

Proposed Submission

Milton Keynes City Plan 2050

Regulation 19 plan
for consultation

October 2025



**Milton
Keynes.**
Better by design

Foreword

Milton Keynes is Better by Design.

We want to ensure a thriving, inclusive and sustainable city for everyone.

The Milton Keynes Strategy for 2050 set out our vision that Milton Keynes continues to build on our heritage of being the most successful post-war new towns. We want to strengthen the unique qualities that make our city so special, while adapting and changing to meet current and future challenges to ensure we continue on our path of becoming an internationally recognised economic powerhouse, centre of innovation and cultural creativity, and pioneer of high-quality sustainable growth.

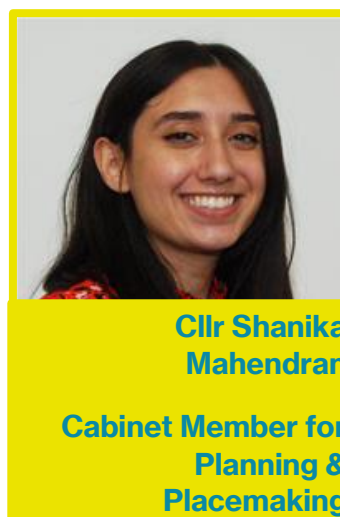
The MK City Plan 2050 sets out the policies required to deliver the goals of the Strategy for 2050 while meeting the requirements of the National Planning Policy Framework.

We are proud of our record of growth and development in Milton Keynes. As someone born and raised in our wonderful city, I know that it would not be the place it is today without the dedication we have to delivering the homes local families need alongside the infrastructure our local communities want to see. New schools, investment in our hospital, new local community health facilities, community centres, play areas and sports pitches – Milton Keynes demonstrates what well-planned growth can achieve.

Our city continues to be ambitious. The MK City Plan 2050 sets out how we will deliver more affordable homes for local families, how we will plan new developments to be more sustainable, improve public transport, deliver the infrastructure our city requires and where we celebrate our diversity, innovation and creativity. We want to transform our city centre to ensure it continues to be a leading place for investment and jobs, and we want to ensure everyone can share in our economic success.

This plan has not been created by the council alone. We have engaged people beyond our statutory requirements, including extensive feedback and input from the those who live and work in our city today. I am particularly proud of how we have engaged with our children and young people to shape this plan, given the impact it will have on their lives.

The success of Milton Keynes shows the value of well-planned growth, and it is an exciting time for the city. The MK City Plan 2050 is an ambitious, clear, realistic and deliverable local that meets and exceeds our legal requirements because we believe that is the best way to shape the Milton Keynes our residents want to see in the next chapter of our growth.



We have an incredible story to tell, and the MK City Plan 2050 will continue to ensure Milton Keynes is Better by Design.

Contents

FOREWORD	2
CONTENTS	3
OUR AMBITION AND OBJECTIVES	7
Our ambition	7
Our objectives	9
OUR GROWTH STRATEGY	12
Maximising opportunities in the city	14
Expanding the city	16
Role of Neighbourhood Plans and small sites	17
OUR SPATIAL STRATEGY	18
Delivering on our needs and ambition for homes	18
Supporting economic prosperity	22
Creating people-friendly and healthy places	30
Meeting our retail needs	33
Protecting our open countryside	37
Strategy for renewable and low-carbon energy generation	40
Hanslope Park	42
Supporting transit-oriented urban development and estate regeneration	44
Movement and access	46
Principles for growth adjoining Milton Keynes City	48
Our strategic allocations for growth	51
Retained strategic allocations	72
INFRASTRUCTURE FIRST	78
How we plan and prioritise infrastructure	78

How infrastructure is funded	79
CENTRAL MILTON KEYNES	85
A thriving city centre	85
A Development Framework for Central Milton Keynes	86
Uses in Central Milton Keynes	90
Placemaking principles for Central Milton Keynes	97
Taller buildings	100
CENTRAL BLETCHLEY	109
Supporting investment in Central Bletchley	109
PEOPLE-FRIENDLY AND HEALTHY PLACES	114
Delivering healthier places	114
Community facilities for people-friendly and healthy places	118
Supporting healthier food choices	120
Urban design principles for people-friendly and healthy places	123
Healthy Streets	127
Well-designed buildings and spaces	128
Tall buildings	130
HIGH-QUALITY HOMES	138
Healthy homes	138
Affordable homes	140
Supported and specialist homes	144
Co-living and Houses in Multiple Occupation	146
Accommodation for Gypsies and Travellers	148
Accommodation for boat dwellers	151
Exception sites	152
Children's Care Homes	155

CLIMATE AND ENVIRONMENTAL ACTION	158
Sustainable buildings	158
Water efficiency	166
Reducing and mitigating environmental pollution	167
Providing and protecting our valued green spaces	172
Landscape	184
Flood and water management	186
ECONOMIC AND CULTURAL PROSPERITY	193
Protecting employment land and buildings	193
Supporting the vitality and viability of centres	195
Sequential and impact tests	197
Hotel and visitor accommodation	199
Supporting a diverse rural economy	201
Horse-related development	201
HERITAGE	205
GLOSSARY	211
ANNEX A: HOUSING TRAJECTORY	225
ANNEX B: OPEN SPACE TYPOLOGIES AND DESCRIPTIONS	226
ANNEX C: OPEN SPACE STANDARDS	230
ANNEX D: PARKING STANDARDS	242
ANNEX E: INFRASTRUCTURE PRIORITISATION FRAMEWORK	272
ANNEX F: INFRASTRUCTURE PLANNING BENCHMARKS	276
ANNEX G: POLICY STANDARDS FOR HOUSES IN MULTIPLE OCCUPATION	290
ANNEX H: POLICY STANDARDS – URBAN GREENING FACTOR	292
ANNEX I: HERITAGE OF MILTON KEYNES	297

ANNEX J: PLAN:MK REPLACED POLICIES	300
ANNEX K: LOCAL CENTRES	304
ANNEX L: SMALL TO MEDIUM HOUSING ALLOCATIONS	309
ANNEX M: FRAMEWORK FOR MONITORING THE EFFECTIVENESS OF THE MK CITY PLAN 2050	310
ANNEX N: POLICY REFERENCE CHANGES BETWEEN REGULATION 18 AND REGULATION 19	321

Our ambition and objectives

- 1 The MK City Plan 2050 will take forward our Strategy for 2050¹ which sets out a bold vision for Milton Keynes. This vision seeks to bring transformational change while protecting that which is unique to Milton Keynes City and will play an important role in our future success. The Strategy for 2050 also provides important context that has been integrated into the plan's evidence base and policies. An integrated plan is one that will consider and balance a range of difficult, and at times competing, things and do this in a way that helps growth to be virtuous and beneficial to the communities living in Milton Keynes City today and tomorrow.

Our ambition

- 2 The range of things we need and want the MK City Plan 2050 to respond to typically includes our need for homes, creating jobs and supporting business, how we move around the city, our changing climate, our natural and built environment, the design of streets and the places which support the everyday lives of each community within Milton Keynes, such as schools and shops. This is reflected in our overarching Ambition for the MK City Plan 2050 and Objectives set out below for the period 2022-2050, and each chapter of this plan further explores how these will be achieved.
- 3 A driving force of the plan is helping to make Milton Keynes City a more walkable, people-friendly and healthy place to live, work and enjoy. A focus on health is not at the cost of other imperatives that the plan responds to. It allows us to adopt an integrated approach that recognises:

Our ambition

By 2050, Milton Keynes City will be an innovative and successful place, founded upon its unique history and special characteristics. Well-planned ambitious growth has created prosperity and a better quality of life and wellbeing for all. People living and working here enjoy good-quality, affordable homes, green and valued open spaces, more jobs, more business investment, a diverse cultural offer and people-friendly healthy places supported by infrastructure that make for a thriving and sustainable place. A city that is Better by Design.

- Providing better-quality, energy-efficient and affordable homes will help people find a decent home and give them security, which we know has a very significant positive impact on mental and physical health.
- Creating opportunities for more and higher-quality jobs in accessible locations, such as a thriving Central Milton Keynes, has recognisable

¹ MK Futures 2050 | Milton Keynes City Council (milton-keynes.gov.uk)

health benefits. We know that people living in locations with higher levels of economic inactivity are more likely to have a lower healthy life expectancy.

- Providing an affordable and accessible way of getting around the city will support people's wellbeing and ability to lead healthier lifestyles. This includes a focus on integrating new development with high-quality public transport provision, with a new Metro system at its heart, and supporting the opportunity for people to walk, cycle or scoot as much as possible in their day-to-day lives.
- Providing quality open and green space, schools and community facilities in the right places creates a sense of community and belonging and encourages physical activity, which we know improves physical and mental health.

- 4 Tackling climate change and reducing carbon emissions is a key component of our ambition, which is a benefit of delivering places that are healthy and people friendly. With a focus on health, alongside tackling climate change, the MK City Plan 2050 can address the wide range of matters we need to respond to in an integrated way.

Our objectives

People-Friendly and Healthy Places

Objective 1: Create inclusive and safe places that encourage greater physical activity, social interaction and healthier lifestyles.

Objective 2: Create streets and neighbourhoods that prioritise walking, cycling and wheeling for access to shops, services, community facilities, and parks and open space.

Objective 3: Provide a suitable range of facilities and infrastructure in the right places at the right time to promote walkable neighbourhoods and good physical and mental health.

Climate and Environmental Action

Objective 4: New homes and commercial buildings to be net zero-carbon by 2030 and carbon negative by 2050.

Objective 5: New growth prioritises active travel and public transport to reduce carbon emissions.

Objective 6: Support the efficient use of resources as part of a circular economy.

Objective 7: Create space for nature and deliver significant gains in biodiversity.

Objective 8: Ensure that communities and nature can cope with and bounce back from negative climate impacts and environmental change.

High-Quality Homes

Objective 9: Provide a range of homes for those most in need including affordable homes, and to meet the wider market demand for housing.

Objective 10: Support renewal and regeneration within neighbourhoods and communities that would benefit from it.

Objective 11: Support delivery of social infrastructure to enable people to prosper and have a high quality of life.

Economic and Cultural Prosperity

Objective 12: Enable better access to education, skills and training, and economic opportunities to strengthen our regional and national economic role, with Central Milton Keynes at the heart of a diverse and resilient economy.

Objective 13: Conserve our unique heritage and provide a greater diversity of places where culture can be produced and enjoyed, strengthening our role as a national and international centre of cultural and creative significance.

Objective 14: Support the maintenance and creation of thriving high streets and centres for leisure.

Central Milton Keynes

Objective 15: A thriving centre for innovation, learning and culture, with all the things you'd expect to find in a city: shops, businesses, restaurants, cafés, bars and entertainment.

Objective 16: Bringing nature, streets, and buildings into harmonious balance, providing a new townscape setting for public life, play, health, and wellbeing.

Objective 17: Inviting new communities to make their home in CMK, with all the services and facilities they need within easy walking distance.

Objective 18: Safeguarding CMK's unique public art, its modern design, and its classic infrastructure for future generations to appreciate.

Objective 19: Attracting people to live and work in the city with high-quality jobs and inward investment and making it easier for people to get in and around.



2

Our Growth Strategy



Our growth strategy

- 5 **The Strategy for 2050 has established our ambition for growth through to 2050. It was prepared following extensive community engagement and in response to the recommendations of the MK Futures 2050 Commission. Our ambition is to deliver sustainable and transformational growth of the city supported by significant investment in infrastructure. As outlined, this has been translated into a specific Ambition and set of Objectives for the MK City Plan 2050.**
- 6 This strategy will be delivered by achieving balanced growth across Milton Keynes City that is based on certain key principles:
 - Taking an ‘infrastructure first’ approach that ensures the necessary facilities (e.g. health, education and community) are provided for our residents as part of development. This includes reflecting the original design principles of the city in delivering new high-quality and accessible green spaces and play areas. We have prepared an Infrastructure Study and Strategy, including an Infrastructure Delivery Plan alongside the plan, which is a major element of the evidence base underpinning the strategy. We are also exploring alternative mechanisms which will create new ways of funding and delivering the infrastructure needed to support our city’s growth.
 - Being proactive in maximising the impact we can have on reducing carbon emissions and tackling the impacts of climate change. This has been based on our Carbon and Climate Study and takes forward the best practice we have already established through the Sustainable Construction Supplementary Planning Document (SPD).
 - Delivering more affordable homes and prioritising their delivery on any new strategic extensions to the city. Our evidence has indicated we could secure up to 40% affordable housing on these strategic extensions, which will go a significant way towards meeting our identified housing needs.
 - Delivering economic growth and high-quality jobs that maintain the City of Milton Keynes’ role as an economic powerhouse in the South East of England and the growth corridor between Cambridge, Milton Keynes and Oxford – the UK’s Silicon Valley. The Housing and Economic Development Needs Assessment has identified the need for us to plan for significant future job growth. This includes the opportunity to establish a tech and innovation focus within the city centre.
 - Creating a vibrant and thriving Central Milton Keynes that is home to a much larger community with a mix of housing, shopping and leisure

opportunities, new and expanding business, a new events arena and a new undergraduate university. This has been informed by an extensive Central Milton Keynes Growth Opportunity Study that has considered the potential to enhance the role of the city centre.

- Aligning growth with the establishment of a new Metro system that allows people to move around the city with ease, alongside maintaining our grid roads as an integral part of the city's unique design and character. We are preparing an extensive evidence base, and business case, to secure the necessary investment to deliver this network alongside our growth proposals.
- Protecting the defining character of Milton Keynes City, which is Better by Design, and the separate identity of our numerous rural settlements. It is important that new development respects this diversity and significant proposals for growth around the city are sensitively planned to maximise the reuse of previously developed land and minimise their impact on the open countryside and rural communities.

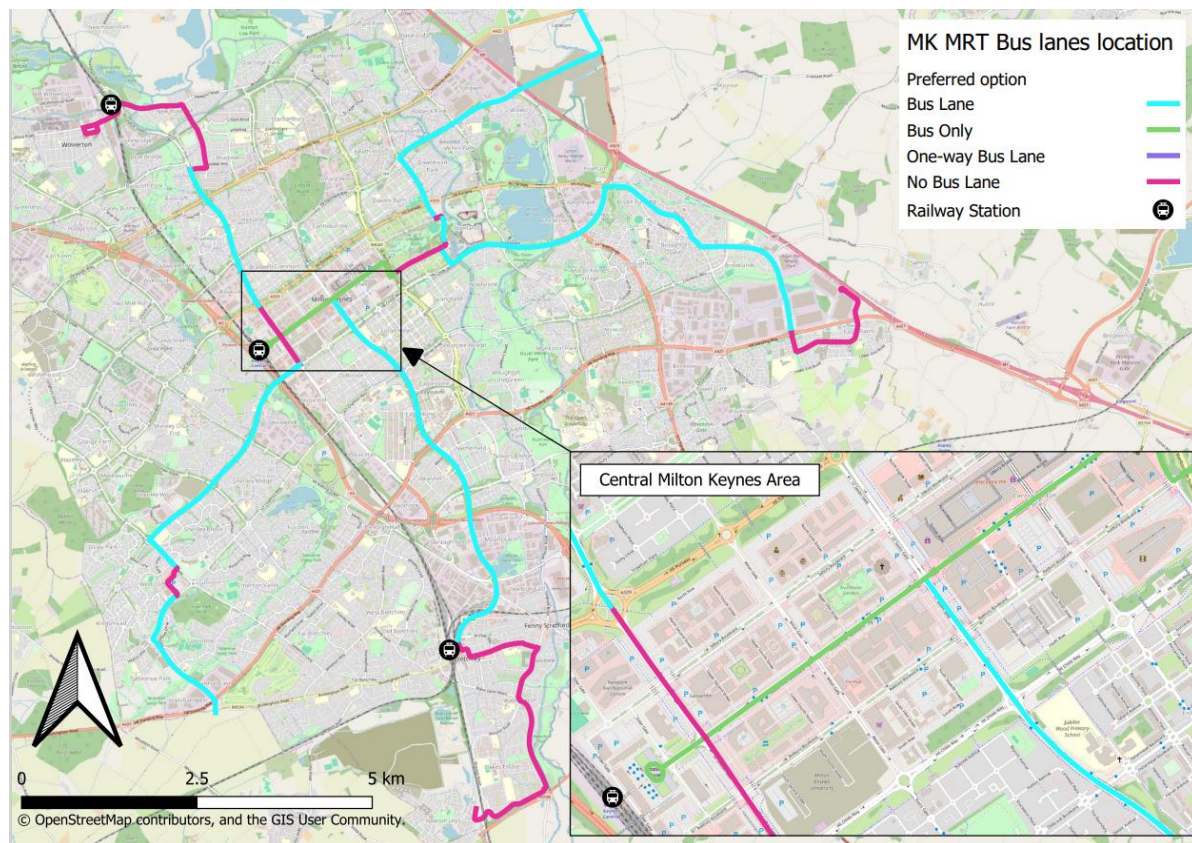
- 7 After considering the growth options available through evidence studies and consultation, our plan seeks to provide 59,779 homes to both ensure our needs are met (through the provision of an adequate buffer) and maximise our ability to achieve our growth aspirations. The use of a buffer on the identified Local Housing Need is a common requirement of Local Plans to ensure that housing need can be met, accounting for possible under-delivery during the plan period. We consider a buffer of 19% to provide considerable flexibility to ensure our full local housing need is met by 2050.
- 8 Through previous local plans, neighbourhood plans and planning permissions (excluding CMK) we already have close to 23,000 new homes due to come forward by 2050. This means the MK City Plan 2050 seeks to allocate land that can deliver around 37,000 additional homes by 2050.
- 9 A recommended growth option was presented in the Strategy for 2050 which would have seen growth directed towards Central Milton Keynes, Olney, east of the M1/Newport Pagnell, west of Cranfield, Woburn Sands and the Brickhills. The recommended growth option was informed by evidence but was still only indicative and these options, together with a range of others, required testing through the preparation of a local plan – the MK City Plan 2050. A wide range of evidence has since been commissioned to inform the preparation of the MK City Plan 2050. The growth strategy set out in this plan has been tested in several ways through the evidence base. Our wide evidence base has been complemented by a broad and deep programme of stakeholder engagement to inform what growth should look like and what outcomes it needs to support. Taken together, this work has informed the preparation of the growth strategy set out below. It is explained further in the 'Our Growth Strategy Topic Paper' and has been supported by the Regulation 19 Sustainability Appraisal and Infrastructure Delivery Plan.

- 10 In preparing the MK City Plan 2050, we have liaised with neighbouring planning authorities through the Duty to Cooperate. Proposals for future growth, including those aligned to any new national initiatives or investment, that emerge after the MK City Plan 2050 has been prepared and submitted for examination would need to be addressed either through the review of the plan or the preparation of a Supplementary Plan.

Maximising opportunities in the city

- 11 In line with our evidence and national planning policy, we have sought to maximise growth in the most sustainable locations and have identified the growth of around 20,500 new homes within the existing built-up area of Milton Keynes City. In stark contrast to the Core Strategy and Plan:MK, this represents a significant shift in how the city will grow, constituting 63% of the additional growth that the MK City Plan 2050 is seeking to allocate.
- 12 Directing growth to locations within the existing city will help us tackle climate change and support residents in accessing opportunities that enable them to lead healthy lives. Our Carbon and Climate Study indicates that growth centred around the city, which is also linked to a new Metro system, will enable us to limit carbon emissions quicker in the future. Alongside securing high levels of energy efficiency through new housing and commercial development, this will help us make a substantial contribution towards tackling climate change.

Figure 1. Emerging Metro routes



- 13 Growth in these locations would support our aims for investment in and renewal of Central Bletchley and deliver transformational growth in Central Milton Keynes to make the city centre a more vibrant, exciting and liveable place. Aligned with our work on exploring a new Metro system, we have undertaken work to identify what potential there may be for growth located in and around potential new Metro stops or hubs within the existing built-up area of the city (Interchange Hubs). We are confident that there is scope for growth aligned to the Metro and estimate that 2,500 new homes will come forward in this way across the built area of the city.
- 14 Given the unique way in which Milton Keynes has evolved as a city, there are few significant brownfield sites or opportunities within the existing built-up area. However, we have identified two opportunities which do represent strategic brownfield opportunities that together could provide around 850 new homes – Wolverton Railway Works and Walton Hall. Wolverton Railway Works has long been established as a prime brownfield redevelopment opportunity and already has local support through the Wolverton Neighbourhood Plan. We want this opportunity to be realised to the benefit of Wolverton and the wider city. The other potential opportunities for strategic brownfield redevelopment are two vacant sites within the wider Open University campus in Walton Hall.
- 15 We are aware that there may be other significant opportunities for renewal and regeneration associated with some of the original estates in Milton Keynes, such as Netherfield and Beanhill. These could also be locations for new homes

as part of any future regeneration programmes and in connection with the new Metro system. However, these opportunities need to be explored with the local communities to understand what the desired aspirations and outcomes are for these communities. This means we cannot, at this time, indicate how many new homes could come forward in these locations.

Expanding the city

- 16 Several opportunities for sustainable growth beyond the current built-up area of the city have been identified and assessed through preparation of the plan, principally through our Land Availability Assessment and Sustainability Appraisal. The conclusion of this work has led to five allocations which provide the opportunity to deliver a significant number and mix of homes that help meet our identified housing needs and vision for growth, while being capable of providing significant supporting infrastructure.
- 17 The largest of these is our Eastern Strategic City Extension. We estimate it can provide around 16,000 homes in total (7,750 by 2050) which would represent a major extension to the city, consisting of separate built areas within it. This site will expand the city boundaries beyond the already planned Milton Keynes East Strategic Urban Extension, which was allocated in Plan:MK and has received planning permission. A key characteristic of this growth location will be its transit-oriented layout and design. New homes and community facilities would be built around new Metro services and new active travel routes, founded upon our people-friendly and healthy places principles, to support more sustainable modes of movement. The Eastern Strategic City Extension will also provide additional employment land and an opportunity to deliver much needed Gypsy and Traveller pitches, further helping us to meet our identified needs.
- 18 We are allocating East of Wavendon Strategic City Extension which has the potential for around 2,250 new homes to be delivered between 2038 and 2050. Delivery of this site is intended to commence once the currently planned growth to the south and south-east of the city is substantially completed. This would enable the full effects on infrastructure to be demonstrable and factored into the planning of the East of Wavendon Strategic City Extension. Current planned growth includes the South East Milton Keynes Strategic Urban Extension which has already been allocated in Plan:MK and we intend to roll forward this allocation from Plan:MK. Delivery of East of Wavendon beyond 2038 will also allow us to explore opportunities for cross-boundary growth with Central Bedfordshire, should land adjacent to Milton Keynes in this area be earmarked for development by Central Bedfordshire Council in their emerging local plan. As with the Eastern Strategic City Extension, this site will also be shaped around new Metro services, with a route and link through the site, to support more sustainable modes of movement.
- 19 Further to the south we are allocating two Strategic City Extensions: South of Bow Brickhill and Levante Gate. While these are smaller strategic sites, of 1,300

and 1,250 respectively, they still represent good opportunities for providing a significant number of homes to meet our needs and vision for growth and are large enough to provide a suitable range of social infrastructure and community facilities. The development of community facilities at Levante Gate will also be of benefit to the new community at Eaton Leys. Our evidence base indicates that the sites are in more sensitive locations in terms of landscape. Growth in these locations will need to be landscape-led, fully informed and shaped by appropriate landscape surveys and impact assessments to ensure the important setting and context of the Brickhills Special Landscape Area are sensitively responded to.

- 20 Our final Strategic City Extension will be Shenley Dens, south-west of the Western Expansion Area and west of Grange Farm. This site will provide around 1,000 new homes and is also within an area of more sensitive landscape. The development of this site would need to be landscape-led, fully informed and shaped by appropriate landscape surveys and impact assessments to ensure the important setting and context of the Calverton Special Landscape Area are sensitively responded to.
- 21 To assist in the delivery of the strategic allocations, we have prepared concepts for four of them, using our evidence base to inform their preparation. Due to its scale and complexity, we will work with the developer consortium to prepare a separate Framework Masterplan for the Eastern Strategic City Extension. These plans will provide guidance on how site-specific issues may spatially impact on the development of an allocation.

Role of Neighbourhood Plans and small sites

- 22 As identified in Policies GS1 and GS2 below, we still expect local communities to plan for growth that responds to their own local ambitions and needs through Neighbourhood Plans. This includes communities within the city as well as those beyond, in Olney and the villages. Where groups want to prepare or review a Neighbourhood Plan, we expect Neighbourhood Plans to plan for a minimum of one dwelling; however, we encourage groups to gain a close understanding of their specific local housing and other development needs and plan positively for these. This should be informed through conversations with the local community about how a Neighbourhood Plan can positively shape and deliver this growth. Through this route, we expect an additional, but unquantified, number of homes to come forward by 2050, complementing the growth locations set out in the MK City Plan 2050.

Our spatial strategy

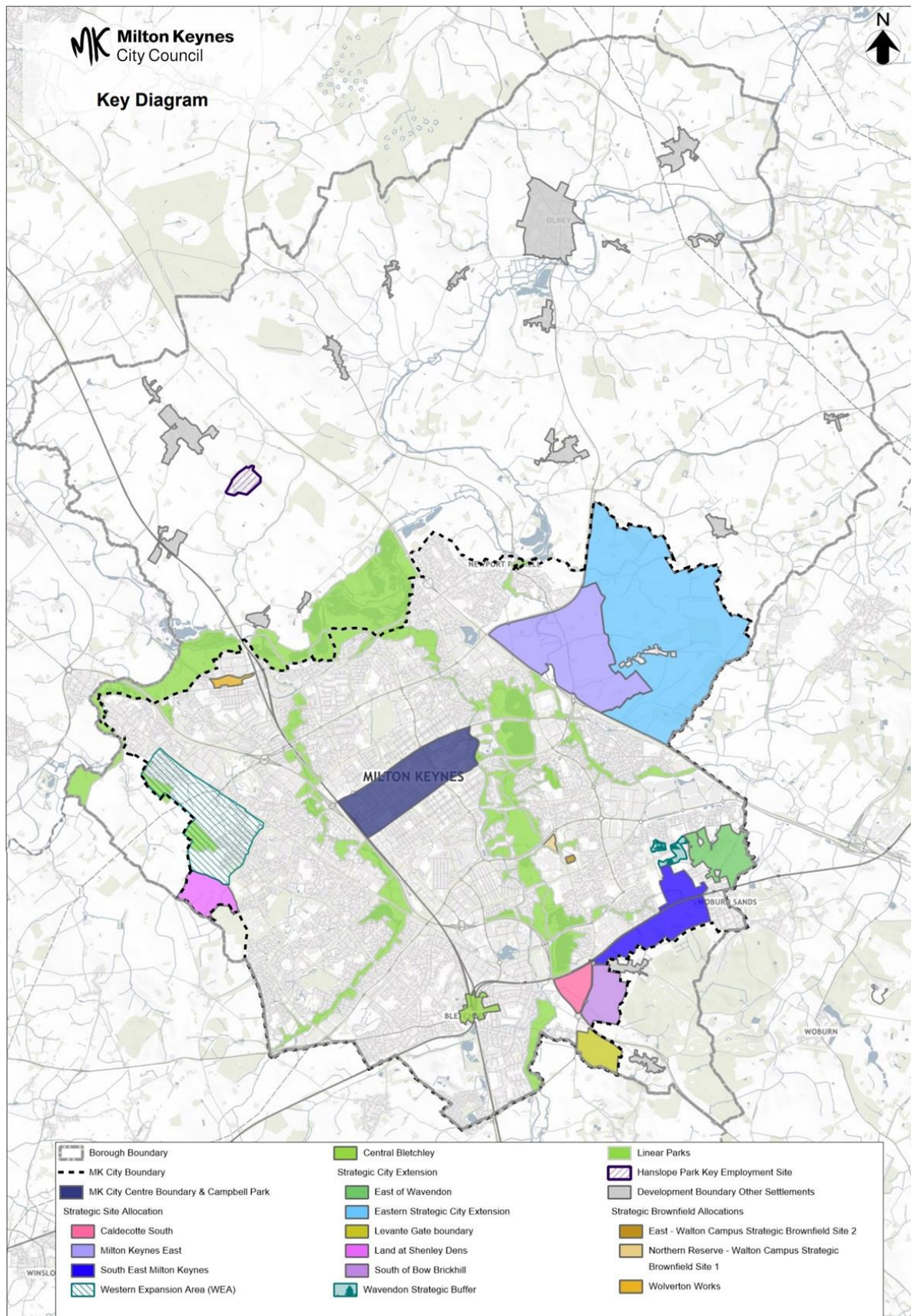
- 23 **This strategy seeks to protect the character of our villages and rural communities, which are principally located to the north of the city, and direct development to the City of Milton Keynes, both within and adjoining it, as a highly sustainable location for growth. In rural locations the MK City Plan 2050 does not allocate standalone sites or extensions to rural settlements to provide strategic development. As noted above, we expect relevant Town and Parish Councils to identify opportunities to deliver the growth their communities need through a locally prepared Neighbourhood Plan.**

Policy GS1 Our spatial strategy
Policy type: Strategic
Objectives: all
Site/sub-area: n/a
A. Development within Milton Keynes up to 2050 will be directed toward locations in accordance with the following settlement hierarchy: 1. Tier 1 – the City of Milton Keynes, as shown on the Policies Map, will be where the majority of development to meet our identified needs will be provided; 2. Tier 2 – development located within the defined settlement boundaries of Olney and villages beyond the City of Milton Keynes should focus on meeting local needs, including locations identified in relevant made Neighbourhood Plans.

Delivering on our needs and ambition for homes

- 24 The MK City Plan 2050 delivers balanced growth across a wide range of locations which:
- Focuses on regenerating and reusing previously developed land, commonly referred to as brownfield land, to deliver as many new homes as possible;
 - Maximises the delivery of new affordable housing;
 - Delivers growth that enables residents to move around the city via a fast Metro system while maintaining our unique grid roads.
- 25 The scale of housing growth that will take place through to 2050 will enable us to deliver significant numbers of affordable houses. Our affordable housing requirements are set out in Policy HQH2 and will see our larger city extension sites, which are taking place on greenfield land, deliver 40% affordable housing,

mainly as social rent homes. In total, the plan can deliver around 15,000 affordable homes making a significant contribution to meeting the housing needs of our residents. The proposed strategy will also provide 69 additional pitches for Gypsy and Traveller accommodation needs over the plan, with significant provision in the 0 – 5 and 6 – 10-year period of the plan. A further six pitches would effectively be provided by household dissolution over the period to 2050, helping to fulfil the total need for 75 pitches by 2050.



Policy GS2 Strategy for homes**Policy type:** Strategic**Objectives:** 9, 10**Site/sub-area:** n/a

A. To ensure our minimum housing requirement is met, the MK City Plan 2050 will provide for a minimum of 50,372 (net) new homes over the period 2022–2050. In line with the spatial strategy within Policy GS1, a total of 59,779 homes are planned to provide an adequate buffer on meeting the minimum housing requirement and to support the growth ambitions set out within the Strategy for 2050. These homes will be delivered through the sources of supply set out in Table 1 and through:

1. The regeneration of existing estates within the designated urban area of Milton Keynes in line with Policy GS9; and
2. Neighbourhood Plans that allocate for at least one new home and ensure development within or adjoining settlements is of a scale appropriate to the size, infrastructure capacity and range of amenities of the relevant settlement or area within the City of Milton Keynes.

Table 1. Housing land supply 2022-2050

Source of supply	No. of homes to be delivered 2022- 2050
Completions and Commitments 2022–2050 (as of 1 April 2024) (includes completions 2022/23 and 2023/24, sites under construction, sites with planning permission outside of Central Milton Keynes, existing strategic and non-strategic allocations from Plan:MK and made Neighbourhood Plans, shown in Annex A)	22,705
Central Milton Keynes and Campbell Park	16,000
Central Bletchley	1,184
Metro Corridors (growth along Metro routes within the existing built-up area of the city)	2,500
Walton Campus Strategic Brownfield Site	450
Wolverton Railway Works Strategic Brownfield Site	400
Eastern Strategic City Extension	7,750
East of Wavendon Strategic City Extension	2,250
South of Bow Brickhill Strategic City Extension	1,300

Levante Gate Strategic City Extension	1,250
Shenley Dens Strategic City Extension	1,000
Other small opportunity sites (Windfall)*	2,990
Total housing supply	59,779

*Sites providing fewer than 10 homes and non-strategic brownfield opportunity sites within, or adjacent to, designated settlements, together providing 115 homes per year for the period 2024/25 to 2049/50.

B. Development proposals within Metro Corridors must be brought forward in accordance with Policy GS9.

C. Homes for older persons and those with specific needs will be provided as part of our identified housing requirement of 50,372 new homes over the plan period. The primary source of supply will be through Strategic City Extensions as outlined in Policies GS2 and GS14–19, alongside windfall developments in other locations in line with our spatial strategy in Policy GS1.

D. Provision of 69 new pitches for Gypsies and Travellers over the plan period will be made through the Eastern Strategic City Extension, West of Whaddon Road site, Shenley Dens Strategic City Extension, South East Milton Keynes Strategic Urban Extension and Willen Road site in line with Policies GS14, GS19, GS22, and HQH6.

Supporting economic prosperity

- 26 Milton Keynes City is an economic powerhouse and one of the fastest growing areas in the UK in terms of both population and jobs. In the decade from 2013 to 2023, job numbers increased by 29,000 (16.8%) to 202,000 jobs in 2023. Milton Keynes City has more jobs than its working-age population, providing residents with opportunities to access a wide range of jobs, and this is expected to continue. As the largest settlement in the southeast of England outside London, it is of national economic importance, with an economy worth £16.8 bn in 2023, larger than the city of Cardiff. Most jobs in Milton Keynes City are service sector jobs with a high proportion of knowledge economy jobs. With 31,000 jobs in 2023, the wholesale and retail trade is the largest sector in the local economy, making up 16.6 % of jobs. Other major sectors of the local economy include health and social work, education, logistics/transportation and storage, administrative and support service activities, professional, scientific and technical activities, information and communications and financial and insurance activities.
- 27 The UK's Modern Industrial Strategy was published in June 2025 and outlines the key sectors that UK government will focus on developing. Milton Keynes

expected contribution to the Industrial Strategy are primarily in the fields of digital technology (including advanced connectivity, AI and cyber security) professional and business services, financial services and advanced manufacturing. An emerging sector is defence. A gigafactory is a large-scale facility (120+ hectares) dedicated to producing batteries for electric vehicles and other high demand uses. The prospects of a gigafactory in Milton Keynes are considered low because of limited land availability and these plants operate continuously and consume massive amounts of energy. The HEDNA update refers to property consultants Savills commenting that the locational requirements of gigafactories are so specific that there are few places in the UK where it would be possible to develop them, at least in the short term. The HEDNA update also notes the UK has the largest number of data centres in Western Europe with around 80% of centres located within London and due to limited space in the capital, demand is shifting beyond the M25 corridor. Milton Keynes has potential to host data centres provided a suitable site is available with the right power capacity and data connectivity.

