of the town centre</p>	<p>No new employment allocations. Maintain and protect existing employment sites from redevelopment to non-employment uses where they are still suitable</p> <p>500 new homes would generate approximately 340 ancillary jobs</p>	<p>One of four district centres in MK providing weekly shopping needs.</p> <p>Support for retail and leisure developments as part of any mixed use town centre schemes delivered through the Wolverton Regeneration Strategy</p> <p>Focus on maintaining a primary shopping area serving the weekly needs of local residents</p>	<p>Opportunities for new service provision to be developed as part of regeneration of the town centre</p> <p>The Wolverton Regeneration Strategy, Wolverton West End Development Framework and the Town Centre Neighbourhood Plan (when adopted) establish a framework of future development priorities in the town</p> <p>Key projects include:</p> <p>New health centre and leisure centre, including provision of a 25m swimming pool as part of Radcliffe school redevelopment</p> <p>Improvements to Wolverton station</p> <p>Wolverton is a key part of the Core Bus network as a major generator of trips.</p>	

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Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Other areas within MK city</p> <p>Role: City estates will continue to provide day-to-day services for local residents</p> <p>Relevant policy documents</p> <p>Core Strategy</p> <p>Site Allocations Plan (to be produced)</p> <p>Local Plan- specifically L11, L12</p>	<p>Mixture of permitted applications and identified regeneration opportunities</p>	<p>c. 1,200 additional dwellings through infill and redevelopment opportunities in the urban area</p> <p>Additional housing could be provided through regeneration initiatives in the city's most deprived estates</p> <p>Future site allocations will be sought in suitable locations across the urban area based on:</p> <ul style="list-style-type: none"> Good public transport links and access to shops, schools and other facilities Helping to regenerate older areas of the city by improving the mix and quality of housing in the area. Giving more life to town centres <p>Specific needs of the ageing population to be partially met with new Extracare village at Shenley Wood</p>	<p>Potential job capacity 23,400</p> <p>Existing suitable employment sites will be protected from redevelopment to non-employment uses</p> <p>Currently more than 140 ha of vacant employment land - 25% of total planned MK provision</p> <p>Opportunities to reallocate unused employment land to encourage the long term provision of office floor space in suitable locations, as identified in the Employment Land Study. This will be addressed through the Site Allocations Plan</p> <p>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</p>	<p>The reallocation of employment sites with an existing B8 designation, which are identified as being suitable for long term office provision, will support the move towards a knowledge-based economy</p>	<p>Protection of retail role of existing district, town and local centres, including Westcroft and Kingston as key district centres in the west and east of the city</p> <p>The need to review town centre boundaries and primary shopping areas to be considered through the Plan:MK process</p> <p>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</p> <p>The stadium complex in Denbigh will continue to develop as a leisure and retail destination, and in the future as a regionally significant sporting facility. The Stadium:MK has been selected as one of England's Rugby World Cup venues and planning policy</p>	<p>Service provision to be investigated as part of ongoing work with communities on the Neighbourhood Regeneration Strategy. The three pilot areas are the Lakes Estate, Fishermead and Tinkers Bridge</p> <p>Opportunities to meet identified need will be investigated on a case by case basis as part of wider regeneration plans</p> <p>Projected shortfall in MK's water supply to be addressed post 2019 by Anglian Water⁽⁴¹⁾</p>

5 . Development Strategy and Areas of Change

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
					<p>supports increasing the capacity of the stadium to 40,000. There is planning permission for more retail floorspace (12,544 sqm) and restaurants (1,495 sqm) to 'enable' the continuing development of the stadium</p> <p>Planning policy also supports the principle of additional leisure and recreation facilities at the National Bowl, Elfield Park</p>	

5. Development Strategy and Areas of Change

Area of change	Status	Housing Capacity	Employment: Office	Employment: Other	Retail and Leisure	Services and facilities: Specific Requirements
<p>Rural Settlements</p> <p>Role: Development in the rural area to support local services, housing need and the continued provision of viable rural public transport services, particularly to CMK</p> <p>Relevant policy documents</p> <p>Core Strategy Site Allocations Plan (to be produced) Nampak Dev Brief (W Sands), Aston Martin Site Constraints brief (N Pagnell)</p>	<p>Rural settlements are separate from the urban areas of Milton Keynes and have their own housing allocation</p> <p>c. 410 homes with full or outline permission or with an existing Local Plan allocation.</p> <p>455 homes are forecast to be completed on small scale windfall sites under 10 units.</p>	<p>1,760 additional homes to be provided between 2010 and 2026, 280 of which have already been completed (by 2013)</p> <p>Focus on Newport Pagnell, Olney and Woburn Sands as the three most sustainable rural settlements with best public transport linkages and largest range of facilities, and Sherington, as a new selected village, where a new greenfield site(s) will be allocated.</p> <p>Hanslope and Bow Brickhill will retain Selected Village status from the Local Plan (2005) where existing Local Plan allocations will provide new housing- no new sites will be sought in these settlements.</p> <p>New housing sites will be identified in these areas in the Site Allocations Plan to supplement existing identified supply of c.865 homes (inc windfall).</p> <p>Opportunities for sensitive infill development and conversions in other sustainable villages</p>	<p>Focus on protecting the roles of the key settlements and supporting opportunities for rural diversification</p> <p>Sites to be protected or allocated as appropriate through the Site Allocations Plan.</p>		<p>Protection of the retail roles of town centres.</p> <p>Opportunities for retail development to be encouraged where they enhance the daily shopping needs of local residents</p> <p>A review of town centre boundaries and primary shopping areas to be considered through the Plan:MK process</p> <p>Retail will be resisted for out-of-centre locations. This will support the role of town centres, and the provision of an effective public transport system</p>	<p>Focus on supporting the role of the key settlements where access via public transport is the greatest.</p> <p>Specific improvements to be provided through the redevelopment of the former Nampak site in Woburn Sands: Public open space and play facilities</p> <p>Enhanced community facility on Station Road</p> <p>Financial contributions to improve Asplands Medical Centre and education facilities</p> <p>Specific local requirements will be investigated through the production of the Site Allocations Plan</p>

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 CS5 'Strategic Land Allocation' allocates these areas, along with:

- additional land between SR2 and SR3;
- the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011);
- land to the east of Eagle Farm South (land at Wavendon Lodge) and
- the three areas of mostly woodland adjacent to Eagle Farm North,

as a sustainable urban extension to Milton Keynes. The allocation is shown on Figure 5.2 'Key Diagram Urban Area' and Appendix E 'Policies Map Amendment'.

6.3 The Strategic Land Allocation lies on the south-eastern edge of the city within the South East Strategic Development Area previously identified in the South East Plan. We estimate that the Strategic Land Allocation can accommodate in the region of 2,900 homes (plus other uses), meeting the housing targets of the Core Strategy. Employment development in the SLA will be guided by Policy CS3 'Employment Land Supply', including the sequential approach to the location of office development.

6.4 In line with Policy CSAD1 'Review of the Core Strategy', the Council is committed to undertake an early review of the Core Strategy in the form of Plan:MK which will make additional provision for new homes and other needs at and adjoining the urban area up to 2031 or beyond.

6.5 In addition to the Strategic Land Allocation 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 Plan:MK or otherwise. Any such proposals must be robustly evidenced and justified in accordance with the principles of this Core Strategy and should not foreclose options for further sustainable extension of the urban area that will be explored through Plan:MK.

Strategic Land Allocation

6.6 There will be a comprehensive approach to master-planning the Strategic Land Allocation and any sites identified through the Site Allocations Plan and/or the Plan:MK that may come forward at some later date. This work will take into account the need to avoid coalescence (settlements joining together) and to provide clear separation between the new development and existing settlements as indicated on the Proposals Map Amendment, the need to protect their setting and distinctiveness, and the importance of integrating long term defensible boundaries and landscape buffers into the development. One of the key aims of the master planning approach will be high quality future proofing to ensure that infrastructure and other requirements for any longer-term sustainable urban extensions and the wider needs of Milton Keynes are properly considered at the earliest possible stage.

6.7 The Strategic Land Allocation includes the 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 ⁽⁴²⁾.

6.8 The Land East of Fen Farm (SR1 and part of the SLA) lies to the north of the A421 and includes a transport reservation for the Bedford and Milton Keynes waterway (Local Plan Policy T13).

6.9 The allocation also includes:

- additional land between SR2 and SR3;
- the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary

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

6 . Future Development Areas

- of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011);
- land to the east of Eagle Farm South (land at Wavendon Lodge) and
- the three areas of mostly woodland adjacent to Eagle Farm North.

Policy CS5

Strategic Land Allocation

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, along with:

- additional land between SR2 and SR3;
- the land currently designated as open countryside to the west of Newport Road and immediately north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site MKSA4 in the Site Selection Report, September 2011);
- land to the east of Eagle Farm South (land at Wavendon Lodge) and
- the three areas of mostly woodland adjacent to Eagle Farm North,

as a sustainable urban extension (the Strategic Land Allocation) to Milton Keynes. The allocation is shown on Figure 5.2 'Key Diagram Urban Area' and Appendix E 'Policies Map Amendment'.

Development in the Strategic Land Allocation will be permitted in accordance with other relevant policies in the Development Plan 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 the area, which will be produced by Milton Keynes Council with the involvement of the landowner and developers, stakeholders and the community.

In order to ensure that the Strategic Land Allocation is brought forward in a strategic and comprehensive manner, planning permission will only be granted for development following the approval of the Development Framework. Design codes will also be required for each phase or site, to be prepared by the developer and approved by Milton Keynes Council.

The principles of the development are that development should:

1. Provide a sustainable urban extension to Milton Keynes, providing in the region of 2,900 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 and provide clear separation between the new development and adjacent 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.
6. Apply, as a minimum, the highest standards⁽⁴³⁾ of sustainable construction in force at the time.
7. Consider the use of community energy networks in line with Policy CS14 'Community Energy Networks and Large Scale Renewable Energy Schemes'.
8. Provide residents and businesses with access to a high quality telecommunications and ICT⁽⁴⁴⁾ network.
9. Provide new social and commercial facilities and services; to meet the day to day needs of new and existing residents
10. 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.
11. Take a strategic and integrated approach to flood management and provide a strategic and sustainable approach to water resource management, including Sustainable Drainage Systems (SuDS) and flood risk mitigation.
12. The delivery of development will be through the Milton Keynes Tariff to provide for contributions to on- and off-site strategic and local infrastructure in an effective and timely way, assuming the development gains (outline) planning permission before a Community Infrastructure Levy Charging Schedule is adopted (or April 2014, whichever is sooner⁽⁴⁵⁾). This must include financial contributions to the improvement and extension of infrastructure and facilities in nearby existing settlements which are made necessary by the development.
13. Employment to contribute to the achievement of the Plan's employment objectives.
14. Homes with a range of sizes, types and tenure, including affordable housing in accordance with Policy CS10 'Housing' or successor development plan policy.
15. Retail and commercial development of an appropriate scale to ensure the top-up convenience shopping needs of new and existing residents in the development area are met.
16. Dependent 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.
17. A proportionate contribution to new or upgraded transport infrastructure that is made necessary by the development.
18. Safeguard the proposed alignment of the Bedford to Milton Keynes waterway.
19. Technical work to be undertaken to fully assess the traffic impact of the development on the road network within the city, nearby town and district centres and adjoining rural areas , and to identify necessary improvements to public transport and to the road network, including parking.

Delivery

6.10 The mechanisms for requiring developer contributions towards the infrastructure to support developments are: Existing MK Tariff (see Chapter 16

'Delivering Infrastructure'), Section 106 agreements and in the future Community Infrastructure Levy. Until a Community Infrastructure levy is adopted by the Council (or April 2014, whichever is sooner, subject to the outcome of the Government's

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

44 See Appendix A 'Glossary and Abbreviations'

45 This date may be later if the Government's proposed reforms to CIL are taken forward

6. Future Development Areas

consultation on delaying this date), the planning obligations regime for Milton Keynes will continue as it currently stands. In the case of this development, this will be the MK Tariff Framework Agreement whereby a contribution is made to infrastructure costs through Tariff payments. At present it is anticipated planning permissions will be in place for the development of the SLA by April 2014. However, for applications that are permitted after a CIL is adopted by the Council (or April 2014, whichever is sooner), all CIL-able development will be required to pay a non-negotiable CIL charge, plus any site specific S106 contributions. Tariff areas that received permission (either outline or full) before the CIL is adopted will continue to make their payments into the Tariff fund and will not be liable to pay CIL or any other S106 contributions.

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

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

6.12 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.

6.13 Strategic development proposals in adjacent local authorities will have a considerable effect upon services and infrastructure in the city and nearby villages 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:

- 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 CS6

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 its context as well as 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 adjoining rural areas, 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) and/or rail link 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 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

6.14 Following models already developed, a Joint Memorandum of Understanding (JMU) should be agreed between Milton Keynes Council 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.

6.15 Policy: Options for joint development of planning policy and development management 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 and the other authorities, including the local Parish Council.

6.16 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 . Future Development Areas

6.17 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.

6.18 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, landowners and developers and the utility companies. The implications of the additional growth in the Strategic Land Allocation 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 previously acknowledged in the former PPS12⁽⁴⁶⁾, the detailed budgeting and planning processes of the utility companies are not aligned with the longer time horizon that the Core Strategy must adopt.

6.19 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.

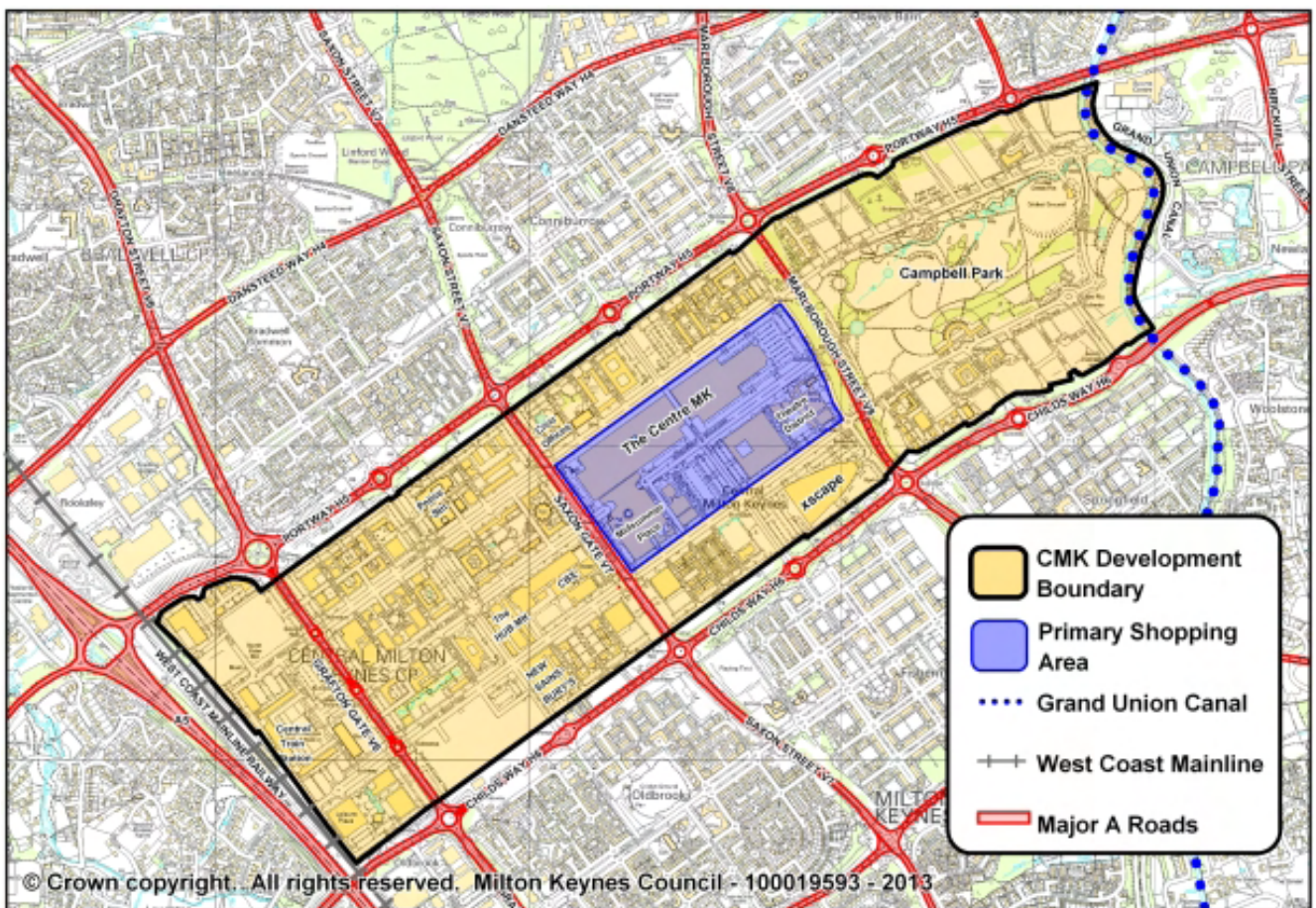
7. Central Milton Keynes

7 Central Milton Keynes

7.1 Given the high standards of the original 'Master Plan' design, Central Milton Keynes is unique. It is already the main location in the city for retail, office and leisure development with the largest concentration of jobs and this should continue into the future. Central Milton Keynes⁽⁴⁷⁾ should also become the focus for more hotel accommodation. It

serves both as a regional centre (for example, for shopping and transport) and as a local centre (for example, for day-to-day shopping needs) for the immediate catchment population. Although much of Central Milton Keynes has already been completed, or is committed for development, there is still potential on undeveloped sites⁽⁴⁸⁾, or through the redevelopment of buildings that have become obsolete.

Figure 7.1 Central Milton Keynes Location Plan



7.2 Important to both the local economy and the local identity, Central Milton Keynes (CMK) should continue to be well used by all of the community including all of the existing surrounding estates (now and as the Borough continues to grow). CMK should grow as a regional centre in balance with the investments needed in other centres identified in the Borough. Part of the success of CMK is its accessibility

and this must be maintained and improved. This could include visitors staying longer in CMK with consequences for how people travel to the centre.

7.3 Central Milton Keynes will be the focus for office (including financial and business services) and high value and technology jobs, with new floorspace mainly at Campbell Park, next to the railway station

47 Central Milton Keynes is defined as the area between the railway line, the Grand Union Canal, Portway (H5) and Childs Way (H6) including Campbell Park. See Figure 7.1 'Central Milton Keynes Location Plan'

48 Sites awaiting development in CMK can be found within the eight 'Quarters' defined in the Local Plan (2005).

and in the Central Business District⁽⁴⁹⁾. More floorspace for comparison goods shopping will be developed in the primary shopping area⁽⁵⁰⁾, with some smaller scale shops elsewhere in Central Milton Keynes as part of mixed use developments (with office, housing and leisure uses).

7.4 Commercial leisure provision (see Chapter 5 'Development Strategy and Areas of Change'), will be focused in Central Milton Keynes⁽⁵¹⁾ and cultural attractions such as the MK Theatre and Gallery will be improved and added to. The Council showed their commitment to encouraging investment by approving a new vision for the city core⁽⁵²⁾ in December 2008.

Central Milton Keynes



7.5 Central Milton Keynes is not just an employment and shopping centre, it has a growing residential population, which will expand as more new housing is built in the city centre⁽⁵³⁾. It also serves as a local centre for the surrounding estates.

7.6 Given the original design of the city centre, there are unique issues to consider in maintaining good access. Improved safe cycle routes can link the city centre with the network of redways in the rest of the built up area. Significant investment in transport is planned to maintain and improve the accessibility and attraction of Central Milton Keynes for businesses, visitors and the quality of life for those who live in the city centre. The transport investments include schemes some distance from the centre, such as the Park and Ride proposals. The Park and Ride strategy⁽⁵⁴⁾ sets out how the number of car trips into the city centre will reduce and be replaced by trips by bus. Central Milton Keynes is also the focus of the city's core public transport network (see more detail in Chapter 11 'A Well-Connected Milton Keynes'). Pedestrian, cycling and other alternative modes of transport links with the surrounding estates need to be improved.

7.7 The centre also serves as a regional transport hub with the Milton Keynes Central station and coach services connecting the city to locations well beyond the Borough. Further improvements can develop from the East-West rail proposals⁽⁵⁵⁾.

7.8 Meeting the objectives for Central Milton Keynes requires the combination of a well-managed supply of parking spaces which will continue to attract investment by existing and new businesses, a successful public transport strategy (e.g. buses, trains and coaches) better facilities, and the promotion of all relevant 'travel planning' alternatives including walking, cycling, car-share, peak journey spreading, park and ride and working from home.

49 The Central Business District is the area between North Row/ Portway, Saxon Gate, Avebury Boulevard and Grafton Gate.

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

51 Although Central Milton Keynes is the focus for cultural and leisure development, this does not prevent such facilities being developed in other district and town centres.

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

53 Details of Central Milton Keynes housing sites can be seen in the Strategic Housing Land Availability Assessment.

54 See <http://www.miltonkeynes.gov.uk/transport/documents/M90016%2Epdf>, page 34

55 <http://www.eastwestrail.org.uk/>

7. Central Milton Keynes

Policy CS7

Central Milton Keynes

Central Milton Keynes is a modern and carefully planned new city centre but needs to continue to evolve and change. It will retain and enhance its role as a regional centre and the city's focus for retail, office, hotel, leisure and cultural development, together with new housing and related facilities. (See Policy CS4 'Retail and Leisure Development' and Table 5.6 'Estimated amount of additional retail floorspace needed in the Borough of Milton Keynes (after commitments) under Strategy 1 in five year periods' and Table 5.7 'Breakdown of estimated comparison floorspace needed in CMK and other district and town centres from 2011 to 2026 in five year periods' and supporting text.)

