



milton keynes
western expansion area
development framework

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Prepared by Halcrow with assistance from Faber Maunsell (public transport), SMT (transport modelling), Lambert Smith Hampton (property advice), and officers of Milton Keynes Council and English Partnerships.

Landowners, Developers and their Consultants have contributed to the formulation of the Development Framework.

Additional photographs have been provided by David Lock Associates, Genesis and Milton Keynes Council.



foreword

The WEA Development Framework

- On 21 June 2005, the Council adopted this Development Framework as a document that will be used as a material consideration when determining planning applications in the Western Expansion Area (WEA).
- On 19 October 2005, the Cabinet member for Planning and Transport, Cllr Mabbutt, formally approved the detailed wording of the changes to the Development Framework that had been agreed in principle in June. The Development Framework therefore reflects the situation as at October 2005.
- Further work is underway on a number of issues including the detailed design of the city streets and a 'tariff' agreement for securing funding for infrastructure and facilities from developers. The results of this work, together with the Development Framework and local plan policies, will inform Milton Keynes Partnership's considerations on planning applications in the WEA.
- The development framework provides more detailed guidance than the Local Plan about how the area should be developed. It takes forward the principles, policies and requirements of the Local Plan and shows how they can be achieved.
- The development framework also takes forward some of the design principles agreed at a 2 day workshop held in March 2003, and shows how the Council has responded to some of the concerns raised about the WEA in comments on the Local Plan.
- Halcrow, a firm of planning consultants jointly appointed by the Council and English Partnerships, prepared the framework. Planning consultants acting for the major landowners/developers in the WEA have also contributed to the production of the framework.

What changes have been made to the draft Framework?

The main changes are set out below. In addition, there are a number of minor changes to the text of the Framework.

- The scenarios - the draft framework originally included two development scenarios pending decisions that still had to be made on the Local Plan for the Borough. The revised framework now includes only one scenario - the Northern Scenario - which covers Areas 10.1-10.3 and Area 11. This is consistent with the Council's decision on the boundary of the WEA in the Local Plan.
- More explanation - the revised framework includes some new information and diagrams to explain how the WEA development fits into changes already happening in the wider city, such as new public transport routes and long term growth.
- Impact of development on Two Mile Ash - to meet concerns about the visual impact of the new development on existing housing in Two Mile Ash, we have added a requirement for a landscape buffer along the WEA side of Watling Street in those areas where there is little or no existing landscaping (average width: 10 metres). We have also changed the framework to say that there should be no 4 storey development directly fronting on to Watling Street - development of this height should only take place within the WEA.
- Calverton Lane - the proposal in the draft framework to close Calverton Lane to through traffic met with a mixed response. We have revised the framework to require the introduction of traffic management measures at first to discourage through traffic but still allow local traffic. This will be monitored and further solutions might include the introduction of traffic calming in the surrounding villages.
- Extension of H4 north of Grange Farm - the route for the H4 extension was shown incorrectly in the draft framework. This has been corrected - the protected route for this road runs through part of Hazeley Plantation but leaves a substantial tree belt some 30-50 metres wide to act as a buffer between the new road and existing houses in Grange Farm.
- Redway links to adjoining areas - these are shown more clearly in the revised framework. A new redway is proposed through to Calverton End in order to provide a more direct link between the WEA and Stony Stratford town centre.
- Open space - one of the proposed local parks has been relocated further north to make it useable by residents of Two Mile Ash.

- Landscape - the revised framework recognises that it will not be possible or desirable to prevent all views of the new development from the countryside to the south and west, although the impact will be minimised through design and structural landscaping.
- Health facilities - the framework has been revised to reflect the new approach to health provision being developed by the Primary Care Trust. Facilities will be based around a large centre providing a wide range of facilities including some clinical and outpatient services normally dealt with at the hospital. There will also be a number of smaller centres serving local areas.

What hasn't changed?

- City Streets - the principle of City Streets within the WEA remains unchanged from the draft framework. The City Street will include separate lanes for buses and cars, as well as a cycle lane and footpath. They are intended to promote greater use of public transport, and walking and cycling, by residents of the new development.
- Watling Street - Watling Street (V4) will remain a grid road, although there will be traffic lights at the new junctions with the City Streets and at nearby grid road roundabout.

The background to the Western Expansion Area (WEA)

What is the current position regarding the WEA?

- The WEA is allocated for development in our new Local Plan. In the Second Deposit Version of the Plan (2002), it included land south west of the Shenley ridge, known as Area 10.4 (from earlier planning studies) and did not include land to the north of Calverton Lane, west of V4 Watling Street and south of Calverton End, known as Area 11.
- Following the Local Plan Inquiry (2003/04), the Inquiry Inspector recommended that we should delete Area 10.4 from the WEA and add Area 11. This change does not affect the overall amount of housing proposed for the area. The Council accepted the Inspector's recommendations on this site and advertised the changes as Proposed Modifications to the plan during six weeks from May to July 2005.
- If the boundary of the WEA should change in the future as a result of the remaining stages in the local plan process it will be necessary to further review this Framework.

Who will be responsible for decisions about development in the WEA?

- The WEA is within the area within which the new MK Partnership has development control powers. This means that MKP will decide all major planning applications within the WEA.
- The Council remains responsible for preparing and adopting the planning policy documents that will provide the context for those decisions - i.e. the Local Plan, the development framework and any other policy guidance for the area.

Will there be any other planning guidance relating to the WEA?

- The Local Plan (Policy EA1) also requires developers to prepare development briefs for each phase or site within the WEA, to be approved by the Council. There will also be public consultation on these briefs. The development framework also proposes that 'design codes' should be prepared and approved for different parts of the WEA.
- The Council is currently in discussion with MKP to agree how more detailed guidance should be consulted on and approved, given the change in planning responsibilities for the City Expansion Areas.



milton keynes western

The intention, by 2016, is to create a sustainable community, with a high quality living environment for its residents, with a strong identity, activity and a sense of place. A mix of dwelling sizes, types and tenures will provide housing choice and variety.

A balanced mix of other land uses is envisaged with facilities, such as schools and community centres, integrated with the housing. Land for employment development will be designated to attract investment and allow people the opportunity of living and working close by.

Transport facilities, within and linking to the WEA, will promote the most sustainable forms of movement, such as walking and cycling , and give particular emphasis to public transport. Connections will be made to the rest of Milton Keynes' grid road and transport network.

A network of open space and high quality landscaping will create an attractive and safe environment in which to live and work. A clear and sustainable interface will be created between the urban development and the surrounding countryside.

Development will accord with the principles of high quality design and best practice to create a townscape that is rich, varied and sympathetic to its environment.

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