Milton Keynes Infrastructure Study & Strategy

Infrastructure Study – Further Assessment Report

Note: This report represents growth numbers at Milton Keynes City Plan Regulation 19 Plan preparation stage in June 2025.

October 2025

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Quality information

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Revision History

Revision	Revision date	Details	Authorised	Name	Position
V1	13/10/2025	Draft for client review	SB	Stephanie Brewer	Associate Director
V2	15/10/2025	Client Comments	SE	Sarah Evans	Planning Projects and Services Manager, Milton Keynes City Council
V3	20/10/2025	Final Report	SB	Stephanie Brewer	Associate Director

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1. Introduction

1.1 Summary

1.1.1 AECOM is preparing the Milton Keynes Infrastructure Study and Strategy (MKISS) on behalf of Milton Keynes City Council (MKCC) to support the emerging MK City Plan 2050 (2022-2050) replacing Plan:MK (2019). MKISS aims to ensure that adequate infrastructure is provided to make the MK City Plan 2050's growth ambitions for Milton Keynes (MK) developable, sustainable, and equitable.

1.1.2 This MKISS Infrastructure Study Further Assessment Report sets out projected infrastructure requirements to support housing and employment growth, as planned for by the Regulation 19 MK City Plan 2050 (growth locations and numbers as shared by MKCC in June 2025). It also explains how these requirements were assessed. The purpose of the Further Assessment report is to provide a greater level of technical detail on the study than the Infrastructure Delivery Plan it sits alongside.

1.1.3 This Further Assessment report

- builds on the MKISS **Baseline** report (2024), which can be consulted where more background detail is required on MKISS initial consideration of infrastructure context, capacity, risks, issues and opportunities;
- supersedes the MKISS **Initial Assessment** report (2024) and **Regulation 18 Infrastructure Delivery Plan** (IDP 2024);
- is summarised in the **Regulation 19 Infrastructure Delivery Plan** (2025); and
- complimented by the MKISS **Investment Strategy** (2025), which covers all matters relating to infrastructure delivery, costs, prioritisation, and funding.

1.1.4 The Baseline and Initial Assessment reports, as well as the Regulation 18 Draft Infrastructure Delivery Plan (IDP), and Draft Investment Strategy, were published in 2024 as part of the evidence[1] to support the MK City Plan 2050 Regulation 18[2] Local Plan Preparation and consultation[3]. A digital version of the Draft IDP[4] was also made available, as part of the public consultation.

1.1.5 The same process is followed at MK City Plan 2050 Regulation 19 stage. The Regulation 19 IDP, in digital and PDF format is published for consultation alongside this Further Assessment Report, the accompanying Investment Strategy, and the Regulation 19 MK City Plan 2050[5].

1.1.6 This Further Assessment report is the final building block of the MKISS Infrastructure Study, supporting the MK City Plan at Regulation 19 stage with up to date

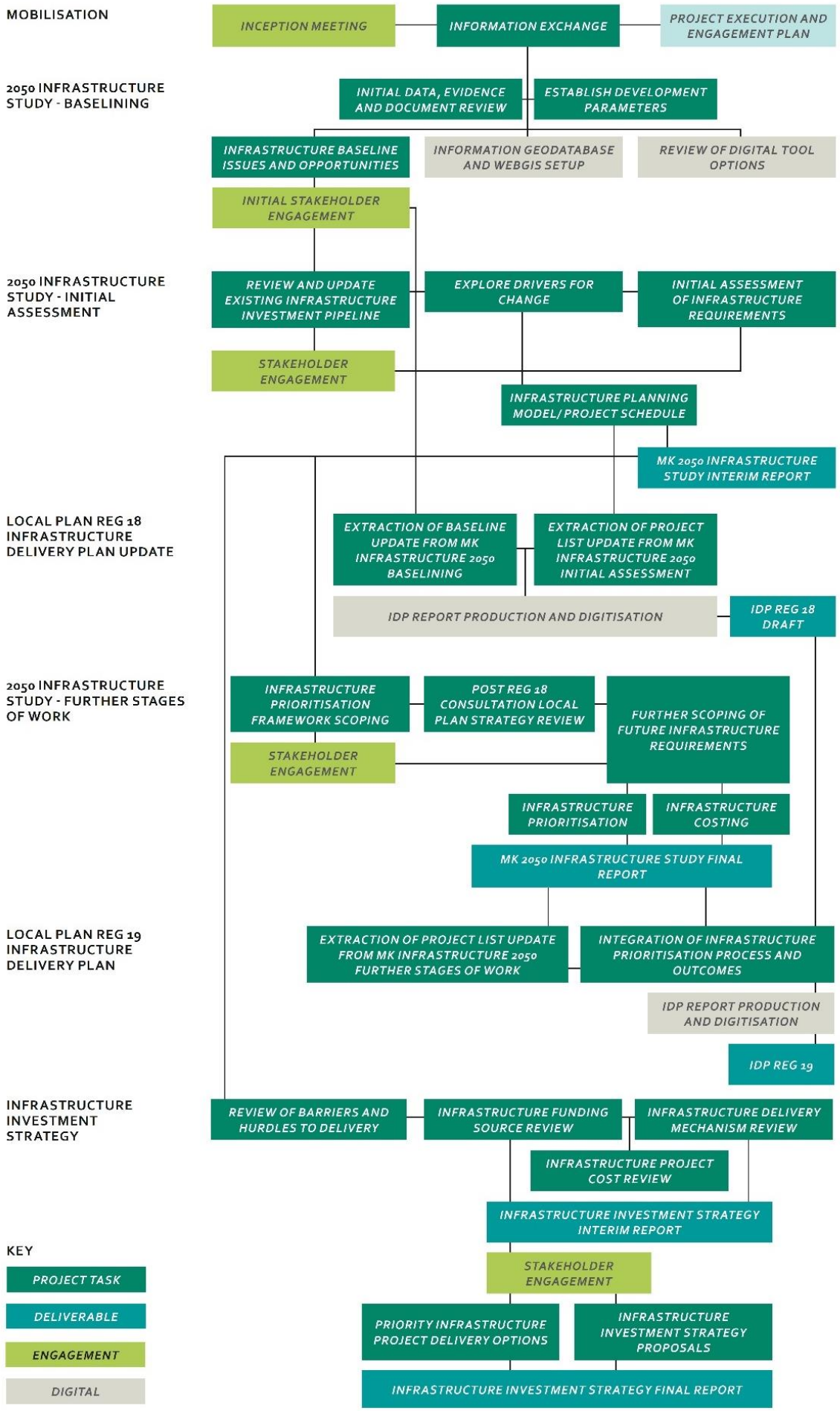
- MKISS assessment parameters and approach;
- MK City Plan 2050 strategic allocations housing and employment growth (locations and numbers as at June 2025);

[1] Evidence Base | Milton Keynes City Council
[2] The Town and Country Planning (Local Planning) (England) Regulations 2012 (legislation.gov.uk)
[3] MK City Plan 2050 | Milton Keynes City Council
[4] Home - MKISS Digital IDP
[5] MK City Plan 2050 | Milton Keynes City Council

- MKISS assessment of infrastructure requirements, based on updated parameters, growth locations and numbers;
- Updated pro formas, presenting infrastructure requirements geographically for each of the thirteen MKISS sub-areas, and within these, for each of the MK City Plan Regulation 19 strategic growth sites; and
- Schedule of infrastructure projects to meet identified needs.

Note that this technical report represents a pre-adoption stage in the infrastructure assessment evidence work supporting MK City Plan 2050 development. It is based on preferred strategic allocations for growth options and infrastructure evidence dating from June 2025. Therefore, the numbers in this report may not precisely match numbers in other documents supporting the Plan, if these are based on earlier or later evolutions of the strategic allocations for growth. Numbers may also change further, as the Plan progresses through Examination in Public to Adoption. A later revision of the infrastructure study report, following the Regulation 19 consultation, may be produced, if deemed necessary. The Infrastructure Delivery Plan summarising the findings of this report should furthermore be kept as a 'live document', to be updated by MKCC as needed to reflect new or updated infrastructure projects and changes in context, following the conclusion of the MKISS commission.

Figure 1-1 Further Assessment Stage in MKISS Method Stages/Tasks



1.2 Study Parameters

1.2.1 This section presents the up-to-date parameters of the MKISS (for more detail on initial parameters, see our Baseline Report).

1.2.2 **Study dates** include a baseline of 2022 and further study dates of 2031, 2040, and 2050, with some consideration beyond 2050 where appropriate.

1.2.3 The **categories and sub-categories of infrastructure** listed in the table below, which are covered by the MKISS, have been amended slightly since Regulation 18 stage, in line with stakeholder feedback.

1.2.4 Note that some infrastructure projects (like a new Country Park) may cover more than one sub-category within its category. Where certain infrastructure projects cover sub-categories within different infrastructure categories, a judgement has been made to include them under one category only, to avoid duplication. For instance, linear green infrastructure, such as footpaths or towpaths, are covered by transport or water management, except when they are within an open space. In some tables or sections summarising findings, certain sub-categories may be summarised together, where this makes sense within context (for instance primary and dental healthcare).

Table 1.1: Thematic areas covered by MKISS Further Assessment

Category	Sub-category
Transport	• Highways and Structure • Rail • Public Transport • Active Modes • Freight / Distribution
Education	• Early Years • Primary Schools • Secondary Schools • Special Educational Needs and/or Disabilities (SEND) • Alternative Education • Further Education & Adult Learning • Higher Education / University
Healthcare & Social Care	• Primary Healthcare • Dental Healthcare • Pharmacies • Community Health Services • Mental Health Services • Public Health (including 0-19s, adult addiction & sexual health services) • Acute Healthcare • Inpatient Beds - Mental Health & Community Health

Category	Sub-category
	• Adult Social Care • Social Care and Support for Children, Young People and Families
Emergency Services	• Ambulance • Fire and Rescue Services • Police
Community Facilities	• Libraries • Youth Services • Community Centres • Indoor Leisure & Recreation • Culture • Cemeteries • Courts and Tribunal Services • Economic Development
Green and Blue Infrastructure	• Formal outdoor playing fields and sports • Natural and semi-natural green spaces • Amenity greenspace and equipped play • Food growing
Flood Risk and Water Management	• Flood Risk Management • Water Supply & water efficiency measures to support water supply • Water recycling
Energy	• Electrical Energy Distribution • Gas Distribution • Renewables
Waste Management & Circular Economy	(No sub categories)
Digital Communications Infrastructure (mobile & broadband)	(No sub categories)

1.2.5 Within the above thematic areas, MKISS explores infrastructure directly required to support MK City Plan 2050 strategic options for growth (such as primary school pupil places), as well as aspirational city building infrastructure to benefit the community and grow the city's reputation and significance (such as sporting venues of national and international significance).

1.2.6 It is worth noting at this point that the MKISS is an extensive study, covering more different types of infrastructure (see table 1-1) than most similar studies and IDPs. This is due to MKCC wishing to undertake a very thorough study to comprehensively assess all types of infrastructure affected by growth, to explore its full impact and resulting requirements. As a result, the requirements resulting from this study, captured in the MK wide assessment, in the sub area and strategic site

pro formas, project schedule (see Chapter 4), and associated infrastructure costs (in the MKISS Investment Strategy) are more extensive than those commonly associated with many other IDPs. This does not mean that the burden on development in Milton Keynes is greater, but rather that the approach of the Council has been more thorough, including realistic consideration of infrastructure impacts, including on infrastructure types often overlooked by assessments and in funding considerations, but which are equally important to supporting growth.

1.2.7 Separately from MK City Plan 2050, MKCC is also pursuing a discrete Minerals and Waste Plan, supported by a needs assessment as well as other appropriate evidence. Where information was available at the time of preparing the MKISS, this was integrated, to provide as complete an infrastructure picture as possible. However, as minerals and waste evidence was not fully published at the time of finalising this report, this integration was limited.

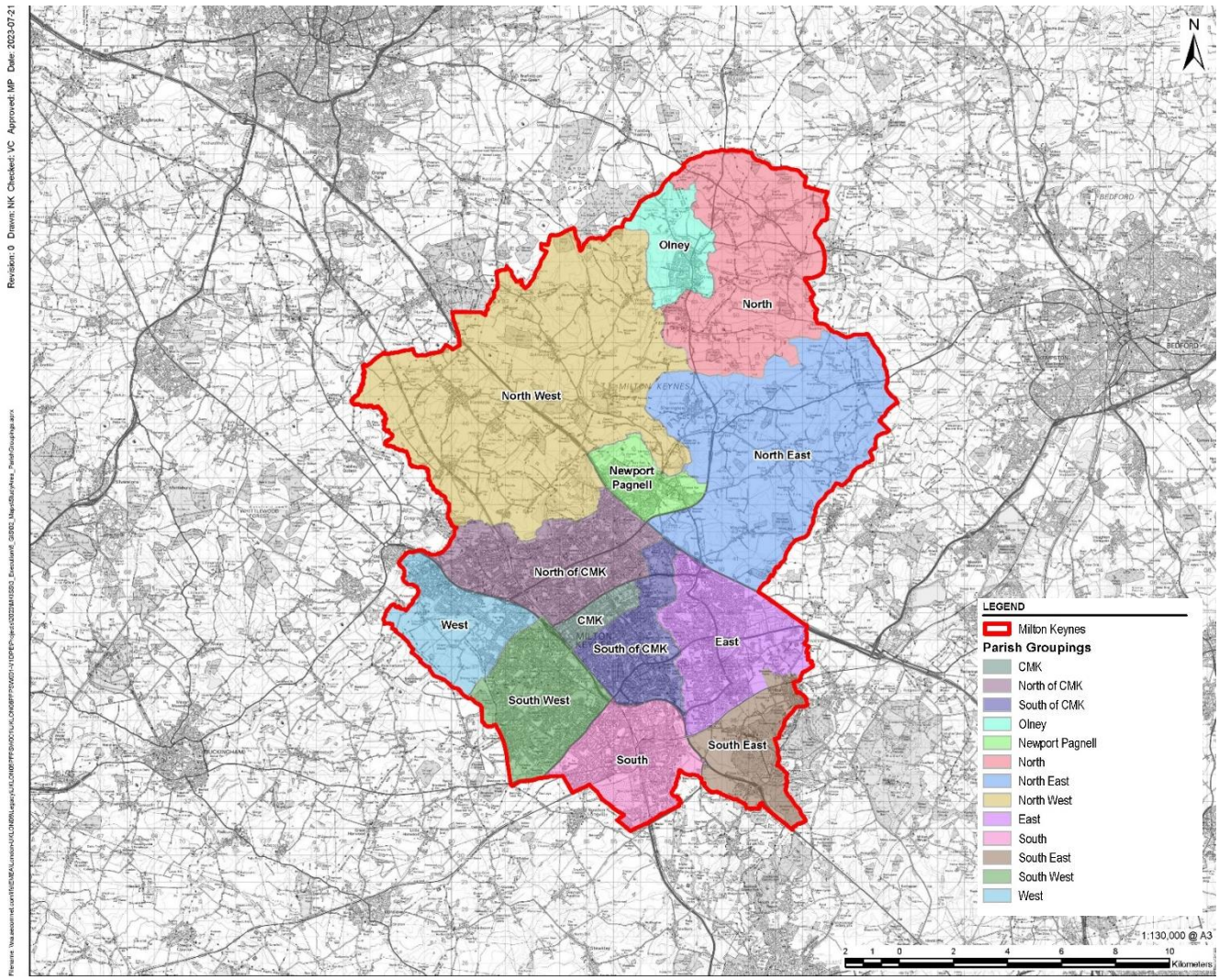
1.2.8 The MKISS considers thirteen study Sub-Areas, as listed in the table below and illustrated in Figure 1-1 overleaf. These sub-areas were developed specifically for MKISS, by AECOM in cooperation with MKCC, to provide consistent assessment geographies across different infrastructure types, as geographies vary across different parallel evidence.