The key objectives for Central Milton Keynes are to:

1. Achieve higher quality buildings and spaces around them, with greater attention to human scale and more detail and variety of uses within proposals
2. Promote a higher density of development in appropriate locations
3. Achieve growing visitor numbers from outside the city to further enhance CMK's status as a regional and national destination for shopping, culture and leisure
4. Offer a range of travel options which collectively will support an increase in visitor numbers to the city centre and increased average travel distances
5. Develop as an attractive focus for all the residents of the Borough, whilst recognising its role as a District Centre for most of the surrounding estates
6. Encourage greater access to and within the area by walking, cycling and public transport
7. Provide more pedestrian-friendly routes and spaces between new and existing buildings and public areas

8. Improve integration between the facilities and defined quarters of the area⁽⁵⁶⁾
9. Accommodate the expansion needs of tertiary Higher Education such as the University Campus Milton Keynes (UCMK)
10. Offer an attractive urban living environment for the residents of current and future dwellings

Central Milton Keynes



Delivery

7.9 Development in Central Milton Keynes will be managed by reference to Saved Local Plan policies, and guidance and advice in related Supplementary Planning Documents and, in time, the CMK Alliance Business Neighbourhood Plan. This policy will be revised as necessary through the Business Neighbourhood Plan and Plan:MK.

7.10 MKC will work with partners to deliver improvements to the public transport system, including real time information for passengers, bus priority measures and improvements to Station Square as a transport interchange (bus, rail, taxi, walking and cycling). Proposals for transport schemes relating to Central Milton Keynes are listed in the Local Investment Plan.

7.11 The operational and estate requirements of University Campus Milton Keynes are under development. If necessary, the Council will consider modifying existing planning guidance within Central

Milton Keynes to assist the expansion of the University Campus. This could include the possibility of constructing university halls of residence within Central Milton Keynes.

7.12 Milton Keynes Council will use the City Core Vision, the CMK Development Framework (2013) and the emerging Business Neighbourhood Plan, to work with key partners and organisations in Central Milton Keynes to bring forward development in a co-ordinated way that adds to the city's quality and range of attractions. These authorities will promote Central Milton Keynes to developers and businesses, and help to facilitate development through site assembly, ensuring provision of necessary services and infrastructure, marketing and briefing of sites, and responding to change.

7.13 Should there be significant change in the employment needs of the centre this will require a review of the CMK Development Framework SPD and /or the CMK Business Neighbourhood Plan and potentially partial review of the Core Strategy. Information from the Milton Keynes Economic assessment and Government statistics, amongst others will assist in the identification of any such change.

8 . Other Areas of Change in the City

8 Other Areas of Change in the City

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

- Existing city grid squares that are not yet complete
- The Expansion Areas on the edge of the city, allocated in the Local Plan (2005)
- Bletchley town centre
- Wolverton town centre

8.2 Most of the development in these areas is already committed (it may already have planning permission or is allocated for development in the Local Plan) and the place-shaping principles established. In some cases, there are more detailed policy documents in place to guide their development. The Joint Housing Monitoring Team⁽⁵⁷⁾ monitors housing delivery on the major sites across the urban area to identify any problems affecting these sites. They also try to solve these problems and flag up the need to revise planning policies.

Future development sites

8.3 As well as sites that are already committed for development, other sites could come forward for development over the next 15 years⁽⁵⁸⁾. They are likely to be 'brownfield' redevelopment opportunities in older parts of the city. Whilst they are likely to be relatively small sites, they will still provide new housing towards our housing targets. They may also support important objectives, such as improving public transport and delivering regeneration. Whilst many sites within the urban area could come forward as windfall developments⁽⁵⁹⁾, the potential allocation of development sites will be considered through the Site Allocations Plan where it is felt they have potential to support the wider plan objectives.

Neighbourhood Regeneration Strategy

8.4 The Council adopted a Neighbourhood Regeneration Strategy in December 2008⁽⁶⁰⁾. It is based on a community-led approach, meaning development and changes in these areas will be driven by the views of local people.

8.5 This could include physical changes to neighbourhoods, such as new housing or new community facilities, or changes to the way local services are provided and managed. We are not relying on new development in these areas to meet our housing targets, but any new homes in these areas will be accounted for in the Annual Monitoring Report against the urban housing requirement.

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

Lakes Estate, Bletchley



57 A team of officers from different departments across the Council and the Homes and Communities Agency
58 Within the city the Strategic Housing Land Availability Assessment (SHLAA) highlights a limited number of sites with development potential (for housing). The SHLAA does not cover sites which would yield less than 5 units. These would come forward as windfall development. Historically this has been a rate of around 200 per year through small infill developments, conversions and replacement
59 Windfall development is classed as development on previously unidentified sites
60 These include the Community Cohesion, Community Development and Rural Strategies, as well as this Core Strategy and the existing Development Frameworks for Bletchley and Wolverton.

Policy CS8

Other Areas of Change

At least 23,740 new homes will be provided across the city on sites that already have planning permission or are allocated in the Local Plan (2005), including the completion of the Eastern, Western and Northern Expansion Areas, as set out in the Table 5.2 'Housing Land Supply Position 2010-26'.

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

The Neighbourhood Regeneration Strategy⁽⁶¹⁾, provides the framework for change in older housing areas in the city. Three areas have been identified for pilot studies; Fishermead, Tinkers Bridge and the Lakes Estate in Bletchley⁽⁶²⁾. Through close work with communities, Neighbourhood Action Plans and Neighbourhood Plans will identify the specific changes required in these areas (and future study areas), addressing the potential need for:

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

Development in the city will be shaped by the topic based policies in the Core Strategy, the Site Allocations Plan, the Plan:MK and Neighbourhood Plans. Where the need for major change is identified, new policy guidance to co-ordinate areas of change will be prepared through the Development Plan.

Delivery

8.7 Development Frameworks (as noted in Table 5.8 'Overarching Development Strategy') will remain in place to guide development in these areas and will be updated when necessary. These include the individual place shaping principles for each area.

8.8 Topic based policies in this Core Strategy will shape development across the city to ensure that it occurs in a sustainable manner. Plan:MK policies will also be developed for the key centres, setting the priorities for these areas. Neighbourhood Plans, where prepared, will also set policies to shape the detailed development or areas of change.

8.9 The Site Allocations Plan will allocate new non-strategic sites to provide flexibility and contingency to existing supply and to help deliver the Core Strategy objectives. In assessing sites, we will give priority to those that will support the objectives in Policy CS8 'Other Areas of Change'.

8.10 Neighbourhood Action Plans (NAPs) will be produced over the coming years for the most disadvantaged estates in conjunction with Parish and Town Councils. Where NAPs identify the need for significant physical change, we will consider whether we need to produce detailed planning guidance for these areas.

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

8.12 The Joint Housing Monitoring Team (JHMT) will continue to monitor development on major sites. If JHMT monitoring identifies a significant shortfall in housing development, we will consider options for increasing housing. This could be a review of the Core Strategy, revising other planning policies, or bringing forward new sites in the Site Allocations Plan and Plan:MK.

61 <http://www.miltonkeynes.gov.uk/regeneration>

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

9. Development in the Rural Area

9 Development in the Rural Area

9.1 Growth in the rural area of Milton Keynes has always been treated separately to the growth requirements of the city, with the majority of development focused on the urban area. Past rates of housing completions in the rural area have averaged 120 per year on allocated sites and through windfall development⁽⁶³⁾. Only a limited amount of development should therefore take place in the other towns and villages in the Borough, and any shortfall in housing completions in the city will not be offset by more development in rural settlements. New housing in Wavendon will be counted as rural growth.

9.2 The hierarchy in Policy CS1 'Milton Keynes Development Strategy' continues to focus development in the rural area on the main, most sustainable towns or Key Settlements. These towns have the best public transport service, the most facilities and serve surrounding villages as well as their own residents. Policy CS2 'Housing Land Supply' sets the framework for identifying any new housing sites.

Olney Town Centre



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

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

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

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

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

Policy CS9

Strategy for the Rural Area

The Council will prepare a Site Allocations Plan to identify land that can assist the delivery of an average of 110 homes per year in the rural area. The Settlement Hierarchy in Policy CS1 'Milton Keynes Development Strategy' will provide the sequence for prioritising site selection.

Development will be focused on the Key Settlements of Newport Pagnell, Olney and Woburn Sands as the most sustainable rural settlements, taking into account the population, constraints, transport links and the capacity of services in these towns. Any changes to the

63 See <http://www.miltonkeynes.gov.uk/statistics/DisplayArticle.asp?ID=11451> for details of past housing completions.

boundaries of these settlements will be considered through the Site Allocations Plan and Plan:MK.

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

Sherington is also identified as a Selected Village. A site(s) will be identified for a limited amount of housing development⁽⁶⁴⁾ through the Site Allocations Plan.

Appropriate infill development and conversions will be allowed in villages with development boundaries. An update of all village boundaries will take place through the Site Allocations Plan and Plan:MK. Conversions will not be at the expense of key rural facilities⁽⁶⁵⁾, which will be protected from redevelopment for other uses.

New development that provides rural employment, farm diversification and the reuse of rural buildings for employment will be encouraged⁽⁶⁶⁾.

Delivery

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

9.9 Until the Plan:MK is adopted, saved Local Plan Policies E5 and E6 support the reuse of rural buildings for employment use and farm diversification schemes. The Plan:MK will set out criteria for permitting the conversion in the open countryside for economic and residential purposes, and for farm diversification proposals.

9.10 The Plan:MK will include policies to protect the integrity of rural settlements and ensure they continue to function in a sustainable manner. This will include policies on individual town/village centres and conservation areas where required. The Site Allocations Plan and Plan:MK will also consider the need to review the existing development boundaries of rural towns and villages.

9.11 Parish and Town Councils will be key participants in new Local Plans. Where they exist, village plans will be a useful starting point for this work and villages are encouraged to produce such plans. Public engagement will follow the Statement of Community Involvement. This work may lead to other villages identifying a need for additional land for housing. Where this is the case, the inclusion of settlements as Selected Villages will be considered at the next periodic review of the Core Strategy.

9.12 We will monitor the rate of housing development in the Annual Monitoring Report and regular updates of the Strategic Housing Land Availability Assessment. If this shows a shortfall in the five year land supply⁽⁶⁷⁾, we will consider the need for a full or partial review of the Core Strategy and/or the need to allocate new sites in the preparation of the Site Allocations Plan and Plan:MK.

9.13 Over the plan period, housing developments within the boundary of Wavendon continue to be classed as rural completions.

64 See Policy CS1 'Milton Keynes Development Strategy' for definition of 'limited'

65 Key rural facilities are defined in the Rural Spatial Options Technical Paper for the Core Strategy Preferred Options as a food store, school, post office and pub.

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

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

Supporting Policies: Topic Based

The topic based policies in this section are included to shape the new development across the Borough of Milton Keynes in a sustainable manner. The specific place shaping requirements and mechanisms for bringing forward development in the Strategic Land Allocation, Central Milton Keynes, other areas of change and the rural area have been set out in area based Policies CS5-CS9. The area based policies draw on the principles set out in the following topic based policies.

These policies apply to all development in the Borough of Milton Keynes. They form the basis for the development of future policies, including the Site Allocations Plan and the Plan:MK. They ensure that a strategic approach to important climate change and lifestyle issues such as sustainable construction and open space provision, is in place to guide new development.

10 Housing

10.1 Planning to meet the housing needs of the Borough of Milton Keynes must cover the existing residents, and those people who are expected to move here during the next 15 years. The New Town has a proud history of housing innovation, and it is intended that future housing will continue to be at the leading edge of energy efficiency, renewable energy generation, design, practicality, flexibility and attractiveness, i.e. "Smart Growth"⁽⁶⁸⁾. This should apply to a range of household sizes, styles, price bands, tenure types, and residential densities. Whilst this Core Strategy contains strategic housing policy, detailed planning policies for residential development will be set out in the Plan:MK and other SPDs.

Housing for existing population

10.2 Milton Keynes does not follow national household profiles or trends because it has had 40 years of growth as a New Town. During that time, households have risen from 21,900 in 1971 to 98,000 in 2011. Those who chose to move to the city have been predominantly young adults and young families. This has resulted in continuing pressure for "first-time homes" for young adults and larger homes for growing families. In addition, the city must plan for a significant increase in elderly residents, for the first time in its history. Despite population growth slowing over recent years (19% across the Borough since 1995), the type of housing provided needs to reflect the changes in the population evidenced by the Population Bulletin, 2009, up to 2031- increase in young people (17-24 year age group) increase by 31% compared with 8% nationally and increase in the elderly (60+ age group) increase by 145% compared with 55% nationally.

10.3 Milton Keynes Council will regularly undertake a Strategic Housing Market Assessment (SHMA) or Update to identify the number of additional dwellings and their mixture of sizes and tenures needed to meet the needs of Milton Keynes' existing population (i.e. excluding the needs of any new residents moving into the Borough).

Housing for future citizens

10.4 The number, type, tenure, size and mix of homes built for new residents must be planned to support the Council's growth strategy (further development of the skill and industry mix within the local economy; the continued development of MK as a regional hub for business, leisure, retail, entertainment and culture; and as a city of national and international significance). For example, further major employers could be attracted by development of more homes for directors and high-income employees⁽⁶⁹⁾. There could also be a requirement for student housing in the latter part of the Core Strategy plan period.

10.5 To reduce on-street parking, encourage residents to leave their car at home and to enhance their appearance, new neighbourhoods should provide sufficient parking spaces for the projected car ownership levels for the type of dwellings (plus spaces for visitors). The levels of car ownership in Milton Keynes are higher than the national level (81% compared to 73% across England; Census 2001). Attractive alternatives to car travel must be provided in order to reduce the carbon footprint of new estates and the city.

Policy CS10

Housing

The Council will work with the Homes and Communities Agency, developers and registered social landlords to meet the Council's housing requirement, as set out in Policy CS2 'Housing Land Supply'.

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

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

69 See Chapter 13 'Delivering Economic Prosperity'

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

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

The Council will plan to meet specific housing needs across the Borough including the following: affordable housing, multiple occupancy, elderly persons, special needs, single people, religious, ethnic or lifestyle groups.

An affordable housing target will be set in the Plan:MK. In the interim, the amount of affordable housing sought on qualifying sites, as set out in the Affordable Housing Supplementary Planning Document 2013 (or successor document), will continue to be determined in accordance with the saved adopted Local Plan Policy H4 target of 30% on all sites of 15 or more units.

For traveller sites, a local assessment of need will be undertaken in line with national policy requirements. This will require collaborative working with travellers, representative bodies, support groups and other local authorities. This will be completed as part of the Plan:MK and will inform the allocation of sites, where a need is identified within that plan. In the interim, need will be met in accordance with national policy and saved adopted Local Plan Policy H12.

Delivery

10.6 Local Plan saved Policies H4 and H5 currently require 30% affordable housing provision, subject to site and market conditions. This figure, any future targets and issues with the affordability at point of sale, will be reviewed in the Plan:MK taking into account the needs of MK's current residents and their children, the demographic mix of people it is hoped will move to MK, and financial viability. Affordable housing in the Expansion Areas is provided under the Tariff agreement. The Affordable Housing SPD (2013) provides additional guidance on, for example, tenure mix. The SPD will be updated when necessary in the light of the latest assessment of need or changes in funding regimes.

10.7 The affordable housing requirements in the Strategic Land Allocation will be set out in the development framework for those areas and reflect the saved Local Plan Policy H4 30% target.

10.8 The Plan:MK will allocate the sites for Travellers subject to the findings of the local assessment of need. Detailed site criteria for the provision of Travellers sites will also be set out in the Plan:MK.

10.9 The Plan:MK will include policy guidance on "Lifetime Homes" or equivalent standards.

10.10 Houses in multiple occupation (HiMOs), are a key issue which is addressed by the Supplementary Planning Document adopted in April 2012.

10.11 The Residential Design Guide SPD will aim to raise the design standard and encourage innovation and creativity.

10.12 Shared ownership in Milton Keynes is different as it is commercially based and impacts on second stage and subsequent sales. Work will be undertaken in the Housing Services to develop the Council's policy on this issue.

11 . A Well-Connected Milton Keynes

11 A Well-Connected Milton Keynes

11.1 The transport networks and services of Milton Keynes must meet the needs of residents, visitors, businesses and organisations within the city. At the same time, there is a need to reduce the need for travel and cut the city's carbon footprint. This is shown earlier in Table 2.1 'Strengths, Weaknesses, Opportunities and Threats'.

11.2 Transportation was a key priority in the Milton Keynes Sustainable Community Strategy and this included the need to enable those without the use of a car to access employment and services. Improving public transport⁽⁷⁰⁾, making better use of existing infrastructure and encouraging cycling and walking are also Council priorities reflecting the objectives of the Sustainable Integrated Transport Strategy (SITS), Local Transport Plan 3 and the Transport Strategy (December 2008) as Milton Keynes continues to grow.

11.3 The LTP3 Transport Vision and Strategy Objectives describe the role of transport in achieving the objectives through reference to high level interventions and concepts. The Transport Strategy consists of seven strategy strands containing interrelated interventions that directly address the key issues identified:

- Public Transport: rail, bus, interchange, community transport, taxi and private hire, future modes of transport (and public transport safety and security).
- Cycling and Walking: infrastructure and promotion (including safety and security)
- Smarter Choices: behavioural change techniques
- Highway and Traffic Management: the fast and efficient movement of people and goods, congestion, freight, parking, air quality, and road safety
- Technology: information provision, web-based technology, future modes of transport and alternative fuels
- Infrastructure Management: highway, Redway and other asset management
- Development Planning: integrated planning and frameworks.

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

11.5 The dispersed pattern of employment, leisure and retail destinations throughout the city leads to substantial variations of individual journeys (including multi-destination journeys) for which public transport is poorly suited.

11.6 Looking forward to 2026, the car, or successor powered personal vehicles, is expected to remain a significant mode of transport in Milton Keynes. This stems from the city layout, resulting in higher car ownership levels in Milton Keynes than the national rate (Census 2001). However, improvements to public transport, making better use of existing infrastructure, and provision for cycling and walking will encourage healthier lifestyles and more journeys by these means (encouraging car owners to leave their cars at home more often). Improved links to jobs, shops, educational and other facilities from areas of low car ownership are necessary to tackle social exclusion⁽⁷¹⁾. As the proportion of elderly residents increases there will be a need for more community transport such as the 'PlusBus' currently operated in the city. More direct and faster bus services will increase accessibility across the city and help to free-up the grid road system in the peak hours. More detail about the improvements to the bus services is provided in the Bus Strategy (December 2008). Also, it is expected that increased home delivery services and electronic transactions will cut the need to travel. The design of new development areas will increase local access to the bus and redway networks. Work will be undertaken to improve the efficiency and the appropriateness of the public transport system.

70 See definition of public transport in Appendix A 'Glossary and Abbreviations'

71 See Regeneration Strategy

11.7 The Council's transport strategy has the main public transport routes linking Central Milton Keynes, and town centres (the main focus for new jobs) with the Expansion Areas and Strategic Land Allocation. The North-South route connects the areas of low car ownership. These areas will benefit from more frequent and more direct services. 'Park and Ride' and interchange facilities on the edge of the city and an improved transport interchange at the Central Milton Keynes rail station should aim to reduce the number of private car journeys into Central Milton Keynes. This was reviewed through the preparation of Local Transport Plan 3 (LTP3).

11.8 The Council will promote demand management⁽⁷²⁾ among the business and service sectors to reduce car travel and aid movement across the Borough by use of home working, car sharing⁽⁷³⁾, car pooling and public transport.

11.9 Car parking spaces in the city centre must be carefully managed to help support local housing, business and services but, at the same time, encourage more journeys by bus, on foot and by bike. Parking in the city centre will be addressed in the CMK Parking Strategy⁽⁷⁴⁾. Residential parking provision is addressed in Policy CS13 'Ensuring High Quality, Well Designed Places'. Improvements to way-finding and signs are needed to help people walking and cycling around the city centre. They should also highlight the two Sustrans national cycle routes (6 and 51), which connect the city.

New Platinum Bus Service



11.10 The Local Transport Plan 3 (2011)⁽⁷⁵⁾ shows that all the Key Settlements and Selected Villages are served by bus. The Bus Strategy (2008)⁽⁷⁶⁾ suggests more innovative ways of providing transport to the rural communities and the most sustainable rural settlements.

11.11 Reducing carbon emissions from vehicles is an important national and local objective. Improving public transport, encouraging walking, cycling and improvements in technology, will all help to reduce the contribution of transport to climate change. Improved security in the design of new redways will help reduce the fear of crime and contribute to making this choice more safe and attractive. In addition, the Council is actively engaged in the introduction of electric vehicles, but they may still need to be managed to avoid congestion and conflict with other users or redways.

11.12 A key part of Milton Keynes success as an attractive place to live, work and bring up a family is ready access to all the amenities of the area, which is easier with access to a car. This includes, in particular, access to the wealth of voluntary organisations (clubs and charities) and the wealth of small specialist retailers which can exist because they have a catchment area of some 200,000+ people.

72 Demand Management aims to reduce car use by encouraging behavioural change in households' travel choices. It involves the application of solutions such as 'Smarter Choices' including travel planning (personalised, school, and workplace), car sharing, homeworking, parking pricing and restraints and the provision of services in a way that reduces the demand for travel.

73 Car Share MK scheme is an exemplar with 8% of CMK employees' members of the scheme

74 <http://www.milton-keynes.gov.uk/mkparking/DisplayArticle.asp?ID=65051>

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

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

11 . A Well-Connected Milton Keynes

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

11.14 The Milton Keynes and South Midlands (MKSM) Transport Strategy identified the need for better transport links with nearby towns including Aylesbury, Bedford, Northampton, Luton and Dunstable, to support the local economy, improve access to airports and major hospitals and support the growth in Milton Keynes' population. In particular, we need to improve east-west transport links, including the A421 and the western section of the East - West rail link to match our north-south connections (West Coast Main Line, M1 and A5). The impact of the new high speed rail proposal (HS2) will need to be addressed. Junction improvements have been made at J13 and J14 of the M1. Improvements have also been made to junctions on the A5 in MK to mitigate the effects of growth on the highway network.