- 28 Our focus is on supporting the technology, digital and creative industries, and we recently adopted the [Milton Keynes City Technology Smart City Digital and Creative Industries Strategy 2024–2029](#). One in every three jobs in the city² is estimated to be in technology, and the creative industries sector has experienced strong growth in the past 10 years. Our strategy sets an ambition for a tech, design, and innovation quarter within Central Milton Keynes to establish a physical home for the tech sector. The city is already recognised as a leading UK Smart City, with its unique urban design allowing it to be used as a testbed for new technologies, including connected and autonomous vehicles, drone deliveries and advanced communications. This will help contribute towards a thriving Central Milton Keynes that includes a mix of housing, retail, businesses, a new undergraduate university and events arena.
- 29 A study by the Oxford to Cambridge pan-Regional Partnership in 2024 investigating the requirements of rapidly growing sectors of the local economy within the Oxford to Cambridge region (Bedfordshire, Buckinghamshire, Cambridgeshire, Milton Keynes, Northamptonshire and Oxfordshire) concluded that Milton Keynes had the highest proportion of regional digital technology jobs with jobs clustered in CMK and Linford Wood. Milton Keynes had also seen the biggest increase in employment in digital technology of any local authority area and in the period 2012/13 to 2022/23 when a total of over 440,000 square metres of office floorspace was completed in the region, the greatest amount of office floorspace was completed in Milton Keynes (35.9%). Milton Keynes has some life science employment but the focus for this in the region is Oxford and Cambridge.
- 30 The logistics industry has exhibited strong growth in recent years, with many large warehouses constructed. In 2023, it employed 17,000 workers, 9.1% of all jobs in Milton Keynes City, significantly higher than the Great Britain average of

² [Tech and Artificial Intelligence in Milton Keynes | Milton Keynes City Council \(milton-keynes.gov.uk\)](#)

5%, indicating that Milton Keynes City has been a good location for this sector due to the M1 corridor and proximity to large markets in London and Birmingham. While demand in this sector remains strong, opportunities for further growth are diminishing due to the lack of suitable sites to accommodate the specific needs of this sector.

- 31 Milton Keynes City's degree of specialisation in information and communications, employing 11,000 people in 2023, reflects its strength in computer consultancy activities. We also have several national and international companies involved in financial and insurance activities, many of which are located within Central Milton Keynes, including Santander and their new UK headquarters (Unity Place) by Milton Keynes Central Station which hosts their European data science centre.
- 32 To maintain a suitably skilled and educated workforce (without over relying on in-commuting), the development of institutions that create the skills to meet the needs of local employers must be a priority. The City of Milton Keynes is the largest in the UK with no residential undergraduate university, which has implications for both skills development and retaining talent in our economy. Many young people leave Milton Keynes to go to university and never return. The MK City Plan 2050 can play a role in helping to deliver a dedicated residential university that supports the development of a skills pipeline (from Further Education through to post-graduate), complementing the work of the South Central Institute of Technology at MK College in Bletchley and post-grad learning at Cranfield University just outside of Milton Keynes. Support for a residential university in, and the benefits it can provide to, our city are outlined in the Central Milton Keynes chapter of this plan.
- 33 Milton Keynes City has a high start-up rate for new businesses, with most being micro-businesses employing nine employees or less. In 2024, there were 11,050 micro-businesses, 89% of all businesses in Milton Keynes City. Although hybrid working has increased, the number of micro-businesses emphasises the importance of maintaining a supply of start-up and scale-up accommodation that is affordable to meet future business needs. Proposals for the provision of accommodation to enable micro and start-up incubators, and for those businesses to subsequently expand, will be supported. Such accommodation could include business incubator units, which are spaces often linked to Universities, Colleges or other organisations that may offer flexible 'easy in-easy out' lease agreements. Some offer shared workspaces or 'hot-desking' arrangements, usually linked to specialist support or advice from the host organisation and shared spaces for networking and the exchange of ideas.
- 34 Our Housing and Economic Development Needs Assessment (HEDNA) sets out a quantitative analysis of what employment land might be required to support economic growth over the course of the plan. This has identified several challenges and trends:

- Need to replace and repurpose ageing stock of commercial floorspace (office, industrial and warehousing floorspace) within the area.
- The impact of changing working practises, especially hybrid working which is now mainstream.

Table 2. Forecast gross and net Office, Industrial and Warehousing floorspace requirements 2022-2050 (after deducting completions and commitments to the end of March 2025)

Use	Mid Forecast (square metres)
Office (including Research and Development)	
Gross floorspace	530,000
Net requirement	380,000
Industrial (E(g)iii Light and B2 General Industrial)	
Gross floorspace	310,000
Net requirement	210,000
Warehousing and Logistics	
Gross floorspace	1,600,000
Net requirement	1,100,000

- 35 The HEDNA study contains several forecasts on the amount of office, industrial and warehousing floorspace and the amount of land needed to accommodate this floorspace over the plan period, 2022-2050, based on different assumptions. Table 2 above illustrates gross and net requirements for office including research and development floorspace, industrial and warehousing floorspace over the plan period under the Mid/medium scenario, which is aligned with the revised Local Housing Need figure of 1,799 dwellings per annum. These figures exclude completions and commitments for these categories of floorspace over the first three years of the Plan (2022-2025) to the end of March 2025.
- 36 Table 2 distinguishes between gross and net floorspace requirements. Gross floorspace requirement refers to the total amount of floorspace needed to accommodate both additional demand and replacement needs. It also includes a margin for choice and flexibility. This figure represents the amount of floorspace that must be newly developed, upgraded, retrofitted, or refurbished over the plan period to meet projected demand. Net floorspace requirement is derived by subtracting the anticipated contribution from the reuse of existing employment sites from the gross requirement. It reflects the net amount of floorspace that will need to be delivered on new sites (previously undeveloped for employment use) over the plan period.
- 37 Table 2 shows that under the mid-scenario, the forecast gross requirement for office and research and development floorspace is 530,000 square metres and the net requirement is 380,000 square metres. Most office floorspace will be developed within Central Milton Keynes in line with both occupier and policy requirements. For industrial floorspace the gross floorspace requirement is

310,000 square metres and the net requirement is 210,000 square metres. For warehousing and logistic floorspace the gross requirement is 1,600,000 square metres and the net requirement is 1,100,000 square metres.

Table 3. Estimated net future sites requirements 2022-2050 after deducting completions and commitments to end of March 2025 (Mid-Forecast)

Use	Area in hectares
Office floorspace (including Research and Development)	66
Industrial floorspace (E(g)iii Light and B2 General Industrial)	57
Warehousing and Logistics	310
Total	433

- 38 Table 3 sets out forecast net future sites requirement in hectares for office, industrial and warehousing development in Milton Keynes over the plan period, under the Mid/medium scenario. Under this scenario office development will require 66 hectares of land, industrial floorspace 57 hectares of land and warehousing will require 310 hectares of land. The total forecast requirement for land for office, industrial and warehousing sites is 433 hectares, which significantly exceeds the supply of employment land available at around 207.5 hectares. However, at 310 hectares (72%) most of this forecast requirement for land is for warehousing. If suitable sites for warehousing development are not available in Milton Keynes, developers will seek to develop sites where suitable sites are available.

- 39 The MK City Plan 2050 supports Milton Keynes City's economy by ensuring a varied source of land through the redevelopment and intensification of employment land or buildings, provision of new employment land and the protection of existing employment sites from change of use. It also supports the delivery and expansion of education and skills activities and promotes the development of supporting infrastructure (particularly communication infrastructure, including transport). In previous plans, it is evident that the bulk of new land that has been allocated has been for logistics and warehousing due to the significant demand for growth in this sector. As noted above, opportunities to continue this trend are very limited.



- 40 There must be a wider consideration of how other sectors and businesses of different sizes and maturity can be supported to maintain Milton Keynes' economic success through a variety of sectors and specialisms. Our proposed approach for achieving this includes clear support for the creation of smaller units or workshops. This will help ensure there are affordable and appropriate business premises for start-ups and smaller businesses. Policy GS3 provides explicit policy support for business premises scaled to the needs of start-ups and small businesses who want to expand. The size thresholds within this policy are supported by economic evidence as being the most popular size of premises sought by such businesses.
- 41 Around 80% of the forecast future floorspace requirements for offices, including research and development floorspace, is expected to be developed in Central Milton Keynes. This is around 420,000 square metres (gross) or 300,000 square metres (net). Central Milton Keynes, particularly blocks A–B near to the railway station, is the main location for office development within the city due to its highly accessible location and existing concentration of business and services. As a main town centre use, in line with the sequential approach, office development will be focused there. Many firms prefer to be in Central Milton Keynes because of the benefits of being in a central, easily accessible location with access to shopping, leisure and entertainment facilities and proximity to other businesses. However, the city has a legacy, firstly, of employment areas being developed for offices at various locations outside of Central Milton Keynes, for example Caldecotte, Linford Wood and Knowlhill. Secondly, a legacy of sites within employment areas being allocated for office use amongst other uses, such as research and development, industry and storage or distribution.
- 42 These locations provide options for businesses where a city centre location would not be appropriate for operational reasons. For example, Volkswagen Financial Services is in Tongwell as they required an extensive area for vehicle parking and storage. In cases where firms seek an office development on a designated employment area in line with the sequential test in Policy ECP3, applicants must provide evidence why their office development cannot occur within Central Milton Keynes or other Town Centres.

Policy GS3 Strategy for economic prosperity
Policy type: Strategic
Objectives: 12
Site/sub-area: n/a
A. The development of employment land will be directed to locations shown on the Policies Map and as follows:
1. Around 420,000 square metres (gross), 300,000 square metres (net) of office and research and development floorspace, with additional

1. Around 420,000 square metres (gross), 300,000 square metres (net) of office and research and development floorspace, with additional

floorspace for education, alongside this, will be provided within Central Milton Keynes principally within the Downtown Business Quarter consisting of Blocks A1–4, and B1–3 and the Tech and Innovation Area within Block B4 in line with Policy CMK1; and

2. Approximately 207.5 hectares of employment land as shown in Table 4.

Table 4. MK City Plan 2050 employment land supply, September 2025

Location	Amount (hectares)	Permissible uses within Class E and Classes B2 and B8
Crownhill	1.4	Research and development and industrial processes, General industrial, storage or distribution and ancillary office floorspace.
Fox Milne	1	
Kiln Farm	2.3	
Knowlhill	2.9	
Milton Keynes East West of London Road	18	
Land either side of Newport Road	68.1	
Walton	1.8	
Western Expansion Area	9	
Fairfields	6.5	
Whitehouse		
Wolverton	2.6	Research and development and general industrial, storage or distribution and ancillary office floorspace
Wolverton Mill East and South		
Blackhill & Harnett Drive	1.9	
Off Harnett Drive	1.2	General industrial, storage or distribution
Elfield Park	6.8	
Pineham	10.9	
South Caldecotte	23.6	Research and development and industrial processes and ancillary office floorspace
Linford Wood	1.4	
North of Rockingham Drive South & East of Rockingham Drive	1.3	
Shenley Wood	3.7	Research and development, industrial processes, general industrial, storage or distribution,

		training centre, provision of education, ancillary office floorspace
Snelshall West	3.1	Research and development and industrial processes, general industrial, storage or distribution and ancillary office floorspace.
Eastern Strategic City Extension	40	Research and development, industrial processes and ancillary office floorspace, Storage or distribution.
Total	207.5	

N.B. Land for mixed use development in Central Milton Keynes and small sites of less than one hectare excluded from this table.

- B. Development proposals for the refurbishment, reuse and/or extension of buildings and/or for the redevelopment of existing employment land for employment uses will be supported, with strong support for such proposals within the Downtown Business Quarter in Central Milton Keynes.
- C. Development proposals related to the operation and/or expansion of further and higher education institutions providing training, learning or skills development will be strongly supported.
- D. Development proposals that facilitate the provision of digital communications infrastructure will be supported.
- E. Development proposals associated with maintaining, improving or delivering new Metro and public transport infrastructure and services will be strongly supported.
- F. Development proposals that would provide additional floorspace associated with research and development uses will be strongly supported.
- G. Development proposals providing office floorspace in the range of 93 to 232 square metres (gross), serviced office accommodation of up to 465 square metres (gross) or industrial/warehousing floorspace of 465 to 929 square metres (gross) will be supported.

Creating people-friendly and healthy places

- 43 Planning has a strong influence on people's health. It can promote healthy and safe communities and enable and support healthy living, especially where this would address identified local health and well-being needs.
- 44 Overall health in Milton Keynes, including average life expectancy, is broadly like England as a whole. However, there are distinct inequalities in health outcomes across our communities, which the MK City Plan 2050 can help address and improve.
- 45 While people tend to think of physical activity as involving intense exercise, the most important form of activity for most people's health is walking. Walking as part of day-to-day activities will form most of the activity for most adults. Levels of walking as part of travel are low in Milton Keynes. Around 19% of adults undertake some walking as part of their journey to or from work, compared to 29% for England as a whole. Walking for travel, as part of everyday life, is frequently not consciously planned by individuals and is heavily influenced by people's surroundings.
- 46 Compact urban design and mixed land uses (i.e. mixing residential areas with shops, workplaces and leisure facilities) provide many things for people to do within walking distance of where they live and work. They also help make public transport services viable, which also supports people to be active. Evidence shows there is a positive link between denser urban areas and higher levels of physical activity and lower levels of obesity. This pattern was seen after accounting for other important factors, including age, ethnicity and deprivation.
- 47 The provision of parks and green and blue spaces, as well as leisure centres and community buildings, creates opportunities for further physical activity and supports mental health. The overall layout of Milton Keynes was designed with the car in mind (e.g. the grid road network and extensive areas of parking within Central Milton Keynes). However, there are surprisingly high levels of people who do not have access to a car (around 17% of households in Milton Keynes do not have access to a car), which increases noticeably in some parts of the city (around 35% of residents on the Lakes Estate do not have access to a car). Not having access to a car makes people more reliant on walking, cycling and public transport, and can lead to greater isolation of those residents.

48 There are also ways in which the MK City Plan 2050 can shape people's options to eat healthily, by promoting access to healthy food options, limiting access to less-healthy options (e.g. takeaway food outlets) or preventing 'food deserts' – neighbourhoods without any local shops or supermarkets selling groceries. The MK City Plan 2050 will influence how Milton Keynes develops and can affect these factors.

49 There are important links between planning and health. To help embed this in the plan, we have developed an overarching strategic policy to guide our strategic allocations, which other policies in the MK City Plan 2050 expand upon and help deliver.

50 One of the main levers planning has to help create people-friendly and healthy places is by ensuring new development contains the appropriate range of community facilities, in the right locations, and delivered in a timely manner. This can help create the people-friendly and healthy places described in the box above.

51 Each community has unique needs, and this will affect the types and scales of active travel and other transport connections which are most appropriate. We have set out framework of **catchment distances from community facilities** for the majority of new homes within a development. Where community facilities listed in Policy GS4 are to be provided as required by other policies in the local plan, the majority of new homes should be within the catchment distance set out in Policy GS4 unless there are justified and exceptional circumstances demonstrating that this is not possible. These catchment distances should inform the design of development proposals. This framework could also be used to guide other development proposals or transport interventions that increase accessibility to these community facilities.

People-Friendly and Healthy Places

By providing most people's everyday needs within a short walk, wheel, cycle or scoot of their homes we can increase convenience and support people in leading more social and healthier lives.

Increasing the accessibility of places provides opportunities for fun, work and access to essential services in the local area. It can help reduce dependence on travelling by private car, while recognising that people will want to travel beyond their neighbourhood for work, leisure, cultural and other activities, and that people with disabilities may need a private car to get around.

We have proposed policies that are based on the design principles of safe and slow residential streets; high-quality walking, wheeling, cycling and scooting networks; abundant green planting; meeting people's needs at all stages of life; mixed-use building patterns; frequent and accessible public transport; and public spaces for all. These principles will apply to all new **developments in Milton Keynes, including new housing, employment and local centres.**

- 52 The catchment distances outlined within Policy GS4 are based on a literature review of good practice and guidance on creating neighbourhoods that are people-friendly, walkable and healthy.

Policy GS4 Strategy for people-friendly and healthy places

Policy type: Strategic

Objectives: 1, 2, 3, 5, 8, 9, 11

Site/sub-area: n/a

A. Developments including 10 or more dwellings will be required to improve physical and mental health by:

1. Providing or contributing to an appropriate mix and distribution of social and cultural infrastructure and community facilities. Where community facilities listed in Table 5 are to be provided, the majority of new homes should be within the catchment distance set out in Table 5 unless there are justified and exceptional circumstances demonstrating this is not possible;

Table 5. Framework of community facilities and catchment distances

Community facility	Catchment distance from facility for majority of new homes (metres)
Bus stop and active travel stands	400 m
Open space	Various based on type (see Open Space Standards in Annex C)
Grocery shop	800 m
Primary health care facility/pharmacy	800 m
Nursery/Pre-school/Primary school	800 m
Allotments or other community food growing area	800 m
Community meeting places/multi-functional buildings (including meeting places/halls, cultural buildings, places of worship, libraries)	1,000 m
Indoor/outdoor recreation centre	1,000 m
Cafe	1,000 m
Public House	1,000 m
Local services (such as hairdressers, barbers, salon, launderette, post office).	1,000 m

2. Providing transport and movement solutions within a movement hierarchy that:

- a. prioritises active travel modes including walking, cycling, wheeling and scooting; and then
 - b. maximises public transit and transport; and finally
 - c. accommodates other modes;
3. Creating a public realm that is safe, attractive, relates well to its surroundings in terms of scale and materials and promotes social cohesion and inclusivity;
 4. Providing accessible, adaptable, and well-designed and affordable housing including for people with specific needs; and
 5. Being resilient to a changing climate, maintaining or improving air quality and neighbourhood amenity and mitigating noise pollution.

Meeting our retail needs

- 53 The City of Milton Keynes is a major regional centre for retail and leisure, drawing people in from the Midlands, east and south-east regions. At the heart of this are the Centre:MK Shopping Building and the Midsummer Place Shopping Centre within Central Milton Keynes, but our other centres around the city are equally vital to this success.
- 54 Within the rural area, district and local centres are vital community hubs providing essential services, employment and social connections. They serve as meeting places where people exchange news, build friendships, and support one another while making daily purchases. Diminishing district and local centres through the loss of shops can lead to increased isolation, particularly for rural residents with limited travel options or technological access. Additionally, their absence may negatively impact physical and mental well-being, as routine visits encourage exercise and social interaction. Class F2(a) of the Use Classes Order, protects a shop of not more than 280 square metres, and which mostly sells essential goods including food, and where there is no other such facility within a 1,000-metre radius, from a change of use. This mechanism seeks to ensure that vital rural retail is not lost to the communities which might need it most. Policy PFHP2 of the plan also covers this topic. Local centres are listed in Annex K.
- 55 Changes to shopping trends and national planning policy on town centres and retail use classes present a major challenge to planning for retail and high streets. This has resulted in the nature of high streets and shopping destinations evolving considerably over recent years.
- 56 In forecasting how much retail floorspace development is required in the future, a distinction is made between convenience floorspace (for essential items like

groceries) and comparison floorspace (for items bought on a less frequent basis, for example televisions and white goods).

- 57 Our Retail and Commercial Leisure Study assesses how much retail and leisure floorspace would be required over the plan period. Two sets of forecasts have been produced based on different assumptions about population and housing growth. Scenario A assumes housing growth of 1,799 dwellings per annum, and Scenario B assumes housing growth of 2,265 dwellings per annum. The study forecasts the capacity for new convenience (food or grocery) and comparison (non-food) retail floorspace in Central Milton Keynes and in the rest of Milton Keynes City. The tables below set out retail capacity forecasts for convenience and comparison retail floorspace for various years in the period up to 2050. As a main town centre use and in line with the sequential approach, new retail development will mainly be accommodated within primary shopping areas.

Convenience floorspace

- 58 Table 6 illustrates that for new convenience floorspace, under scenario A across the Council area there is capacity for between 4,341 to 5,563 square metres (net) of floorspace by 2031. By 2036 capacity has grown to between 6,351 to 8,139 square metres (net). Under scenario B there is capacity for 6,265 to 8,028 square metres (net) of floorspace by 2031. By 2036 capacity has increased to between 9,589 to 12,288 square metres (net). If this data is disaggregated there are major differences between capacity in CMK and capacity in the rest of the Council area outside CMK. In CMK there is negative capacity for new convenience floorspace under Scenario A, even by 2050. It is only in 2050 under Scenario B that there is positive capacity in Central Milton Keynes for additional convenience floorspace of between 600 – 769 square metres. By contrast, in the rest of the Council area outside CMK, there is a positive requirement for new convenience floorspace under both scenarios A and B for all years shown in Table 6.

Table 6. Projections for new convenience floorspace across Milton Keynes City, including Central Milton Keynes, in square metres (net)

Year	Scenario A	Scenario B
2031	4,341 to 5,563	6,265 to 8,028
2036	6,351 to 8,139	9,589 to 12,288
2041	8,949 to 11,468	12,703 to 16,280
2050	13,126 to 16,821	17,706 to 22,690

Note: a range of minimum and maximum capacity figures are presented in Table 6. The minimum capacity is what would happen if new floorspace was to be taken up by retailers with a higher sales density, in line with the average sales densities of the 'big 4 retailers'. The maximum capacity represents what floorspace could be supported if new floorspace was taken up by retailers with a lower sales capacity, in line with the average sales densities of discount retailers.

Comparison floorspace

- 59 Table 7 below illustrates that across Milton Keynes City under both scenarios A and B there is capacity for new comparison floorspace for all years shown within the table. By 2031 under scenario A there is capacity for new comparison floorspace of between 7,210 to 11,331 square metres (net). As available surplus expenditure increases by 2036 capacity grows to between 19,062 to 29,954 square metres (net) Under scenario B capacity rise to 8,700 to 13,671 square metres (net) by 2031. However, by 2036 this has grown to 26,574 to 41,759 square metres (net).

Table 7. Projections for new comparison floorspace across Milton Keynes City, including Central Milton Keynes, in square metres (net)

Year	Scenario A	Scenario B
2031	7,210 to 11,331	8,700 to 13,671
2036	19,062 to 29,954	26,574 to 41,759
2041	28,986 to 45,549	38,811 to 60,989
2050	45,176 to 70,990	58,607 to 92,097

- 60 Demand for new retail development will be accommodated within the centres listed in the retail hierarchy below. In the case of Central Milton Keynes, short-term pressures for additional comparison floorspace may be accommodated by the occupation of vacant shop units.
- 61 Our Retail and Commercial Leisure Study suggests for most categories of leisure provision, current provision would support future populations. However, a deficit is projected in certain facilities such as restaurants, pubs, cafes and bars. Scenario A forecasts additional capacity of around 6,866 square metres for food and beverage floorspace by 2031 rising to 35,710 square metres by 2050. For the purposes of the policies below and elsewhere in the plan, retail development is Class E(a), but some forms of retail development are in a different use class. Shops not exceeding 280 square metres selling essential goods are in Class F2(a), and retail warehouses are sui generis in a class of their own.
- 62 Further details about where people shop and how catchment populations around individual centres are expected to change over the plan period can be found in the Retail and Commercial Leisure Study.
- 63 We expect that most of the future requirements for retail and leisure floorspace will be accommodated within existing centres, but some retail and leisure provision will be provided to serve the needs of residents within new areas of residential development. To provide an initial starting point for the preparation of Framework Masterplans on the scale of retail provision within those areas, the Retail and Commercial Leisure Study provides an indication of retail floorspace demand which each new Strategic City Extension may need to provide as a

minimum in combination with the network of existing centres. More detailed assessments will be required at application stage for all Strategic City Extensions and other allocations in this plan using the most up-to-date information and considering the role of existing centres in appropriately providing for this demand.

Character and function of the retail hierarchy

- 64 The Retail and Commercial Leisure Study has reviewed the retail hierarchy in Plan:MK and recommended that no change is needed. The proposed retail hierarchy is shown below. New local centres are planned and will be delivered within new and ongoing expansion areas over the plan period, for example Milton Keynes East Strategic Urban Extension. Once established³, ongoing development of these centres will be managed in accordance with their scale and nature assigning them a respective role within the retail hierarchy, as well as considering how existing centres beyond the expansion area will cater for a proportion of retail demand arising from those new areas. For example, Milton Keynes East Strategic Urban Extension and the Eastern Strategic City Extension are likely to have local centres of varying sizes existing alongside similar or higher order existing centres within the wider area (e.g. Newport Pagnell). Table 5 in Policy GS4 states the catchment distances to community facilities including a grocery shop that the majority of new housing should be within unless there are justified and exceptional circumstances demonstrating this is not possible.

Policy GS5 Our retail hierarchy		
Policy type: Strategic		
Objectives: 3, 12, 14		
Site/sub-area: Central Milton Keynes, Town Centres, District Centres and Local Centres		
A. The retail hierarchy for Milton Keynes City is shown in Table 8 below. To maintain and enhance the vitality and viability of centres in the retail hierarchy, proposals for additional retail development within the primary shopping area of existing town centres will be supported. Proposals for other appropriate main town centre uses within the centres identified in the retail hierarchy will also be supported.		
Table 8. Milton Keynes City retail hierarchy		
Level	Role	Centres
1. City Centre	The Primary Shopping Area within Central Milton Keynes will function and develop as a regional shopping centre for comparison shopping.	The Primary Shopping Area of Central Milton Keynes

³ Implemented and completed in accordance with the relevant planning permissions.

	The remainder of the City Centre will cater for other main town centre uses. The City Centre will provide significant leisure functions, as well as important clusters of civic and public buildings.	City Centre outside the Primary Shopping Area
2. Town Centres	These will cater for the daily and weekly convenience and comparison shopping and service needs of their catchment populations.	Bletchley, Kingston, Westcroft and Wolverton
3. District Centres	These will function primarily as local shopping destinations catering for the shopping and service needs of their local catchment populations and surrounding rural hinterlands.	Newport Pagnell, Olney, Stony Stratford, Woburn Sands
4. Local Centres	These will provide convenience shopping and service facilities to reduce car dependence and to ensure ready access by non-car-owning households and other people with limited or impaired mobility.	Various existing Local Centres and newly delivered Local Centres within Strategic Urban and City Extensions

Protecting our open countryside

- 65 As outlined above, our strategy seeks to manage new development within our open countryside and more rural settlements. This includes directing strategic growth to existing brownfield sites within the urban areas of the city or as part of an urban extension. Notwithstanding this, growth and development in the Open Countryside can in certain limited circumstances be acceptable. Policy GS6 sets out the type and form of development that can be acceptable should specific requirements be met.
- 66 Applications for rural workers dwellings must be supported by evidence that demonstrates the essential need for a rural worker to live at, or near, their place of employment to ensure the effective operation of the rural enterprise. The evidence should include:
- Details of the existing business, including a description of the operation of the unit, details of acreage, stock/flock numbers, management details;
 - Details regarding the total number and types of staff (e.g. full-time, part-time, seasonal) and the nature of work conducted;
 - Details of the addresses of staff members, including the applicant; and

- Information regarding whether the proposal is for a succession dwelling to enable a person younger than the person currently managing the farm business, who has or is intended to take majority control and be the decision maker for the business.

- 67 Accommodation will only be permitted where it can be demonstrated that the enterprise is economically viable. A financial test will be required in order to prove this and to provide evidence of the size of the dwelling, which the enterprise can sustain. For an existing or established business that should include a minimum of three years of financial records. For a new business, the application should be supported by clear forecast budgets. The records must demonstrate the sustained profitability of the enterprise, and an application must also satisfy the LPA that the ongoing profitability of the business will sustain the worker living on site (based on the National Minimum Wage as a minimum) and fund the proposed dwelling.
- 68 Where viability cannot yet be demonstrated, it may be more appropriate to apply for planning permission for a temporary dwelling which would enable the applicant to grow or sustain the business/enterprise in order to demonstrate its long-term viability. In such instances, a business plan which includes financial forecasts will be required to set out how the business is proposed to develop over the next three years.
- 69 It should be demonstrated in any planning application that alternative provision has been considered and is unsuitable. Including for example an existing dwelling on site, houses for sale/rent in the immediate area or opportunities to convert disused rural buildings within the ownership of the business.

Policy GS6 Open Countryside

Policy type: Strategic

Objectives: 5, 7, 12

Site/sub-area: Designated Open Countryside

- A. Land outside of settlement boundaries as defined on the Policies Map, or any subsequent made Neighbourhood Plans, is designated as Open Countryside.
- B. Within the Open Countryside permission will only be granted for development proposals that maintain the openness and character of the surrounding Open Countryside landscape in accordance with Policy CEA12 and which satisfy at least one of the following criteria:
 1. The development is for agricultural or forestry purposes, countryside recreation, creation or enhancement of green or blue infrastructure, highway infrastructure or other development which can be demonstrated as requiring a location within the Open Countryside;

2. The development would satisfy the essential need for a rural worker, including those taking majority control of a rural business, to live at or near their place of work in the countryside where the applicant has demonstrated that:
 - a. There is a need for a rural worker to live at, or in close proximity to, their place of work in order to be readily available at all times to enable the effective, safe and viable operation of the rural enterprise;
 - b. The rural enterprise is economically sustainable and is expected to remain financially viable for the foreseeable future; and
 - c. The size and scale of the proposed dwelling is proportional to the needs of the rural enterprise;
3. Development proposals that would comply with the criteria set out within Policy ECP5, Policy CEA13 and Policy HQH8;
4. The development would represent the optimum viable use of a heritage asset;
5. The development would re-use redundant or disused buildings to a similar footprint and volume of the existing buildings, and enhance its immediate setting;
6. Extensions or ancillary structures to existing buildings provided that their footprint and volume are not disproportionate⁴;
6. The subdivision of an existing residential building;
7. The development of replacement isolated homes where the design of the proposal would:
 - a. be compact and retain sufficient space around the dwelling to provide an attractive setting and protect the character of the countryside; and
 - b. be substantially the same footprint and volume of the existing dwelling it intends to replace; or
 - c. be of exceptional quality, in that it:
 - i. is truly outstanding, reflecting the highest standards in architecture;
 - ii. would help to raise standards of design more generally in rural areas;
 - iii. would significantly enhance its immediate setting; and
 - iv. be sensitive to the defining characteristics of the local area;
8. The development of new isolated homes where the design of the proposal would be of exceptional quality, in that it:
 - a. is truly outstanding, reflecting the highest standards in architecture;

⁴ An assessment of whether the proposed development constitutes a disproportionate addition will be made in the context of the footprint and volume of the original building.

- b. would help to raise standards of design more generally in rural areas;
- c. would significantly enhance its immediate setting; and
- d. be sensitive to the defining characteristics of the local area.

Strategy for renewable and low-carbon energy generation

- 70 Based on analysis as part of the Carbon and Climate Study, commercial-scale wind and solar development provide the greatest potential for large-scale contributions to renewable energy generation in Milton Keynes. Small-scale renewable and low-carbon energy proposals such as, but not limited to, microgrids and community energy networks are anticipated to play a significant role as well. However, the principle for proposals such as these will be established by Policy CEA6.
- 71 To facilitate the delivery of such schemes, we are designating Areas of Search for wind and solar development. These areas are based on an analysis of the suitability of land within the rural parts of our area, taking into account:
- Land in flood risk zone 3
 - Designated sites (e.g. SSSIs⁵) that are important for the natural habitat they provide
 - Best and most versatile agricultural land
 - Ancient woodlands and all wooded areas
 - Priority habitats
 - Scheduled monuments
 - Ministry of Defence installations
 - Public green spaces
 - Urban/built-up areas
 - Inland waters
- 72 With respect to wind turbines specifically, we have excluded areas within buffer zones around existing residential dwellings due to the likely amenity impacts of wind turbines.
- 73 The minimum power output considered viable to enable commercial solar developments to come forward is usually 5MW, due to schemes above this size qualifying for the Contracts for Difference scheme. Standalone wind turbines typically have a power rating of around 3MW (based on a typical Vestas turbine). However, this policy will apply to any standalone (i.e. not ancillary to another use on site) wind or solar development within the areas specified. Wind

⁵ Plus, Ramsar sites, Special Protected Areas, Special Areas of Conservation, Areas of Outstanding Natural Beauty, National and Local Nature Reserves.

development proposals will be supported by appropriate levels of community engagement and provide suitable benefits for local people, in line with national guidance on community engagement and benefits from onshore wind developments⁶. This approach should also be taken to solar development, which has similar effects on community wellbeing. Details regarding these matters shall need to be addressed in a Statement of Community Involvement submitted as part of a planning application. Within schemes for EIA development, community wellbeing should be scoped into the Environmental Statement.

- 74 We will support solar PV in other locations where they are consistent with other policies in the development plan. This will include measures that are directly aimed at tackling climate changes through requiring sustainable construction and delivering energy-efficient homes in Policy CEA1.

Policy GS7 Wind and solar development spatial strategy
Policy type: Strategic
Objectives: 6
Site/sub-area: Wind and Solar Development Areas of Search
A. The preferred areas for solar development are those designated as a Solar Development Area of Search, as shown on the Policies Map. B. The preferred areas for wind development are those designated as a Wind Development Area of Search, as shown on the Policies Map. C. Proposals for solar and wind development will be supported if it can be demonstrated that the proposal would: 1. provide a suitable restoration plan and after use for the land considering the land's current use and site context; and 2. not lead to adverse cumulative impacts in combination with other energy development in the surrounding area. D. The provision of solar panels and canopies above open-air surface level and/or on multi-storey parking and on other buildings, will be strongly supported.

⁶ <https://www.gov.uk/government/publications/community-benefits-and-engagement-guidance-for-onshore-wind#full-publication-update-history>.

