

Milton Keynes East Strategic Urban Extension

Development Framework

Supplementary Planning Document



www.milton-keynes.gov.uk/udla

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SECTION 1

INTRODUCTION

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- 1.6 Status of Development Framework
- 1.7 Planning Policy Background
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1.1 Introduction

- 1.1.1 Milton Keynes will see the delivery of at least 26,500 new homes within the Borough between 2016 and 2031. Milton Keynes East is allocated within Plan:MK for a mixed residential and employment development. The Milton Keynes East Strategic Urban Extension (MKE SUE) will deliver around 5,000 new homes, 105 ha of employment land, a comprehensive transport network and supporting social and green infrastructure.
- 1.1.2 Milton Keynes East lies to the south-east of Newport Pagnell (figure 1.1). The MKE SUE covers an area of approximately 461 hectares on the eastern edge of Milton Keynes (figure 1.2).

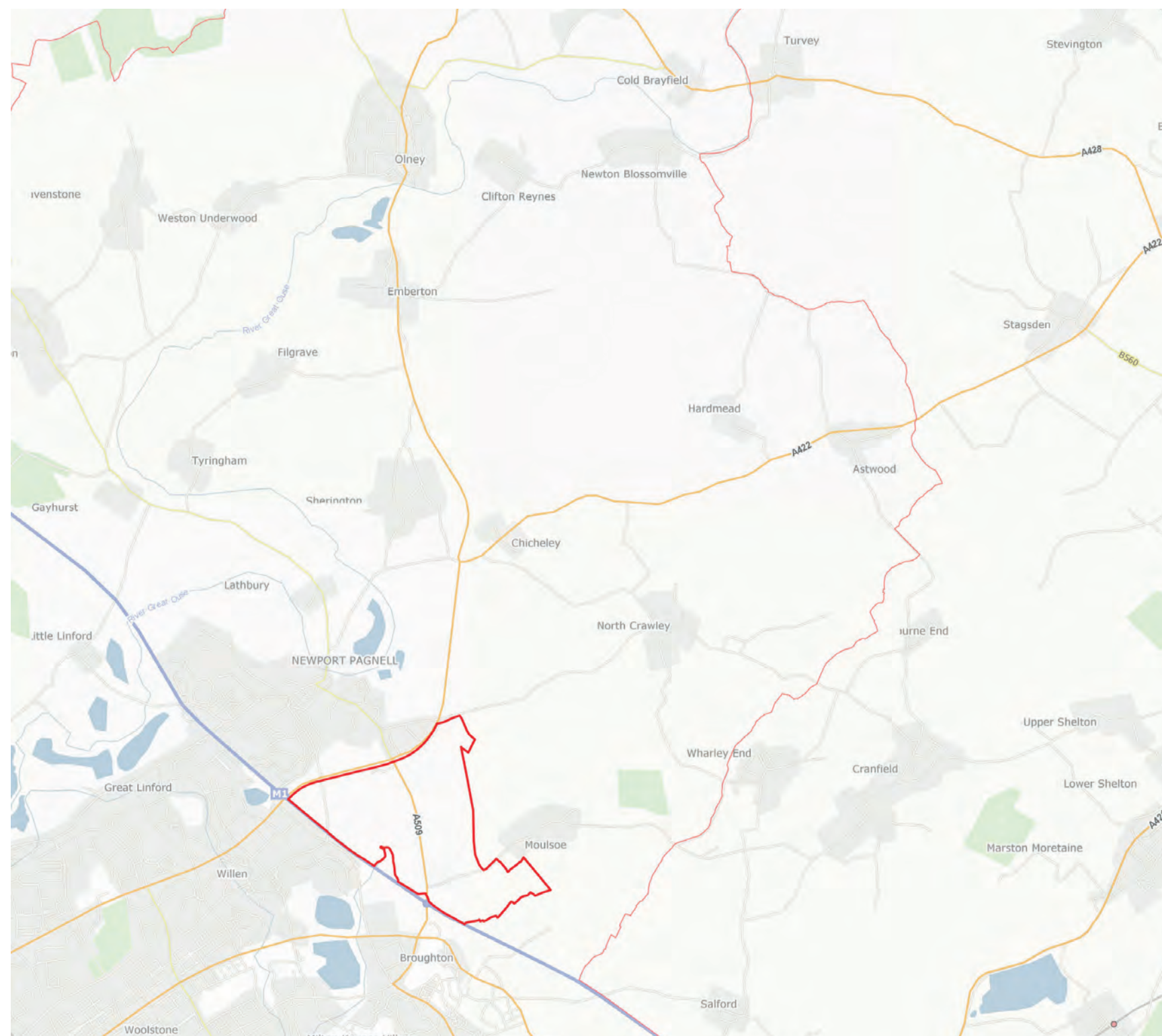


Figure 1.1 Site Location



Figure 1.2 Boundary of the allocation and Development Framework Area

1.2 Climate Change

- 1.2.1 The Council at its 23 January 2019 meeting declared a 'climate emergency' and adopted the MK Sustainability Strategy 2019-2050.
- 1.2.2 The Council at its 19 June 2019 meeting approved the Milton Keynes Council Plan 2016/2022. The Plan's "vision is for Milton Keynes to be a thriving city of 500,000 people, growing to the greenest and most sustainable city in the world". The aim is for Milton Keynes to become carbon neutral by 2030 and carbon negative by 2050.

1.3 Oxford - Cambridge Arc

- 1.3.1 In March 2016, the National Infrastructure Commission (NIC) was asked to provide Government with proposals and options to maximise the potential of the Cambridge-Milton Keynes-Oxford arc as a connected, knowledge-intensive cluster that competes on a global stage, protecting the area's high quality environment, and securing the homes and jobs that the area needs.
- 1.3.2 The Commission's final report "Partnering for Prosperity: a new deal for the Cambridge - Milton Keynes - Oxford Arc" was published in November 2017. The central finding of the report was that rates of house building will need to double - delivering up to one million new homes by 2050 - if the arc is to achieve its economic potential.

1.3.3	In March 2019 the Government published “The Oxford-Cambridge Arc: government ambition and joint declaration between government and local partners”. The Government’s ambitions are to support businesses and skills-development in the Arc, create places that are valued by local communities, deliver the infrastructure that communities need, and ensure the environment is left in a better state for future generations.	which will follow on and contain more detailed proposals.	main landowner interests. They have provided technical and supporting information to provide the basis for the Development Framework.	Regulations 2012. These regulations require that the SPD is subject to public consultation. Public consultation was carried out between August and October 2019.
1.3.4	National investment in the East West Rail project and the proposed Oxford-Cambridge Expressway is central to achieving the report’s vision. These schemes will enhance connectivity across the arc, as well as improving connections with international gateways such as Heathrow. But crucially, these schemes can play a key role in tackling the arc’s housing crisis, unlocking major new development locations and enabling transformational growth around existing towns and cities.	1.4.2 The Development Framework establishes: <ul style="list-style-type: none">• Vision• Spatial disposition of land uses• Development principles• Infrastructure delivery	1.5.2 A Local Stakeholder Group has been established to facilitate engagement on the Framework and on future stages of the development process.	1.6.3 The Development Framework supports the implementation of Policy SD12 and other relevant policies within Plan:MK. As an SPD, the Development Framework would be an important material consideration in the determination of future planning applications for the development of MKE SUE.
1.3.5	Whilst East West Rail and the Expressway will not unlock development at MKE, the site is well placed within the Oxford-Cambridge Arc to deliver transformational growth around Milton Keynes.	1.4.3 A key objective of the Development Framework is to ensure that the MKE SUE is brought forward in a strategic and comprehensive manner. Given that the MKE SUE as a whole is owned by a number of parties, the Development Framework looks holistically at the development of the site. The Development Framework will help to speed up housing delivery by adding certainty to the planning process.	1.5.3 There has been an ongoing process of engagement with the local community and landowners/developers and service providers in the preparation of the Draft Development Framework.	
1.4	Role of Development Framework	1.4.4 The Development Framework provides guidance and further detail to the development principles set out in the adopted Plan:MK. Alternative solutions and land use arrangements could come forward as part of the planning application process and should explain the reasons for any significant differences in approach.	1.5.4 Two workshops were held in October 2018 with the Local Stakeholder Group in order to understand their vision and objectives for MKE, with a number of conceptual plans and ideas discussed. A further meeting of the stakeholder group took place on 19 th December 2018 to further evolve the vision and objectives.	1.7 Planning Policy Background
1.4.1	The preparation of a Development Framework is an essential first step to guide all future stages of development. It establishes a context for planning applications and design codes,	1.5 Community Engagement	1.6 Status of Development Framework	Plan:MK
		1.5.1 The Development Framework has been prepared by Milton Keynes Council, in consultation with other stakeholders and the	1.6.1 The Development Framework will be adopted as a Supplementary Planning Document (SPD). The Development Framework accords with Plan:MK and the National Planning Policy Framework.	1.7.1 Plan:MK was adopted in March 2019 and constitutes the Development Plan guiding future applications on this site.*
			1.6.2 It has been prepared according to the Town and Country Planning (Local Planning) (England)	1.7.2 Policy SD12 (outlined on page 10) allocates MKE SUE and establishes the core principles governing how it should be developed. A core criteria of Policy SD12 is that development on MKE SUE can commence once the necessary infrastructure required to make the site deliverable is funded and is being delivered. There are a number of other Plan:MK policies, most notably Policies SD1 and SD9, which will have implications for the development of the MKE SUE.
				1.7.3 Plan:MK also requires a Development Framework for MKE SUE to be adopted prior to any planning permission being granted.

* The development plan also includes the Council’s Waste and Minerals DPDs, Site Allocations Plan 2018 and any applicable Neighbourhood Plans. At this time no made Neighbourhood Plans cover this site.

Newport Pagnell Neighbourhood Plan

- 1.7.4 Newport Pagnell Neighbourhood Plan was made part of the development plan in June 2016. The neighbourhood plan area covers the whole of Newport Pagnell parish which lies to the north of the SUE.
- 1.7.5 Land has been allocated for residential development on the eastern edge of the town to the north of North Crawley Road at Tickford Fields. Land has been allocated for proposed linear park/recreational use, incorporating an existing playing field and play area.

National Planning Policy Framework

- 1.7.6 The National Planning Policy Framework (February 2019) includes a presumption in favour of sustainable development. “For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay” (para 11).

Mobility Strategy (LTP4)

- 1.7.7 The new Local Transport Plan (LTP4), *Mobility Strategy for Milton Keynes*, runs from 2018 to 2036. It sets out the long term transport strategy and goals, and contains plans for transport schemes and projects in the short, medium and long term. The Plan was adopted by the Council in March 2018.
- 1.7.8 The Strategy sets an ambitious mode shift target to achieve a better balance between private car uses and alternative forms of travel.

Policy SD12

Milton Keynes East Strategic Urban Extension

- A. Land is allocated at Milton Keynes East – as shown on the Key Diagram and Policies Map – for a comprehensive new residential and employment development to meet the long-term needs of Milton Keynes. Development can commence once the necessary strategic infrastructure required to make the site deliverable is funded and is being delivered. In that circumstance, the development of the site will be allowed to proceed within the plan period as an additional source of housing and employment land supply.
- B. Development will be brought forward in line with all relevant policies in Plan:MK, particularly Policies SD1, SD9, SD10 and INF1. A comprehensive development framework for the site will be prepared in accordance with Policies SD1, SD9, SD10 and INF1 and approved by the Council prior to planning permissions being granted.
- C. The development framework and subsequent applications for planning permission will establish the quantum and form of development in more detail, but proposals for development will be expected to meet the following criteria:
 1. Delivery of around 5,000 new homes, including at least 1,475 homes within the plan period, providing a range of sizes, types and tenures, including affordable housing, in accordance with other policies in the Plan.
 2. Around 105 hectares of land for a mix of employment uses, complementing the role and function of CMK.
 3. Associated infrastructure including primary and secondary education, community facilities, health, retail and local services and a hotel. The development should comprise at least one district and/or local centre(s), of a scale commensurate to the needs of the new community and that would not adversely affect the viability and vitality of Newport Pagnell district centre, with a co-location of key facilities.
 4. The phased introduction of a comprehensive network of transport infrastructure in line with the Local Investment Plan, to include grid road connections to H4/V11 to the west and improved highway connections to Newport Pagnell and Central Milton Keynes (CMK), including new and/or enhanced vehicular crossings of the M1, involving highway works on and off-site.
 5. A corridor of land safeguarded for a fast mass-transit system, and associated infrastructure, enabling connectivity to CMK and other key destinations. The width of the corridor should be sufficient to enable a range of possible transit solutions to come forward whilst also ensuring the efficient use of land for achieving the scale of development proposed within this policy.
 6. A network of segregated, and where appropriate grade-separated, new and enhanced footpaths, cycleways and bridleways (including redways) to connect to existing routes, beyond the site, including provision of appropriate pedestrian and cyclist crossings of the A422 and suitable safe and attractive crossings of the M1 as appropriate.
 7. A strategic green infrastructure framework and network of green spaces to meet strategic and local requirements that follows guidance in the Council’s Landscape Character Assessment and Green Infrastructure Strategy to ensure ecological connectivity, protect the identity and character of nearby settlements and mitigate any significant impacts on the landscape in accordance with Policy NE5.
 8. The creation of a linear park through the site that broadly correlates with the River Ouzel floodplain and existing green infrastructure assets of value within and adjacent to it.
 9. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact as consistent with other policies of the Plan and the NPPF. An archaeological field study, including a Geophysical Survey, where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, the Council will expect below ground archaeology to be kept in situ in preference to its removal.

The need to reduce transport pollution and CO₂ emissions, protect the natural environment and promote improved public health and wellbeing are key parts of the Strategy.

- 1.7.9 One of the Mobility Strategy's Delivery Plan initiatives is to ensure that new development areas have capacity for mass transit access.

New Residential Design Guide SPD

- 1.7.10 The Council adopted the New Residential Development Design Guide as a Supplementary Planning Document in April 2012. The Design Guide provides guidance on the structuring elements of a large development (e.g. the movement network, parking), as well as more detailed guidance at the scale of the street and individual dwelling. The Development Framework should be read alongside the Design Guide, and new housing development within MKE should take account of the guidance in the Design Guide.

Other Planning Guidance

- 1.7.11 There are other SPDs and Supplementary Planning Guidance (SPG) produced by Milton Keynes Council which should be read in conjunction with this SPD (<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/dpd-s-and-spds-spgs>).

- 1.7.12 The following publications have also informed the preparation of this Framework:

- National Design Guide (MHCLG, 2019)
- Urban Design Compendium (EP/Housing Corporation, 2000)
- Manual for Streets (DfT/DCLG/Welsh Assembly, 2007)
- Safer Places - the Planning System and Crime Prevention (ODPM/Home Office, 2003)
- Active Design (Sport England, 2015)

1.8 MK Futures 2050

- 1.8.1 In their 2016 report 'Making a Great City Greater', the MK Futures 2050 Commission proposed a long-term 2050 vision and Six Big Projects to create a stronger future for the city. These Six Big Projects were intended to be transformational and interdependent. They included delivering a movement network that works for everyone, so that there are efficient, cost-effective and reliable alternatives to using the private car; helping to attract investment and build the retail, leisure, employment and residential offer in Central Milton Keynes (CMK) so it becomes a vibrant, buzzing place that attracts people, activity and investment; and developing a city centre university, to create our own talent pool of graduates to help build our future economy. The 2050 Strategy for Milton Keynes is being designed to guide the next phase of the city's growth, building on the work of the Commission and the current delivery of the six projects.

- 1.8.2 The Strategy for 2050 will set out how the sustainable growth ambition for Metropolitan Milton Keynes will be delivered and provide a

context for statutory planning over the period and sets out:

- how sustained, planned and significant long term growth will benefit existing communities, improving opportunities and quality of life for everyone who lives and spends time here;
- how we can work with partners including central government, the housebuilding industry and landowners, local communities and stakeholders to deliver successful, inclusive growth; and
- how we can ensure that development is managed in a planned way, that focuses on creating the place that Milton Keynes wants to be in the future.

- 1.8.3 The Strategy will endeavour to put people at the heart of the growth story for the city, creating a plan for how we can maintain the best of the place, fix the things that could work better, and build a city that works for everyone, not just those living in the new homes or working in new jobs, or those that have access to a private car to travel around the city. Inclusive growth is a thread that will run through the Strategy for 2050.

- 1.8.4 The challenge for the Development Framework and Plan:MK is to deliver development needed to meet the needs of Milton Keynes now, but also to be sufficiently flexible and forward-thinking to pave the way for a future Milton Keynes that the Strategy will set out.

SECTION 2

THE SITE AND ITS CONTEXT

- 2.1 Introduction
- 2.2 Milton Keynes East
- 2.3 Surrounding Area and Edge Conditions
- 2.4 Topography, Views and Drainage
- 2.5 Landscape Character
- 2.6 Habitat and Vegetation
- 2.7 Access and Movement
- 2.8 Facilities
- 2.9 Heritage
- 2.10 Environment
- 2.11 Utilities
- 2.12 Conclusions

2.1 Introduction

- 2.1.1 “A thorough appreciation of the overall site context is the starting point for designing a distinct place” (Urban Design Compendium, 2000). This section sets out the context of the SUE and the surrounding area. The constraints and opportunities identified help to shape the Development Framework. Individual planning applications should be supported by a contextual analysis as part of the preparation of Design and Access Statements.

2.2 Milton Keynes East

- 2.2.1 Milton Keynes East is located to the east of Milton Keynes on the eastern side of the M1 and comprises a total area of approximately 461 hectares. To the east of the area is open countryside and the village of Moulsoe, to the north is Newport Pagnell, and to the west is the M1 and the built-up area of Milton Keynes.
- 2.2.2 The boundary of the site is provided by the A422 and the A509 to the north, with the M1 to the south. The eastern edge of the site does not follow any identifiable boundary on the ground.
- 2.2.3. The majority of the area is in agricultural use. There is an existing hotel on London Road and a travellers site on Willen Road. An area of land to the east of Willen Road, south of Caldecote Farm, is being worked for sand and gravel extraction.

- 2.2.4 There are small groups of dwellings around Caldecote Farm (Willen Road) and Pym's Stables (London Road). There are a number of isolated dwellings, including Hermitage Farm (Newport Road).

- 2.2.5 The major existing feature of MKE is the River Ouzel which runs south-north through the site.



View looking east from Willen Road M1 bridge



View looking north from southern edge of site



View looking west from Moulsoe



View looking south from Moulsoe

2.2.6 The site is in a number of different ownerships (including developer agreements with landowners) as shown on fig 2.1:

- (i) Berkeley Group
- (ii) Bloor Homes
- (iii) Segro(Newport Pagnell) Limited/Roxhill
- (iv) Milton Keynes Council

2.2.7 There are a number of smaller parcels of land in other ownerships.

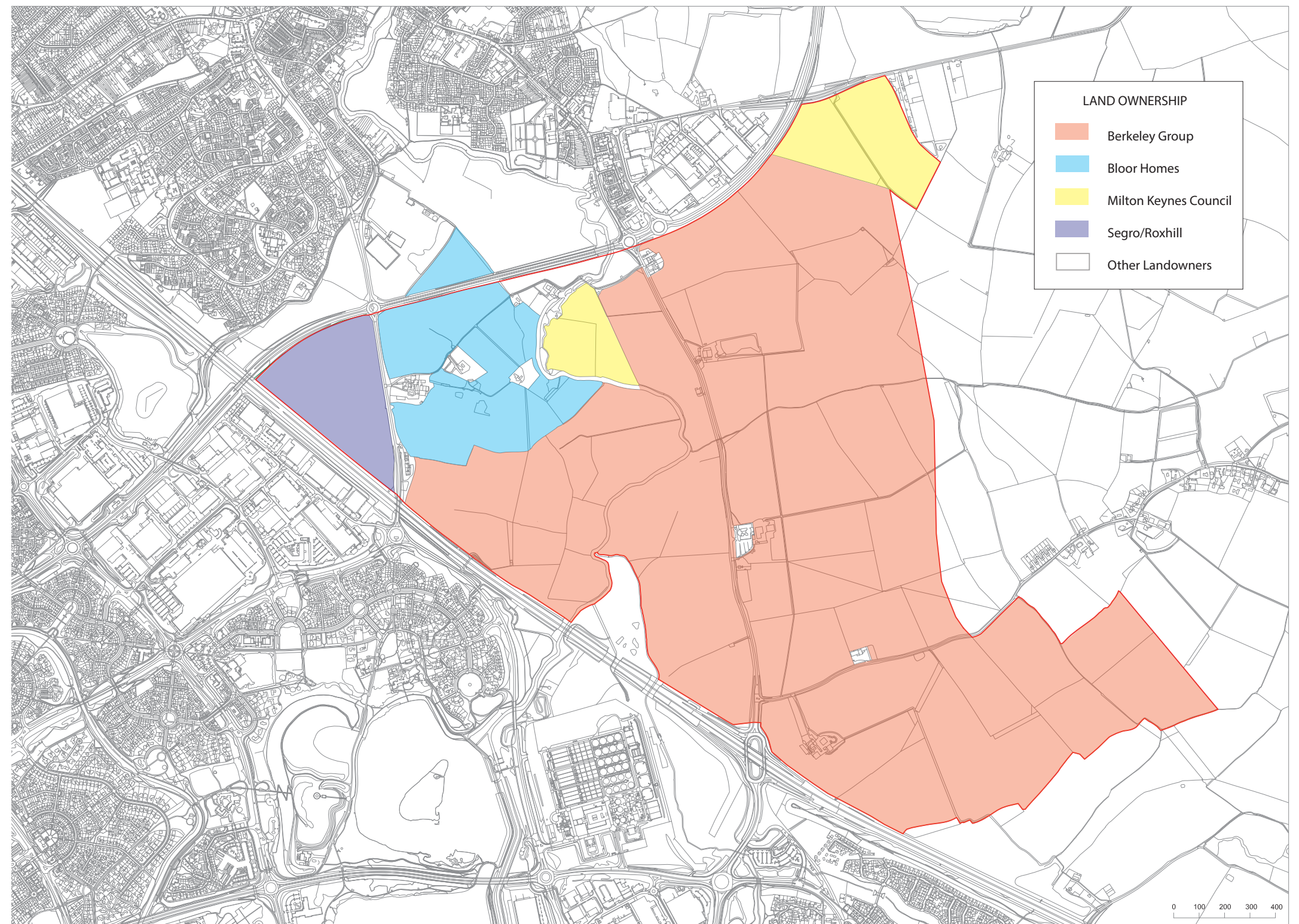


Figure 2.1 Land Ownership

2.3 Surrounding Area and Edge Conditions

Surrounding Area

- 2.3.1 The built-up area of Milton Keynes lies to the south and west of MKE. The residential areas of Willen and Brooklands are adjacent to the SUE, separated by the M1. Willen was developed around the existing village during the 1980s. Brooklands is part of the Eastern Expansion area which has been developed over the last ten years.
- 2.3.2 To the south also lies Cotton Valley Sewage Works at Pineham and the Tongwell employment area.
- 2.3.3 The village of Moulsoe lies to the east of the SUE. It has developed in a linear form along Newport Road.
- 2.3.4 To the north-west of the SUE lies the town of Newport Pagnell. As at the 2011 Census, Newport Pagnell had a population of 15,118, and a total of 6,214 dwellings. Land has been allocated for residential development on the eastern edge of the town to the north of North Crawley Road at Tickford Fields.
- 2.3.5 To the south of the site is the Ouzel Valley linear park which provides recreation and flood attenuation for the whole of Milton Keynes, and is a wildlife corridor of strategic ecological significance. To the north of the site the River Ouzel and associated floodplain continues through Newport Pagnell.