11.15 The Chancellor announced in November 2011 that East-West Rail funding of £270m would be made available providing that the East-West Rail Consortium met two conditions. Firstly, a strong business case for the route was required and secondly a commitment by local authorities along the route to contribute £50 million to the cost. Further Government announcements in July 2012 have again confirmed support for East-West Rail. Both pre-conditions have been met and the western section of East-West Rail will form part of the government's strategy for rail transport, with the project likely to proceed in the period 2014-2017. Milton Keynes Council accepts that East-West Rail will contribute to the growth and development of Milton Keynes and provide an excellent opportunity for the Borough in both the local and regional context which will provide significant economic, environmental and social benefits. Milton Keynes Council is a member of the Joint Delivery Board set up by the East-West Rail Consortium as a means of engagement for the eight authorities East-West Rail will run through.

11.16 The Council will seek to engage with Network Rail and relevant stakeholders along the route of the East-West Rail line through the Borough to establish whether any operational benefits or improvements to more sustainable forms of non-car borne journeys can be realised with the implementation of this project.

Policy CS11

A Well Connected Milton Keynes

The Council will work with neighbouring local authorities and transport providers to meet the demand for: increased movement of people and goods, improved accessibility across the Borough, improved safety and quality of life and a reduction in the Borough's carbon footprint. Over the Core Strategy period, the measures used will include:

1. A step change in improvements to public transport including a core public transport network, with Central Milton Keynes at its hub, serving key trip generators and to cater for specific areas and types of public transport need. New bus services will be provided to major new areas of development when sufficient buildings are occupied.
2. More sustainable transport choices for car owners and information and measures to encourage them to use non-car modes for more journeys.
3. Encouraging greater movement within the Borough by cycling and walking through improvements to the existing Redway network and other paths including more direct routes, enhanced facilities and signage, better integration with transport interchange hubs, and improved surveillance; and by extending the Redways network throughout major new development areas (including the creation of routes that are shorter than the equivalent road journey).
4. Planning the development of large housing and employment areas, health, education, leisure, sports, emergency services and other key facilities so that it is well served by public transport and easily accessible

by walking and cycling. This applies particularly to Central Milton Keynes, town and district centres elsewhere in the Borough, the Eastern and Western Expansion Areas, the Strategic Land Allocation, and Key Settlements in the rural area.

5. Demand management in order to help achieve a shift from journeys by car to more sustainable transport.
6. Maintaining and future-proofing the city's grid road network and extending it into new development areas whilst safeguarding the corridors for possible mass transit schemes. Road networks in new development areas in neighbouring authorities will be dependent on the strategies and preferences of those neighbouring authorities and partnership working.
7. Maximising the capacity of the Borough's highway network through phased improvements in step with housing and employment growth (for example the dualling of the A421 and improvements to key roundabouts on the grid network).
8. The highway network will be served by high quality transport interchanges well located to transport nodes and the strategic highway network, and by Park and Ride sites on the edge of the city and in close proximity to the strategic highway network
9. To engage with Network Rail and relevant stakeholders along the East-West Rail line to identify operational benefits which thereby provides additional support for a more sustainable transport strategy and/or economic growth of the city.

Delivery

11.17 A list of transport schemes, including the western section of East - West rail link, is set out in Local Transport Plan 3 (LTP3) and the Local Investment Plan. This list contains details of the arrangements in place to ensure the delivery of this infrastructure. See also Chapter 16 'Delivering Infrastructure'.

11.18 Milton Keynes Council considers the A421 in two ways:

- That part of the A421 in Milton Keynes as the 'local' and 'regional' part of the traffic network
- That part of the A421 in Central Bedfordshire as part of the 'regional' part of the traffic network.

11.19 Milton Keynes Council expects the dualling of that part of the A421 in Milton Keynes that is made necessary by the development to be funded proportionately by developer contributions. Milton Keynes Council expects the dualling of that part of the A421 in Central Bedfordshire to be funded fully as part of a regional/sub-regional project promoted jointly by Milton Keynes and Central Bedfordshire or promoted by SEMLEP⁽⁷⁷⁾.

11.20 The priority schemes set out in LTP3 and the Local Investment Plan are:

1. Public Transport
 1. MK Star Bus Network
 2. Semi-flexible urban feeder services
 3. Increase peak frequency rural services
 4. Improved interchanges
2. Cycling and Walking
 1. Promotion, education and training
 2. Improved signage
 3. journey planning
 4. Expansion of redway network into CMK, new developments, regeneration areas and where possible the older towns
3. Smarter Choices
 1. Travel planning

77 If there is a shortfall in funding for the 'local' Milton Keynes part of the A421 dualling, it would be included in the regional/sub-regional project

11 . A Well-Connected Milton Keynes

2. Car sharing
 3. Car pooling
 4. Broadband enhancements
4. Highways and Traffic Management, Road Safety and Infrastructure Management
 1. Network management plan
 2. Peak spreading of traffic (spread school and business work hours)
 3. Refresh of Lorry Management Strategy
 4. Improved freight partnership working
 5. Development Planning
 1. Extension of grid roads into and through future Expansion Areas
 2. Develop Highway Design Guide
 3. Appropriate parking standards for new developments and in regeneration areas
 4. Improved integration of spatial and transport policies and improved partnership working.

11.21 LTP3 sets out the Borough's policies and programme for delivering local, sub-national and national policy objectives; including the Borough's Sustainable Community Strategy (SCS) and the spatial planning policies of the Core Strategy. It also enables the Borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.

11.22 A key aspect of the LTP is the Council's role as a partner, working with residents, businesses, transport operators, central government, and other local partners to achieve a range of improvements to the transport network and transform the way that people travel. Some of the measures and proposals in LTP3 can be implemented by the Borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger projects, will be delivered in partnership with the Homes and Communities Agency, the Highways Agency and transport operators, local businesses and

organisations, and the wider community. LTP3 also draws on the Milton Keynes and South Midlands (MKSM) sub-regional work.

11.23 Bus service standards will be governed by the Bus Strategy (adopted December 2008).

11.24 The Council will continue to work with the Highways Agency to model the effects of growth, as the basis for updated infrastructure plans.

11.25 The delivery of improvements to the transport interchange at Central Milton Keynes station is being managed by Milton Keynes Council. The improved Coachway Park and Ride at Junction 14 of the M1 was completed in 2010. Additional Park and Ride facilities will be planned as part of the work on Development Frameworks as suitable locations come forward.

11.26 The Plan:MK will include guidance on demand management measures in new development. This will include travel planning, car parking and car pooling⁽⁷⁸⁾.

11.27 Policy CS12 'Developing Successful Neighbourhoods' and Policy CS13 'Ensuring High Quality, Well Designed Places' and future Site Allocations Plan and Plan:MK policies will encourage the delivery of neighbourhoods where walking, cycling and public transport are a viable alternative to the car. Improved access for walking in the Borough will be promoted with the relevant Local Access Forum.

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

11.29 LTP3 and other Council transport strategies will develop an appropriate case-by-case response.

11.30 The Council will work with voluntary organisations, adjoining planning delivery and transport authorities and other service providers on the co-location of services, new ideas to increase the use of home delivery services and improved services especially in the rural areas.

11.31 The Council will also work with communities to ensure improved information on public transport is available to residents and visitors to increase its

accessibility. The introduction of Real Time Passenger Information across the city is an example of this in action. The Bus Strategy provides more detail for this form of public transport.

11.32 The relationship between growth and sustainable transport is a complex one and key to the successful development of Milton Keynes. The Council will work with its partners, stakeholders and residents to develop this strategy to meet future needs of successful sustainable communities.

12 Tackling Climate Change and Building Sustainable Communities

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

12.2 MK also benefits from an innovative and strategic approach to open space provision and surface water management. The Strategic Flood Risk Assessment (July 2008) recognises the value of the existing system and recommends a similar approach in new growth areas, taking into account the need to address climate change. The findings of the Water Cycle Study (2008) should also influence the form and may affect the rate of development (see Chapters 16 'Delivering Infrastructure' and 18 'Development Timeline and Housing Trajectory').

12.3 The scale of growth planned for MK will inevitably increase activity and carbon emissions and put pressure on natural resources. This needs to be managed. The number of new buildings to be developed as a result of this Core Strategy makes it imperative that they are designed to the highest possible viable standards to minimise their environmental impact. Homes built between 2010 and 2026 will make up a significant proportion of all housing in the Borough, meaning if they are not designed to a high standard, they will potentially have a long term negative impact on climate change.

12.4 Whilst sustainability is a key theme throughout the Core Strategy – see Chapters 11 'A Well-Connected Milton Keynes' and 14 'A Healthy, Safe and Inclusive Milton Keynes', the key strategic requirements for a sustainably designed city are outlined in Policy CS12 'Developing Successful Neighbourhoods'.

Successful Neighbourhoods

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

Policy CS12

Developing Successful Neighbourhoods

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

1. Creating walkable neighbourhoods and extensions of the existing walking, cycling and key public transport networks
2. Siting key day-to-day facilities, including schools, shops, leisure and employment in locations easily accessible on foot, by bike and by public transport
3. Creating high quality open spaces in line with the MK Open Space Strategy and private amenity space for houses
4. Appropriately locating development to maintain and improve current flood risk and air quality standards
5. Separating housing from noisy/24 hour working employment uses (B2 and B8)
6. Encouraging home working
7. Achieving the highest standards of design in terms of safety and security
8. Creating diverse and flexible⁽⁷⁹⁾ neighbourhoods that can respond to change overtime, allowing communities to form and grow effectively
9. Ensuring flood water management is planned at the largest appropriate scale of new development and, wherever possible, designed as public open space
10. Not precluding further expansion other than where the proposals include a permanent long-term boundary for the City.

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

Delivery

12.6 The assessment of non-strategic sites for the Site Allocations Plan will consider their ability to develop as part of a sustainable community. This will include the protection of existing areas of functional greenspaces.

12.7 Policy CS13 'Ensuring High Quality, Well Designed Places' and the Plan:MK will include more detailed policies that support sustainable movement, the role and protection of existing Local and District Centres and the protection of other key community facilities. They will also provide guidance on the safe design of buildings and places, open space provision and flood risk mitigation.

12.8 The Site Allocations Plan and Plan:MK will also include more detailed policies on issues such as housing density, which will support the creation of flexible and sustainable neighbourhoods. The creation of flexible neighbourhoods will also be a key consideration in the preparation of Development Frameworks for the Strategic Land Allocation and other development areas identified through the future Plans.

Sustainable design

12.9 Milton Keynes is different from most other cities, as explained in Chapter 2 'Milton Keynes: The Story of The Place'. The expanded New Town has an iconic grid square system whilst the older areas of the city, such as Bletchley, Stony Stratford and Wolverton, have a more traditional character. The nearby towns of Newport Pagnell, Olney and Woburn Sands have their own 'sense of place', as do the many villages (including those that are now within the city).

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

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

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

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

Policy CS13

Ensuring High Quality, Well Designed Places

Character of Place

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

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

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

Design of Place

To ensure high design quality, all new developments should:

1. Comply with best practice urban design principles in By Design, Manual for Streets and Safer Places, or future best practice guidance
2. Champion new approaches to sustainable urban form and structure, which build on the concept of the grid, so that everyone lives within walking distance of a viable bus route, local shops and other day-to-day facilities
3. Provide a choice of contemporary, innovative, exemplar architecture that reflects Milton Keynes' reputation as an ambitious, forward-thinking, innovative 21st Century city
4. Integrate energy efficiency and solar performance in the layout and orientation of buildings and neighbourhoods
5. Provide sustainable and strategic surface water drainage as part of a network of multi-purpose open spaces
6. Provide visual landmarks to help with orientation, particularly from the grid road and redway networks
7. Provide a range of housing densities with more high density in Central Milton Keynes and close to good public transport nodes, with lower densities elsewhere, to contribute towards variety in visual appearance and create diverse, sustainable neighbourhoods
8. Effectively integrate the Council's car parking standards into the layout of new developments
9. Redways (another unique element of MK) should be built within the landscape corridor of all new grid roads, as well as elsewhere within new developments, having regard to delivery of other sustainable transport and landscape character requirements.
10. Continue the sustainable and well-maintained green character of the city through appropriate use of planting on streets and in public open spaces, and respecting the existing landscaped grid road corridors, allowing for strategically-managed change in and adaptation of the city's landscape.

Delivery

12.14 The Plan:MK will include more specific guidance on urban design principles based on best practice guidance documents. The Plan:MK and Site Allocations Plan will develop specific policies on the appropriate housing densities for the different areas

of Milton Keynes. This will be supported by the Residential Design Guide SPD. Areas covered in the SPD include housing density and mix, scale and height of development, and car parking.

12 . Tackling Climate Change and Building Sustainable Communities

12.15 The Sustainable Construction SPD (adopted in 2007) refers to solar renewable energy. This will be reviewed to help to inform future planning decisions.

12.16 The Council will continue to explore options which will allow the programme of Conservation Area Reviews to be completed, including accompanying Character Appraisals, to ensure that the significance of Milton Keynes' conservation areas is identified and protected.

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

12.18 The preparation of a Development Framework for the SLA will ensure that the design requirements are taken into account.

Sustainable buildings

12.19 Milton Keynes has a history of promoting leading-edge, energy-efficient buildings. Planning policy can help to deliver the Sustainable Community Strategy objectives of reducing our carbon footprint⁽⁸⁰⁾ and achieving carbon neutral growth. Local Plan Policy D4 has already driven up construction standards above the national level, by requiring improved energy efficiency and the use of renewable energy in new buildings, and through the successful implementation of a Carbon Offset Fund. The Council will continue to implement Local Plan (2005) Policy D4 until a new revised policy can be tested through the preparation of Plan:MK. This will look at the technical feasibility of amending current standards and the economic viability of doing so in relation to other Council policies and planning obligations.

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

12.21 The Milton Keynes Low Carbon Living Project brings together a number of initiatives aimed at reducing energy consumption and carbon emissions to help tackle climate change. Where relevant, planning policy will support initiatives which form part of the Low Carbon Living Project, such as the Homeworld 2 Project.

Policy CS14

Community Energy Networks and Large Scale Renewable Energy Schemes

The Council wishes to promote the use of renewable energy schemes where it can be demonstrated that there will not be any negative social, economic, or environmental results from the scheme.

Proposals for over 100 homes will be encouraged to consider the use of community energy networks in their development.

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

Delivery

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

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

12.24 Carbon Offset contributions will be secured through the use of Section 106 agreements.

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

12 . Tackling Climate Change and Building Sustainable Communities

12.25 Development Frameworks for any major development sites will investigate the potential for community energy networks, taking into account practical issues such as site constraints and the phasing of development.

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

12.27 The Council will actively promote and support individual schemes which showcase best practice in sustainable construction and renewable energy, where appropriate. Examples include the Concerto⁽⁸¹⁾ project planned in Central Milton Keynes.

12.28 The Plan:MK will include policies on large scale standalone renewable energy projects and small scale installations. The policies will outline the criteria for controlling their impacts on residential amenity and the environment.

12.29 Community recycling and energy from waste facilities will be brought forward in accordance with the Waste Development Plan Document.

13 Delivering Economic Prosperity

13.1 The Council works with many of the key local and regional stakeholders to improve the performance of the local economy. The Council's Economic Development Strategy provides the Council and its partners with a clear sense of purpose, direction and vision for the future. The Strategy incorporates the Long Term 'Economic Vision' for MK which states that:

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

13.2 The overall architecture of the Economic Vision has been agreed and is expressed in diagrammatic form in Figure 13.1 'Economic Vision 'Architecture' which appears in the Council's Economic Development Strategy. The Vision will need periodic refreshment during the life of this Core Strategy to ensure it adapts to the changing environment of both business and the city.

13.3 Table 2.1 'Strengths, Weaknesses, Opportunities and Threats' identifies many of the factors that attract business to Milton Keynes, which has one of the fastest growing economies in the UK. The city continues to be a major regional hub for the South East Midlands Local Enterprise Partnership (SEMLEP) area, which spans three former Government administrative regions.

13.4 The six key priorities of the Council's Economic Development Strategy are:

1. *Diverse and competitive knowledge based economy:* Create an environment that will foster business and employment growth within a diverse, more knowledge based and competitive economy by encouraging innovation, enterprise and skills improvement.
2. *Economic regeneration:* Improve access to training and job opportunities, especially for those with no skills or low skill levels, to provide greater opportunities for individuals to obtain sustainable employment.
3. *Skills and learning:* Improve the overall skills and qualifications profile of the resident population through education and training provision, to

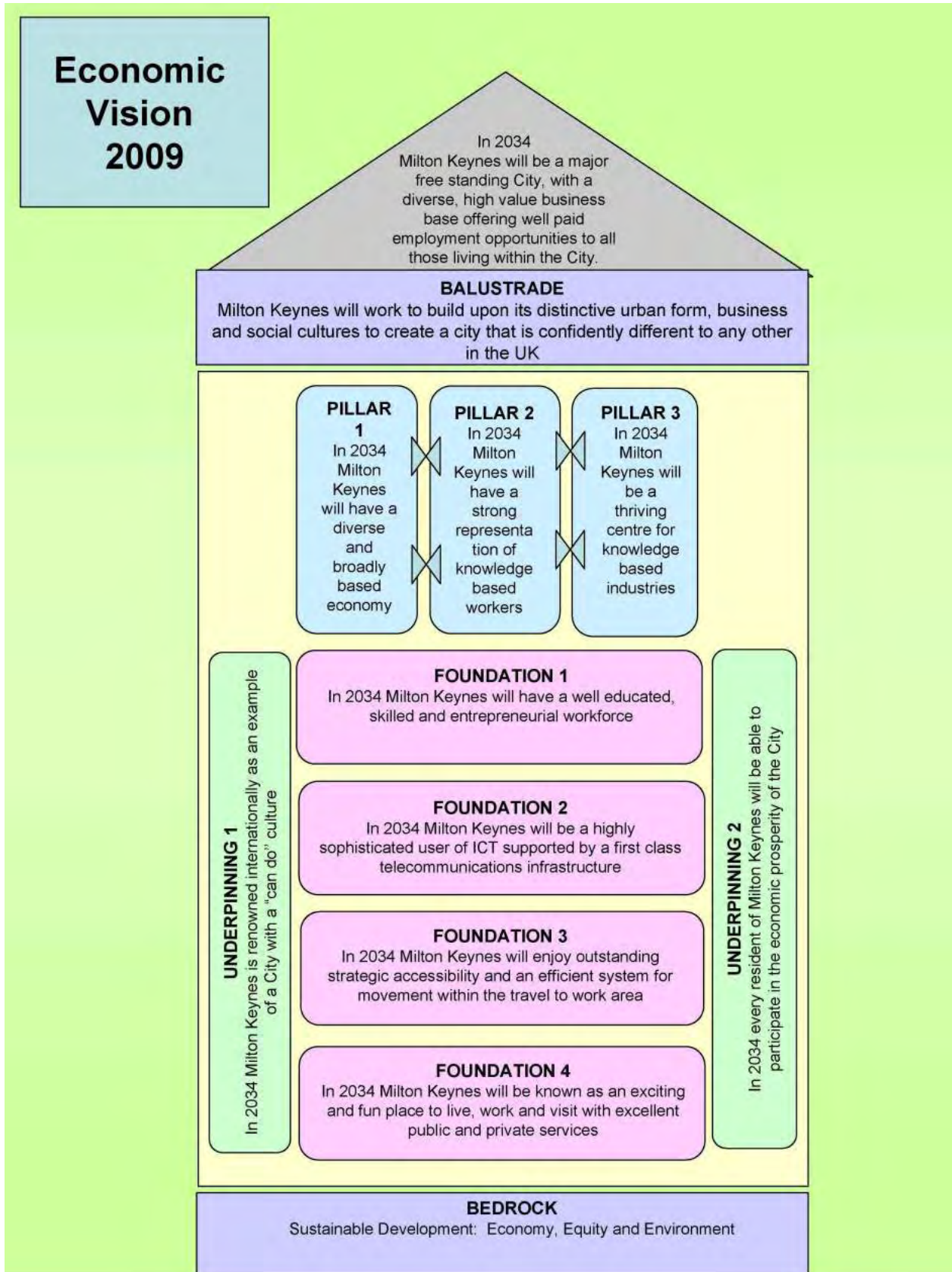
ensure that the skills of the resident population are able to meet the needs of employers, especially in relation to higher level skills and the development of the University Campus Milton Keynes.

4. *Business support:* Encourage business growth through focused interventions such as support for innovation, assistance for start-ups and ensuring an appropriate range of commercial space is available.
5. *Articulating a compelling 'MK Offer':* Promote Milton Keynes as a premier location for inward investment and as a visitor destination.
6. *Enabling infrastructure:* Create, maintain and improve the appropriate infrastructure for growth, especially in relation to transport and digital infrastructure.

13.5 These measures highlight what the Council and its partners will be seeking to achieve locally. There are also a number of key factors which have contributed to Milton Keynes success to date which should be maintained, including accessibility to the UK and Europe, ease of transport within the Borough and the co-ordinated provision of houses, jobs and key infrastructure in development plans.

13.6 Research by SEEDA and more recent research by the Centre for Cities highlighted the strengths and weaknesses of the Milton Keynes economy. A report published by the Centre for Cities in January 2012 adds weight to the view that Milton Keynes is well placed to help lead the country back to growth because it is less reliant on the public sector than many other areas and it benefits from a high number of business start-ups, high percentage of knowledge workers and a more innovative economy ⁽⁸²⁾.

Figure 13.1 Economic Vision 'Architecture'



13.7 The Milton Keynes Local Economic Assessment was first produced in January 2011 ⁽⁸³⁾. It provides a great deal of information and analysis of the Milton Keynes economy, including:

- Identifying strengths, weaknesses, challenges/threats and opportunities
- Identifying the local economic geography and linkages to the wider economy
- Identifying local constraints to economic growth and employment and risks to delivering sustainable economic growth.

13.8 Research in 2009 by MKSM⁽⁸⁴⁾ (now replaced by SEMLEP) showed that Milton Keynes is the main centre for creative industries with 22% of the employees in the sub region covering Bedfordshire including Luton, Northamptonshire, Aylesbury Vale District and Milton Keynes. Milton Keynes was the second (15%) most important centre for motor sports and high performance engineering. The report also suggests growth is forecast to 2021 for Milton Keynes in creative industries, business services and sustainable construction. These sectors should be encouraged to grow and a sufficient choice of sites is important to prevent the frustration of such growth.