Hanslope Park

- 75 Hanslope Park is a strategic location of national security importance, being home to the Foreign, Commonwealth and Development Office (FCDO) including FCDO Services, His Majesty's Government Communications Centre (HMGCC) and a number of other Government departments. Together, FCDO, FCDO Services and HMGCC deliver a range of critical IT, digital, security and logistics services to HM Government and further afield. Hanslope Park employs over 3,000 staff, making it one of the largest single employers in Milton Keynes.
- 76 The ability of Hanslope Park to play this critical role partly depends upon the suitability of the estate within the campus. Parts of the estate are decades old and may require consolidation or redevelopment, while other spaces within the site may need to be reconfigured to allow more efficient use of the estate. There may also be the need, longer term, to expand the site to accommodate additional or changing needs, and there is the prospect of a wider masterplan and/or potential Local Development Order being prepared to guide how the campus can grow and change.
- 77 To support this within the MK City Plan 2050, the current Hanslope Park campus has been identified as a key employment site. This will support the process of (re)developing Hanslope Park over time, while adequately managing and mitigating any adverse impacts.
- 78 Hanslope Park contains several heritage assets. Development proposals that affect heritage assets, along with their settings, will require careful consideration in line with Policy HE1. The site is also situated adjacent to Little Linford Woods (a designated Local Wildlife Site) and is positioned within the Yardley Chase Biodiversity and a red Great Crested Newt (GCN) risk zone, which indicates a high likelihood of GCN presence and thus the highest potential risk for impact. Therefore, Policy GS8, alongside other policies in the plan, aims to manage and mitigate any adverse impacts from (re)development proposals at Hanslope Park.

Policy GS8 Hanslope Park

Policy type: Strategic

Objectives: 12

Site/sub-area: n/a

A. Hanslope Park, as shown on the Policies Map, is designated as a key employment site removed from the Open Countryside. Within this designated site, proposals for the (re)development of Hanslope Park that maintain or enhance its role in national security and/or governmental logistics will be supported provided that:

1. There is no unacceptable harm to the character and appearance of the local area;
 2. Any harm to heritage assets is assessed and considered in line with Policy HE1;
 3. There would be no unacceptable harm to protected species and their habitats; and
 4. Sustainable transport initiatives are maximised to minimise trips by private car and the need for additional car parking spaces.
- B. Proposals which lead to additional employment or storage floorspace must be accompanied by a Transport Statement to demonstrate the effect on the capacity and safety of the local highway network and the demand for additional parking.

Supporting transit-oriented urban development and estate regeneration

- 79 The new Metro will operate along a limited number of corridors within the existing built-up area of the City of Milton Keynes. These routes and associated buffer corridors along them are shown on the Policies Map. Growth within these corridors would benefit from access to this new public transport service and the other benefits this would bring, such as more affordable and convenient means of accessing employment and learning opportunities across the city.
- 80 Growth in these corridors is supported in principle as a way of achieving sustainable growth and supporting improvements to the public transport system in Milton Keynes City. However, this growth needs to occur in the right way. Alongside other policies in this plan, such as our People-Friendly and Healthy Places policies, development proposals within 600 meters of interchange hubs along these Metro Corridors will be encouraged to achieve higher densities that exploit their highly accessible location by virtue of Metro services. Densities, and the associated housing mix, will need to take into account the immediate context of the development proposal to strike an appropriate balance between maximising efficient use of land and achieving good design and placemaking.
- 81 Since many of the oldest residential estates in Milton Keynes City reside alongside Metro Corridors, transit-oriented growth along these corridors may coincide with wider regeneration and renewal proposals. Policy GS9 provides a framework for guiding regeneration proposals that coincide with the Metro Corridors. Estate regeneration and renewal can play an important role in creating people-friendly and healthy places. Our vision for estate renewal and regeneration is to build stronger communities, in which every resident of Milton Keynes City can live safely, securely and sustainably. Our Community-Led Regeneration and Estate Renewal Strategy aims to improve estates and build healthy, safe and sustainable communities. For the purposes of Policy GS9, regeneration of residential estate(s) would constitute a major development proposal or programme of development proposals, that would result in wide-ranging changes to the built environment across a grid square or neighbourhood estate (e.g. demolition and rebuild of blocks or collections of buildings, or comprehensive infilling and densification).
- 82 To help guide these forms of development, we will be supportive of proposals that meet the criteria set out below.

Policy GS9 Supporting transit-oriented development and estate regeneration
Policy type: Strategic
Objectives: 1, 2, 3, 4, 7, 8, 9, 10
Site/sub-area: Metro corridors and regeneration estates

A. Major development proposals within the Metro Corridors, and/or those associated with the regeneration of a residential estate(s), will be supported where they comply with the criteria below:

1. There would be a net increase in the number of both market and affordable homes;
2. They maintain or create safe, inclusive and direct active travel routes to Metro or public transport stops, interchange hubs and community facilities;
3. They improve access to a healthy food environment through the on-site provision of, or contributions to nearby, allotments and communal, urban food-growing areas; and
4. They protect, and where possible, enhance, the nature, green and blue infrastructure network through the conservation and enhancement of biodiversity and habitats networks.

Growth within Metro Corridors

B. Major development proposals within 600 meters of existing or proposed interchange hubs within the Metro Corridors will only be supported where they:

1. Make efficient use of land within these highly accessible locations through higher-density development of up to 80 dwellings per hectare; and
2. Make provision for improvements to Metro infrastructure.

Regeneration of estates

C. Major development proposals associated with the regeneration of residential estate(s) will be supported where they:

1. Improve the quality of affordable homes on offer to residents within the residential estate(s);
2. Enhance provision of, and access to, community facilities in line with Policy GS4;
3. Demonstrate how collaboration with the local community has shaped the proposals in line with the Community-Led Regeneration and Estate Renewal Strategy; and
4. Demonstrate, if demolition and replacement of buildings is proposed, that reuse and refurbishment of the existing buildings is not feasible and/or would significantly prejudice meeting any other criteria within this policy or the wider objectives of the plan.

Movement and access

- 83 Development proposals need to be supported by appropriate evidence, including a vision-led Transport Assessment and/or Travel Plan, where a significant transport impact is likely. In addition, our Parking Standards SPD provides the basis for ensuring development proposals consider whether sufficient on-site parking has been provided. Where proposals are in a high-density area, or within proximity of a public transport node such as a rail/bus station, a lower level of parking provision may be considered acceptable.
- 84 Strategic movement around the City of Milton Keynes is defined by its iconic highway network composed of our grid roads and Redway network. These provide a choice of routes and methods for people to move across the city. The city has consistently been one of the fastest growing areas in the country over recent years and, with the proposals included in this plan, it is important that the impact of new development on our highway network, and its subsequent impact on CO2 emissions, is carefully managed.
- 85 The success of the grid road network is well recognised in keeping vehicle traffic moving. However, it has largely been extended to its outward limits given the barriers created by the East-West Rail Line and Green Sands Ridge to the south, the city boundary to the west, the River Great Ouse to the north, and the M1 to the east. While some extension of the grid roads will occur into new strategic allocations, these will be designed in a way to acknowledge and reconcile both the original principles of grid roads and the context within which they would be located and function, in accordance with the movement hierarchy set out in Policy GS4. A primary focus of the MK City Plan 2050 is to minimise the need for travel by car by promoting active travel and public transit, as outlined in Policy GS4. To that end, Policy GS10 further defines expectations for the delivery of movement and access corridors, which prioritise active travel and public transit that is accessible to all. Our [Local Cycling & Walking Infrastructure Plan \(January 2023\)](#) further provides a plan for active travel infrastructure development throughout the City of Milton Keynes authority area.
- 86 Mobility around the city should be equitable and consider the direct impact it may have on health and environmental outcomes. Demographic groups with reduced access to cars or reduced mobility are often subjected to longer travel times, increased travel costs and lower accessibility to community facilities and employment opportunities. This can lead to increased levels of stress and social isolation and impair life chances. All new development will be required to mitigate its impact on and integrate effectively with the existing highway network, in accordance with the movement hierarchy, and consider how the development creates or improves accessibility for all.
- 87 When proposed development is in high-density areas, is proximate to public transport facilities and community amenities, or would integrate car clubs or other shared micromobility services, a reduction in the vehicle parking

standards can be considered, but this reduction must be supported by a parking assessment or survey.

- 88 Development proposals should also take into consideration the guidance on the design, size and location of parking spaces both on-site and off. Proposals will be expected to comply with these recommendations unless a deviation is fully justified.

Policy GS10 Movement and access

Policy type: Strategic

Objectives: 9, 10, 11

Site/sub-area: n/a

A. Development proposals that would cause a severe impact on the operation of the highway in terms of capacity and congestion, or an unacceptable impact on highway safety, will be refused unless such impacts can be effectively mitigated.

B. Development proposals must:

1. Provide safe and suitable access for all users, in accordance with the priorities set out by the movement hierarchy within Policy GS4;
2. Provide direct and attractive walking and cycling connections that link to the existing active travel network and connect to existing developments, neighbourhoods, jobs and services. New connections must integrate wayfinding, seating and lighting;
3. Maintain and, where feasible, expand the public rights of way network;
4. Design transport and movement corridors that meet the needs of people with disabilities and reduced mobility;
5. Wherever feasible, design transport and movement corridors that integrate sustainable urban drainage systems and enhance biodiversity;
6. Design road layouts that incorporate public transport infrastructure that integrates facilities for interchange hubs;
7. Safeguard and, where possible, enhance access to public rights of way;
8. Provide on-site parking in accordance with the parking standards set out in Annex D, for all vehicle types, unless mitigating circumstances are identified and fully evidenced;
9. Include parking areas that are well designed in terms of safety, circulation and appearance, and are designed in accordance with the movement hierarchy, prioritising movement through parking areas and parking facilities for active travel; and
10. Ensure that the future development or design of adjoining sites is not prejudiced.

- C. Where development proposals would extend the grid road, or enhance the grid road network within a designated Transport Corridor, the design of the grid road must accord with an agreed design code for the sites and enable connection to the existing grid road network that may fall outside of the boundary of the site.
- D. Development proposals that would introduce new crossovers or seek to remove sections of the Redway will be refused unless the proposal would create an alternate route and/or create a new crossover in a manner that would prioritise the active travel route and would not compromise the safety of the network.
- E. Major development proposals must connect to the existing Redway network, where feasible, and mitigate their impact on the existing Redway network through financial contributions.
- F. Private infrastructure installed within highway land (inclusive of Redways), such as telecommunication cabinets and energy storage boxes, shall appropriately screen the infrastructure from view using landscaping to mitigate their visual impact on the highway network.
- G. To aid delivery of the Bedford to Milton Keynes Waterway Park, development proposals within and immediately adjacent to the proposed canal route should not compromise its delivery.
- H. Development proposals adjacent to canals should not impede existing access to towpaths and boardwalks. Where major development proposals would provide opportunities for new public access to the canal these should be incorporated and designed for all users, including those with disabilities and reduced mobility.
- I. Development proposals for overnight lorry parking facilities, taking account of any local shortages, will be supported. Lorry parking facilities should not normally be located in the open countryside and should be well related to the primary road network.

Principles for growth adjoining Milton Keynes City

- 89 It is expected that development proposals on the edge of Milton Keynes City administrative area are likely to have significant impacts on the infrastructure and services of Milton Keynes, particularly given the significant attractor the City of Milton Keynes will be for any future residents. This includes cross-boundary applications where the extension to the City of Milton Keynes is accessed from our highway network or where adjacent green space would facilitate walking or cycling access to nearby services and facilities. This can extend to other

planning matters such as the historic environment or landscape, and where it may be appropriate to assess development against Supplementary Planning Documents (such as the Milton Keynes Parking Standards). In these instances, it will be necessary for us, as Local Planning Authority, to assess the environmental, health and wellbeing effects of the whole proposal when determining that part of the proposal that falls within Milton Keynes City administrative area.

- 90 Where development does come forward, Policy GS11 seeks to ensure that development is sustainable and accords with key principles that have guided the growth of Milton Keynes. These include principles that have been around since its inception (like infrastructure before expansion) and newer ones (like ensuring development is people-friendly and landscape-led). It will also seek to facilitate Duty to Cooperate discussions and wider strategic objectives such as the delivery of East West Rail.
- 91 Where infrastructure and service providers are mentioned, this shall be in line with provisions set out in Policy INF1, namely: transport, education, health and social care, emergency services, community facilities, green and blue infrastructure, flood risk and water management, energy, waste management and digital infrastructure.

Policy GS11 Adjacent and cross-boundary growth
Policy type: Strategic
Objectives: All
Site/sub-area: n/a
A. The preparation of, and any joint working upon, proposed allocations or development proposals on the edge of Milton Keynes City administrative area, that are either wholly or partly within the administrative boundary of a neighbouring authority, will be expected to follow the principles below: 1. The local authorities will work jointly, and with infrastructure and service providers within Milton Keynes City as relevant, to achieve a coordinated and well-designed development, with engagement beginning as early as possible; 2. The local authorities and their partner organisations should produce an agreement on appropriate mechanisms to secure developer contributions towards improvement and provision of infrastructure to support the development, including facilities in the city that will be used by residents of the development area; 3. A people-friendly and healthy, climate-resilient, sustainable, safe and high-quality urban extension is created which is satisfactorily integrated with, and accessible from, urban and rural areas of Milton Keynes and has a structure and layout that respects the principles that have shaped the existing city and/or areas adjoining the proposal;

4. A strategic, integrated and sustainable approach to water resource management, including flood controls, drainage, water supply, foul sewerage and sewage treatment capacity shall be taken;
5. Proposals respect their context as well as the character and appearance of the areas of Milton Keynes City adjacent to them;
6. Linear Parks should be extended into the development where possible to safeguard biodiversity, provide recreational, walking and cycling links within the development area, and continue the city's extensive green infrastructure and Redway network;
7. The traffic impacts of the development on the highway network within Milton Keynes should be robustly assessed to identify the necessary hierarchy of routes to/from and within the development, along with off-site improvements, active travel and public transport measures;
8. A route(s) for the future construction of a strategic link road(s) and/or rail link should be protected where necessary;
9. Residential access from H6 Whitney roundabout into proposed growth areas at Shenley Park west of Milton Keynes City will be supported;
10. New community amenities should be provided, and existing amenities improved where necessary, to meet the everyday needs of new and existing residents; and
11. The opportunity for new 'Park and Ride' sites for Milton Keynes City should be fully explored and where possible provided, and efficiently and effectively linked to public transport and/or Metro networks.

Our strategic allocations for growth

- 92 The strategic allocations for growth comprise a mix of very large greenfield to relatively small-scale brownfield sites:
- Wolverton Railway Works Strategic Brownfield Site, mixed-use residential development
 - Walton Campus Strategic Brownfield Site, mixed-use residential-led development
 - Eastern Strategic City Extension, mixed-use residential-led development with employment
 - East of Wavendon Strategic City Extension, mixed-use residential-led development
 - South of Bow Brickhill Strategic City Extension, mixed-use residential-led development
 - Levante Gate Strategic City Extension, mixed-use residential-led development
 - Shenley Dens Strategic City Extension, mixed-use residential-led development

Strategic Brownfield Sites

- 93 Most vacant land in Milton Keynes, in planning terms, is not classed as brownfield as it has never been built upon. There are a limited number of options on brownfield land that have put forward for development, namely the former Wolverton Railway Works and the Open University Walton Campus. The former Wolverton Railway Works has previously had planning permission to be redeveloped for residential mixed use and is suitable for redevelopment. The Open University has confirmed that parts of the Walton Campus are available for development, and we have assessed the sites as being suitable for development.

Redevelopment of Wolverton Railway Works

- 94 Wolverton Railway Works is located to the west of Wolverton Town Centre, south of the Grand Union Canal and north of Stratford Road, and has a total area of 15.7 hectares.
- 95 Constructed by the London and Birmingham Railway and opening for business in 1838, the Wolverton Railway Works is the longest operating rail yard in England. Much of the eastern end of the Works has already been redeveloped, including the Tesco and Lidl sites to the west of the Works access rails and the mixed-use development to the east of the access. Planning permission was granted in 2017 for the demolition of the Works and the construction of 375 dwelling units and new employment floorspace, however, this development did

not come forward and the Works has continued to operate. Despite its continued operation, the site remains a viable location for brownfield redevelopment and provides a significant opportunity to connect Wolverton Town Centre to the Grand Union Canal.

- 96 Redevelopment of the site will need to be sensitive to its industrial heritage and Victorian-era design aesthetic, with careful consideration given to connectivity to the town centre.

Policy GS12 Redevelopment of Wolverton Railway Works
Policy type: Strategic
Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13
Site/sub-area: Wolverton Railway Works
A. The Wolverton Railway Works is allocated to provide a mixed-use residential development. B. Development proposals will be required to meet the following criteria: 1. Delivery of around 400 homes providing a range of house size, type and tenure, through a comprehensive masterplan approach along with the following infrastructure and facilities: a. Provision of early years, primary, secondary and SEND education contributions appropriate to the scale and nature of the development proposal; b. Primary and other health and social care provision as appropriate to the scale and nature of the development proposal; and c. A mix of non-residential floorspace and community uses that complements existing uses within Wolverton Town Centre and the site's highly accessible location; and 2. Design and layout of the site informed by a Heritage Impact Assessment encompassing heritage assets within the site and those beyond the site as necessary, including the Wolverton Conservation Area; 3. Appropriate structural surveys shall be undertaken to determine the feasibility of the adaptive reuse of the buildings on site. Demolition of any buildings where reuse is feasible will need to be justified within the Heritage Impact Assessment; 4. Integrate canalside development and active frontages to the canal that include a mix of uses that are appropriate to the canalside setting, complement Wolverton Town Centre and respect the heritage of the former Railway Works; 5. Provision of an integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood scale;

6. Provide or enhance active travel routes and infrastructure that integrate well with Wolverton Town Centre and existing active travel and public transport networks, including the towpath on the northern side of the canal;
7. Provision for public transport improvements for Wolverton Town Centre; and
8. Deliver highway infrastructure and traffic management measures that takes into account the proximity to Wolverton Town Centre to mitigate impacts upon the wider highway network.

Redevelopment of Walton Campus

- 97 Walton Campus is in Monkston, to the south-east of the city centre, south of Standing Way. The Open University was launched in 1969, focused on widening education choice by providing the opportunity for open distance learning. It is based at Walton Campus which is a combined site to the south-east of the city centre. Walton Campus comprises:
- Walton Hall Campus
 - The northern reserve site
 - East Campus
- 98 Parts of Walton Campus are now underused and there are opportunities for new uses and redevelopment. East Campus (2.9 hectares) and the northern reserve site (7.1 hectares) are available for development now and have a combined capacity for around 450 new homes. These parts of the overall site are allocated for mixed-use residential-led development.

Policy GS13 Redevelopment of Walton Campus

Policy type: Strategic

Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12,

Site/sub-area: Walton Campus

- A. The Walton Campus sites are allocated to provide mixed-use residential-led development with around 300 new homes on site 1 (northern reserve) and around 150 homes on site 2 (East Campus).
- B. Development proposals will be required to meet the following criteria:
 1. Provision of early years, primary, secondary and SEND education contributions appropriate to the scale and nature of the development proposal;
 2. Primary and other health and social care provision as appropriate to the scale and nature of the development proposal;

3. An appropriate mix of community uses and facilities to support new residents and create a people friendly healthy neighbourhood that takes into account and complements existing community uses and facilities within 1000m catchment of the development proposal;
4. Provide at least 5% of the total dwelling plots as serviced dwelling plots for sale to custom builders in line with Policy HQH1;
5. Deliver an integrated green and blue infrastructure and open space framework in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards and which protects the existing grid road buffer and creates a link to the Ouzel Valley Linear Park;
6. Provide an integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood or district scale; and
7. Incorporate transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
 - a. New segregated routes and/or enhancements to existing routes for active travel that integrate well with the surrounding area and public transport networks; and
 - b. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.

Strategic City Extensions

- 99 The conclusion of our site appraisal work has led to five Strategic City Extensions being allocated in the MK City Plan 2050. These sites are suitable and available for development. They provide the opportunity to deliver a significant number and mix of homes and other uses that help meet our vision for growth and significant supporting infrastructure.
- 100 The delivery of the Strategic City Extensions will be informed by site-specific Framework Masterplans which are essential for larger schemes to guide all stages of development. They go into greater detail than is appropriate in a local plan and will establish the disposition of land uses. Where there is a Concept Plan for the site within this plan, this will be the starting point for preparing the Framework Masterplan. These will be prepared in collaboration with the site promoters/developers and will be approved by the Council.
- 101 Specific site-based area Design Codes will be produced for each Strategic City Extension and will be approved by the Council. These will set out the design requirements for the sites, providing specific, detailed parameters for the physical development of the sites, building upon the Framework Masterplans.
- 102 The development of the Strategic City Extensions will also be informed by site-specific Strategic Green and Blue Infrastructure and Open Space Strategies

approved by the Council. These will set the strategy for creating networks of multi-functional green and blue spaces and other natural features providing more detail building upon the Framework Masterplans, informed by the Infrastructure Delivery Plan and open space standards for Milton Keynes City.

Eastern Strategic City Extension

- 103 The Eastern Strategic City Extension (ESCE) will form a significant new area of the City of Milton Keynes and open an exciting new chapter in its evolution and story as one of the most successful and dynamic new towns in England. While not a distinct settlement (being integrated with growth at Milton Keynes East), the ESCE's scale is comparable to a small to medium-sized town and so it will contain the appropriate range of infrastructure and amenities for its scale. The delivery of ESCE will extend beyond 2050, potentially into the 2080s given its scale. However, its contribution to housing supply within the plan period will still be significant, at 7,750 homes. The amount and mix of this housing, including 40% of homes to be affordable, will make a substantial contribution to meeting our housing needs. Similarly, the ESCE will help us to meet our needs for Gypsy and Traveller pitches through the delivery of 31 pitches by 2035.
- 104 Alongside the significant amount of housing it will provide, the ESCE will help achieve greater modal shift by embedding our people friendly and health places principles and movement hierarchy. These will include walkable neighbourhoods, the integration of the Metro system, community facilities and city-scale amenities.
- 105 While the location of the ESCE close to the M1 suggests it could be a good location for strategic warehousing and logistics, detailed consideration shows that the lesser proximity and accessibility to the M1 for further strategic-scale warehousing and logistics here would be below the preferences of the market. Notwithstanding this, an area of employment land serving as an extension to the strategic employment area within the southern portion of Milton Keynes East would be appropriate for non-strategic-scale warehousing which contributes to meeting our needs for this use.

Policy GS14 Eastern Strategic City Extension
Policy type: Strategic
Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14
Site/sub-area: Eastern Strategic City Extension
A. The Eastern Strategic City Extension is allocated for a new mixed-use, residential-led, strategic development to the north and east of the city. B. Development proposals within the Eastern Strategic City Extension should be in accordance with a Framework Masterplan and site-based area Design

Code that are consistent with the criteria below and wider plan policies and approved by the Council prior to planning permission being granted.

C. Development proposals within the Eastern Strategic City Extension will be required to meet the following criteria:

1. Delivery of around 16,000 homes, with around 7,750 homes within the plan period, through a comprehensive masterplan approach providing a range of house size, type and tenure, including affordable, older persons and specific and specialist needs housing;
2. Provision of land and planning obligation funding for a minimum of two separate sites to accommodate 31 pitches for Gypsies and Travellers to be delivered by 2035 in accordance with Policy HQH6;
3. Around 40 hectares of land for employment use primarily in the form of small to medium scale business premises to support SMEs and start-ups associated with research and development and professional services, and a limited element of warehousing and distribution to be located adjacent to similar uses within the Milton Keynes East Strategic Urban Extension;
4. Higher densities of housing to support public transit around local and/or district centres and interchange hubs associated with new Metro routes within the site;
5. Provision of, or planning obligations to help fund the delivery of, Metro-related infrastructure within the site and to facilitate Metro connections to the site;
6. Appropriate buffers, setbacks and landscaping to successfully protect the character, heritage assets and sense of place of Moulsoe village as a distinct rural settlement;
7. Provision of early years, primary and secondary education facilities, including SEND provision, appropriate to the scale and nature of the development proposal;
8. Provision of primary healthcare facilities within the site and contributions to wider health and social care infrastructure appropriate to the scale and nature of the development proposal;
9. Provision of centres for retail and services as appropriate to the scale and nature of development proposals and which do not undermine the vitality and viability of Newport Pagnell District Centre and planned centres within the Milton Keynes East Strategic Urban Extension;
10. Centres should provide a range of community facilities, including convenience and service retail units, commensurate with their proposed role within the wider Strategic City Extension and which are consistent with Policies GS4 and GS5;
11. Provision for sports and leisure in accordance with the Infrastructure Delivery Plan and the Council's latest sports, playing pitch and leisure strategies;
12. Provision of green and blue infrastructure and open space, in line with an approved Strategic Green and Blue Infrastructure and Open Space

Strategy for the Strategic City Extension in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards;

13. Provision of an integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood or district scale;
14. The phased introduction of a comprehensive transport network that prioritises active travel and public transit modes consistent with the movement hierarchy set out in Policy GS4, and specifically to include:
 - a. Segregated routes for active travel and provision of interchange hubs that integrate well with Milton Keynes East, Moulsoe village, the proposed network and routes for the Metro and public transport, and the wider network of public rights of way beyond the Eastern Strategic City Extension;
 - b. Dedicated routes and infrastructure for the Metro system, with segregated Metro routes and/or lanes provided wherever possible;
 - c. New routes and/or upgrades to the existing local and strategic highway network to accommodate strategic movement of general traffic associated with the Eastern Strategic City Extension, including cross-boundary routes as necessary;
 - d. New and/or upgraded active travel and vehicular crossings of the M1 to ensure appropriate connectivity with land west of the M1 and the Eastern Strategic City Extension, connecting into and improving where necessary existing routes and the wider network;
 - e. Infrastructure and traffic management measures to direct trips originating within and beyond the Eastern Strategic City Extension away from Moulsoe village while retaining appropriate vehicular access to Moulsoe village for residents, businesses, community groups and visitors;
 - f. Futureproofing and safeguarding of routes and land to enable future connections east beyond the Strategic City Extension; and
15. Be informed by appropriate surveys and assessments of built heritage and ecology with appropriate mitigation of impact; and
16. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

East of Wavendon

- 106 The East of Wavendon Strategic City Extension will provide a significant supply of homes within the plan period to help meet our housing needs by 2050. Alongside the significant amount of housing it will provide, the allocation will help achieve greater modal shift by benefitting from a new Metro route into (and potentially through) the area, alongside our people friendly and health places principles, wider movement hierarchy and provision of community facilities such as schools. This growth area will provide a new district park, an important new area of publicly accessible open space. A constraints and opportunities-led Concept Plan is shown below to illustrate key elements and how the site may be developed.
- 107 Successful placemaking for this allocation, and its relationship with the surrounding area, will require further detailed consideration including its immediate sensitive environs and notable heritage and ecological assets. To do so successfully will require some strategic matters to have been completed or resolved to a reasonable degree of certainty. This includes infrastructure delivery associated with ongoing growth in the area, notably South East Milton Keynes which is due to complete in 2037/38 and may include new road and transport infrastructure linked to the roll out of new East West Rail services to Bedford and Cambridge (currently planned for 2030). This will likely affect the East of Wavendon allocation's relationship with Woburn Sands. Equally, greater clarity on potential growth areas immediately adjoining the allocation eastward beyond Milton Keynes City will have been reached through the preparation of the next Central Bedfordshire Local Plan, which may potentially offer a different context for considering and agreeing detailed design and layout matters within allocation. While the allocation is not directly dependent on these wider strategic matters, they may have implications for the distribution, layout and/or design of the site. For these reasons, delivery of this allocation is planned for 2038 onwards.

Policy GS15 East of Wavendon Strategic City Extension
Policy type: Strategic
Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14
Site/sub-area: East of Wavendon
A. The East of Wavendon Strategic City Extension is allocated for a new, mixed-use, residential-led, strategic development to the east of Wavendon and north of Woburn Sands.
B. Commencement of residential development within the East of Wavendon Strategic City Extension will not be permitted to occur prior to 2038.

- C. The layout and design of development and transport infrastructure within the Strategic City Extension should enable linkages with potential future growth on land adjacent to the allocation outside of Milton Keynes.
- D. Development proposals within the Strategic City Extension should be in accordance with a Framework Masterplan and site-based area Design Code that are consistent with the criteria below and wider plan policies and approved by the Council prior to planning permission being granted.
- E. Development proposals will be required to meet the following criteria:
1. Delivery of around 2,250 new homes through a comprehensive masterplan approach providing a range of house size, type and tenure, including affordable, older persons, and specific and specialist needs housing;
 2. Higher densities of housing to support public transit around centres and interchange hubs associated with new Metro routes within the site;
 3. Appropriate distribution, layout and design of development to protect and, where possible, enhance the character and sense of place of Woburn Sands and Cross End;
 4. Appropriate distribution, layout and design of development to conserve and, where possible, enhance the designated and non-designated heritage assets and their setting within the site and wider area that may be affected, including Wavendon House and the Registered Park and Garden;
 5. Conserve and enhance designated and non-designated heritage assets within the site and wider area that may be affected, including Wavendon House and the Registered Park and Garden, in accordance with Policy HE1;
 6. Provision of, or planning obligations to help fund the delivery of, Metro-related infrastructure within the site;
 7. Provision of early years, primary and secondary education facilities, including SEND provision, appropriate to the scale and nature of the development proposal;
 8. Provision of primary healthcare facilities within the site and contributions to wider health and social care infrastructure appropriate to the scale and nature of the development proposal;
 9. Provision of local centres, as appropriate to the scale and nature of development proposals and which do not undermine the vitality and viability of Woburn Sands District Centre;
 10. The location, scale and phased delivery of social infrastructure, services and community facilities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP2;
 11. Provision for a new District Park of at least 15 hectares, alongside other green and blue infrastructure and open space in line with an approved Strategic Green and Blue Infrastructure and Open Space Strategy for

the Strategic City Extension, in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards;

12. Provision for sports and leisure in accordance with the Infrastructure Delivery Plan and the Council's latest sports, playing pitch and leisure strategies;
13. An integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood or district scale;
14. The phased introduction of a comprehensive transport network and infrastructure that prioritises active travel and public transit modes consistent with the movement hierarchy set out in Policy GS4, and specifically to include:
 - a. Segregated routes for active travel and provision of interchange hubs that integrate well with Glebe Farm, Eagle Farm, Woburn Sands, the surrounding network of active travel routes and route(s) for the Metro and public transport;
 - b. Dedicated route and infrastructure for the Metro system, with segregated routes and/or lanes provided wherever possible, connecting from Keightley Gate and through the site, with appropriate protection and safeguarding to allow onward extension or connection to land east of the East of Wavendon Strategic City Extension beyond Milton Keynes;
 - c. Routes for movement of general traffic with the primary access connecting into Keightley Gate and secondary accesses onto Newport Road and Cranfield Road, with appropriate protection and safeguarding to allow onward extension or connection to land east of the East of Wavendon Strategic City Extension beyond Milton Keynes;
 - d. New and/or upgraded active travel connections to and crossings of Newport Road and Lower End Road to ensure appropriate connectivity with existing communities and community facilities; and
15. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

- 108 As a result of proposed city extensions, the city boundary has been extended to incorporate the built-up areas of Newport Pagnell and Woburn Sands. In doing so, certain open areas surrounding Wavendon, which do not currently benefit from any other designation, would be considered as vacant land within the city. The approach to designing and developing the City of Milton Keynes since its inception saw many historic settlements kept physically and perceptively differentiated from new areas of growth. While extensions to the city and growth within Woburn Sands have encroached upon Wavendon over time, there are still substantial areas of open land that create a sense of separation and maintain an openness around Wavendon, helping to maintain its identity as a separate historic settlement.
- 109 To ensure these areas of land are retained, and not inadvertently and inappropriately developed by virtue of amending the city boundary, Policy GS16 sets out a restrictive approach to development within these areas. It is envisaged that no, or very minimal, built development should occur in these areas and only where they are designed to improve their open space function (e.g. play equipment) and landscape quality. Proposals for South East Milton Keynes will still be required to incorporate landscape buffers within that site in a complementary fashion to the newly proposed Wavendon Strategic Buffer to the south of Wavendon.

Policy GS16 Wavendon Strategic Buffers
Policy type: Strategic
Objectives: 8, 13
Site/sub-area: Wavendon Strategic Buffers
A. To retain Wavendon's character as a distinct and historic settlement within the wider built-up area of Milton Keynes City, development proposals within the Wavendon Strategic Buffers that significantly harm the open character of land (at the time of this plan's adoption) within the Wavendon Strategic Buffers will be refused. B. Development proposals will only be supported where they do not significantly harm the open character of land (at the time of this plan's adoption) within the Wavendon Strategic Buffers and enhance its open space function and landscape quality.