Table 1.2: MKISS Sub-Areas, with parishes and strategic allocations for growth located within them

Milton Keynes Sub Areas	Parish Groupings	Strategic Allocations for Growth in the MK City Plan 2050
1. CMK	Central Milton Keynes	CMK and Campbell Park
2. South of CMK	Campbell Park Woughton on the Green Simpson and Ashland Old Woughton	
3. East	Walton Kents Hill, Monkston and Brinklow Milton Keynes Broughton Wavendon	Walton Campus Strategic Brownfield Site East of Wavendon Strategic City Extension
4. South East	Little Brickhill Bow Brickhill Woburn Sands	South of Bow Brickhill Strategic City Extension Levante Gate Strategic City Extension
5. South	West Bletchley Bletchley & Fenny Stratford	Central Bletchley
6. South West	Shenley Church End Loughton & Great Holm Shenley Brook End	
7.West	Calverton Whitehouse Stony Stratford Abbey Hill	Shenley Dens Strategic City Extension

Milton Keynes Sub Areas	Parish Groupings	Strategic Allocations for Growth in the MK City Plan 2050
	Fairfields	
8. North of CMK	Great Linford Wolverton and Greenleys Bradwell Stantonbury New Bradwell	Wolverton Works Strategic Brownfield Site
9. Newport Pagnell	Newport Pagnell	
10. North West	Castlethorpe Hanslope Ravenstone Tyringham and Filgrave Weston Underwood Haversham-cum-Little Linford Gayhurst Stoke Goldington Lathbury	
11. Olney	Olney	
12. North	Warrington Emberton Clifton Reynes Newton Blossomville Cold Brayfield Lavendon	
13. North East	Moulsoe North Crawley Chicheley CP Sherington CP Hardmead CP Astwood CP	Eastern Strategic City Extension

Figure 1-2: MKISS Sub-Areas



1.2.9 MKISS also considers growth and infrastructure within neighbouring authority areas, which is known to be likely to impact on MK infrastructure supply and demand, as far as this is possible, considering the different stages of local plan progress in adjoining neighbouring authorities (see table below).

Table 1.3: Local Plan Progress Adjoining Local Authorities (as at 8 August 2025)

Adjoining Local Authority Areas	Local Plan Progress	Anticipated adoption
Bedford	• Regulation 19 complete May/June 2022 • Submission to the Secretary of State January 2023 • Examination period 2023 – Block 1 and 2 hearing sessions held in June and September 2023. • Examination paused in March 2024 due to announcement of plans for Universal Studios;	Unknown at time of writing

Adjoining Local Authority Areas	Local Plan Progress	Anticipated adoption
	• In June 2025 the inspector recommended that the plan be withdrawn or alternatively be found unsound[6]	
West Northamptonshire	• Regulation 18 Draft Plan consultation – April 2024-June 2024 • Regulation 19 publication of Draft Plan and consultation – July 2026 • Submission to the Secretary of State – October 2026 • Examination – April 2027[7]	November 2027
Buckinghamshire	• Draft vision and objectives published in 2023 • Regulation 18 Draft Plan preparation – Ongoing • Regulation 18 consultation on Draft Plan - September/October 2025 • Regulation 19 publication of Draft Plan - July/August 2026 • Submission to the Secretary of State - December 2026 • Examination – December 2026 - December 2027[8]	2028
Central Bedfordshire	• Regulation 18 Draft Local Plan consultation – February 2026-April 2026 • Regulation 19 – publication of proposed pre-submission Local Plan – September 2027-October 2027 • Submission of Local Plan to Secretary of State – February 2028 • Examination – March 2028 to August 2028[9]	December 2028
North Northamptonshire	• Scope and Issues Consultation completed Mar-May 2022 • Reg. 18 Draft Plan Consultation planned for Jan-Feb 2026 • Reg. 19 Consultation planned for Sep-Oct 2026 • Submission to Secretary of State planned Nov 2026	December 2027
Luton	• No Local Development Scheme Update since 2017 when previous Plan adopted • Council only states they are in very early stages of a Local Plan Review	N/A

[6] Examination news and latest updates
[7] Local development scheme
[8] Local Development Scheme
[9] Local development scheme

2. Infrastructure Assessment Approach

2.1 Introduction

2.1.1 Future infrastructure needed to support strategic allocations for growth as set out in the emerging MK City Plan 2050 (see Chapter 3 of our report) is assessed by:

- taking into account the baseline of current population (Chapter 3) and infrastructure (Chapter 4);
- considering the baseline of known infrastructure projects already in the pipeline to cater for retained strategic allocations from Plan:MK (Chapter 4);
- considering known Drivers of Change (Section 3.3 in Chapter 3);
- then applying infrastructure benchmarks, where appropriate, to calculate requirements for new theoretical infrastructure projects (Chapter 4);
- to the projected increase in population (Chapter 3), based on demographic change and new homes and employment land proposed as part of strategic allocations for growth in the MK City Plan 2050, their quantum, phasing, and location.

2.1.2 The **resulting infrastructure requirements** are set out for MK overall in our MK-wide assessment, by type of infrastructure and geographically by sub-area in our sub-area pro formas and by each strategic allocation for growth in our strategic growth site pro formas (Chapter 4).

2.1.3 Finally, the MKISS **Project Schedule** (Chapter 4) lists all infrastructure projects which will contribute to meeting infrastructure requirements identified. This includes existing planned infrastructure projects in the pipeline of MKCC and other infrastructure providers and commissioners, as well as additional theoretical projects to cater for new strategic allocations for growth.

2.1.4 Permitted and planned infrastructure projects in the schedule are sourced from existing plans and strategies including parallel MK City Plan 2050 evidence (section 2.7), and consents, as well as from discussions with MKCC and other infrastructure providers and commissioners (section 2.5). Proposed theoretical infrastructure projects were added through MKISS, in discussion with MKCC and other stakeholders, and using infrastructure benchmarks (Chapter 4) where appropriate, to illustrate what additional infrastructure is needed to fill any gaps between the assessed level of need resulting from strategic allocations for growth and the known (permitted and planned) pipeline projects (primarily catering for Plan:MK growth) to cater for identified total requirements.

2.1.5 For each type of infrastructure, the baseline position, pipeline projects, Drivers of Change, benchmarks, and other considerations used in our assessment were devised in consultation with AECOM infrastructure specialists, MKCC and other MK infrastructure providers and stakeholders, as well as taking into account existing models, strategies, and assessments.

2.1.6 Note that the tables referred to in Chapter 4 (sections 4.2-4.6) of this report are identical to the equivalent tables in the Regulation 19 IDP Chapters 4-8 and therefore not included again. This was not the case for the Regulation 18 IDP and Initial Assessment report, as these were based on different data shared by MKCC at different times in 2024.

2.2 Assessment Limitations

2.2.1 Limitations to our approach are common to all projections of infrastructure requirements. They include the following:

- The quality and reliability of our outputs are dependent on our inputs, including information from parallel evidence, and information shared by MKCC and stakeholders, including on modelling of demand. Engagement on some infrastructure themes received more responses and feedback than others, and some available evidence was more and some less up to date;
- All parallel evidence studies supporting the MK City Plan 2050 used differing study geographies, making the comparison of data more difficult;
- While the MKISS study considers all growth coming forward during the MK City Plan 2050 period, including retained strategic allocations from Plan:MK (commitments and completions), it is only possible to secure new developer funding for infrastructure through Section 106 Planning Obligations and / or MK Tariff agreements for development which is subject to new, rather than extant planning permissions. Therefore, the MKISS focuses on infrastructure requirements resulting from new strategic allocations for growth in the MK City Plan and lapsed Plan:MK allocations and assumes that all other Plan:MK commitments and completions were already shown (through planning application and Plan:MK site allocation processes) to be supported by sufficient infrastructure to make them acceptable in planning terms. Where any retained strategic allocation from Plan:MK (committed or completed) for housing or employment growth is not sufficiently underpinned by infrastructure, it is not acceptable, in line with CIL Regulations, to require new development in the same area to fund this previous shortfall. While ongoing and future infrastructure projects to support Plan:MK growth within the MK City Plan period are included in the MKISS project schedule, funding for these projects is not expected to come forward from new MK City Plan sites. However, MKCC is committed to ensure appropriate infrastructure delivery to support all growth during the plan period to 2050, and the MKISS Investment Strategy explores potential funding sources to support all growth during the MK City Plan 2050 plan period;
- All variables, including benchmarks and standards are subject to change over time as other matters, such as delivery and funding models change (for instance, NHS commissioning being increasingly focused on raising operational efficiencies rather than on new capital projects, which are typically the focus for developer contributions). However, MKISS is necessarily a snapshot in time; and
- Growth plans and supporting evidence as part of the MK City Plan 2050 are still evolving during preparation of MKISS and the Regulation 19 MK City Plan, with preferred strategic allocations for growth options and final pieces of evidence likely to evolve further during and following Regulation 19.

2.3 Considering Drivers of Change

2.3.1 Building on the baseline position of existing MK infrastructure, this study undertakes an assessment of infrastructure requirements to support growth during the MK City Plan 2050 period 2022-2050. One of the considerations when assessing these requirements and when estimating the projects needed to address said requirements, is relevant “Drivers of Change”. These are factors with the potential to change either the demand for infrastructure, or how infrastructure will be delivered and invested in, in future.

2.3.2 Such "Drivers" relate to social, political, governance, economic, technological, innovation, and environmental factors, and were explored in detail at the Initial Assessment stage of MKISS, for each infrastructure topic, in discussion with MKCC and relevant infrastructure stakeholders.

2.3.3 MKISS identified both topic specific and overarching Drivers of Change which are likely to drive change in most or all areas of infrastructure demand and supply. This can include both positive change such as in terms of innovation and progress, as well as negative change presenting challenges for the future, and sometimes both aspects can originate from the same Drivers at once. It is also worth noting that many of the Drivers identified under one infrastructure area may also affect some other areas. The dividing line between positive and negative effects, and between different infrastructure topics and types of Drivers of Change can be fluid.

2.3.4 Most of the Drivers of Change we know about at this point in time are already having an impact now, while some will take effect in the short to medium term (over the coming 10 years), and some will become more significant in the longer term. Some of the Drivers of Change will be universal to all areas in the country and beyond, while others are more specific or even unique to Milton Keynes or a specific sub-area within the city. In many cases, Drivers also interact and may amplify or cancel out their individual impact.

2.3.5 A comprehensive audit of potential Drivers of Change relevant to infrastructure demand and supply in Milton Keynes was made, discussed and updated with stakeholders, and taken into account when projecting demand for and supply of future infrastructure.

2.3.6 Most, if not all of these Drivers, are difficult to quantify or confirm in terms of their exact likely impact on infrastructure planning and delivery, particularly at the strategic scale of MKISS, which covers a large range of infrastructure types, as well as an extensive area and timescale. Nevertheless, considerations of the Drivers , as known at the time of writing and listed below, has been integral to informing all aspects of MKISS, including:

- benchmark standards for provision (for instance, by applying gas provision benchmarks only to new commercial development and emphasising electricity distribution and renewable energy for all development, and most particularly for housing, driven by the decarbonisation of the energy grid in response to climate change),
- the project schedule (for example, with national government commitment to the New Hospital Programme supporting the inclusion of related projects), and
- the more detailed strategies and evidence from MKCC and other infrastructure stakeholders feeding into the MKISS (such as the Environment Agency's new flood zone and flood risk data, which in turn fed into MKCC's Integrated Water Management Strategy Part 2, informing MKISS).

2.3.7 Some Drivers only came to light late in the progress of MKISS (e.g. announcements by the New Towns Taskforce and of the Universal Studios proposals in Bedfordshire) and for all Drivers, their exact impact by 2050 remains unknown and is liable to change and interact with new Drivers yet to emerge. Therefore, this aspect of planning for future demand and supply of infrastructure should be monitored and continue to be born in mind as the MKISS evidence is applied to planning for infrastructure delivery over the lifetime of the MK City Plan, to ensure this keeps abreast of innovation and other changes in circumstances.