13.9 Milton Keynes has historically had a high level of economic activity and economic and demographic trends will bring a demand for part-time work as well as work for the expanding population. At present, there are more jobs than residents of working age resulting in net commuting into the city. Figure 13.2 'Commuting Patterns for Milton Keynes in 2001' illustrates one of the consequences of this strong local economy.

13.10 The intention is to continue to provide 1.5 jobs per household as the city grows. Although there is enough employment land to meet our job targets, we need to attract the right type of employment that will strengthen and diversify the local economy and help it to flourish in the future, while maintaining the current strengths. We will continue to keep our industrial and engineering base in the city, but also consider reallocating some sites from industrial and distribution purposes to office and high technology uses, where marketing and investment advice

suggests this is appropriate⁽⁸⁵⁾. This will offer a wider choice of site for such industries to locate in a variety of locations in the city.

13.11 MKC has taken on responsibility for producing the new Local Investment Plan (LIP). The first draft of the new LIP was issued for consultation (6th June to 31st August 2012) by the Council. A wide array of stakeholders, including business groups, have received direct invitations to respond to the document. The Council recognises that in their response to the previous LIP, produced by MKP to cover the period 2009-2011, local businesses requested greater business awareness, joined-up thinking, better promotion of CMK as a major regional shopping centre, improvement of the communications network, higher educational standards, amongst others, as significant issues to add to the LIP. The Council is now seeking further involvement of business in the development of the new LIP.

A Learning City and Skilled Work Force

13.12 Improving the overall skills and qualifications profile of the resident population of Milton Keynes is a key priority in the Council's Economic Development Strategy. In 2010, the skills of the resident population (NVQ 4 or higher, equivalent to a degree) are slightly lower at 33.3% than for the South East as a whole (33.9%); the proportion of people with no qualifications is 8.9% compared to 8.5% in the South East⁽⁸⁶⁾. To develop a balanced economy, Milton Keynes needs to move further towards a knowledge-based economy, with a range of employment opportunities covering the whole career path, in order to improve the supply, demand and retention of skilled workers. Invest Milton Keynes (IMK) seeks to attract and retain new and existing businesses, positioning the city as a premier investment location. It targets high growth and high value businesses, including knowledge-based industries.

13.13 Milton Keynes has two universities located nearby (Cranfield and Buckingham) and the Open University in the city, each of which attracts a national and international student base. But until recently,

83 http://www.miltonkeynes.gov.uk/council-business/documents/LEA_Consultation_document_10.02.2011.pdf

84 Economic Development Evidence Base Final Report August 2009 (SQW Consulting), section 3.30

85 As set out in Policy CS 3 Employment Land Supply

86 SEEDA: Milton Keynes Economy Review - January 2009

13 . Delivering Economic Prosperity

there has been no undergraduate provision in Milton Keynes itself. An important element of the Core Strategy Spatial Vision is the development of the University Campus Milton Keynes (UCMK) to full university status by 2020. Although the university's estates strategy is still being developed, the working assumption is for a strong Central Milton Keynes presence but with some dispersed provision. The Milton Keynes Higher Education Development Board, consisting of key civic, educational and business interests, is taking forward the establishment of the University of Milton Keynes of which UCMK is the first significant step⁽⁸⁷⁾. As well as providing degree courses, the Council will seek to ensure that the University Campus and other HE facilities locally provide a good range of professional development courses to meet industry's needs. Diplomas and other practical and vocational education will be encouraged in schools, and the range of FE courses relevant to the local economy will be further developed⁽⁸⁸⁾. The long term Economic Vision should ensure that jobs are attracted to match the changing skills profile.

Stimulating an Innovative and Entrepreneurial Economy

13.14 The Council will seek to identify and build on the key sectors of the local economy, such as finance and the creative industries and to encourage emerging sectors where there is obvious local opportunity, e.g. Environmentally-friendly construction and transport, and technical support to the automotive sectors in surrounding areas. A wide range of measures from taking part in major initiatives such as the Electric Cars project or strengthening opportunities for professional development, to reviewing the factors that attract professional staff to the area are under discussion.

Culture

13.15 A key part of a strong and innovative economy is the role played by the cultural sector, both in improving the quality of life, health and wellbeing in the area, in offering innovative

techniques to use in planning, engagement and market research, etc. and in offering a very varied range of employment opportunities.

13.16 The cultural sector has a key role to play in creating sustainable communities by improving the quality of life, health and well-being of the city but also contributing to a strong and innovative economy. In Milton Keynes, culture helps to recognise the varied contribution and experience of its increasingly diverse residents, helping to bind the city together into one community and creating a sense of place. The Arts, Heritage, Libraries, Public Art and Sports Strategies outline the overall direction and are delivered in partnership with a range of private, public and voluntary organisations. The Borough benefits from an established and growing sector of organisations who lead a range of cultural facilities and opportunities, which encourages an engaged and active community but also is key in attracting both residents and visitors to the city.

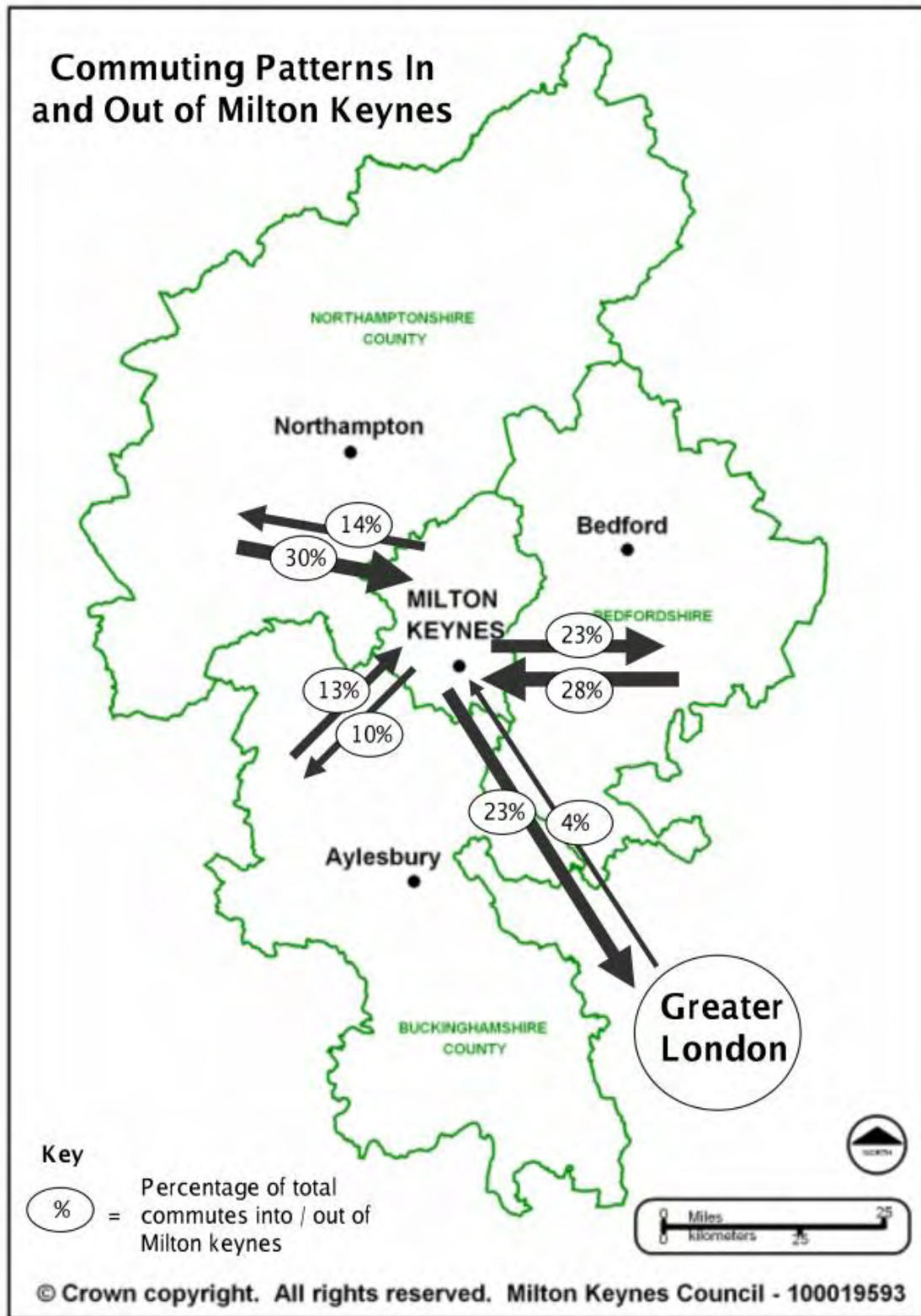
13.17 High quality and major events such as Sport Relief, the International Arts Festival and Arts and Heritage Open Days also improve the Borough's profile nationally and internationally and bring large numbers of visitors into the local economy. The Council's Corporate Plan states the World Class MK shall be delivered by having 'distinctive arts and heritage' and being a 'Premier Sporting City'. Growth and diversification of the cultural infrastructure is required to ensure the Borough is capable of staging and hosting major world class events and meeting the ongoing cultural needs of communities.

13.18 Central Milton Keynes (CMK) has a recognised night time culture which will continue to expand. The infrastructure to support this requires further development to ensure accessibility for all sections of the community.

87 2020 Vision - Towards a University of Milton Keynes

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

Figure 13.2 Commuting Patterns for Milton Keynes in 2001



13 . Delivering Economic Prosperity

Improving the Climate for Investment

13.19 Inward investment is essential in a growing city and a continually evolving economy. Invest Milton Keynes (IMK) seeks to attract and retain new and existing businesses, positioning the city as a premier investment location. It now targets high growth and high value businesses, including knowledge-based industries. Research has been carried out to identify the factors which influence the attraction and retention of major companies. Through a variety of documents, strategies will be developed and implemented to attract and retain companies in the Borough.

Infrastructure

13.20 Parts of MK have poor access to superfast broadband, which discourages investment and home working. The Council adopted a digital infrastructure strategy for Milton Keynes in September 2010, designed to ensure all employment sites and population centres have superfast broadband available.

13.21 The accessibility of the rest of the UK and Europe and the high quality links into the national networks has been key to the success of Milton Keynes and must be retained. Similarly the ease of transport across the Borough has also been critical to business success and should be maintained and weak links improved.

13.22 Marketing the City is a vital part of its growth plans and the marketing image of the city as it grows and changes must reflect the full depth and diversity of its offering in order to allow the economy to flourish. Milton Keynes continues to hold itself out as a centre of national and international excellence in sport with diverse examples in the city.

13.23 Unlike other Local Education Authorities, growth in Milton Keynes has led to ten new primary schools, three new secondary schools and a special school being built between 2000 and 2009.

Policy CS15

Delivering Economic Prosperity

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

1. The delivery of a substantial number of primary schools and secondary schools as part of growth plans
2. The expansion of further and higher education and the development of a University of Milton Keynes
3. Training facilities to improve the skills and qualifications of the resident workforce and help sections of the community that are disadvantaged in the labour market
4. The development of knowledge related businesses, including new science parks and the Science and Innovation initiative (formerly the Technopole)
5. Improved broadband/high-speed internet access across the whole Borough
6. The development of sites to support major sporting, tourist and cultural events
7. Services to support inward migration of employers and employees and investment to facilitate it
8. Support for the further development of a range of creative industries, from video to architecture or traditional crafts
9. The further development of a range of heritage and other tourist attractions such as Bletchley Park.

Delivery

13.24 There is a commitment to a continuing process of joint working between skills providers and local employers to ensure the provision of skills training matches the requirements of local employers.

13.25 The strengthening of the business environment for our key sectors will be through a range of support mechanisms such as inward investment support, local capital sources, marketing, professional development, new arrivals information and support.

13.26 The way in which new schools are planned and commissioned is changing, which in turn may lead to changes to the number and/or size of new schools we need. Further information on school place planning is included at Appendix D 'School Place Planning'.

13.27 The development of knowledge related businesses, included an innovation Gateway for the city new science parks and the Science and Innovation Habitat initiative (formerly the Technopole).

13.28 Improved broad band/ high speed internet access is to be rolled out across the whole Borough.

13.29 Support for the regeneration programme crosses all sectors to ensure that prosperity and quality of life is spread throughout the Borough and not concentrated on the new areas, see Chapter 14 'A Healthy, Safe and Inclusive Milton Keynes'.

13.30 Schools in the Eastern and Western Expansion Areas are already planned and in the Local Investment Plan. Sufficient school provision will be planned in the Strategic Land Allocation and any other major sites that may come forward at a later stage through the Plan:MK, or otherwise. Commissioning these places at an appropriate time will be ensured through close working between the Children and Young People's Services and the Joint Housing Monitoring Team, who will advise on the timing of future housing delivery.

13.31 Factors including housing mix and tenure, the delivery of the Council's commitment to improve educational attainment, the recession, increases in the cost of private education, the availability of places in neighbouring education authorities and demographics such as changing birth rates all have significant impact on pupil yield. We will research and review the impact of these factors to ensure that pupil place planning, including school build programmes, is kept informed and updated and is evidentially robust (see Appendix D 'School Place Planning').

13.32 We will attempt to provide school places conveniently located for the new homes, to avoid as much as possible the carbon footprint and impact on the quality of life of the pupil and their family and community that would arise from significant travel time between home and school.

13.33 MK Higher Education Development Board is taking forward the proposal for a full university in Milton Keynes. The UCMK is the first significant step⁽⁸⁹⁾. The operational needs of the University are currently uncertain. These will be investigated in a review of the CMK Development Framework if necessary.

13.34 The potential for new science and technology parks will be investigated with key stakeholders as part of an Employment Land Study. Work on this will feed into the the Plan:MK.

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

13.36 Planning obligations and local labour agreements between the Council and developers may be used to help people access training and employment opportunities⁽⁹⁰⁾.

13.37 In addition to the digital infrastructure strategy for Milton Keynes referred to earlier, Milton Keynes Council's Joint Local Broadband Plan (JLBP) with Bedford Borough and Central Bedfordshire Council was approved by BDUK (Broadband Delivery UK) for funding for superfast broadband in May 2012. The JLBP presents an approach to improving Milton Keynes broadband provision to reach the highest international standards over the next few years. A procurement phase with partners in Bedford and Central Bedfordshire should complete late in 2013. It is anticipated that improved superfast broadband infrastructure will be generally available by March 2015.

13.38 The cultural elements such as the City Museum, Archive and Showcase are in the MKP Business Plan (c2, c3 and c4). Phase 1 of the

89 2020 Vision – Towards a University of Milton Keynes

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

13 . Delivering Economic Prosperity

Archive-Discover Milton Keynes project opened in the shopping centre (CentreMK) in May 2008, but subsequently closed a few years later.

Support for Small Businesses

13.39 The majority of businesses in the Borough are small businesses which require suitable accommodation⁽⁹¹⁾. They are the seeds from which larger businesses will grow. There are plenty of units for larger businesses in the city's employment areas but a lack of affordable, flexible accommodation for small and creative businesses, especially in the city centre, making it a strategically important issue. Smaller and older centres (both in the city and in the rural area) play an important role in providing small and affordable accommodation, especially for those businesses who do not choose to locate in the city centre.

13.40 Regeneration and redevelopment proposals may provide opportunities to increase the supply of small business premises. Conversely, preventing the redevelopment and loss of small business units to other uses is also important. New units could also be developed as part of employment developments identified in Table 5.4 'Employment Land Allocations in Milton Keynes'.

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

13.42 Very small businesses face difficulties in obtaining routine facilities such as meeting rooms and services such as waste disposal often at levels only slightly above domestic levels. This will be taken into consideration when reviewing the provision of shared access facilities and service plans.

Policy CS16

Supporting Small Businesses

We will protect small business units across the Borough and require new small business units, with the flexibility to support growing businesses, as part of:

1. Schemes to redevelop any existing area of employment land for alternative use; and
2. Any significant new development in the city, and in the Key Settlements

We will encourage developers to provide live/work units in new developments. Details of requirements will be set out in the Plan:MK.

We will seek to provide or stimulate a range of services and facilities appropriate to small businesses.

Delivery

13.43 The Plan:MK will include policies to prevent the change of use or loss of small business units, encourage the provision of small business units where redevelopment or change of use is not wholly to meet the operational needs of the occupier, and encourage live/work units in new housing schemes. Work on the Plan:MK will investigate the appropriate level of provision of small business and live/work units in more detail. Measures to assist and support businesses are identified in the Council's Economic Development Strategy.

13.44 Services for small businesses which have no spatial implications will be addressed through other strategies such as the Economic Vision and or the Assessment.

91 81.1% of MK businesses employed 1-9 people in 2010. Small business units are defined as premises of up to 300 sq metres each

14 A Healthy, Safe and Inclusive Milton Keynes

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

14.2 Easy access to facilities was a key factor in the city's design and the location of shops, schools and other services. In the rural part of the Borough, many residents are dependent on MK and other large towns for work and facilities. There has been a well documented decline and centralisation of services which means that people in the rural area often have to travel further to access services. Policy CS9 'Strategy for the Rural Area' focuses development on the most sustainable rural towns and villages, to help support the role and function of these settlements.

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

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

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

Policy CS17

Improving access to local services and facilities

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

1. Implementing Core Strategy and future Plan:MK policies that protect public open space, leisure, recreation, sport and community facilities, local centres and village shops, pubs and Post Offices
2. Working with other service providers on the wider use of buildings and co-location of services
3. Seeking alternative community uses for community facilities that are no longer required for their current use
4. Improving access for the disabled and other disadvantaged groups, including improvements to the Council's electronic delivery of services
5. Improving access for students to Higher Education facilities by public transport.

Delivery

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

14.7 The Council will encourage wider use of buildings and facilities and co-location of facilities, particularly between MKC, schools, service providers and other key agencies⁽⁹²⁾.

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

Health Inequalities

14.8 Reducing health inequalities and deprivation requires co-ordination from a wide variety of service providers, including health services, social care, education and transport⁽⁹³⁾. The Council is committed to reducing inequalities and deprivation across the city and has adopted a Neighbourhood Regeneration Strategy to address those areas most in need of support. This, together with the Leisure Strategy, other council strategies and work carried out by the MK Clinical Commissioning Group (CCG) provide additional suggestions to help improve the health of the community. Important elements which help people lead more healthy lifestyles include the quality of housing and the provision of local allotments. Allotments should be planned in the new developments as part of the linear park proposals. The Residential Design Guide SPD will assist in raising the standard of new housing.

14.9 Bletchley, Wolverton and the rural area also have adopted regeneration strategies. Programmes will be locally, rather than centrally, based so that they tackle the problems experienced by people living in particular areas. In addition to these targeted regeneration strategies, there are a number of other local strategies that will contribute to the aim of reducing health inequalities and deprivation; these strategies include the Leisure Strategy and the MK CCG Strategic Commissioning Plan 2012-2016.

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

Safer Communities

14.11 Opportunities for crime and anti-social behaviour should be designed out of new development (Policy CS13 'Ensuring High Quality, Well Designed Places'); however, design measures alone will not fully address community safety issues, particularly in existing neighbourhoods. SaferMK brings together organisations working to make the Borough a safer place. The partnership aims to reduce crime, anti-social behaviour, and the fear of crime, which can blight people's quality of life and participation in their community⁽⁹⁴⁾.

Policy CS18

Healthier and Safer Communities

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

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

1. Designing out opportunities for crime and anti-social behaviour in new development, following best practice guidance in 'Safer Places' and 'Secured by Design'
2. Working with the Community Safety Partnership (SaferMK) on initiatives to reduce crime and anti-social behaviour
3. Working with the Council's Emergency Planning department to prevent and respond to emergency situations, for example in terms of surface water management
4. Extending the linear park and redway system into new developments, with specific attention paid to security to encourage more walking and cycling.

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

94 The MK Community Safety Partnership (SaferMK), current plan is 'The Safer MK Plan 2011-2014'.

Delivery

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

14.13 CCTV will be partly funded by Section 106 planning obligations from developers. It has been delivered in CMK and in other locations.

14.14 The Council is committed to a community-led approach to regeneration. Community-led plans, formerly Neighbourhood Action Plans (NAPs) have been developed or are in the process of being developed across key areas. Their preparation can help to establish priority interventions on city estates. Neighbourhood Plans in preparation for a number of localities/parishes within the Borough also provide another means of driving regeneration and creating safer environments.

14.15 Policy CS12 'Developing Successful Neighbourhoods' and Policy CS13 'Ensuring High Quality, Well Designed Places' and their delivery sections include design criteria to ensure the design of new places and spaces is conducive to healthy and safe communities.

15 The Historic and Natural Environment

Heritage protection

15.1 The historic environment of Milton Keynes is rich and diverse, the distinctive new Town contrasting with the surrounding rural landscape, with both areas containing heritage assets ranging in date from the last Ice Age up to the 20th Century⁽⁹⁵⁾.

15.2 The New Town incorporates 13 historic villages and the historic towns of Bletchley, Stony Stratford, New Bradwell and Wolverton. To the north lie small farming villages and historic market towns such as Olney and Newport Pagnell. To the south and east are the villages of the Brickhills and the 19th Century resort town of Woburn Sands. Wolverton is a unique Victorian and Edwardian railway town and former works, whilst Bletchley is the location of the internationally significant, World War Two code-breaking facility. The 1,100 Listed Buildings within MK range from Sir John Soane's grade I listed Tyringham Hall to the iconic Shopping Building in CMK. Many of these significant structures lie within MK's 27 Conservation Areas.

15.3 MK is rich in archaeological remains with sites and finds from the Palaeolithic period onwards. The New Town has been subject to numerous archaeological investigations and many significant sites have been preserved in the linear parks. Elsewhere in the Borough can be found the sites of the Roman small town of Magiovinium and the Iron Age hillfort of Danesborough; just two of the area's 50 scheduled ancient monuments which also include medieval manorial and monastic sites and more recent industrial heritage such as the 200 year old Iron Bridge at Newport Pagnell.