South of Bow Brickhill and Levante Gate

- 110 The South of Bow Brickhill and Levante Gate Strategic City Extensions will provide a significant supply of homes within the plan period to help meet our housing needs by 2050. Both allocations are located within the Brickhills Special Landscape Area. While this reduces the capacity of these two allocations to the amounts reflected in their respective allocation policies, it

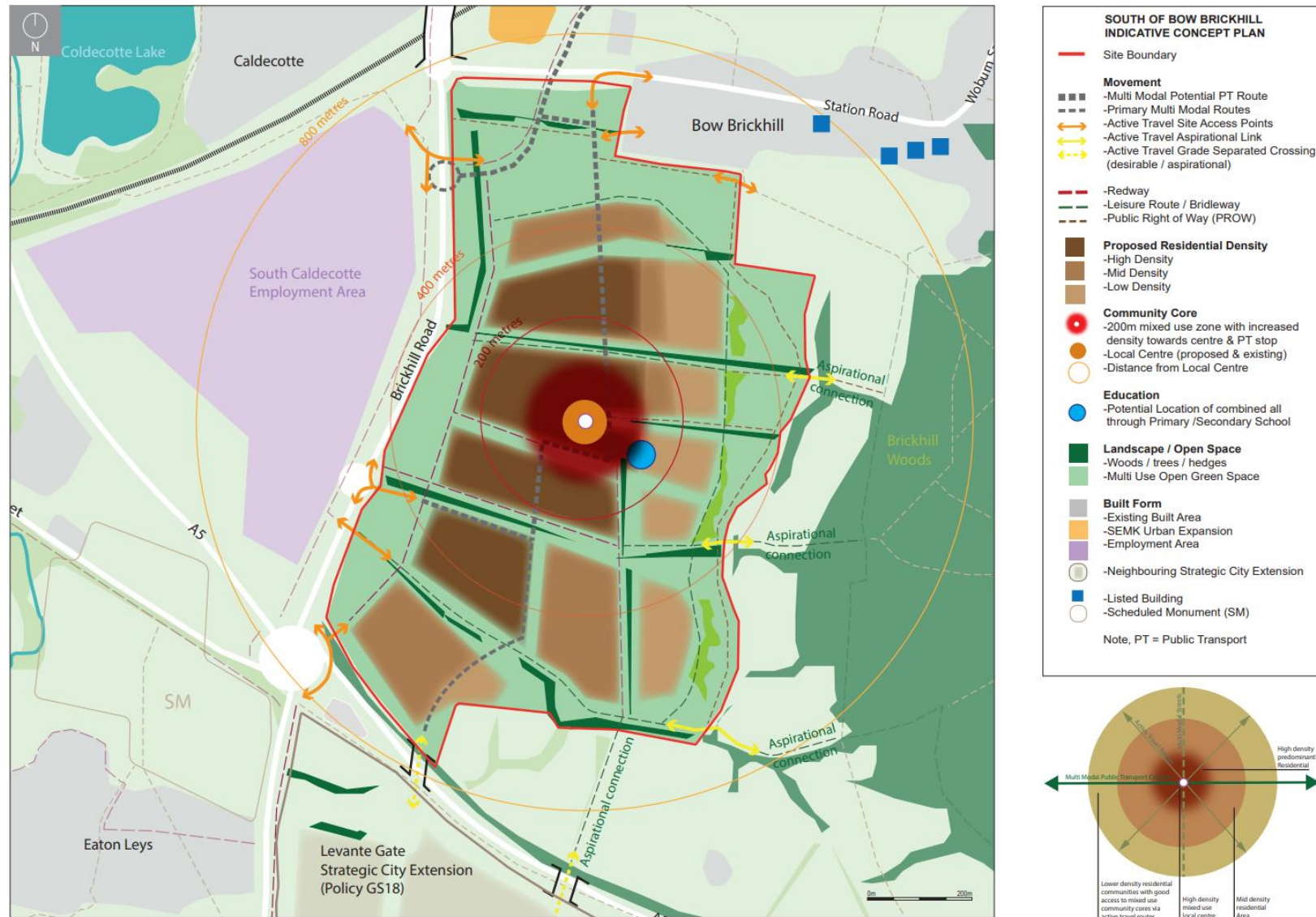
does not render development in these locations wholly unsuitable. Proposals for both allocations will need to consider and respond to landscape sensitivities through layout, design and other mitigation measures, including pulling built development back from the more prominent and sensitive parts of the site. The indicative Concept Plans show how this may be achieved, but more detailed landscape assessments will be needed to arrive at final acceptable proposals for the allocations.

- 111 While these are two separate allocations, in certain respects they are functionally linked. This is particularly the case with respect to secondary school provision to meet the needs arising from new growth in this part of the city, but also in terms of transport infrastructure improvements. For this reason, Framework Masterplans for both sites must be cognisant of the planning for both sites to deliver an integrated and comprehensive approach to infrastructure delivery.

Policy GS17 South of Bow Brickhill Strategic City Extension
Policy type: Strategic
Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14
Site/sub-area: South of Bow Brickhill
A. The South of Bow Brickhill Strategic City Extension is allocated for a new, mixed-use, residential-led strategic development to the south of Bow Brickhill and east of Brickhill Road. B. Development proposals within the South of Bow Brickhill Strategic City Extension should be in accordance with a Framework Masterplan and site-based area Design Code that are consistent with the criteria below and wider plan policies and approved by the Council prior to planning permission being granted. C. Development proposals within the South of Bow Brickhill Strategic City Extension will be required to meet the following criteria: 1. Delivery of around 1,300 new homes through a comprehensive masterplan approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing; 2. Adopt a sensitive, landscape-led approach to the distribution, layout and design of development that satisfactorily mitigates impacts upon the valued characteristics of the Brickhills Special Landscape Area; 3. Provision of early years and primary education facilities, and SEND provision appropriate to the scale and nature of the development proposal; 4. Provision of secondary education facilities appropriate to the scale and nature of the development proposal and which accommodate demand

- for secondary education arising from the Levante Gate Strategic City Extension;
5. Provision of primary healthcare facilities within the site appropriate to the scale and nature of the development proposal and which accommodate demand for primary healthcare arising from the Levante Gate Strategic City Extension, together with contributions to wider health and social care infrastructure;
 6. Provision of local centres, as appropriate to the scale and nature of development proposals;
 7. The location, scale and phased delivery of social infrastructure, services and community facilities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1;
 8. Provision of green and blue infrastructure and open space, in line with an approved Strategic Green and Blue Infrastructure and Open Space Strategy for the Strategic City Extension in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards;
 9. An integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood or district scale;
 10. The phased introduction of a comprehensive transport network and infrastructure that follows the movement hierarchy set out in Policy GS4, and to specifically include:
 - a. Segregated routes for active travel and provision of interchange hubs that integrate well with Bow Brickhill village, Bow Brickhill Railway Station, the Greensand Ridge, Levante Gate Strategic City Extension, the surrounding network of active travel routes and routes for public transport;
 - b. Routes for movement of public transport and general traffic through the site, with the primary access taken from either from Brickhill Road or new/enhanced junction improvements to the Brickhill Road/Station Road;
 11. Be informed by appropriate surveys and assessments of built heritage and ecology with appropriate mitigation of impact; and
 12. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

Figure 3. Indicative Concept Plan for the South of Bow Brickhill Strategic City Extension



Policy GS18 Levante Gate Strategic City Extension

Policy type: Strategic

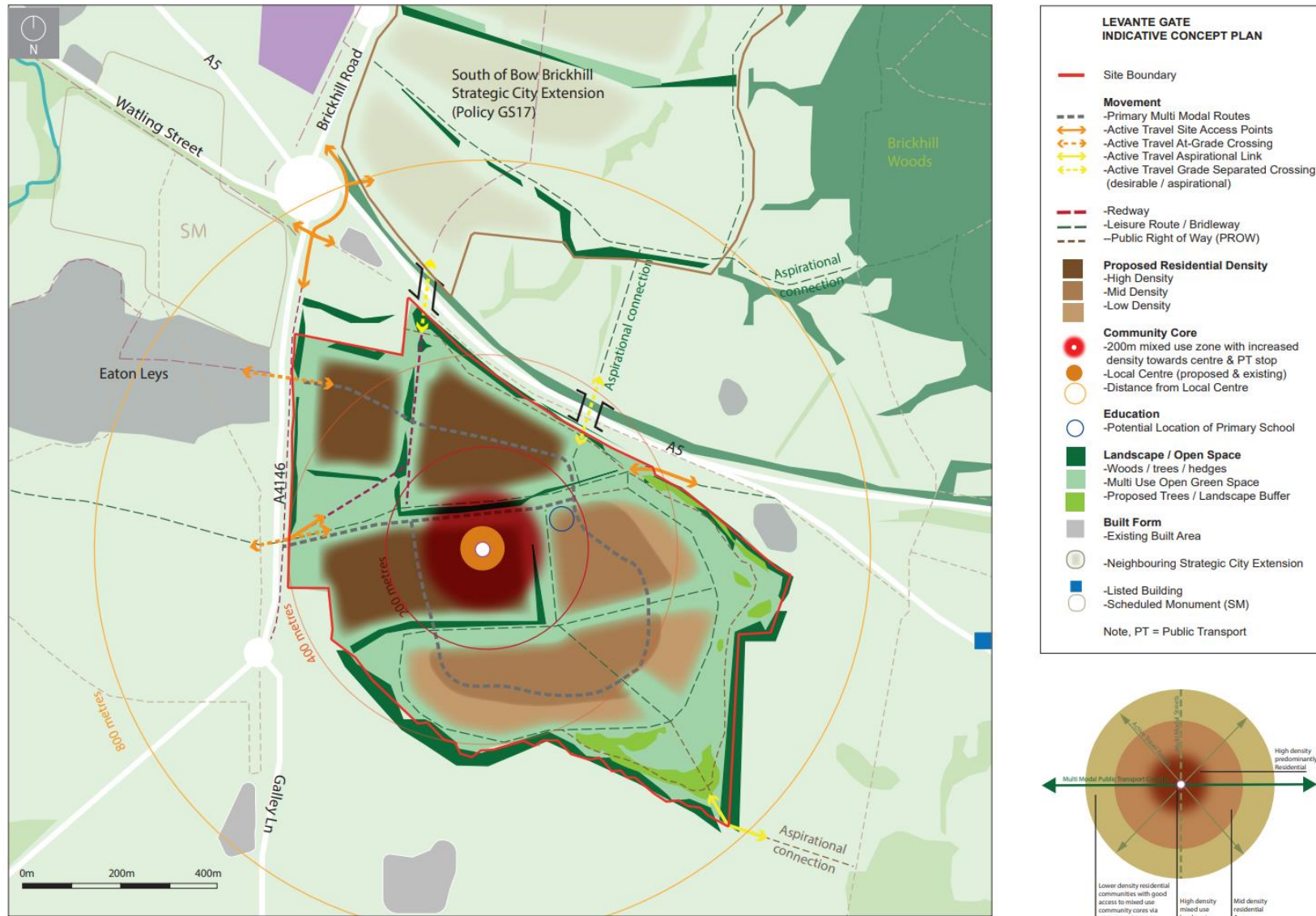
Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14

Site/sub-area: Levante Gate

- A. The Levante Gate Strategic City Extension is allocated for a new, mixed-use, residential-led, strategic development to the south of the A5 and east of the A4146.
- B. Development proposals within the Levante Gate Strategic City Extension should be in accordance with a Framework Masterplan and site-based area Design Code that are consistent with the criteria below and wider plan policies and approved by the Council prior to planning permission being granted.
- C. Development proposals within the Levante Gate Strategic City Extension will be required to meet the following criteria:
1. Delivery of around 1,250 new homes through a comprehensive masterplan approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing;
 2. Adopt a sensitive, landscape-led approach to the distribution, layout and design of development that satisfactorily mitigates impacts upon the valued characteristics of the Brickhills Special Landscape Area;
 3. Provision of early years and primary education facilities, and SEND provision appropriate to the scale and nature of the development proposal, and make necessary contributions to the provision of secondary education facilities located within the South of Bow Brickhill Strategic City Extension;
 4. Contributions toward the provision of primary healthcare facilities within the South of Bow Brickhill Strategic City Extension, together with contributions to wider health and social care infrastructure, appropriate to the scale and nature of the development proposal;
 5. Provision of local centres, as appropriate to the scale and nature of the development proposals;
 6. The location, scale and phased delivery of social infrastructure, services and community facilities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1;
 7. Provision of green and blue infrastructure and open space, in line with an approved Strategic Green and Blue Infrastructure and Open Space Strategy for the Strategic City Extension in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards;
 8. An integrated network of low- and zero-carbon energy infrastructure from building scale to neighbourhood or district scale;

9. The phased introduction of a comprehensive transport network and infrastructure that follows the movement hierarchy set out in Policy GS4, and to specifically include:
 - a. Segregated routes for active travel and provision of interchange hubs that integrates well with Eaton Leys, South of Bow Brickhill Strategic City Extension and the surrounding area and network of active travel routes and routes for public transport;
 - b. Routes for movement of public transport and general traffic through the site, with access taken from the A4146;
 - c. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network;
10. Be informed by appropriate surveys and assessments of built heritage and ecology with appropriate mitigation of impact; and
11. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

Figure 4. Indicative Concept Plan for the Levante Gate Strategic City Extension



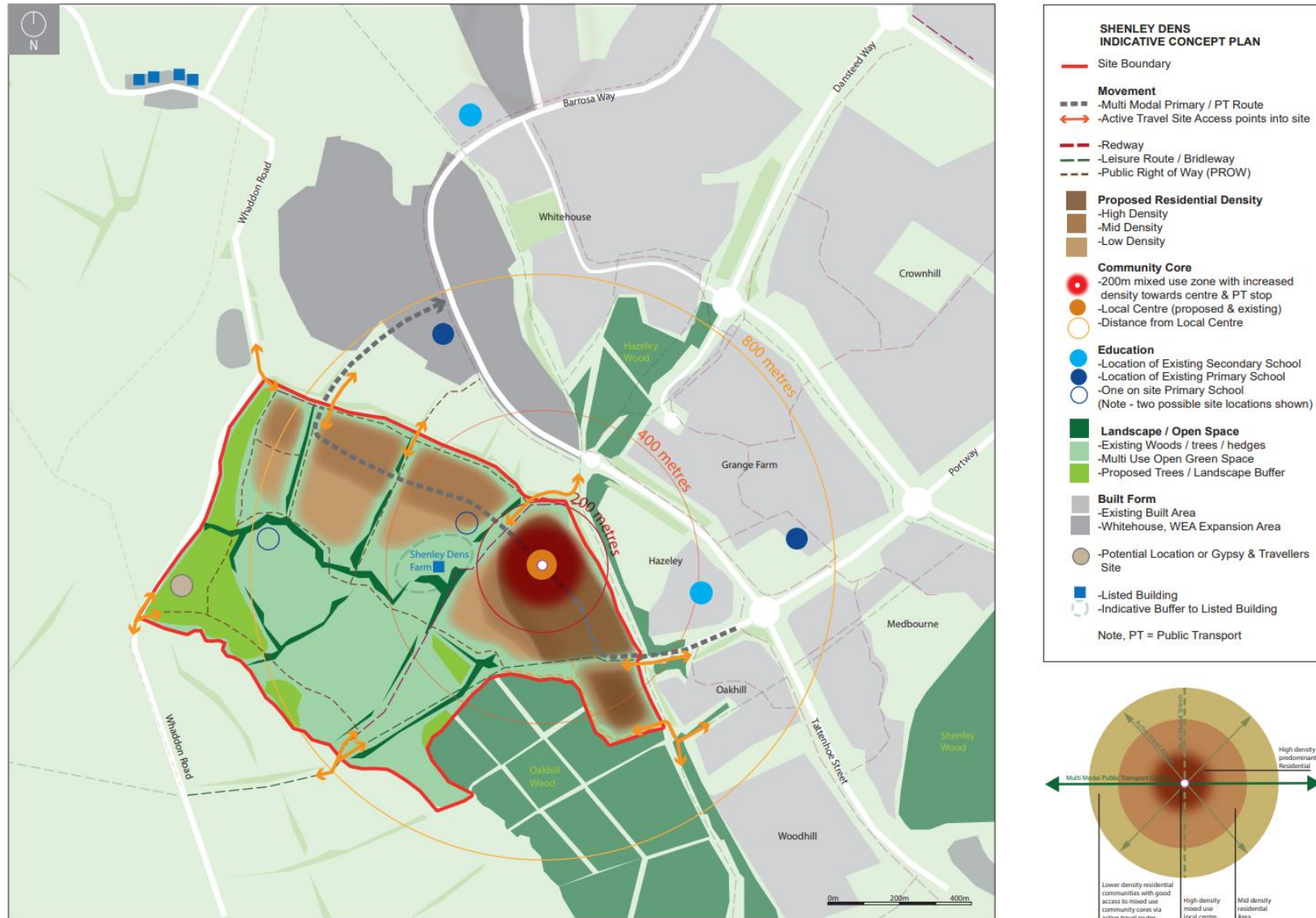
Shenley Dens

- 112 The Shenley Dens Strategic City Extension will provide a significant supply of homes within the plan period to help meet our housing needs by 2050, and help to meet our needs for Gypsy and Traveller pitches in the early part of the plan period. The allocation is located within the Calverton Special Landscape Area. While this, coupled with the topography of the site, reduces its capacity to the amount reflected in the allocation policy, it does not render development in this location wholly unsuitable. Proposals will need to consider and respond to landscape sensitivities through layout, design and other mitigation measures, including pulling built development back from the more prominent and sensitive parts of the site. The indicative Concept Plan shows how this may be achieved, but more detailed landscape assessments will be needed to arrive at final acceptable proposal for the allocation.

Policy GS19 Shenley Dens Strategic City Extension
Policy type: Strategic
Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14
Site/sub-area: Shenley Dens
A. The Shenley Dens Strategic City Extension is allocated for a new, mixed-use, residential-led, strategic development to the west of Grange Farm and south of the Western Expansion Area. B. Development proposals within the Shenley Dens Strategic City Extension should be in accordance with a Framework Masterplan and site-based area Design Code that are consistent with the criteria below and wider plan policies and approved by the Council prior to planning permission being granted. C. Development proposals within the Shenley Dens Strategic City Extension will be required to meet the following criteria: 1. Delivery of around 1,000 new homes through a comprehensive masterplan approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing; 2. Provision of land and planning obligation funding to accommodate a minimum of 15 pitches for Gypsies and Travellers to be delivered by 2035 in accordance with Policy HQH6; 3. Adopt a sensitive landscape-led approach to the distribution, layout and design of development that satisfactorily mitigates impacts upon the valued characteristics of the Calverton Special Landscape Area; 4. Layout and design of the site should seek to sustain, and where possible enhance, the setting and heritage value of the grade II listed Shenley Dens Farmhouse and non-designated barns;

5. Provision of early years, primary education facilities, SEND provision and contributions to secondary education facilities, appropriate to the scale and nature of the development proposal;
6. Provision for primary healthcare facilities and wider health and social care infrastructure appropriate to the scale and nature of the development proposal;
7. Provision of a local centre appropriate to the scale and nature of development proposals;
8. The location, scale and phased delivery of social infrastructure, services and community facilities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1;
9. Provision of green and blue infrastructure and open space, in line with an approved Strategic Green and Blue Infrastructure and Open Space Strategy for the Strategic City Extension in accordance with the Infrastructure Delivery Plan, the Council's Nature, Green and Blue Infrastructure Strategy, and open space standards;
10. An integrated network of low and zero-carbon energy infrastructure from building scale to neighbourhood or district scale;
11. The phased introduction of a comprehensive transport network and infrastructure that follows the movement hierarchy set out in Policy GS4, and to specifically include:
 - a. Segregated routes for active travel and provision of interchange hubs that integrate well with Whitehouse, Grange Farm and the surrounding network of active travel routes and routes for public transport;
 - b. Routes for movement of public transport and general traffic through the site, with the primary access taken from Portway with appropriate retention and segregation of the MK Boundary Walk route, and secondary access from Tattenhoe Street (Western Expansion Area);
12. Be informed by appropriate surveys and assessments of built heritage and ecology with appropriate mitigation of impact; and
13. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

Figure 5. Indicative Concept Plan for the Shenley Dens Strategic City Extension



Retained strategic allocations

- 113 We are also retaining certain strategic allocations made in previous local plans to ensure their continued delivery. These are the Milton Keynes East and South East Milton Keynes Strategic Urban Extensions, the South Caldecotte Strategic Employment Allocation and the Western Expansion Area. To appropriately integrate these policies into the MK City Plan 2050, some small changes have been made to these, principally relating to policy cross referencing.
- 114 Other previous strategic allocations, such as the Eastern Expansion Area, Strategic Reserve Areas and Eaton Leys are now substantially complete or benefit from detailed planning permissions for all remaining phases. While the housing that remains to be delivered in these locations will continue to contribute to our future housing supply (as commitments), retaining their allocation policies is no longer required.

Policy GS20 Western Expansion Area

Policy type: Strategic

Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14

Site/sub-area: Western Expansion Area

A. Proposals for the Western Expansion Area must include:

1. Housing and ancillary uses (about 200 hectares);
2. B1/B2/B8 employment uses (10-20 hectares);
3. A secondary school about 10 hectares;
4. Local centres, including first/combined schools;
5. Open space to include land for a burial ground and remembrance garden (about 10 hectares).
6. Protection and enhancement of the wildlife corridor along the North Bucks Way, including working with other bodies towards the establishment of a long-term management and maintenance mechanism for the wildlife corridor, and the creation of an alternative route for the North Bucks Way north of Calverton Lane, along the western boundary of the area, to connect with the Ouse Valley Way near Calverton;
7. Retention of the Listed Buildings at Whitehouse Farm.
8. A landscape/open space buffers between development and The Wealds/Calverton Special Landscape Area and other measures to reduce the visual impact of development when viewed from the countryside and villages to the west.
9. 30% affordable housing;
10. Measures to reduce the risk of flooding in Lower Weald;
11. Measures to avoid traffic rat-running through nearby villages and residential areas; and

12. Proposals for public transport, pedestrian and cycle routes that will provide convenient, direct, safe and clear routes to Central Milton Keynes and Westcroft Town Centre.

Policy GS21 Milton Keynes East Strategic Urban Extension

Policy type: Strategic

Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14

Site/sub-area: Milton Keynes East

- A. Land is allocated at Milton Keynes East – as shown on the Key Diagram and Policies Map – for a comprehensive new residential and employment development to meet the long-term needs of Milton Keynes. Development can commence once the necessary strategic infrastructure required to make the site deliverable is funded and is being delivered. In that circumstance, the development of the site will be allowed to proceed within the plan period as an additional source of housing and employment land supply.
- B. A comprehensive development framework for the site will be prepared and approved by the Council prior to planning permissions being granted.
- C. The development framework and subsequent applications for planning permission will establish the quantum and form of development in more detail, but proposals for development will be expected to meet the following criteria:
 1. Delivery of around 5,000 new homes, including at least 1,475 homes by 2031, providing a range of sizes, types and tenures, including affordable housing, in accordance with other policies in the plan;
 2. Around 105 hectares of land for a mix of employment uses, complementing the role and function of Central Milton Keynes;
 3. Associated infrastructure including primary and secondary education, community facilities, health, retail and local services, and a hotel. The development should comprise at least one district centre and/or local centre(s) of a scale commensurate to the needs of the new community and that would not adversely affect the viability and vitality of Newport Pagnell district centre, with a co-location of key facilities;
 4. The phased introduction of a comprehensive network of transport infrastructure, to include grid road connections to H4/V11 to the west and improved highway connections to Newport Pagnell and Central Milton Keynes (CMK), including new and/or enhanced vehicular crossings of the M1, involving highway works on and off-site;
 5. A corridor of land safeguarded for a Metro system, and associated infrastructure, enabling connectivity to Central Milton Keynes and other

key destinations. The width of the corridor should be sufficient to enable a range of possible transit solutions to come forward while also ensuring the efficient use of land for achieving the scale of development proposed within this policy;

6. A network of segregated and, where appropriate, grade-separated new and enhanced footpaths, cycleways and bridleways (including Redways) to connect to existing routes beyond the site, including provision of appropriate pedestrian and cyclist crossings of the A422 and suitable safe and attractive crossings of the M1 as appropriate;
7. A strategic green infrastructure framework and network of green spaces to meet strategic and local requirements that follows the guidance in the Council's Landscape Character Assessment and the Council's Nature, Green and Blue Infrastructure Strategy to ensure ecological connectivity, protect the identity and character of nearby settlements and mitigate any significant impacts on the landscape in accordance with Policy CEA12;
8. The creation of a Linear Park through the site that broadly correlates with the River Ouzel floodplain and existing green infrastructure assets of value within and adjacent to it;
9. Be informed by appropriate surveys and assessments of built heritage with appropriate mitigation of impact; and
10. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.

Policy GS22 South East Milton Keynes Strategic Urban Extension

Policy type: Strategic

Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14

Site/sub-area: South East Milton Keynes

A. Land is allocated at South East Milton Keynes – as shown on the Key Diagram and Policies Map – for a comprehensive residential-led, mixed-use, development of approximately 3,000 dwellings to meet the needs of Milton Keynes up to 2031 and beyond.

B. In addition to the requirements set out in other policies within this plan, development of the site will be required to:

1. Provide schools to accommodate seven forms of entry for secondary education and six forms of entry for primary education, as well as necessary nursery and early years provision. Schools should be capable of dual use as community facilities;
2. Ensure development is well connected and integrated with adjacent grid squares, public transport services and the strategic and local highway grid network in line with the Council's Mobility Strategy. Provision of grade-separated crossings of the railway should be provided or retained

as appropriate to ensure connectivity of the southern areas of the site with the remainder of the site and the city to the north. The number, location and purpose of any such crossings will be set out within the development framework;

3. Incorporate buffer areas, structural landscaping and strategic green infrastructure within the site to prevent coalescence with Woburn Sands and Bow Brickhill, respect and reinforce the distinct character of Wavendon, Woburn Sands and Bow Brickhill, ensure ecological connectivity, and mitigate any harm caused to the Brickhills area and wider landscape character;
4. Be informed by appropriate surveys and assessments of built heritage with appropriate mitigation of impact;
5. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals; and
6. A site to accommodate seven pitches for Gypsies and Travellers shall be provided as part of this development.

C. A comprehensive development framework for the site will be prepared and approved by the Council prior to planning permissions being granted.

Policy GS23 South Caldecotte Strategic Employment Allocation

Policy type: Strategic

Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14

Site/sub-area: South Caldecotte

A. Land south of Milton Keynes in South Caldecotte, as shown on the Key Diagram and Policies Map, is allocated for the development of a mix of Class B2 and B8 employment floorspace within the plan period.

B. A comprehensive development framework for the site will be prepared prior to planning applications being approved.

C. The development must accord with the following principles:

1. A minimum of 195,000 square metres of Class B2/B8 and ancillary B1 employment floorspace;
2. Access to be taken from Brickhill Street, which will be upgraded to grid road standard;
3. The development will be subject to a Transport Assessment, which will investigate the development's impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements, as agreed by the relevant highway authorities and Highways England. The Transport Assessment

will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development;

4. A green open space link will be created on the site, linking into Caldecotte Lake to the north and providing future opportunity to link the park to the south/east. The open space link should include access and connectivity to Caldecotte Lake with mechanisms in place for its sustainable management over the long term and balancing ponds as part of a Sustainable Drainage System across the site;
5. Direct footpath connections to Bow Brickhill Railway Station and the existing Public Right of Way running along the site's northern boundary will be effectively integrated into the development;
6. Building heights should be informed by the Landscape and Visual Impact Assessment (LVIA) and should avoid unacceptable impact on the wider landscape and heritage assets;
7. The design and appearance of buildings should be sensitive to the neighbouring uses, with development fronting Brickhill Street being sensitive to views into the site from the wider landscape. Buildings should be designed to provide an attractive entrance to Milton Keynes from the south;
8. Existing vegetation to site boundaries should be maintained and enhanced to screen the development from wider views where a LVIA deems this necessary. New planting should be of native species to mitigate the loss of hedgerows necessary to facilitate development;
9. Be informed by appropriate surveys and assessments of built heritage with appropriate mitigation of impact; and
10. Pre-determination archaeological evaluation has been undertaken and provided in support of development proposals.



Infrastructure first

- 115 The key to the success of Milton Keynes City's growth has been its 'Infrastructure First' approach. Without the utilities, transport, schools, and healthcare, infrastructure, we can't build the homes people need or create the jobs that support a thriving economy.
- 116 That's why we take an 'infrastructure first' approach – putting infrastructure planning and delivery at the heart of how we grow as a city. This means we plan for the services and facilities our communities need before development happens, not after.
- 117 Milton Keynes City has a strong track record of delivering infrastructure. It's how we've created unique features like our linear parks. This plan builds on that legacy, ensuring our infrastructure can adapt, evolve, and remain resilient as the city grows and changes.

How we plan and prioritise infrastructure

- 118 To support growth in Milton Keynes City, we've identified a wide range of infrastructure types (see Table 9). These are backed by a detailed Infrastructure Study and Infrastructure Delivery Plan (IDP), developed with input from infrastructure and service providers. Our policies demonstrate the link between our strategic allocations and the infrastructure needs they will create. Our IDP shows these needs as a project pipeline.
- 119 We've also created an Investment Strategy, which sets out an approach for how we will prioritise what infrastructure gets funded by development (see Annex E). As part of this approach, we also plan for and consider affordable and specialist housing, public service infrastructure (at city-scale), maintenance arrangements (to ensure some infrastructure can be looked after for the long-term), and monitoring and project management of infrastructure delivery programmes. This helps us keep infrastructure delivery viable, on track, fit for the future, and aligned with the pace of growth across the city.
- 120 While the types of infrastructure we need are unlikely to change significantly, we know that priorities, funding sources and delivery methods may evolve. Our IDP provides a clear starting point for assessing each development and what needs to be provided. We will then assess each site against our delivery and funding priorities. The IDP will be updated as priorities and infrastructure projects change over time.

How infrastructure is funded

- 121 Infrastructure in Milton Keynes City is funded through a mix of sources, including government funding, contributions from developers and investment from public and private partners.
- 122 Since 2005, we've used a unique funding tool called the Milton Keynes Tariff. This approach collects money, land, and infrastructure commitments from large housing sites through a Framework Section 106 Agreement, signed up to across multiple sites. Individual developers have then signed up to their own Section 106 Agreements, based on relevant parts of the Framework Agreement. It has helped us deliver both on-site and wider city (public service) infrastructure in a fair, transparent, and consistent way, even when land is owned by multiple parties.
- 123 The Milton Keynes Tariff has also allowed us to forward-fund key infrastructure with Government money, so it's ready when new residents move in. Because of its success, we'll support using this model, including Framework Section 106 Agreements, for Strategic City Extensions and potentially for other growth locations in this Plan, if forward funding can be secured.
- 124 In preparing the plan we have analysed the cost of the long list of infrastructure needs to 2050. This analysis has shaped our Investment Strategy and prioritisation framework, guiding how we'll fund infrastructure, through developer contributions or other ways, in the years ahead.
- 125 We also include the cost of monitoring and programme management in our Section 106 Agreements so we can stay proactive and ensure infrastructure delivery keeps pace with growth.

Public Service Infrastructure

National policy defines public service infrastructure as:

- Health
- Blue light
- Library
- Adult education
- University
- Criminal justice facilities

We are encouraged to work with partners to plan for this type of infrastructure, and give significant weight to proposals for new, expanded or upgraded facilities.

Table 9. Infrastructure types planned for

Category	Subcategories
 Transport	Highways, Rail, Public Transport, Active modes (walking, cycling), Freight & distribution
 Education	Provision for Early years, Primary schools, Secondary schools, Special Education Needs &/or Disabilities (SEND), Further Education & Adult Learning, and for Higher Education/ University
 Healthcare & Social Care	Primary healthcare (GPs, Dentists & Pharmacies), Public Health, Acute and Mental Healthcare, Adult Social Care, and Social Care and Support for children, young people and families
 Emergency Services	Police, Fire and Rescue, and Ambulance Services
 Community Facilities	Community, Library and Youth facilities, Indoor Sports, Leisure and Recreation, Museums, Cemeteries, 'temporary' infrastructure including early community development and arrivals work
 Green & Blue Infrastructure	Formal outdoor playing fields and sports, Natural and semi-natural green spaces, Amenity greenspace and equipped play, and Food growing
 Flood Risk & Water Management	Flood Risk management (including balancing lakes, floodplains, and Sustainable Drainage Systems), Water Supply, and Wastewater treatment
 Energy	Electricity Distribution, Gas Distribution (commercial development only), Renewables
 Waste Management	Waste Management & Circular Economy
 Digital Infrastructure	Digital Communications (mobile & broadband)

Who delivers infrastructure?

126 We play a big role in delivering the infrastructure and public services needed to support growth. However, we don't do it all alone as we are not responsible for providing all infrastructure residents will need. In some cases, developers will build infrastructure directly. In others, they'll contribute funding so infrastructure providers (including the Council) can deliver it. As there is a limit to how much funding we have and can access for infrastructure delivery, our role is also central to:

- Prioritising what's most important
- Working with partners (like utility companies and health services) to encourage investment
- Coordinating efforts across different developments to delivery programmes of infrastructure for new communities.

127 Where developments enter into a Tariff or Framework/Individual Section 106 agreement, a range of key requirements will be set out, including:

- Tariff payments contributing to infrastructure requirements.
- Works in Kind allowing the developer to build infrastructure instead of making a payment.
- A site-specific Infrastructure Delivery Plan showing what infrastructure is needed and when it will be delivered.
- Monitoring and programme management arrangements to support the Council in coordinating and facilitating infrastructure delivery.
- Adoption requirements ensuring specifications for certain infrastructure types are met and agreeing how they will be maintained.
- Any other matters required under a Framework Agreement, such as principles of equalisation.

Managing and maintaining infrastructure

- 128 For some infrastructure we also need to plan for its management and maintenance over the longer term. This ensures that the initial investment is not wasted (such as new trees, which can easily die if not properly looked after while they establish themselves), and that those with an interest in the long-term future of that infrastructure can be supported to look after it.
- 129 Maintenance arrangements will usually need to be outlined for infrastructure that is required for public access and community benefit. In Milton Keynes City, we prefer working with local partners to perform important stewardship roles in this regard. This includes Milton Keynes City Council, Town and Parish Councils, and charities, such as the Parks Trust.

Policy requirements

- 130 Policy INF1 will be used to assess all development proposals (at outline or full planning application stage) to determine whether additional or improved infrastructure will be required to satisfactorily mitigate the impact and effects of the proposal. All proposals must follow these general infrastructure first principles.
- 131 Policy INF2 applies to development proposals within the Strategic City Extensions or where multiple sites could share infrastructure. For example, a secondary school may be required from one site but could be developed to accommodate the demand for school places arising from other nearby development sites. In this case, contributions from the other nearby development sites would ideally be calculated and made via a Framework Section 106 Agreement for the relevant infrastructure types and following agreed equalisation principles. This policy sets out a mechanism to coordinate infrastructure delivery across multiple sites in a fair and transparent way.
- 132 Our Infrastructure Delivery Plan sets out site specific infrastructure requirements for all the strategic allocations and specified growth areas. It provides requirements that have been modelled on estimations of population

and jobs growth and the relevant standards for provision in Annex F. The IDP is a starting point for assessing planning applications.

- 133 Annex F provides benchmark standards we have used to determine specific infrastructure requirements. This can be used to determine likely infrastructure requirements for individual sites within strategic allocations, or any other proposal not covered by site-specific policies.