- 2.3.6 Adjoining the southern edge of the site, adjacent to the M1, lies a triangle of land alongside the River Ouzel which is owned by the Parks Trust. The land, which is part of the linear park, is managed as a nature reserve.



M1 motorway



Moulsoe church



River Ouzel



Newport Pagnell town centre

Edge Conditions

- 2.3.7 Edge conditions are important to evaluate, as they form the interface with the existing context. Depending on their nature, they can inform a certain development or open space response.
- The M1 is a heavily trafficked road which provides an unattractive edge to the site due to air and noise pollution, and visual impact. The motorway currently represents a barrier to movement and functional as well as visual integration to Milton Keynes to the west.
 - The A422/A509 is a heavily trafficked dual carriageway, which provides an unattractive edge to the site. It has a mature hedgerow boundary which reduces visibility into and out of the site. The dual carriageway represents a barrier to movement.
 - The eastern edge of the site borders open countryside. Development along this edge will have attractive views of open countryside. For much of its length this boundary follows the north-south ridgeline.
 - The south-eastern boundary follows existing hedgerow field boundaries. Whilst this edge overlooks open countryside, its attractiveness is reduced by its proximity to the motorway.

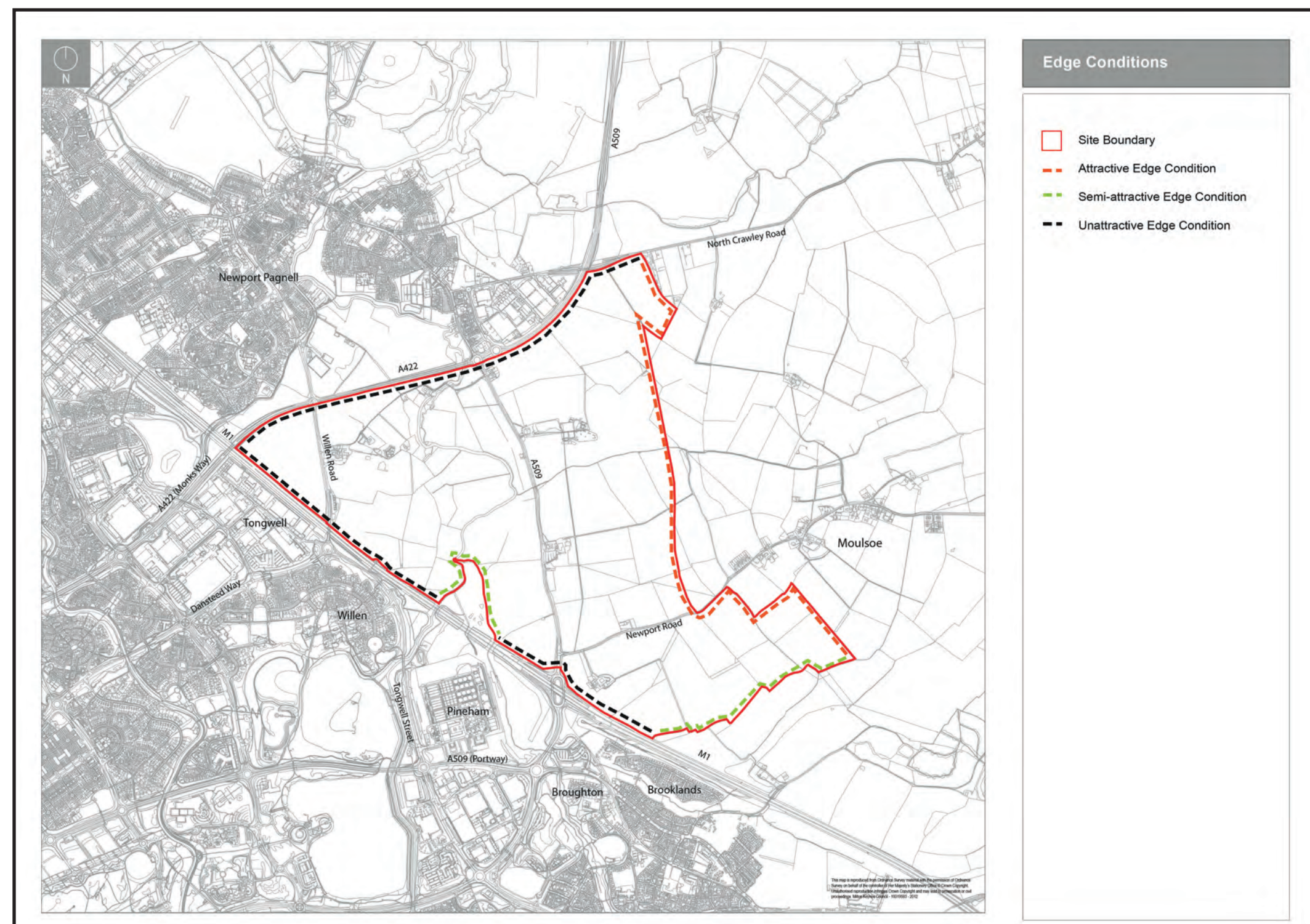


Figure 2.2 Edge Conditions

2.4 Topography, Views and Drainage

Topography and Views

- The land is relatively flat to the west of London Road (A509).
- In the eastern part of the site, the land rises up from London Road and the M1 towards Moulsoe.
- There are limited views into the site from the M1 and A422/A509. Views into the site along the southern edge are provided from bridges crossing the M1.
- Views into the site along the eastern edge of the site are provided from Moulsoe, and the public rights of way which lie just outside of the site boundary.
- There are long distance views from within the site of the Greensand Ridge to the south, CMK, and the clay plateau to the north. There are shorter distance views from the elevated south-eastern parts of the site to Brooklands and Magna Park.

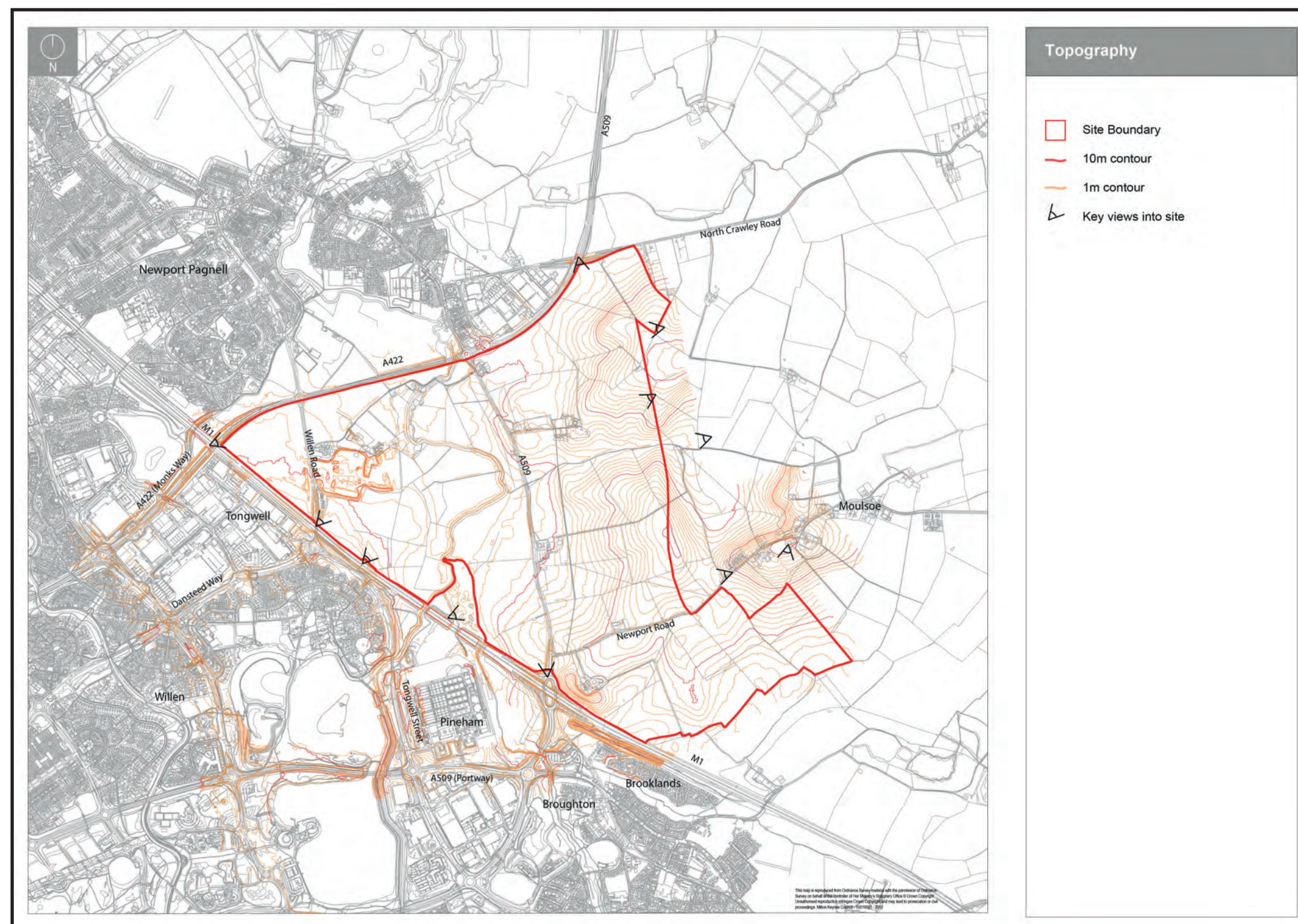


Figure 2.3 Topography

Drainage

- The River Ouzel is a main river. The Environment Agency carries out maintenance, improvement or construction work on main rivers to manage flood risk.
- Milton Keynes Council as the Lead Local Flood Authority, and Bedford Group of Internal Drainage Boards as a statutory flood risk management authority work in partnership under a Memorandum of Understanding, and have jurisdiction over all ordinary watercourses within the Borough of Milton Keynes.
- Some watercourses running through the site are operated and maintained by the Bedford Internal Drainage Board. Bedford IDB requirements will need to be complied with.
- All new development must be set back at a distance of at least 8 metres from any main rivers, at least 9 metres from all other ordinary watercourses, or at an appropriate width as agreed by the Environment Agency, Lead Local Flood Authority or Internal Drainage Board, in order to provide an adequate undeveloped buffer zone.

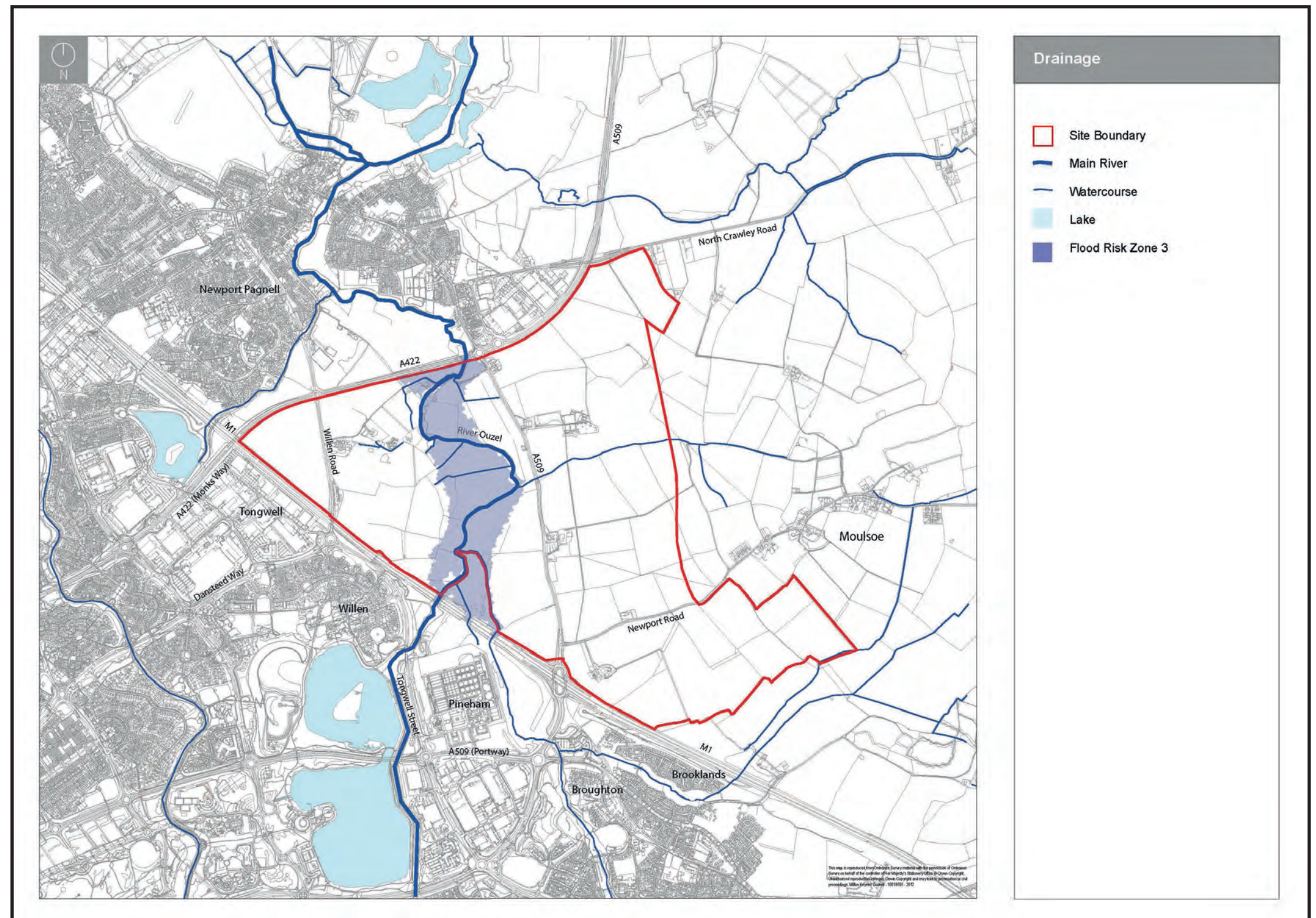


Figure 2.4 Drainage

2.5 Landscape Character

2.5.1 Milton Keynes Council commissioned a Landscape Character Assessment (June 2016) which was prepared by Gillespies. The Milton Keynes Landscape Character Assessment (MKLCA) provides a detailed review of the landscape character of the Borough and describes and evaluates Landscape Character Types (LCTs) and Landscape Character Areas (LCAs) within the Borough.

2.5.2 The MKE SUE lies within two LCTs: River Valley and Clay Lowland Farmland. The River Valley LCT comprises the river valley floodplains of the River Great Ouse, and its main tributaries including the River Ouzel, and the River Tove. The Clay Lowland Farmland LCT comprises a sweep of relatively low lying land that wraps around the eastern and south east edge of Milton Keynes.

2.5.3 Key characteristics of the River Valley LCT include: slow flowing meandering river in sinuous valley floor; areas of pasture close to the river; open field patterns; weirs and historic mills; river inconspicuous within the landscape; and tranquil character. Key characteristics of the Clay Lowland Farmland LCT include: low lying and generally flat landscape; mixed arable, pasture and recreational land uses; limited woodland cover; few field trees; dominated by major transport routes; large scale arable fields with overgrown hedges; and extensive and open views to the clay plateau and towards Milton Keynes.

2.5.4 The MKE SUE site lies within two LCAs: 2d - Ouzel North Urban River Valley; and 4a - Broughton to Tickford Clay Lowland Farmland.

2.5.5 The MKLCA sets out a number of guidelines for countryside management relating to the character areas and to new development:

- 2.5.6 The MKLCA includes the following general guidelines for the River Valley LCT:
- Encourage the reversion of arable to pasture within floodplain.
 - Promote improvements to the river, water edge and pond habitats to encourage biodiversity value through marginal planting and localised bank profiling and sympathetic maintenance of drainage ditches.
 - Promote the management of riparian vegetation including floodplain pollards, new specimens including Black Poplar and where appropriate more extensive areas of wet woodland.
 - Encourage the increased use of the river for appropriate recreation that respects landscape character.
 - Improve PROW connections from urban and rural settlements to the right of way network promoting new links where absent.
 - Encourage appropriate management of all drainage ditches to improve wildlife value, by improving water quality and establishing grass 'verges'.
 - Consider if there is further scope to minimise the visual impact of the main transport corridors including the M1 by introducing additional planting.
 - Prevent built development in the floodplain.
 - Promote the creation of additional public bridging points.
 - Improve right of way signage.

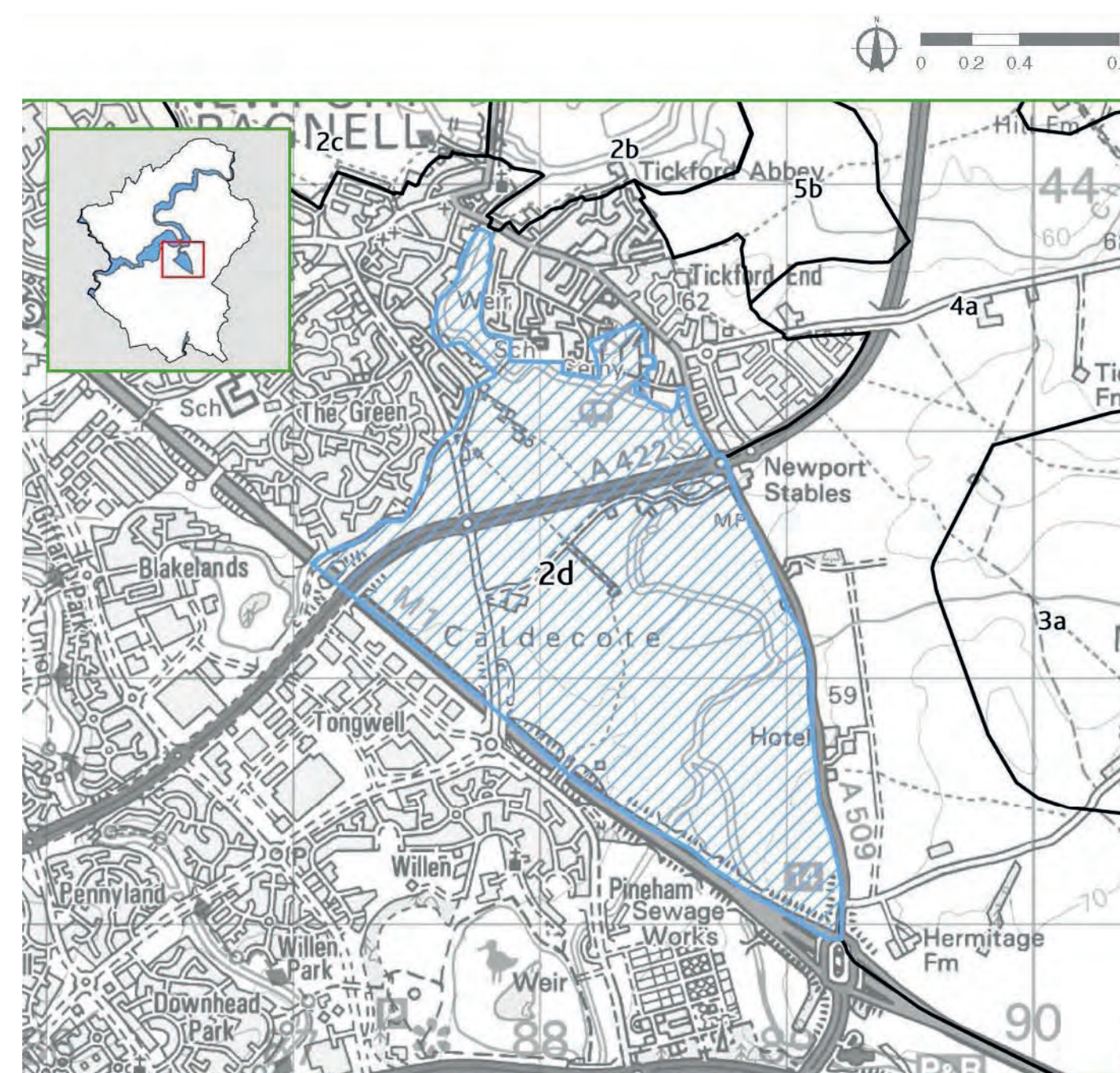


Figure 2.5 Landscape Character LCA 2d (Source: Landscape Character Assessment - June 2016)

2.5.7 Within LCA 2d - Ouzel North Urban River Valley, the following specific guidelines apply:

- Promote the continued management and enhancement of the River Ouzel corridor and access from the adjacent urban areas.
- Promote the development of the Ouzel Valley Linear Park extending the Ouzel Valley Park northwards between Willen and Newport Pagnell.