Overarching Drivers of Change with potential impact on MKISS Infrastructure

Social

- Demographic change e.g. growing, aging & more diverse population and smaller households

- Geographical, inter-generational and intra-generational inequalities and deprivation
- Longer term trends in working (e.g. home/remote working)

Political/Governance/Economic

- Wider national, regional and local economic, housing and population ambitions and associated announcements and development (e.g. Universal Studios proposals in Bedfordshire; new Towns Taskforce shortlisting Milton Keynes as one of 12 preferred sites)
- Development pressures placing stress on other land uses including infrastructure
- Political uncertainty, electoral terms, and changes of legislation, policy and guidance
- International conflict, asylum seekers (incl. unaccompanied children) and immigration policy
- Organisational change at infrastructure provider / monitoring companies and agencies
- Austerity and pressures on public sector budgets
- Inflation and cost of living crisis
- Changes in development viability (e.g. through build and land costs, house prices etc)
- Aftermath of Covid Pandemic
- Taxation, Grant and Incentive Schemes
- Land Management/ Stewardship changes (e.g. through land trusts)

Technological/Innovation

- Advances in infrastructure monitoring and modelling
- Creating “digital twins” of infrastructure to allow real time monitoring etc
- Internet of Things (smart systems to meter/ monitor infrastructure use, issues, inefficiencies)
- Adoption of artificial intelligence
- Advances in digital technology including broadband speeds
- Infrastructure coming to end of operational life/ limitations on adaptation due to design& age

Environmental

- The Climate emergency and national, international, and local commitments to meeting the climate challenge, including on mitigation and adaptation
- Quality and design of local built and natural environment and infrastructure
- Urbanisation
- Pollution including of air, water, soil etc

Drivers of Change with potential impact on Transport Infrastructure

Social

- Travel patterns and preferences
- Convenience of owning a car and driving (e.g. potential changes to parking including enforcement/ pricing/ location; route choices availability for journeys in and near the city etc)
- Preference for online shopping increasing delivery volumes

- Health crisis occasioning a need for / more promotion of more active travel

Political/Governance/Economic

- Changes in political commitment to large transport schemes (e.g. EWR, HS2 etc)
- Support for Mass Rapid Transit (MRT) schemes
- Further potential for reductions in bus services due to viability and other issues
- Support for Low Carbon Travel
- Support for / shifting timescales for phasing out combustion engine cars
- Support for 20 mph zones, Low Traffic Neighbourhoods, and People Friendly Street

Technological/Innovation

- New logistics, freight, distribution, and consolidation models and technology
- Electric Vehicles (EV) technology and costs including for maintenance, charging and insurance
- Driverless Vehicles and robot / drone technology including for deliveries
- Demand management technologies (smart ticketing, road pricing, GPS etc)
- Real time traffic / travel management and online travel information
- Predictive asset management
- Biomass energy demand, demand for offsite construction etc changing freight demand
- Online Taxi Ordering, vehicle renting and sharing etc

Environmental

- MK grid network of streets and redways, high baseline supply of car parking etc

Drivers of Change with potential impact on Education Infrastructure

Social / Environmental

- Increased adoption of remote learning post Covid and associated travel pattern changes

Political/Governance/Economic

- Demand for skills/ training from knowledge intensive industries
- Support for STEM curriculum
- Commitment to / funding for expanding MK Further / Higher Education offer
- Support for SEND provision

Technological/Innovation

- Remote learning / lessons / teleconferencing technology

Drivers of Change with potential impact on Healthcare & Social Care, Emergency Services & Community and Civic Facilities Infrastructure

Social

- Increasing prevalence of certain conditions / needs e.g. for mental health and social care support, as well as age-related conditions (e.g. chronic long-term conditions, palliative care)

- Health Crisis – affecting life expectancy and healthy life expectancy
- Social isolation

Political/Governance/Economic

- Targets / aspirations for public sector / NHS net zero travel / transport fleet
- Government NHS funding commitments e.g. New Hospitals Programme
- NHS funding and workforce crisis, exacerbated by Covid pandemic
- Shortage of qualified staff (e.g. due to changes in immigration, training, housing crisis)
- NHS primary care multi-discipline workforce investment, particularly in non-GP roles
- Flexible / multi-disciplinary working practices changing floorspace requirements
- Efforts to bring more services out of hospital and into the community
- Other NHS initiatives/ regulations (e.g. 100-hour pharmacies reducing some opening hours)
- Commercial opportunities in private care and associated property investment / speculation

Technological/Innovation

- Remote care technology, telephone / video triage and consultation, digital booking / waiting room and response systems
- Access to digital media and information
- Vaccination advances
- Multi-agency working, collaboration, integration of service delivery, colocation, and information sharing across different health / care / community support disciplines

Environmental

- Green social prescribing

Drivers of Change with potential impact on Green and Blue Infrastructure (GBI) and Flood Risk and Water Management Infrastructure

Social

- Commitment in Environmental Improvement Plan 2023 (ELP23) that everyone should live within 15 minutes' walk of green or blue space to overcome current inequalities in access
- Changing demand for active travel and public transport improving GBI connectivity
- Health crisis with diabetes, obesity, dementia, and mental health issues rising unevenly across the population, relating to lifestyles, healthy behaviours, outdoor activity / access
- Use of Green Social Prescribing as an alternative or positive complement to other treatment
- Healthy eating, food quality, food security, and local food growing awareness and support
- Demand for organised outdoor cultural and sporting events and activities (e.g. park runs)
- Demand for provision of larger-scale 'destination' play areas
- Demand for allocated areas for exercising dogs away from other green space users/activities
- Public awareness of resource scarcity, pollution and efficiency; desire for greener living

Political/Governance/Economic

- Rise in International, National, Regional and Local targets, policies, strategies and standards related to environmental protection (e.g. biodiversity net gain, water/nutrient neutrality, nature recovery, urban greening factor / canopy cover, carbon offset, natural capital etc)
- Government economic appraisal / weighing up cost vs benefit of combatting climate change / flood risk / higher standards in flood defences
- Rise of environmental markets generally, and Natural Capital resourcing as creating greater opportunities to identify and fund nature-based solutions for FR&WM
- Flood & Water Management Act, Schedule 3 Enactment – SuDS approval bodies
- Support for Energy Transition and growth in "green industry" jobs / investment
- Cost of asset management and maintenance (fuel, labour, materials) against limited budgets
- Water industry and agricultural practices / rural management (incl. nutrient, soil, livestock and sewage discharge management)
- Drive to self-sufficiency in food production and the water demand and water quality implications that a move towards self-sufficiency may have

Technological/Innovation

- Energy transition resulting in changes to land use, landscape character and visual amenity
- Transport modal shift creating new linear infrastructure networks resulting in changes to GBI
- Integrated and Smart SuDS design – drainage and water supply multi-purpose usage, storage linked to rainfall sensors etc
- Improved reliability and confidence in integrated catchment management and Nature Based solutions to managing water issues e.g. green space for water storage and aquifer recharge
- Drive for integrated water management (flood, water availability and water quality) decentralised from monopoly water providers, increased opportunity for water utility inset company provision to manage local water solutions with smaller scale, integrated solutions
- Increased water demand for different energy futures / technologies e.g. green hydrogen, carbon capture and storage advancement, data centres etc
- Drones, sensors, internet of things etc to improve asset management, discovering leaks etc
- Improvements in and uptake of rainwater/ grey water recycling solutions and water neutrality
- Integrated and Smart SuDS design – drainage and water supply multi-purpose usage, storage linked to rainfall sensors etc
- Improved reliability and confidence in integrated catchment management and Nature Based solutions (NBS) to managing water/flood issues, e.g. understanding NFM and green space for water storage and aquifer recharge
- Advances in wastewater treatment and reuse technologies for making wastewater a resource

Environmental

- Changing flood risk patterns (intensity and frequency) from climate change and need for nature based solutions; need for new flood defences altering relationship with water bodies
- Warmer climate (i.e. milder winters and earlier springs) and more extreme heatwaves altering habitats and species and patterns of visitor use and access to GBI
- Urban Heat Island effect increasing mitigation requirement for green spaces in urban areas

- Changes to infrastructure such as surfacing, fencing, play equipment etc. to withstand climate impacts such as extreme heat or flooding i.e. less reflective surfaces, less heat absorbent surfaces, able to withstand submersion etc
- Biodiversity emergency / 'nature transition'
- Requirement for planting of drought resistant crops and GBI planting
- Land management (e.g. Environmental Land Management Systems for agriculture, nature based solutions which drive water improvements in riparian zones, management of nutrients and pesticides, potential to hold back water and improve infiltration etc).
- CSO and wastewater pollution pressures creating greater demand for nature based solutions to manage flows to sewer networks
- Changing nature of plant pests and diseases and the global trade in plants and plant products resulting in impacts on plant health
- Climate change impacting flood frequency and intensity, water availability in peak summer demand, and increasing water pollution risk through higher temperatures
- Pressures from abstraction reduction and environmental destinations reducing available water to abstract
- State, age, and design of water, fluvial, drainage / waste water infrastructure and management systems

Drivers of Change with potential impact on Energy Infrastructure

Social

- Fuel poverty

Political/Governance/Economic

- Drive towards net zero
- Support for decarbonisation - move away from use of gas and petrol towards electric boilers, vehicles, charging infrastructure, heat pumps, district heat networks / microgrids, solar PV installations etc
- Associated increases in electrical load demands / grid infrastructure / communal management and charging structures for new infrastructure
- International conflict, foreign energy dependencies, energy and materials security, inflation
- Carbon pricing

Technological/Innovation

- Tensions between support for new renewable projects and lack of grid capacity and time to approve new connections, being a major hindrance to bringing forwards permitted schemes.
- New data centres and their increased energy requirements
- Advances in renewable energy and battery / energy storage technologies and solutions
- Increases in EV uptake and storage batteries placing new demands on local grid systems
- Low carbon, carbon capture and storage industries, technologies and prices
- Unconventional hydrocarbons e.g. fracking

- Potential for increasing hydrogen demand
- Microgrids
- Building performance including energy efficiency
- Increased demand for energy consuming devices / applications increasing energy demand
- Smart systems to monitor, store, produce and generate heat and electricity and smart grid / demand management

Environmental

- Wind speeds
- Presence / quality / capacity of woodland for biofuel supply

Drivers of Change with potential impact on Waste Management and Circular Economy Infrastructure

Social

- Changing recycle rates
- Increasing demand for up to date technologies
- Increase in non-recyclable PPE waste, particularly from healthcare and social care

Political/Governance/Economic

- Uncertainty of support for energy from waste schemes (particularly in some urban areas)
- Support for net zero, waste reduction and circular economy principles (Environment Act) fir consistent household recycling, weekly food waste collections, and optional / chargeable garden waste collections (by 31 March 2026); and for non-household municipal premises (e.g. businesses, schools, hospitals) (by 31 March 2025).
- Uptake of sharing economy, trends for upcycling, use of online reselling platforms

Technological/Innovation

- Energy from waste, recycling, and materials technology (e.g. biodegradable packaging)
- New changing technologies and materials creating new need for processing waste, particularly batteries, magnets, nuclear and solar energy materials etc
- Upcycling, reprocessing, and recycling technology and processes
- Industrial symbiosis as part of the circular economy, offsite construction etc
- Planned obsolescence / planned capacity to upgrade products
- Robotics and photonics for use in value extraction

Environmental

- Characteristics of watercourses/bodies, groundwater, flooding, geology, topography, soil and aquifers influencing current / capacity for / remediation of former landfill

Drivers of Change with potential impact on Digital Communications (Mobile & Broadband) Infrastructure

Social / Environmental

- Increased demand for homeworking and online meetings post Covid
- Increasing data usage / video streaming, higher quality / definition technologies

Political/Governance/Economic

- Drive towards / requirement for all new buildings to have superfast broadband enabled

Technological/Innovation

- 5G and other advances in higher capacity, faster, more reliable / lower latency data connectivity solutions
- Efficiency gains in mobile spectrum usage and
- Satellite, Cloud and Wireless technology.

2.4 Assessment Approach

2.4.1 As part of the MKISS, AECOM first scoped and then applied an approach to assessing infrastructure requirements for each of the infrastructure categories and sub-categories (in table 2-1), in cooperation with MKCC and technical stakeholders, including relevant infrastructure commissioners and providers.

2.4.2 For some infrastructure types, primarily social, green and blue infrastructure, quantitative modelling, based on industry benchmarks and standards and projected increases in homes and population, were found to be most appropriate for assessing need. For other infrastructure types, for instance for some utilities, a more nuanced approach was required, particularly where "big ticket", complex, locally specific infrastructure is required which may in some cases be more or less feasible, expensive, or viable. In most cases, a combination of quantitative and qualitative assessment was used to determine requirements.

2.4.3 For each type of infrastructure in the specific MK context, the AECOM technical team considered:

- Assessment approach options, including quantification of requirements per home or person, where possible and appropriate;
- A review of available modelling, forecasts, assessments, strategies, and wider resources;
- The appropriate geography and scale of assessment and provision (i.e. sub regional / MK city-wide / MKISS Sub-Area / MK City Plan Strategic Allocations for Growth or an alternative planning area);
- Relevant available planning benchmarks, standards, and triggers (both MKCC specific standards and comparable or national benchmarks);
- MKCC and other stakeholder inputs relevant to topic assessment;
- Other parameters and considerations relevant to the assessment; as well as
- Limitations and caveats.

2.4.4 For each infrastructure category and sub-category, the benchmarks and other approaches applied to determine infrastructure requirements are set out in the benchmark tables, as well as for each individual project, within the project schedule (Chapter 4).

2.5 Engagement

2.5.1 MKISS incorporated engagement at all stages of the project, to ensure that the knowledge and inputs of key stakeholders was taken into consideration. A detailed Engagement Plan was

prepared for the project, including mapping of MKISS stakeholders, which was continually updated throughout the project, as new stakeholder contacts emerged or changed.

2.5.2 MKISS involved four rounds of technical engagement, to support the Baseline; Initial Infrastructure Assessment and Regulation 18 IDP; finalising of the Infrastructure Study and Regulation 19 IDP; and the MKISS Infrastructure Investment Strategy.

2.5.3 Each round of engagement took the shape of an introductory presentation, thematic breakout workshops for each infrastructure category, and individual follow-up meetings where required. The findings of the engagement have been integrated into all MKISS deliverables. The table below lists all stakeholders engaged during the course of MKISS, many of which attended multiple workshops and / or meetings. A small number of other organisations were also contacted repeatedly but did not attend or engage.