Policy INF1 Infrastructure first principles
Policy type: Strategic
Objectives: 3, 11, 12, 7, 13
Site/sub-area: n/a
A. Development proposals including 10 or more dwellings or 1,000 square metres or more of employment floorspace will need to address the broad infrastructure requirements set out in the Infrastructure Delivery Plan and the benchmarks set out in Annex F. B. Infrastructure needs of development proposals are expected to be addressed through a mixture of on-site provision and/or contributions through planning obligations in Tariff and Section 106 Agreements, as well as through direct negotiations with infrastructure providers where appropriate. C. Planning obligations for funding and delivering infrastructure will be determined on a case-by-case basis for each development proposal. The starting point will be the requirements referenced in INF1.A taking into account the latest infrastructure planning information, including to the Infrastructure Delivery Plan, and the infrastructure prioritisation framework in Annex E. D. Phasing plans for development proposals must show how infrastructure requirements will be delivered to match need and support new communities from an early stage of the development. D. Where the phasing of strategic allocations in this plan means that the relevant requirements of Policy GS4 cannot be delivered at an early stage, proposals will need to make provision for temporary buildings and space to enable infrastructure and amenities to be available for early occupiers. F. Where provided on-site, development proposals must outline how green and blue infrastructure, community buildings and flood and water management infrastructure is anticipated to be managed and maintained over the longer term. These requirements may also be included as planning obligations to secure the future stewardship of this infrastructure.

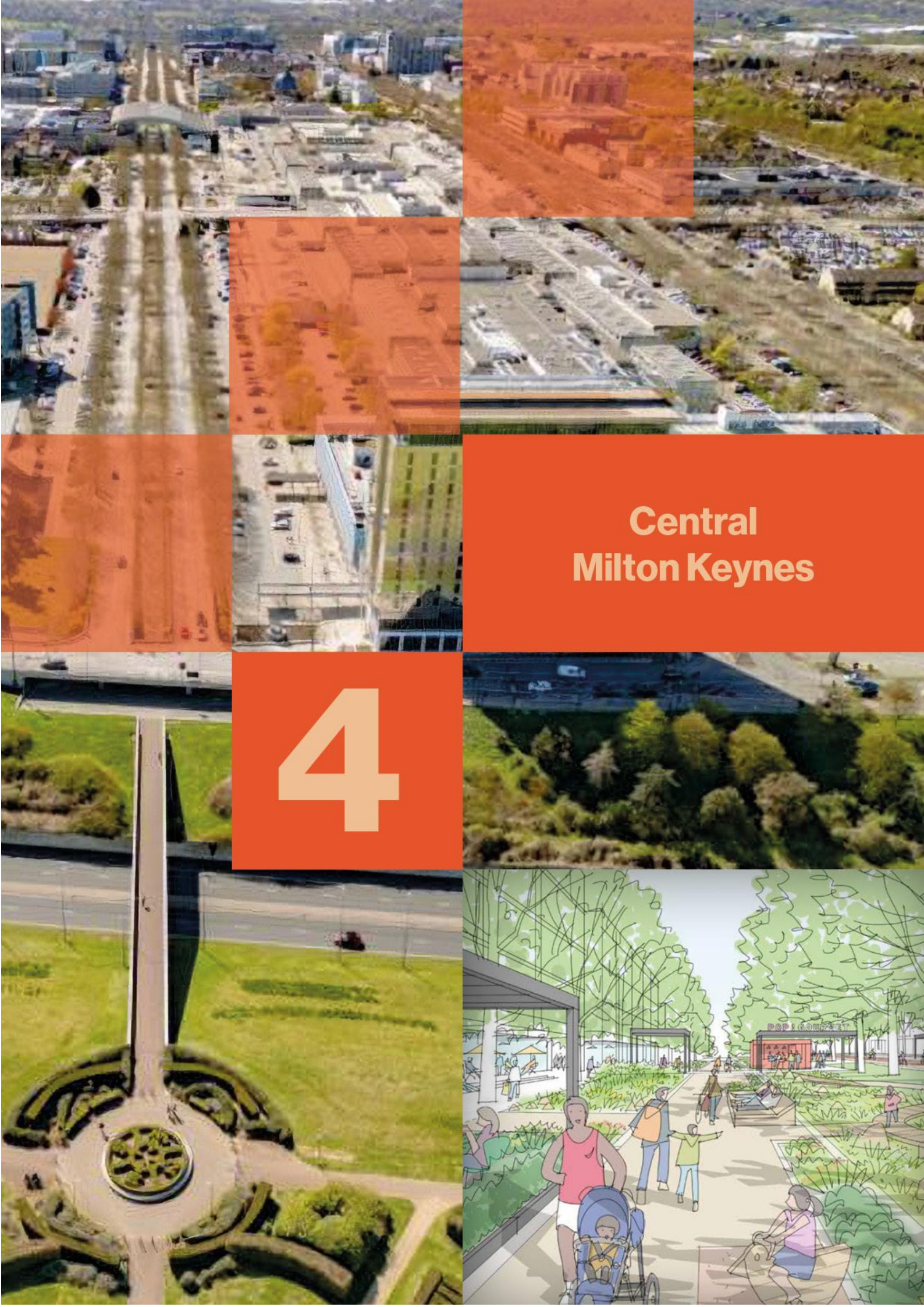
Policy INF2 Infrastructure planning and delivery principles for strategic allocations

Policy type: Strategic

Objectives: 3, 11, 12, 7, 13

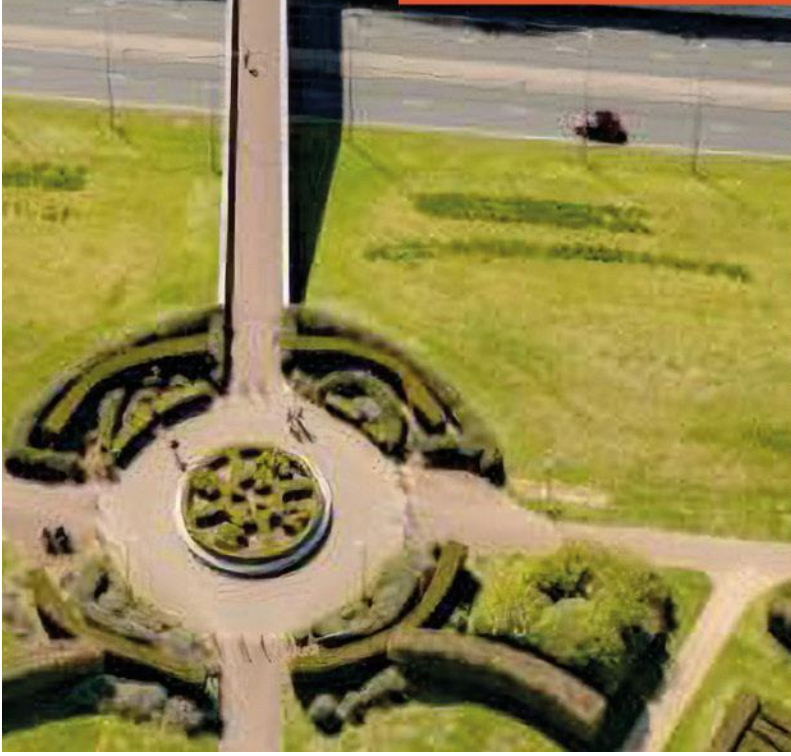
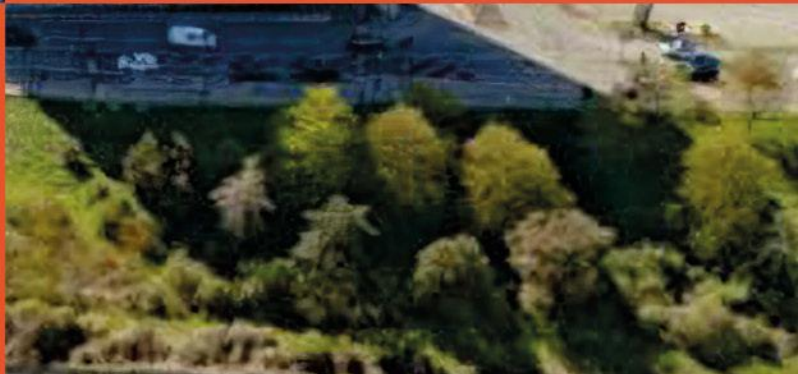
Site/sub-area: Strategic Allocations for Growth (GS12-GS15, GS17-GS19), and sites in the Central Milton Keynes Development Framework Area (CMK2)

- A. In order to coordinate programmes of infrastructure planning and delivery across Strategic Allocations and Central Milton Keynes in a fair, transparent, and efficient way, the Council will encourage a consistent approach to planning obligations using Section 106 Agreements across all development proposals modelled on an overarching Framework Agreement and allocation-wide Infrastructure Delivery Plan.
- B. Where this is not possible or cannot be agreed then development proposals must meet their own infrastructure requirements, including on-site provision of infrastructure.



Central Milton Keynes

4



Central Milton Keynes

A thriving city centre

- 134 **There is a lot to be positive about Central Milton Keynes (CMK) as it is today, but we cannot be complacent about our future or ignore the challenges that the city centre currently faces. We must learn from the past and balance our desire to celebrate the unique qualities of Central Milton Keynes while adapting to new opportunities, priorities and demands.**
- 135 The MK City Plan 2050 sets out our objectives for Central Milton Keynes and provides a policy framework to guide decisions about the sort of place the city centre should be in the future and how things could and should change over the coming decades. We will lead this future, and work with Milton Keynes Development Partnership as a major landowner in the city centre, other investors and our local communities to create a positive future, with Central Milton Keynes at the core of the agenda.

Our vision for Central Milton Keynes 2050

It's 2050 and Central Milton Keynes is a thriving, modern and mature city centre with a vibrant community of residents, workers, learners and visitors who embrace its culture, commercial opportunities and enviable quality of life.

Milton Keynes shows how a city can be “Better by Design”.

Thriving communities

A vibrant and metropolitan place where people want to live and spend their time. A dynamic neighbourhood for people at every stage of life, which has expanded almost tenfold since 2025 to accommodate and provide popular amenities for 40,000 residents. Students are a visible part of the city centre community, making the most of in-person higher education teaching, and of greater collaboration between academia and business.

Culturally significant

An attractive destination with a rich choice of cultural and leisure experiences, nationally recognised venues and things to do. The Midsummer Boulevard Greenway is one of several new public spaces that blend travel, culture and leisure. A new Events Venue attracts well-known acts and has become a focus within a bustling and varied night-time economy.

Economically influential

An internationally important economic hub, excelling in technology, knowledge and creative industries, many of which are anchored in an innovation area that

unites government, universities and business. Significantly more highly skilled jobs have been created, enhanced by the city centre's status within the Oxford–MK–Cambridge region. The legal sector is much expanded, boosted by a Justice Quarter with new Crown Court facilities alongside improved Magistrates and County Courts.

Well-connected

The city centre is well connected locally, regionally and nationally with much faster East to West train and road connections, and greater capacity in the North to South rail network. Car use is lower thanks to well-developed and affordable public transport systems – including the Metro – which gives quick access to destinations such as Universal Studios, Silverstone and Luton Airport.

Greener and more sustainable

Renowned for its greenness, the city centre's parks, gardens and open spaces are enjoyed by all as happy and healthy places. They also represent the city's environmental resilience and renowned contribution to tackling climate change. This sustainable and adaptive city centre has been developed with innovative building and renewable energy technologies, and pioneering testbed technology trials continue to teach other cities how to be smarter.

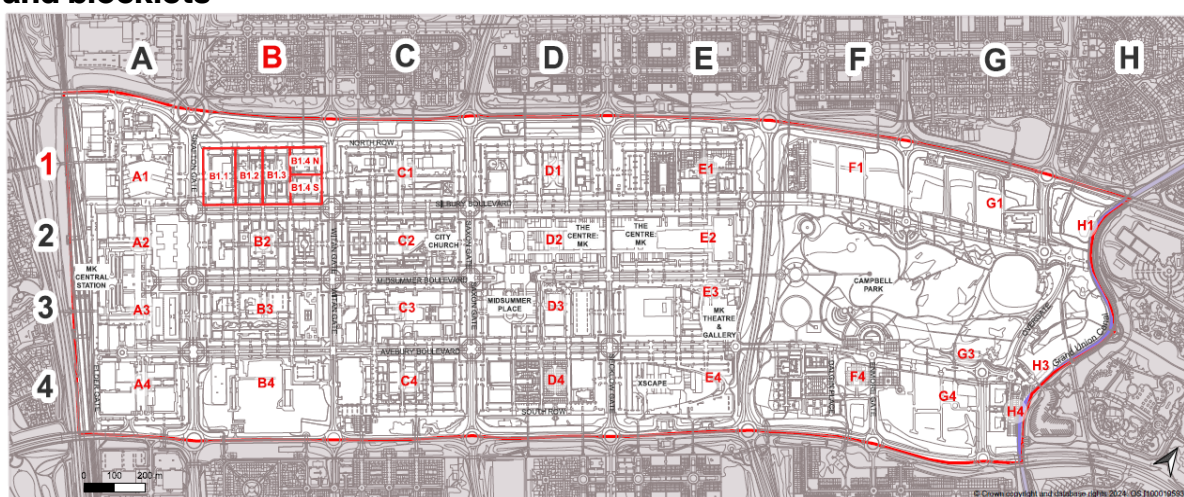
A Development Framework for Central Milton Keynes

- 136 We firmly believe that the future of the city centre is fundamental to the success of the city as a whole and is one of the areas that will see the most change over the coming decades. New development and growth in the city centre will help to attract further investment which benefits both existing and new residents from across the city and will allow us to continue to address the existing challenges the city centre faces.
- 137 We have worked closely with some of the country's best urban designers to think about the future of Central Milton Keynes to understand how new development proposals can create lasting, positive change that improves the way the city centre works for the people who spend time here, continues its economic success and makes it fit for the future.
- 138 To guide the future development of Central Milton Keynes, to ensure the city centre maintains and develops its position as a regional centre and the driver of the city's economy, and to provide further interpretation of the MK City Plan 2050 policies, a Central Milton Keynes Growth Opportunity Study has been prepared.
- 139 This covers the area shown in Figure 6, which is bounded by the West Coast Mainline, the Grand Union Canal, H5 Portway and H6 Childs Way. When referring to Central Milton Keynes, we mean Central Milton Keynes or the City Centre including Campbell Park and the blocks immediately adjacent to it

between the H5, H6 and Grand Union Canal. The references to individual blocks or blocklets use the naming convention as set out in Figure 6.

- 140 The framework and policies set out a coherent yet flexible approach that recognises the huge potential that the city centre has, both due to its sheer scale and because of the ambitions of the place to become an even stronger centre on the national stage. Change is coming to Central Milton Keynes, and our framework puts in place the parameters that will make sure it can be delivered in the most effective way for all our citizens.
- 141 Over the plan period, Central Milton Keynes will be the focus for:
- Around 16,000 additional new homes (including completions and commitments from 2022)
 - Community facilities and infrastructure to support a growing city centre population
 - Around 26,900 additional jobs
 - Around 300,000 square metres of office floorspace predominantly located within the Downtown Business Quarter and Block B4
 - Around 66,200 square metres of comparison retail floorspace and around 2,000 square metres of convenience retail floorspace
 - Development of higher education facilities, including purpose-built student accommodation
 - Additional food, drink, hotel, leisure and cultural provision
 - A multi-use Events Venue
 - Improved justice facilities including a new Crown Court
 - A new cultural attraction in Campbell Park.

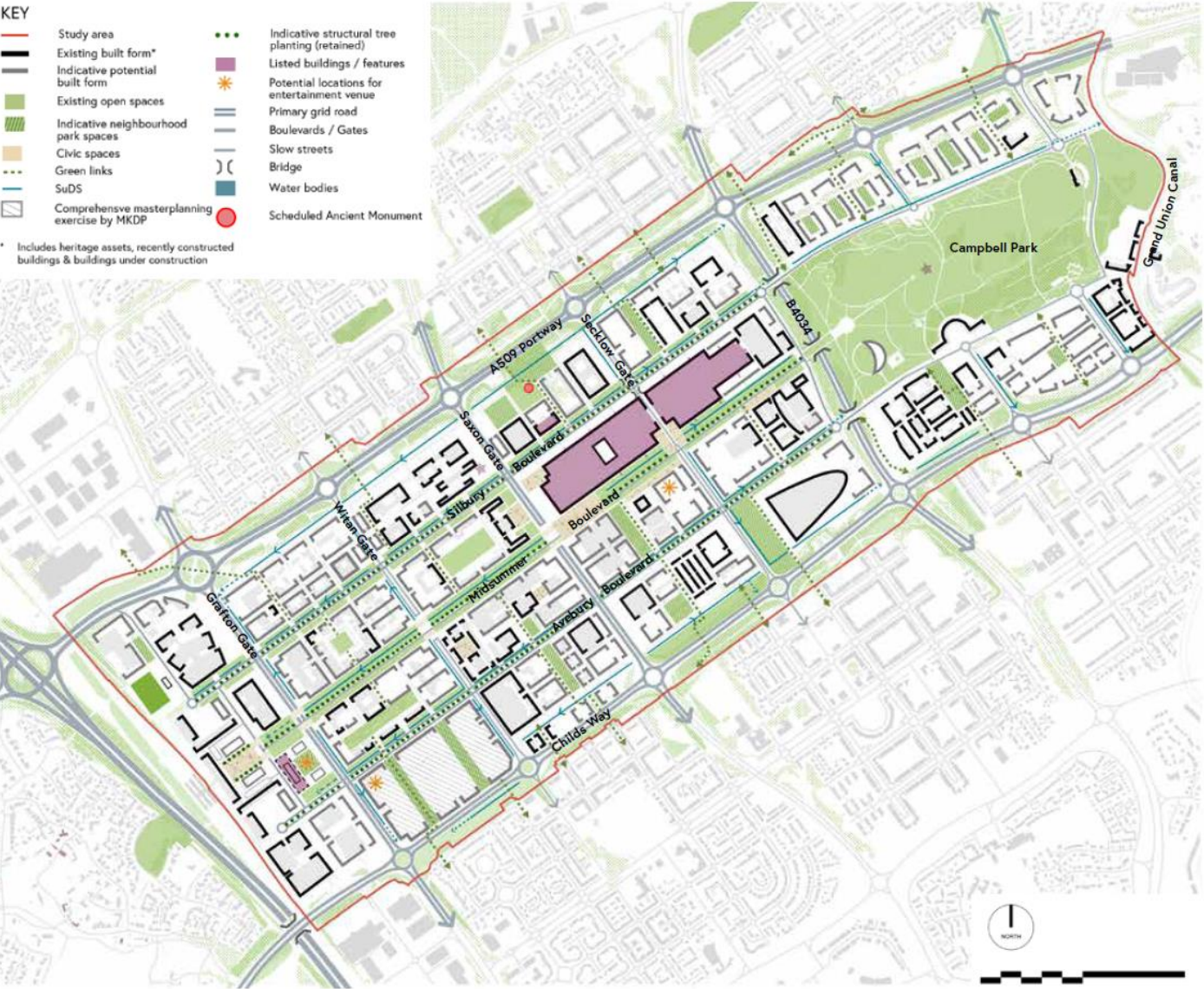
Figure 6. Central Milton Keynes policy and framework area showing blocks and blocklets



- 142 Building upon the work undertaken in the Central Milton Keynes Growth Opportunity Study, we have set out through these policies a series of placemaking principles that new development proposals will be expected to meet. These principles work with the modernist grid put in place through the

original plans for Central Milton Keynes, using it as the structure for future changes. They will enable the evolution of a place that is maturing and intensifying, and that must adapt to make sure it meets its full potential.

Figure 7. Central Milton Keynes Development Framework



143 The Central Milton Keynes Development Framework shown in Figure 7 will promote more intensive use of land where development would benefit the townscape, provide complementary land uses and new amenities, and provide for an enhanced public realm. This includes:

- a) Reconfiguration of Station Square to provide for increased development and higher quality public realm;
- b) Creation over time of a new high-quality active travel route and area of public realm – referred to as the Midsummer Boulevard Greenway – linking Station Square with the Shopping Centre, and onwards to Campbell Park. This will be the key route for Mass Rapid Transit – referred to as the Metro – as it moves through the city centre;
- c) Development of the existing surface car park at the Old Bus Station to create a new Events Venue and public realm;
- d) Comprehensive master planned development of Block B4 as the last remaining undeveloped city centre block;
- e) Opportunities for partial development of land currently used as surface-level car parking and green space lying between North Row and Portway (A509) and land lying between South Row and Childs Way;
- f) Partial development of land currently used as surface-level car parking facing onto the Gates;
- g) Development of parcels north and south of Campbell Park.



Uses in Central Milton Keynes

144 Central Milton Keynes will continue to be promoted as the focus for retail, office, residential, cultural and leisure activity as part of making the city centre a more people-friendly and healthy place for a range of users. New development should make a positive contribution to improving the vitality of the city centre through a mix of uses, as set out in Figure 8, and securing high-quality design. Alternative uses within these quarters must not undermine the delivery of the focus land use of each quarter.

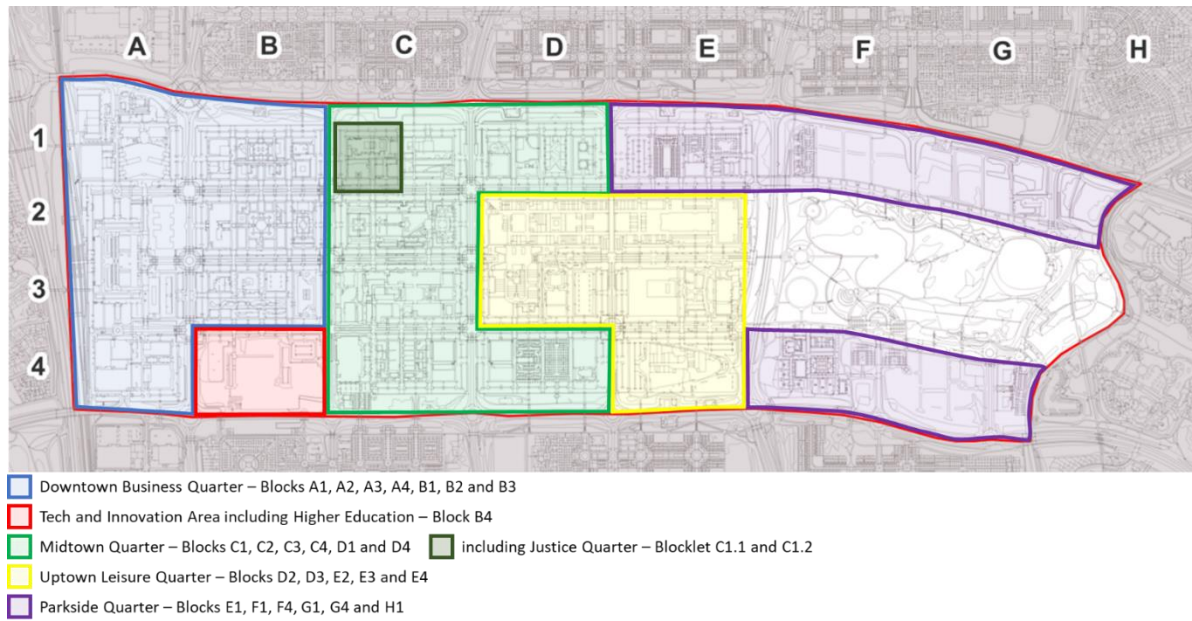
145 As set out in Policy CMK1, these four city quarters are intended to provide a distinct purpose and character. They are intended to be used for assessing any changes to the predominant uses through the planning process rather than marketing or place branding.

- The Downtown Business Quarter and Block B4 will use the benefits of proximity to the central station and existing businesses to reinforce the office and employment focus of this part of our city centre and provide strong linkages with the proposals to develop an undergraduate university as part of a Tech and Innovation Area.
- The Midtown Quarter will provide a greater mix of uses; residential, office, cultural, retail, community and civic, including the Justice Quarter with an intention for much improved justice facilities with a new Crown Court.
- The Uptown Quarter will encourage a greater focus on retail, cultural, community and leisure facilities, reflecting the existing mix of uses and activities already taking place here.
- Finally, the Parkside Quarter adjacent to Campbell Park will be mainly residential and provide the opportunity to create a far greater mix of types of homes for future residents of Central Milton Keynes as part of new neighbourhoods.

Employment uses

146 During the MK City Plan 2050 plan period, we expect the creation of 26,900 additional jobs in Central Milton Keynes across a range of sectors including tech, digital and knowledge-intensive businesses, education, the creative and cultural sectors, as well as retail and hospitality.

Figure 8. Central Milton Keynes Quarters



Housing

- 147 Higher-density residential blocks will be appropriate along the Boulevards. Development along North and South Row and in the blocks adjacent to Campbell Park will be more appropriate for larger units, townhouses and single-family homes.

Justice Quarter

- 148 We have an ambition to improve the city's justice facilities. This includes provision of a Crown Court, improvements and expanded capacity at the County Court, provision of other office space suitable for legal firms, and flexible space for visiting legal professionals. It could also include long-term improvements to the Thames Valley Police facilities in Central Milton Keynes. The intention is to create an area focused on justice provision that meets the needs of our growing city. This would be based at Block C1 (mainly Blocks C1.1 and C1.2) as the location of the existing County and Magistrates Court buildings. We have been in discussion with His Majesty's Courts and Tribunals Service, the Ministry of Justice and Thames Valley Police about how benefits of an improved Justice Quarter could be delivered and will continue to explore opportunities for how we may be able to deliver the project. By improving justice facilities in a distinctive new quarter, we aim to support the creation of new specialist and high-quality jobs working within this sector.

Events venue

- 149 Following the Strategy for 2050, we have explored the opportunity for a multi-use events venue in Central Milton Keynes. A feasibility study has recommended an arena with a maximum capacity of around 4,000 people, geared towards entertainment events (music, comedy, family shows, etc.) and conferences/exhibitions. It should also include flexible spaces suitable for conferences and e-sports as well as the potential to create an 'immersive experience'. It is intended the events venue will be located on the surface-level car park adjacent to the Old Bus Station. Operator procurement and more detailed planning for the venue is being undertaken by Milton Keynes Development Partnership who will lead the delivery of the project.

University and Tech and Innovation Area

- 150 We have a long-held ambition for undergraduate teaching in Central Milton Keynes. We have worked with the Open University (OU) on the potential to establish in-person teaching for students in a new sister institution in the city centre as well as with other possible Higher Education providers. It is also possible that MK College will move some, or all, of their operations from their Leadenhall site to the city centre.

- 151 Previously, it had been intended that this would happen on Block B4, which had previously been identified for Higher Education and related uses, but an alternative approach would be to make provision in other parts of the city centre, including through the re-use of existing buildings. Proposals for other Higher and Further Education providers to expand or create new provision elsewhere within Central Milton Keynes, in particular as part of the Downtown Business Quarter, will also be supported.
- 152 Alongside Higher Education, a Tech and Innovation Area has been proposed within the Downtown Business Quarter. Our ambition is that this should be a place that encourages tech and innovation, with the sorts of spaces that are flexible and adaptable for different business users of different scales, including start-up and scale-up, as well as the potential for major flagship employers. It will also:
- require a strong inward investment and economic development strategy that enables strong collaboration between businesses and academia, including spin-out businesses and commercialisation of research outputs;
 - take advantage of existing local businesses to act as ambassadors for the city and co-create the vision for the area.
- 153 This will help secure the provision of high-quality jobs and support a thriving city centre.

Policy CMK1 Central Milton Keynes Development Framework Area

Policy type: Strategic

Objectives: All

Site/sub-area: Central Milton Keynes, including Campbell Park

A. In addition to development quantum identified elsewhere in the plan in relation to employment and retail floorspace, development within Central Milton Keynes will contribute to the delivery of the following uses as part of a vibrant and thriving city centre, including:

1. Around 16,000 additional new homes (including completions and commitments from 2022);
2. Community facilities and infrastructure to support a growing city centre population, including primary health care, education facilities, community space, library space and arts/cultural space;
3. Development of higher education facilities, including purpose-built student accommodation;
4. Additional food, drink, hotel, leisure and cultural provision;
5. A multi-use Events Venue;
6. Improved justice facilities including a new Crown Court; and
7. A new cultural attraction in Campbell Park.

- B. Development proposals in Central Milton Keynes will be required to demonstrate that they are in accordance with the Central Milton Keynes Development Framework shown in Figure 7.

Central Milton Keynes Quarters

- C. Development proposals should support patterns of land use within the Central Milton Keynes quarters, as shown in Figure 8, in accordance with the following criteria:
1. With the exception of proposals for a multi-use Events Venue at the Old Bus Station and adjacent car park, development proposals within the Downtown Business Quarter should provide at least 80% of the active non-ancillary floorspace for office, education, research and development, and/or hotel use. Education and/or research and development uses include in-person Higher and Further Education teaching, and purpose-built student accommodation;
 2. Development proposals on Block C1 must not undermine, and will be supported where they enable, the delivery of improvements to the city's justice, law and governance provision, including provision for a Crown Court;
 3. Development proposals within the remainder of the Midtown Quarter for residential, community, cultural, retail, hotel, office and/or education uses will be supported to create and maintain a mixed-use character;
 4. Development proposals within the Uptown Leisure Quarter should include, or make provision for, retail, hotel, cultural, community and/or leisure uses;
 5. Development proposals within the Parkside Quarter should be residential-led that provides a mix of house types and tenures.

Block B4

- D. Development proposals on Block B4 should be in accordance with a masterplan approved by the Council prior to planning permission being granted and demonstrate how they complement growth across the Downtown Business Quarter, in particular the delivery of Higher Education and a Tech and Innovation Area.

Infrastructure and land use principles for Central Milton Keynes

- E. Development proposals will be supported where they:
1. Create small, flexible or affordable premises for retail, office, leisure or cultural uses to support start-up, scale-up and independent businesses, including the continuing operation of the Central Milton Keynes Market;
 2. Deliver inclusive cultural and leisure facilities that diversify the city centre, including supporting the evening and night-time economy;

3. Enable meanwhile uses that help to maintain the ongoing vitality and viability of the city centre when vacancies arise;
4. Provide residential-led mixed-use development proposals on areas of surface level car parking along North and South Row (with the exception of areas within the Downtown Business Quarter) that provide and/or enhance pedestrian crossings into neighbouring grid squares; and/or
5. Deliver development and interventions associated with other infrastructure projects in the city centre as identified through the Milton Keynes Infrastructure Study and Strategy.

Placemaking principles for Central Milton Keynes

- 154 The Development Framework for Central Milton Keynes (Figure 7) represents the output of significant investigation that has taken place into the potential for future growth within Central Milton Keynes. This has included:
- Placemaking Principles Review (March 2023) prepared by Allies and Morrison to bring together the learning from previous plans and strategies covering Central Milton Keynes.
 - Masterplan Framework (April 2024, revised 2025 following the Regulation 18 consultation) led by Corstorphine and Wright that embeds these principles into a future strategy for the growth of Central Milton Keynes.
 - A Heritage Impact Assessment (May 2025), prepared by Montagu Evans to review the impacts of the Central Milton Keynes placemaking principles and tall building strategy.
- 155 These placemaking principles have been incorporated into Policy CMK2 to provide a clear direction for the consideration of new development proposals within Central Milton Keynes.
- 156 We will approve additional guidance, including that for open space and a design code(s), to guide development proposals over the plan period. For example, the creation of pocket parks throughout Central Milton Keynes will be encouraged, including through the re-use of areas of public realm or surface-level car parking. These may be located along the Midsummer Boulevard Greenway, or within the green frame around the city centre, to serve local communities and provide enhanced links through blocks.

Central Milton Keynes building lines

- 157 In some parts of the city centre, we will encourage proposals which create a new building line closer to the main carriageway (on the Gates and through comprehensive development proposals on Block B4). All development proposals should make efficient and sustainable use – or reuse – of land and buildings, enhance the vitality of the city centre, create people-friendly spaces and encourage more active forms of movement.
- 158 We will prepare a Design Code(s) for Central Milton Keynes that will set out key design requirements, and provide specific, detailed parameters and guidance to ensure a consistent approach to design. We will also engage Design Review Panels (DRP) to critically review individual development proposals to ensure high-quality design and architecture is delivered within Central Milton Keynes.

Policy CMK2 Central Milton Keynes placemaking principles

Policy type: Strategic

Objectives: All

Site/sub-area: Central Milton Keynes, including Campbell Park

Development proposals in Central Milton Keynes will be supported where they follow the placemaking principles below.

Movement

- A. Development proposals should make provision for, and/or enhance, sustainable public transport, including Metro, and active travel to prioritise the use of the public realm for active modes of travel over private vehicles through:
1. Supporting the delivery of the Metro along Midsummer Boulevard;
 2. Supporting the creation of a Greenway along Midsummer Boulevard that promotes active travel, provides for safe and inclusive pedestrian and cycle movement, and creates opportunities for pop-up uses, play, and spaces to rest, dwell and allow for social interaction, biodiversity enhancements, and sustainable drainage;
 3. Promoting inclusive and safe pedestrian links and routes through Central Milton Keynes Blocks and Blocklets and improve wayfinding to enhance pedestrian accessibility between Boulevards and Gates and increase legibility for all users; and
 4. Supporting the creation of more inclusive and safe pedestrian links and routes to Campbell Park, including through the provision of a more legible connection to Campbell Park in the form of a 'green bridge' from Midsummer Boulevard.

Parking

- B. Development proposals must manage the level of parking needed to support a vibrant city centre while maintaining high levels of convenience, through:
1. Coordinating the phased reduction of 'front of house' surface car parking areas in tandem with improvements to public transport provision and satisfactory re-provision of parking to other appropriate locations in the city centre; and
 2. Managing retained and re-provided parking areas to allow flexible usage to meet different demand profiles.

Block and grid structure

C. Development proposals should respect the grid structure and street hierarchy of Central Milton Keynes' classic infrastructure through:

1. Retaining and reinforcing the established building line along Silbury and Midsummer Boulevards;
2. Proposals on Block B4 should respect building lines established by adjoining developments on Avebury Boulevard; and
3. Allowing the building line fronting Gates to move closer to the road in order to make more efficient use of land.