15.4 The historic environment of MK makes a fundamental contribution to the distinctiveness of the area, influencing the character of the built and natural environment and shaping its sense of place and identity. Heritage assets can provide the catalyst for regeneration schemes and the stimulus for more imaginative development solutions. The retention, preservation and re-use of heritage assets is sustainable and can contribute to carbon reduction when set against schemes of redevelopment, their sympathetic integration into regeneration schemes reinforces local identity.

15.5 There is also high quality modern architecture in the city. There is an urgent need to identify and catalogue this resource to identify the best and most valuable examples. We need to manage the growth of the city to avoid the fragmentation and loss of these recent historical assets.

Green Infrastructure

15.6 Green Infrastructure and open space is a key feature of the city, with high levels of good quality accessible spaces that give MK a unique character. We want to maintain this green character as MK grows. The city is well served by linear parks, mostly along the river valleys that run through and along the edge of the city. These are multi-purpose green spaces that primarily provide flood water storage but also recreational facilities, ecological resources and attractive settings for development on their boundary. They also contribute to the overall quality of life for residents by providing opportunities for formal and informal recreation, improving health and well-being. These features will be extended as part of the expansion into the Strategic Land Allocation. Linear parks may also act as green buffers between settlements and any major development sites that may be identified through the Plan:MK, or otherwise.

95 The MK HER (Historic Environment Record) contains 1,100 Listed Buildings (Grades I, II* and II), 50 Scheduled Ancient Monuments, three Registered Parks and Gardens, and 27 Conservation Areas.

The Rural Landscape

15.7 The scale of planned growth has implications for the rural landscape. The Core Strategy restricts most development to only the largest settlements and although development in the open countryside is generally restricted, some development, such as mineral extraction, has to take place where the resource arises. The draft Landscape Character Assessment (2007) identifies the distinctive characteristics of the landscapes across the Borough. It provides the basis for their protection and the enhancement of the landscape, plus guidance for future policies on development, restoration and management in the Plan:MK . There are a range of protection and enhancement measures within the draft Landscape Character Assessment, such as restrictions on the level of development and the materials used within developments; promoting traditional methods of hedgerow management; promoting extensions of uncropped or grass field margins to enhance biodiversity; and retaining key views to local landmarks.

Biodiversity and Geology

15.8 Protection is based on a hierarchy of designated sites in line with national guidance⁽⁹⁶⁾. With relatively few national sites, county and locally designated sites as well as Biodiversity Action Plan⁽⁹⁷⁾ Priority Habitats become essential to maintaining biodiversity in the Borough. There is scope to improve biodiversity, not just within specially designated areas but across whole landscapes and within urban environments. We will seek gains for biodiversity and geology as part of new development to support and extend the networks of natural habitats. The Bucks and Milton Keynes Biodiversity Partnership have identified a number of 'Biodiversity Opportunity Areas' in MK. BAP Priority Habitats within those areas will be targeted for protection, restoration and creation, creating a landscape where priority habitats and designated sites are connected and buffered. Four of these areas (Ouse Valley, Yardley Chase, Greensand Ridge and Whaddon Chase) have regional importance⁽⁹⁸⁾.

Policy CS19

The Historic and Natural Environment

Developments will protect and enhance the significance of the Borough's Heritage Assets, including important elements of the 20th Century New Town architecture. Development proposals must consider the character, appearance and setting of sites, buildings, structures, areas, parks and gardens and landscapes that are of historic, architectural, cultural, biodiversity or archaeological significance.

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

1. is attractive
2. is safe and well used for recreation
3. meets the needs of existing and future residents

96 The hierarchy for Milton Keynes currently includes no internationally designated sites (Special Protection Areas, Special Area of Conservation, Ramsar Sites) . Of national sites there are two, and part of a third, Sites of Special Scientific Interest in Milton Keynes. This is below the national average both in number and by total SSSI area. There are no geological SSSIs in MK.

97 The Bucks & Milton Keynes Biodiversity Action Plan (BAP) was originally produced in 2000 by the Bucks Nature Conservation Forum and aims to translate the UK BAP to a local level. It describes how the wildlife of Bucks & Milton Keynes is going to be enhanced and protected over a ten year period.

98 <http://strategy.sebiodiversity.org.uk/index.php><http://strategy.sebiodiversity.org.uk/index.php>
<http://www.buckinghamshirepartnership.gov.uk/partnership/bmkbp/>

15 . The Historic and Natural Environment

4. achieves a net gain in biodiversity
5. is designed to manage flood risk

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

In order to maximise biodiversity we will:

1. protect and enhance the hierarchy of national, regional and local sites within the Borough as well as BAP Priority Habitats and species,
2. provide nationally designated sites and statutorily protected species with the highest level of protection,
3. ensure that damage to the biodiversity and geological resource of the Borough will be avoided wherever possible. Where unavoidable it will be minimised through mitigation or if mitigation is not possible, by compensation, by provision of replacement habitat of higher quality to achieve a net gain in biodiversity,
4. create and enhance habitats to help wildlife adapt to the impact of climate change,
5. seek opportunities for habitat protection, restoration and creation to meet the objectives of the UK and Bucks & Milton Keynes Biodiversity Action Plan and aims of the Biodiversity Opportunity Areas,
6. support biodiversity recording and monitoring, in particular the work of the Buckinghamshire and Milton Keynes Environmental Records Centre.

Delivery

15.9 The Council will continue to explore options which will allow the programme of Conservation Area Reviews to be completed, including accompanying Character Appraisals, to ensure that the significance of Milton Keynes' conservation areas is identified and protected.

15.10 The Plan:MK will include detailed policies on heritage protection. It will also include policies on landscape and nature conservation, and standards of open space provision. These will be based on the Open Space Strategy, the Green Infrastructure Plan, the Landscape Character Assessment, Bucks & MK Biodiversity Action Plan and other relevant strategies

15.11 The Green Infrastructure Plan identifies areas of opportunity to take into account in development frameworks for Strategic Land Allocation and any sites identified through the Plan:MK. This will help to identify green buffers around the city and nearby adjacent settlements, as extension of the city's linear parks. Delivery will be by MKC, MK Parks Trust, Internal Drainage Board and the Environment Agency. The Joint Environmental Team developed a rolling

programme of work (the Environment and Open Space Delivery Plan) and a clear implementation strategy as a basis for committing Tariff monies in conjunction with funding from other sources.

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

Waste

15.13 The Waste DPD ⁽⁹⁹⁾ sets out how we will manage our waste up to 2026. It is a single document containing a Core Strategy, Site Allocations and Development Management policies.

Minerals

15.14 Minerals are an essential resource which will be integral to the delivery of our growth. About 60 tonnes of construction aggregates are used to build the average house, and up to 400 tonnes are used when we include all the associated infrastructure and buildings that need to go along with it⁽¹⁰⁰⁾. Sand, gravel and limestone (used as aggregates in the construction industry), plus smaller amounts of building stone and brick clay, are all present within Milton Keynes. Unlike other types of development, mineral extraction can only happen where the mineral naturally occurs in the ground, and in Milton Keynes this is primarily to the north of the city in the Ouse Valley area, as shown in the Key Diagram.

15.15 Following the revocation of the South East Plan (SEP), the Government recommended that authorities in the South East continue to plan for the levels of aggregate extraction proposed in the SEP Partial Review, unless an alternative apportionment can be justified. For Milton Keynes, this would mean our level of aggregate provision would more than double from our previous adopted target of 0.12 million tonnes per annum (mtpa) to 0.28 mtpa. It is felt that this level of extraction is unsustainable and unrealistic for Milton Keynes. Work on viability and sustainability testing for an alternative apportionment is underway and will be progressed through the Minerals Strategy.

15.16 Alongside primary land won aggregates (the sand and gravel we extract from the ground), we also use secondary and recycled materials (mineral by-products or crushed construction and demolition rates). The use of secondary and recycled materials is more sustainable than using finite, primary resources and we should consider how we can encourage their production and use.

15.17 Even with the use of secondary and recycled material, we do not provide enough aggregate material within Milton Keynes Borough to meet all our local demand, so a significant amount of material must be imported into Milton Keynes, which may include material that has been dredged from the seabed (marine aggregates) or material from quarries in other parts of the country. The most sustainable

form of transport for this is by rail, so it is important that our rail depots and any possible future rail depot sites are safeguarded for that purpose.

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

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

15 . The Historic and Natural Environment

Policy CS20

Minerals

To manage future mineral development, integrating the social, environmental and economic costs and benefits of mineral working, a Minerals Strategy will be prepared.

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

1. a sustainable, realistic and achievable level of sand and gravel extraction, supported by robust justification
2. the vision and objectives for future mineral development
3. the spatial strategy for mineral development
4. our commitment to maintaining a landbank of permitted reserves
5. encouraging recycled and secondary aggregates
6. protecting known resources through Mineral Safeguarding Areas
7. safeguarding existing, planned, proposed or potential sites for storage, handling, processing and bulk transport of primary and recycled/secondary materials, including rail depots
8. the restoration, reclamation, after-use and aftercare of sites
9. identifying broad areas of search or preferred areas
10. criteria and spatial guidance for considering sites and planning applications
11. monitoring and implementation framework.

It will also:

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

Delivery

15.20 The Minerals Strategy will be prepared in consultation with the minerals industry, neighbouring authorities, local stakeholders and other relevant parties.

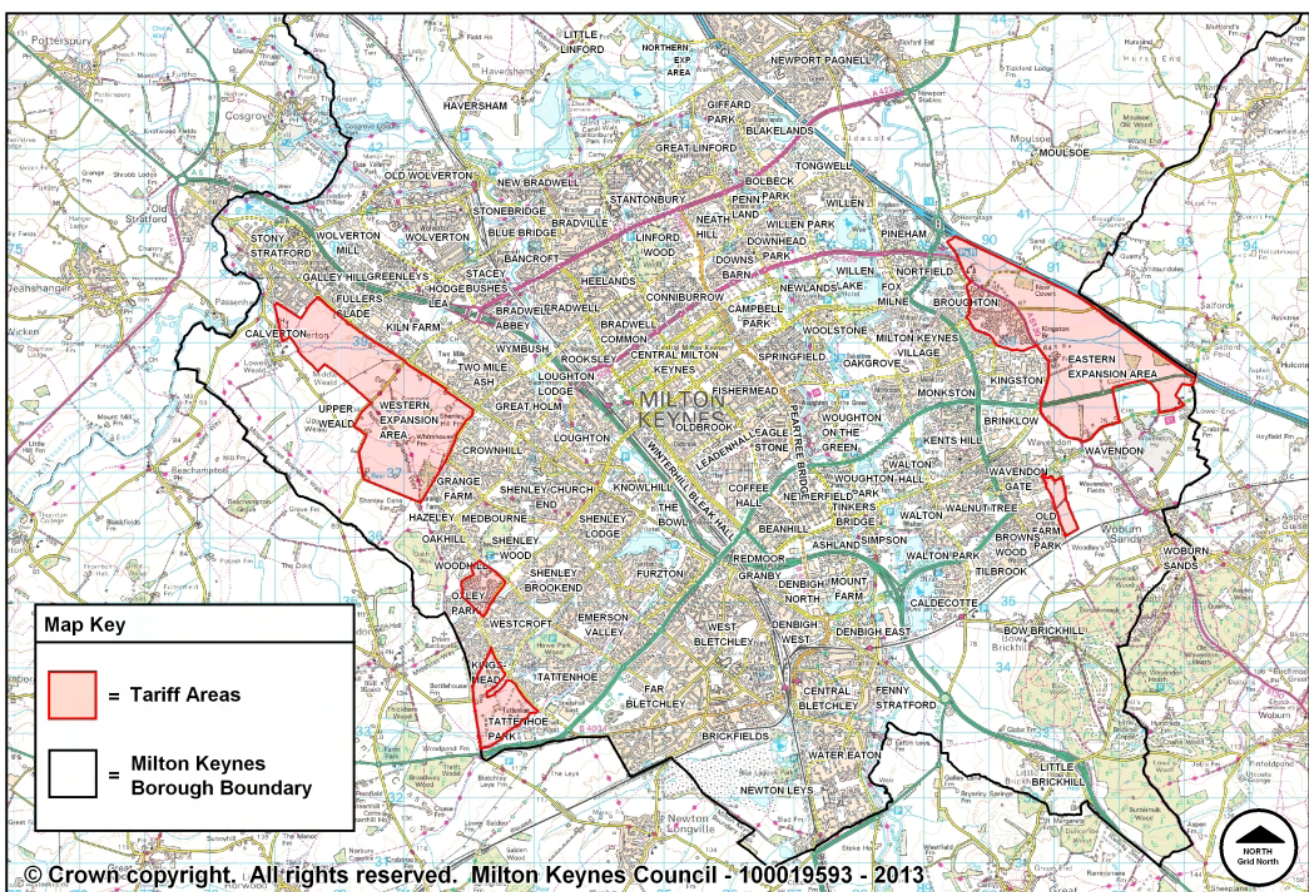
16 Delivering Infrastructure

16.1 The co-ordination and delivery of necessary infrastructure⁽¹⁰¹⁾ alongside (and often in advance) of new development is crucial to achieving attractive and sustainable places where people will want to live. This has been a key feature of the development of MK as a new town and has been achieved through partnership working between all stakeholders. The Strategic Land Allocation will only succeed with agreement on developer contributions. If and when any neighbouring authorities plan developments adjacent to Milton Keynes, joint working with the neighbouring authorities, as part of our duty to co-operate, will be necessary.

The Milton Keynes Tariff and Local Investment Plan

16.2 The Local Investment Plan (LIP)⁽¹⁰²⁾ identifies the infrastructure required to support the growth of the city as planned in the Local Plan (2005). It is reviewed and updated regularly and includes detailed delivery plans, viability testing and managing risk. It acts as the Infrastructure Schedule for MK with information on the type, amount and cost of infrastructure required, the anticipated timing of its delivery, funding sources and who will deliver each project. Responsibility for preparing the LIP now rests with Milton Keynes Council, and a full review commenced in 2012.

Figure 16.1 Milton Keynes Tariff



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

102 http://www.miltonkeynespartnership.info/about_MKP/local_investment_plan_2009.php

16 . Delivering Infrastructure

16.3 The jointly agreed Milton Keynes Tariff applies to all housing and employment development in the Eastern and Western Expansion Areas, part of the Strategic Land Allocation, Tattenhoe Park and Kingsmead South see Figure 16.1 'Milton Keynes Tariff'⁽¹⁰³⁾. For each new dwelling or hectare of employment land, a standard, index-linked contribution is required towards a range of strategic and local infrastructure. Currently, the Homes and Communities Agency acts as banker, forward funding infrastructure identified in the LIP ahead of receiving Tariff payments from developers. The Tariff agreement also covers other matters including affordable housing, land for open space and community facilities, and construction and quality standards. Responsibility for operating the Tariff transferred to Milton Keynes Council in 2013.

16.4 The Tariff will not meet the full cost of the infrastructure required to support growth. Government and other funding is needed to meet the remaining costs. There is more information in the Tariff SPD ⁽¹⁰⁴⁾.

Planning Obligations and the Community Infrastructure Levy

16.5 The Council has a number of Supplementary Planning Documents which set out the requirements for contributions to infrastructure from developers outside of the area covered by the Tariff. These cover topics such as education, social infrastructure, leisure and recreation facilities, and transport⁽¹⁰⁵⁾.

16.6 Through the Community Infrastructure Levy Regulations 2010, the Government has made changes to the way developer contributions work. After 6 April 2014 (or potentially a later date) the MK Tariff can no longer be operated on sites that are not permitted before that date due to the restrictions on pooling S106 agreements. Therefore, the Council proposes to introduce a Community Infrastructure Levy (CIL) charging schedule to operate across the Borough, to help deliver strategic infrastructure. A new Planning Obligations SPD will also be prepared which will replace those mentioned above, to operate alongside CIL for local, site-specific infrastructure requirements.

Other Funding for Infrastructure

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

16.8 As a growth area, the Council will continue to lobby the government and other agencies for resources to deliver necessary infrastructure. For example, the possible need for a major regional water resource development as set out in the Water Cycle Study (2008) to secure supply post 2020. The Council is also exploring New Homes Bonus and Tax Increment Financing options as other possible funding streams.

International Sporting City

16.9 As highlighted in Objective 14, there is an ambition to develop the International Sporting City (ISC) concept in Milton Keynes. The ISC is focused on major sites and facilities, with links to community sports facilities and health improvement, to support high level, elite sport and major events. The intention is that it would be manifested in a range of existing, enhanced and new facilities in venues across the City. The ISC will also create new jobs and bring in new income and investment.

16.10 The sites and policies needed to help deliver facilities relating to the International Sporting City will be considered through the forthcoming new Local Plan (Plan:MK). This should include consideration of delivery and funding arrangements that could be explored, including the potential for land use exchanges and/or opportunities for enabling development in accordance with relevant planning policy. Where appropriate, this will also be reflected in the development of the new (or future revised) Local Investment Plan. When considering any early proposals relating to the ISC project, the economic and other benefits should be recognised.

103 The Milton Keynes (Urban Area and Planning Functions Order 2004) It is important to note that this diagram simply shows the extent of Milton Keynes Partnership's planning functions at January 2011, it does not represent areas of proposed redevelopment.

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

105 A full list of SPD/SPG can be seen at <http://www.miltonkeynes.gov.uk/planning%2Dpolicy/DisplayArticle.asp?ID=61282>

Policy CS21**Delivering Infrastructure**

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

1. already in place, or
2. there is a reliable mechanism in place to ensure that it will be delivered in the right place at the right time, to the required minimum high standards demanded by this Council and its partners.

The Council will prepare a new Planning Obligations Supplementary Planning Document to cover infrastructure and service requirements, including site-specific infrastructure, to be delivered through Section 106 agreements.

When adopted locally, we will also operate a Community Infrastructure Levy charging schedule across the Borough to secure funding from new development for infrastructure provision, including strategic projects. The Milton Keynes Tariff will continue to operate on sites covered by the Framework Agreement that are permitted before 6 April 2014 or when CIL is introduced locally.

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

Delivery

16.11 Joint Delivery Teams (including officers from Milton Keynes Council, Homes and Communities Agency and other partners) are responsible for managing and monitoring delivery programmes for housing, transport, economic growth, community infrastructure, environmental projects and utilities. To support the coordinated delivery of infrastructure in the Western and Eastern Expansion Areas, the Strategic Land Allocation and Central Milton Keynes, geographic boards have been established, alongside a strategic board for other major projects. They are charged with the effective and timely delivery of infrastructure, identifying any 'blockages' to development and finding solutions to problems that will keep projects and programmes on track. They do not make policy but can assist in the collection of evidence.

16.12 Delivery agencies for specific projects include Milton Keynes Council, MK General Hospital NHS Trust⁽¹⁰⁶⁾, MK Primary Care Trust⁽¹⁰⁷⁾, the police, fire and rescue, and ambulance services and the voluntary⁽¹⁰⁸⁾ and higher/further education sectors⁽¹⁰⁹⁾.

16.13 While the MK Tariff is a proven mechanism in MK, there are other ways of securing developer contributions - including Section 106 agreements based on our Planning Obligations SPDs and the forthcoming Community Infrastructure Levy.

16.14 The Council's adoption processes (for highways and open space, for example) set out how the maintenance of finished developments is managed by the Council.

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

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

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

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

17 . Monitoring and Managing

17 Monitoring and Managing

17.1 Monitoring will measure the effectiveness of the Core Strategy in achieving the Spatial Vision and meeting our objectives. This includes identifying any unintended and unforeseen consequences. Table 17.1 'Core Strategy Objectives, Critical Success Factors and Monitoring Indicators' below sets out the targets and key indicators for delivering the 16 objectives of the Core Strategy, set out in Chapter 4 'A Vision for the Place', related to the appropriate delivery policies. Some factors cover a number of different objectives that are vital to many aspects of the strategy.

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

17.3 We will also work with partners, including those within the Local Enterprise Partnership (LEP), to collect and share monitoring information. This is particularly important given the housing and jobs growth planned for the South East Midlands LEP. Monitoring will not just focus on the city but also the rural towns and villages.

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

- lack of data has made some indicators unmeasurable
- consultation responses suggested different indicators
- changes to the Sustainable Community Strategy and the LAA
- Best Value Performance indicators were replaced by National Indicators

- Technical studies suggested better targets and indicators
- Core Output Indicators, reported in the AMR, were changed in 2008.

17.5 These monitoring arrangements will allow the Council to react to changing circumstances. The Core Strategy is a flexible document and may require wholesale review if circumstances or the housing strategy change. Various components of the LDF can be adjusted to reflect conditions and events. To meet the need for rural housing and provide contingency for the rest of the Borough, the Site Allocations Plan will provide a plan-led approach to identify sites which are not strategic.

17.6 The table sets out potential events and risks that could affect the achievement of the Core Strategy objectives. Alongside are various contingencies and actions the Council could undertake to reduce or prevent the impact of the event or risk. Some of the suggested actions and contingencies are:

- a re-prioritising of documents in the Local Development Scheme
- preparation of further planning documents
- working with delivery partners and developers to alter development frameworks and masterplans
- altering land supply
- ensuring delivery of infrastructure to enable development
- a review of the Core Strategy.

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

17.8 Joint Delivery Teams (JDTs) have been and will continue to be an essential component of delivery in Milton Keynes. Due to their wide range of members they are able to identify delivery problems at an early stage and take action to resolve them. The role of JDTs is set out in Chapter 16 'Delivering Infrastructure'. The impacts and effects of multiple plans and policies, often delivered by different partners, can make it challenging to identify which particular policy or policies are not achieving the anticipated outcomes. There is also a need for understanding and patience, as it can be some time before policies begin to have effects, or those effects appear in monitoring data. For example, it can take a long time to turn around long-standing deprivation.