Table 2.1: Stakeholders engaged (alphabetically, by theme)

Transport
Active Travel England
Arriva
Bedford LPA (as Highways Authority)
Buckinghamshire County Council
Buckinghamshire LPA (as Highways Authority)
Bus: Stagecoach
Bus: Uno
Central Bedfordshire LPA (as Highways Authority)
Demand-responsive transport
England's Economic Heartland
MK Cycling Forum
MKCC (as Highways Authority)
National Highways
Network Rail
Northamptonshire LPA (as Highways Authority)
Road Haulage Association
West Midlands Railway
West Northamptonshire Council
Education
Cranfield University
MK College group
MKCC / MK Education services
MKCC Adult Education
MKCC Children's Services
MKCC Planning and Placemaking
MKU
The Open University
The Open University's Campus 2030
University of Bedfordshire MK campus
Healthcare & Social Care
Bedfordshire Luton and Milton Keynes (BLMK) ICB
Central and North West London NHS Foundation Trust

East London NHS Foundation Trust
Family centres - Hedgerows
Mind BLMK
MK Public Health Services
MK University Hospital Trust
MKCC - Children and Families
MKCC - People Commissioning
MKCC - Public Health Principal - Built Environment
MKCC Adult Social Care
MKCC Children's Social Care
MKCC Planning
NHS Integrated Care Board
Shared service across Milton Keynes, Central Bedfordshire and Bedford Borough
Emergency Services
British Transport Police
Buckinghamshire Fire & Rescue Service
Emergency Planning team MKCC
MKCC - Community Safety
Partnerships & Resilience
Thames Valley Police
Community and Civic Facilities
BGL Group
Bletchley Park
Buckinghamshire Cricket Board
Community Action: MK (CA:MK)
LEAP
Middleton Pool and Fitness Centre
Milton Keynes Arts Centre
Milton Keynes Dons Sports and Education Trust
MK College Sports Academy
MK Gallery
MKCC - Community Safety Officer
MKCC Culture Team
MKCC Education
MKCC Leisure & Communities Officer
MKCC Libraries
MKCC Monitoring and Implementation Team
MKCC Planning
MKCC Regulatory Services, Bereavement Services
Netball (MK Netters)
Green & Blue Infrastructure and Flood Risk and Water Management
Anglian Water
Anglian Water
Canal & River Trust
Environment Agency
JBA Consulting

MKCC Environment, Waste, and Commissioning
MKCC Landscape and Countryside
MKCC Lead Local Flood Authority
The Parks Trust
Water Resources East
Energy
MKCC Regulatory Team
MKCC Waste & Planning Team
National Grid
SGN
Wolverton Community Energy
Waste Management & Circular Economy
MKCC Environment, Waste, and Commissioning
MKCC Waste & Minerals
South East Waste Planning Advisory Group (SEWPAG)
Digital Infrastructure
BT Openreach
MKCC Infrastructure Delivery
Virgin Media 02
Political, Local Government, Planning & Investment
Buckinghamshire Cabinet Member/ Ward Councillor
Buckinghamshire Council Planning
Central Bedfordshire Council Planning
Central Beds Directors
Hyas / Delivery Mechanisms work
Infrastructure and Projects Authority
MK Housing Service
MK Town and Parish Councils
MKCC Cabinet members
MKCC Directors
MKCC Economic Development
MKCC Key officers/ Directors
MKCC Planning Service
North Northamptonshire Planning officer
Political / Local Government / Investment
South Midlands Growth Hub
Waterman Group / CMK projects/ Justice Quarter
West Northants Planning

2.5.4 In addition to technical engagement with the above bodies, further engagement also took place, largely, but not solely as part of Regulation 18 and 19 public consultations and the Council processes of approving MKISS documents for public consultation. This allowed Council officers not directly involved in MKISS, as well as MKCC councillors and MPs, town and parish Councils in the MKCC administrative areas, neighbouring local authorities, members of the public, and organisations not directly engaged as part of technical consultation to review and comment on MKISS outputs.

2.5.5 This feedback was primarily provided through MKCC MK City Plan's public engagement platform and direct communications to MKCC, collated by MKCC and provided to AECOM to take into account. Direct feedback was also enabled through the PlanEngage Digital IDPs at Regulation 18 and 19 consultation stages, through an online direct feedback and comments function. All available feedback with relevant impact on MKISS was taken into account and changes made accordingly.

2.6 Summary of Key Changes since Regulation 18

2.6.1 While there have been no major changes to the overall parameters of the study (in terms of the study dates, geographies and other overarching context set out in our previous chapter), nor in the MKISS assessment method (as set out in above), there have naturally been changes in the parameters relating to each of our infrastructure sub-categories areas (as listed in table 1-2) since the Initial Assessment report and Regulation 18 IDP were published in 2024. These changes and additions relate to new and amended information received from stakeholders as part of engagement or through publications, relevant to MKISS.

2.6.2 Most recent key changes and additions to topic-specific context and concerns since Regulation 18 stage are set out below, by infrastructure type. Information from stakeholders, together with updated strategic allocations for growth numbers and locations as at June 2025 (see Chapter 3 of this report), allowed for an update to the assessment of infrastructure requirements for the Regulation 19 MK City Plan.

2.6.3 Please note that for any sub-categories of infrastructure not mentioned below, there was no significant new information or changes noted over and above those set out at Regulation 18 stage.

2.6.4 Chapter 4 further summarises up to date context and assessment by Infrastructure Type. Up-to-date infrastructure provision benchmarks are included in Annex A. Up to date cost benchmarks communicated by stakeholders are noted in our separate Investment Strategy. All project updates are reflected in our project schedule (Annex C).

Transport

Multi-Modal

2.6.5 Milton Keynes received interim outputs from the Milton Keynes Multi Modal Model (MKMMM) in September 2025. This model evaluates the highway impacts of the MK City Plan 2050. In summary, the modelling outputs show that in general terms, the MK City Plan 2050 Scenario with MRT can be delivered without any significant impacts on the highway network. Some minor impacts across the network are identified, but these are relatively insignificant in scale and there are none that cannot be mitigated with simple schemes.

2.6.6 When examining flow differences between MK City plan 2050 growth and baseline growth without the MK City Plan, while there are some flow increases, these are largely due to traffic displacement from MRT routes where capacity for general traffic has been reduced. In CMK the effect of this is minimised by the tight grid network, which provides ample alternative routes for displaced traffic. However, outside of the centre, where there are fewer parallel alternative routes, such as Bletchley (V7 Saxon Street) there will be some mitigations needed on the highway network. These will largely be provided by the rollout of the Urban Traffic Control (UTC) system, and Information Technology Management Systems (ITMS), using SCOOT 8 signal optimisation technology across the city's signal-controlled junctions currently, and with more sophisticated software likely to become available during the plan period. In some cases, some physical highway alterations will also be required.

2.6.7 Modelled impacts on the M1 junctions 13 & 14 are very small in both absolute and percentage terms, and any impacts on the National Highways network are limited to the A5 at Kelly's Kitchen and Abbey Hill roundabouts. Mitigations there are not likely to require significant intervention, and it is probable that these can be provided in the form of traffic signal upgrades and optimisations, with some minor physical changes to entry widths and lane markings.

2.6.8 It is also worth noting that MKISS high-level estimates of daily trips generated to and from retained strategic allocations from Plan:MK and newly identified strategic allocations for growth in the MK City Plan 2050 by sub area, which have been estimated using a standard set of trip rates derived from TRICS (a system of multi-modal trip generation analysis for developments in the UK and Ireland), will not necessarily be aligned with those derived from the MKMMM, which represents peak hours and do not cover all modes of travel. MKISS high level trip estimates also do not take into account site-specific characteristics that may influence the number of trips and modal split.

2.6.9 Finally, Universal Studios has put forward proposals for a major new theme park on land south of Bedford. Set to open in 2031, the theme park and resort is expected to have far reaching effects on the transport network and could potentially necessitate measures including further enhancements to the Marston Vale Line, over and above those being considered as part of the wider EWR scheme; changes to M1 Junction 13 and junctions along the A421 route in Central Bedfordshire and Bedford Borough; and other connectivity improvements between the theme park and Milton Keynes for both visitors and employees, which could include additional bus services and highway measures.

Highways

2.6.10 There have been no major developments in relation to highway provision within Milton Keynes or on the Strategic Road Network. There are currently no planned major works to the M1 smart motorway, and the current 'Dynamic Hard Shoulder' configuration of the M1 such of Junction 13 is assumed to remain unaltered.

2.6.11 The A5 Kelly's Kitchen roundabout (managed by National Highways and structure), which lies to the south of the city and adjoins the A4146 linking to Leighton Buzzard, has been highlighted by stakeholders as a key area of concern in terms of the impacts of additional development traffic arising from nearby proposed strategic allocations for growth. There are currently no definitive schemes being proposed at this location.

2.6.12 MKCC is progressing with major schemes on the grid road network at the Monkston and Brinklow roundabouts. These improvements will optimise traffic movements and address traffic congestion. However, these schemes are not specifically intended to accommodate traffic arising from longer-term housing growth.

Public Transport (Bus)

2.6.13 Services continue to be subject to alterations. Some more substantial revisions have been made to the city's services in the last 12-18 months, including for example the introduction of the Loop bus service, which provides connection between Bow Brickhill and Woburn Sands with the city centre, hospital and Milton Keynes Central station.

2.6.14 MKCC continue to develop proposals for the planned MRT system as referred to in the MRT Interim Outline Business Case – Strategic Case report prepared in 2025 (MKCC, Arup). Options considered at Outline Business Case stage have included a Low-cost option covering a total route length of 42.2 kms with around 15% of the route designated as a bus lane or bus-only. This option consists of signalling junctions and incorporates bus priority into traffic signals. Routes would link to Wolverton, Newport Pagnell, Bletchley/Newton Lees and south-west Milton Keynes

(Tattenhoe Park/Salden Chase). A 'BRT-Lite' option covers a total route length of 42.2 kms, with around 46% of the route designated as a bus lane or bus-only. The BRT-Lite option builds from a low-cost option to include bus lanes on the existing carriageway where space allows, which would typically be on dual carriageway sections of the grid road systems. The option also incorporates several bus gates along the route to provide preferential access for rapid transit services.

2.6.15 The MRT preferred option covers a total route length of 42.2kms and focuses on increasing the proportion of bus lane and bus-only designations within the highway boundaries (73.1%), with only 26.9% of the network not designated as a bus lane. This option incorporates elements of measures developed for the low-cost and BRT-lite options, but includes bus priority on sections of the road within the highway boundaries that have the necessary space, such as on existing single-carriageway grid roads that can be widened into the verges. The preferred option also includes significant upgrades to stations, with the option to deliver complementary measures which improve the accessibility to bus stops.

Rail

2.6.16 A date for opening of the EWR (East West Railway) line for passenger services between Milton Keynes, Bletchley and Oxford has not yet been confirmed. Test passenger services have operated over the line and freight services have also started to use the route.

2.6.17 Chiltern Railways has been confirmed as the operator of EWR services between Milton Keynes, Bletchley and Oxford. LNWR will continue to operate services on the Marston Vale Line (Bletchley-Bedford) at least in the short-medium term. This will continue to operate independently of the new section between Bletchley and Bicester. Government has also confirmed further funding to support the development of the EWR scheme towards Cambridge.

2.6.18 A new 700-space multi-storey car park was opened in early 2025 at the southern end of Elder Gate at Milton Keynes Central station, providing a substantial increase in parking capacity at the station.

Education

Early Years / Primary / Secondary / SEND

2.6.19 Stakeholders pointed out that rolls for existing schools will fluctuate over time. Therefore, it is not possible to rely too heavily on existing school capacity to support future growth. While existing schools across Milton Keynes are currently seeing a drop in pupil numbers, the balance of existing and new places will need to be reviewed in detail at regular intervals moving forwards.

Further Education

2.6.20 MK College Group are currently producing a range of works at Milton Keynes College to develop plans and strategies up to 2031 and beyond to 2050. This includes modelling student numbers growth to inform the next stage of their estates planning and curriculum planning, including the growth of the college estate to meet the City's increasing need for post 16 education spaces.

2.6.21 In 2025 the Group are starting to develop their new 2026 to 2031 Strategic Plan, due to be finalised in late 2025, with the anticipation that growth in students, aligned to the City's growth, will be a key priority area. In early 2026, their Estates strategy is due to revised to align to the new Strategic Plan and updated Curriculum Strategy.

Higher Education

2.6.22 In 2025, MK University (MKU) have over 500 apprenticeship students registered and around 50 organisations are signed up to support apprenticeship pathways. The MKU target is 6,000

students, although this is not directly related to the proposed growth in the MK City Plan. MKU are engaging in conversations about the extension of Boothferry lease and this has been agreed in principle. The extension of the lease means current provision will continue and there is very small scope for extension.

2.6.23 The Open University (OU)'s previously planned relocation is in 2025 no longer planned to take place. The OU and its online offering are retaining Walton Hall as their English headquarters. They are in discussions on the future of the Walton Hall Campus, with potential for plots to come forward for development in partnership with other organisations. The OU have not received capital funding in recent years. The resultant need to self-fund capital projects has precluded development of new buildings.

Healthcare and Social Care

2.6.24 Comments from stakeholders led to a change in the terminology for describing this type of infrastructure as "Healthcare and Social Care" rather than "Health and Social Care", to denote the fact that healthcare and social care are commissioned and delivered by different agencies. Sub-categories within this category have also been updated in line with stakeholder feedback, to denote distinct services and provisions. For updated categories see table 1-2.

2.6.25 Stakeholders emphasised the importance of the NHS "Fit for the future: 10 year health plan for England"[10] (2025) report, which emphasises 3 big shifts: from hospital to community; analogue to digital; and sickness to prevention. This signals priorities similar to the Darzi report[11]. Another important change is that NHS England was abolished in March 2025, but direct impacts of this remain as yet unconfirmed.

Public Health

2.6.26 A new update on Population, health and healthcare use 2021-2043[12] projects an increase in healthcare demand in line with population growth, aging and prevalence of certain conditions. MKCC Public Health team also pointed out that the priority for investment in health infrastructure should be on older estates with poor health outcomes, which includes CMK, as well as larger developments in rural areas.

Acute Healthcare

2.6.27 Government recently restated its commitment to the MK New Hospital Programme (NHP).

Mental Health & Community Health

2.6.28 Central and North West London NHS Foundation Trust (CNWL) clarified that their current estate provides 77 beds across the Campbell Centre (36 beds), TOPAS (15 beds), Cherrywood (7 beds), and WICU (19 beds). CNWL also raised the fact that their current contract for provision of community and mental health services in Milton Keynes expires in 2028, with no certainty as yet of who the future delivery body is likely to be.

Primary Healthcare (e.g. GPs), Dental, and Pharmacies

2.6.29 In February 2025 a new draft Pharmaceutical Needs Assessment[13] concluded there are no gaps in pharmacy provision of necessary services across Milton Keynes. Bedfordshire, Luton and Milton Keynes Integrated Care Board (BLMK ICB) pointed out that for all theoretical projects to support

[10] NHS Long Term Plan
[11] https://www.gov.uk/government/publications/independent-investigation-of-the-nhs-in-england
[12] Milton-Keynes-City-DPH-report-2024_25-2.pdf
[13] Consultation version MK PNA 2025.pdf

future growth in Milton Keynes, there may be scope for joint projects with wider partners, which may increase likelihood of efficient funding and delivery. The most significant present barrier to delivery of new healthcare capital is about lack of revenue funding to run new or expanded facilities. Furthermore, a time lag between funding in line with population growth being received and being passed on to providers exacerbates issues.

2.6.30 Parish councils noted concerns over stretched healthcare provision at the eastern border of Milton Keynes, near Junction 13, in Newport Pagnell, and in rural areas of Olney.

Adult and Children's Social Care

2.6.31 MKCC Peoples Commissioning recommended that MKCC's Supported Housing Strategy[14] should be referenced. MKCC's biggest barrier to delivery of social care relates to mismatch (including of timing) between capital and revenue budgets, thus making phasing of projects and funding crucial to prevent bottlenecks. The other major barrier to delivery relates to objections to new residential social care accommodation for children and vulnerable adults from existing area residents, resulting in limited provisions, often in inappropriate locations. Requiring this type of provision on-site as part of new strategic allocations for growth and integrating it into the design from the start would ensure more optimal locations for provisions, integrated into new neighbourhoods.

2.6.32 Baseline provision of children's homes includes two MKCC maintained residential homes for children with disabilities with 14 beds, as well as the majority of MK social care beds for children with emotional and behavioural needs, which are externally provided by the independent market.