2.5.8 The MKLCA includes the following general guidelines for the Clay Lowland Farmland LCT:

- Ensure earthworks adjacent to the M1 corridor are designed and planted to effectively screen residential properties but also ensure that the profiles are shaped and planted to harmonise with the local landscape character as seen from within city and from the rural areas east of the M1, and ensure that the M1 Ridge (noise bund) matures into a strong tree-covered landscape feature.
- Promote the extended use of the area for informal recreation.
- Ensure right of way access and signage from urban areas into the rural areas is clear and well maintained.
- Promote indigenous plant species and use of species of local provenance wherever possible.
- Promote hedgerow restoration and improvements throughout the area to provide visual and ecological links between existing and proposed woodland.
- Promote the creation of new woodland blocks and copses throughout the area to strengthen the character of the area.

2.5.9 Within LCA 4a - Broughton to Tickford Clay Lowland Farmland, the following specific guidelines apply:

- Develop a strategy to screen the M1 through additional off-site woodland planting and management of the on-site highway planting.

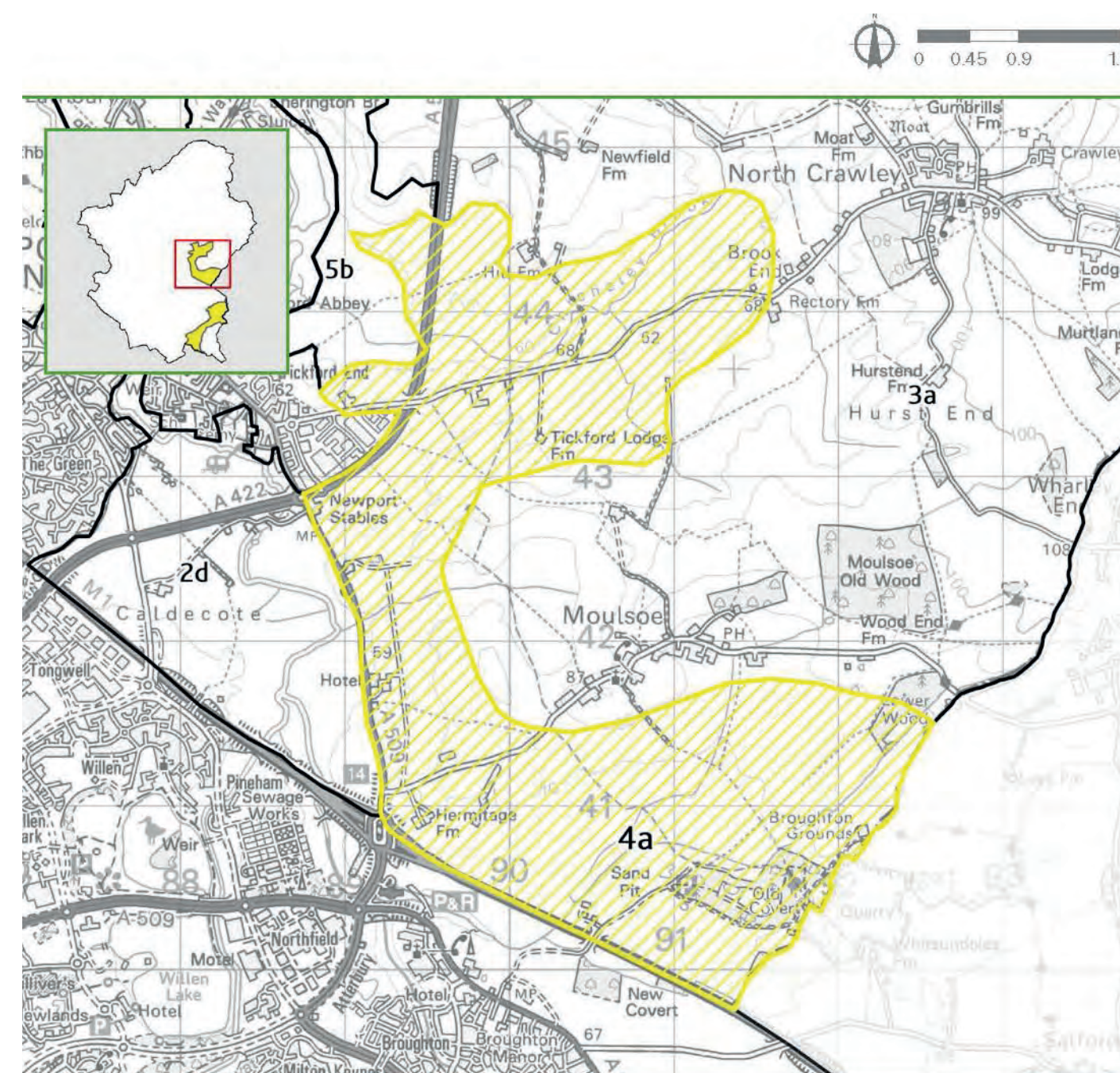


Figure 2.6 Landscape Character LCA 4a (Source: Landscape Character Assessment - June 2016)

2.6 Habitat and Vegetation

- The site includes wildlife corridors along the M1, along the River Ouzel which runs south-north through the site and along the Broughton Brook.
- There are a number of areas of woodland, including deciduous woodland priority habitats, and lengths of hedgerow within the site. These hedgerows provide habitat and connectivity for wildlife and open space corridors, contain individual mature trees and are also part of the historic environment.
- The Ouzel Valley Linear Park lies to the south of the site and should be extended into the site, with future potential to continue into Newport Pagnell.

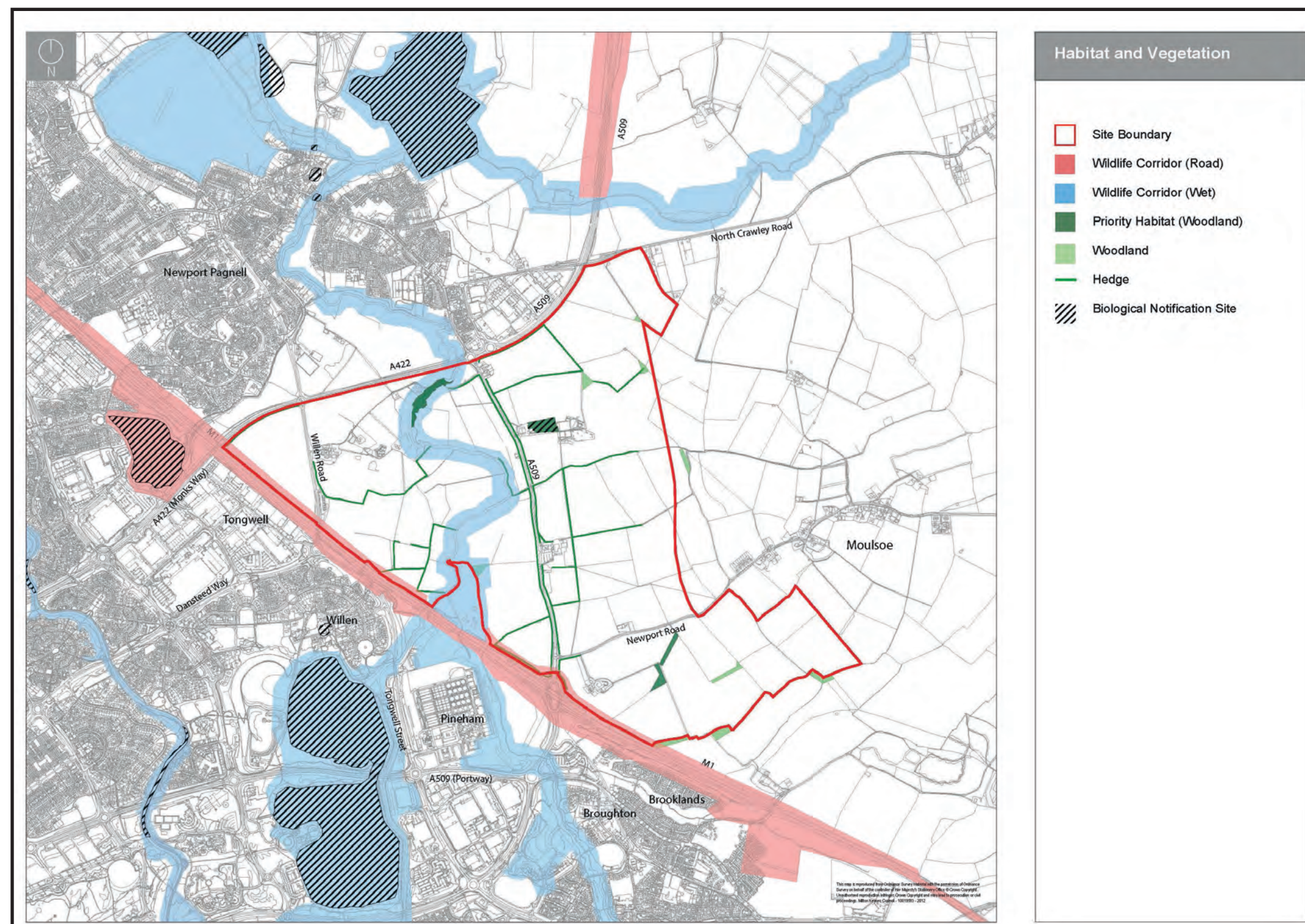


Figure 2.7 Habitat and Vegetation

2.7 Access and Movement

Public Transport

- There are existing bus routes through the site, which run along Willen Road, London Road and Newport Road. These bus routes provide connections to Newport Pagnell, CMK and Cranfield.
- The Milton Keynes Coachway interchange, which supports inter-city coach services, is located close to junction 14 of the M1.

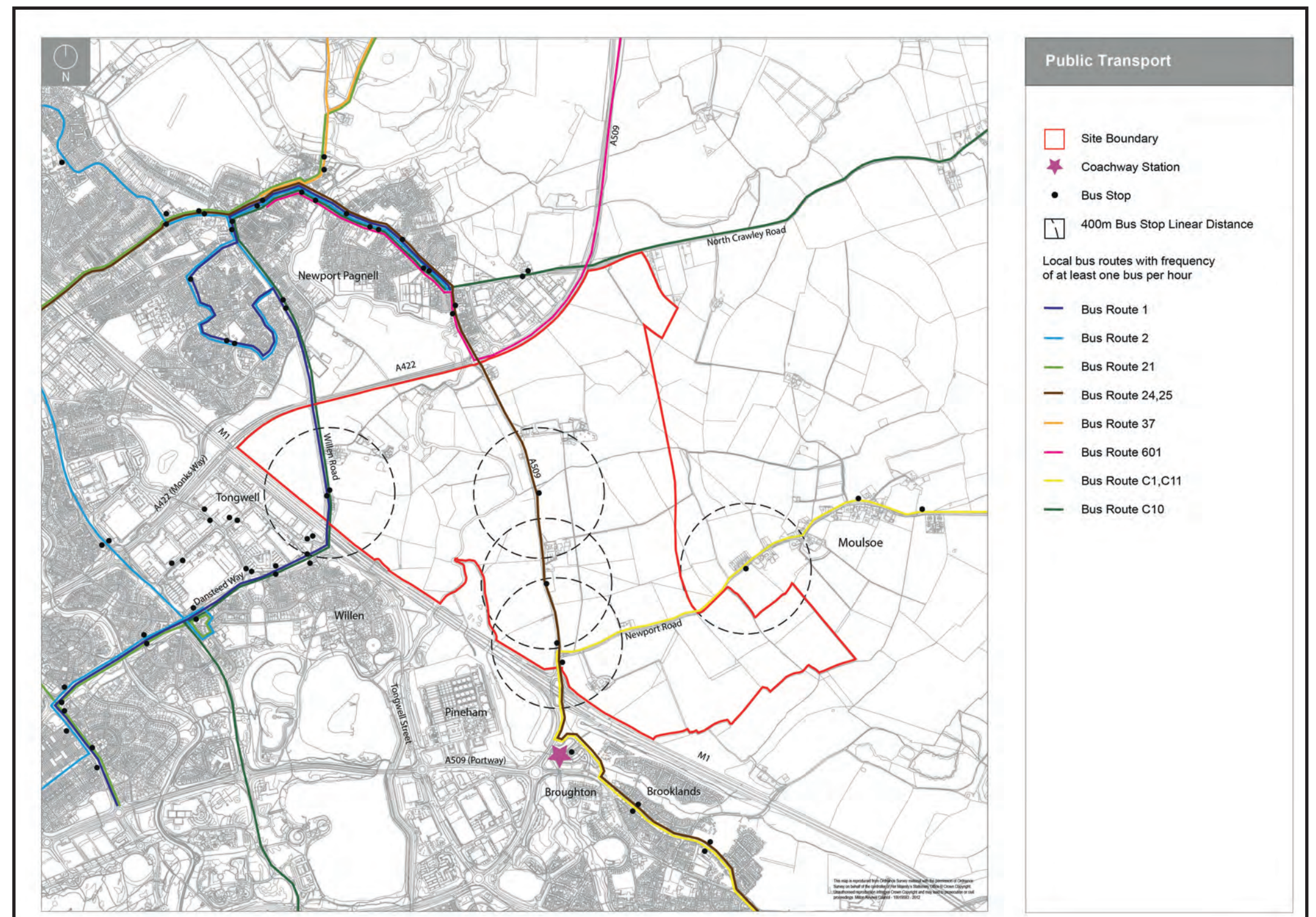


Figure 2.8 Public Transport

Existing Road Hierarchy

- The site is bounded to the south by the M1. There are currently three road crossings of the motorway. Junction 14 of the M1, which is located at the south-eastern corner of the site, is the source of existing traffic congestion.
- The A422/A509 runs to the north of the site and connects Milton Keynes with Wellingborough, via Olney. The road is dual carriageway from Milton Keynes to the Chicheley Hill roundabout.
- There are two roads that cross the SUE in a north-south direction - Willen Road and London Road. These roads connect Milton Keynes to Newport Pagnell and connect to the A422/A509 via roundabout junctions.
- In addition, there is the more local Newport Road which connects Moulsoe to Milton Keynes via London Road, and also provides access to Cranfield.

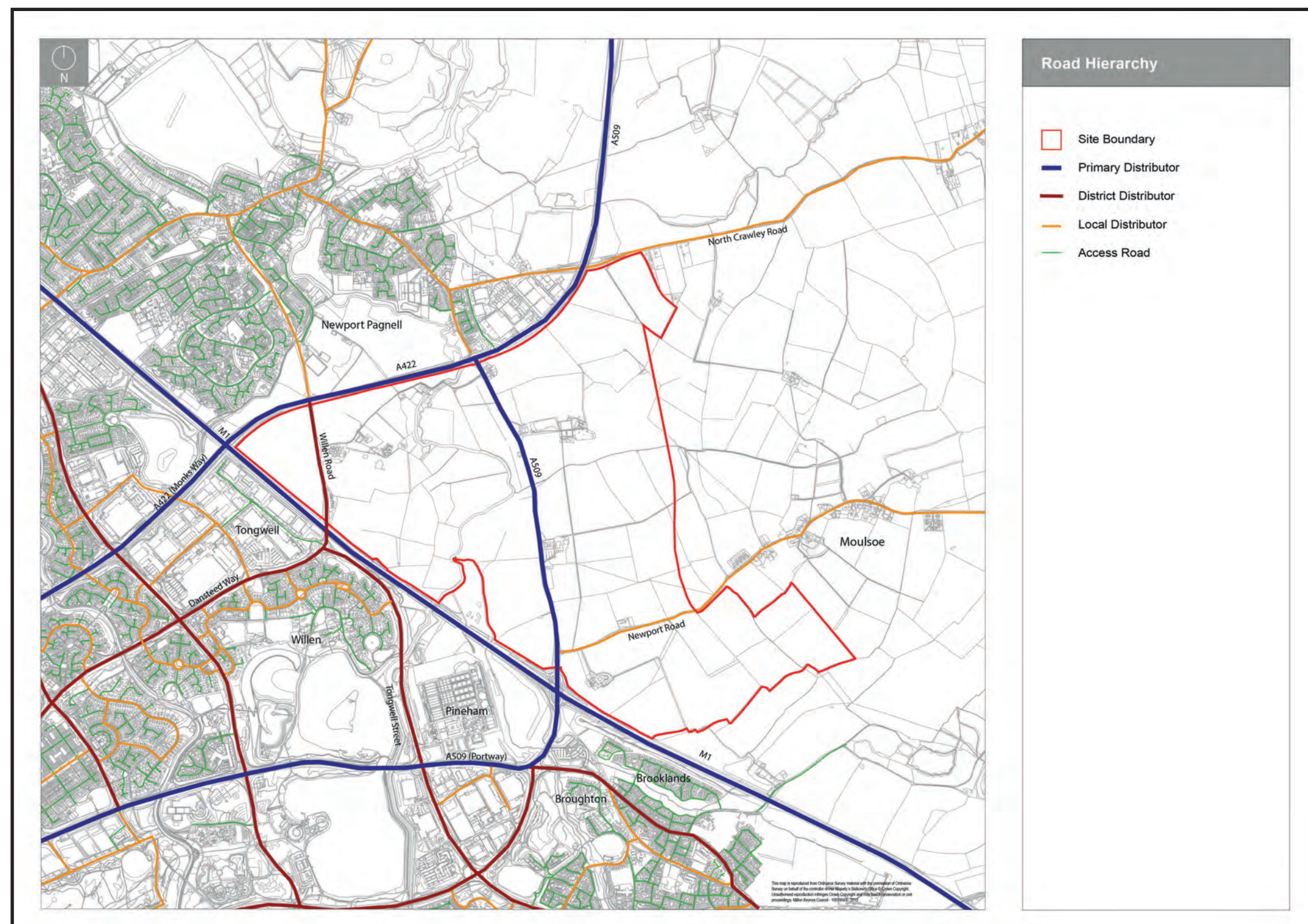


Figure 2.9 Existing Road Hierarchy

Pedestrian and Cycle Routes

- There is a network of redways within Milton Keynes to the south of the M1, and within Newport Pagnell. There is the opportunity for the SUE to connect into this network.
- Junction 14 provides a barrier to connecting the SUE to the strategic redway network in the south-eastern corner of the site.
- There are a number of existing public rights of way which cross MKE.
- Four public footpaths connect from the site into Newport Pagnell, but the dual carriageway A422/A509 provides a barrier to crossing.
- There is a network of public footpaths outside of the site within the open countryside around Moulsoe. There is the opportunity for the SUE to connect into this network.
- In addition to public rights of way, there is a network of footpaths within Newport Pagnell that can connect into the SUE.
- Within the linear parks, there is a network of leisure routes.

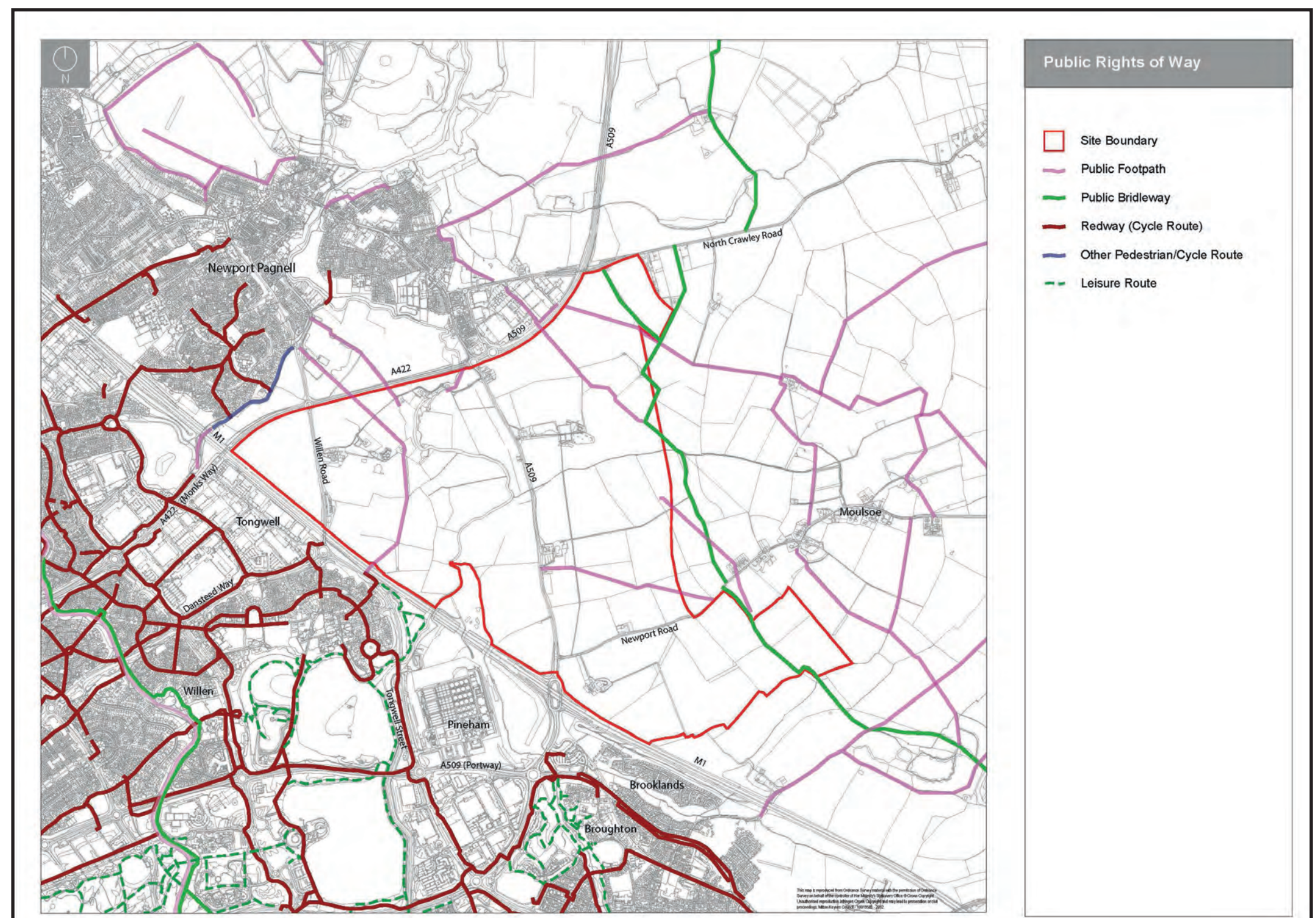


Figure 2.10 Public Rights of Way

2.8 Facilities

- Within the allocation there are no community facilities of note, including formal open space. However, there is the Coach House Hotel on London Road.
- Outside of the allocation are a range of facilities and amenities serving existing communities. These facilities are unlikely to be capable of serving MKE and existing communities. New facilities within the allocation will therefore be required in line with Plan:MK.
- Newport Pagnell provides a range of facilities including health centres, secondary and primary schools and sport and leisure facilities.
- Newport Pagnell town centre is a district centre with a good range of retail facilities, including pubs, restaurants, pharmacies, a library, a small Co-op supermarket.
- There are health centres in Willen and Brooklands.
- Moulsoe has a pub, a village hall and a play area.
- Local employment opportunities are provided at Tongwell and Interchange Industrial Park, Newport Pagnell.