Table 17.1 Core Strategy Objectives, Critical Success Factors and Monitoring Indicators

	Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
1	<p>All</p> <p>To develop Milton Keynes as a major 21st century city</p> <p>To deliver land for at least 28,000 new homes within the Borough between 2010 and 2026. This will comprise:</p> <ul style="list-style-type: none"> An allocation of in the region of 2,500 homes to the south east of the city in the areas identified as Strategic Reserve Areas in the Local Plan, plus additional land between SR2 and SR3. Completion of development on existing Local Plan sites and land with planning permission comprising approximately 24,000 homes in sustainable settlements in the rural area 	<p>All</p> <p>CS1 Milton Keynes Development Strategy</p> <p>CS2 Housing Land Supply</p> <p>CS5 Strategic Land Allocation</p> <p>CS7 Central Milton Keynes</p> <p>CS8 Other Areas of Change</p> <p>CS9 Strategy for the Rural Area</p>	<ul style="list-style-type: none"> Increase in proportion of the population is satisfied with the local area By 2016, deliver 10,500 dwellings within Milton Keynes Borough By 2026, deliver 28,000 dwellings within Milton Keynes Borough Deliver, on average, 110 dwellings per annum in the rural area up to 2026 Adoption of an SPD for the Strategic Land Allocation by end 2013 Adoption of the Site Allocations Plan by 2015 Adoption of the Plan:MK (new Local Plan) by 2015 Ensure a 5 year supply of deliverable housing land 	<ul style="list-style-type: none"> Local satisfaction survey Net additional dwellings split by area Projected net additional dwellings 5 year housing land supply Housing trajectory Population growth 	<ul style="list-style-type: none"> Housing market fails to improve resulting in annual completions consistently more than 20% below the housing trajectory Some existing allocations and permissions prove to be unviable Large strategic sites not being delivered or are too slowly due to market conditions Release too much land at once in the rural area resulting in well over 110 dwellings per annum being delivered Housing demand improves significantly but the supply of land does not provide an adequate buffer or range of sites. 	<ul style="list-style-type: none"> Work with landowners, developers and JDTs to help unblock schemes and assist in potential future land assembly Early engagement of key stakeholders in creating the development framework for the Strategic Land Allocation Undertake viability assessments to identify cause of slow completions rate Continue to monitor and update the housing land supply through the SHLAA and JDT and other methodology identified as appropriate by the MKC Partnership and Growth Select Committee (2010/2011) Consider allocation of additional sites in a potential future review of the Plan:MK (new Local Plan) Site Allocations Plan if further land release is deemed necessary Revise development frameworks and masterplans Focus available resources on key projects, to ensure on-time delivery For the rural area, have a controlled release of sites (following consultation with Parish and Town Councils) in reviews of the Plan:MK (new Local Plan) and the Site Allocations

Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
2	<p>CS5 Strategic Land Allocation</p> <p>CS6 Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities</p>	Adoption of an SPD for the Strategic Land Allocation by end 2013	Net additional dwellings split by area	<ul style="list-style-type: none"> Development adjacent to Milton Keynes is Master planned out of character with Milton Keynes 	<ul style="list-style-type: none"> Plan to ensure that development is phased over the life of the plan If market conditions change significantly then consider an early review of the Core Strategy Bring forward Site Allocations work in parallel with the work on the review of the Core Strategy through Plan:MK in order to ensure that there is a 20% buffer in the 5-year supply of sites and reasonable choice and competition in the market Work with adjoining authorities, landowners, developers and JHMT to help unblock schemes and assist in land assembly Actively engage with adjoining authorities and developers during the development framework process Continue working with other nearby authorities through the SEMLEP planning officers forum
3	<p>CS3 Employment Land Supply</p> <p>CS7 Central Milton Keynes</p> <p>CS15 Delivering Economic Prosperity</p> <p>CS16 Supporting Small Businesses</p>	<ul style="list-style-type: none"> By 2016, deliver 15,750 jobs (1.5 jobs per dwelling) By 2026, deliver a minimum of 42,000 jobs to support housing in the MK (1.5 jobs per dwelling) Increase in VAT registered businesses showing growth 	<ul style="list-style-type: none"> Net additional full time equivalent jobs per annum Completed employment floorspace by use class Total employment land available for development Employment land job densities Loss of employment land to other uses Vacant employment space 	<ul style="list-style-type: none"> Mismatch between available employment sites and Plan (or future reviews) those required by business Job growth is insufficient resulting in increased out-commuting and unemployment Available employment 	<ul style="list-style-type: none"> Consider changing employment allocations through the Plan MK (new Local Plan) Site Allocations Plan Work with HCA as the major landowner to progress development of a range of sites Create incentives for business to locate in Milton Keynes Work on support mechanisms for existing small and medium businesses

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Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
4	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	<ul style="list-style-type: none"> • Development of an accredited university by 2020 • Development of the Science and Innovation Habitat • Increase in proportion of net additional jobs in knowledge-based industries • Increase in the working age population qualified to NVQ2 and above, as per the Economic Development Strategy, 2011-2016 • Increase in the working age population qualified to NVQ4 and above, as per the Economic Development Strategy, 2011-2016 	<ul style="list-style-type: none"> • Overall employment rate • Number of people claiming job seekers allowance • VAT registration rate • VAT registered businesses showing growth • GVA per capita • Gross earnings • Impact of direct economic investment 	<ul style="list-style-type: none"> • Locations not desirable to developers 	<ul style="list-style-type: none"> • Regularly update Employment Land Reviews • Work with partners, such as Invest MK, to market MK as a desirable employment location • Investigate opportunities to consider allocating housing sites that are not coming forward as employment sites • Should the employment needs of the Borough change dramatically and undermine the assumptions behind the Core Strategy, then a partial review could be considered
5	To promote the development of Central Milton Keynes as the vibrant cultural centre of the 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	<ul style="list-style-type: none"> • By 2016, deliver 72,000m² of completed office floorspace in CMK • By 2026, deliver 192,000m² of completed office floorspace in CMK 	<ul style="list-style-type: none"> • Working age population • Qualification levels • Socio-economic groupings of working age population • GVA per capita • Gross earnings • Impact of direct economic investment 	<ul style="list-style-type: none"> • Insufficient land for schools to meet pupil yield • Insufficient funding secured for progression of Milton Keynes University project • Decrease in the proportion of jobs in knowledge based industries • A fall in the skills level of Milton Keynes residents 	<ul style="list-style-type: none"> • Work with MK Gateway and other delivery partners to secure further funding for the project • Investigate what further roles MK College, the University of Bedford (Investors with MK Council in University Campus Milton Keynes) and the Open University and others can contribute
	CS3 Employment Land Supply CS15 Delivering Economic Prosperity				
	CS2 Housing Land Supply CS3 Employment Land Supply CS4 Retail and Leisure Development CS7 Central Milton Keynes		<ul style="list-style-type: none"> • Office development completed in CMK • Net additional dwellings • Vacant office space within CMK 	<ul style="list-style-type: none"> • Development pressure for retail, cultural and leisure uses in other areas of the Borough 	<ul style="list-style-type: none"> • Revise CMK SPDs • Work with HCA as the major landowner to promote CMK • Revise development frameworks and masterplans to consider change in markets

Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
		<ul style="list-style-type: none"> By 2021, deliver 1,800 dwellings in CMK By 2026, deliver 5,000 dwellings in CMK Majority of retail and leisure development within Milton Keynes to be located within CMK Adopt a refresh of the CMK Development Framework in 2012 	<ul style="list-style-type: none"> Gross additional retail and leisure floorspace within town centres Gross additional office, retail and leisure floorspace that is 'out-of-centre' 	<ul style="list-style-type: none"> Residential growth in CMK slows Other locations in the Borough prove more attractive for major office schemes 	<ul style="list-style-type: none"> Work with Development Management Officers and Members to deliver policy effectively Work with partners to promote CMK and improve the image of the city
6	CS9 Strategy for the Rural Area CS17 Improving access to local services and facilities	No significant loss of services and facilities in rural areas	Facilities and services audit of rural towns and villages	Despite policy, services and facilities in rural locations are lost	<ul style="list-style-type: none"> Early engagement with service providers, such as the NHS and Post Office, and the private sector to ensure continued service provision Consider need for additional allocations in rural locations to support services and facilities Work with Development Management Officers and Members to deliver policy effectively- Planning Performance Agreements
7	CS8 Other Areas of Change CS18 Healthier and Safer Communities	<ul style="list-style-type: none"> Develop Neighbourhood Action Plans for targeted estates Limit the number of 16 to 18 year olds not in education, employment or training to 5.9% Improvement in Index of Multiple Deprivation in targeted estates 	<ul style="list-style-type: none"> Index of Multiple Deprivation Standardised mortality ratio Life expectancy Ethnicity Unemployment Crime rates Working age population qualification levels Gross earnings Tenure 	<ul style="list-style-type: none"> Reduced availability of funding results in difficulty in delivering outcomes Resistance to change from communities 	<ul style="list-style-type: none"> Identify key priorities so funding is focused to deliver the most important outcomes Seek alternative funding sources Consider developing AAPs or Neighbourhood Plans for regeneration areas to evaluate options
8	CS10 Housing	Deliver 30% of residential completions as affordable homes	Affordable housing completions split by type – social rent/intermediate	<ul style="list-style-type: none"> Change in housing need House types delivered by developers do not 	<ul style="list-style-type: none"> Ensure SHMA is regularly updated Ensure masterplans and development frameworks are in-line with housing need; if not then review

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Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
<ul style="list-style-type: none"> • Providing sufficient developable land for new housing • Construction of viable levels of diverse housing including affordable, supported and specialist housing • Taking account of the need for houses in multiple occupation 		<ul style="list-style-type: none"> • Deliver the additional Gypsy and Traveller pitches as required following a needs assessment • Deliver the additional Travelling Showpeople plots as required following a needs assessment • Adoption of an Affordable Housing SPD by 2013 • Adoption of a Houses in Multiple Occupation (HiMO) SPD by 2012 • Adoption of the Site Allocations Plan by 2015 and Plan:MK (new Local Plan) by 2015 	<ul style="list-style-type: none"> • Type and size of households completed • Affordable housing completions in the rural area • Dwellings meeting Lifetime Homes standards • House prices • Gypsy, Traveller and Travelling Showpeople pitches • HiMO application decisions and locations 	<ul style="list-style-type: none"> • meet housing needs • Low completion rates of affordable housing • A significant increase in property prices/costs • If sites are not allocated there is a risk of unauthorised sites and / or sites obtaining planning permission by appeal 	<ul style="list-style-type: none"> • Work with Development Management officers, Members and Developers to ensure house types are in-line with requirements • Work with HCA and Registered Providers to identify funding for affordable housing • Work in collaboration with travellers, representative bodies, support groups and other local authorities • Ensure affordable housing is not compromised in section 106 negotiations
<p>9</p> <p>To manage increased travel demands through:</p> <ul style="list-style-type: none"> • Promoting improvements to public transport and supporting the development of an East – West rail link between Oxford and Cambridge, including the Aylesbury Spur • 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 	<p>CS11 A Well Connected Milton Keynes</p> <p>CS21 Delivering Infrastructure</p>	<ul style="list-style-type: none"> • All new residential development should be sited within 400m of a bus stop • Local Transport Plan 3 (LTP3) target for local bus passenger journeys • Assist in delivering East West Rail services to Oxford and Aylesbury by 2021 • LTP3 target for modal share of school journeys • All new residential developments to be within walking distance of key services and facilities • Reduce congestion growth (target in LTP3) • No air quality management areas within the Borough 	<ul style="list-style-type: none"> • Journeys on local bus services • Access to a hospital by public transport within 30 minutes • Passengers using community transport • Bus satisfaction surveys • Bus punctuality • Cycle journeys to CMK in • Cars entering CMK in peak hours • Congestion • Air quality 	<ul style="list-style-type: none"> • Modal shift from cars to public transport, walking and cycling fails to increase significantly • Congestion increases are much higher than forecast reducing the capacity of the grid road system 	<ul style="list-style-type: none"> • Revisit parking, bus, walking and cycling strategies to encourage use of public transport, if they are deemed not to be working • Revise transport models • Work with transport colleagues to review transport strategy • Implement further demand management measures to reduce/limit congestion • Review programme of highway improvements in the Local Investment Plan
<p>10</p> <p>To mitigate the Borough's impact on climate change and reduce CO₂ emissions through:</p>	<p>CS15 Community Energy Networks and Large Scale Renewable Energy Schemes</p>	<ul style="list-style-type: none"> • All new developments (of over five dwellings) to deliver a minimum of 10% of their 	<ul style="list-style-type: none"> • Percentage of energy in new developments from renewable sources 	<ul style="list-style-type: none"> • High sustainable construction standards affect 	<ul style="list-style-type: none"> • Conduct further viability analysis of sustainable construction standards

Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
<ul style="list-style-type: none"> Maximising the quality of new build developments Locating development away from areas of flood risk Promoting community energy networks and strategic renewable energy developments Reducing waste generation and increasing the amount of recycling Sustainable transport initiatives Implementing the suite of initiatives under the Low Carbon Living Project 		<ul style="list-style-type: none"> energy requirements from renewable sources By 2020, achieve a 22% reduction in CO₂ emissions per capita from a 2005 base 	<ul style="list-style-type: none"> Amount of renewable energy provided from strategic energy developments New dwellings achieving CSH level 4 New developments with a community energy network National Indicator 185: CO₂ reduction from Local Authority operations National Indicator 186: Per capita reduction in CO₂ emissions in the Local Authority area National Indicator 188: Planning to adapt to climate change 	<ul style="list-style-type: none"> viability of development Waste to landfill is not significantly reduced Failure to meet Local Transport Plan objectives resulting in increased CO₂ emissions from transport 	<ul style="list-style-type: none"> Consider introducing flexibility in the requirements Review sustainable construction requirements in the Plan:MK (new Local Plan) Ensure layout and design of development promotes recycling Through the Code for Sustainable Homes ensure that house buyers have information and adequate recycling facilities Review relevant transport strategies Consider a review of the Waste DPD
<p>11</p> <p>To embody Place Making as an overarching design objective for new development and require that the layout and design of new 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</p>	<p>CS11 A Well Connected Milton Keynes</p> <p>CS12 Developing Successful Neighbourhoods</p> <p>CS13 Ensuring High Quality, Well Designed Places</p> <p>CS17 Improving access to local services and facilities</p> <p>CS18 Healthier and Safer Communities</p> <p>CS19 The Historic and Natural Environment</p>	<ul style="list-style-type: none"> All new residential developments to be within walking distance of key services and facilities All new dwellings to be within walking distance of a bus stop Adoption of a development framework SPD for the Strategic Land Allocation by 2013 No new residential development in areas prone to flooding Adoption of the Residential Design Guide SPD by 2012 Building for Life score for new developments 	<ul style="list-style-type: none"> Households within 30 minutes of a hospital by public transport New dwellings within walking distance of key facilities, services and public transport Air quality Planning applications approved contrary to advice from the Environment Agency on flooding and water quality grounds Dwellings completed on previously developed land New dwellings built to Lifetime Homes standards Building for Life scores Density of residential development Crime rates 	<ul style="list-style-type: none"> Due to delays and economic circumstances services, facilities and open space are not implemented on site when development of the first homes in new communities begins Building for Life surveys indicate standards of design in new developments have not been raised 	<ul style="list-style-type: none"> Work with delivery partners so that priority services are provided early in new communities to ensure that their use is taken up Work with Development Management Officers, Urban Design Officers, Developers and Members to ensure substandard design is not accepted Ensure masterplans and design codes are applied Consider further design-related SPDs
<p>12</p> <p>To protect, maintain and enhance the important environmental</p>	<p>CS19 The Historic and Natural Environment</p>	<ul style="list-style-type: none"> Complete and publish a Local List by end of 2014 	<ul style="list-style-type: none"> Following the publication of the Heritage at Risk register, 	<ul style="list-style-type: none"> Development pressure 	<ul style="list-style-type: none"> Ensure the SA process takes account of urban

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Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
features, character and assets of the New Town and the towns and villages throughout the Borough		<ul style="list-style-type: none"> Complete and publish a Heritage at Risk Register by end of 2013 Complete a Conservation Area Partnership Scheme for Bletchley Conservation Area by the end of 2013 	number of assets removed from register	<ul style="list-style-type: none"> "impacts" on the unique features of the New Town Pressure of development potentially threatening the Historic Environment. 	<ul style="list-style-type: none"> character when examining potential sites Ensure thorough rigorous implementation of the policy that development takes the historic environment into account
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 enhancing key landscapes and important habitats	CS12 Developing Successful Neighbourhoods CS19 The Historic and Natural Environment	<ul style="list-style-type: none"> Achieve a 1% increase year on year up to 2014 in the number of adults participating in moderately intensive sport and active recreation By end of 2013, 100% of children and young people participating in high quality physical education Delivery of linear park extensions, including in the Strategic Land Allocation By 2013, adopt a development framework SPD for the Strategic Land Allocation Ensure that there is no net loss of recognised biodiversity habitats Ensure that there is no worsening of condition of SSSIs 	<ul style="list-style-type: none"> Change in overall area of BAP priority habitats Change in overall area of Local Wildlife sites and Biological Notification Sites Provision of open space in new developments Loss of open space for development Parks awarded Green Flag status National Indicator 197: Proportion of Local Sites where positive conservation management has been implemented or is being implemented 	<ul style="list-style-type: none"> Pressure to develop in areas of important biodiversity or landscape character Quality open space and green infrastructure is not delivered at appropriate levels in new development due to funding Lack of funding for partners to adequately support an increase in adult participation in sport and provision of high quality PE for children Pressure to develop a greater proportion of the SLA and provide a reduced level of green infrastructure 	<ul style="list-style-type: none"> Prioritise the delivery of open space in new developments Seek additional funding from the Growth Area Fund and seek other sources Resist development pressures through effective development management policies and working with the Parks Trust, Development Management Officers and Members
14 To develop Milton Keynes as an International Sporting City	CS15 Delivering Economic Prosperity	<ul style="list-style-type: none"> By end of 2013 ensure that there is a major review of the Sports and Leisure Strategy Ensure the delivery of the future required facilities in the 2009-2014 and subsequent Sports and Leisure Strategies 	<ul style="list-style-type: none"> Current major sports events retained, enhanced and expanded, and two new major sports events (including Rugby world 	<ul style="list-style-type: none"> Milton Keynes fails to attract significant sporting events and facilities Success in attracting 	<ul style="list-style-type: none"> Prioritise the funding and effort towards planning, developing key/ISC facilities and Sports and Leisure Strategy facilities and major events

Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
		<ul style="list-style-type: none"> Identification of the ISC's 'Supporting Infrastructure' and 'Locations and Clusters' needs within: <ul style="list-style-type: none"> Plan:MK the Local Investment Plan future SEMLEP policy and delivery documents Protection of the current key sporting facilities and timely delivery of the ISC 'Supporting Infrastructure' and 'Locations and Clusters' with <ul style="list-style-type: none"> An early delivery of the 'team training base', 'major cycling facility', and 'sports and science/medicine hub', if practical, with these facilities having planning permission (and possibly operation) within 2013/14 	<ul style="list-style-type: none"> cup) attracted to MK by end of 2015 	<ul style="list-style-type: none"> international sporting events and facilities does not boost sport participation at grassroots level and does not support a healthier population Milton Keynes economic growth is restricted Milton Keynes profile is restricted leading to less inward investment 	<ul style="list-style-type: none"> Ensure colleagues and partner organisations maximise opportunities to attract major events and plan and deliver new and enhanced facilities, and enabling development where appropriate, to Milton Keynes Work with Council and external partners to ensure that measures taken to attract international events and facilities are backed at a grassroots level and involve local sports clubs and schools and have wider community health benefits. Support the early formal establishment of an effective ISC Board
15	To manage mineral extraction, safeguarding reserves and processing facilities, restoring worked sites, and maximising use of secondary and recycled materials.	<ul style="list-style-type: none"> Adopt the Minerals Strategy by 2015 	<ul style="list-style-type: none"> Production of primary land won aggregates Production of secondary and recycled aggregates Number of planning applications on safeguarded land Size of landbank 	<ul style="list-style-type: none"> Minerals Strategy setting out core minerals policies for the Borough are delayed 	<ul style="list-style-type: none"> Prioritise documents in the Local Development Scheme and highlight in future Annual Monitoring Reports Ensure sufficient resources are allocated towards the production of new local plans
16	To work with public service and infrastructure providers (principally via the Local Investment Plan) to ensure that the social and economic growth planned in the Borough and neighbouring local authorities is	<ul style="list-style-type: none"> Timely delivery of infrastructure set out in the Local Infrastructure Plan By April 2014, adopt a consolidated Planning Obs SPD 	<ul style="list-style-type: none"> Monitoring progress of major works set out in the Local Investment Plan 	<ul style="list-style-type: none"> Key infrastructure projects set out in the Local Investment Plan are delayed 	<ul style="list-style-type: none"> Early engagement with infrastructure providers to seek out further requirements for development

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Objective	Key Delivery Policies	Targets	Indicator Bundles	Risks and Events	Actions and Contingencies
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		<ul style="list-style-type: none"> By the end of 2013, sign site specific S106 agreements made under the Milton Keynes Tariffcovering the funding and delivery of infrastructure relating to the Strategic Land Allocation Adopt a Community Infrastructure Levy by April 2015 		<ul style="list-style-type: none"> Reduced funding for growth infrastructure Suite of planning obligations affect viability of development 	<ul style="list-style-type: none"> Identify key requirements and prioritise funding towards them Timely preparation of a Community Infrastructure Levy. Identify key developer contribution priorities Consider revising developer contribution SPDs

18 Development Timeline and Housing Trajectory

18.1 The timeline of development shows the relationships between the planning and development of key employment and housing sites and infrastructure delivery and services. The path below, split into five year periods, will identify the number of jobs and housing to be delivered in each period, followed by details of specific development milestones. Infrastructure provision will take place prior to or during development. Table 5.8 'Overarching Development Strategy' sets out more detailed requirements for each development area. Delivery of this infrastructure is set out in the Local Investment Plan and will be monitored through subsequent Annual Monitoring Reports.