2.6.33 MKCC Peoples Commissioning (all ages) noted concerns regarding challenges relating to the viability and affordability of certain ExtraCare housing models in MK, due to the nature of service charges and primary need being for affordable accommodation. Also, many schemes are unable to continue to appropriately accommodate residents if they develop dementia. MKCC confirmed that sheltered / ExtraCare provision (including to end of life and affordable provision), as well as requirements for M4(2) / M4(3) accessible homes are intended to be required through a housing policy in the Regulation 19 MK City Plan, rather than through this infrastructure policy, and is thus no longer included in the MKISS nor the IDP (unlike care homes for older persons and social care accommodation for working adult adults, which both continue to be included).

Emergency Services

Police (Thames Valley Police / British Transport Police)

2.6.34 Conversations are ongoing within Thames Valley Combined Authority regarding the organisation of police services. Due to Milton Keynes' new city status, it may potentially become an independent policing authority during the MK City Plan period.

Community Facilities

Community, Library, Youth and Civic

2.6.35 MKCC intend to include a requirement in policy for on-site temporary / meanwhile provisions of any high priority community infrastructure where permanent provision is not in place at the required time, to be provided by developers in liaison with MKCC and relevant infrastructure

[14] https://www.milton-keynes.gov.uk/sites/default/files/2023-12/MKCC%20ASC%20Supported%20Housing%20Strategy%2022%20December%2023_3.pdf

provider(s), until a more permanent solution is in place. Such meanwhile projects are thus not included in the MKISS nor the IDP.

Indoor Sports and Recreation

2.6.36 Road racing at MK Bowl through MK Cycling will cease in September 2026. Current facilities include a clubhouse, equipment and equipment store which is used by local cycle clubs. Facility will be lost as the managing company Stadium MK intends to submit planning proposals for training pitches across the site and continued use as a concert venue.

Cemeteries

2.6.37 The crematorium site Crownhill, serving Milton Keynes, comprises of two chapels (Willow and Oak Chapels), and one cremator housed in Willow Chapel. Crownhill Crematorium shared the Crownhill Crematorium Final Feasibility Report (2023), which sets out options for the redevelopment of the Crownhill site.

Green and Blue Infrastructure

2.6.38 MKCC agreed that maintenance requirements for new green and blue infrastructure created as part of new developments are crucial but will be secured through policy requirements for management plans, rather than through the IDP.

2.6.39 Environment Agency identified climate change as the major driver of change affecting their operations over the plan period, and referenced the UK government's National Adaption Programme NAP3[15] as the key plan on preparation for climate change 2023-2028, including in relation of green and blue infrastructure.

2.6.40 The Canals and Rivers Trust noted the importance of the Grand Union Canal (GUC) for nature conservation and as a green and blue infrastructure corridor.

2.6.41 Buckinghamshire and Milton Keynes Nature Environment Partnership (Bucksmknep) are developing a Local Nature Recovery Strategy, with a Consultation Draft published February 2025, which identifies 'Areas that Could become Important to Biodiversity'. Bucksmknep has also produced a Wilder Road Verges Toolkit and Strategic Scale Environmental Opportunities Map.[16]

Flood Risk and Water Management

2.6.42 Between Dec 2024 – March 2025, the Environment Agency released new NaFRA 'flood zone', 'Risk of flooding from rivers and sea' and 'Risk of flooding from surface water' data and associated reporting, which is reflected in further stages of MKISS work.

2.6.43 In September 2025 MKCC completed Part 2 of the Integrated Water Management Strategy (IWMS), identifying preferred options for integrated water management infrastructure required to support the MK City Plan. The study concludes that the proposed MK City Plan growth is largely catered for in the statutory water resources plan with respect to water supply, but demand from the volume of growth early in the plan period (when combined with cross-border growth), could exceed supply around 2030. It therefore recommends a policy of 85l/h/d for domestic property and sets out that non-potable water uses should be expected for non-domestic sites and specifically cooling for data centres. For wastewater treatment, the IWMS concludes that the main WRC (Cotton Valley), which will take most of the planned growth, has sufficient capacity for all MK's needs to 2050, although cross-border growth may require

15 Third National Adaptation Programme (NAP3) - GOV.UK

16 Buckinghamshire & Milton Keynes Natural Environment Partnership – Local Nature Partnership (Biodiversity, Green Infrastructure, Planning & Development)

upgrades to the WRC in later investment plan periods. All WRCs receiving committed and future planned growth could be improved within the limits of Technically Achievable Limits to ensure water quality standards in receiving watercourses are not compromised. The study recommends developers of larger sites and non-household sites consider integrated water management solutions, combining SuDS and water re-use for non-potable needs to lower water demand, deliver NBS, improve water quality and manage surface water flood risk. MKCC's Level 2 SFRA, expected in late 2025, will identify specific drainage discharge requirements.

2.6.44 Anglian Water Services (AWS) finalised their Water Resources Management Plan (WRMP) [17]informing their Asset Management Plan 8 (AMP8) Business Plan. This sets out a minor revision to the preferred supply and demand balance strategy related to supply side options.

2.6.45 AWS, alongside all water companies in the East of England, Natural England and the Environment Agency also published a Shared Standards Document for Water Efficiency in 2025[18], setting out how local planning authorities can justify and provide evidence for policy requiring per capita consumption (PCC) targets of 85 l/p/d, using just a fixtures and fittings approach, particularly for serious water stress areas as is the case for Milton Keynes.

2.6.46 AWS confirmed that discussions for Universal Studios proposals are ongoing and funding for their water needs will be progressed outside of the regulatory price review and increase process.

2.6.47 The Enabling Water Smart Community (EWSC) group published information on water reuse costs demonstrating viability for reuse schemes of larger sites (100 dwellings or more) but clarified that legislative barriers currently prevent statutory water companies (such as AWS) from providing re-used water for domestic purposes. Currently, private companies or organisations need to deliver and operate such systems.

2.6.48 Other relevant new publications include the AWS non-household supply policy[19], which states that AWS they will not be routinely supplying non-domestic water demand >20m3, requiring a Water Resources Assessment for such development. Environment Agency (EA) further published an updated programme of Flood & Coastal Erosion Management (FCERM) funded schemes to 2026, and MKCC is in the process of finalising a Balancing Lake Capacity study, having shared interim findings.

Energy

Gas

2.6.49 Stakeholders emphasised the priority placed on renewables, in its role as securing future energy supply for new developments while moving towards net zero goals. The focus on decarbonisation of the grid also looks to end gas connections in residential developments from 2025, driven by government policy. For commercial property, gas connections will still be permitted. However, UK government is actively reducing reliance on natural gas in favour of electrification and low-carbon alternatives such as hydrogen and biomethane. Schools and light commercial buildings are increasingly focused on electrical connections and renewable sources, moving away from gas. Meanwhile, on large scale developments, many developers favour extending networks to undeveloped parcels to provide resilience, due to slow transitions. The MK City Plan and MKISS fall into a transition period away from gas, during which there is likely to be crossover of priorities.

[17] Water resources management plan

[18] shared-standards-in-water-efficiency-for-local-plans.pdf

[19] chrome-extension___mhjfbmdgcfjbbpaeojofohoefgiehjai_edge_pdf_index.html

Renewables

2.6.50 MKCC are working with 1Energy to deliver a heat network and associated energy centre. There is already an existing gas-powered heat network. Connection to the new energy centre and decentralised heat network that will be a mandatory requirement in relevant areas where connection is possible. The energy centre will take on low-carbon heat or waste heat from data centres in Linford Wood as its main source, backed up by heat pumps. This project is going through planning in 2025, with its first phase aiming to go live in 2027 to public sector buildings in CMK, MK University Hospital and MKCC buildings. Phase two is aimed to connect to the MK East development.

2.6.51 Although government have not mandated zoning of heat networks yet, this is anticipated for the future and therefore any new build development would be expected to connect to a network in future. MKCC sets out its associated plans and priorities in its heat networks policy[20], Heat Network's Organisational Interfacing Governance for Heat Networks Delivery[21] document and the City-Wide District Heating Feasibility Study[22].

2.6.52 Green Hill Solar Farm NSIP scheme is partly located within the Milton Keynes area. While the grid connection would be located close to Northampton, this project is likely to have an impact on electricity supply at a sub-regional scale and will require further consideration as it progresses. There is also a planning application for a 15MW Solar Farm at Bletchley, at planning stage in 2025.

Electricity

2.6.53 For commercial development, particularly between now and 2030, there are no plans to expand bulk supply points. This could pose a risk to growth in the short term, in Bletchley specifically.

2.6.54 National Grid clarified that the Distribution System Operator (DSO) are responsible for planning the future electricity distribution network, in line with an established process, which feeds in growth plans from local planning authorities. It is this process which will dictate where the network is developed across National Grid's four licence areas, and it was recommended that MKCC feed relevant MKISS information into the Distribution Future Energy Scenarios (DFES) on an annual basis to ensure the growth in the MK City Plan is captured in National Grid's process of forecasting (DFES), network impact assessment (NDP) and optioneering (DNOA). This applies to strategic allocations for growth in the MK City Plan (domestic and non-domestic), as well as any local initiatives that deliver low carbon energy. National Grid do not advise on capacity to accommodate growth that is happening in the future (post 2030) but instead plan for the network to be 'development ready'. The 'DFES 2024 Methodology report, January 2025' set out details[23]. National Grid are unable to provide costings/timescales for future projects without detailed feasibility work and a connection request. For developments that require a connection to the distribution network within the next 5 years, National Grid offers the opportunity of hosting a connections surgery to understand timescales and costs associated with delivering planned development.

[20] https://www.milton-keynes.gov.uk/sites/default/files/2025-05/Heat%20Networks%20-%20Pathway%20To%20Net%20Zero_Annex%20A_Programme%20Plan.pdf
[21] https://milton-keynes.moderngov.co.uk/documents/s23934/Heat%20Networks%20-%20Pathway%20To%20Net%20Zero_Annex%20C_1Energy%20Relationship%20Management%20Matrix.pdf
[22] https://www.milton-keynes.gov.uk/sites/default/files/2024-01/Heat%20Network%20Feasibility_0.pdf
[23] https://www.nationalgrid.co.uk/downloads-view-reciteme/686092

2.6.55 MKCC are in discussions with NESO about feeding into the Regional Energy Strategic Plans (RESP) which will follow the Strategic Spatial Energy Plan (SSEP) in development in 2025.

Waste Management & Circular Economy

2.6.56 A new Waste Needs Assessment is in production for MKCC in 2025 to support the Council's waste planning process, which will be set out in a separate Minerals and Waste Development Plan Document.[24] Therefore, requirements for waste infrastructure are high-level only as part of MKISS.

Digital Communications Infrastructure

2.6.57 CityFibre clarified that key infrastructure for Digital Delivery is already in place across Milton Keynes. Provision is typically guided by a commercial operator's decision to enter into new contracts and invest in new connections, where viable. The main exchange (central spine network) is already in place, but there may be a need for another fibre exchange in the future. CityFibre already have two exchanges within Milton Keynes.

2.7 Parallel Evidence Studies

2.7.1 Several of the parallel evidence studies supporting the MK City Plan 2050 have a bearing on the MKISS and vice versa. Much of the engagement and changes detailed above, relate to parallel evidence studies which have been evolving alongside the MKISS and providing important inputs. Below is an updated version of the table included in the MKISS Baseline report, up to date in September 2025.

2.7.2 As the table below shows, most of the parallel evidence is complete at the time of writing this report. Outstanding pieces of evidence primarily include latter stages of ongoing evidence, including the Strategic Flood Risk Assessment (SFRA) Level 2, the Mitigation testing stages of the MK Multi Modal Model (MMM), the final stages of Sustainability Appraisal, latter stages of Viability testing, and more detailed information on some of the strategic allocations for growth from site promoters, developers and agents.

Table 2: Summary of Parallel Evidence Base Studies and Status at September 2025

Parallel Evidence Base Study	Status September 2025
Higher Priority for MKISS Integration	
Local Cycling and Walking Infrastructure Plan	Completed
Electric Vehicle Strategy	Completed
Mass Rapid Transit study - Phase 1 (SOBC)	Completed
Mass Rapid Transit study - Phase 2	Completed
Milton Keynes multi-modal transport model (MK MMM)	Ongoing – Initial report due October 2025; Mitigations testing due for completion in December 2025;
Local Transport Plan 5	Ongoing – Adoption expected Autumn/Winter 2025
Nature, Green and Blue Infrastructure Study	Completed

[24] https://www.milton-keynes.gov.uk/sites/default/files/2025-03/Local%20Development%20Scheme%20-%20February%202025.pdf

Open Space Assessment	Completed
Playing Pitch Strategy	Ongoing – Due for completion end of October 2025
Integrated Water Management Study - Part 1	Completed
Integrated Water Management Study - Part 2	Ongoing – Due for completion October 2025
Strategic Flood Risk Assessment (SFRA) Level 1	Completed
Strategic Flood Risk Assessment (SFRA) Level 2	Ongoing – Due for completion end of November 2025
Asset Performance and Capacity Assessment – Balancing Lakes Study	To be completed
Carbon and Climate Study, Energy Efficiency Standards Study	Completed (addition of Energy Efficiency Standards Study since Regulation 18)
Waste Needs Assessment	Completed (pending publication at time of writing)
Housing and Economic Needs Assessment (HEDNA)	Ongoing – Due for completion in October 2025
Strategic Housing Land Availability Assessment (SHLAA)	Completed
Viability Study	Ongoing
Growth Delivery Mechanisms Programme	Completed
Central Milton Keynes Placemaking Principles Review	Completed
Central Milton Keynes Growth Opportunities Study	Completed
Central Milton Keynes Events Venue Feasibility Study	Completed
Retail Capacity and Leisure Study	Completed
Office Space Study	Completed
Strategic Site Concept Plans	Completed
Lower Priority for MKISS Integration	
Landscape Character Assessment	Completed
Central Milton Keynes Heritage Impact Assessment Document	Completed
Tall Buildings strategy document	Ongoing – Due for completion in October 2025
Review of Areas of Attractive Landscape	Completed
Gypsy and Traveller Accommodation Assessment	Completed
Gypsy and Traveller Accommodation Assessment – Transit Provision	Completed
Boat Dwellers Accommodation Assessment	Completed
Sustainability Appraisal	Ongoing – Report due for completion October 2025
Design Code & Guidance	Ongoing
Health Impact Assessment	Completed

Equality Impact Assessment	Completed
Habitat Regulation Assessment	Completed

3. Regulation 19 Growth Context

3.1.1 Note that the MKISS Baseline includes an extensive Growth Context chapter, setting out the initial MK baseline demographics, housing and employment context in more detail. This can be consulted alongside this report where required. It also includes an initial understanding of the retained strategic allocations from Plan:MK (both housing and employment sites) alongside early consideration of potential options for strategic allocations for growth in the MK City Plan 2050. The MKISS Initial Assessment report included growth options as at Regulation 18 stage, which are now superseded.