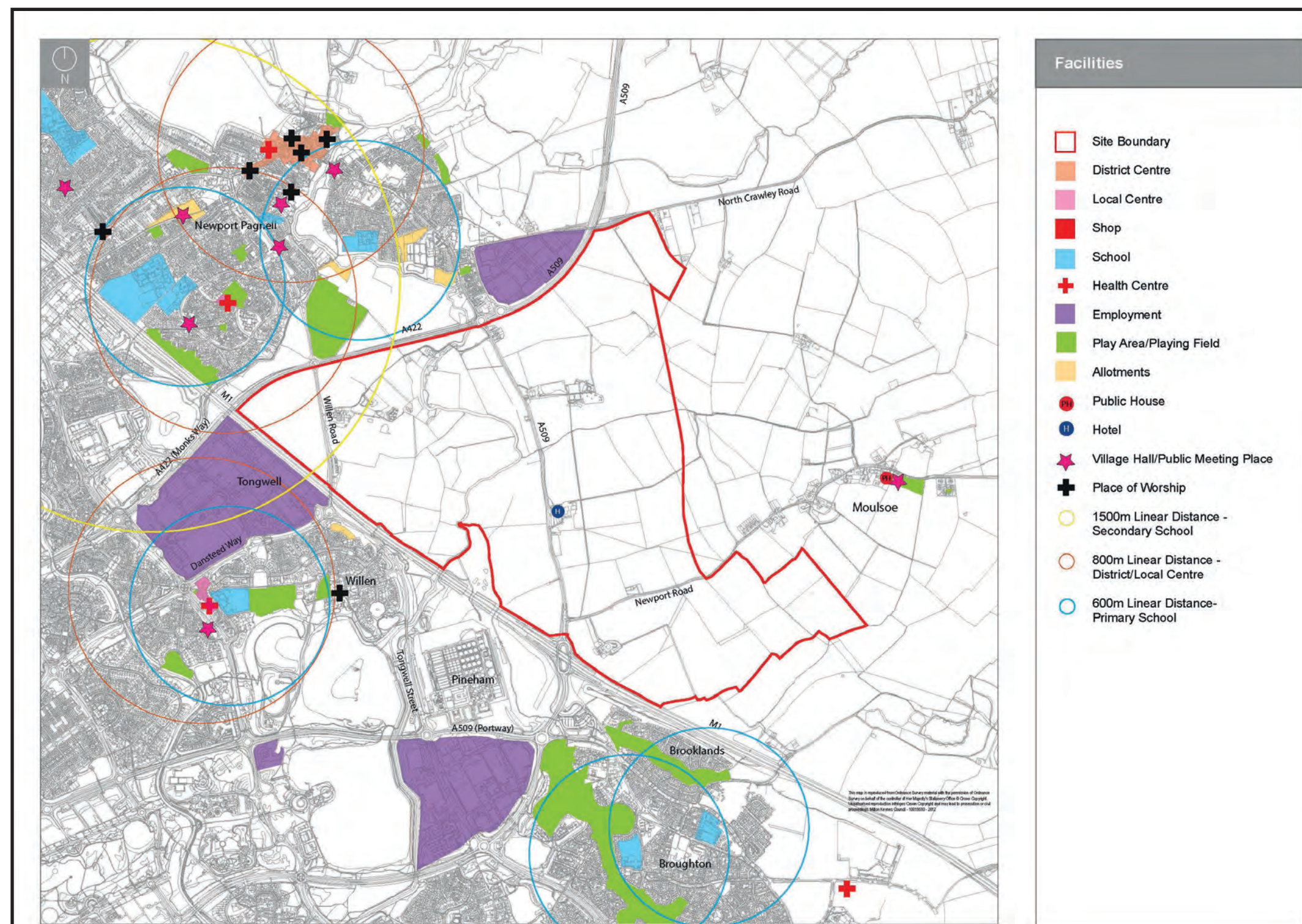


Figure 2.11 Facilities

2.9 Heritage and Surrounding Built Character

- There is one listed building within MKE (Coach House Hotel) on London Road.
- Newport Pagnell is a market town established in medieval times. During the Civil War, the town became a garrison for parliamentary forces due to its strategic position as a crossing point of the river. The town developed in importance in the coaching trade, particularly on the turnpike road between London and Northampton. The 19th century brought improved communications, in terms of the canal and railway, new industries, and an expansion in housing areas.
- Willen was an existing community with early medieval roots around which the new town of Milton Keynes was built. Saint Mary Magdalene Church at Willen is a Grade 1 listed building.
- Moulsoe has a rural vernacular character that has evolved along the Newport Road, and includes eleven listed buildings, including the Grade 1 listed Church of St Mary.
- The neighbouring settlements of Newport Pagnell, Broughton and Willen have conservation areas which contain a number of listed buildings.
- The proposed development area has been subject to little structured archaeological survey or field evaluation save that undertaken in relation to the sand and gravel quarries in the west of the area and proposed M1 widening.
- Archaeological excavation of the former Willen Road quarry site revealed a ring ditch representing the ploughed out remains of a later prehistoric burial mound in addition to Iron Age and Romano-British settlement. Additional probable ring ditches and enclosures are

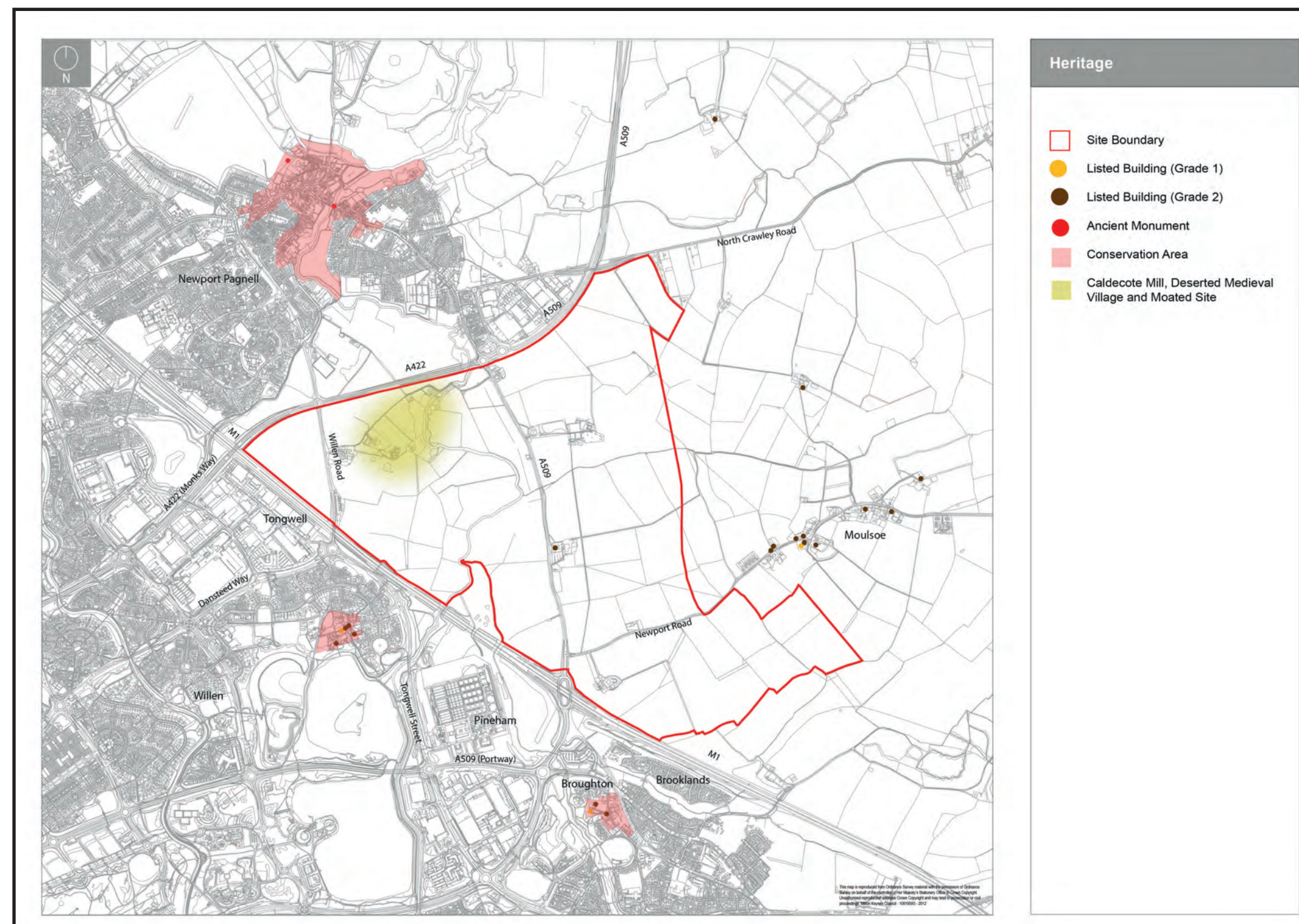


Figure 2.12 Heritage

recorded as cropmarks in the arable fields either side of the River Ouzel highlighting the potential for further similar archaeological remains in these areas and the adjacent meadows.

- Also of significance, yet poorly understood, is the former medieval and post-medieval hamlet, manorial site and mill at Caldecote containing areas of earthwork ridge and furrow and partly infilled linear water features in addition to strong potential for related buried archaeological remains.
- Prior to the submission of a planning application the development area should be subject to: (i) an archaeological desk-based assessment including historic landscape/ hedgerow assessment; (ii) geoarchaeological deposit modelling of the Ouzel valley to assess palaeoenvironmental potential; (iii) field evaluation comprising 100% detailed magnetometry survey and trial trenching (scope to be agreed with the local planning authority). Consideration should also be given to the use of field-walking/surface artefact collection within the arable fields; and (iv) earthwork survey and analysis of the Caldecote mill, deserted village and manorial complex.

2.10 Environment

- The motorway, and the A422/509 are significant sources of noise and pollution.
- The River Ouzel valley lies within flood risk zones 2 and 3.
- A minor aquifer underlies most of the land to the west of London Road.

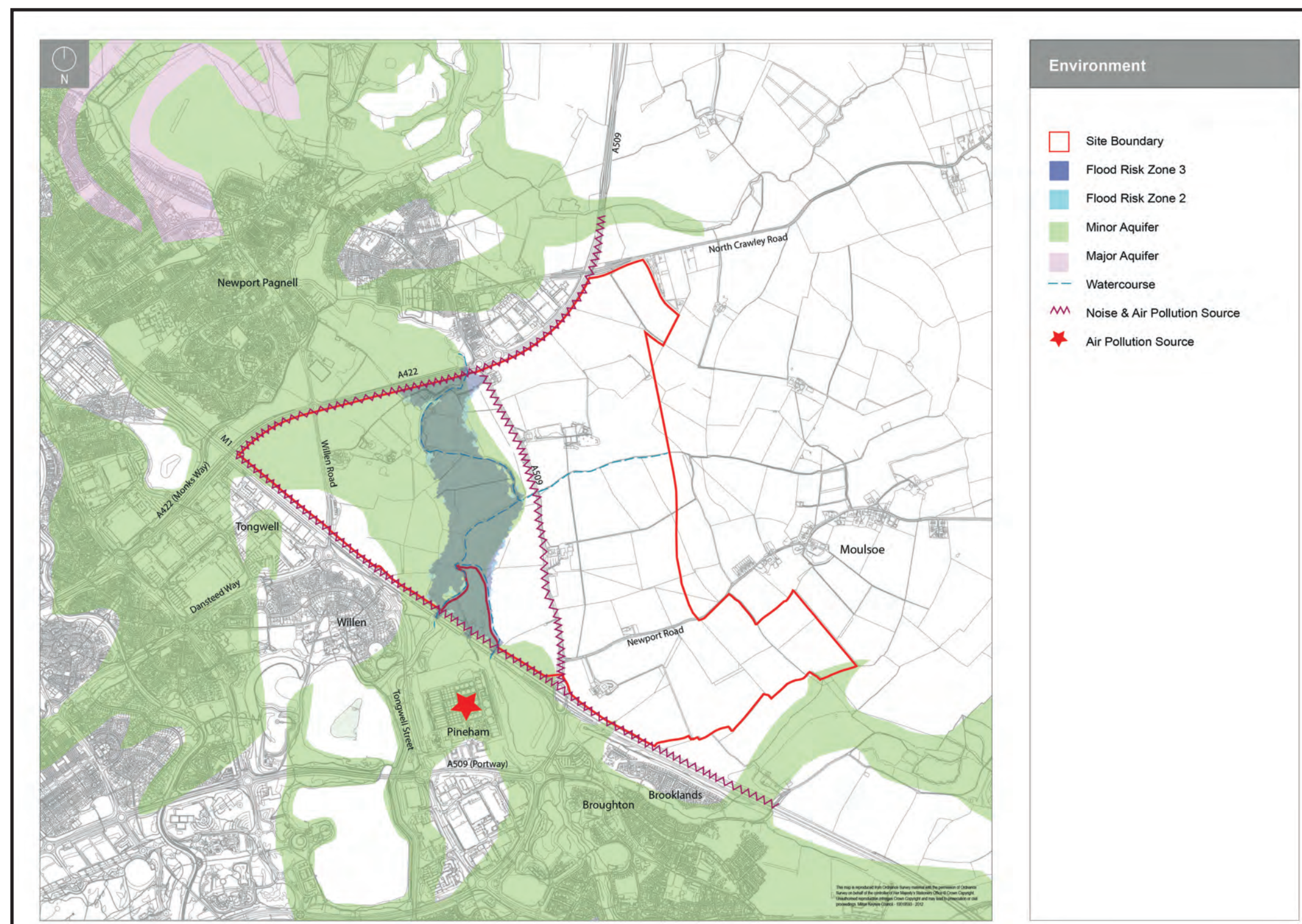


Figure 2.13 Environment

- Cotton Valley Sewage Works is located to the south of the site at Pineham with the possibility of connection to it available.
- There is a strategic tunnel sewer which runs from Pineham Sewage Works in a northerly direction through the site to Newport Pagnell. A 6 metre easement either side of the sewer will need to be kept free of any certain types of built development. The location of the sewer will need to be considered in the design of the site layout
- There are overhead lines crossing the area, but these are not considered to be a major constraint.

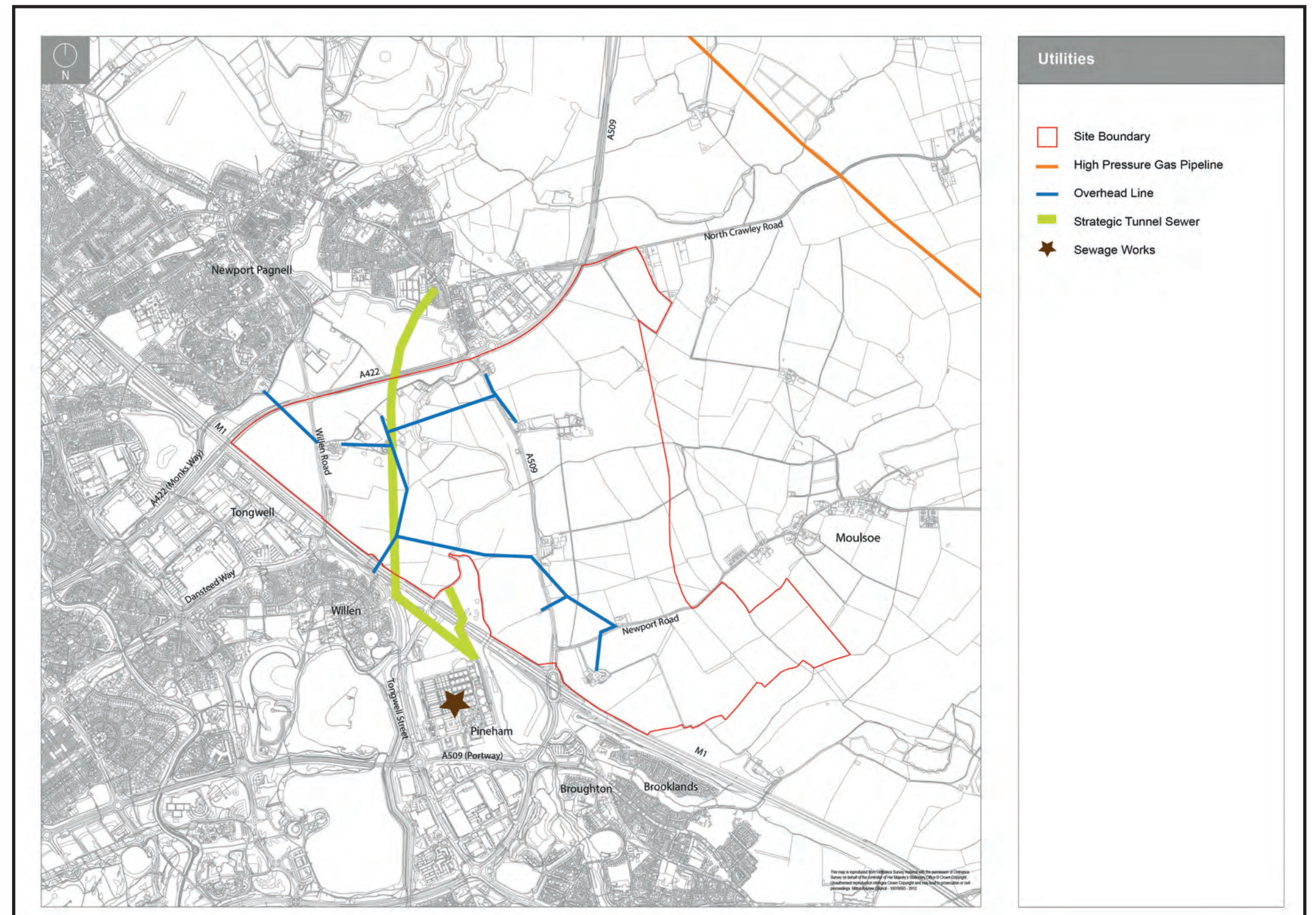


Figure 2.14 Utilities

2.12 Conclusions

2.12.1 Taking into account the opportunities and challenges identified in this section, the following factors and principles inform the preparation of the Development Framework:

Edge conditions

- Built development on the eastern edge of the site should respect character of Moulsoe village and open countryside.
- Less noise sensitive development, such as employment, should be located adjacent to the M1, and A422/A509 corridor.
- Noise and air pollution sensitive uses should be set back and buffered from the M1 and A422/A509.

Topography, views and drainage

- A long term defensible green buffer should be identified to create a clear separation between Moulsoe village and the new development.