Streets and pavements

D. Development proposals should create or maintain an inclusive, vibrant and active street scene and sense of place through:

1. Prioritising and focusing active ground floor frontages along the Boulevards, making the adjacent public realm a safe and attractive space to use;
2. Avoiding or minimising inactive ground floor frontages along other routes, including Gates;
3. A pragmatic and structured approach to the classic infrastructure that is part of Central Milton Keynes' heritage and unique identity, ensuring new public realm respects this legacy;
4. Retaining underpasses including those serving Midsummer Boulevard junctions as part of the Greenway project, while improving at-grade crossings to Station Square and along/across Midsummer Boulevard;
5. Providing footpaths and new Redways running parallel to Gates where building lines on the Gates are extended into existing surface parking areas; and
6. Building design of frontages facing active travel routes along Boulevards and Gates to provide opportunities for people to shelter from weather.

Gardens, parks and city Squares

E. Development proposals should enhance the green character of Central Milton Keynes and encourage greater access to open space through:

1. Providing new and/or enhanced publicly accessible open space, in accordance with guidance published by the Council for open space provision within Central Milton Keynes; and
2. Supporting improvements to Station Square to enhance this gateway into Central Milton Keynes as a place of arrival; and
3. Where appropriate:
 - a. Prioritising the provision of multi-functional open space, including opportunities for play and space for growing food;

- b. Retaining existing street trees that line the Gates verges where building lines have been extended into surface parking areas;
- c. Providing sustainable drainage systems as above ground multi-purpose systems alongside Gates and/or Boulevards, unless this would not be technically feasible.

Density and height

- F. Proposals that promote the sustainable use of land in ways which maintain Central Milton Keynes' existing grid structure and make a positive contribution to its skyline in line with Policy CMK3 will be supported where they:
1. Create landmark and/or gateway buildings of high-quality design and architecture at arrival points on the Gates from Childs Way and Portway, Blocklets adjacent to the railway and bus stations, key nodes on intersections between Boulevards and Gates and the arrival points to and from Campbell Park;
 2. Enhance the sense of arrival, assist with wayfinding and legibility within Central Milton Keynes;
 3. Encourage reuse and adaptation of existing buildings, unless this would not be technically feasible, would not deliver high-quality development and/or demolition and comprehensive redevelopment would unlock a more sustainable use of land; and
 4. Where residential development is proposed and would not conflict with Policy CMK1, it would be within the following density ranges:
 - a. Around 425 dwellings per hectare within Blocks B2/3, C2/3, D2/3 and E2/3 subject to criteria set out in CMK1 Part C above.
 - b. Around 135 dwellings per hectare within the Parkside Quarter.
 - c. Around 350 dwellings per hectare elsewhere in the city centre subject to relevant land use criteria set out in Policies CMK1.B and CMK1.C.

Building design

- G. Deliver sustainable buildings and support high-quality, innovative and forward-looking design by promoting more efficient perimeter block typologies incorporating a diverse range of building types that clearly distinguish between 'public' fronts and 'private' backs.

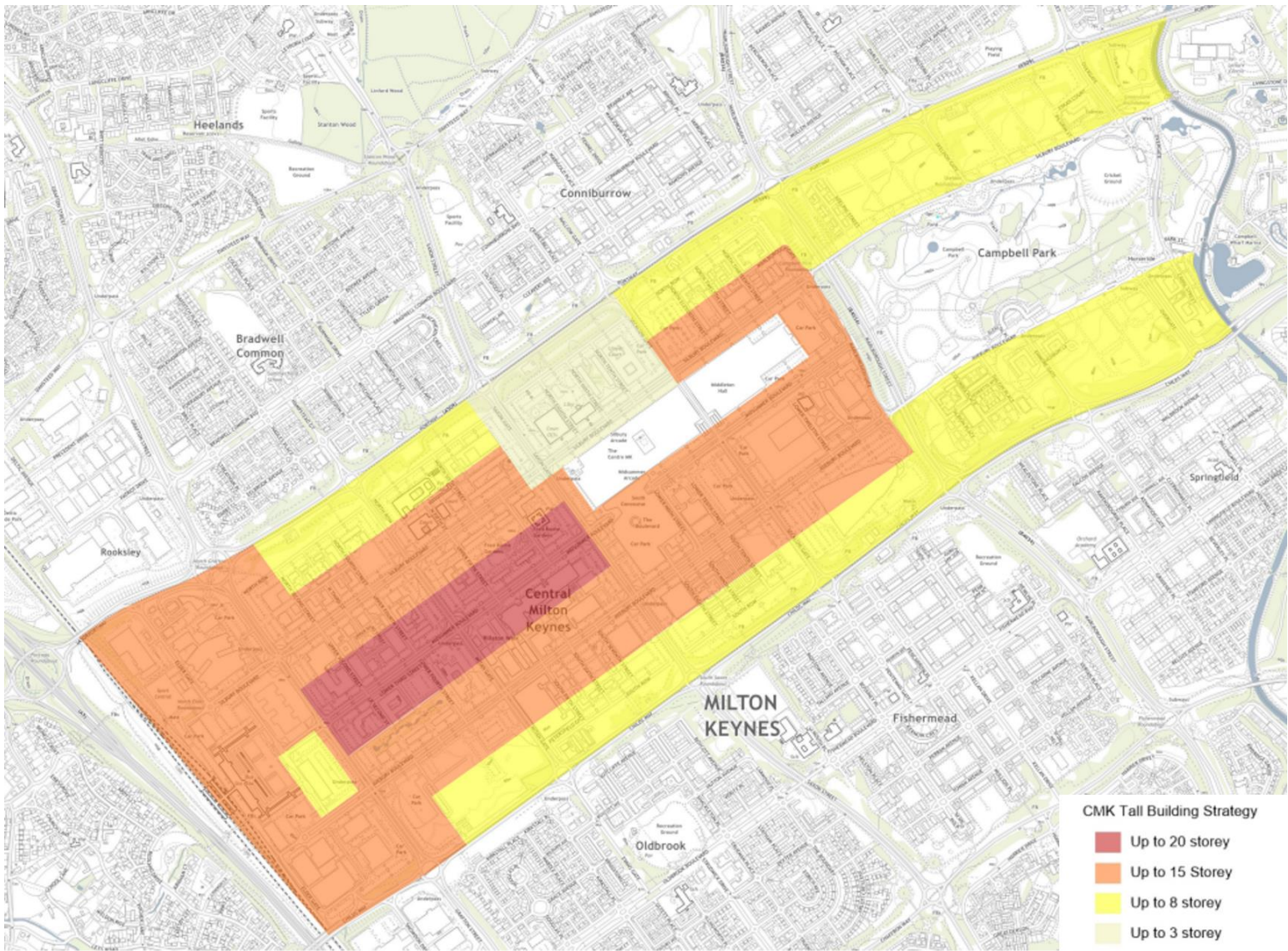
Taller buildings

- 159 Historically, the city centre has seen a lower density and low-rise form of development, but to help create a more vibrant and active place, we recognise that there will need to be a greater density of development and some taller

buildings in Central Milton Keynes. Taller buildings are considered an appropriate form of development within specific areas of Central Milton Keynes, as defined by Figure 9 Central Milton Keynes Building Height Thresholds Plan. This plan has been developed using the Central Milton Keynes Growth Opportunity Study and Tall Building Strategy. It provides a simplified framework for decision-makers, whilst taking account of a wide range of sensitivity and suitability criteria, as set out in those background evidence studies.

- 160 Within CMK, tall buildings will play an important role in defining the spatial hierarchy. Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges. Taller buildings should be in the vicinity of public transport nodes, along the Midsummer Boulevard Greenway, and at gateways which contribute to positive placemaking and wayfinding, whilst being sensitive to surrounding uses and heritage assets, as shown in Figure 9.

Figure 9. Central Milton Keynes Building Height Thresholds Plan



- 161 In broad terms, the framework provides for increased height along Midsummer Boulevard, stepping down towards the periphery of Central Milton Keynes. This will:
- Aid the curation of a 'skyline cluster' of taller buildings in the central area, and close to the station.
 - Be sensitive to Listed Buildings and other heritage assets.
 - Mitigate transition of scale between the city centre and the domestic scale of the established neighbourhoods bordering it.
- 162 We recognise that there is a grouping of designated and non-designated heritage assets on Silbury Boulevard to the north of the Shopping Building (Centre:MK). These, alongside the original public realm and infrastructure, capture the original and early architectural character of Central Milton Keynes. The low height of the buildings in this zone is a key characteristic that contributes to its unique identity. Recognising this, the Central Milton Keynes Building Height Threshold Plan indicates a zone of lower heights in order to preserve this unique identity for future generations. Alongside the threshold heights indicated, development will need to accord with heritage policies within this plan and the NPPF.
- 163 The height threshold zones set out in Figure 9, and within the Policies Map, are not intended to set an expectation that buildings must rise up to meet those heights; they are not targets. Building heights that are significantly lower may still be suitable, provided the development is making efficient use of land and meets other design policies, including making a positive contribution to the Central Milton Keynes skyline. We also expect a variety of heights, layouts, designs and massing within each threshold area and within larger development parcels to provide greater visual interest and to avoid a slab-like massing along a frontage.
- 164 Tall buildings within Central Milton Keynes that align with Figure 9 and the Policies Map but are on key sites and/or visually prominent, will require a positive response from an independent Design Review Panel. This must provide evidence that the proposal is of a quality that is appropriate for the proposal's location and visual prominence. The process may also be used to provide a rationale for any deviation from the building heights thresholds shown, however the location for the proposed increased height must be acceptable to the local planning authority and an independent Design Review Panel, and it must be agreed that the design is of exceptional quality.
- 165 For the purposes of Central Milton Keynes, a building will generally be considered tall if it exceeds eight storeys or reaches a height of 25 metres, measured from ground level to the floor level of the uppermost storey. Development of this height is likely to make a substantial contribution to Central Milton Keynes' skyline.

- 166 In most cases a townscape and/or landscape visual impact assessment would be required to establish strategic views and understand if a tall building is appropriate.

Description of high-quality design

- 167 A high standard of design must respond appropriately to the site's location and its existing and emerging context. Particular attention will be given to developments in prominent locations – such as gateways or activity nodes – and to buildings significantly taller than their surroundings, as these shape the character of Central Milton Keynes, contribute to the townscape and aid legibility.
- 168 Whether a proposal meets the required design standard set out in policy will be assessed through consultation with the Design Review Panel.

The design review process

- 169 Major planning applications, including tall buildings in Central Milton Keynes, are expected to undergo a design review process agreed through a Planning Performance Agreement (PPA). This ensures design quality appropriate to the site and context. The process includes a minimum of two meetings:
1. Pre-application stage when sufficient information is available; and
 2. Prior to submission of the planning application.
- 170 At each stage, the Design Review Panel will issue a RAG Score (red, amber or green) based on the proposal's quality. While the Local Planning Authority remains the decision maker, the panel's score will be a material consideration. At the time of preparing MK City Plan 2050, the RAG score is based on the 'Building for a Healthy life' criteria. The Local Planning Authority will advise whether and how this has changed over the course of the plan period.

Exceptional standard of design

- 171 As set out earlier, all proposals in Central Milton Keynes are expected to be of a high-quality design. However, proposals seeking to exceed height thresholds set out in the Central Milton Keynes Tall Building Strategy and/or those on gateway/key sites must meet a higher threshold and demonstrate an exceptional standard of design. This includes outstanding architectural form, quality and appearance that significantly enhances the city's identity and skyline.

172 Such proposals must follow the Exceptional Design Process, agreed through a PPA, which includes:

- Two positive design reviews at pre-application stage; and
- A third positive review at application stage, if the proposal is deemed to justify exceeding height thresholds.

173 The Design Review Panel will assess whether the proposal's architectural, public realm and sustainability features are exceptional and contribute positively to Central Milton Keynes.

A successful design review process

174 Applicants must use Milton Keynes City Council's preferred independent design review provider. Reviews by other providers will not carry weight in planning decisions due to the preferred provider's independence and deep understanding of the local context, with panel members selected based on the nature of the proposal.

175 Design review costs will be borne by the applicant and managed by the Design Review Panel in collaboration with the applicant and the Council.

Divergence from the Tall Buildings Strategy

176 Where proposals diverge from the Central Milton Keynes Tall Building Strategy, applicants must clearly, as a minimum, set out:

- The extent and location of the height threshold exceedance;
- The proposed layout, form, scale, height, massing and proportions;
- A justification for and impact of exceeding the height thresholds, including townscape and visual impact analysis, the relationship with surrounding buildings and spaces and daylight/sunlight studies;
- An explanation of how the proposal represents exceptional design and responds positively to the growth strategy for Central Milton Keynes.

177 The Design Review Panel will consider these and other relevant matters and provide a RAG score using the methodology outlined above. The Design Review Panel may make further recommendations to address detailed matters such as materials and elevational treatment to ensure exceptional design quality outcomes for all schemes that seek to exceed or vary the requirements of the Central Milton Keynes Tall Buildings Strategy.

- 178 The final decision on whether a proposal has achieved a successful design process and is of exceptional design rests with Milton Keynes City Council, informed by the Design Review Panel's recommendations.

Policy CMK3 Central Milton Keynes Skyline and Tall Buildings Strategy

Policy type: Strategic

Objectives: 1, 2, 3 4, 5, 8, 9, 10, 14, 15, 16, 18

Site/sub-area: Central Milton Keynes, including Campbell Park

Central Milton Keynes Skyline

A. Proposals that contribute to creating a distinctive skyline in Central Milton Keynes will be supported where they:

1. Propose buildings of high-quality design and architecture that do not exceed the Central Milton Keynes Building Height Thresholds shown on the Policies Map and which are in accordance with Policies CMK2, PFHP5, PFHP7, PFHP8 and PFHP9; and
2. Where a site spans across two or more threshold zones, the lower threshold zone is the one that triggers how this policy is applied.

Design Review Panel

B. Proposals should be developed in collaboration with the Council's Independent Design Review Panel where they exceed eight storeys, 25 metres or the height threshold as shown on the Policies Map. In such cases:

1. Buildings that are within the height threshold set out in the Central Milton Keynes Building Height Thresholds Plan, as shown on the Policies Map, are expected to meet a high-quality standard.
2. Buildings that exceed the height thresholds set out in the Central Milton Keynes Building Height Thresholds Plan, as shown on the Policies Map, must demonstrate a compelling justification for the additional height and deliver a design of exceptional quality.

Design of tall buildings

C. Proposals for tall buildings in Central Milton Keynes will be expected to meet the following criteria:

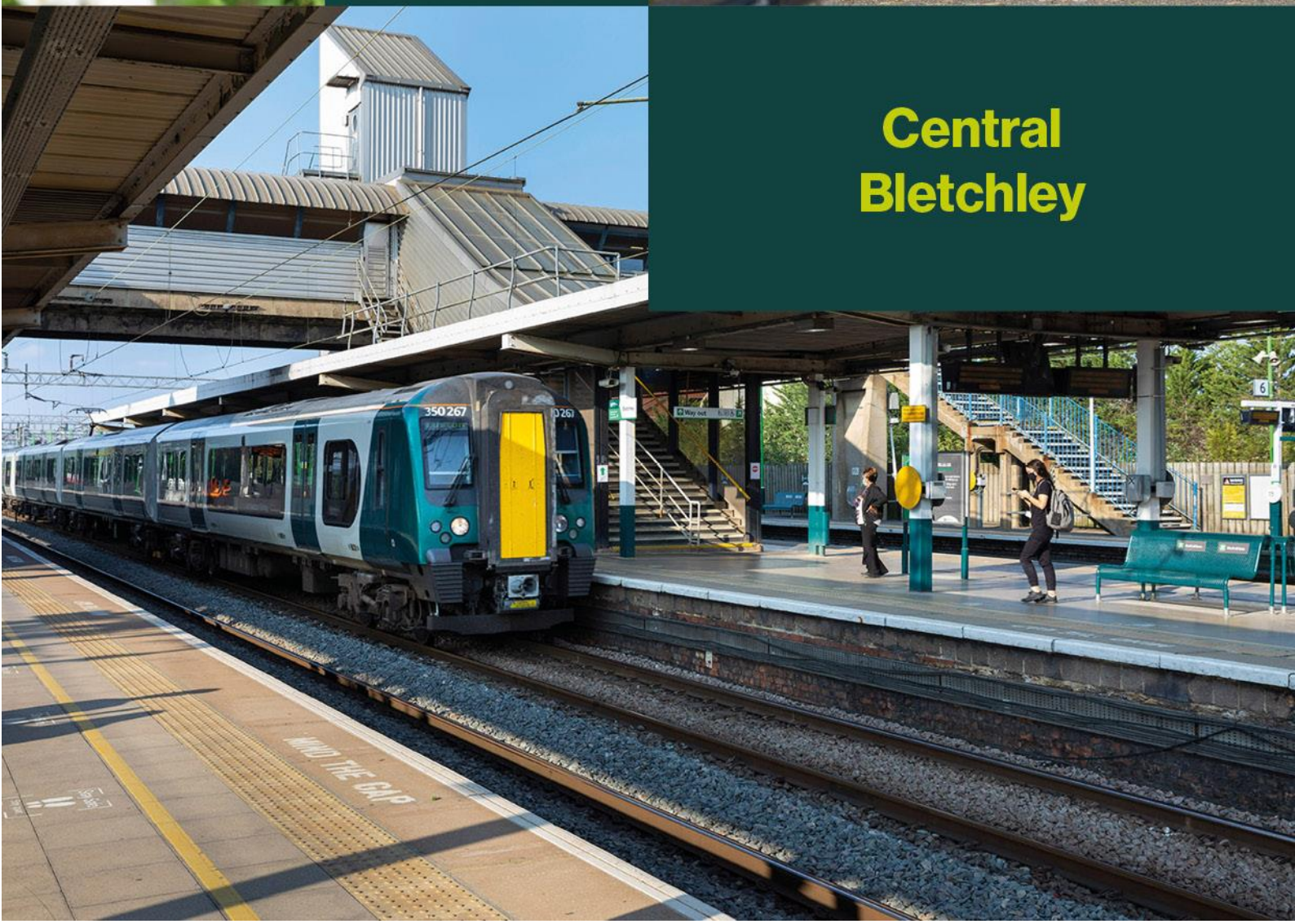
1. Should not have an adverse impact on local or strategic views;
2. Should consider in detail the design of the base, middle and top of the building as follows:

- a. The design of the building's base/podium at ground level must be of a human scale and create a positive relationship with the street or public realm.
 - b. The middle of the building should create a rhythm to the façade and incorporate visual interest, and consider the impact on mid-distance views.
 - c. The top/crown of the building must make a positive contribution to the existing and emerging skyline.
3. Where the boundary or boundaries of the proposal are adjacent to buildings of significantly lower height, parks or other open spaces an appropriate transition in scale between the tall building and its surrounding context must be created to protect amenity and/or privacy;
4. Clustering of tall buildings is encouraged where it reinforces the spatial hierarchy of the local and wider area, aids legibility and wayfinding, and makes a positive contribution to the skyline;
5. Architectural quality and materials must be of a high-standard to ensure the building's appearance and integrity are preserved throughout its lifespan;
6. A variety of layout and building forms, including height, scale, and massing, should be applied across each threshold area;
7. There is no minimum height within each threshold, however, applicants must demonstrate an effective use of land Tall buildings or buildings that impact on the skyline in sensitive locations should be designed with particular care.
8. Tall buildings must be designed to avoid creating uncomfortable or unwelcoming micro-climates including wind tunnelling at street level. Wind, daylight, sunlight penetration and temperature conditions in and around the building(s) and its surroundings must be carefully assessed to ensure they do not compromise comfort, the useability of streets and public spaces, or the amenity of habitable rooms within nearby residential properties; and
9. The cumulative impact of tall buildings must be assessed, taking into account the visual, functional and environmental effects of existing, consented and proposed developments.



5

Central Bletchley



Central Bletchley

- 179 **Bletchley is renowned for its role in World War II as the home of codebreakers, and Bletchley Park is where the world's first programmable computer was built. Bletchley's strategic location between Oxford and Cambridge and its connectivity to London made it an ideal base for wartime intelligence efforts.**
- 180 Today, Bletchley is part of Milton Keynes, a growing digital technology hub located at the centre of the Oxford to Cambridge Growth Corridor, an area which, with its universities, and science and technology firms, has the potential to become Europe's Silicon Valley.

Supporting investment in Central Bletchley

- 181 We support the development of East West Rail (EWR) including the Aylesbury spur connecting Milton Keynes to Aylesbury. Services from Oxford to Bletchley and Central Milton Keynes are set to begin in late 2025 with connections to Cambridge in the 2030s. Central Bletchley seeks to benefit from being at the intersection of strategic East to West and North to South rail routes linking the key cities of Oxford and Cambridge, Birmingham, and London, attracting investment and facilitating its redevelopment and renewal.
- 182 Many redevelopment sites in Bletchley are brownfield and have a combined capacity for over a thousand new homes. Our Housing Trajectory and Strategic Housing Land Availability Assessment (SHLAA) provide further details on development timelines and capacity. Some projects, such as Bletchley View near Princes Way and Albert Street, are nearing completion delivering more than 180 new dwellings.
- 183 Over recent years the development of Central Bletchley has progressed. In November 2019, the Government published the Towns Fund prospectus, setting out how it planned to invest £3.6 billion to support over one hundred towns. We were successful in securing £22.7 million in April 2021 which has led to seven projects being developed through the Bletchley and Fenny Stratford Town Fund.
- 184 The 'Vision for the Bletchley Town Fund' aims to create a thriving and vibrant place for residents and visitors, while building on Bletchley's history of innovation. This includes revitalising Bletchley as a 'town within a city', with sustainable travel options and a strong connection to its technology heritage. The fund aims to enhance connectivity, create new jobs and foster a sense of



place. Institutions like the South-Central Institute of Technology (which specialises in digital technology) and the Milton Keynes College Bletchley Campus in Sherwood Drive in Bletchley contribute to the area's digital and educational development. and add vibrancy to Central Bletchley.

185 Since April 2021 two of the seven Town Deal projects have been completed with enhancements to the Redway network and the renovation of facilities at Bletchley Park to provide new dedicated learning facilities. Among the remaining Town Deal projects to be completed are:

- **Transport hub:** to provide enhanced connectivity from Bletchley Railway Station to and from the town centre by upgrading Saxon Street, capitalising on the opportunities created by the East-West Rail route.
- **Public realm improvements (PRI):** to provide improved public realm along the main commercial streets of Queensway and Aylesbury Street. This project is expected to be completed in March 2026.
- **Technology Park Bletchley:** to provide hardware and equipment to support digital skills development for the town, helping to upskill residents and students.
- **Active marketing of vacant sites:** to work with local businesses promoting Bletchley and supporting the development and growth of the local economy.
- **Revolving Development Fund:** a fund to facilitate the acquisition and re-use of key strategic sites around the area. The fund has enabled the acquisition of the vacant Sainsbury's site adjacent to the Brunel Centre.



Brunel Centre Development Brief

186 A Development Brief for the Brunel Centre was approved by the Council in February 2024. The brief outlines how the redevelopment of the Brunel Centre, former Sainsbury's store, former Wilko store and Stanier Square will help achieve the ambition of a more compact Central Bletchley centred around a regionally significant public transport hub. In addition to retail and residential development, a range of complementary 'main town centre uses' (as defined by the NPPF) including evening economy, community/leisure and cultural uses will

be supported.

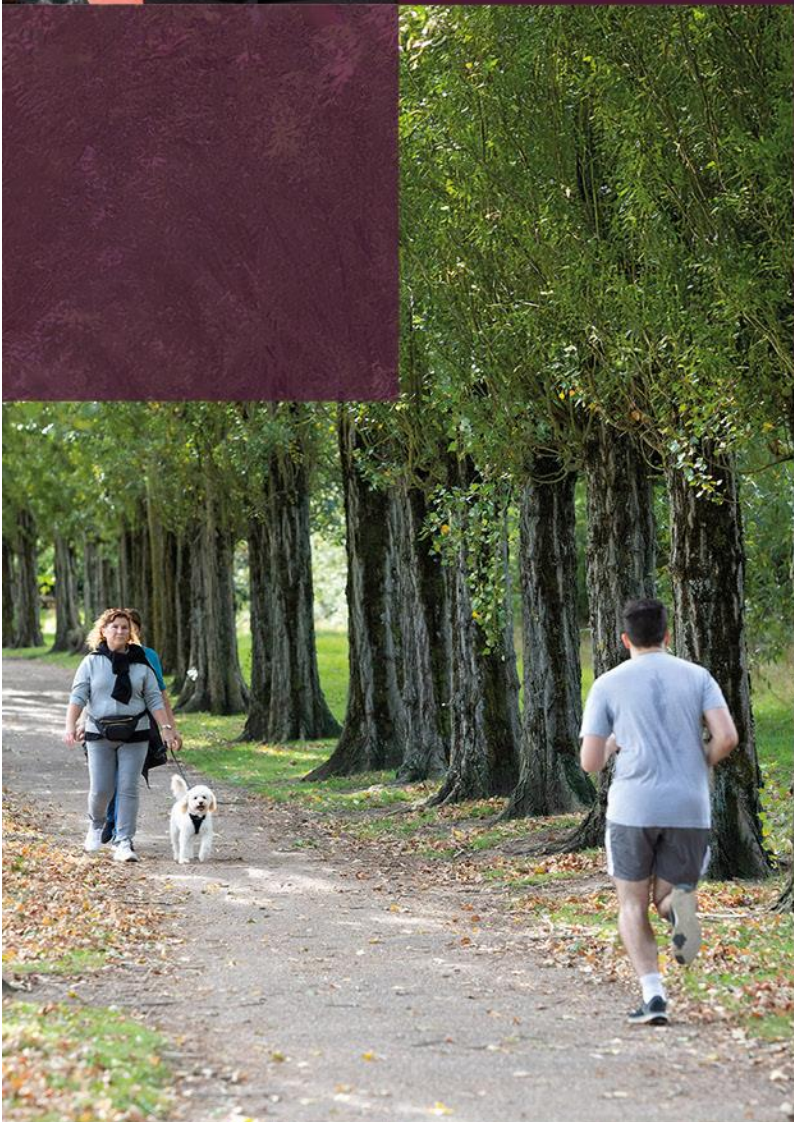
- 187 Taller buildings are expected within Central Bletchley covered by the Tall Buildings Policy PFHP8. The brief acknowledged that the scale and massing of development will need to respect the existing two-storey development along Duncombe Street, Oliver Road and Osbourne Street. Other main town centre uses, such as a hotel, are also appropriate in the area.
- 188 Policy CB1 proposes a convenience store for several reasons. In Policy GS5 Bletchley is defined as a Town Centre whose role is to 'cater for the daily and weekly convenience and comparison shopping and service needs of their catchment populations as well as for the populations of neighbouring suburbs'. The closure of Sainsbury's has diminished food shopping within the town centre, which is unfortunate since food stores can add very significant footfall to a centre and provide substantial spin-off trade to other traders.
- 189 Market conditions for a food store providing healthy food options should improve in the future as Town Deal projects improve the physical and business environment of the area, EWR services increase the area's attraction and the development of over a thousand new homes will provide additional walk-in customers. If a food store is to be provided in Central Bletchley, a store of around 1,000 square metres net is the type of store which is typically sought by operators in the current market. This is likely to be attractive to retailers seeking to exploit the new commuter and resident flows in and around Bletchley. However, if market testing demonstrated there was no demand for such a store, the policy is sufficiently flexible that it does not make it a pre-condition that a convenience store must be delivered on the site if there is demonstrably no demand for one.
- 190 Policy CB1 draws heavily on the projects proposed in the Town Deal and the approved Brunel Centre Development Brief.

Policy CB1 Supporting investment in Central Bletchley
Policy type: Strategic
Objectives: All
Site/sub-area: Central Bletchley
Within the Central Bletchley Area, as defined on the Policies Map, provision will be made for around 1,000 new homes. A. Development proposals within the Central Bletchley Area will be guided by the following principles: 1. Residential-led development proposals should be within a density range of 150 – 250 dwellings per hectare;

2. Redevelopment proposals of the former Wilko store, former Brunel Centre, former Sainsbury's store and Stanier Square should:
 - a. Provide a convenience store of 1,000 square metres (net) at ground-floor level;
 - b. Incorporate a mix of homes including affordable housing; and
 - c. Incorporate other community facilities, such as a health hub, and main town centre uses that enhance the overall provision within Central Bletchley and for the evening economy;
3. Development proposals within Bletchley Town Centre that contribute to a mix of retail, residential, community and other main town centre uses will be strongly supported;
4. Residential-led, mixed-use development on the former Police and Fire Station sites will be supported;
5. Strengthening of Bletchley Railway Station as a major transport hub by safeguarding the delivery of an eastern access and egress to the Station.
6. Improve connectivity between Bletchley Station and the Town Centre through safe, direct and inclusive active travel routes that embrace people-friendly and healthy places principles; and
7. Make provision for public realm improvements along Queensway and Aylesbury Street and enhancing and/or creating a network of community and cultural spaces.



People Friendly and Healthy Places



People-friendly and healthy places

- 191 People-friendly and healthy placemaking is about creating places that are safe, environmentally sensitive, accessible and inclusive. They have a mix of everyday community amenities and uses in the right locations which are provided at the right time in the development process. They exhibit high-quality urban design, architecture and public realm, and create places with identity. The policies within this chapter are intended to ensure development delivers such places.

Delivering healthier places

- 192 Creating people-friendly and healthy places is a key objective of this plan and the planning system. The built and natural environments have a key role to play in the health of our residents alongside socio-economic factors, lifestyle choices, and access to healthcare. All of these are influenced by this plan.

- 193 In Milton Keynes we want everyone to live longer and healthier lives. Overall health in Milton Keynes is broadly like England as a whole. Average life expectancy and healthy life expectancy in Milton Keynes are similar to English averages but lower than the South East regional average.



- 194 However, there are marked differences in health, or health inequalities, within Milton Keynes. The city overall falls among the 40% least

If everyone in MK did an extra ten minutes of walking each day, over ten years it could prevent:

**140 cases
of type 2
diabetes**

**330 cases
of heart
disease**

**120
strokes**

**60 cases
of cancer**

**570 cases of
dementia**

**500 cases of
depression**

**...saving the
NHS £35m**

deprived local authorities in England but, as with most places, this masks the extent of the variation, with some areas of the city falling within the most deprived 10% or 20% of the country. Tackling health inequalities is a priority, both for the City Council and the NHS.

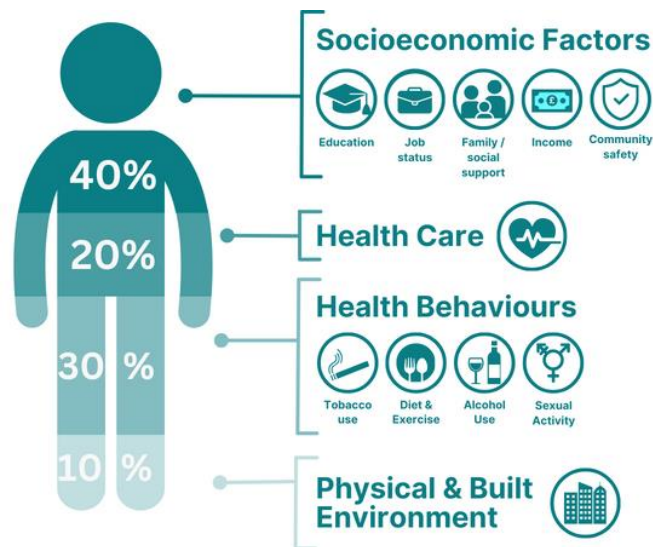
- 195 We will require Health Impact Assessments (HIA) for developments of a scale and type that are likely to have impacts on our residents' health. Any HIA must assess proposed developments against the Healthy Place Principles and identified health needs. It must demonstrate that positive health impacts would be maximised and any negative impacts would be minimised. Any mitigation or promotion measures proposed and accepted shall be secured via an appropriate mechanism. Proposals that would have an unmitigated negative impact on population health may be refused. Our [current guidance for Health Impact Assessments](#) provides technical guidance, support and data sources to assist with the implementation of the policy. In accordance with Institute of Environmental Management and Assessment (IEMA) guidelines, this should be undertaken by a competent expert.



- 196 Creating age-friendly places will help residents of all ages and needs live healthy lives. Places that are friendly and suitable for children and young people will help our youngest residents have the best start to life. As we grow older, we often spend more time in our homes and communities, so our immediate environment has a significant impact on our health, wellbeing and the quality of our lives.
- 197 In addition, the rate of dementia among older people in the UK population is growing. Within Milton Keynes, there is a growing population of over 65s, which is set to increase over the upcoming years. Dementia is therefore likely to become one of the biggest challenges for our community.
- 198 In partnership with the Alzheimer's Society, we have committed to making Milton Keynes a Dementia-friendly City. We want to support people with dementia and their carers to help maintain independence and quality of life. Milton Keynes City Council has an adopted [Dementia-friendly Neighbourhoods SPD](#).

199 Good-quality design and feeling safe and secure in our places can help improve our mental health and wellbeing. The [National Suicide Prevention Strategy for England 2023–2028](#) states that new major developments should consider the risks of suicide in public locations, and guidance on the risks associated with particular buildings and structures can be found within the practice resource [Preventing Suicide in Public Places](#).

Figure 10. Factors affecting health outcomes

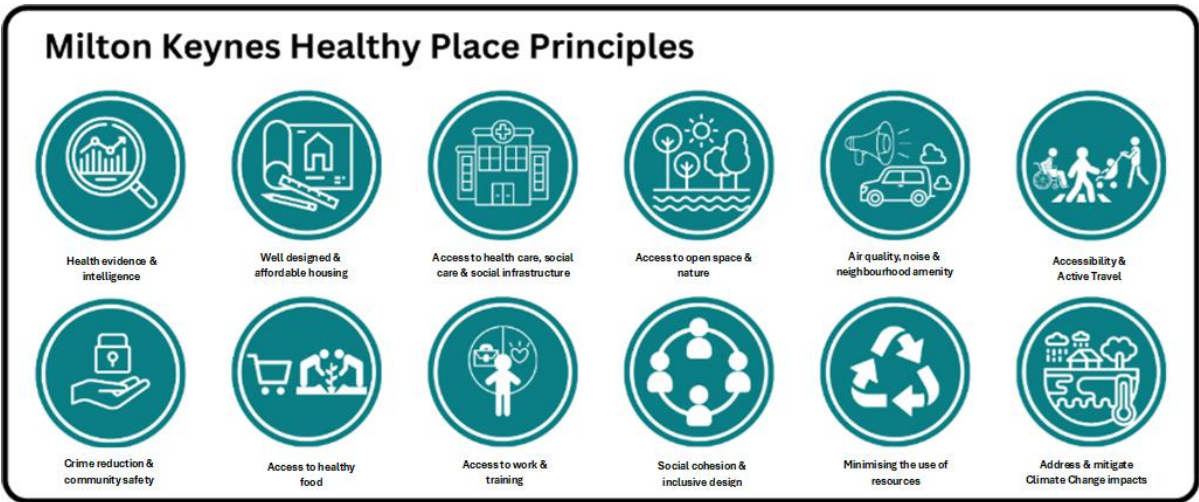


200 To address all of these issues and achieve our objectives around people-friendly and healthy places, we will assess proposals against a set of Healthy Place Principles, as shown below.