18.2 2010 - 2016 – 11,300 homes, 17,000 new jobs

- Completion of Residual Waste Treatment Plant in conjunction with Northamptonshire County Council. This provides capacity for the planned growth
- Adoption of Plan:MK which will allocate housing land for housing to be delivered in the Borough for the 2016 to 2026 period
- The first planning applications will be submitted for the Strategic Land Allocation and a tariff agreement to partially fund the required infrastructure is agreed. Towards the end of the period work begins on necessary initial infrastructure and services.
- Initial infrastructure work begins on the Western Expansion Area, including roads and utilities. Housebuilding is expected to start in 2013/14.
- Implementation of first neighbourhood action plans for the Lakes Estate, Tinkers Bridge and Fishermead to reduce deprivation and increase opportunity for residents
- Networks Rail's 37,000m² National Centre opens in CMK bringing up to 3,000 jobs to the city
- East-west traffic flows are improved through junction improvements along A421 and dualling the section between Kingston and J13 of the M1
- Many improvements and expansion to MK General Hospital are completed in this period, necessary for the growth of the city. Further developments planned post 2016
- A second retirement village is completed at Shenley Wood providing homes for the city's ageing population
- Rugby World Cup matches are played in Stadium MK

18 . Development Timeline and Housing Trajectory

18.3 2016 - 2021 – 9,140 homes, 13,700 new jobs

- The pace of development picks up in the Strategic Land Allocation as housebuilding begins in 2016. Infrastructure is completed alongside housing including new schools. The linear park system is extended into this part of the Borough
- East West Rail services from Milton Keynes to Aylesbury and Oxford begin, allowing Milton Keynes to further maximise its location in the centre of the Oxford to Cambridge Arc.
- By 2020 University Campus MK should be the University of Milton Keynes attracting students to the city and allowing students from the Borough to study locally
- The Sustainable Residential Quarter in Central Milton Keynes is completed in the city centre providing approximately 1,000 homes, jobs and a new CMK primary school
- Many housing developments allocated in the local plan, including those in Wolverton and Bletchley, are nearing completion
- The regional water resource development is completed unless water efficiency measures have made this unnecessary

18.4 2021 - 2026 – 6,250 homes, 9,300 new jobs

- Eastern and Western Expansion Areas nearing completion delivering over 10,000 homes during the plan period
- Review of future housing areas commences.

Housing trajectory

18.5 Figure 18.1 'Housing Trajectory' sets out the timeline for housing completions within Milton Keynes. The trajectory shows that completions are expected to remain low in 2014, due to the significantly decreased numbers of housing starts during the recession, with expected signs of an upturn beginning 2014/15. This will be kept under review in the Annual Monitoring Report. This creates an immediate shortfall against the annualised housing requirement, as shown in Figure 18.2 'Monitor Timeline'.

18.6 The trajectory shows that as of October 2012, Milton Keynes is expected to achieve 28,041⁽¹¹⁰⁾ net completions from developable sites over the 2010-2026 period. Additional sites to support delivery the target, meet the rural shortfall, and provide flexibility and contingency to existing supply will be allocated through the Site Allocations Plan and Plan:MK. These sites will be shown in the housing trajectory, and reported in future AMRs, when they have been identified and their deliverability assessed.

18.7 Overall housing numbers and the associated population figures for the plan period of this Core Strategy are set out in Table 18.1 'Borough-wide Housing Figures' and Table 18.2 'Borough-wide Population Figures'

110 As the information in Table 5.2 'Housing Land Supply Position 2010-26' has been updated since this housing trajectory was prepared in October 2012, there is a slightly difference in the figures shown.

Table 18.1 Borough-wide Housing Figures

Year	Total Housing Stock
2006	94,147
2010	101,362
2026	129,362
Predicted increase (2010 to 2026)	28,000

Table 18.2 Borough-wide Population Figures

Year	Total Population
2006	224,760
2010	240,990
2026	298,450
Predicted increase (2010 to 2026)	57,460

18.8 The increase in the Borough's housing stock between 2006 and 2010 reflects actual completions (7,720), less demolitions. The increase between 2010 and 2026 reflects the revised housing targets set out in the Core Strategy (16 years @ 1,750 new homes per year = 28,000). There is no direct relationship between the increase in the total housing stock (2010 to 2026) and the increase in the total population of the Borough over the same period; the change to the total population reflects not only the level of new house building proposed but also changes to birth, death and migration rates and other changes within the existing population. These changes will not affect all age groups equally; as noted elsewhere in the Core Strategy (paragraph 2.5), there will continue to be a relatively high number of children in the future, particularly the 5-16 age group, but also many more elderly residents (aged 60+). Appendix C '2011 Census Results' sets out the latest population projections each year, with additional updates when necessary, e.g. to reflect the change to the housing target in the Core Strategy.

18 . Development Timeline and Housing Trajectory

Figure 18.1 Housing Trajectory

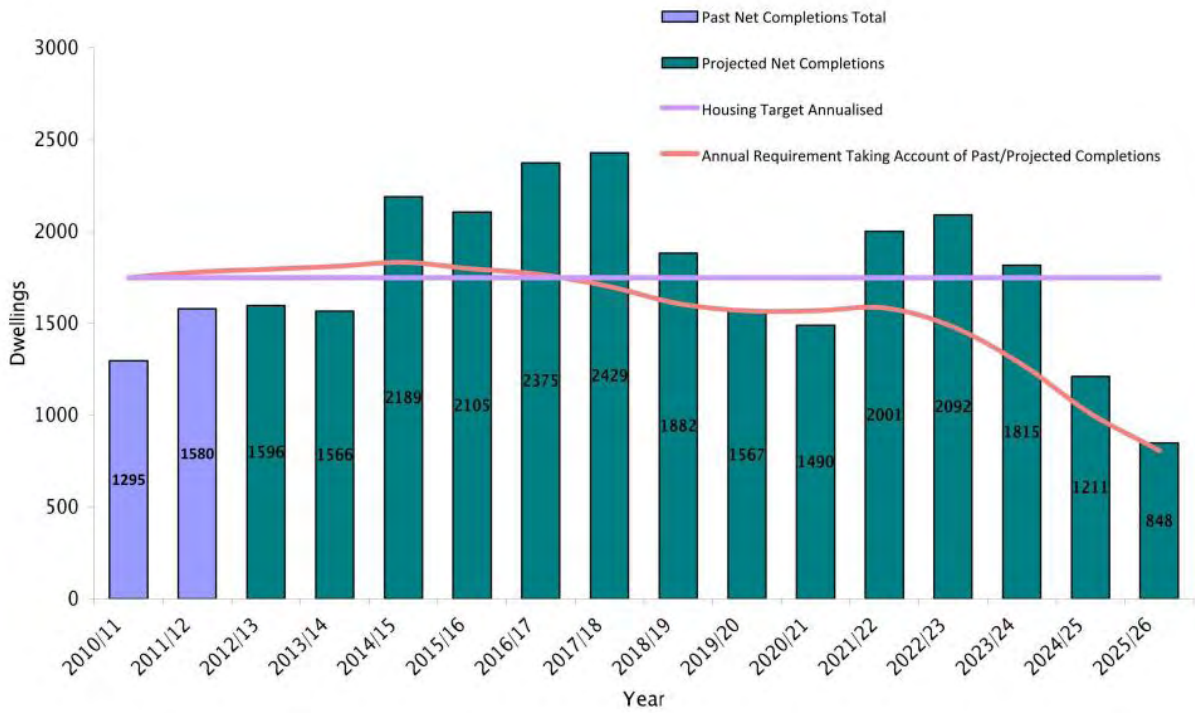
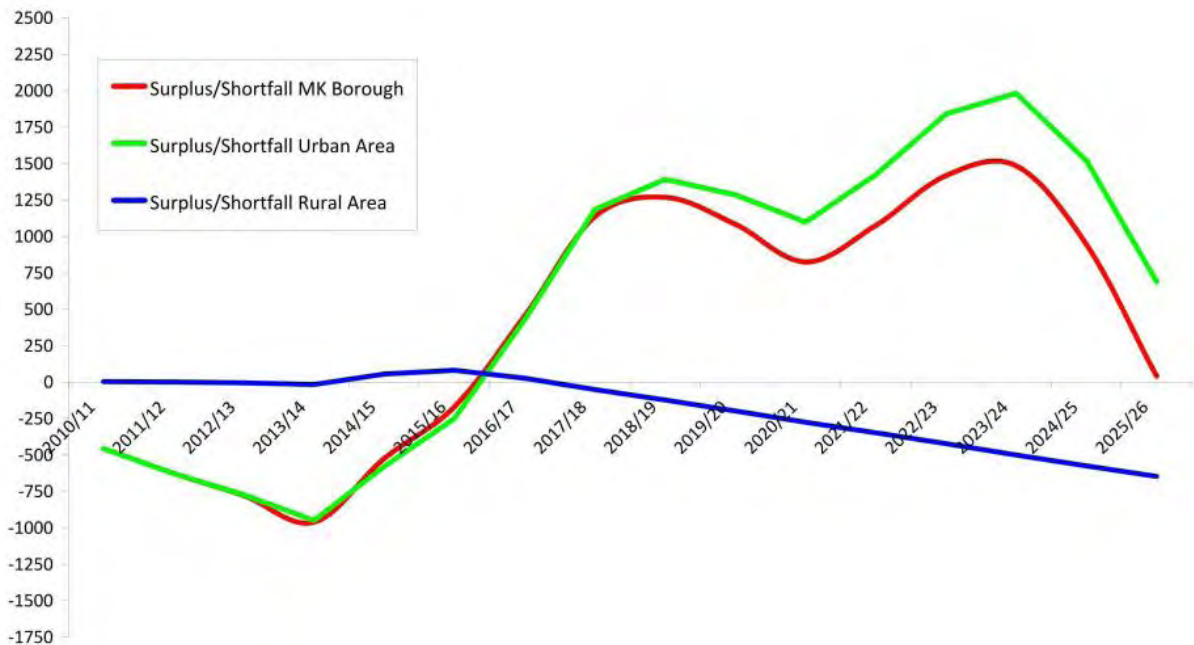


Figure 18.2 Monitor Timeline



Appendix A Glossary and Abbreviations

- **Affordable Housing** – social rented and intermediate housing, provided for specified eligible households whose needs are not met by the market.
- **Area Action Plans** – a Development Plan Document that guides areas where significant change is likely to happen.
- **Areas of Attractive Landscape** – a local (Buckinghamshire) landscape designation that recognises the particular characteristics of certain parts of the open countryside in the Borough.
- **Biodiversity** – the variety of life in all forms (e.g. wildlife, plants, etc).
- **Brownfield Land** – Land which has been previously developed.
- **Buckinghamshire and Milton Keynes Rural Strategy** – is a countywide rural policy framework for the period 2008-2012, which provides an overview of the state of rural affairs within the county, whilst identifying the most pertinent issues for future attention.
- **Carbon emissions/ CO₂** – common terms for carbon dioxide, the main “greenhouse gas” linked to global warming.
- **Carbon footprint** – a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide.
- **Carbon offset** – increased carbon dioxide emissions from a new development are balanced by savings in carbon dioxide elsewhere, by making payments into a carbon offset fund.
- **Carbon zero/ Carbon neutral** – no net increase in carbon dioxide emissions resulting from the energy used in occupying buildings, including space heating, hot water, cooking, lights and appliances.
- **City Centre** – The highest level of centre identified in development plans. In the Borough this is Central Milton Keynes. In terms of retail hierarchies, it will often be a regional centre serving a wide catchment. The centre may be very large, embracing a wide range of activities and may be distinguished by areas which perform different main functions.
- **Coalescence** – where towns and villages grow into each other.
- **Co-location** – where services and facilities share a location in order to deliver services (for example adult education being provided in schools or libraries).
- **Community Energy Networks** – a system by which electricity is generated locally and the waste heat is distributed to local homes and buildings through a network, meaning energy is provided more efficiently.
- **Community Infrastructure Levy** – a charge that Local Planning Authorities can choose to levy on new development in their area, used to fund strategic infrastructure projects to support and enable growth.
- **Criteria-based policies** – policies that contain several ‘tests’, which development proposals are assessed against.
- **Culture** – as defined in the Cultural Strategy: ‘Culture’ is a term that means different things to different people. Cultural participation is where people of all backgrounds come together with shared interests and passions. Together with the environment in which cultural activities, whether paid for or free to use (e.g parks and open spaces) take place, culture includes all the things that define our lives, connect us and our communities and represent the values we pass on to other generations. The MK definition recognises the richness of the diverse cultures of our people; the identity of place; and creative or leisure activities.
- **Density** – a measurement of how intensively land is occupied by built development.

- **Design code** – a document that sets out the detailed design principles for a particular development.
- **Development brief** – a document that sets out detailed development principles for a development site.
- **Development Framework** – a document that sets out the key strategic principles for the development of a whole area.
- **District Centre** – District centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services such as banks, building societies and restaurants, as well as local public facilities such as a library. Within the Borough Bletchley, Wolverton, Kingston and Westcroft are defined as district centres. See Town Centres.
- **Dwelling** – a residential property, such as a house or a flat.
- **East-West Rail** – East West Rail aims to restore passenger train services linking Bristol, Swindon and Oxford via Milton Keynes and Bedford, to Cambridge, Ipswich and Norwich.
- **Economies of scale** – where costs fall as output is increased.
- **Examination in Public** – an examination of a Development Plan Document, carried out by an independent Planning Inspector (appointed from the national Planning Inspectorate), which can be observed by members of the public.
- **Green Belt** – land that is specifically designated to be kept as open land in order to prevent urban sprawl. There is no designated Green Belt in Milton Keynes.
- **Greenfield Land** – land which has not been previously developed.
- **Green Infrastructure** – is the planned network of multi-functional and inter-connecting links of green open space, woodlands, wildlife habitats, parks and other natural areas that contribute to the high quality natural and built environment.
- **Grid roads** – are urban clearways with laybys for bus-stops, with no direct building frontages and no at-grade pedestrian crossings. Some are dualled, and the remainder normally have land reserved for future dualling, or other transport purpose (eg mass passenger transit system). They have substantial landscaping for biodiversity, sound screening and CO₂/emissions absorption, usually incorporating a Redway. Collectively, they form a resilient, interconnected network with roundabouts at most gridway intersections, serving both public and private transport.
- **Ha** – abbreviation for hectare.
- **Heat Island Effect** – also known as urban heat island, an area of warmer temperatures associated with urban development.
- **Houses in multiple occupation (HiMO)** – homes occupied by separate households (usually single people or couples) who share facilities or living space such as kitchens, bathrooms and sitting rooms.
- **Housing completions** – the number of new houses that are built and ready for occupation.
- **ICT** – Information and Communications Technology.
- **Infill** – development that takes place on a vacant or undeveloped site between other developments, ie an infill site.
- **Job Density** – the number of filled jobs in an area divided by the number of people of working age resident in that area.
- **Key Settlement** – a village or town that the local planning authority has chosen for development.
- **Knowledge-based industries** – technology based industries, research and development, creative industries and businesses where workers require a high level of skills.
- **Live/Work Units** - properties specifically designed for dual use combining residential and employment space. By living and working in the same space, it is possible to save money on work premises and housing costs. Other benefits of

Appendix A . Glossary and Abbreviations

live/work units include the convenience of working at home and avoiding the need to travel, saving time and money as well as being a very environmentally friendly lifestyle. Proposals for live/work units have been approved at various locations in the city such as Campbell Park.

- **Local Centre** – Local centres meet the daily and "top-up" shopping needs of the local population. In Milton Keynes they include new purpose-built centres, ranging from individual corner shops, often associated with a meeting place, to larger centres containing 15 to 20 units; and smaller, older centres in the original settlements incorporated within the city. In rural areas, large villages may perform the role of a local centre.
 - **Local Development Scheme** – this is a work programme for producing documents in the Local Development Framework. It sets a work programme for the Council for 3 years.
 - **Local Development Framework** – this is the name previously used to describe the collection of documents that set out the planning policies for the Borough. It included Development Plan Documents, Supplementary Planning Documents and the Local Development Scheme. Under the Town and Country Planning (Local Development)(England) Regulations 2012, the terminology has changed to describe our key planning documents as 'Local Plans', and we instead refer to the Development Plan, instead of the Local Development Framework.
 - **Local Enterprise Partnership** – these are local authority-business bodies brought forward by local authorities themselves to promote local economic development. Local enterprise partnerships will tackle issues including planning and housing, local transport and infrastructure, employment, enterprise and supporting business start-ups. Milton Keynes is part of the South East Midlands LEP (SEMLEP).
 - **Local Plan** – this is the main planning policy document for the Borough until replaced by the Local Development Framework. It contains strategic policies (some of which will be replaced by the adoption of this Core Strategy,
- see Appendix B 'Local Plan Policies and their replacement/review'), detailed policies to guide the location and nature of development, and it includes policies and proposals for specific sites.
- **Local Strategic Partnership** – Brings together the local authority, all service providers, local businesses, community groups and the voluntary sector to develop a Community Strategy to cover the local authority area.
 - **Local Transport Plans** – are statutory documents introduced through the Transport Act 2000 and amended through the Local Transport Act 2008. They set out the authority's local transport strategies and policies, and an implementation programme. Authorities may include the local transport strategies and policies, and the implementation plans in a single document, or in separate documents. The 2008 legislation means that local transport authorities may replace their Plans as they see fit whereas previously they had a life of 5 years.
 - **Milton Keynes Partnership** – this is the organisation formerly responsible for delivering the growth of Milton Keynes. It was responsible for making decisions on planning applications in certain parts (the Urban Development Area) of Milton Keynes. It was wound up in 2013.
 - **Milton Keynes Tariff** – an initiative that ensures for every property built within the defined Urban Development Area, the developer will pay £18,500 per residential dwelling and £260,000 per hectare of employment space which will be used to help fund community facilities and infrastructure.
 - **MK2031 Strategy for Growth** – prepared by consultants for Milton Keynes Partnership, this document provides a long term vision for Milton Keynes which will help to guide the development and growth of the new city through to 2031. It was produced for the Partnership in response to the MKSM Sub Regional Strategy and to assist the Partnership respond to the South East Plan and future local development plan documents for the MK Growth Area.

- **Modal shift** – used to describe the change in the way people travel, from one mode (e.g. the car), to another mode (e.g. public transport).
- **Neighbourhood Action Plan** – now Community-led plan, these use integrated community, social, economic and physical programmes to address the needs of the local neighbourhood aimed at securing real and measurable change.
- **Neighbourhood Plans** – a community-led framework for guiding the future development, regeneration and conservation of an area. They become part of the Development Plan for the area and will be used in the determination of relevant planning applications in areas covered by a Neighbourhood Plan. Plans are subject to examination and referendum before they can be brought into effect.
- **Neighbourhood Regeneration Strategy** – provides the framework for regeneration in Milton Keynes, concentrating on the most deprived communities.
- **Oxford to Cambridge Arc (O2C Arc)** – Milton Keynes sits in the centre of the Oxford to Cambridge Arc. The Arc promotes the set of educational, research, business, commercial and governmental resources that exist in the area between Oxford and Cambridge.
- **Peak oil** – is the moment when global oil production will reach its maximum level and then go into decline. According to the Local Government Association, some commentators believe that we have already reached, or will soon reach this point (Volatile Times: transport, climate change and the price of oil - LGA December 2008).
- **Planning and Compulsory Purchase Act 2004** – An Act to make provision relating to spatial development and town and country planning; and the compulsory acquisition of land.
- **Primary Shopping area** – Defined area where retail development is concentrated. In Central Milton Keynes the primary shopping area is defined as the area between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate.
- **Public realm** – space that is meant to be used by the public in general, whether it is publicly or privately owned.
- **Public transport** – comprises passenger transportation services which are available for use by the general public, as opposed to modes for private use such as privately owned motor vehicles. Public Transport services are usually funded by fares charged to each passenger. Public transport in the context of Milton Keynes currently consists of buses, trains and taxis (with taxi meaning both 'Hackney' carriage and Private hire). Public transport in Milton Keynes is expected to develop and in the future could include mass transit systems based on guided buses, trams and light rail. Promotion of car pools and car sharing may in the future be considered public transport if access to these initiatives is open to use by the general public.
- **Quality Bus Initiative** – four key bus routes in Milton Keynes where high frequency and high quality services are being developed as a priority.
- **Regeneration** – replacing the term Urban Renewal, the term has become associated with wholesale clearance and comprehensive redevelopment. It aims to arrest and reverse the cycle of decline thereby transforming the life prospects of the most deprived residents.
- **Regional Spatial Strategy** – Prepared by a regional planning body, setting out policies relating to land use and development for the whole region. As of 6th July 2010, RSSs are no longer current, having been revoked by the Secretary of State.
- **Ring-fenced** – relates to money that has been set aside and must be used for a certain purpose.
- **Section 106/S106 Agreement** – a legal contract under Section 106 of the Town and Country Planning Act 1990 between the local authority and named parties stating the terms of planning obligations imposed by the local planning authority in relation to a planning application. Planning permission is not granted until the Section 106 Agreement has been completed.

Appendix A . Glossary and Abbreviations

- **Site Allocations Plan** – a Development Plan Document that allocates land for development.
- **Social and Community Infrastructure** – Social and community infrastructure includes those facilities provided by both the public and private sectors that support the formation, development and maintenance of a community. It includes education, healthcare, police, fire and rescue and ambulance services, community centres, sports and leisure facilities, waste and recycling facilities. Additionally, social infrastructure can include provision of community projects, local networks and volunteering.
- **Spatial Vision** – is a brief description of how an area will have changed at the end of a plan period.
- **Strategic Housing Market Assessment (SHMA)** – Estimates housing need and demand for affordable and market housing.
- **Supplementary Planning Documents/ Supplementary Planning Guidance** – these documents provide additional detail to supplement policies in Development Plan Documents.
- **Sustainability Appraisal and Strategic Environment Assessment** – the process by which social, environmental and economic issues are integrated into the production of Development Plan Documents and Supplementary Planning Documents. The process is iterative and takes place alongside the production of the documents, informing any decisions made.
- **Sustainable Communities Strategy** – sets out the community's blueprint for the future of Milton Keynes.
- **Sustainable Urban Extensions** – new areas to be developed on the edge of the city, which will provide an appropriate level of local facilities and services, high environmental standards, and which will be well connected by public transport, cycling and walking routes.
- **Technopole / Science and Innovation Habitat** – refers to a facility or collaboration of intense high-technology innovation activity such as Cambridge in the UK.
- **Tenure** – relates to the conditions under which a property is occupied (i.e. if it is rented or owned).
- **Town Centre** – Centres which function as important service centres, providing a range of facilities and services for their catchment area. Within the Borough Newport Pagnell, Olney Stony Stratford and Woburn Sands are defined as town centres. They are the third level of centre in Milton Keynes, according to the Retail Hierarchy in Policy CS4 'Retail and Leisure Development'. See District Centres.
- **Urban Development Area** – areas to the east, north and west of Milton Keynes where Milton Keynes Partnership is the Development Control Authority. The UDA was designated under the Milton Keynes (Urban Area and Planning Functions) Order 2004.
- **Urban Grain** – The pattern of the arrangement and size of buildings and their plots in a settlement.
- **Urban Structure** – the framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another.