Habitat and vegetation

- Existing woodlands should be retained for landscape structuring, ecological, historical and recreational purposes unless the reasons for removal can be fully justified.
- Existing hedgerows should be retained and strengthened where possible. To ensure their long term maintenance they should be incorporated within the public realm where practicable.
- The Ouzel Valley linear park lies to the south of the site and should be extended into the site,

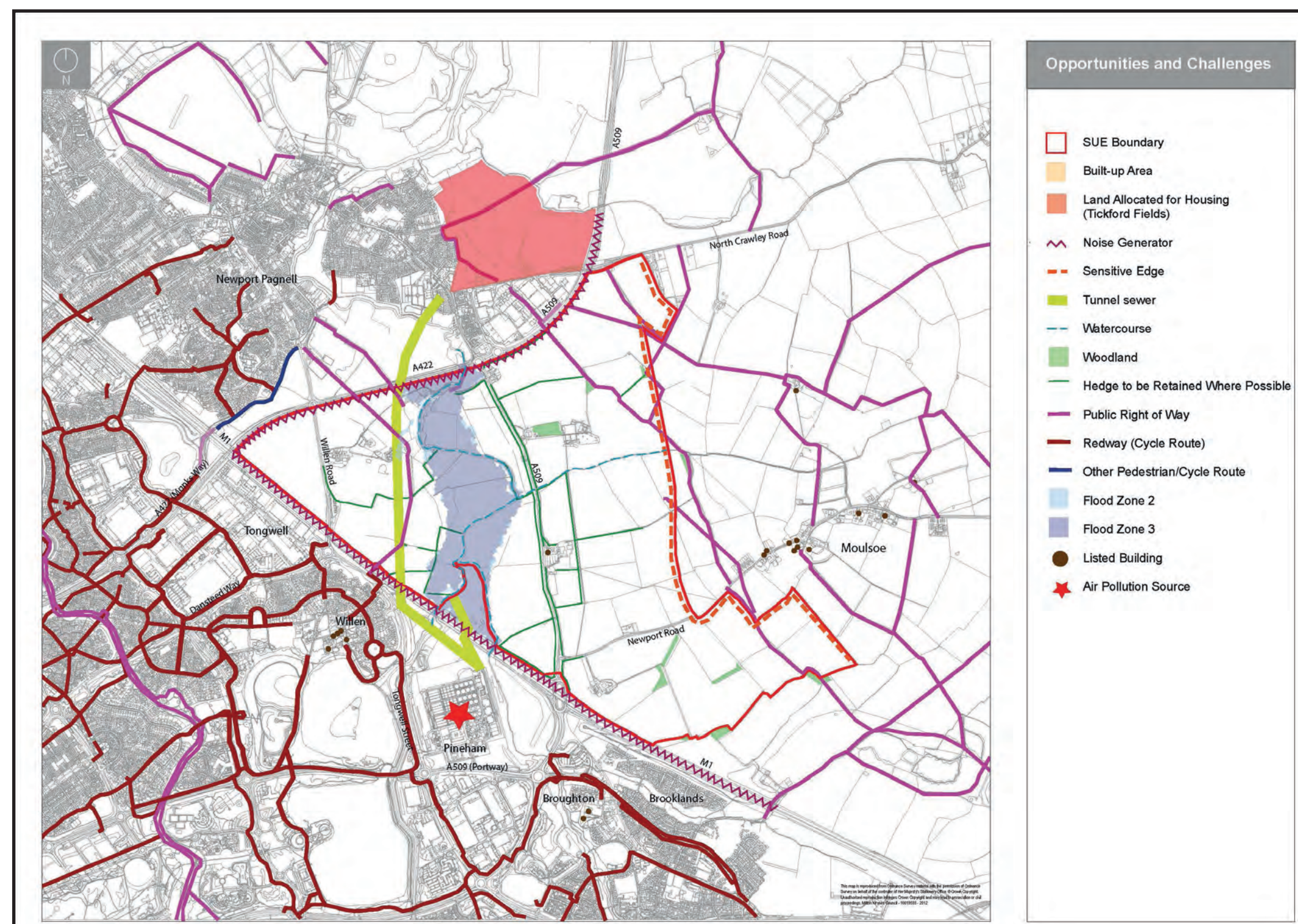


Figure 2.15 Opportunities and Constraints

with future potential to continue into Newport Pagnell, in recognition of flood risk and potential to create wetland habitat for wildlife.

Access and movement

- Development should link into the existing redway, leisure route and rights of way network, and extend it into areas of development.

Facilities

- Newport Pagnell provides a range of facilities including retail, employment, health centres, secondary and primary schools and sport and leisure facilities. However, these are likely to be insufficient to meet the needs and demands of MKE residents.

Heritage

- Development should not adversely affect the setting of the heritage assets within or on the edge of the site, particularly Caldecote Mill, -the hotel within the site and the grade 1 listed Church of St Mary in Moulsoe.
- Masterplanning of the site should protect the integrity and character of Moulsoe village, and be respectful of the character of other adjoining areas, such as parts of Newport Pagnell close to the site. Given the level of enclosure separating it from adjacent areas, and given the scale of MKE, the development has an opportunity to create a unique character of its own.
- It will be necessary to identify archaeological constraints (particularly buried archaeological remains) by field evaluation at the earliest opportunity and prior to the submission of

a planning application. Developers are recommended to contact the Council's Archaeology Officer at as early a stage as possible to discuss individual circumstances.

Environment

- Development will be steered away from flood risk zones 3 and 2 in line with Plan:MK. Opportunity to use network of watercourses as part of an integrated SUDs scheme.
- Mitigation measures to reduce impact of road noise and pollution from M1 and the A422/A509, and from Cotton Sewage Treatment Works will need to be employed.
- All new development must be set back at a distance of at least 8 metres from any main rivers, at least 9 metres from all other ordinary watercourses, or at an appropriate width as agreed by the Environment Agency, Lead Local Flood Authority or Internal Drainage Board, in order to provide an adequate undeveloped buffer zone.

Utilities

- 6 metre easement corridor either side of the tunnel sewer to be kept free of certain types of built development.

SECTION 3

VISION AND DEVELOPMENT PRINCIPLES

- 3.1 Introduction
- 3.2 The Vision
- 3.3 Development Principles
- 3.4 Core Concept

3.1 Introduction

- 3.1.1 A vision and a set of development principles have been drawn up taking cues from: the analysis of the site context; the principles set out in Plan:MK (namely those within Policies SD12, SD9 and SD1); through engagement with the Local Stakeholder Group and visioning workshops, in particular; and discussions with the developers promoting MKE.
- 3.1.2 The vision and development principles provide the basis for the development of the core spatial concept for MKE.



3.2 The Vision

Milton Keynes East is intended to feel and operate akin to a new settlement with its own name, identity and a level of self-sufficiency similar to places like Woburn Sands or Stony Stratford in terms of its amenities and community facilities. The area should have a single masterplan guiding the creation of an overall place identity that shapes the finer grain character areas within it and which is sufficiently distinctive from other places nearby. The amounts and disposition of the retail offering and other community facilities should contribute to this “single sense of place”, with a central pedestrian-prioritised Community Hub offering a suitable scale and range of retail units, supplemented by smaller local centres that meet immediate day to day needs as appropriate throughout the residential areas.

Milton Keynes East will become a sustainable, high quality and thriving new community. It will be a place with a unique identity which can complement, but be distinct from, adjoining towns and villages. It will be an exemplar of modern town planning that can take forward the proud and successful legacy of place-making locally. It will be based upon a bespoke masterplan-led approach to create a new settlement for the 21st century that will be sustainable, successful and prosperous in its own right. It will integrate well with existing communities, respond to local context whilst also being future proofed to accommodate new means of mobility and ways of living.

It will be designed to foster a strong sense of community and belonging, providing civic spaces for community interaction and building, a range of new homes of varying styles and densities, together with space for local existing and new businesses to thrive. It will be a welcoming and sensitively designed environment, working with the existing landscape, topography and natural assets to provide a strong network of connected green spaces whilst also protecting the identity and integrity of existing local villages. It will provide a wide range of new services and facilities for the benefit of new and existing communities. It will prioritise active travel and sustainable modes of transport above private cars. Strong internal connectivity will be a key defining characteristic whilst facilitating strategic through movement of traffic that avoids conflicts with places which are for the enjoyment of people and habitats for wildlife.

3.3 Development Principles

- **Active modes:** Walking & cycling will be prioritised and promoted throughout the site with the provision of a comprehensive network of footpaths & cycleways, extending the Milton Keynes Redway network into the site, and ensuring good connectivity to adjoining communities of Moulsoe, Willen and Newport Pagnell.
- **Permeability:** The development will need to include robust and efficient connections within, across and out of the development, for all modes of transport and particularly minimising the barrier effect of the M1, A509 and A422 routes.
- **New strategic routes & connections:** Through traffic will be directed out of the core of the new community, with a new route over the M1 to connect to the grid road network on Tongwell Street at Willen and allow through traffic to enter Milton Keynes without passing through Junction 14 of the M1. Strategic routes should facilitate efficient through movement to minimise impact on new residential communities.
- **Sustainable movement & rapid transit:** the community will be designed to accommodate accessible, frequent and high quality public transport connections at key hubs within the site, including being future-proofed to accommodate and integrate with potential mass rapid transit as part of a wider system for Milton Keynes.
- **Minimised impact of transport corridors:** The impacts of adjoining transport routes such as the M1, A422 and A509 should be minimised through the location of development and appropriate mitigation measures, such as landscaping and bunds.
- **Quality Placemaking:** The new community should be designed to have a clear and unique identity, distinct from adjoining areas. The site should include a small number of character areas to enable the approach to urban design and place-making to help foster and define separate parts of the new community. The character and identity of the existing adjoining rural village of Moulsoe will be protected from new development with quality landscape led green buffers. Boundaries with existing urban areas of Willen and Newport Pagnell should be sensitively designed to provide distinction between the different communities and places, but allow for suitable interaction and connectivity. Development should avoid harm to, or loss of, heritage assets and their settings.
- **Density.** The site should accommodate a mix of residential densities to provide for diversity and distinctiveness across the site whilst protecting the fringe rural character. Higher densities should be provided in areas with strong accessibility to public transport and to provide strong frontages to areas of strategic parkland. This would provide for natural surveillance and provide accessibility to public open space for those who may have more limited private open spaces.
- **Social & Community:** Areas of development, particularly the community hub and residential areas, should be people-centric and be designed to work for new residents and communities, provide for a wide range of social and community facilities, including new schools (pre-school, primary and secondary), health facilities, social and wider uses. It should provide opportunities for people to meet and interact and generate a strong sense of local community.

- **Economic Role.** The site should provide for a range of employment generating uses, maximising its prime location with high accessibility to the strategic road network and making provision for a wide range of new local employment opportunities. The site should deliver a sustainable blend of uses and activities to fit with modern ways of living and working.
- **Retail & Centres:** A 'heart' for the site should be provided at a location with pleasant, direct and safe accessibility for new residents, containing a blend of higher order facilities and functions. Retail space across the site should be provided to a scale that addresses local needs but does not negatively impact on the health or vitality of Newport Pagnell town centre.
- **Green and Blue Infrastructure:** The River corridor should be a defining feature of MKE; a place centred around a high quality naturalistic riverine parkland. Development should integrate existing water-courses and associated flood zones, including the River Ouzel through the centre of the site to provide accessible multi-functional open spaces for the benefit of new and existing local communities. New accessible open spaces and parkland should integrate with existing strategic open spaces, including good connections towards Willen Lake and through to Riverside Meadows in Newport Pagnell. The development should seek to improve overall local water management and local flood protection.
- **Biodiversity.** New and retained green infrastructure should provide biodiversity gains, protect existing habitats and maximise existing assets as part of the overall network.

3.4 Core Concept

- 3.4.1 The Concept Plan (figure 3.1) has been developed in order to spatially interpret the vision and development principles for the new community. The key features of the concept plan are:
- a linear park based around the River Ouzel corridor;
 - a landscape buffer to Moulsoe;
 - a mixed use community hub at the heart of the main residential area;
 - a secondary school close to the community hub;
 - four primary schools spread equidistantly around the residential areas;
 - a new road bridge over the M1 providing an improved link to CMK and the urban area of MK; and reducing pressure on the A422;
 - safeguarded route for a fast mass transit route;
 - a park and ride site;
 - employment development along the edge of the motorway;
 - pedestrian/cycle connections across the M1 and A422;
 - an outer road to allow through traffic to move through the site without conflicting with areas of housing and the people-centric places within the site;
 - Willen Road to be retained and upgraded to a grid road;
 - downgrade of A509 London Road through the site to avoid it becoming a through route.

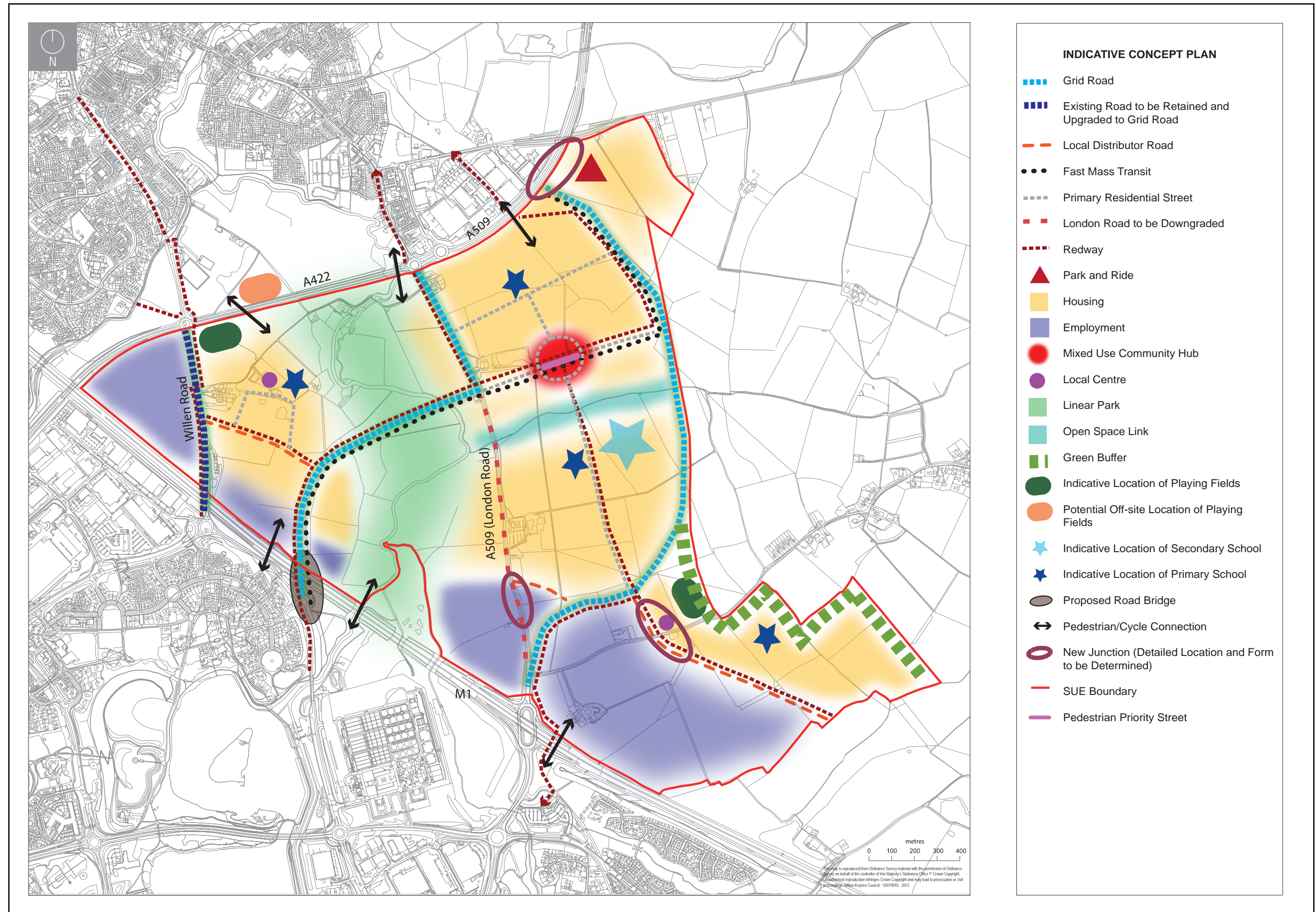


Figure 3.1 Concept Plan

SECTION 4

DEVELOPMENT FRAMEWORK

- 4.1 Introduction
- 4.2 Landscape and Open Space Strategy
- 4.3 Movement Framework
- 4.4 Land Uses
- 4.5 Character
- 4.6 Sustainability
- 4.7 Development Framework

4.1 Introduction

4.1.1 The key strands of the Development Framework are:

- Landscape and Open Space Strategy
- Movement Framework
- Land Uses
- Character
- Sustainability

Each strand of the Development Framework builds on the policy requirements set out in Plan:MK.

4.2 Landscape and Open Space Strategy

Landscape

4.2.1 Existing features and topography provide the starting point for creating a distinctive character for the new development. The landscape strategy seeks to structure the development around existing natural features, such as hedges, watercourses and ponds, within the site. Where possible, existing landscape features should be incorporated into areas of public open space.

4.2.2 Advanced structural landscaping including planting with native species should be provided, particularly in buffer areas.

4.2.3 Along grid roads (see Movement Framework, figure 4.2), landscaped multi-functional green infrastructure reserves will be provided along each side of the carriageway. Street trees should be included within the development to soften the impact of car parking, help improve air quality and contribute to biodiversity.

4.2.4 In order to create developable land parcels and provide road access, it may not always be possible to retain every hedgerow in its entirety. However, every effort should be made to ensure existing hedges are retained, improved, where necessary, and incorporated into the development. The hedgerows should be retained where possible within the public realm, rather than included within private residential gardens.

4.2.5 Developers should undertake arboricultural and ecological surveys to inform a landscape masterplan, which should be submitted with their outline planning applications.

Edge Treatment

4.2.6 Development should take account of the Milton Keynes Landscape Character Assessment. Where appropriate, Landscape Visual Impact Assessments (LVIAs) should be undertaken to assess the impact of the development on the landscape and to identify appropriate mitigation measures. Treatment of edges should also consider the relationship with potential future development. Edge treatments will contribute to ecological connectivity.

A422/A509

4.2.7 The A422/A509 is a dual carriageway subject to national speed limits. This does not provide an appropriate interface for residential development and therefore housing should not directly front or back onto this edge. Appropriate measures should be included to mitigate noise and air quality. This might be achieved through a combination of distance from the noise source

and sound insulation, and/or bunding. There is a strong existing hedgerow along this road and this should be retained and strengthened.

M1

4.2.8 The Development Framework proposes to locate employment uses along the M1 edge of the site. Industrial buildings can act as noise buffers to the rest of the site, and may reduce the need for bunding and/or acoustic fencing. The M1 is identified as a wildlife corridor and therefore an appropriate green margin should be provided to maintain the corridor's wildlife function.

Eastern Edge

4.2.9 For much of its length the eastern boundary of the site follows the north-south ridgeline. The development will be open to views from the east, and consequently the eastern boundary of the site should be strengthened with planting. For much of its length a landscaped grid road will follow this edge of the development.

Edge South of Moulsoe

4.2.10 An extensive landscape buffer is to be maintained in order to provide clear separation between Moulsoe and the new development.

Areas of Wildlife Interest

4.2.11 Plan:MK Policy NE3 requires the protection and enhancement of biodiversity in new developments. The Framework seeks to protect a network of wildlife corridors, which provide ecological and pedestrian links. These corridors are generally based around existing natural

features, such as woodlands, hedgerows or watercourses.

4.2.12 There are two potential wildlife corridors that could be created within the SUE (shown on fig 4.1) which utilise existing natural features, including woodland, hedgerows and watercourses. In addition, a north-south open space wildlife corridor should be created.

Existing Woodlands

4.2.13 Existing woodlands should be retained and incorporated as part of the public open space network unless the reasons for the removal of woodland can be fully justified. Any proposed woodland loss must be supported with a full ecological & tree survey, along with a description regarding impact on the landscape character.



- Open Space
- 4.2.14

Open space should be provided in accordance with guidance set out in Plan:MK (Policy L4 and Appendix C).
- 4.2.15

The design and layout of open spaces must respect site specific conditions and functional requirements. Open space and recreation features, such as play areas, must be designed with sufficient space to meet their functional requirement. Notwithstanding existing site features, open spaces should be provided in highly accessible locations and integrated into the development by being overlooked by housing.
- 4.2.16

Provision for children's play should incorporate integrated 'natural' play opportunities giving children the ability to enjoy a wider environment.

	Minimum Size	Standard (per 1000 population)	Catchment Area
Local Park	1-2 ha	n/a	600m
Pocket park	up to 1ha	n/a	300-400m
Local Play Area	0.2 ha (0.35 ha if surrounded by housing)	n/a	300m
Neighbourhood Play Area	0.6 ha	n/a	600m
Amenity Open Space	up to 0.1ha	n/a	400m
Allotments	n/a	n/a	700-1000m
Playing Fields	n/a	0.52 ha	n/a
Linear Park	n/a	n/a	n/a
Green Access Links - green corridors along public rights of way or historic hedgerows.			
Areas of wildlife interest - depends on existing site features			
Civic spaces - to be required and assessed on a case by case basis.			

Table 4.1 Open Space Standards (Source: Plan:MK Appendix C)

River Ouzel Linear Park

- 4.2.17

The River Ouzel and its floodplain should form the basis of a linear park which connects with the existing Ouzel Valley linear park to the south of the M1, and to the linear park running through the centre of Newport Pagnell. Segregated pedestrian/cycle crossings of the M1 and A422 should be provided, in the form of either bridges or underpasses.
- 4.2.18

The River Ouzel Park should provide a naturalistic park land area which enhances the biodiversity and landscape value of the area. Existing hedges should be enhanced and supplemented with the planting of appropriate tree species.
- 4.2.19

Footpath/cycle links should be provided along the river but also with appropriate crossing points to satisfy pedestrian/cyclist desire lines.
- 4.2.20

Provision should be made for the long term management and maintenance of the linear park.
- Play Areas

4.2.21

The Landscape and Open Space Strategy plan (figure 4.1) identifies the potential location of Neighbourhood Play Areas. These areas should be a minimum size of 0.6 ha. Each Neighbourhood Play Area should serve a 600m catchment area. A 30m separation buffer should be provided between the activity zone and residential properties.

- 4.2.22

Local Play Areas and pocket parks are not shown on the Development Framework, but should be provided in accordance with policy and should be identified on more detailed masterplans. They should be located within the residential areas at 600 metre intervals, and at highly accessible locations within the pedestrian/cycling network. Local Play Areas should be a minimum size of 0.2 ha (or 0.35 ha if surrounded by housing). A 20m separation buffer should be provided between the activity zone and residential properties.
- 4.2.23

Individual Neighbourhood Play Areas should be designed to capitalise on their location and surroundings, and provide a choice of experience. Wherever possible they should be located within open space corridors, providing the opportunity to incorporate existing landscape features and link into proposed pedestrian routes. Developers should consult relevant Council officers, the parish council and other stakeholders, in drawing up proposals for Neighbourhood Play Areas.

Allotments/Community Orchards

- 4.2.24

Plan:MK Appendix C sets a catchment for allotments of 700-1000m. It is considered that a minimum of two areas should be provided in order to ensure that the majority of residents can easily access allotments. One of the allotments areas should be provided near to the higher density housing. This would provide easy access to growing space for residents that do not have their own gardens.
- 4.2.25

Each area of allotments should be a minimum of 0.6-0.8 ha in size.