3.1.2 This Further Assessment report details the Regulation 19 strategic allocations for growth options of the MK City Plan 2050, as shared by MKCC in June 2025. Note that options may continue to evolve further, in the run up to, as well as potentially during Examination in Public, to the point of Plan adoption, if the Inspector requires changes to make the plan sound[25].

3.2 City Wide Growth Forecast to 2050 – HEDNA Update 2025

3.2.1 At Regulation 18 stage, the MK City Plan 2050 was underpinned by the 2024 MK Housing and Economic Development Needs Assessment (HEDNA).[26] This set out the forecast need for housing by 2050 across a number of scenarios (1 to 3).

3.2.2 Our Baseline Report presented further detail on the different scenarios included within the HEDNA and focused on Scenario 2, which represented MKCC's preferred position at that point in time. For the purpose of our Initial Assessment report, we considered both Scenario 2b and Scenario 3 growth projections as book ends, within which the MKCC preferred position was likely to sit.

3.2.3 The HEDNA was subsequently updated in June 2025. Below we present a simple summary of the forecast of housing and population change associated with two scenarios, A and B of the 2025 HEDNA Update:

- **Scenario A: standard method calculation of housing need** based on 1,799 dwellings each year, with household formation rates held constant (equivalent to previous HEDNA Scenario 2b; around 2,900 fewer dwellings than Scenario 2b over the 28-year period, due to the lower annual Local Housing Need figure identified by the new standard method)
- **Scenario B: aspirational growth**, based on reaching 410,000 persons resident in the Milton Keynes local authority area by 2050 (equivalent to previous HEDNA Scenario 3; around 1,700 fewer dwellings than previous Scenario 3 over the 28-year period, mainly due to the higher population at the start of the plan period, and also due to changes to the age structure and age-specific household formation rates).

3.2.4 Based on the current standard method Local Housing Need figure (Scenario A) the identified population growth is further likely to support around 54,900 additional jobs over the 28-year Plan period 2022-2050, equivalent to an average of 1,900-2,000 jobs per year, which is within the range of jobs growth identified by the HEDNA (1,600 to 2,700).

3.2.5 The key outputs from each of the housing need scenarios above are set out in Figure 3 of the HEDNA Update, copied below in Table 3-1. This results in projected dwelling growth of 50,372 (based on local housing need) or 61,715 (based on the MK2050 target) to 2050.

[25] National Planning Policy Framework - 3. Plan-making - Guidance - GOV.UK; Local Plans: the examination process - GOV.UK

[26] MK HEDNA

Table 3.1: Key outputs from HEDNA housing need scenarios

	Standard method LHN figure		MK2050 target	
	Original HEDNA Scenario 2b	HEDNA Update Scenario A	Original HEDNA Scenario 3	HEDNA Update Scenario B
Annual average dwelling growth	**1,902**	**1,799**	2,265	2,204
Total 28-year dwelling growth	53,245	50,372	63,421	61,715
Population projected in 2050	384,425	382,297	**410,000**	**410,000**
Economically active population growth	49,052	44,112	63,118	59,335
Supported jobs growth	61,718	54,903	79,416	73,849

Source: ORS model in HEDNA Update 2025

3.2.6 The following two tables set out the associated age profiles for HEDNA Update scenario A (standard method local housing need figure of 50,372 new homes to 2050), and Scenario B (representing the MK2050 target of 61,715).

Table 3.2: Forecast of City-Wide Population Age Profile and Demographic Change, based on HEDNA Update 2025 Scenario A (Local Housing Need of 50,372 homes by 2050)

Scenario A Demographic Change	2022 Profile	2031 Profile	2022-2031 Change	2041 Profile	2020-2041 Change	2050 Profile	2020-2050 Change
0-14	59,394	57,479	-1,915	60,425	1,031	67,953	8,559
15-24	31,862	36,353	4,491	34,843	2,981	36,387	4,525
25-34	40,922	39,334	-1,588	46,895	5,973	47,711	6,789
35-44	46,602	48,090	1,488	46,865	263	55,992	9,390
45-54	39,973	46,063	6,090	48,023	8,050	47,156	7,183
55-64	32,297	37,433	5,136	43,148	10,851	45,757	13,460
65-74	23,459	28,429	4,970	33,939	10,480	38,565	15,106
75-84	13,103	18,778	5,675	23,798	10,695	28,318	15,215
85+	4,568	6,748	2,180	10,751	6,183	14,459	9,891
Total Population	**292,180**	**318,708**	**26,528**	**348,685**	**56,505**	**382,297**	**90,117**

Table 3.3: Forecast of City-Wide Population Age Profile and Demographic Change, based on HEDNA Update 2025 Scenario B (Representing MK2050 target of 61,715)

Scenario B Demographic Change	2022 Profile	2031 Profile	2022-2031 Change	2041 Profile	2020-2041 Change	2050 Profile	2020-2050 Change
0-14	59,394	59,316	-78	64,639	5,245	73,834	14,440
15-24	31,862	37,376	5,514	36,724	4,862	39,239	7,377
25-34	40,922	41,420	498	50,443	9,521	51,816	10,894
35-44	46,602	49,773	3,171	50,291	3,689	60,901	14,299
45-54	39,973	46,949	6,976	50,528	10,555	50,869	10,896
55-64	32,297	37,991	5,694	44,655	12,358	48,498	16,201
65-74	23,459	28,786	5,327	34,914	11,455	40,268	16,809
75-84	13,103	18,998	5,895	24,434	11,331	29,441	16,338
85+	4,568	6,896	2,328	11,129	6,561	15,154	10,586
Total Population	**292,180**	**327,505**	**35,325**	**367,757**	**75,577**	**410,020**	**117,840**

3.2.7 It is important to highlight that the growth figures based on the HEDNA Update presented above, which provide an upper limit of 61,715 homes across the City by 2050, incorporate a significant

number of homes which have already been planned (and in some cases already delivered) through the retained strategic allocations from Plan:MK, completions, or other extant planning permissions. Therefore, a substantial part of this population growth will take place regardless of whether the new MK City Plan 2050 is adopted or not.

3.3 City Wide Growth Forecast to 2050 – Retained Allocations from Plan:MK (Commitments/Completions) vs Strategic Allocations for Growth in the MK City Plan 2050

3.3.1 The MKISS Initial Assessment considered the 2024 HEDNA based growth figures as the overarching target for the City as a whole, reflecting both the homes which are already planned through retained strategic growth allocations from Plan:MK, and those which were being considered through the strategic allocation for growth options explored as part of the MK City Plan 2050 Regulation 18 preparation.

3.3.2 However, as touched on in our study limitations (see Chapter 2), most of the retained strategic allocations from Plan:MK (commitments) and completions schemes already have existing Section 106 and / or Tariff agreements to provide infrastructure required, in line with Plan:MK infrastructure policy, the IDP supporting Plan:MK, the Planning Obligations Supplementary Planning Document linked to Plan:MK, and scheme-based negotiations as part of the application process.

3.3.3 The MKISS Further Infrastructure Assessment sets out the full extent of infrastructure requirements to support all growth during the MK City Plan period 2022-2050, including retained strategic allocations from Plan:MK (commitments and completions), which exceeds the local housing need evidenced in HEDNA Update Scenario A. However, it presents requirements for completions and commitments on retained strategic allocations from Plan:MK separately from new strategic allocations for growth in the MK City Plan 2050, and focuses particularly on the new housing and employment strategic allocations for growth being brought forward by the Regulation 19 MK City Plan 2050 (including any lapsed allocations of Plan:MK requiring a new planning application). This is to enable projected infrastructure requirements (as set out in the MKISS strategic site pro formas in Chapter 4) to be used to inform new Section 106 and Tariff agreements.

3.3.4 Nevertheless, MKISS is a study and strategy to underpin all growth during the MK City Plan 2050 period and demonstrate the MK City Plan 2050's soundness in infrastructure terms. While the key focus is on new strategic allocations for growth, the total burden of infrastructure requirements is also set out and considered for all growth 2022-2050, including retained strategic allocations from Plan:MK and completions, as MKCC is committed to ensure appropriate infrastructure delivery to support all growth during the MK City Plan 2050 period.

3.4 Retained Strategic Allocations from Plan:MK (commitments and completions, excluding lapsed permissions)

3.4.1 The MKISS Baseline Report set out a summary of the retained strategic allocations from Plan:MK for housing and employment growth. For the purposes of the Initial infrastructure assessment, this information was analysed further, with an updated development trajectory enabling a more accurate understanding of the progress of these existing development sites. Since then, a further update has been made. This was based on recent development progress on retained allocations from Plan:MK, and updated MKCC growth trajectory, and removal of any sites for which permissions have now lapsed. These latter sites (primarily in CMK) are now included in the new 'Strategic Allocations for Growth' planned for as part of the MK City Plan 2050 (below).

3.4.2 The two following tables set out updated retained allocations from Plan:MK and completed housing and employment growth, split into the thirteen MKISS sub-areas. This analysis focused on the strategic housing and employment sites and grouped the remaining sites as non-strategic. This is then aggregated and summarised in Table 3.7 on the following page and illustrated in Figure 3-1.

Table 3.4: Retained Housing Allocations from Plan:MK by MKISS Sub-Area (as at June 2025)

1. CMK		Total Housing	Short Term	Medium Term	Long Term
Existing Commitments (Non-Strategic)	-	**0**	0	0	0
Existing Commitments (Strategic)	-	**0**	0	0	0
Existing Commitments (City Centre Areas)	CMK	**819**	819	0	0
2. South of CMK					
Existing Commitments (Non-Strategic)	-	**89**	66	23	0
Existing Commitments (Strategic)	-	**0**	0	0	0
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
3. East					
Existing Commitments (Non-Strategic)	-	**561**	445	116	0
Existing Commitments (Strategic)	Strategic Sites:	**698**	508	190	0
	- *Brooklands/Broughton (EEA)*	*134*	*134*	*0*	*0*
	- *SLA*	*564*	*374*	*190*	*0*
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
4. South East					
Existing Commitments (Non-Strategic)	-	**46**	46	0	0
Existing Commitments (Strategic)	Strategic Sites:	**3,558**	838	2,720	0
	- *SEMK*	*3,558*	*838*	*2,720*	*0*
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
5. South					
Existing Commitments (Non-Strategic)	-	**663**	438	225	0
Existing Commitments (Strategic)	Strategic Sites:	**140**	140	0	0
	- *Newton Leys*	*140*	*140*	*0*	*0*

		Total Housing	Short Term	Medium Term	Long Term
Existing Commitments (City Centre Areas)	- *Central Bletchley*	**304**	304	0	0
6. South West					
6. South West					
Existing Commitments (Non-Strategic)	-	**475**	461	14	0
Existing Commitments (Strategic)	Strategic Sites:	**667**	667	0	0
	- *Tattenhoe Park*	*667*	*667*	*0*	*0*
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
7. West					
Existing Commitments (Non-Strategic)	-	**74**	57	17	0
Existing Commitments (Strategic)	Strategic Sites:	**3,283**	1,925	1,358	0
	- *WEA 10*	*2,448*	*1,655*	*793*	*0*
	- *WEA 11*	*835*	*270*	*565*	*0*
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
8. North of CMK					
Existing Commitments (Non-Strategic)	-	**603**	405	198	0
Existing Commitments (Strategic)	-	**0**	0	0	0
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
9. Newport Pagnell					
Existing Commitments (Non-Strategic)	-	**48**	48	0	0
Existing Commitments (Strategic)	Strategic Sites:	**930**	590	340	0
	- *Tickford Fields*	*930*	*590*	*340*	*0*
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
10. North West					
Existing Commitments (Non-Strategic)	-	**16**	0	16	0
Existing Commitments (Strategic)	-	**0**	0	0	0
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
11. Olney					
Existing Commitments (Non-Strategic)	-	**0**	0	0	0

		Total Housing	Short Term	Medium Term	Long Term
Existing Commitments (Strategic)	-	**0**	0	0	0
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
12. North					
Existing Commitments (Non-Strategic)	-	**9**	9	0	0
Existing Commitments (Strategic)	-	**0**	0	0	0
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
13. North East					
Existing Commitments (Non-Strategic)	-	**0**	0	0	0
Existing Commitments (Strategic)	Strategic Sites:	**5,750**	1,045	2,715	1,990
	- *Existing MKE*	*5,750*	*1,045*	*2,715*	*1,990*
Existing Commitments (City Centre Areas)	-	*0*	*0*	*0*	*0*
Total		**23,828**	**13,906**	**7,932**	**1,990**

Table 3.5: Retained Strategic Employment Allocations from Plan:MK (as of June 2025)

Site Name	Expected Land Use	Remaining supply (hectares)
Crownhill	offices 50%, light industrial 50%	1.2
Fox Milne	offices	1
Knowlhill	offices	2.9
Milton Keynes East	offices	105
Walton	offices	2.2
Western Expansion Area	offices/R&D	17
Wolverton	industrial	2.6
Wolverton Mill East & South	industrial	3.6
Pineham	warehousing/general industrial	10.9
South Caldecotte	offices	56.8
Caldecotte	offices	0.6
Linford Wood	general industrial and distribution	3.2

Snelshall West	general industrial and distribution	5.1
Total		**212.1**

Table 3.6: Retained Strategic Employment Allocations from Plan:MK by MKISS Sub-Area

1. CMK		**Employment**
Committed Employment	Floorspace (sq.m)	**5,673**
Allocated Employment Land	Hectares	**0.00**
2. South of CMK		**Employment**
Committed Employment	Floorspace (sq.m)	**6,367**
Allocated Employment Land	Hectares	**0.00**
3. East		**Employment**
Committed Employment	Floorspace (sq.m)	**29,174**
Allocated Employment Land	Hectares	**14.70**
4. South East		**Employment**
Committed Employment	Floorspace (sq.m)	**280,094**
Allocated Employment Land	Hectares	**56.80**
5. South		**Employment**
Committed Employment	Floorspace (sq.m)	**3,742**
Allocated Employment Land	Hectares	**0.00**
6. South West		**Employment**
Committed Employment	Floorspace (sq.m)	**34,467**
Allocated Employment Land	Hectares	**9.20**
7. West		**Employment**
Committed Employment	Floorspace (sq.m)	**2,270**
Allocated Employment Land	Hectares	**17.00**
8. North of CMK		**Employment**
Committed Employment	Floorspace (sq.m)	**16,044**
Allocated Employment Land	Hectares	**9.40**
9. Newport Pagnell		**Employment**
Committed Employment	Floorspace (sq.m)	**3,184**
Allocated Employment Land	Hectares	**0.00**
10. North West		**Employment**
Committed Employment	Floorspace (sq.m)	**634**
Allocated Employment Land	Hectares	**0.00**
11. Olney		**Employment**
Committed Employment	Floorspace (sq.m)	**15,157**
Allocated Employment Land	Hectares	**0.00**
12. North		**Employment**
Committed Employment	Floorspace (sq.m)	**73**
Allocated Employment Land	Hectares	**0.00**
13. North East		**Employment**
Committed Employment	Floorspace (sq.m)	**80,077**