Abbreviations

The following abbreviations are used throughout this document:

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

A list of key documents used in the preparation of the Core Strategy is held on the Milton Keynes Council Planning Policy webpage at

<http://www.milton-keynes.gov.uk/planning-policy>

Appendix B Local Plan Policies and their replacement/review

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

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

Table B.1 Local Plan Policies and their replacement in the Development Plan

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future document
S1	General Principles	Replaced by Core Strategy - Policy CS1
S3	City Expansion Areas	Replaced by Core Strategy - Policy CS1
S4	Phasing of the City Expansion Areas	Replaced by Core Strategy - Policy CS1
S5	Central Milton Keynes	Replaced by Core Strategy - Policy CS7
S6	Bletchley	Plan:MK
S7	Key Settlements	Replaced by Core Strategy - Policy CS1
S8	Selected Villages	Replaced by Core Strategy - Policy CS1 and CS9
S9	Other Villages	Replaced by Core Strategy - Policy CS1 and CS9
S10	Open Countryside	Plan:MK
S11	Areas of Attractive Landscape	Plan:MK
S12	Linear Parks	Plan:MK
S13	<i>Areas Liable to Flooding</i>	<i>Deleted 2008</i>
S14	<i>Protection of the Best and Most Versatile Agricultural Land</i>	<i>Deleted 2008</i>
D1	Impact of Development Proposals on Locality	Plan:MK
D2a	Urban Design Aspects of New Development	Plan:MK
D2	Design of Buildings	Plan:MK
D3	Canalside Development	Plan:MK
D4	Sustainable Construction	Plan:MK
D5	Renewable Energy	Plan:MK
D6	Mains and Telecommunications Services	Plan:MK
D7	Telecommunications Masts	Plan:MK

Appendix B . Local Plan Policies and their replacement/review

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future document
D8	Temporary Buildings	Plan:MK
HE1	Protection of Archaeological Sites	Plan:MK
HE2	Buildings of Special Architectural or Historic Interest (Listed Buildings)	Plan:MK
HE3	Demolition of a Listed Building	Plan:MK
HE4	Extension or Alteration of a Listed Building	Plan:MK
HE5	Development Affecting the Setting of a Listed Building	Plan:MK
HE6	Conservation Areas	Plan:MK
HE8	Protection of Historic Parks and Gardens	Plan:MK
NE1	Nature Conservation Sites	Plan:MK
NE2	Protected Species	Plan:MK
NE3	Biodiversity and Geological Enhancement	Plan:MK
NE4	Conserving and Enhancing Landscape Character	Plan:MK
T1	The Transport User Hierarchy	Plan:MK
T2	Access for those with Impaired Mobility	Plan:MK
T3	Pedestrians and Cyclists	Plan:MK
T4	Pedestrians and Cyclists	Plan:MK
T5	Public Transport	Plan:MK
T6	Transport Interchanges	Replaced by Core Strategy - Policy CS11
T7	Park and Ride	Plan:MK
T8	Rail and Canal Freight	Plan:MK
T9	The Road Hierarchy	Plan:MK
T10	Traffic	Plan:MK
T11	Transport Assessments and Travel Plans	Plan:MK
T12	Major Transport Schemes	Plan:MK
T13	Transport Reservations	Plan:MK or Site Allocations Plan
T14	Roadside Services	Plan:MK
T15	Parking Provision	Plan:MK
T16	Lorry Parks	Plan:MK
T17	Traffic Calming	Plan:MK

Appendix B . Local Plan Policies and their replacement/review

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future document
EA1	Expansion Areas	Plan:MK
EA2	Expansion Areas	Plan:MK
EA3	Eastern expansion area (Site MK1)	Replaced by Core Strategy - Policy CS5
EA4	North of A421, East of Fen Farm	Replaced by Core Strategy - Policy CS5
EA4A	New Strategic Reserves	Plan:MK or Site Allocations Plan Partly replaced by Core Strategy - Policy CS5⁽¹¹¹⁾
EA5	Western Expansion Area (Site MK2)	Plan:MK
EA6	Northern Expansion Area (Site MK3)	Plan:MK
EA7	Land at Stantonbury Park Farm (Site MK24)	Plan:MK
KS1	Newton Leys (Site MK4)	Plan:MK
KS2	<i>Wavendon Tower (Site MK5)</i>	<i>Deleted 2008</i>
KS3	Linford Lakes Area	Plan:MK or Site Allocations Plan
KS4	<i>Ashland (Site MK6)</i>	<i>Deleted 2008</i>
KS5	<i>Bletchley Park Area (Site MK7)</i>	<i>Deleted 2008</i>
KS6	Wolverton Development Framework Area	Plan:MK or Site Allocations Plan
H1	Land Allocated for Housing	Plan:MK or Site Allocations Plan
H1A	Priority Housing Sites	Plan:MK or Site Allocations Plan
H2	Priority Housing Requirements	Plan:MK
H3	Affordable Housing: Definition	Replaced by Core Strategy and covered by NPPF Annex
H4	Affordable Housing: Target and Site Thresholds	Plan:MK
H5	Affordable Housing: Site and Market Conditions	Plan:MK
H6	Rural Housing Needs	Plan:MK
H7	Housing on Unidentified Sites	Plan:MK
H8	Housing Density	Plan:MK
H9	Housing Mix	Plan:MK
H10	Subdivision of Dwellings and Houses in Multiple Occupation (HiMOs)	Plan:MK and future SPD
H11	<i>Low Impact Dwellings in the Open Countryside</i>	<i>Deleted 2008</i>

111 Local Plan Policy EA4A 'New Strategic Reserves' identifies four Strategic Reserves. Three of these are now covered by Core Strategy Policy CS5, however Local Plan Policy EA4A will remain in place for Strategic Reserve SR5 - Tickford Fields Farm and land adjoining, North Crawley Road, Newport Pagnell.

Appendix B . Local Plan Policies and their replacement/review

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future document
H12	Sites for Travellers	Plan:MK
H13	<i>Wintering Quarters for Travelling Showpeople</i>	<i>Deleted 2008</i>
Site MK9	<i>Bradville – Althorpe Crescent</i>	<i>Deleted 2008</i>
Site MK11	Stantonbury – West of Redbridge	Plan:MK
Site MK12	Stony Stratford – London Road	Plan:MK
Site MK19	<i>Fenny Stratford: Former Reckitt and Coleman Site, Watling Street</i>	<i>Deleted 2008</i>
Site MK20	<i>Bletchley: Former Polar Ford Site and Adjoining Land, Buckingham Road/Newton Road</i>	<i>Deleted 2008</i>
Site MK21	Fenny Stratford: r/o Penn Road	Plan:MK
Site MK22	Fenny Stratford: Lathams, Simpson	Plan:MK
Site MK23	Stony Stratford: Stratford House	Plan:MK
Site NP1	Police Station Houses, High Street	Plan:MK
Site NP2	Former Taylors Mustard Factory, Union Street	Plan:MK
Site NP4	<i>Former Renny Lodge Hospital, London Road</i>	<i>Deleted 2008</i>
Site WS1	Nampak (and adjoining land), Station Road	Plan:MK
Site OY2	<i>North of Aspreys, Yardley Road</i>	<i>Deleted 2008</i>
Site OY4	<i>Land off Austen Avenue</i>	<i>Deleted 2008</i>
Site HP1	Cuckoo Hill Farm, Castlethorpe Road	Plan:MK
Site HP5	Land adjacent Old Vicarage, Park Road	Plan:MK
Site BB1	Blind Pond Farm, Woburn Sands Road	Plan:MK
E1	Protection of Existing Employment Land	Plan:MK and Site Allocations Plan
E2	New Employment Sites in Milton Keynes City	Replaced by Core Strategy - Policy CS3
E3	<i>New Employment Site in Olney Key Settlement</i>	<i>Deleted 2008</i>
E4	<i>Employment Development in the Town, District and Local Centres</i>	<i>Deleted 2008</i>
E5	Re-use of Rural Buildings	Plan:MK
E6	New Buildings for Employment Uses in the Open Countryside	Plan:MK
E7	Retailing on Employment Land	Plan:MK
E8	Sites for Bad Neighbour Uses	Plan:MK

Appendix B . Local Plan Policies and their replacement/review

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future document
E9	Controlling the Risk of Pollution	Plan:MK
E10	Working From Home	Plan:MK
E11	Protection of Small Business Units	Plan:MK
E12	Land for Large Footprint Employment	Plan:MK
E13	Large Footprint Employment Area: Planning Requirements	Plan:MK
E15	Large Footprint Employment: Individual Sites and Buildings	Plan:MK
TC1	Character & Function of the Shopping Hierarchy	Replaced by Core Strategy - Policy CS4
VS1	New Village Shops	Plan:MK
VS2	Existing Village Shops, Public Houses and Post Offices	Plan:MK
LC1	New Local Centres	Plan:MK
LC2	Non Retail Uses in Local Centres	Plan:MK
LC3	New Development in Local Centres	Plan:MK
DC1	Kingston District Centre	Plan:MK
DC2	Westcroft District Centre	Plan:MK
TC1	Olney Town Centre	Plan:MK
TC2	Olney Town Centre	Plan:MK
TC3	Stony Stratford Town Centre	Plan:MK
TC4	Stony Stratford Town Centre	Plan:MK
TC5	Woburn Sands Town Centre	Plan:MK
TC6	Woburn Sands Town Centre	Plan:MK
TC7	Newport Pagnell Town Centre	Plan:MK
TC8	Newport Pagnell Town Centre	Plan:MK
TC9	Newport Pagnell Town Centre	Plan:MK
TC10	Newport Pagnell Town Centre	Plan:MK
TC11	Wolverton Town Centre	Plan:MK
TC13	Wolverton Town Centre	Plan:MK
TC14	Bletchley Town Centre	Plan:MK
TC15	Bletchley Town Centre	Plan:MK
TC16	Bletchley Town Centre	Plan:MK

Appendix B . Local Plan Policies and their replacement/review

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future document
TC17	Bletchley Town Centre	Plan:MK
TC18	Non-Retail Uses on Ground Floors in Town Centres	Plan:MK
TC19	Housing in Town, District and Local Centres	Plan:MK and Site Allocations Plan
CC1	Shopping	Plan:MK
CC2	Shopping	Plan:MK
CC3	CMK Development Framework	Replaced by Core Strategy - Policy CS7
CC5	Office Development	Plan:MK
CC6	Non-Retail Uses in the CMK Shopping Building and Midsummer Place	Plan:MK
CC7A	Key Transport Principles	Plan:MK
CC7C	Key Principles for Parking	Plan:MK
CC8	Design and Layout	Plan:MK
CC9	Design of New Buildings	Plan:MK
CC10	Planning Obligations Policies in CMK	Plan:MK
CC7B	City Spine	Plan:MK
CC11	Central Business District	Plan:MK
CC12	Sustainable Residential Quarter	Plan:MK
CC13	City Core Quarter	Plan:MK
CC14	Station Square Quarter	Plan:MK
CC15	Enterprise and Knowledge Quarter	Plan:MK
CC16	North West Quarter	Plan:MK
CC4	Campbell Park Quarter	Plan:MK
CC17	CBX 3	Plan:MK
CC18	Block D4	Plan:MK
CC19	Park Gateway	Plan:MK
R1	Major Retail Proposals	Plan:MK
R2	Retail Warehousing	Plan:MK
R3	Car-Related Retail Uses	Plan:MK
R4	Forecourt Shops at Petrol Filling Stations	Plan:MK
R5	Garden Centres	Plan:MK

Appendix B . Local Plan Policies and their replacement/review

Policy Ref	Local Plan Policy Name	Replaced in Core Strategy or future document
R6	Retail Uses in the Open Countryside	Plan:MK
L1	Facilities Acceptable in the Parks System	Plan:MK
L2	Protection of Public Open Space and Existing Facilities	Plan:MK
L3	Standards of Provision	Plan:MK
L4	Sites Allocated for New Facilities	Plan:MK
L5	Golf Courses	Plan:MK
L6	Horse-Related Development	Plan:MK
L7	Criteria for the Location of Water Sports	Plan:MK
L8	Criteria for the Location of Noisy Sports	Plan:MK
L9	Arts, Entertainment and Commercial Leisure Facilities	Plan:MK
L10	Visitor Accommodation	Plan:MK
L11	Camping and Touring Caravans	Plan:MK
L12	Milton Keynes Bowl and Elfield Park	Plan:MK
L13	Multi-Purpose Sports and Spectator Events Stadium	Plan:MK
C1	Location of Community Facilities	Plan:MK
C2	Loss of Community Facilities	Plan:MK
C3	Meeting Halls/Community Centres	Plan:MK
C4	Education	Plan:MK
C5	Health and Community Care Facilities	Plan:MK
C6	Childcare Facilities	Plan:MK
C7	Burial and Memorial Grounds	Plan:MK
C8	<i>Burial and Memorial Grounds</i>	<i>Deleted 2008</i>
C9	Reserve Sites	Plan:MK or Site Allocations Plan
C10	Libraries	Plan:MK
PO1	General Policies	Replaced by Core Strategy - Policy CS21
PO2	General Policies	Replaced by Core Strategy - Policy CS21
PO3	Provision of Small Business Units	Plan:MK
PO4	Percent for Art	Plan:MK

Appendix C 2011 Census Results

The first results from the 2011 Census were released in July 2012. At local authority level this information was just the population by five year age bands and the number of households. More detailed data will be published later in 2012/13. This report outlines the initial results for Milton Keynes.

Key Points

- Milton Keynes Population in 2011: **248,800**.
- This is an **increase of 36,100** people (**17%**) from 2001 Mid-Year Estimate.
- Milton Keynes had the **7th highest population growth** between 2001 and 2011, only behind five London Boroughs (Tower Hamlets, Newham, Hackney, Hounslow and Greenwich) and Manchester.
- Milton Keynes Population has a **younger age profile** than England as a whole.
- 21% of the MK population are aged under 15 compared with 17.7% in England.
- 7.5% of MK population are aged 70 and over compared with 11.6% in England.
- There were **98,600 households** in Milton Keynes in 2011.
- The average household size in Milton Keynes was **2.5** in Milton Keynes. This compares to 2.4 nationally.
- The highest growth rate occurred in the 60-64 age group; it increased by 74%. The 85+, 65-69 and 0-4 age groups also had high growth rates.

Table C.1 Age Profile of Milton Keynes and England

				Milton Keynes	England
Age	Male	Female	Total	Total %	Total %
0-4	10,200	9,700	19,900	8.0	6.3
5-9	8,400	8,000	16,500	6.6	5.6
10-14	8,000	7,800	15,800	6.4	5.8
15-19	7,600	7,100	14,700	5.9	6.3
20-24	6,900	7,100	14,100	5.7	6.8
25-29	9,700	9,900	19,600	7.9	6.9
30-34	10,400	10,500	21,000	8.4	6.6
35-39	9,800	9,700	19,500	7.8	6.7
40-44	9,500	9,600	19,100	7.7	7.3
45-49	8,900	9,000	17,900	7.2	7.3
50-54	8,000	8,000	16,000	6.4	6.4
55-59	6,900	7,200	14,100	5.7	5.7
60-64	6,500	6,700	13,200	5.3	6.0
65-69	4,400	4,500	8,900	3.6	4.7
70-74	3,100	3,500	6,600	2.7	3.9
75-79	2,200	2,700	4,900	2.0	3.1
80-84	1,500	2,100	3,600	1.4	2.4
85-89	800	1,600	2,400	1.0	1.5
90+	300	900	1,200	0.5	0.8
Total	123,100	125,700	248,800	100	100

Appendix D School Place Planning

The Education and Inspections Act 2006 defines the authority's role as a commissioner of school places. The authority is required to develop a specification including number of places, the age-range, the area to be served by the school, the opening date of the provision and any specialism. The opportunity to operate the school is then offered through a competition, which in certain circumstances the local authority can take part in. New schools may be operated by parents and community groups, universities and FE colleges, education charities and business foundations, voluntary and religious groups, and trusts or trustees of existing schools.

Before developing specifications and devising competitions for new schools the authority first explores the feasibility of using existing surplus school place capacity, or extending existing provision. Factors to be considered will include the safety and distance of walking routes, the quality of the existing provision and the ability of existing provision to offer appropriate progression routes. Where the use of existing infrastructure, or its expansion, is not appropriate, new schools will be commissioned.

Forecasting demand

We forecast the number of new school places required by using a 5% model (5 pupils per year group per 100 new homes). We then calculate that 88% of children will require a local school place with the remaining 12% attending specific faith provision, attending school elsewhere or being educated outside of the maintained sector. Based on a two-form entry primary and eight-form entry secondary school model Milton Keynes will require at least 1,800 additional places per year group (but possibly rising up to 2,400 additional places), equivalent to around 30 primary and between 7 and 8 secondary schools, secured either through new provision or extension and use of existing school capacity.

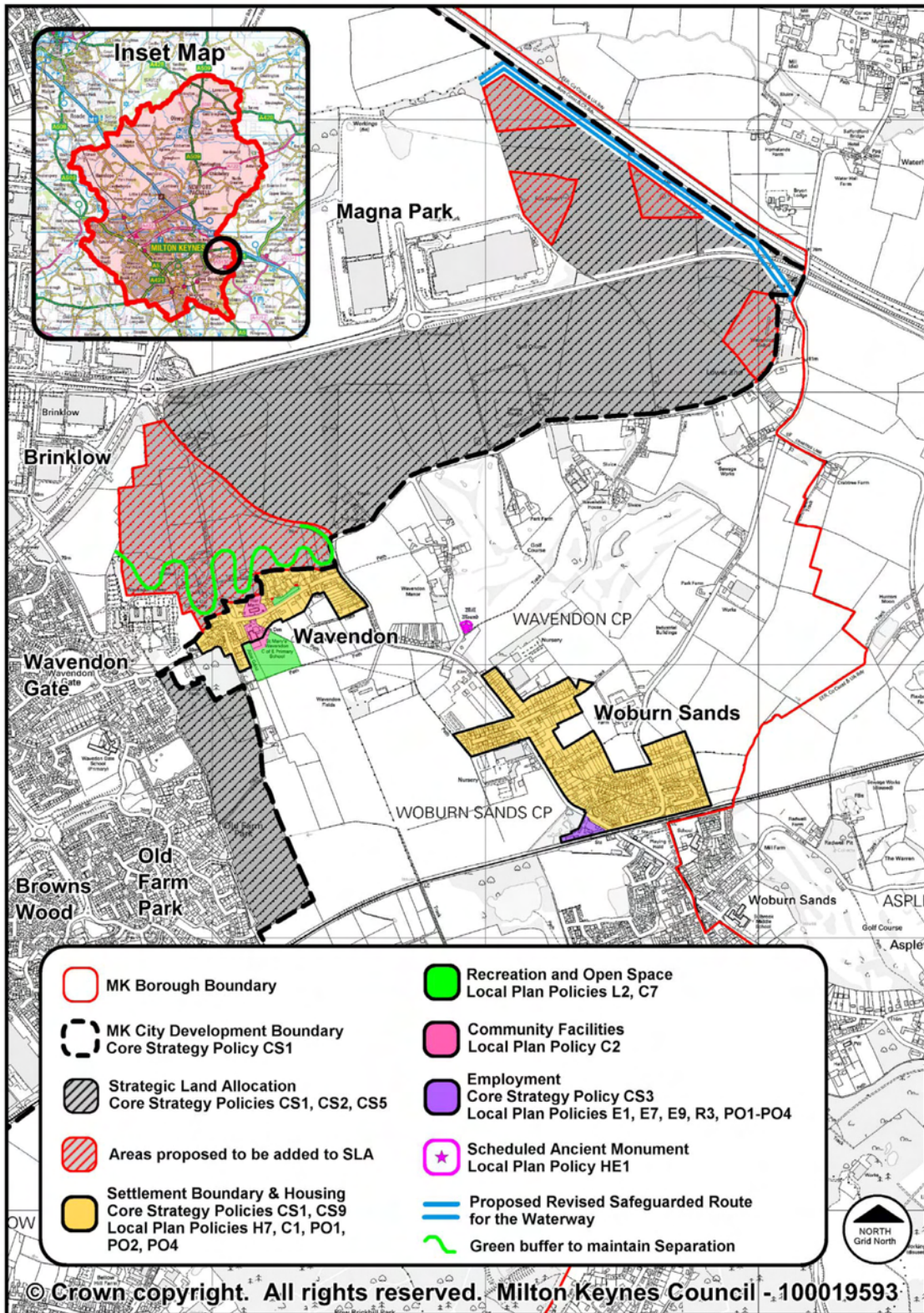
Forecasting demand can be difficult and can change significantly dependent upon development size, density and dwelling type. Our current forecasting model requires further research, in particular focusing on the impact of tenure, ethnicity, influences on the birth rate and peak demand associated with new homes.

We acknowledge that some new developments in Milton Keynes have exceeded our forecasts. For example, research carried out in 2008 demonstrated that the Monkston development generated pupil yields of 5.5 per 100 completed dwellings, with a retention rate of 87%. More recent analysis in this area shows that the yield rate has now increased to 6.5%. However, school place planning needs to be flexible and not only meet the peaks in demand but to also secure the long term sustainable future of schools as communities mature and demand for school places decline.

Over the life of the Core Strategy we are committed to an annual review of the model used to plan places to ensure it is regularly updated to reflect the latest research and underlying data. These reviews also provide us with an opportunity to ensure school place planning is responsive to legislative and policy changes, for example the raising of the participation age to 18 years in 2015 and to address local priorities such as early intervention and provision for children with special educational needs.

Appendix E Policies Map Amendment

Figure E.1 Policies Map Amendment



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