201 There is evidence to show that certain uses can harm our residents’ health and wellbeing, both directly and indirectly. This can be exacerbated where residents are experiencing deprivation or health inequalities. Certain types of uses can also cause detrimental cumulative impacts because of their concentration or location. GG

202 Where permitted, developments should display information about local credit unions, debt advice services and/or gambling addiction charities, and smoking cessation services, as appropriate.

Figure 11. Milton Keynes Healthy Place Principles



Policy PFHP1 Delivering healthier places
Policy type: Strategic
Objectives: 1, 2, 3
Site/sub-area: n/a
Health Impact Assessment A. New developments will be supported where they accord with the Milton Keynes Healthy Place Principles set out in Figure 10 and have a positive impact on the health and wellbeing of the Milton Keynes population by reducing health inequalities and addressing local health priorities. Development proposals for the following uses will be accompanied by a proportionate Health Impact Assessment (HIA) to demonstrate this: 1. Employment land or sites (Use Class E(g)(I - iii), B2 and B8) of 5 hectares or 5,000 sq.m (gross) or more; 2. Residential development (Use Class C3) of 50 homes or more; 3. Purpose-Built Shared Living including Co-living, Hostels and Large Houses of Multiple Occupation (Sui Generis) providing 50 or more bedspaces; 4. The following development within Use Class C2: a. Residential Institutions (including care) to be occupied by 25 or more persons; b. Hospitals; c. Prisons, Young Offenders Institutions, Detention Centres, and Secure Training Centres (Use Class C2a); 5. Hot food takeaways and fast-food outlets if consistent with PFHP4; 6. Adult Gaming Centres/Betting Shops, Pay-day Loan Shops and Shisha Premises; 7. Development for the provision of education (Use Class F1); 8. New, expanded or re-designed Minerals and Waste Sites; and 9. Major energy generation developments. B. Reserved Matters applications associated with hybrid/outline planning permissions must submit an Addendum HIA to cover those matters for which approval is sought. C. Development proposals that would have a positive impact on the health of Milton Keynes' population will be supported where it can be demonstrated that the design of the scheme has been informed by the conclusions of a HIA.

Adult Gaming Centres/Betting Shops, Pay-day Loan Shops, and Shisha Premises

- D. In addition to the submission of a HIA, development proposals for Adult Gaming Centres/Betting Shops, Pay-day Loan Shops, and Shisha Premises will be assessed against the following factors:
1. The proximity of the proposal to areas of employment, income and / or health deprivation as reported within the latest English Indices of Deprivation; and/or
- E. The presence of other similar operators (of Adult Gaming Centres, Betting Shops, Pay-day Loan Shops and Shisha Premises) and the clustering of such uses in the local area. Where the development proposal would result in two or more of any combination of these uses in any one length of frontage, planning permission will be refused. Where negative impacts are identified and/or locations assessed to be inappropriate planning permission may be refused for such uses.

Community facilities for people-friendly and healthy places

203 An important part of creating people-friendly and healthy places is providing a suitable range of facilities in the right places to promote walkable neighbourhoods and good physical and mental health. Community facilities, as defined in relation to Policy GS4, make a fundamental contribution to people's quality of life and create successful communities and neighbourhoods where most people can meet their everyday needs within a short walk, wheel, cycle or scoot of their home.

204 It is important that community facilities are in places that are easily accessible by walking, cycling and public transport. Recognising the vital role they play in creating people-friendly and healthy places, the protection and provision of community facilities in new developments must be managed in a proportionate way. This is covered by Policies GS4 and INF1, and other specific policies, such as the provision and protection of accessible open space.



205 Development proposals that result in the loss of community facilities that are commercially run will not be permitted unless we are satisfied that every effort has been made to retain them. Where the lack of commercial viability is a reason to justify the loss of a community facility, this will need to be robustly evidenced

with regards to financial and marketing evidence relating to the existing or last use of the facility. It must be demonstrated that the business has been appropriately marketed for at least six months.

Policy PFHP2 Provision and protection of community facilities
Policy type: Non-strategic
Objectives: 3, 5, 11
Site/sub-area: n/a
Location of community facilities A. Proposals for community facilities will be supported where they: 1. Are in a location that is accessible by walking, wheeling, scooting, cycling and public transport; 2. Meet the needs of the local population; and 3. Are well-related to the existing pattern of development and there is no detriment to the character or appearance of the surrounding area. Loss of community facilities B. Development proposals that involve the loss of an existing community facility will only be supported where: 1. It can be demonstrated that there is no longer a need for the existing use or any type of community use; 2. Satisfactory alternative provision has been, or has been agreed to be, made elsewhere that is equally or more suitable in terms of its overall quality, function, and accessibility by walking, wheeling, scooting, cycling and public transport; 3. The proposal is for an alternative community facility for which it has been demonstrated that there is a greater local need; or 4. The existing use is no longer commercially viable and has been appropriately marketed for at least six months.

Policy PFHP3 New Local Centres
Policy type: Strategic
Objectives: 3, 5, 14
Site/sub-area: n/a
A. Provision of new Local Centres will be required at the following locations: 1. Tattenhoe Park; 2. Eastern Strategic City Extension;

3. East of Wavendon Strategic City Extension;
4. South of Bow Brickhill Strategic City Extension;
5. Levante Gate Strategic City Extension; and
6. Shenley Dens Strategic City Extension.

- B. Development proposals for general convenience stores to address lack of provision and support the criteria of Policy GS4 will be supported.
- C. Land and/or buildings for convenience retail use should be located so that most new homes are within 800 metres of the retail use via active travel routes.
- D. The scale of retail and service provision within new areas of residential development listed above should increase the provision of convenience retail use floorspace commensurate with the scale of the proposed residential development. The scale and location of this use will be indicated within Framework Masterplans approved by the Council.

Proposals for retail and service uses within new residential developments should cater for the needs generated by the residential development's population and not draw significant trade from existing centres.

Supporting healthier food choices

- 206 Where we live, work, shop and learn can affect the food we eat and how healthy we are. This is the Food Environment, and it includes everything someone experiences in those places relating to food and can help determine overall health in the community.
- 207 Between 2016 and 2024, the number of Hot Food Takeaways in Milton Keynes increased by 32%, from 216 to 298 units. The effects are not evenly distributed across Milton Keynes. Hot Food Takeaways are disproportionately located in our more deprived areas, which are also the areas that have the highest proportion of both adults and children living with obesity.
- 208 Two out of three adults and two out of five 11-year-olds living in Milton Keynes are overweight or obese. Tackling obesity is a key priority for both ourselves and the NHS, and one of the priority areas of the 'MK-Deal' – an agreement between ourselves and the NHS to address key health challenges together. The MK Together Health and Care Partnership adopted an Ambition for Health in Spring 2024. This states that for tackling obesity, our approach will be bold and focused on shaping a healthier city and reducing barriers our residents face in making healthier choices, as well as access to medical treatments as appropriate. Our policies below set out a way of managing the prevalence of Hot Food Takeaways and fast-food outlets where there are known health and obesity issues in the city, an approach supported by the National Planning Policy

Framework (NPPF) and the National Institute for Health and Care Research (NIHR). Places where unhealthy food is readily available and highly promoted make it harder for people to make healthy choices. The policy requires [current obesity levels](#) to be taken into account in decision making. Obese children are more likely to become obese adults. Data relating to children is annually collected and published at ward level. For the purposes of Policy PFHP4.E.1, a 'park' is defined as formal outdoor playing fields (including MUGA), country parks, district parks, linear parks, local parks or pocket parks over 2 hectares.

- 209 Where permission is granted for Hot Food Takeaways and fast-food outlets, we may impose restrictions on opening hours.
- 210 However, Hot Food Takeaways don't tell the whole Food Environment story, although they are an important part. 'Food deserts' are defined as areas that are poorly served by supermarkets and where residents struggle to access healthy food at a good price. Food deserts are not just about the availability of food, but also about the quality and affordability of food. It has been identified that certain areas of Milton Keynes are food deserts. Food desert mapping provides the information which could also be used to evidence the need to seek grant funding or target other opportunities and initiatives to promote additional provision, for example mobile greengrocers or the location of food banks.
- 211 Community Food Infrastructure, such as allotments and urban food growing, is also a key component of the Food Environment. It is recognised that access to food growing can improve attitudes towards healthier eating and improve opportunities for fruit and vegetable consumption, as well as improve social connectivity and physical activity. Allotment provision is not evenly distributed across the city, and some of our more deprived areas are also less likely to have access to allotments. Food-growing facilities are pieces of equipment that can be used for food growing, such as planters, raised beds and greenhouses. Balcony and roof spaces can make valuable contributions.
- 212 To ensure a faster delivery of a healthy food environment, the local planning authority will work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted. Significant weight should be placed on the importance of new, expanded or upgraded facilities that deliver affordable, healthy food and drink options when considering proposals for development. This may include community growing areas, allotments and orchards, as well as healthy food and drink shops or restaurants/cafes. While it is recognised that planning conditions and processes offer limited mechanisms to secure the types of food and drink sold, development promoters and landowners are able to secure legal requirements outside of the planning system that may effectively govern these factors. The securing of such covenants cannot be required, but where it is undertaken, it will be given significant weight in terms of the public health planning response recommendation. Measures such as adopting a healthy food ethos or committing to schemes like the Healthier Catering Commitment will also be supported.

Policy PFHP4 Delivering a healthier food environment**Policy type:** Strategic**Objectives:** 1, 3, 8, 14**Site/sub-area:** n/a

- A. Development proposals will be supported where they would contribute to an improvement in the food environment through the protection and provision of allotments and urban food growing, reducing areas within food deserts, and restricting the development of Hot Food Takeaways and fast-food outlets in areas of high childhood obesity.
- B. Development proposals will not be permitted where:
1. The proposal would result in the loss of existing allotments or communal urban food growing spaces unless it can be robustly demonstrated that these are no longer required or viable for such purposes, and that it cannot be used for alternative food growing purposes (such as community gardens or orchards); and/or
 2. The proposal would negatively impact on adjacent allotments and/or urban food-growing space.
- C. All residential development must provide facilities for on-site food growing by residents through:
1. The provision of balcony, or communal, roof-top or unsheltered areas to support food-growing facilities and/or
 2. The provision of adequate private garden space that incorporates food-growing facilities.
- D. Major residential development proposals must provide allotment space to the equivalent ratio of 20 allotments per 1,000 households (0.25 ha per 1,000 population) and provide areas for on-site community orchards. Where this is demonstrated not to be feasible or viable, an off-site contribution will be sought.

Hot Food Takeaways

- E. Proposals for Hot Food Takeaways and fast-food outlets will not be permitted, outside of an existing town centre listed in Policy GS5, where any of the following applies:
1. Within 400 m walking distance of any entry point to a school or further education facility, youth or community centre, leisure centre or park;
 2. Within a council ward where more than 15% of Year 6 pupils are living with obesity;

3. Within a retail frontage where the development would:

- a. result in two or more consecutive Hot Food Takeaways next to one another. Where Hot Food Takeaways already exist in any one length of frontage, a gap of at least two non-Hot Food Takeaways shall be required before a further Hot Food Takeaway will be permitted; or
- b. result in the clustering of uses to the detriment of the character, function, vitality and viability of the defined centre; or
- c. have an adverse impact on the standard of amenity for existing and future occupants of adjacent land and buildings.

Urban design principles for people-friendly and healthy places

213 The National Planning Policy Framework (NPPF) states that, 'The creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities' (para. 131). The NPPF is supported by the National Design Guide which sets out 10 characteristics for well-designed places.

Figure 12. The 10 characteristics of well-designed places (The National Design Guide, Page 8)



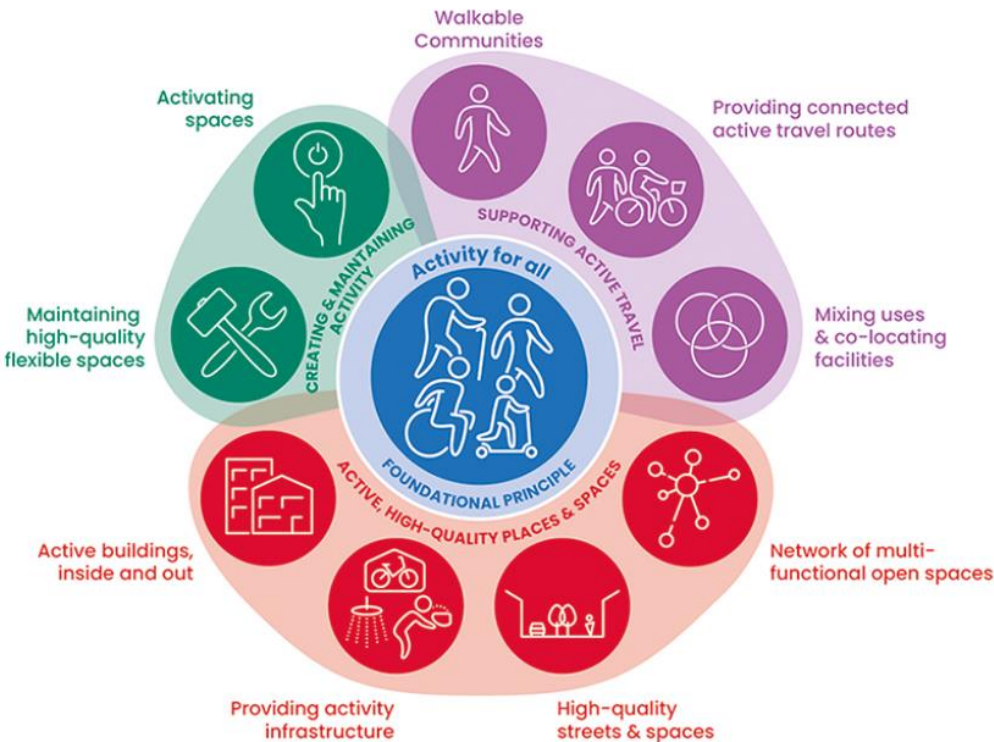
214 The NPPF also promotes Building for a Healthy Life as a tool for assessing and improving the design of new residential development. Building for a Healthy Life assesses 12 design considerations through a traffic light system, with the aim of gaining as many green lights as possible. We will look to use Building for a Healthy Life or other suitable assessment tools and methods to assess major residential development proposals.

Figure 13. Building for a Healthy Life Toolkit (Building for a Healthy life, Page 3)

INTEGRATED NEIGHBOURHOODS	DISTINCTIVE PLACES	STREETS FOR ALL
Natural connections	Making the most of what's there	Healthy streets
Walking, cycling and public transport	A memorable character	Cycle and car parking
Facilities and services	Well defined streets and spaces	Green and blue infrastructure
Homes for everyone	Easy to find your way around	Back of pavement, front of home

215 The design policies in this section support Sport England's drive for Active Design which focuses on three themes: supporting active travel; active, high-quality places and spaces; and creating and maintaining activity. It sets out 10 principles which are supported by this plan. Crucially the urban design policy supports a compact urban form that promotes active travel with high-quality streets and spaces and good access to facilities and open space.

Figure 14. Sport England Active Design Guidance



- 216 Design codes can provide a framework for creating high-quality places. The Levelling Up and Regeneration Act 2023 encourages local planning authorities to prepare design codes. In addition, developers will be required to prepare design codes for large development sites, and neighbourhood planning groups can also prepare design codes as part of their neighbourhood plans.
- 217 The planning authority will also use an independent design review process on high-profile, major planning applications to improve the quality of design and ensure that the design is people-friendly and healthy as well as being appropriate to the location, use and scale being proposed.
- 218 The urban design section is divided into five policies: PFHP5, Designing people-friendly and healthy places; PFHP6, Designing healthy streets; PFHP7, Well-designed buildings and spaces; PFHP8, Tall buildings outside Central Milton Keynes; and PFHP9, Amenity for healthy buildings and spaces. Policy PFHP5, Designing people-friendly places, below, outlines the key urban design principles that must be met to achieve a legible and coherent layout that encourages active travel, is safe and attractive while complementing the existing context and character of the site and surrounding area.



Policy PFHP5 Designing people-friendly places

Policy type: Strategic

Objectives: 1, 2, 5, 7, 8

Site/sub-area: n/a

- A. Development proposals should accord with any approved area-based or site-specific Design Code for the site or wider area.
- B. Development proposals should be based on a thorough assessment of the site, its context and surrounding character. Development proposals will be permitted where they:
 - 1. Respond positively to the site and surrounding context;
 - 2. Create a place with a locally inspired or otherwise attractive and distinctive built form character; and
 - 3. Respond positively to the landscape characteristics of the site, while retaining established and healthy landscape features.
- C. Development proposals should consider the following urban design principles and will be permitted where they:

1. Provide a variety of street types, building sizes and forms, uses and housing tenures across the development;
2. Promote ease of movement by creating places that are permeable and well connected with a safe, attractive and convenient hierarchical network of routes that prioritises active travel;
3. Ensure the fronts of buildings overlook streets and other public spaces, and private spaces are located securely within the block;
4. The layout should be designed to maximise the surveillance of the public realm, considering the prevention of crime, and minimise the perception of crime;
5. Integrate well with the surrounding built and natural environments to enable a high degree of connectivity, particularly for pedestrians and cyclists, and for access to connected green infrastructure for people and wildlife;
6. Provide recognisable routes, intersections and memorable gateway buildings and landmarks to help people to find their way around;
7. Provide soft and hard landscaping that enhances the quality of the public realm, is robust, appropriate to its context and has arrangements in place for its management and maintenance in line with Policy INF1;
8. Ensure buildings and spaces are designed to be adaptable to changing needs over time; and
9. Create compact forms of development that promote walkable neighbourhoods, make efficient use of land and support local public transport, facilities and services.

Healthy Streets

- 219 The Manual for Streets defines a street as ‘a highway that has important public realm functions beyond the movement of traffic’. Streets are typically lined with buildings and are places for people as well as for movement. It is this place function that distinguishes a street from a road, whose main function is accommodating the movement of motor traffic.
- 220 Healthy Streets is an evidence-based approach to improving health and reducing health inequalities through active travel. It uses 10 indicators, shown above, that reflect the experience of being on the streets. These indicators are based on evidence of what is needed to create a healthy, inclusive environment in which people are more likely to choose to walk, cycle and use public transport. Designs for new or enhanced streets should demonstrate how they deliver against the 10 Healthy Streets indicators. The development of streets and other public areas we move through must respond to the healthy streets policy below that reflects the Healthy Streets indicators, but the policy is not exclusively written around the 10 indicators.



Figure 15. The 10 Healthy Streets indicators

- 221 For the purposes of this policy, streets include the wider public realm that contributes to the multi-modal movement network.

Policy PFHP6 Designing healthy streets

Policy type: Strategic

Objectives: 1, 2, 5, 7, 8

Site/sub-area: n/a

- A. Development proposals will be permitted where they meet the following principles:
1. Streets and public spaces that contribute to the movement network are designed as places for social interaction as well as movement;
 2. Streets and public spaces are designed to be inclusive, to meet the needs of their most vulnerable users and to encourage people to walk and cycle;

3. Street trees, planting and multifunctional SuDS, are incorporated to soften the streetscape, improve air quality, increase biodiversity and ensure that the public realm is not dominated by hard surfaces, parked cars and bin storage/collection points;
4. Public and private areas are clearly defined through the use of secure and attractive boundary treatments;
5. Buildings define the public realm, through the consistency of the building line and the height of buildings in relation to the width of the space, to create a sense of enclosure that is appropriate for the function and character of the street;
6. Fronts of buildings face the public realm with entrances onto the street and windows providing passive surveillance on all public-facing elevations;
7. The composition of buildings on each side of the street or public space creates a cohesive and harmonious character;
8. Parking is accommodated in a way that does not dominate the street scene and does not obstruct pedestrian or cycle desire lines;
9. Streets are designed to encourage vehicle speeds that promote pedestrian and cycle safety and provide regular, convenient and accessible pedestrian crossing points;
10. Provision is made for shade and shelter, including street trees, with space and facilities to play and rest, including seating at regular intervals along key pedestrian routes; and
11. Landscape treatment, planting, street furniture, cycle parking and surface materials should be fit for purpose, durable and sustainable.

Well-designed buildings and spaces

- 222 The objective of this policy is to ensure that all new buildings and spaces are well designed, relate well to the surrounding area and contribute to the character of the development. The design of new buildings is important irrespective of whether they lie within one of the older settlements, are located within the existing city or are on a greenfield site on the edge of the city. The lack of positive character and high-quality design in the surrounding area should not be used as justification for proposing or creating 'placeless' or nondescript design and architecture.
- 223 Milton Keynes will be an innovative and successful place for everyone, with a focus on people-friendly and healthy places supported by infrastructure that makes for a thriving and sustainable place. A city that is Better by Design.
- 224 Milton Keynes has a rich history of being at the forefront of new approaches to housing design and architecture, delivering innovative buildings within the context of a holistically designed city. Progressive, forward-thinking, and distinctive architecture creates buildings that allow for innovation while being

reflective of their place and the time they were built. This is reflected in the building design policies in the Milton Keynes City Plan.

225 Buildings are among the most visible parts of a development and therefore a key influencing factor in the creation of a character for a development. The appearance of buildings also helps with legibility and the generation of varying character across large developments in particular.



226 The policy below sets out the criteria that should govern the design of new buildings (and extensions to existing buildings) to ensure that they make a positive contribution to the area within which they are located.

Policy PFHP7 Well-designed buildings and spaces

Policy type: Strategic

Objectives: 1, 4, 8

Site/sub-area: n/a

A. Development proposals will be permitted where they meet the following objectives and principles:

1. The appearance of the development contributes to the enhancement or creation of a positive character;
2. Progressive, forward-thinking and distinctive architecture is incorporated, unless the existing context suggests an alternative approach would be more appropriate;
3. Buildings are of an appropriate scale, massing and height in relation to their context or the strategic aims of this plan;
4. The building's form, massing, rhythm and façade details are carefully designed to create visual interest;
5. Buildings and spaces use high-quality and durable materials;
6. The scale and design of extensions and alterations do not detract from the character of the existing building and the surrounding area;
7. Development proposals must be designed in a manner that supports occupants and visitors of all ages including those living with dementia and related illness;
8. Important views and vistas are protected, and the design of the proposal makes a positive contribution to the wider townscape, skyline and landscape; and
9. Parking, including secure storage for cycles, waste management and servicing should be a key consideration in the design process. It must

be convenient to use, safe and must not be detrimental to the appearance of the building or its associated spaces. Rooftop servicing and maintenance infrastructure should be out of sight, behind a raised parapet wall or set back so it is not visible from the ground.

Tall buildings

- 227 Milton Keynes has a history of lower-rise built form. However, the city is at a point of change with taller buildings emerging within areas of our city centre. In the right location, taller buildings support the principles of people friendly and healthy places by providing a more compact urban form in sustainable locations, enabling more people to access facilities, including in our town and city centres, while also providing more people with better access to public transport.
- 228 Tall buildings will predominantly be located within Central Milton Keynes. There will be a limited number of opportunities for taller buildings on urban infill sites in sustainable locations elsewhere in the city, where increased density supports the viability of the mass rapid transit routes or existing town centres.
- 229 Tall buildings will require a Landscape/Townscape Visual Impact Assessment and, where necessary, an urban design analysis that demonstrates the proposal is part of a strategy that will meet the policy criteria below. This must identify any important views and vistas associated with the proposal. This is particularly important if the site has not been identified as a location for taller buildings in supporting guidance.
- 230 Tall buildings will be expected to undertake an independent design review. This is intended to ensure that the design quality of the development is acceptable.
- 231 The objective of this policy is to ensure that tall buildings are developed in the right locations and are of a high quality, to support our wider placemaking aims for people-friendly and healthy places. In addition to the criteria in the well-designed buildings and spaces policy (PFHP7), proposals for tall buildings will be required to demonstrate how they meet the policy requirements set out below.

Location of tall buildings

- 232 Tall buildings are considered an appropriate form of development within some specific areas of Central Milton Keynes, as defined by the Central Milton Keynes Tall Buildings Strategy (see Policy CMK2/3 in relation to tall buildings within Central Milton Keynes and figure 5, Central Milton Keynes Building Height Thresholds Plan).
- 233 Tall buildings would also be considered on a case-by-case basis in highly sustainable locations that support our principles of people-friendly and healthy places, including some existing town and district centres that have a range of

facilities, good public transport accessibility and are in locations within a short walk (of up to 300m) of the proposed mass rapid transit hubs.

- 234 Tall buildings should only be brought forward in sustainable locations that are explicitly identified as suitable within this plan or other development strategies.

Definition of tall buildings

- 235 The classification of a tall building should be determined in relation to the specific context of the site. Area Plans including Neighbourhood Plans, Design Codes and Framework Plans should clearly identify locations where tall buildings are appropriate and define what constitutes a tall building in each area. These definitions will vary across and within different parts of the city to reflect local character and planning objectives.
- 236 For the purposes of this policy, a building will generally be considered ‘tall’ if it is over six storeys or above 21 metres in height. This will be measured from the lowest grade at ground level to the top of the parapet or ridge. This policy does not apply to industrial or distribution buildings.
- 237 Tall buildings that are not in a sustainable location will be resisted.

Policy PFHP8 Tall buildings outside Central Milton Keynes

Policy type: Strategic

Objectives: 1, 2, 3, 4, 5, 8, 9, 10, 14

Site/sub-area: n/a

- A. This policy applies to developments outside of Central Milton Keynes that exceed six storeys or 21 metres in height.
- B. Tall buildings must be developed in collaboration with the Council’s Independent Design Review Panel, which will advise the Council on whether the increased height is justified and the design is of a high quality.
- C. In highly sustainable locations, development will be supported if the design is of a high quality and meets the following criteria:
 - 1. The development is a positive addition to the existing skyline, townscape and landscape in terms of visual amenity, quality of architectural design, coherence with the wider context, and the relationship with existing and proposed buildings of significance in the immediate area;
 - 2. Protects important views and vistas from within the immediate area and from the wider surrounding area;
 - 3. Limits shadowing of other buildings and open public space;

4. Avoids creating uncomfortable or unwelcoming micro-climates and wind tunnelling around the building;
5. The development has a well-designed base, middle and top; and
6. Tall buildings should be serviced, maintained and managed in a manner that will preserve their safety and design quality, and not cause disturbance or inconvenience to the surrounding public realm. Blank ground-floor elevations that address the public realm should be avoided with parking, servicing, maintenance and building management arrangements being considered throughout the design process.

Amenity for healthy buildings and spaces

- 238 We will also require other good design practices to ensure that the living environment of homes, buildings and external spaces supports peoples' quality of life, as well as creating flexibility to accommodate changes in circumstances. As such, we require all new dwellings to be built to the Nationally Described Space Standards.
- 239 The amenity afforded by new development and the protection of amenity within existing developments are also critical to ensuring the creation of people-friendly and healthy places. Buildings must be carefully designed to ensure adequate privacy, sun lighting and daylighting has been achieved.
- 240 The privacy and amenity standard expected within areas where a compact form of development is encouraged may need to be managed, to enable densities that support local town centres and the public transport network. A more creative approach to the design and layout is expected in more urban environments to ensure that an acceptable level of amenity is achieved.
- 241 To measure if a new building would be overbearing, applicants must assess a proposals size and proximity to neighbours to determine if it negatively impacts their privacy, natural light or outlook. This is typically done by a professional surveyor who will produce detailed measured surveys on a case-by-case basis. Methods used to inform this assessment this may include: Light Impact Assessments (LIA), A Privacy Impact Assessment (PIA), Visual Impact Assessments (VIA), and a Vertical Sky Component (VSC).

Policy PFHP9 Amenity for healthy buildings and spaces
Policy type: Strategic
Objectives: 1, 4, 8, 9
Site/sub-area: n/a
A. All development proposals must create and maintain a good standard of amenity for homes, buildings and surrounding areas, and ensure that: 1. Development will not be visually overbearing on existing properties or buildings, and would not have an adverse impact on the outlook from existing buildings; 2. Levels of sunlight and daylight within buildings and amenity spaces are satisfactory, shadowing of other buildings and public open space is limited, and unacceptable micro-climates around the buildings are avoided;

1. Development will not be visually overbearing on existing properties or buildings, and would not have an adverse impact on the outlook from existing buildings;
2. Levels of sunlight and daylight within buildings and amenity spaces are satisfactory, shadowing of other buildings and public open space is limited, and unacceptable micro-climates around the buildings are avoided;

3. Buildings are dual aspect wherever possible to enable passive ventilation, subject to any noise and air pollution mitigation measures that are required to make the proposal acceptable;
 4. External space, in its extent and design, meets the reasonable needs of its user(s);
 5. A reasonable degree of privacy to new and existing private space including the main private garden area, with overlooking limited to an acceptable degree. The design of new communal areas should create spaces that provide opportunities for privacy or seclusion;
 6. The outlook and visual amenity afforded from within buildings and private/communal areas should be satisfactory, taking account of the relationship with neighbouring buildings and the wider street scene;
 7. Shared circulation space and routes to entrances within the development should be of sufficient width, welcoming, legible and, wherever possible, naturally lit;
 8. Accessible roofs, balconies or ledges incorporate design measures to ensure the health and wellbeing of individuals with the aim of reducing the risk of falling from height and limiting the opportunity for suicide; and
 9. Advertisements are sensitive to their placement on buildings or within spaces, having regard to their effect on the amenity of the area and public safety.
- B. Servicing and refuse storage and collection areas must be provided as appropriate to the nature and scale of the development. Such areas must be appropriately sited and designed to ensure they:
1. Locate servicing, utility infrastructure and storage to avoid adverse visual impacts on the building frontages and public realm;
 2. Are safely and easily accessed by all users at all times;
 3. Secure an attractive and coherent street scene and protect visual amenity; and
 4. Avoid creating risk to human health or an environmental nuisance.

Amenity for homes

- C. As a minimum, all new homes must meet the Nationally Described Space Standard.

New Design Codes

- 242 We will prepare new Design Codes alongside developers and landowners to help us implement our policies. These codes will relate to specific areas of expansion or key sites, with particular emphasis on creating people friendly and healthy places. They will help ensure new communities are comprehensively planned, integrated with existing areas and well designed, building on the existing legacy of Milton Keynes. They will achieve this by introducing clear and measurable design parameters to create healthier, safe and inclusive streets and places.
- 243 A broad vision for design codes within the city has been developed in line with the aspirations of the local plan and results from public engagement. Design codes in Milton Keynes should focus on delivering the following principles:

Table 10: Design code principles

Overarching principle: The creation of healthy places that encourage physical activity, good mental health and that are dementia-friendly	
Principle 1 - Safety	The creation of safe spaces and routes, which are facilitated through natural surveillance from surrounding buildings and public spaces. Reduce vehicle speeds and dominance in the public realm.
Principle 2 - Walkable neighbourhoods and compactness	Neighbourhoods will be compact and walkable, embedding active travel through the provision of extensive paths, Redways and cycle routes city wide which are attractive and easy to use, feeding into “building for a healthy life”.
Principle 3 - Mixed uses and facilities	A range of uses and facilities which meet people’s day-to-day needs. Access to public transport which will provide opportunity to access facilities within the wider city.
Principle 4 - Landscape and Green City	There will be an emphasis on promoting a ‘Green City’ and enhancing biodiversity and air quality. Enhance and protect the existing natural features across the city,

	and meeting the residents' needs for access to open green space.
Principle 5 - Inclusion and Equality	Neighbourhoods will be designed to accommodate equal opportunity for access to green space and nearby facilities that meet the needs of everyone. The prioritisation of people over vehicular traffic, particularly groups such as children, older persons, or those with reduced mobility.
Principle 6 - Ease of Movement	Increase the ability for people to move around the city via public transport and sustainable forms of travel. Building on the existing connectivity, with a focus on sustainable and healthy modes of transport, such as wheeling, scooting, walking and public transport.
Principle 7 - Community Cohesion	Build community cohesion through creation of sustainably designed and managed places, that are adaptable and foster a sense of ownership.



High Quality Homes

7



High-quality homes

244 **An essential part of creating people-friendly and healthy places is ensuring new development provides a wide choice of high-quality homes that meet the needs of different people in Milton Keynes. Larger schemes provide particularly significant opportunities to create or sustain inclusive, mixed and balanced communities.**

245 The Housing and Economic Development Needs Assessment (HEDNA) is our latest evidence of need. It recommends the following mix for market and affordable homes:

Table 11. Summary of our evidence on required housing mix in Milton Keynes 2022–2050⁷

	Social rent	Affordable rent	Affordable homes to buy	Market homes
1 bedroom	21.9%	10.5%	25.3%	4.9%
2 bedrooms	30.6%	33%	44%	14.5%
3 bedrooms	35.2%	43.7%	30.7%	52.1%
4+ bedrooms	12.3%	12.8%	0%	28.5%
	100%	100%	100%	100%

Healthy homes

246 Proposals should seek to meet the above mix of homes wherever possible in line with Policy HQH1 in such a way to avoid creating mono- or predominantly single-tenure neighbourhoods or estates. It is acknowledged that site-specific factors may mean that meeting this mix is not always feasible or appropriate. In these circumstances, we will work with applicants to agree an alternative mix of homes.

247 We maintain a self- and custom-build register and use this as the basis for assessing need for this type of accommodation. The strategic allocations provide a significant opportunity to make serviced plots available for self-build and custom housebuilding that would help to meet this need. The delivery of plots through the strategic allocations will be reviewed considering site-specific viability evidence.

⁷ Housing and Economic Development Needs Assessment Update 2025.