Sports Provision

Playing Fields

4.2.26 Development proposals should take account of the most up-to-date version of the Playing Pitch Strategy. The Playing Pitch Strategy (March 2015) requires that for a community of 5,000 dwellings a total of 6.4 ha of land should be provided for playing fields. Figure 4.1 shows indicative locations for playing fields. One of the playing fields could be provided off-site adjacent to the Newport Pagnell Town Football Club, subject to the provision of a pedestrian/cycle bridge across the A422. This off-site location would serve both Newport Pagnell, as well as the MKE SUE. Each site of approximately 3.2 ha would be large enough to provide sufficient pitches to be attractive to a sports club. Each playing field should be served by a community building and car parking. The community

building should be designed to incorporate a flexible social/activity space as well as changing rooms and storage.

4.2.27 Dual use of school facilities for community use is encouraged. The proposed secondary school should provide an artificial grass pitch and indoor sports hall that can be used by the community out of school hours.

Civic Spaces

4.2.28 The community hub should include a civic space that acts as its focal point.

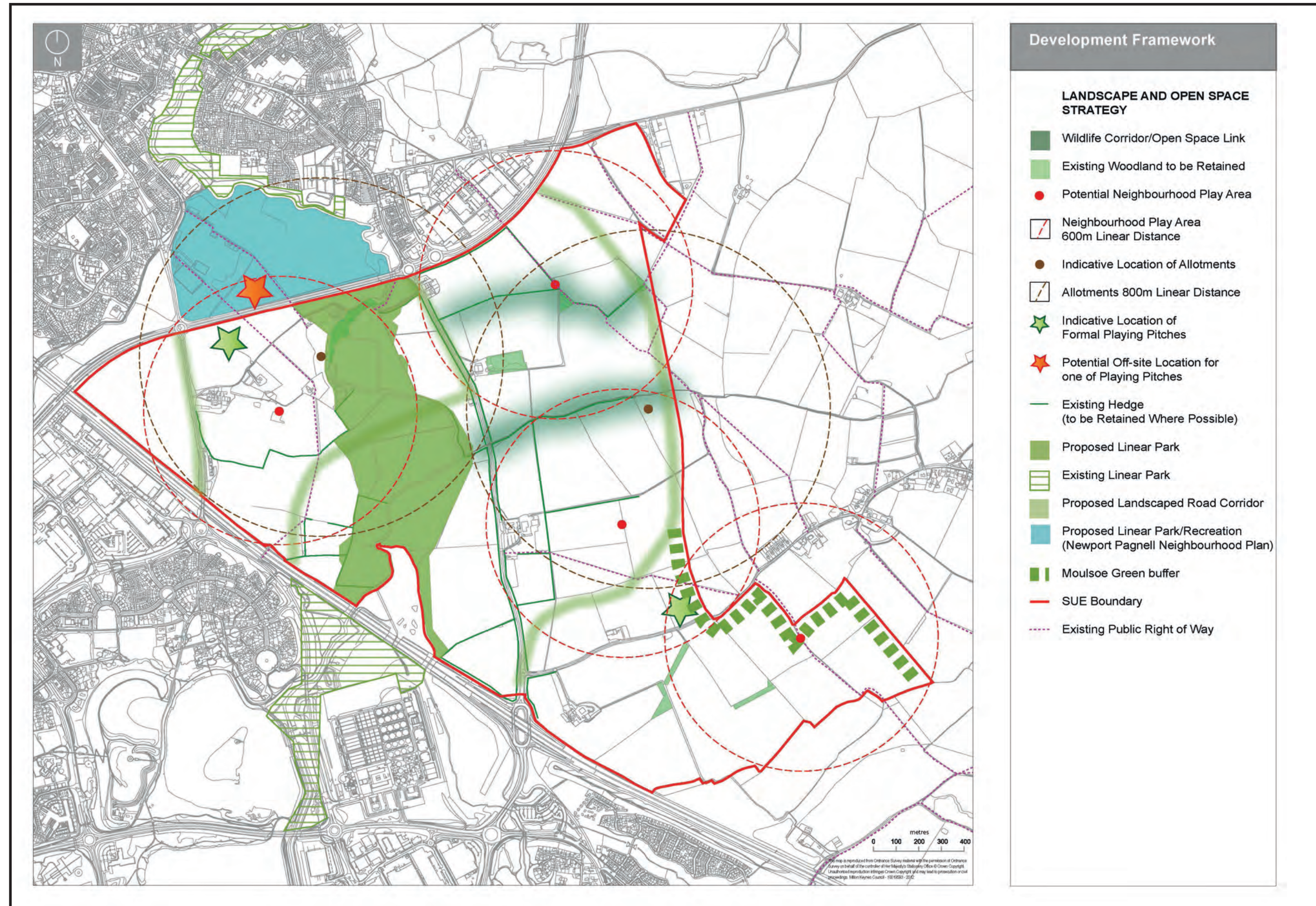


Figure 4.1 Landscape and Open Space Strategy

4.3 Movement Framework

4.3.1 The Strategic Movement Framework is illustrated on figure 4.2. This has been informed by an analysis of the existing movement network, opportunities afforded by the proposed development, strategic transport modelling and discussions with stakeholders.

4.3.2 The movement network must be designed to encourage active travel, so it should provide short direct pedestrian routes to key generators of movement such as bus stops, shops, schools, and other facilities.

Highway Access

4.3.3 Primary access to the area will be provided by means of two new grid roads (See Table 4.2 - Street Hierarchy), which will act as strategic routes carrying through traffic. Grid roads will be future-proofed to accommodate dual carriageways. Transport modelling will determine to what extent they should be dualled from the outset.

4.3.4 The new eastern grid road will replace London Road (A509), the southern section of which will be downgraded, and will provide access from the A422 to junction 14 of the M1. The southern section of London Road will become a local access road. It will continue to provide a continuous route for cyclists and pedestrians, but not for vehicles. In order to reduce bottlenecks at junction 14, the route will be designed to discourage traffic heading into Milton Keynes via this junction.

4.3.5 The new western grid road will branch off Tongwell Street and cross the M1 via a new bridge. It will connect at its northern end to the A509.

4.3.6 Connections across the new grid roads should be in the form of grade separated underpasses or 'green bridges'. The movement network should be designed to ensure that these crossings are located along pedestrian desire lines.

4.3.7 MK East will be policy compliant in relation to grid roads. At grade crossings are not appropriate on the grid road H3 Monks Way (A422) or on Willen Road (not a grid road) within a distance that would have an adverse impact on traffic flow or on the H3 or Tongwell Roundabout.

4.3.8 The existing Willen Road will be retained and improved. Land will be safeguarded alongside the existing highway to allow it to be upgraded to grid road standard. It will link to the new western grid road extension by means of a local distributor road. Milton Keynes Council Transport Department will provide a statement prior to the submission of any planning application identifying what the triggers will be to upgrade Willen Road.

4.3.9 A street with pedestrian priority will be provided through the community hub, connecting at each end to the new grid roads. This will be a pedestrian scaled and friendly street with segregated cycle movement and controlled vehicular access. The mass transit route will be accommodated within it and will have a boarding point at the community hub. The community

hub, as the most accessible location within the new community, will be flanked by higher density housing, maximising the number of people living close to public transport and other facilities. As a consequence, it is envisaged that the community hub, will be a vibrant place with plenty of pedestrian activity. Figure 4.4 shows how community hub will be restricted to mass transit and active travel modes of transport. Figures 4.3a and 4.3b respectively provides illustrative cross-sections of how the street through the community hub might look where it is all movement occurs and where it is MRT and pedestrian priority only.

4.3.10 A north-south primary street is proposed linking the residential areas to the south of the community hub to it and other amenities located along this route (e.g. primary school, play area). This street and development along it will be designed to create walkable neighbourhoods that prioritise walking and cycling, with segregated space for pedestrians (footways) and cyclists (redways) (see figure 4.5).

Public Transport

Fast Mass-transit System

4.3.11 A key element in the delivery of the Council's Mobility Strategy is to optimise mass transit access in new development areas. The development of MKE should enable the future provision of a fast mass transit system linking the urban extension with CMK.

4.3.12 The road network and new bridge over the M1 should be designed to enable the future provision of a mass transit system. Figure 4.2 (Movement Framework) shows the proposed route of the mass transit system.

4.3.13 The exact nature of the mass transit system is not known at this stage. Therefore the road infrastructure should be designed to enable a range of potential arrangements and systems to be possible. It is envisaged that there will be mass transit boarding points within the community hub, and at the park and ride site. A boarding point will also be provided serving the development area to the west of the linear park.

Buses

4.3.14 Existing bus services should be retained and extended, where appropriate, within the new development. Services should serve key destinations and thoroughfares. Within residential areas, a bus stop should be provided within 400m walking distance of each dwelling.



Example of 'green bridge'

DESIGN REQUIREMENTS	GRID ROAD	LOCAL DISTRIBUTOR	PEDESTRIAN PRIORITY STREET	PRIMARY STREET 1	PRIMARY STREET 2	Downgraded A509
Purpose	Strategic route carrying through traffic, including mass transit. Provide main point of access to development parcels/ neighbourhoods.	Through traffic. Provide access to smaller development parcels and areas of neighbourhoods.	Access to community hub and housing. Pedestrian friendly street, accommodating mass transit and segregated cycle movement. At junction with Primary Street 1, traffic diverted around a central square..	Positioning maximises ease of access to community hub for pedestrians and cyclists. Access to community hub and housing. Designed to create walkable neighbourhoods that prioritise cycling and walking.	Access to housing and community hub.	Access to housing. Continuous route for cyclists and pedestrians but not vehicles.
Carriageway width	7.3 m (single carriageway)	6.75 m	6 m	6 m	5.5 m	As existing
Design speed	50-60 mph	30 mph	20 mph	20 mph	20 mph	20 mph
Redway	Yes, except where more direct alternative routes are provided.	Yes	Yes	Yes	No	No
Footway	No	No	Yes	Yes	Yes	Yes
On-street parking	None	None	In designated bays	In designated bays	Yes - to be designed into the street layout.	Yes - to be designed into the street layout.
Verge	Verge equivalent to landscaped grid road reserve	2 x1 m (min)	2 x 5 m	2 x 2.5 m	To be determined at planning application stage.	To be determined at planning application stage.
Setback / width of privacy strip or garden to front of properties	n/a	n/a	0-3 m	3 m	3 m	1-3 m
Junctions/crossings	Roundabout or paired T-junctions. Pedestrians and cyclists to cross via green bridge or underpass	At grade junctions and pedestrian crossings.	At grade junctions and pedestrian crossings.	At grade junctions and pedestrian crossings.	At grade junctions and pedestrian crossings.	At grade junctions and pedestrian crossings.
Relationship to development	60-80m grid road corridor with no direct frontage onto the grid road.	No direct frontage onto distributor road.	Development to front the street.	Development to front the street.	Development to front the street.	Development to front the street.

Table 4.2 Street Hierarchy

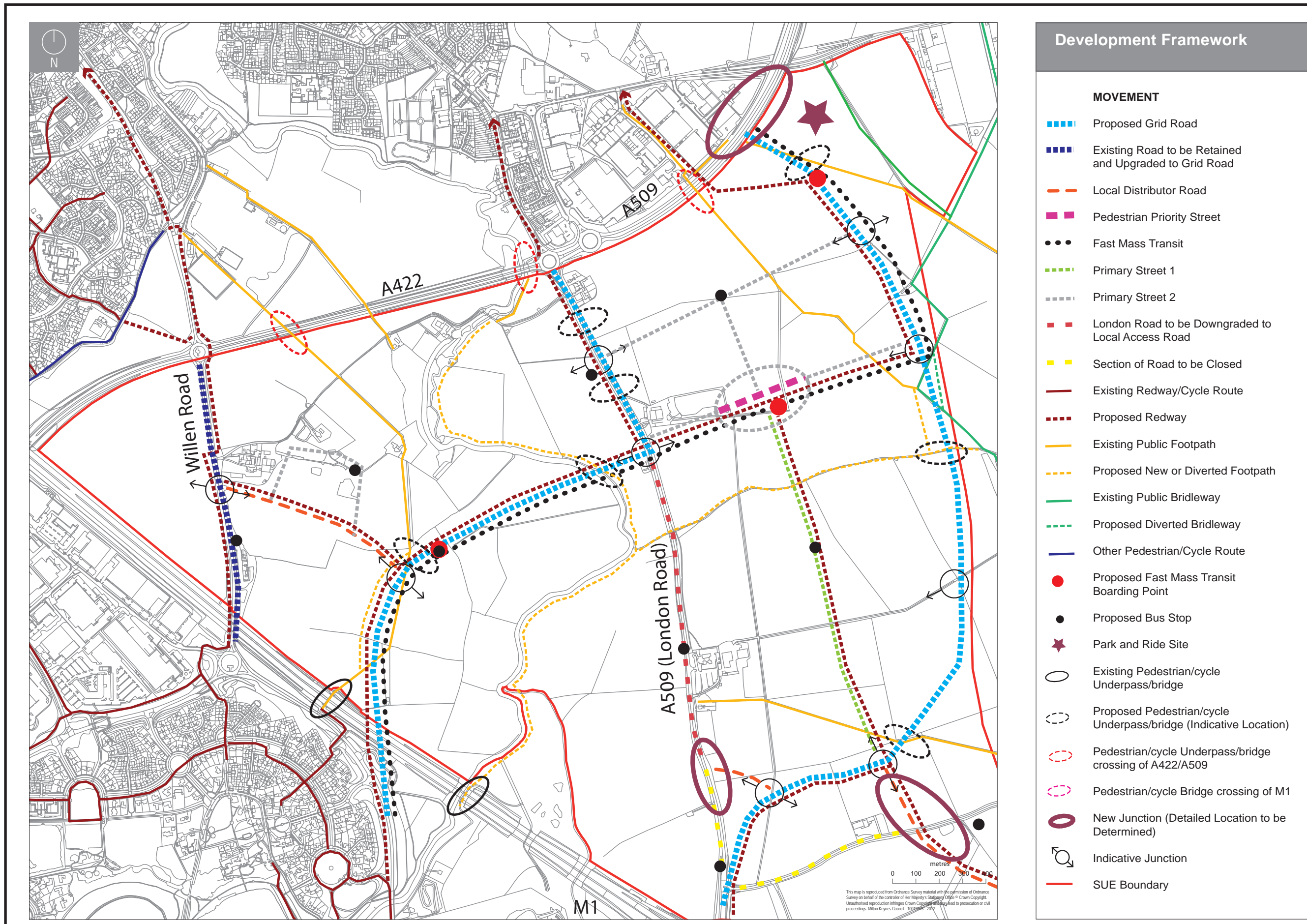


Figure 4.2a Movement Framework

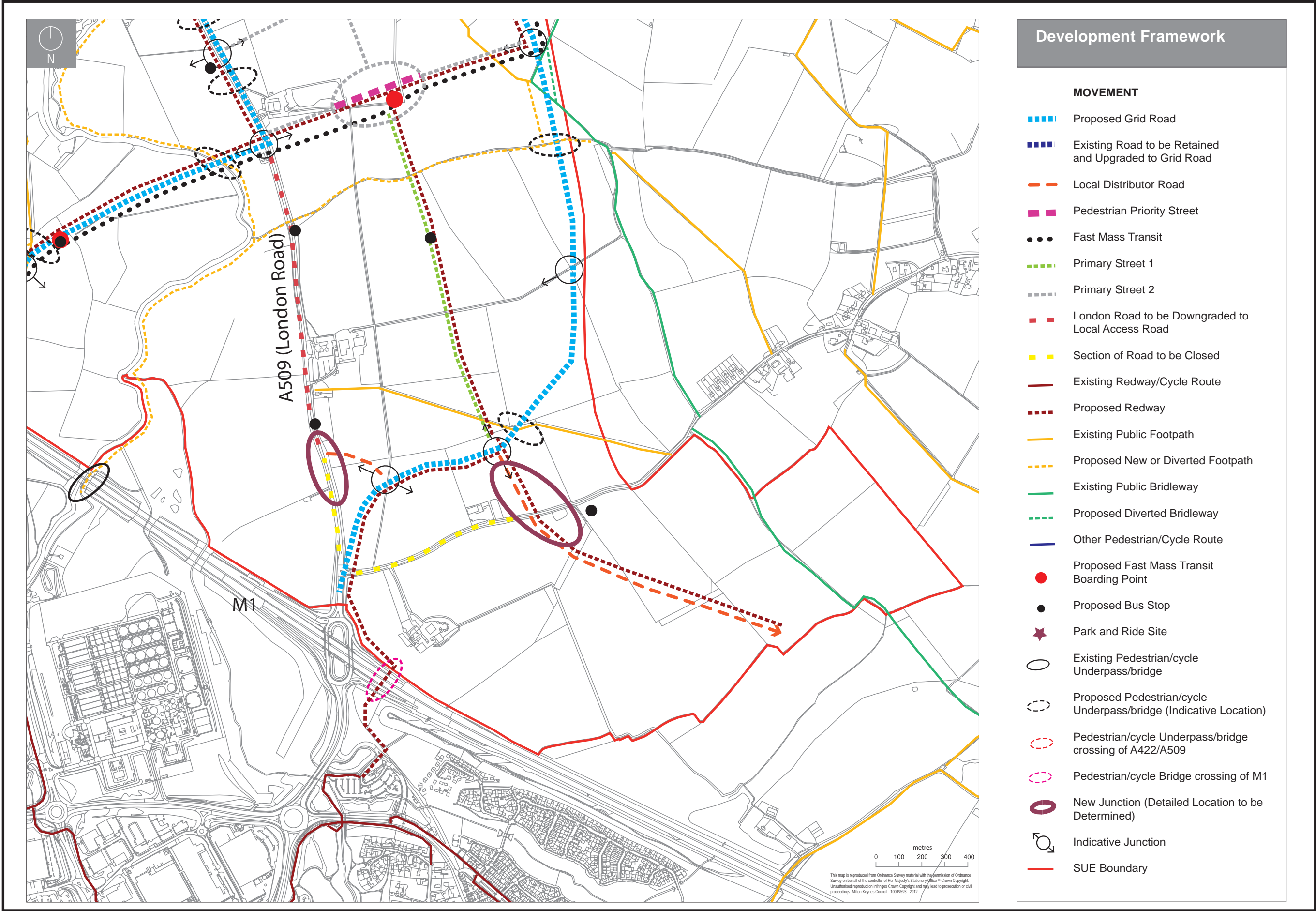


Figure 4.2b Movement Framework

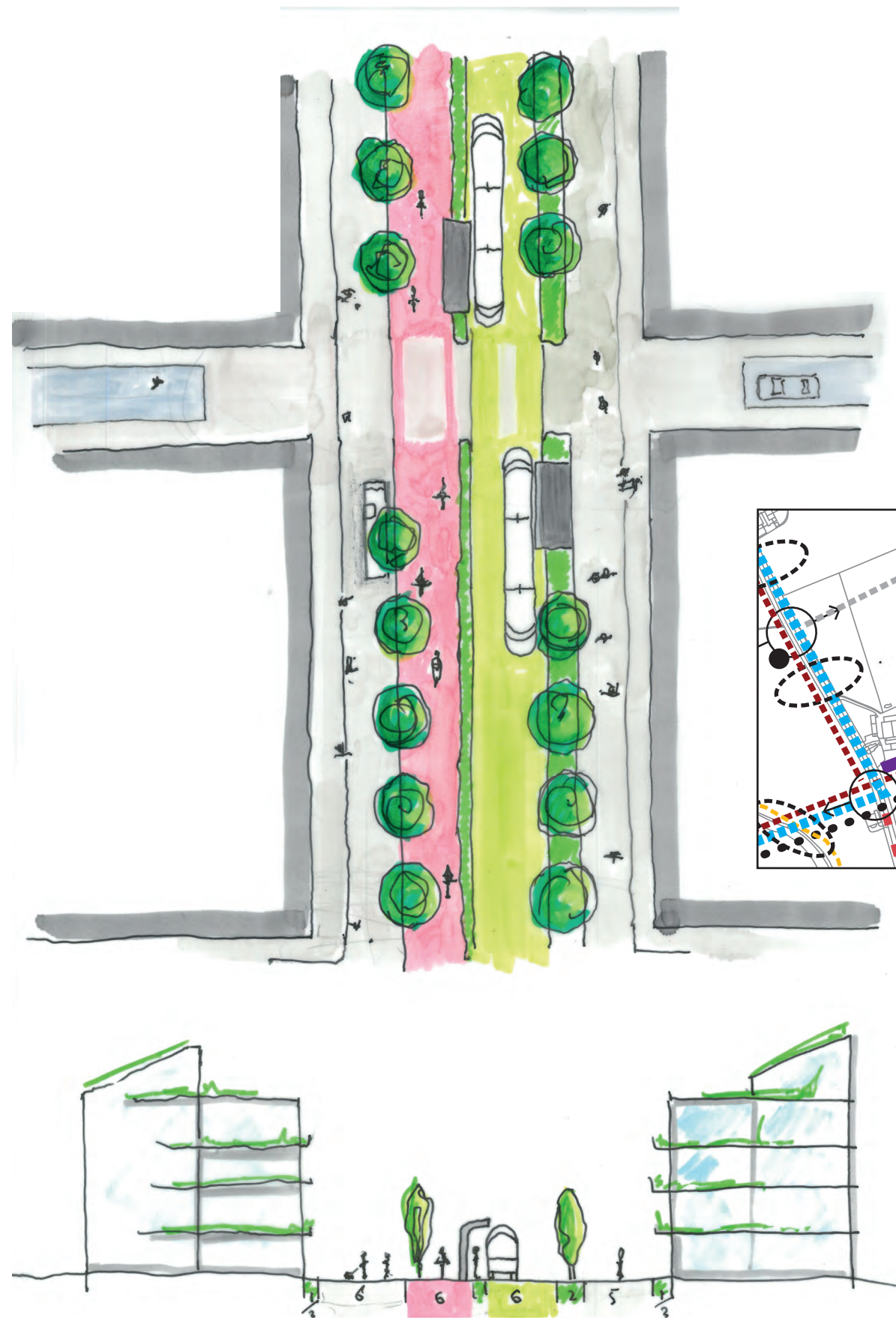


Figure 4.3 (A) Illustrative Cross Section through Pedestrian Priority Street within Community Hub