Allocated Employment Land	Hectares	**105.00**

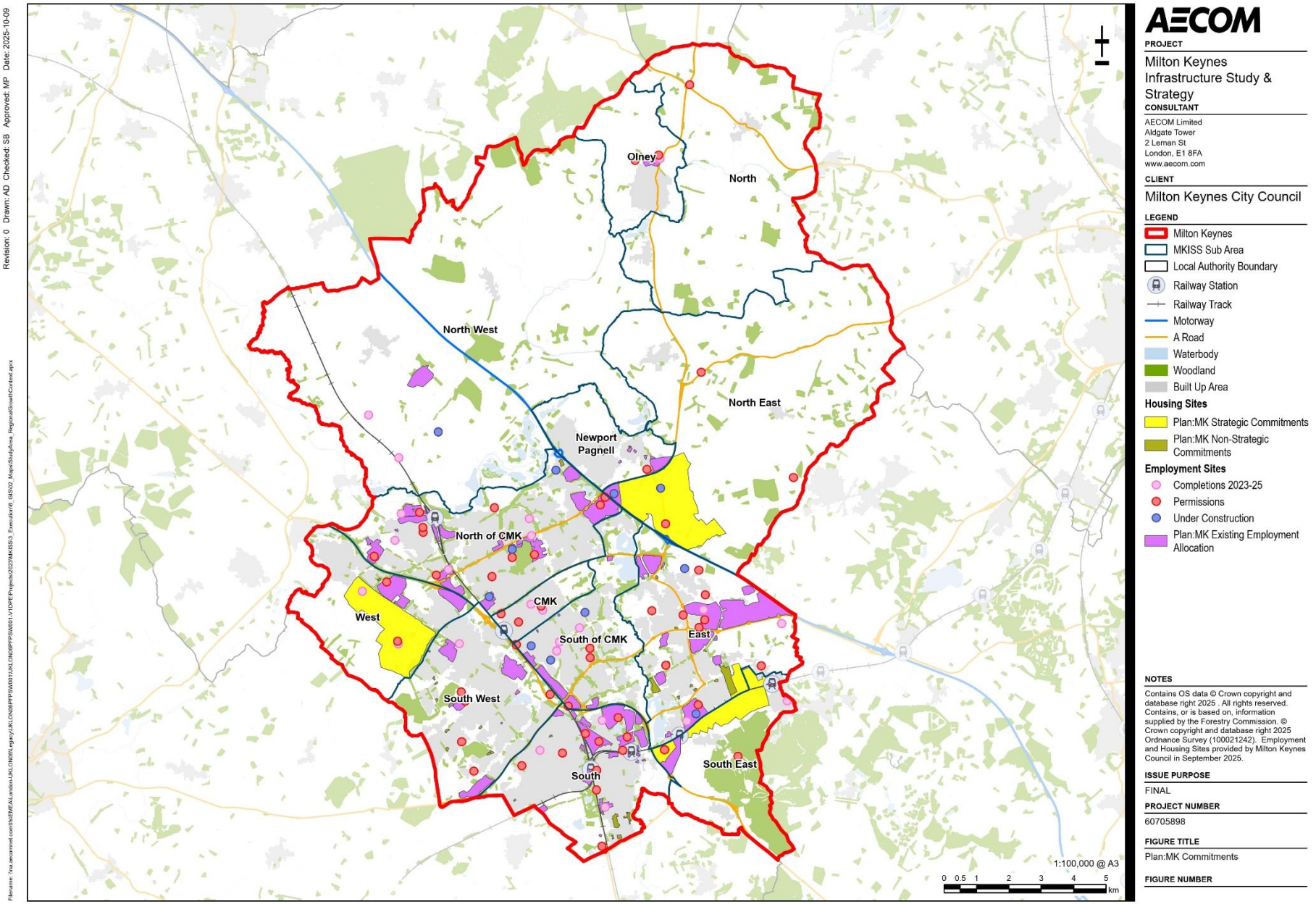
Table 3.7: Retained Allocations from Plan:MK - Summary of Homes and Employment by Sub-Area

MKISS Sub-Area	Plan:MK Completions / Commitments (2022 - 2050)	Population in Commitments / Completions	Committed Employment Floorspace (B1/B2/B8) hectares
1. CMK	819	1,563	5,673
2. South of CMK	89	208	6,367
3. East	1,259	2,947	29,174
4. South East	3,604	8,435	280,094
5. South	1,107	2,591	3,742
6. South West	1,142	2,673	34,467
7. West	3,357	7,857	2,270
8. North of CMK	603	1,411	16,044
9. Newport Pagnell	978	2,289	3,184
10. North West	16	37	634
11. Olney	0	0	15,157
12. North	9	21	73
13. North East	5,750	13,458	80,077
Completions	5,095	13,151	
Milton Keynes	**23,828**	**56,641**	**476,956**

Table 3.8: Progress of Retained Housing Allocations from Plan:MK (as at June 2025)

Retained Allocations from Plan:MK - Housing	MKISS Sub-Area	Remaining Capacity	Trajectory 2024 - 2030	Trajectory 2031 - 2040	Trajectory 2041 - 2050
Completions		**5,095**			
Strategic Allocations		**16,149**	**6,836**	**7,323**	**1,990**
Kingsmead	**6. South West**	0	0	0	0
Newton Leys	**5. South**	140	140	0	0
Strategic Land Allocation (Wavendon)	**3. East**	564	374	190	0
Brooklands/Broughton	**3. East**	134	134	0	0
City Centre Areas (CMK & Bletchley)	**1. CMK & 5. South**	1,123	1,123	0	0
Western Expansion Area 11 (Fairfields)	**7. West**	835	270	565	0
Western Expansion Area 10 (Whitehouse)	**7. West**	2,448	1,655	793	0
Tattenhoe Park	**6. South West**	667	667	0	0
Milton Keynes East	**13. North East**	5,750	1,045	2,715	1,990
South East Milton Keynes	**4. South East**	3,558	838	2,720	0
Tickford Fields	**13. North East**	930	590	340	0
Non-Strategic Sites		**2,584**	**1,975**	**609**	**0**
Milton Keynes		**23,828**	**8,811**	**7,932**	**1,990**

Figure 3-1: Retained Strategic Allocations from Plan:MK by MKISS Sub-Area



3.5 Regulation 19 MK City Plan 2050 Strategic Allocations for Growth (including lapsed Plan:MK allocations/ permissions)

3.5.1 MKISS aims to estimate the impact on infrastructure of the additional residents, households, and jobs over and above that generated by the additional homes and employment land committed to in retained strategic options for growth from Plan:MK (with the exception of lapsed permissions, which are included in MK City Plan 2050 strategic allocation for growth, as they will require new permissions and thus new Section 106 and/or Tarriff agreements).

3.5.2 MKCC shared MK City Plan 2050 Regulation 19 preparation work with AECOM in June 2025, which identified 12 strategic sources of housing growth as part of the preferred options of the MK City Plan 2050, totalling 59,879 homes, including the 23,828 homes on retained strategic allocation sites from Plan:MK or sites which are already completed (set out in section 3.3 above), as well as:

- 9 new MK City Plan 2050 strategic allocations for growth,
- MRT Transport Hubs,
- assumptions on other small and brownfield sites (of less than 10 homes) based on past yields from these types of sites, and
- MK City Plan 2050 Housing and Employment Growth Numbers.

3.5.3 The MK City Plan 2050 Regulation 19 also includes two strategic allocations for employment growth:

- 300 sq. m. of proposed of office, education or research and development space in CMK and
- 40 ha of space to deliver offices, research and development and Industrial processes in the Eastern Strategic City Extension.

3.5.4

3.5.5 Table 3.9 below sets out the AECOM consolidation of emerging typology and preferred options of strategic allocations for growth in the MK City Plan 2050 into the thirteen MKISS sub-areas. The combined capacity across all of the MK City Plan 2050 Strategic Allocations for Growth is 36,051 homes.

3.5.6 At the current Further Assessment stage to support the preparation of Regulation 19 MK City Plan 2050, MKISS is particularly focused on considering the likely direct population generated by the MK City Plan 2050 Strategic Allocations for Growth, and the associated infrastructure needs on a sub-area as well as a strategic growth site basis. The assessment of infrastructure implications of said options also continues to help outline any potential issues with certain growth options, which may be limited in their potential to deliver growth due to infrastructure constraints.

3.5.7 At our Initial Assessment stage (section 3.11), we considered some strategic implications observed through the infrastructure evidence, specifically on transport and water infrastructure, and this has already contributed to determining factors on whether or not certain growth locations were deemed likely to deliver initial planned levels of growth. Therefore, this section is not repeated here. MKISS, together with other evidence and policy considerations, continues to contribute towards MKCC's ongoing confirmation and refinement of MK City Plan preferred growth options.

Table 3.9: MK City Plan 2050 Strategic Allocations for Growth by MKISS Sub-Area

		Total Housing 2022-2030	Short Term 2031-2040	Medium Term 2041-2050	Long Term 2024-2030
1. CMK					
New Allocations	-	**0**	0	0	0
City Centre Areas (New Sites)	*CMK*	**15,181**	2,360	6,421	6,400
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
2. South of CMK					
New Allocations	-	**0**	0	0	0
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**1,475**	0	697	778
Windfall	-	**230**	53	88	88
3. East					
New Allocations	Strategic Sites:	**2,650**	0	600	2,050
	- East of Wavendon	2,250	0	200	2,050
	- OU - Walton	400	0	400	0
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
4. South East					
New Allocations	Strategic Sites:	**2,550**	150	2,050	350
	- *South of Bow Brickhill*	*1,300*	*0*	*1,050*	*250*
	- *Levante Gate*	*1,250*	*150*	*1,000*	*100*
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
5. South					
New Allocations	-	**0**	0	0	0
City Centre Areas	*Central Bletchley*	**880**	240	640	0
MRT Sites	-	**273**	0	129	144
Windfall	-	**230**	53	88	88
6. South West					
New Allocations	-	**0**	0	0	0
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**817**	0	386	431
Windfall	-	**230**	53	88	88
7. West					
New Allocations	Strategic Sites:	**1,000**	0	680	320
	- *Shenley Dens*	*1,000*	*0*	*680*	*320*
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0

		Total Housing 2022-2030	Short Term 2031-2040	Medium Term 2041-2050	Long Term 2024-2030
Windfall	-	**230**	53	88	88
8. North of CMK					
New Allocations	Strategic Sites: - *Wolverton Works*	**400** *400*	0 *0*	400 *400*	0 *0*
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**334**	0	158	176
Windfall	-	**230**	53	88	88
9. Newport Pagnell					
New Allocations	-	**0**	0	0	0
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
10. North West					
New Allocations	-	**0**	0	0	0
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
11. Olney					
New Allocations	-	**0**	0	0	0
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
12. North					
New Allocations	-	**0**	0	0	0
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
13. North East					
New Allocations	Strategic Sites: - *MK East 2*	**7,500** *7,500*	0 *0*	3,750 *3,750*	3,750 *3,750*
City Centre Areas	-	**0**	0	0	0
MRT Sites	-	**0**	0	0	0
Windfall	-	**230**	53	88	88
		36,051	**3,440**	**17,061**	**15,550**

Table 3.10: MK City Plan 2050 Strategic Allocations for Employment Growth by MKISS Sub-Area

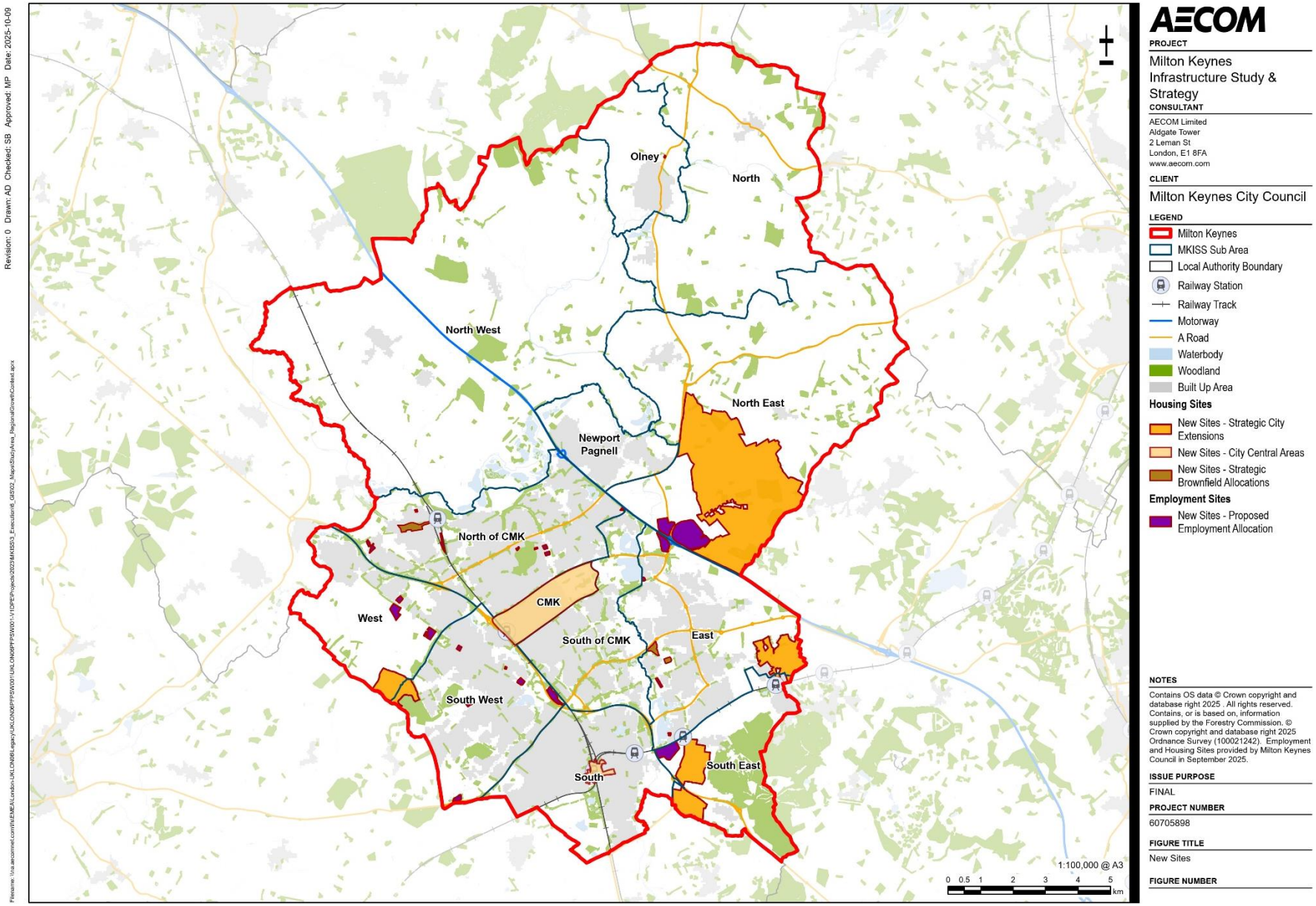
1. CMK		Employment
Additional New Site Employment Land in CMK	Sq m of office, education or research and development	**300,000**
13. North East		**Employment**
Additional New Site Employment Land in Eastern Strategic City Extension	Hectares of Offices, Research and development and Industrial processes	**40.00**

3.5.8 A summary of the potential combined housing and associated population, as well as employment land from the MK City Plan 2050 preferred options for growth for each MKISS Sub-Area is presented in Table 3.11 below and illustrated in Figure 3-2.