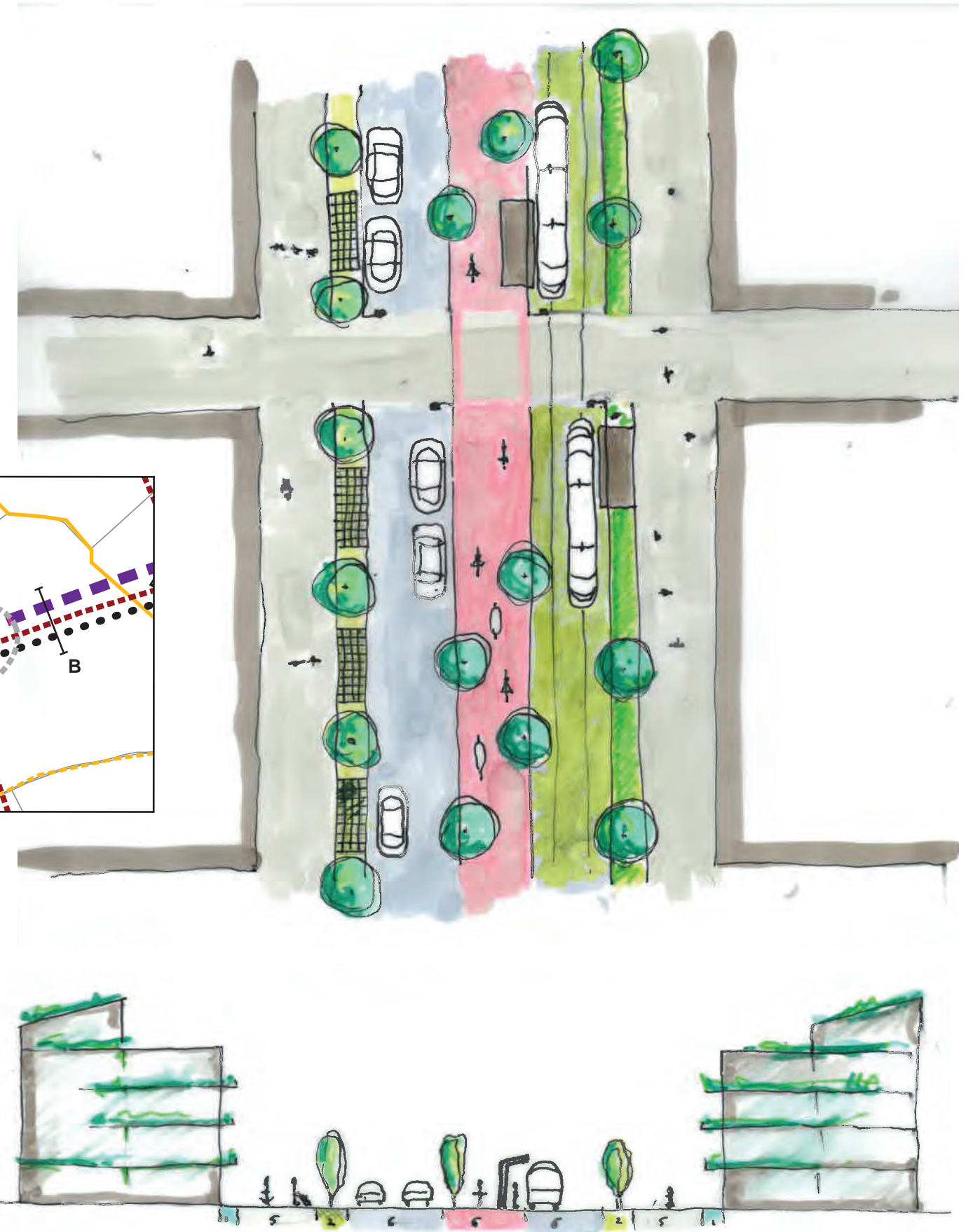


Figure 4.3 (B) Illustrative Cross Section through Primary Street within Community Hub

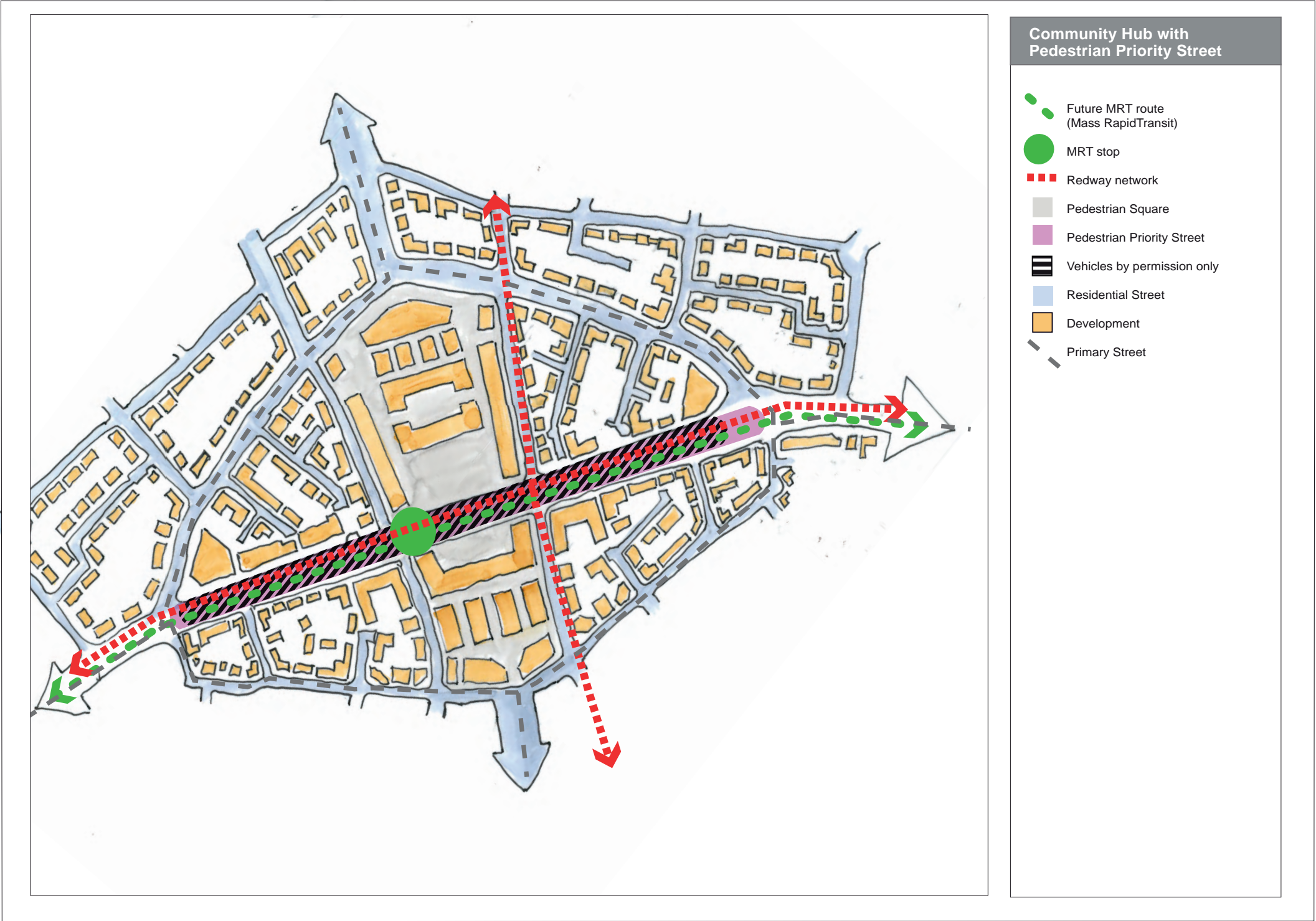


Figure 4.4 Illustrative Community Hub with Pedestrian Priority Street

Redways, Footpaths and Bridleways

Redways

- 4.3.15 Redways, which provide a segregated network of cycle paths across Milton Keynes, will be extended into MKE. Figure 4.2 shows the proposed strategic redway network for MKE. Additional redways may be provided if identified as being required through the detailed masterplanning of the site.
- 4.3.16 The strategic redway network links centres of population with key destinations, such as employment areas, district and town centres. Routes should be as direct as possible in order to encourage the use of redways for commuting. In general, redways alongside the grid roads provide the quickest routes. However, there may be instances where locating a redway within a primary residential street will provide a more direct route to key destinations.
- 4.3.17 Where appropriate, redways will be provided alongside existing public rights of way, particularly where this provides access for cyclists from the development to Newport Pagnell. Off-site extensions to redways will be required where these connect the site into the redway network. Figure 4.2 (Movement Framework) shows indicative routes of strategic redways within the SUE.

Bridleways and Footpaths

- 4.3.18 New public rights of way should be provided within the Ouzel linear park and along the tributary which runs east-west to serve as leisure routes.

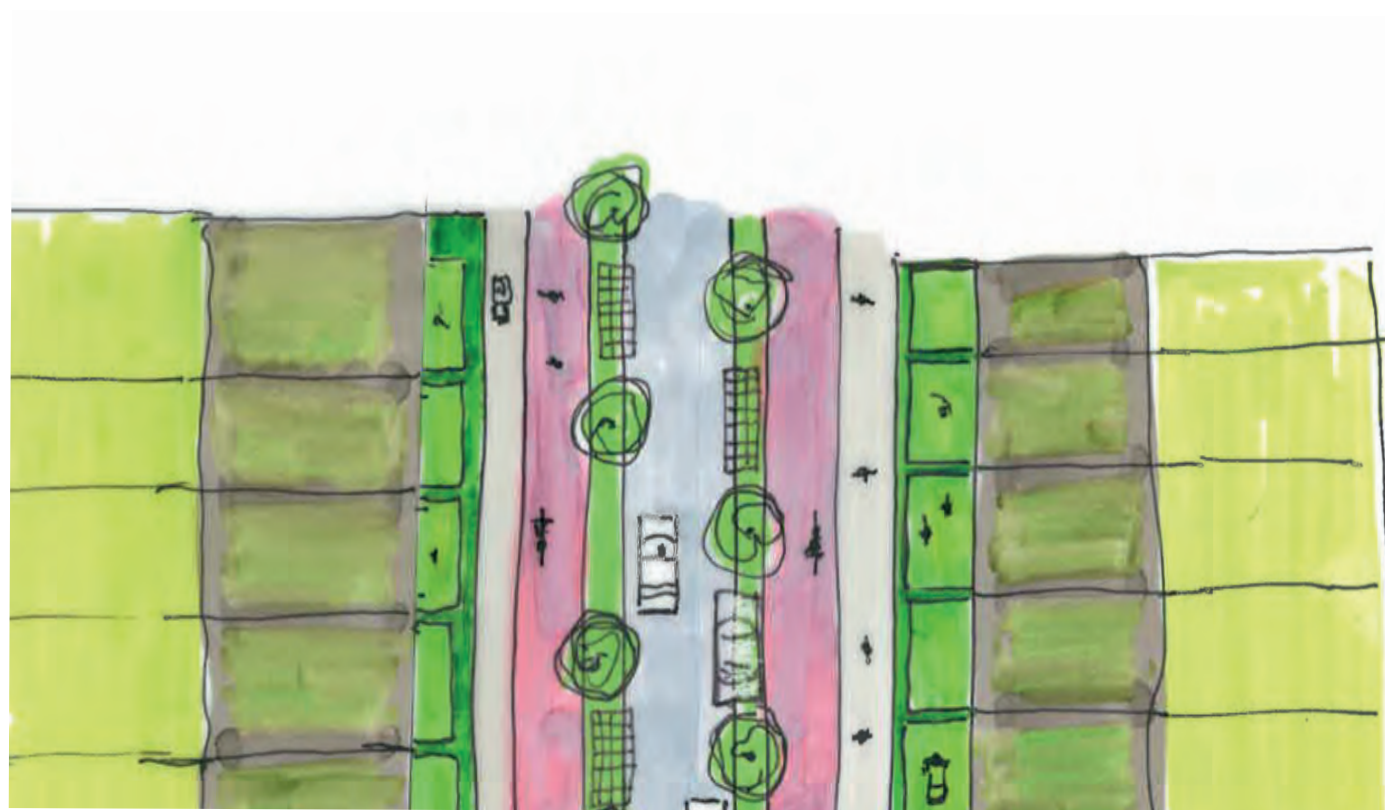


Figure 4.5 Illustrative Primary Street Cross Section

4.3.19 The A422/A509 and M1 present major obstacles to pedestrian/cycle movement. Three locations have been identified as crossing points of the A422/A509 where bridges/underpasses should be provided. A pedestrian/cycle bridge is proposed to the south of junction 14 in order to provide a crossing of the M1 in the southern part of the site (see Fig 4.2).

4.3.20 Existing public rights of way should be retained, wherever possible. Where rights of way are severed by major road infrastructure, appropriate road crossings and/or diversions should be applied.

Low Emission Vehicles

4.3.21 Electric charging points should be provided for each dwelling. Rapid and fast charging points will be provided at key locations, including local centres, employment areas and schools.

Future-proofing

4.3.22 Developers should ensure that the transport infrastructure within the SUE does not close off the potential for future expansion of the city, for example by safeguarding land as adopted highway.

4.3.23 Land will be safeguarded next to junction 14 in order to future proof any proposals by Highways England to improve the junction.

Park and Ride

4.3.24 A 2.5 - 5 ha site will be safeguarded for a park and ride site in the north-eastern corner of the site. The size of site provided will be determined following further assessment. This will pick up traffic entering Milton Keynes from the north along the A509. The park and ride site is located on the route of the proposed fast mass transit system and will be served by a boarding point.

Transport Assessment and Travel Plans

4.3.25 The submission of a Transport Assessment will be required as part of any planning application that generates significant amounts of traffic movements, to determine whether the impact of the development on the transport network is acceptable. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

4.3.26 Plan:MK states that development proposals that generate significant amounts of traffic movements will normally be required to provide a Travel Plan. The Travel Plan will contain measures to encourage walking, cycling, the use of public transport and car-sharing, and to reduce the need to travel.

4.4 Land Use

Housing

- 4.4.1 The SUE will accommodate in the region of 5000 dwellings.
- 4.4.2 A wide range of dwelling type, size and tenure should be provided creating choice, a varied building form and meeting community needs. 31% of housing should be affordable. Decisions on the tenure mix will be made against the Council’s requirements as set out in policy HN2 of Plan:MK and the current Affordable Housing SPD in place at the time that an application is considered.
- 4.4.3 The development will be required to provide a 1 hectare site for serviced plots of land for self-build and custom housebuilding dwellings. The Council will strongly support proposals that involve the creation of low-cost and affordable housing.
- 4.4.4 In accordance with Plan:MK policy HN3, the development will be expected to provide an element of supported or specialist housing to help contribute towards meeting the needs of older persons and households with specific needs. The Council’s Strategic Housing Market Assessment 2017 calculated that the combined need for supported and specialist housing accounts for around 15% of all housing needs in the borough over the plan period.
- 4.4.5 Plan:MK Policy D4 encourages housing developments of 50 or more dwellings to provide 10% of new dwellings that incorporate innovative design features and modern methods of construction.

Employment

- 4.4.6 An area of land, amounting to 105 ha, has been identified for B1/B2/B8 employment uses, adjacent to the M1. Landscaped buffers should be provided on the edge of employment areas to reduce the visual and other impacts of large industrial buildings on residential areas, the linear park, potential future development and the wider rural landscape.
- 4.4.7 Employment opportunities will also be provided within the community hub and the local centres. Opportunities for locating smaller scale office uses above the ground floor, with retail facilities below, should be taken.
- 4.4.8 Home working can provide a number of sustainability benefits including reduced peak hour travel and more flexible working hours and childcare possibilities.

Community Centres

- 4.4.9 Dual use of schools for community use will be encouraged. Fairfield Primary School in the WEA provides a good example of how to combine community and school uses within a single building.
- 4.4.10 The proposed health hub will include community use space. It is envisaged that this space will be used for uses related to health and active lifestyles. It could include space for fitness classes, treatment rooms for physiotherapy etc.
- 4.4.11 There will be scope to provide community uses within the community hub. This could, for example, take the form of a crèche, meeting



rooms, and/or cafe at ground floor with residential above.

- 4.4.12 Community buildings will be located alongside sport pitches, and as well as providing changing facilities, will include space that can be hired for community use. Appropriate provision of storage space should be made to support community uses.

Community Hub

- 4.4.13 The mixed use community hub will form the heart of the community and will be located on the pedestrian priority street. It will be served by a mass transit boarding point and will be located at the centre of higher density housing.

The mix of uses and pedestrian-friendly public realm, including an area of civic space, will be designed to create an active and vibrant centre.

- 4.4.14 The scale of the community hub should be sufficient to meet the day-to-day needs of the new local community at MKE, but should not adversely impact on the vitality and viability of Newport Pagnell town centre. Retail development proposals of over 350 sq m should be subject to a retail impact assessment. The community hub will provide a mix of uses, including convenience shopping, housing, small-scale employment and community uses. It is expected to be of a scale and range similar to Woburn Sands or Stony Stratford which primarily serve their immediate communities

rather than operating as a larger service centre for a much wider area. Appropriate uses will include a supermarket, small unit shops, offices, cafe/pub/restaurant, a community centre, and places of worship.

- 4.4.15 Buildings within the community hub should be designed to be adaptable in order to accommodate a number of different uses. In this way, the community hub will be robust enough to deal with fluctuations in economic conditions, with buildings able to change their use over time.

- 4.4.16 The co-location of facilities and shared use of parking will be actively encouraged. Public parking should be provided that will be available to all users of the centre.

Health & Community Centre

- 4.4.17 The SUE should make provision for a site of 0.5 ha to accommodate a Primary Health hub. The Primary Health hub should be located within or close to the community hub. The health centre building should also include a community centre.
- 4.4.18 The health/community centre building should be programmed to be provided as early as possible within the development.

Places of Worship

- 4.4.19 Within Milton Keynes there is known demand for places of worship. Places of worship will be an appropriate use within the local centre. Alternatively, Plan:MK policy ER7 allows for places of worship to be developed on employment sites subject to satisfying a number of criteria.



Education

- 4.4.20 Provision should be based upon the two tier system of primary and secondary schools. Schools provision should be planned in step with residential development (see Indicative Programme, para 6.5.2).

Secondary School

- 4.4.21 The secondary school will be located close to the community hub. A site of 11.8 ha will be required to accommodate a 10 form of entry (FE) school.

Primary Schools

- 4.4.22 Sites should be provided for two 3FE and two 2FE primary schools. There should be a primary school within 400m (5 minutes walking distance) of most of the houses and they should be located on a primary residential street. A minimum of 3 ha of land should be provided for each 3FE primary school, and 2.1 ha for each 2FE primary school.

Local Centre

- 4.4.23 Local centres should be provided within the residential area to the east of Willen Road, and within the residential area to the south of Moulsoe. Typically, this would consist of a small parade of shops or a corner shop/newsagent.

Burial Space

- 4.4.24 Without extensions or new sites being found within Milton Keynes, all the existing burial ground sites are expected to reach capacity within the next ten years. Crematoria or green burial sites can help to meet the demand, but there is a need for traditional burial sites. For some faiths traditional burial sites are required.
- 4.4.25 A 2 ha site for burial space should be provided. This could be provided in one location or across two sites. It should be located where surface water drainage is adequate, there is no threat to groundwater quality and there is good access to the highway network. The opportunity should be taken to integrate the space allocated for burials into the green infrastructure network, through landscape and tree planting.

Household Waste Recycling Centre

- 4.4.26 Land should be retained within the employment area or adjacent to the park and ride site for a household waste recycling centre. The site should be 2 ha in size, and should have good access to the strategic road network.

4.5 Character

Density

- 4.5.1. Policy HN1 of Plan:MK encourages higher density development in locations with good accessibility to facilities, that are well served by public transport, and where it can be accommodated by existing or improved infrastructure. The policy also allows for low levels of parking to be provided where it would

DESIGN COMPONENTS	CENTRAL	PRIMARY STREET	RIVERSIDE	GENERAL RESIDENTIAL	RURAL EDGE
Built form and layout	Predominantly apartments. Residential development above commercial uses. Scope for taller buildings.	Predominantly apartments and townhouses. Good access to community hub and community uses along the primary street.	Predominantly apartments and townhouses. Reduced private amenity space compensated for by linear park providing accessible public space	Short terraces and semi-detached, and detached. Two storeys, occasional three storeys at key corners.	Informal layout. Emphasis on soft landscape and tree planting to create green setting. Detached and semi-detached houses in larger plots. Two storeys. Dwellings set back from street.
Residential parking	Reduced private parking.	Predominantly front parking courts for townhouses and front or rear parking courts for apartments supported by on-street parking.	Predominantly front parking courts for townhouses and front or rear parking courts for apartments supported by on-street parking.	Front court parking, public squares, on-plot parking, including drive-throughs.	Predominantly on-plot parking, with some on-street parking.
Boundary treatment	Predominantly walls and railings, with soft landscaping.	Predominantly walls and railings, with soft landscaping.	Predominantly walls and railings, with soft landscaping.	Mix of walls or railings and hedges, soft landscaping.	Informal, predominantly hedging or rural fencing. Soft landscaping.
Indicative average residential density	Approximately 100 dph.	Approximately 40-60 dph	Approximately 40-60 dph.	Approximately 25-40 dph.	Approximately 10-30 dph.