Table 3.11: MK City Plan 2050 – Summary of Allocations for Growth - Homes, Population & Employment by Sub-Area (2022-2050)

MKISS Sub-Area	Strategic Allocations for Growth	New Homes	Population in New Homes	Employment Land
1. CMK	CMK and Campbell Park	15,411	29,409	300,000 sq m Office development
2. South of CMK		1,705	3,991	-
3. East	Walton Campus Strategic Brownfield Site East of Wavendon Strategic City Extension	2,880	6,741	-
4. South East	South of Bow Brickhill Strategic City Extension Levante Gate Strategic City Extension	2,780	6,507	-
5. South	Central Bletchley	1,383	3,237	-
6. South West		1,047	2,451	-
7. West	Shenley Dens Strategic City Extension	1,230	2,879	-
8. North of CMK	Wolverton Works Strategic Brownfield Site	964	2,257	-
9. Newport Pagnell		230	538	-
10. North West		230	538	-
11. Olney		230	538	-
12. North		230	538	-
13. North East	Eastern Strategic City Extension	7,730	18,092	40 ha Strategic Employment
Total		**36,051**	**77,717**	

Figure 3-2: MK City Plan 2050 Strategic Allocations for Growth by MKISS Sub-Area



3.6 Density and Demographic Impact Assumptions

3.6.1 Note that it is not within the scope of MKISS to produce detailed local area population projections, which would include modelling births, deaths, and in-and out-migration alongside the impacts of new homes. For the purposes of MKISS, this information is taken from the HEDNA and HEDNA Update, which includes age cohort specific demographic projections (see section 3.1 above).

3.6.2 At this Further Assessment stage, while some MK City Plan 2050 strategic growth site options are being considered in advancing detail, many are still only at outline stage and their exact details may change before or after the Plan is adopted.

3.6.3 With the exception of the CMK Sub-Area and strategic allocations for growth within it, the assessment applies the forecast future average household size at 2050 for MK City as a whole, as set out within the HEDNA growth scenarios (2.32) and the associated city-wide age profile for 2050, to all MKISS sub-areas and strategic growth sites. This reflects that new growth areas are likely to accommodate population from across MK and further afield, which will not necessarily share the household and age characteristics of the existing population of the specific sub-area.

3.6.4 An adjusted approach was used for the CMK sub-area and strategic growth sites within it, given the predominant development typologies in this sub-area will differ from those of the other sub-areas. CMK housing developments are more likely to reflect higher density apartments as opposed to family housing. For this reason, the assessment has applied the existing average household size (1.91) and age profile recorded specifically for CMK. These approaches were agreed with MKCC.

3.7 Development Trajectory – Total Growth 2022-2050 including completions, commitments and strategic allocations for growth

3.7.1 The following tables summarise the total growth and its trajectory over the MK City Plan 2050 period, 2022-2050, including Plan:MK Commitments and Completions, and MK City Plan strategic allocations, both of which are discussed in more detail in the above sections. Trajectories of development are also included in the sub area and strategic site pro formas. Timing of development is further considered and reflected in our Project Schedule, for infrastructure projects to support specific development sites (see Chapter 4).

3.7.2 In summary, the total growth over the Plan period 2022-2050 is estimated to be 59,879 homes, of which 23,828 homes are expected to come forward through completions and commitments, and 36,051 on strategic allocationsto be allocated in the MK City Plan 2050. This total growth is in excess of what is required to meet the HEDNA Update Scenario A local housing need presented in section 3.1 above (50,372), but slightly below the upper end of the growth tested in HEDNA Update Scenario B, based on the MK2959 Strategy target (61,715). This purposefully allows flexibility for potential modification of preferred options as part of the evolving MK City Plan process and evidence, should this become necessary, as well as providing some resilience to any future unexpected changes in delivery, which are out of MKCC's control.

3.7.3 Preferred growth options are based on sites deemed to be potentially suitable, available, and achievable through a Call for Sites exercise and Land Availability Assessment, as well as verified through emerging evidence to date on infrastructure, viability, and Sustainability Appraisal.

3.7.4 The trajectory of growth is based on information available to MKCC from site promoters of strategic allocations for growth as at June 2025 and will influence the pace at which different infrastructure in different locations will be required to be delivered, to facilitate development and occupation of sites (for more detail see MKISS Investment Strategy).

3.7.5 Some of these preferred options, associated growth sites, their trajectory, and parallel evidence may continue to evolve, as the MK City Plan process and associated evidence advances. Some evidence on flood risk, and transport modelling is still emerging during the Regulation 19 stage. The evolution of MK City Plan options will also continue to be tracked through the Sustainability Appraisal process as the plan evolves towards examination and adoption. Therefore, it is important to emphasise that**: It is possible that not all growth as set out in this report will be taken forward exactly as presented here. MKISS can only consider growth and infrastructure evidence as shared by MKCC with AECOM in June 2025.**

Table 3.12: Summary of total growth by Sub Area, including completions, commitments and strategic allocations

	Total Homes	Completions / Commitments	Strategic Allocations
Completions	5,095	5,095	-
1. CMK	16,230	819	15,411
2. South of CMK	1,794	89	1,705
3. East	4,139	1,259	2,880
4. South East	6,384	3,604	2,780
5. South	2,490	1,107	1,383
6. South West	2,189	1,142	1,047
7. West	4,587	3,357	1,230
8. North of CMK	1,567	603	964
9. Newport Pagnell	1,208	978	230
10. North West	246	16	230
11. Olney	230	0	230
12. North	239	9	230
13. North East	13,480	5,750	7,730
Grand Total	**59,879**	**23,828**	**36,051**

Table 3.13: Summary Trajectory of all Growth within the MK City Plan period

All Housing	Total Housing	Short Term	Medium Term	Long Term
		2022-2030	2031-2040	2041-2050
MK Wide all Completions and Commitments	**23,828**	**13,906**	**7,932**	**1,990**
MK Wide all New Sites	**36,051**	**3,440**	**17,061**	**15,550**
Total	**59,879**	**17,346**	**24,993**	**17,540**

Table 3.14: Summary Trajectory of all Plan:MK Completions and Commitments (Retained Allocations) within the MK City Plan period

All Housing	Total Housing	Short Term	Medium Term	Long Term
		2022-2030	2031-2040	2041-2050
Completions	**5,095**	5,095		
Existing Commitments (Non-Strategic)	**2,584**	1,975	609	0
Existing Commitments (Strategic)	**15,026**	5,713	7,323	1,990
Existing Commitments (City Centre Areas)	**1,123**	1,123	0	0
	23,828	**13,906**	**7,932**	**1,990**

Table 3.15: Summary Trajectory of Strategic Allocations for Growth in the MK City Plan 2050

All Housing	Total Housing	Short Term	Medium Term	Long Term
		2022-2030	2031-2040	2041-2050
New Allocations	**14,100**	150	7,480	6,470
City Centre Areas	**16,061**	2,600	7,061	6,400
MRT Sites	**2,900**	0	1,370	1,530
Windfall	**2,990**	690	1,150	1,150
	36,051	**3,440**	**17,061**	**15,550**

4. Further Assessment – MK City Wide, by Sub Area and by Strategic Allocation Site

4.1.1 Our Further Assessment sets out the infrastructure implications of anticipated growth planned for through MK City Plan 2050, as set out in our growth context, at a city wide level, as well as by MKISS sub area, and for each individual strategic allocation for growth.

4.1.2 The information referenced in Section 4.2 covers requirements on a city wide basis, and is organised by infrastructure category and sub category. All details relating to specific infrastructure projects are presented separately, in the project schedule (see section 4.6), and are not included again in the infrastructure requirements tables. Section 4.3 below references information by MKISS Sub Area to show how infrastructure and growth, both through retained allocations from Plan:MK and through new strategic allocations for growth in the MK City Plan 2050, are distributed geographically. Section 4.4 in turn references requirement by specific strategic allocations. This information is required to underpin new Section 106 and Tarriff agreements to demonstrate that growth on strategic allocations is sufficiently supported by infrastructure to be acceptable in planning terms.

4.1.3 Note that, as these tables evolved in the Baseline and Initial Assessment stages of the MKISS, information differed slightly to that presented in the Regulation 18 IDP, as newer growth data emerged, as the study progressed. Therefore, tables were presented separately in the study reports, as well as in the IDP at Regulation 18 stage.

4.1.4 As growth options have progressed to preferred options stage, the information in the tables referred to in section 4.2-4.6 of this Further Assessment report, are now identical to the equivalent tables in the Regulation 19 IDP Chapters 4-8. Therefore, these tables are not repeated in the Further Assessment report. Their content is summarised below, together with details of where the tables can be found in the Regulation 19 IDP.

4.2 MK City Wide Requirements

4.2.1 The tables resulting from our assessment of infrastructure requirements at a city wide level summarise the additional infrastructure requirements from MK City Plan 2050 Growth by infrastructure category and sub category. This includes details of:

- Delivery, including relevant delivery agencies;
- Baseline provision;
- A summary of city-wide baseline issues and opportunities;
- infrastructure requirements to support retained strategic allocations from Plan:MK (commitments) and completions (23,828 additional homes);
- Infrastructure requirements to support new strategic allocations for growth in the MK City Plan 2050 Growth sites (36,051);
- City Scale Opportunities from total 2050 growth (59,879 additional homes); and
- Further commentary or discussion, where relevant to the topic.

4.2.2 To view Regulation 19 infrastructure requirements by infrastructure category and sub category, please see IDP Chapter 4 (tables 14-45).

4.3 Sub-Area Pro Formas

4.3.1 Each of the thirteen MKISS sub-areas, and the strategic housing and employment allocations within them, have been assessed as part of our Further Assessment, to determine the projected implications of preferred MK City Plan 2050 growth options.

4.3.2 The sub area pro formas include the following sections:

- Detailed mapping (existing infrastructure and commitments alongside planned growth sites)
- Baseline demographic and employment profile
- Baseline infrastructure provision and constraints
- Retained allocations from Plan:MK (commitments) and completions (excluding lapsed permissions) within the MK City Plan period
  - Housing and employment growth summary
  - Strategic Growth sites Identified
- MK City Plan 2050 Growth
  - Housing and employment growth summary
  - Preferred Strategic Site Options
  - Implications of Planned Growth on Existing Infrastructure Capacity within the Sub-Area

4.3.3 As for the infrastructure requirements tables referenced in the previous section, all project specific detail in terms of planned and required investment is referenced in the project schedule (see section 4.6), rather than in the sub area pro formas.

4.3.4 It is important to re-iterate that this report, as well as the IDP, provides working outputs from the MKISS project which represent assessment work reflecting the MK City Plan 2050 Regulation 19 preferred site options shared with the project team in June 2025.

4.3.5 As some late stages of evidence, particularly on transport and water, are still in progress, once these are finalised, this may require some limited amendment to MKISS transport and water infrastructure implications only.

4.3.6 To view Regulation 19 infrastructure requirements by MKISS sub area, please see IDP Chapter 5.

4.4 Strategic Site Pro Formas

4.4.1 Section 4.3 above references the assessment of existing and required infrastructure by Sub Area. This section 4.4 references infrastructure requirements for each of the Regulation 19 MK City Plan 2050 strategic growth sites, as detailed in section 3.4.

4.4.2 The strategic site pro formas directly support the site-specific infrastructure requirement policies in the MK City Plan, and for ease of reference, also link directly to specific projects in our Project Schedule (see section 4.6).

4.4.3 Planning applications for housing developments on these strategic allocations will need to address the broad infrastructure requirements detailed in the relevant profile. Infrastructure needs will need to be addressed through a mixture of provisions and / or contributions through MK Tarriff and Section 106 Agreements, as well as through direct negotiations with infrastructure providers (such as for utilities). Broad requirements are based on the standards (see section 4.5), depending on the level of growth proposed (see section 3.4). Final site-specific requirements will be negotiated on a case-by-case basis, based on the strategic site pro formas and the infrastructure prioritisation framework set

out in the Investment Strategy accompanying the IDP. Some of the projects referenced include city wide projects which a number of sites will contribute to. In most cases, it is expected that multiple sites and developers will work together with MKCC and infrastructure providers to meet requirements in the most suitable way possible.

4.4.4 To view Regulation 19 infrastructure requirements by strategic growth site, please see IDP Chapter 6.

4.5 Assessment Benchmarks

4.5.1 Appendix A of our Initial Assessment included a summary table, setting out the Assessment Scoping of each infrastructure category and sub-category included in MKISS. The table set out our assessment approach; whether modelling was required and/or available; existing strategies, reports and other resources used to assess infrastructure requirements; the relevant geography for assessment (i.e. Sub Regional / MK Level / MKISS Sub Area Level / Alternative planning area); as well as parameters, benchmarks, triggers, limitations and caveats to our approach.

4.5.2 At Further Assessment stage, we have produced a revised and expanded version of our Assessment Benchmarks, by infrastructure category and sub-category, an earlier version of which was presented in Appendix B of our Initial Assessment Report.

4.5.3 To view Regulation 19 infrastructure planning benchmarks, please see IDP Chapter 8.

4.6 Project Schedule

4.6.1 To view the Regulation 19 infrastructure project schedule, please see IDP Chapter 7.

4.6.2 The referencing system in IDP Chapter 7 table 46 can be used to interpret the abbreviations used in the Project Schedule. Project reference numbers are unique but sometimes not consecutive, where previously included projects have been removed due to amendments.

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