Table 4.3 Indicative Character Typologies



Accordia, Cambridge - 65dph



Fitzwilliam Street, Bletchley -100dph

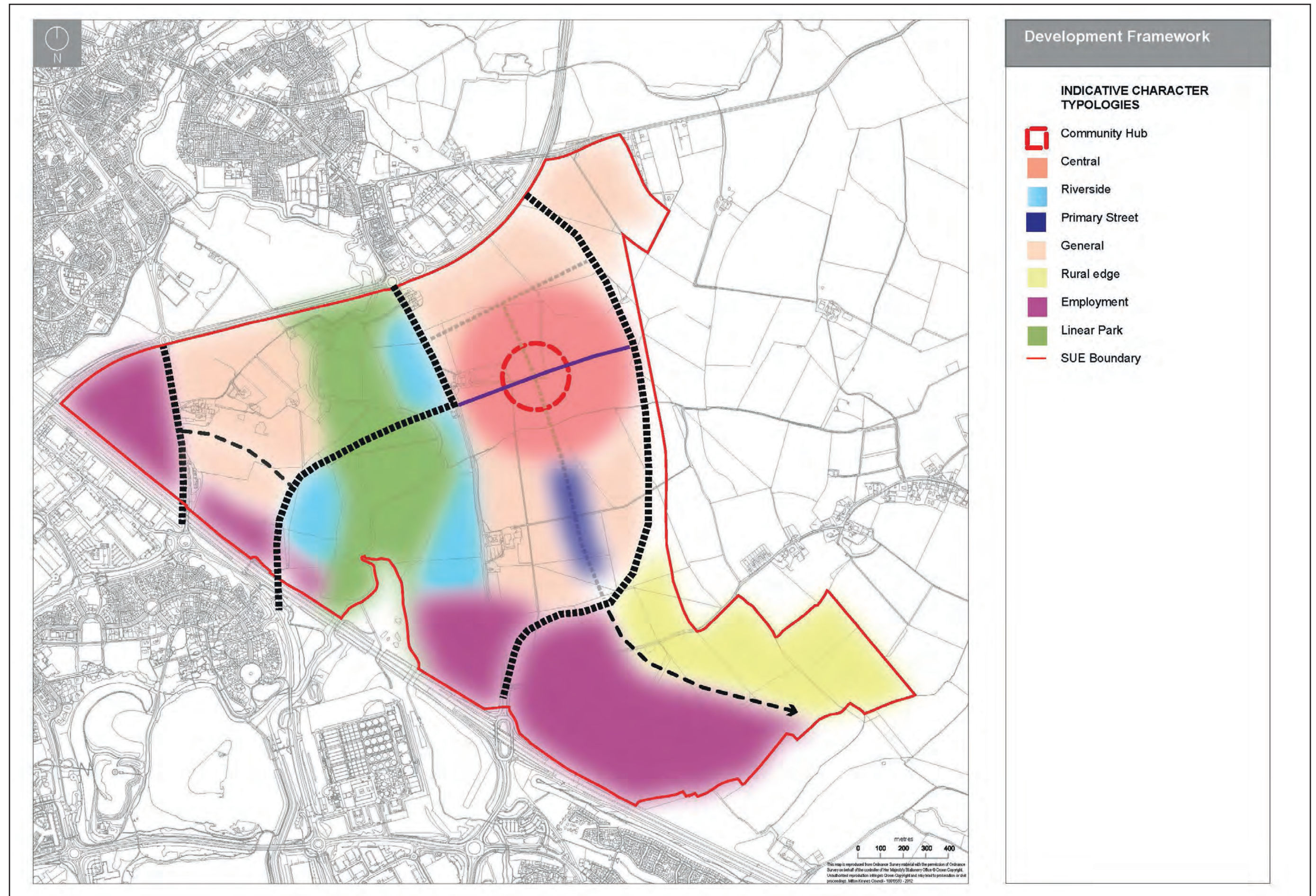


Figure 4.6 Indicative Character Areas

	help to achieve densities that realise wider strategic objectives.		create a walkable neighbourhood based around the community hub with higher density housing.				
4.5.2	The provision of a mass transit route into MKE is a strategic objective of the Council. The community hub will provide local facilities and act as an important node for the mass transit system. Higher densities around the community hub will increase patronage for the mass transit system. As this area will be well-served by public transport, housing development will be provided with lower levels of parking. Where lower levels of parking are proposed, developers will be required to demonstrate that there is good accessibility to frequent public transport services, i.e. frequent public transport services to public transport nodes, district/town/ local centres, schools and employment areas.	4.5.6	In response to the open countryside, the lowest built density will be to the south of Moulsoe. The remaining areas of housing should be at medium density.				
			Character Typologies				
		4.5.7	A variety of character typologies have been identified, and are shown on Figure 4.7. They have emerged in response to the existing surrounding context, and to the proposed movement strategy for the development, in particular the mass transit system. The most built-up, urban areas will be within the community hub and within walking distance of the mass transit boarding point.		<ul style="list-style-type: none">• Mass transit would aid a modal shift for residents in the new community, helping to reduce carbon emissions arising from the development and mitigate climate change. The provision of park and ride linked to a mass transit system would further support modal shift and carbon emission reductions associated with longer distance trips into Milton Keynes.• Creating walkable neighbourhoods will help to reduce the number of trips by car and thereby help to reduce carbon emissions. This is achieved by co-locating amenities and higher density development with mass transit and other public transport facilities linked by safe, direct pedestrian and cycling routes• Provision of a linear park as part of the strategic green infrastructure network. This will provide flood risk management benefits and help minimise the urban heat island effect of new development.		being lost en route to the dwelling. A local decentralised community energy system can help tackle these issues through decreased transmission losses and by capturing and utilising the waste heat in buildings of all uses. This is combined heat and power (CHP) serving district heating.
4.5.3	The highest density housing should predominantly be located within walking distance of the mass transit boarding point located within the community hub.		Detailed Design Appearance of Buildings				
		4.5.8	The development should create its own identity, distinct from those of adjoining areas.			4.6.5	Different types of building occupiers have varying demands for heat, which are represented in demand or load profiles. Different load profiles complement one another and a diversity of load profiles improves the technical feasibility and financial viability of district heating.
4.5.4	Apartments generally have less private amenity open space than houses, and therefore there is an argument for locating them close to areas of public open space. Consequently, it is proposed that high density housing should also be provided along the edges of the river valley linear park.	4.5.9	The Development Framework does not advocate a particular style. It does however require architectural treatment to be such that it contributes to the overall character and identity of the development. Poor quality pastiche housetypes will not be supported.			4.6.6	The best opportunities for introducing CHP within MKE are around the community hub and the areas of higher density housing.
						4.6.7	Whilst CHP is the most common form of community energy network, there may be other alternative emerging sustainable technologies that can be employed.
							Surface Water Drainage and Flooding
						4.6.8	The original planning of Milton Keynes recognised that its development could create additional flood risk. As a result, planned strategic flood control measures have ensured that flood risk has been reduced through measures such as the green infrastructure network of linear parks and the series of balancing lakes along the rivers into which Milton Keynes drains. The original aims of these flood control measures were to not increase the risk of flooding in Newport Pagnell
4.5.5	The primary street to the south of the community hub is a key route through the development. It connects the residential areas with the community hub and provides access to community uses, such as the primary school and neighbourhood play area. It is proposed to	4.6 Sustainability			Sustainable Construction		
			Addressing Climate Change		4.6.2	Development proposals must demonstrate how they have met the requirements of Policy SC1 with regard to sustainable construction, including materials and waste, energy and climate and water.	
							Community Energy Network
		4.6.1	The structure and layout of the development would contribute to climate mitigation and adaptation in a number of ways:		4.6.3	In accordance with Plan:MK Policy SC2, developers will be expected to consider the integration of community energy networks in the development.	
					4.6.4	Remote power plants are inefficient, with over 60 per cent of the energy from fossil fuels	

and to ensure that all development in the new city would not be subject to flooding. At the same time the floodplains are protected, river corridors are enhanced and preserved, surface water drainage is managed appropriately, wildlife corridors are created and improved and maintenance access to watercourses is ensured.

4.6.9 As future development (including highway infrastructure) has the potential to increase the frequency and consequence of such flooding through the increases in and runoff from impermeable areas, these increases need to be mitigated through the use of integrated SUDS, careful development design, development control and masterplanning. Milton Keynes's network of green infrastructure, including waterways, will need to be maintained and enhanced through the Development Framework. In line with Plan:MK Policy FR2, opportunities should be taken to implement SUDS.

Safety and Security

4.6.10 Design has a crucial role in delivering a safe and secure residential environment. Natural surveillance should be provided, in the form of door and windows overlooking streets and public spaces.

4.6.11 Developers should follow best practice guidance in 'Secured by Design' to design out opportunities for crime and anti-social behaviour.

Noise and Air Quality

4.6.12 The principal source of noise within the development is from vehicles travelling on

the M1 and A422/A509. Consequently, noise mitigation measures will need to be carried out. The precise nature of those noise mitigation measures should be established by developers through the undertaking of a Noise Impact Assessment.

4.6.13 There are a number of measures that can be employed, including:

- locating less vulnerable (i.e. non-residential) uses adjacent to the M1 and/or A422/A509;
- setting dwellings back an appropriate distance;
- sound insulation in dwellings;
- noise bunds.

4.6.14 The proposed development is located in an area where air quality is mainly influenced by emissions from vehicles travelling on the M1 motorway and the A422. Increasing the distance between residential properties proposed in the development and busy roads external to the development would help reduce exposure of new residents to high levels of pollution. Tree planting would reduce the impact of pollution as trees help to keep air cleaner through absorbing airborne pollutants. Where appropriate, an air quality assessment should be submitted as part of any planning application.

4.6.15 The layout and design of housing should take account of the potential odour nuisance from the water treatment works at Pineham. Where appropriate, an odour assessment should be submitted as part of any planning application.

Telecommunications and ICT Network

4.6.16 As a modern, growing city, Milton Keynes needs the right IT communications infrastructure to support the well being of its existing communities and its continued expansion.

4.6.17 New developments should provide housing that is fibre-ready. Developers are required to install the ducts for fibre connectivity up to the premises in readiness.

4.6.18 For the provision of broadband and telecommunications services, the Council wishes to see the provision of an "open network" whereby the consumer will be free to select their preferred supplier.

4.7 Development Framework

4.7.1 The Indicative Development Framework Plan (Figure 4.7) illustrates how the individual framework layers can be brought together to achieve the vision for the SUE.

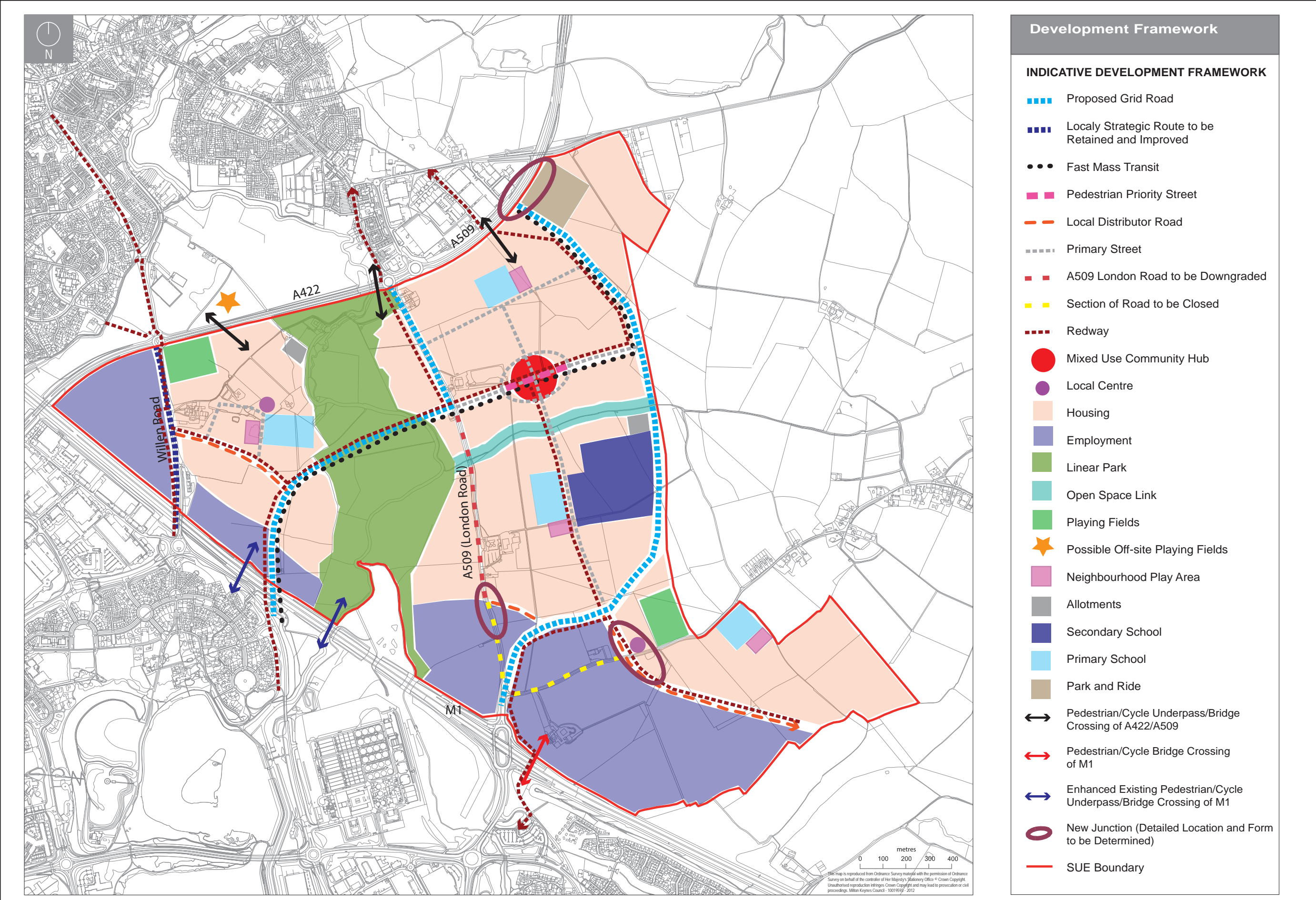


Figure 4.7 Indicative Development Framework Plan

SECTION 5

DELIVERY

- 5.1 Phasing
- 5.2 Infrastructure Delivery
- 5.3 Equalisation
- 5.4 Management and Maintenance

5.1 Phasing

- 5.1.1 Infrastructure and development should be delivered at the right time and in the right place to ensure a high quality and sustainable community is established.
- 5.1.2 MKE is in a number of different ownerships. Piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure are likely to be refused for failing to be in conformity with Plan:MK Policies SD1, SD9, SD12 and INF1, as well as this Development Framework SPD. All SUE landowners and parties should act in good faith and work co-operatively with each other with the aim of facilitating development on all sites within the SUE. This involves early engagement with each other to agree mutually acceptable connection arrangements and delivering connections to site boundaries within the SUE, and sharing the cost of shared infrastructure.
- 5.1.3 All landowners should be prepared to enter into planning agreements and to have their land included in a planning application so that connectivity through the SUE can be delivered. They should ensure that vehicular access is provided up to the edge of their boundaries in a timely manner so as not to hinder development of other sites in the SUE nor to increase the value of their landholdings.
- 5.1.4 Development of the SUE is based on the following principles:
 - Allow for an appropriate balance to be achieved between the delivery of new homes and

- new jobs in order that the development is as self-contained as possible and by so doing contribute to trip internalisation;
- Establish key public transport infrastructure and routes at an early stage in each phase;
 - Ensure the local centre and schools are delivered early on in the development;
 - Ensure the provision of green infrastructure, open space and play areas prior to the occupation of new housing;
 - Co-ordination between multiple developers to ensure that all necessary infrastructure required to facilitate the development is agreed and implemented in a timely fashion;
 - Need to achieve a mix of housing development at each phase;
 - Each development phase should contribute to the wider infrastructure costs to ensure it can be delivered and later phases remain viable; and
 - Develop integrated neighbourhoods and avoid disconnected and isolated development.

5.2 Infrastructure Delivery

- 5.2.1 Contributions will be sought towards necessary infrastructure and facilities, including:
 - Affordable housing;
 - Highway infrastructure, both on and off-site;
 - Public transport services, walking and cycling provision;
 - Education, including secondary and primary school provision;
 - Recreation and open space, including play areas, playing fields, allotments, linear parks;
 - Community facilities, including healthcare, emergency services and community centres;

- Public art;
 - Management and maintenance of facilities and open space.
- 5.2.2 An overarching Section 106 agreement, known as the Tariff Framework Agreement, will be established.
- 5.2.3 The planning obligations regime for Milton Keynes will continue as it currently stands. In the case of this development, this will be a number of individual S106 Agreements entered into in compliance with an overarching MK Tariff Framework Agreement whereby a contribution is made to infrastructure costs through Tariff payments for each unit of development.
- 5.2.4 It is envisaged that infrastructure for the SUE will be delivered through each of the landowners and lead developers signing up to these Tariff arrangements.

5.3 Equalisation

- 5.3.1 The land is in a number of different ownerships. It is essential that the contributions to shared infrastructure requirements are based on an equitable equalisation mechanism. An equalisation mechanism to permit development to proceed will need to be agreed by all landowners under the Tariff arrangements set out above.

5.4 Management and Maintenance

- 5.4.1 Consideration should be given at an early stage to the future management arrangements for infrastructure and facilities. Developers

- will be fully responsible for the management and maintenance of all roads and green infrastructure prior to adoption.
- Highways**
- 5.4.2 Milton Keynes Council, as highway authority, will adopt the roads and related infrastructure. Services infrastructure will be the responsibility for the relevant services provider.
- Open space and Landscaping**
- 5.4.3 A management and maintenance strategy for open space and landscaping will be required, outlining details of the owner, the responsible maintenance body, and how long term maintenance will be funded. Arrangements for the management and maintenance of the open space should be discussed with the Council at an early stage. Milton Keynes Parks Trust may have a significant role to play in the future management of such uses, particularly the linear parks. Consideration should also be given to offering all landscape and play areas to the Parks Trust for maintenance and management via a single regime across the SUE.
- 5.4.4 The Council's preference is that the land should be offered to the Parks Trust on a 999 year lease prior to the transfer of the freehold to the Council, with a commuted sum to pay for the cost of the maintenance and management which may be covered by the Tariff arrangements. In anticipation of this arrangement, it is helpful for all landscape and play areas to be designed in consultation with the Parks Trust.

SECTION 6

NEXT STEPS

- 6.1 Outline Applications
- 6..2 Design and Access Statements
- 6.3 Design Codes
- 6.4 Reserved Matters Applications
- 6.5 Indicative Programme and Milestones

6.1	Outline Applications	6.2	Design and Access Statements		6.5	Indicative Programme and Milestones
6.1.1	The local planning authority will encourage early dialogue on pre-application proposals. A stakeholder group has been set up for the MKE SUE. Developers should utilise this group to engage with the local community and other stakeholders.	6.2.1	Design and Access Statements are required for major developments under the Planning and Compulsory Purchase Act 2004.	6.3.2	6.5.1	
6.1.2	Outline applications should include, as a minimum: details of uses proposed in different areas of the SUE; the amount of development for each use; an indicative layout; parameters of the sizes of buildings; and indicative access points. A draft S106 Agreement in line with the Tariff Framework Agreement (see para 5.2.3) should be submitted with the outline application.	6.2.2	The design principles and components set out in Design and Access Statements for Outline Applications should also be in accordance with good practice, Plan:MK, the New Residential Development Design Guide SPD guidance and this SPD.			The below programme is based on the assumption that the Council's HIF bid will be successful, and will be dependent on when successful bids are announced. Development of the SUE will not take place if funding cannot be secured to pay for the strategic infrastructure needed to make the site deliverable. The strategic infrastructure required includes a new bridge over the M1, and two strategic grid roads.
6.1.3	It is likely that any planning application will need to be supported by an Environmental Impact Assessment. Developers are encouraged to seek a Screening Opinion from the local planning authority in advance of submitting a planning application.	6.2.3	Milton Keynes Council has produced a guidance note on 'Preparing Design & Access Statements.'	6.3.3		
6.1.4	Developers should contact the Local Planning Authority at an early stage with regard to the supporting information that should be submitted with their application. The requirements will include some or all of the following: <ul style="list-style-type: none">• Flood Risk Assessment (FRA);• Transport Assessment;• Biodiversity Report;• Noise Impact Assessment;• Arboricultural Statement;• Odour Impact Assessment;• Air Quality Assessment;• Energy and Climate Statement;• Statement of Community Involvement.	6.2.4	The Design and Access Statements should provide the basis for the quality of design to be controlled through subsequent Design Codes and Reserved Matters applications.			
		6.2.5	Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completion and subsequent maintenance.			
		6.2.6	The Design and Access Statement will provide the starting point for the drawing up of design codes.	6.4		
		6.3	Design Codes	Reserved Matters Applications		
		6.3.1	It will be necessary for Design Codes to be submitted by the developer and approved by the local planning authority following the Outline planning stage and prior to submission of Reserved Matters.	6.4.1		

The next stages in the process of development are as follows:

Winter 2019/2020	Adoption of Development Framework
Summer/Autumn 2020	Submission of hybrid planning application - infrastructure and housing
Winter 2020/2021	Hybrid planning permission granted - infrastructure and housing
Summer 2022	Commence enabling highway infrastructure works
Summer 2022	Commence Phase 1 housing and social infrastructure delivery
Ongoing	Submission and determination of Reserved Matters applications - Phase 2 onwards
Spring 2024	Finish enabling highway infrastructure works

6.5.2 The delivery programme below illustrates how the necessary social infrastructure will be delivered to align with the build out of housing. Provision should be made for temporary community facilities, where necessary, in order to ensure residents are well served during the early phases of the development.

6.5.3 Key elements of highway infrastructure are the M1 bridge, floodplain bridge and the eastern perimeter road. Highway infrastructure works will commence prior to the building out of the housing. The phasing of housing development will be linked to the provision of enabling highway infrastructure.

Milestones	Housing Delivered (cumulative)	Social Infrastructure Delivered
Enabling Infrastructure Complete	300	
Phase 1 Complete	450	- 1 x Primary School - 1 x Health Hub
Phase 2 Complete	1650	- 1 x Primary School - 1 x Secondary School
Phase 3 Complete	2900	- 1 x Primary School
Phase 4 Complete	4650	- 1 x Primary School
Phase 5 Complete	5000	

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