- 248 New homes should accommodate the changing needs of people over time. New homes will therefore need to incorporate accessible and adaptable design features from the outset to allow people to remain independent in their own homes and enjoy a good quality of life. The HEDNA provides evidence of need for 75% of all new homes to meet Category M4(2) (accessible and adaptable dwellings) requirements, 5% of new market homes to meet Category M4(3) (wheelchair user dwellings) requirements, and 10% of new affordable homes to meet category M4(3) requirements.
- 249 We will also require other good design practices to ensure that the internal living environment of a home supports peoples' quality of life, as well as creating flexibility to accommodate changes in circumstances. As such, we require all new dwellings to be built to the Nationally Described Space Standards. Buildings must be carefully designed to ensure adequate privacy, sun lighting and daylighting has been achieved.

Policy HQH1 Healthy homes

Policy type: Strategic

Objectives: 4, 8, 9

Site/sub-area: n/a

Mix of homes

- A. Development proposals resulting in the creation of 10 or more new homes must meet identified needs. The mix of tenure, size and type of homes must:
1. Reflect the Council's latest assessment of need; and
 2. Create and/or maintain mixed and balanced communities.
- B. Development proposals resulting in the creation of fewer than 10 new homes should seek to provide a mix of size and type of homes to reflect the Council's latest assessment of need.
- C. Should the nature of the proposal site mean that a greater variety of tenure, size and/or type of homes is not feasible or appropriate, applicants are expected to submit robust evidence to justify an appropriate alternative mix.

Self-build and custom homes

- D. Proposals that help meet the need for self-build and custom homes will be supported.

- E. Development proposals involving 100 dwellings or more, excluding flatted units, must provide at least 5% of the total dwelling plots as serviced dwelling plots for sale to custom builders. Any provision will take account of the viability and feasibility of provision, taking into account the form of the development and characteristics of the site. Where plots have been made available and marketed appropriately for at least 12 months and have not been sold, the plot(s) may either remain on the open market as self-build or be built out by the developer.
- F. Locally proposed self-build projects identified within a Neighbourhood Plan will be supported.

Accessible and adaptable homes

- G. Proposals resulting in the creation of 10 or more new homes must provide at least:
1. 75% of all affordable and market homes built to Building Regulations Part M4(2) standard for accessible and adaptable dwellings;
 2. 5% of all market homes built to Building Regulations Part M4(3) wheelchair accessible standard; and
 3. 10% of all affordable homes built to Building Regulations Part M4(3) wheelchair accessible standard.

Affordable homes

- 250 Ensuring that we maximise the delivery of affordable homes is a critical part of creating people-friendly and healthy places and creating mixed and balanced communities. The high cost of homes in Milton Keynes is a key challenge and we will work with key partners to prioritise the delivery of affordable homes.
- 251 The Housing and Economic Development Needs Assessment (HEDNA) sets out the overall need for affordable homes based on local needs. It also indicates how many of these affordable homes should be provided to rent (including both social rent and affordable rent) and how many should be provided to buy. It concludes that there is a need for around 18,000 affordable homes by 2050 and that the vast majority (around 85%) of these should be for social and affordable rent.
- 252 The identified need for affordable home ownership in Milton Keynes is only 13% of the total affordable homes needed. Shared Ownership has been identified as a realistic route into home ownership for those unable to afford market housing.

- 253 As well as considering the need for new affordable homes, we must also consider what is reasonable and viable to require as part of new development proposals. The Whole Plan Viability Study has considered the viability of different levels of affordable homes in different locations. Based on its findings, a variable approach to providing affordable homes is considered appropriate, with different levels of affordable homes being required in different areas, known as 'Housing Viability Sub Areas'. These areas are based on the viability of the local housing market and are shown on the Policies Map. Broadly, these range from the more recently built areas of the city and rural areas where a requirement for 40% of affordable housing can be achieved (where a significant proportion of our growth is being directed) to Central Milton Keynes and older areas where it is more challenging to viably provide affordable homes so lower targets have been set.
- 254 Where there is robust viability evidence indicating development proposals are not capable of meeting the affordable homes requirement and planning obligations in full, we may accept an alternate housing mix and/or lower provision of certain planning obligations to maximise the overall provision of affordable homes and the critical infrastructure needed to mitigate the impacts of the development. In all instances, proposals that do not deliver the contributions necessary to mitigate their impacts are unlikely to be supported.
- 255 We will only accept off-site provision of affordable homes in justified and exceptional circumstances. On-site provision is preferred as it provides more certainty about delivery and creating mixed and balanced neighbourhoods in Milton Keynes.
- 256 For Build to Rent schemes, affordable homes for rent are expected to be the normal form of affordable homes provision, as set out in the NPPF. In this context, it is known as affordable private rent. To be considered a Build to Rent scheme, proposals must meet the following definition:
- A development, or block/phase within a development, of at least 30 units;
 - The homes to be held as Build to Rent under a covenant for at least 10 years;
 - All units to be self-contained and let separately;
 - Unified ownership and unified management of the development;
 - Professional and on-site management;
 - Longer tenancies offered (ideally three years or more) with defined in-tenancy rent reviews; and
 - Property manager to be part of an accredited Ombudsman Scheme and a member of a recognised professional body.
- 257 We recognise the important role that Build to Rent homes can play in local housing delivery. However, we also recognise that the traditional viability model for development makes Build to Rent challenging in terms of securing affordable homes and wider planning obligations. As a reflection of this, the policy sets out that a financial contribution in lieu of providing affordable homes on-site will be accepted, subject to viability. This would provide opportunities to

use these contributions to deliver higher levels of affordable housing that better meet the type and mix of affordable housing need identified in the HEDNA.

- 258 We will not accept piecemeal housing development we consider is deliberately intended to split the development land to fall under the threshold for providing affordable homes.

Policy HQH2

Policy type: Strategic

Objectives: 9

Site/sub-area: Housing Viability Sub Areas

Affordable homes

- A. Proposals resulting in the creation of 10 or more new homes must provide affordable homes in accordance with the requirements set out below:
1. The proportion of proposed homes that are to be affordable must be as follows:
 - a. 40% in Housing Viability Area 1;
 - b. 20% in Housing Viability Area 2; and
 - c. 10% in Housing Viability Area 3
 2. Except where site-specific considerations or the form of development dictates otherwise, the tenure mix of affordable homes must be as follows:
 - a. 13% Affordable Home Ownership;
 - b. 67% Social Rent; and
 - c. 20% Affordable Rent
 3. The design, siting, clustering and phasing of affordable homes must ensure proper integration with other tenures and timely delivery as part of the wider development, so to contribute towards creating sustainable, mixed and inclusive communities.
 4. Where the required provision of affordable homes cannot be viably delivered, a robust viability assessment must be submitted to demonstrate the maximum provision of affordable homes that could be delivered. The following requirements will be reviewed to determine the maximum that could be delivered:
 - a. tenure mix;
 - b. the size and type of homes;
 - c. the extent of other site-specific planning obligations; and

d. the proportion of affordable homes required.

5. In justified and exceptional circumstances equivalent off-site provision or equivalent financial contributions may be acceptable in accordance with the Council's Affordable Housing Supplementary Planning Document.
6. Where provision of affordable homes falls below the expectations set out in A.1 of this policy, a review mechanism will be used to test the longer-term viability of the development. The format of this mechanism will vary depending on whether the units are for ownership or sale, the tenure and the funding model for the development.

Build to Rent

- B. Where a proposed development comprises solely of Build to Rent homes, a financial contribution in lieu of the provision of on-site affordable homes will be accepted subject to a viability assessment and a review mechanism in the same terms as set out in A.6.

Delivering more than 50% affordable homes

- C. Other than on exception sites, as defined in Policy HQH8, proposals resulting in the creation of more than 50% affordable homes will only be permitted where the proposed number and mix of types and tenures:
 1. Is evidenced by an up-to-date housing needs assessment that clearly demonstrates the need for the development in that location; and
 2. Will create or maintain a mixed and sustainable community, considering tenure mix within the wider estate or neighbourhood.

Adjacent sites

- D. Proposals resulting in the creation of fewer than 10 new homes, which would form part of an adjacent site, should be treated as one comprehensive site that would trigger the requirement to provide affordable housing. In such circumstances it will be necessary for the applicant to show that:
 1. A previous proposal did not incorporate the adjacent site in whole or in part;
 2. The site is functionally independent and does not rely on a single access or shared open space or drainage; and
 3. There is, or was, no reasonable prospect of developing both sites together.

Supported and specialist homes

259 Homes play an important part in the quality of life for older people, people with physical and mental health needs and for carers. The MK City Plan 2050 provides the opportunity to ensure there is sufficient choice of suitable, safe and appropriate homes to meet peoples' varying and individual needs, including specialist and supported homes.

260 Specialist and supported homes are provided in a range of ways, including:

- **Age restricted general market homes** – typically for people aged over 55 and may include some shared amenities such as communal gardens. Does not include support or care.
- **Retirement living or sheltered homes** – usually purpose-built flats or bungalows with limited communal facilities. They do not usually provide care services but do provide some support to enable people to live independently. This could include a warden or house manager and an alarm system.
- **Extra care homes or homes with care** – usually purpose-built or adapted flats or bungalows with a medium to high level of care available if required. Residents can live independently with 24-hour access to support and staff, and meals are available. There are often extensive communal areas. May be known as retirement communities or villages.
- **Residential care and nursing homes** – have individual rooms within a residential building and provide a high level of care, meeting all activities of daily living. They do not usually include support services for independent living. Can also include dementia care homes.
- **Supported homes or homes with support** – for people with severe mental illness, a learning disability or vulnerable young people.

261 Our Housing and Economic Development Needs Assessment (HEDNA) indicates that there will be a substantial increase in older age groups within Milton Keynes by 2050. It models the need for new sheltered and extra care homes, as well as identifying the number of people who may require supported housing or housing with support. The HEDNA is our latest evidence of need and identifies the following needs to 2050:

- 2,500 bedspaces for residential institutions (C2) such as care homes;
- Around 5,800 sheltered homes for older people (4,500 owned and 1,300 rented);
- Around 2,100 extra care homes for older people (1,500 owned and 600 rented);
- Around 500 adults with severe mental illness at risk of requiring supported housing or housing with support;
- Around 700 people with a learning disability who are at risk of requiring supported housing or housing with support; and
- Around 1,450 places for young people leaving care.

- 262 Supported and specialist accommodation in accordance with this identified need will be provided Strategic City Extensions as outlined in Policies GS2 and GS14–19, alongside windfall developments in other locations in line with our spatial strategy in Policy GS1.
- 263 Due to the importance of maximising the provision of affordable homes, we will require proposals for self-contained supported and specialist homes to meet the requirements of Policy HQH2 where applicable.
- 264 We are also seeking to support those people and families who urgently require safe and suitable temporary accommodation. It is recognised that occupiers may need good access to support services and facilities, and the accommodation itself typically requires a greater degree of management. As with supported and specialist housing, housing for temporary accommodation should ideally be located close to facilities (such as schools and shops) and public transport to enable occupiers to continue to live independently.

Policy HQH3 Supported and specialist homes

Policy type: Strategic

Objectives: 9

Site/sub-area: n/a

A. Proposals for, or which include, new supported and specialist homes will be supported where:

1. The form of supported and specialist homes meets one or more element of the Council's latest evidence of need;
2. It is in a location that is, or can be made, easily accessible to community facilities in line with GS4 and Table 5 and
3. It will create or maintain a mixed and sustainable community within the wider neighbourhood and not result in an over-concentration of that type of home in that location.

Providing supported and specialist homes in allocations

B. Supported and specialist homes will be sought as an integral part of strategic housing allocations outlined in Policies GS2 and GS14–19. Where on-site provision of supported and/or specialist homes is not feasible, financial contributions will be sought to enable provision of supported and/or specialist homes off-site.

Affordable housing provision

C. Where development proposals for supported and/or specialist accommodation proposals fall within Use Class C3, affordable housing contributions will be required in accordance with the requirements of Policy HQH2.

Loss of existing supported and specialist homes

D. Any loss of supported and/or specialist homes will not be permitted unless it can be demonstrated that there is no longer a need for these homes in that location, or suitable alternative provision has or will be made elsewhere.

Temporary accommodation

E. Proposals that provide temporary accommodation for homeless households in emergency or urgent need of accommodation will be permitted where:

1. The units would afford a good level of amenity for a range of households; and
2. The proposal incorporates, or is in close proximity to, relevant support services and amenities that are easily accessible by occupiers.

Co-living and Houses in Multiple Occupation

265 For the purposes of this plan, the term 'homes for co-living' encompasses both large-scale, purpose-built shared living and purpose-built student accommodation. Large-scale, purpose-built shared living homes are non-self-contained homes, usually made up of at least 50 private individual rooms, communal spaces and facilities. They usually provide accommodation for single-person households who cannot, or choose not to, live in self-contained homes or houses in multiple occupation.

266 While the Housing and Economic Development Needs Assessment (HEDNA) projects a decline in single young people, allowing for the provision of homes for co-living in certain circumstances could have a role in providing short-term homes for groups such as recent graduates looking to establish themselves in Milton Keynes. Should proposals for in-person university education in Central Milton Keynes come forward, this is also likely to result in the need to provide purpose-built student accommodation in Central Milton Keynes to support the new higher education provision.

Policy HQH4 Homes for co-living
Policy type: Non-strategic
Objectives: 9
Site/sub-area: n/a
A. Development proposals for homes for co-living will be supported where they: 1. Are within the existing development boundary of a settlement; 2. Are in highly accessible locations by public transport, walking and cycling to community facilities in line with Policy GS4; 3. Positively integrate with the surrounding area; 4. Create or maintain a mixed and balanced community within the wider neighbourhood and do not result in an over-concentration of that type of home in that location; and 5. Would not, on their own or cumulatively with other similar developments in the area, result in significant adverse impact on the amenity of residents and/or local communities.

267 Houses in multiple occupation (HMOs) form an important part of the housing stock, providing a valuable supply of privately rented accommodation for a variety of households. Rents are generally cheaper than those charged for self-contained dwellings and are, therefore, usually one of the more affordable forms of accommodation within the private rented market.

268 The Housing and Economic Development Needs Assessment (HEDNA) indicates that single person households represent only a small proportion of the overall household growth. However, it also indicates that the increase in 'other' households represents 23% of the projected growth (an increase of 11,700). Other households include multi-generation living, student households and houses in multiple occupation.

269 Therefore, HMOs are likely to be a continued part of the supply of homes to meet peoples' needs. It is therefore considered appropriate for the MK City Plan 2050 to include policies that will help to manage the growth and development of houses in multiple occupation. Annex G 'Policy standards for houses in multiple occupation' sets out the relevant guidance and methodology for the assessment of the requirements for the concentration and sandwiching of HMOs (creating three or more consecutive properties in use as HMOs, or for a non-HMO property to be bound on two sides by HMOs) outlined in Policy HQH5. Applicants are encouraged to refer to our [HMO Amenity Standards](#) document which sets out the legislative requirements for HMOs as well as our expectations.

Policy HQH5 Houses in multiple occupation
Policy type: Strategic
Objectives: 9
Site/sub-area: n/a
A. Development proposals for houses in multiple occupation, or the sub-division of existing dwellings into flats, will be permitted where they: 1. Are located within an existing settlement boundary; 2. Contribute positively to the character and amenity of the surrounding area, with suitable provision made for: a. waste and recycling storage; b. cycle and car parking; and c. drying area(s); and 3. Create or maintain a mixed and sustainable community within the wider neighbourhood, and not result in: a. an over-concentration of that type of home in that location where the number of HMOs would exceed 35% of the total number of properties within a 100-metre diameter buffer from the centre of the application property; and b. one property, HMO or non-HMO, being sandwiched between two HMOs.

Accommodation for Gypsies and Travellers

- 270 The Planning Policy for Traveller Sites (PPTS) requires that Local Planning Authorities demonstrate an up-to-date, 5-year supply of deliverable Gypsy and Traveller sites. Gypsies and Travellers are protected as distinct ethnic minorities under the Equality Act (2010) and therefore have the right to culturally appropriate accommodation. Additionally, the Housing and Planning Act (2016) requires consideration of the need to provide sites on which caravans can be stationed.
- 271 Our Gypsy and Traveller Accommodation Assessment (GTAA) (2025) identified a need for a further 75 permanent pitches across the period up to 2050. This figure includes households which meet the planning definition of Gypsies and Travellers, as defined by the recent update to the PPTS. The PPTS definition was updated following an appeal decision in 2023, and now includes Gypsies and Travellers who have ceased to travel permanently or temporarily due to factors like education, health, or old age. Our current supply of permanent pitches for Gypsies and Travellers consists of 18 pitches, located at our two public sites: Calverton Lane (12 pitches) and Willen Road (6 pitches). The GTAA

has also identified a need for 10 plots for Travelling Showpeople, of which we currently have no provision.

- 272 We will seek to meet our identified need through the allocation of new Gypsy and Traveller sites within strategic sites in South East Milton Keynes, Eastern Strategic City Extension, Shenley Dens City Extension, as well as a new site West of Whaddon Road. These sites will be required to be brought forward within early phases of these new strategic developments. There is also opportunity to regularise an additional pitch at the Willen Road site. The GTAA has also assumed that 6 pitches will become available across the plan period due to household dissolution, with the total provision to be identified totalling 69.
- 273 The GTAA also reviewed the requirements for transit sites within our area, with unauthorised encampment activity being a good indicator of transit need in the area. It is recommended that the council pursue identifying land through negotiated stopping arrangements.

Policy HQH6 Pitches for Gypsies and Travellers

Policy type: Strategic

Objectives: 9

Site/sub-area: n/a

A. The Gypsy and Traveller sites outlined below shall be safeguarded from redevelopment and changes of use:

1. Calverton Lane (12 pitches); and
2. Willen Road (6 pitches)

B. The identified need of permanent pitches for the plan period up to 2050 will be provided on Gypsy and Traveller sites in the following locations and be required to be delivered as early as possible within the development:

1. South East Milton Keynes Strategic Urban Extension (seven pitches to be delivered by 2030).
2. West of Whaddon Road (15 pitches to be delivered by 2030)
3. Willen Road (one pitch to be delivered by 2030)
4. Eastern Strategic City Extension (31-pitches to be delivered by 2035)
Shenley Dens Strategic City Extension (15 pitches to be delivered by 2035)

C. Allocated Gypsy and Traveller sites, and extensions to an existing lawful site(s), shall be safeguarded from redevelopment and change of use. The net loss of authorised permanent sites, or a reduction in the number of authorised pitches for Gypsies and Travellers, will only be permitted where it can be robustly demonstrated that the overall need for sites or

pitches/plots either no longer exists or has been provided in an alternative location in the city.

D. The provision of permanent and/or transit Gypsy and Traveller sites, including extensions to existing lawful sites, shall only be permitted where:

1. The number of pitches on an individual site shall not be greater than 16;
2. The site is compatible with neighbouring land uses, and minimises impact on adjacent uses, built form and landscape character;
3. The site will provide a good standard of amenity for future occupiers, and will not be located in close proximity to hazards that will create undue risk to the health and safety of children;
4. The site has suitable highway access to the local or major road network
5. There is good accessibility by walking, cycling and public transport to community facilities in line with Policy GS4;
6. There is space within the site(s) for the provision of essential amenities and facilities, including parking and landscaping, on site recycling and waste management facilities; and
7. It has been demonstrated that the site(s) would not have an unacceptable impact on a site of nature conservation.

E. New sites for Travelling Showpeople shall only be permitted where:

1. The site is compatible with neighbouring land uses, and minimises impact on adjacent uses, built form and landscape character;
2. The development would not be prominent from public vantage points and equipment storage areas in particular should be well screened;
3. The site will provide a good standard of amenity for future occupiers, and will not be located in close proximity to hazards that will create undue risk to the health and safety of children.
4. The site has convenient and safe access to the primary road network for both domestic traffic and fairground vehicles and equipment;
5. There is good accessibility by walking, cycling and public transport to community facilities in line with Policy GS4;
6. There is space within the site(s) for the provision of essential amenities and facilities, including parking and landscaping; on site recycling and waste management facilities; and
7. It has been demonstrated that the site(s) would not have an unacceptable impact on a site of nature conservation.

F. Any net loss of authorised permanent sites or a reduction in the number of authorised plots for Travelling Showpeople will only be permitted where it can be robustly demonstrated that the overall need for sites or pitches/plots no longer exists.

Accommodation for boat dwellers

- 274 The Housing and Planning Act (2016) sets out a requirement to consider the needs of people residing in, or resorting to, places on inland waterways where houseboats can be moored. In line with draft government guidance published in 2016, our Boat Dweller Accommodation Assessment (BDAA) identified boat dweller accommodation needs for the period 2023–2040.
- 275 To meet our identified needs, we will welcome proposals for new permanent moorings on waterways for both residential and leisure use within Milton Keynes. Proposals for new moorings will be required to demonstrate suitable access to facilities and services and must demonstrate that the new mooring(s) would not result in adverse impacts on the area. Where new moorings are proposed to be in the Open Countryside, additional criteria will apply.

Policy HQH7 Accommodation for boat dwellers

Policy type: Strategic

Objectives: 1, 2, 7, 9,

Site/sub-area: n/a

A. Proposals for permanent moorings on waterways will be supported where the following criteria are met:

1. They do not interfere with, or result in negative impacts on, navigation and navigational safety or the operational requirements of the waterway;
2. The biodiversity value of the water, its margins and nearby wildlife corridors will be maintained or enhanced;
3. There is good accessibility by walking, cycling and public transport to community facilities in line with Policy GS4;
4. The site has suitable vehicular access, access for emergency vehicles and would not result in any unacceptable impact on highway safety;
5. Parking and service areas are well-designed in terms of safety, circulation and appearance
6. There is suitable and well-designed provision of essential utilities and servicing, including water supply, electricity and waste/sewage disposal facilities, and areas for showers, laundry and WCs. The provision of any new waste/sewage disposal facilities should be sited so as not to detract from the visual amenity of the waterway;
7. The use of adjacent paths will not be impeded;
8. The development will not restrict public access to the waterway; and
9. They do not cause environmental damage or nuisance.

B. Proposals for permanent moorings in the Open Countryside will only be supported where they are incorporated into a recreational mooring basin with good accessibility to community facilities and where the following criteria are met:

1. Development involving the loss or change of use of existing leisure moorings should ensure that at least 50% of the leisure moorings at the site are retained;
2. Moorings should integrate successfully with the surrounding landscape and/or townscape and result in a positive contribution to the waterway environment;
3. The site has suitable vehicular access, access for emergency vehicles and would not result in any unacceptable impact on highway safety;
4. Parking and service areas are well-designed in terms of safety, circulation and appearance, and provided in a communal area wherever feasible;
5. The historic or visual character of the waterway will be maintained or enhanced;
6. Only provide external lighting that is essential for safety and which is designed to satisfactorily minimise light pollution;
7. Include sufficient amenity space at the site for utilities and servicing through a communal area; and
8. Not include individual garden areas, sheds, or storage units adjacent to each mooring.

Exception sites

276 A significant part of Milton Keynes is rural in nature with many smaller settlements and communities. In accordance with the proposed spatial strategy, these would not be appropriate for the allocation of strategic-scale developments, which would normally be expected to deliver a proportion of affordable homes. Nevertheless, it is likely that there will continue to be a need for affordable homes in those communities.

277 Therefore, there is a need to provide the opportunity for those communities to be able to benefit from the provision of affordable homes on suitable small-scale, rural, First Homes exception sites and community-led development exception sites⁸ if a local need is clearly identified and evidenced. The most suitable format for this need to be identified and for exception sites to be planned is through the production of a Neighbourhood Plan. In addition to exception sites, Neighbourhood Plans may allocate land for housing within their defined settlement boundaries to address identified local affordable housing needs.

278 In accordance with the NPPF, consideration should also be given to the provision of a small proportion of market housing. This would provide flexibility and enable the opportunity for some cross-subsidy to facilitate the provision of

⁸ As defined by the NPPF (2024)

additional affordable housing to meet local needs without resorting to grant funding.

- 279 Policy HQT8 therefore allows for planning permission to be granted, in some cases, for affordable housing to meet local needs on sites within the Open Countryside outside of settlement boundaries. This is as an exception to normal planning policies, particularly where the site is identified and supported through the preparation of a Neighbourhood Plan.
- 280 Planning applications for Rural, First Homes or Community-Led Development exception sites must be supported by a Local Housing Needs Assessment which evidences need for the development in the relevant location and for the housing types and tenures proposed.

Policy HQH8 Exception sites**Policy type:** Strategic**Objectives:** 9**Site/sub-area:** n/a

- A. Development proposals for affordable homes on rural exception sites will only be supported where:
1. The site does not exceed 0.5 hectare or 10 homes or, in the case of community-led development exception sites, 1 hectare or 5% of the size of the existing settlement as defined by its boundaries;
 2. The site is located adjacent to the existing settlement boundary;
 3. The site will not result in the coalescence with an adjacent settlement;
 4. It is supported by an up-to-date housing needs assessment that demonstrates the need for this development in this location and for the types and tenures proposed; and
 5. The affordable homes and/or First Homes are reserved for local housing needs in perpetuity through secure occupancy controls.
- B. No more than 35% of market housing within a site will be supported to assist with viability or avoid reliance on grant funding, if it can be demonstrated through the submission of open and transparent viability evidence that such market housing would ensure the delivery of affordable homes and/or First Homes to meet local needs.
- C. On First Homes exception sites where significant local need exists for one or more type of affordable home(s), different proportions of affordable homes to include a small quantity of other affordable homes products will be considered. This must be supported by an up-to-date housing needs assessment that demonstrates the need for this development in this location and for the housing types and tenures proposed.
- D. In addition to meeting criteria A–C above, community-led development exception sites will be supported where:
1. The development is initiated and taken forward by a not-for-profit organisation set up and run primarily for the purpose of meeting the housing needs of the local community;
 2. The organisation will own, manage or steward the homes in accordance with an agreed management plan and demonstrate the financial viability of the proposal;

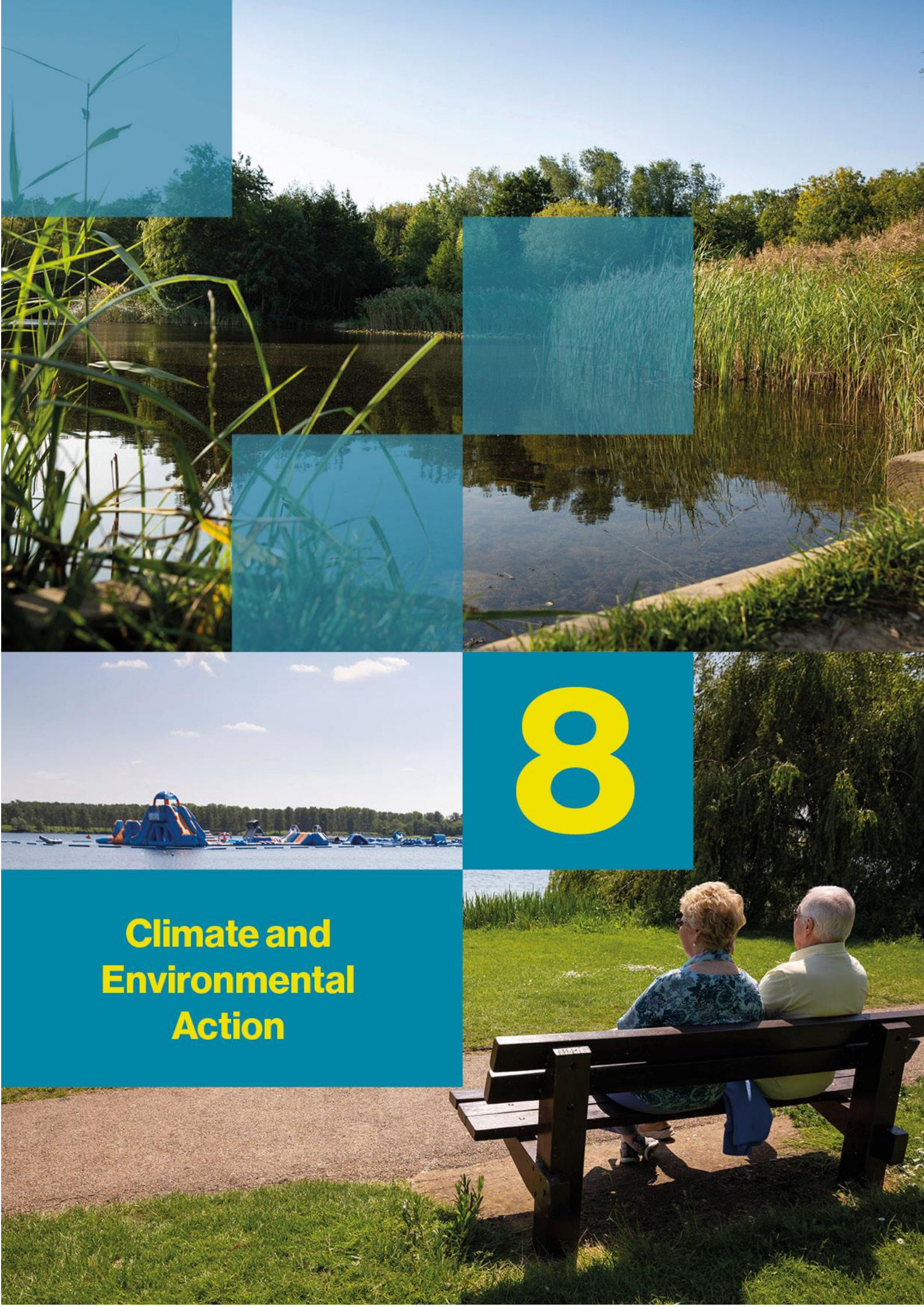
3. There has been meaningful engagement with the local community, and there has been local community involvement in preparing the proposal as well as local support for the development proposal; and
4. The development will benefit the local community, with suitable arrangements to ensure that the benefits are clearly defined and legally protected in perpetuity.

Children's Care Homes

- 281 In recent years Milton Keynes has seen an increase in planning applications for the conversion of dwelling houses to children's care homes. Care for children, including children's homes, is regulated by Ofsted. As part of the process for registering children's homes, Ofsted require the operator of the home to confirm the planning status of the property by either obtaining planning permission or, where there is no material change of use, obtaining a certificate of lawful use. It is therefore considered appropriate for the MK City Plan 2050 to include policies that will help to manage the growth and development of this type of development.
- 282 Guidance issued by the Department for Education requires care home providers to carefully consider the location of care homes and ensure that they are not in locations where (already vulnerable) children may be more likely to become involved in crime and anti-social behaviour. To ensure that such provision is established in the appropriate properties in suitable locations. In the process of determining planning applications, relevant statutory consultees and advisory groups will be consulted to enable the local planning authority to undertake a thorough assessment of the applications.

Policy HQH9 Children's homes
Policy type: Strategic
Objectives: 9
Site/sub-area: n/a
A. Where planning permission is sought for a change of use from a dwellinghouse to a children's care home, development proposals: 1. Must help sustain a mixed and balanced community by not creating an overconcentration or cluster of children's homes in a residential area. Therefore, a new care home should not be located within 400 m of an existing care home;

2. Should be within the catchment area of community facilities as outlined under Policy GS4 and where it is evidenced that there is sufficient capacity for additional children at local schools and healthcare services;
3. Should provide sufficient on-site parking based on a parking needs assessment fully informed by the management plan for the home that considers number of employees and visitors and any special needs of the children. Cycle storage must also be provided;
4. Must not be located in an area where there may be higher levels of crime, anti-social behaviour, contextual safeguarding risks (e.g. child criminal or sexual exploitation) or other environmental risks, such as level crossings, busy highways or open water bodies, that could negatively impact a child's well-being or pose a threat to their safety, as evidenced by a location risk assessment submitted as supporting evidence to the planning application;
5. Must mitigate the impact of noise on dwellings that share a party wall where the proposed setting will accommodate children with very complex emotional or behavioural needs and/or disabilities. A Draft Statement of Purpose should be submitted as supporting evidence to the planning application outlining the proposed accommodation/registration type;
6. Must be accompanied by supporting information demonstrating:
 - a. prioritised occupancy for looked after children from within Milton Keynes City Council;
 - b. the property will be OFSTED registered or dual OFSTED/CQC registered as appropriate;
 - c. registered with the Council's relevant Commissioning Framework for residential childcare; and
 - d. the provider operating the home, their settings, Responsible Individual or proposed Registered Manager is not currently subject to an Inadequate judgement from OFSTED or CQC, or unresolved compliance notice (e.g. suspension of placements or suspension/removal of registration by a regulatory body); and
7. Should be located in a dwelling that provides both sufficient floor space to accommodate the proposed number of looked after children and their carers pursuant to the Children's Homes (England) Regulations 2015 and statutory Quality Standards, and be free from balconies, roof terraces, and flat roof areas. The dwelling should be sufficiently secured and monitored.



8

Climate and Environmental Action

Climate and environmental action

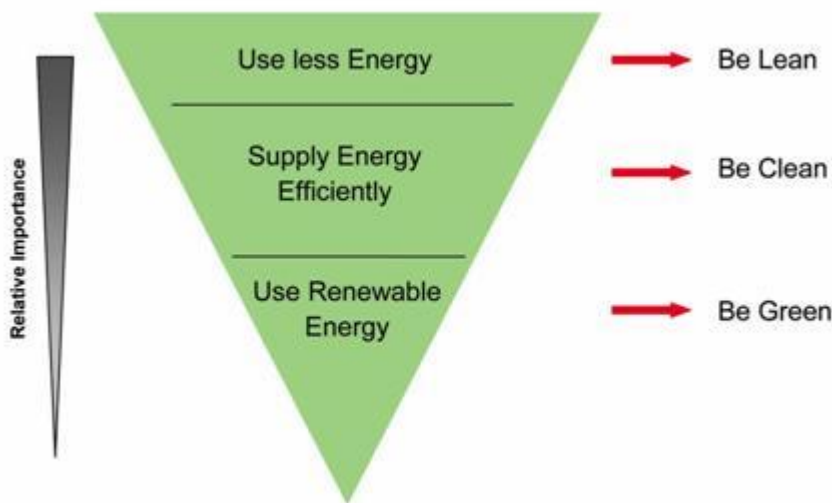
- 283 **There are a range of issues relating to the physical environment, climate change, and sustainable travel in Milton Keynes. These are all interconnected and link into, and influence, the wider climate environment at the regional, national and global scales. Action on these issues at a local level will improve the situation locally and contribute to reducing these climate change and environmental issues on a global scale. Action to mitigate and adapt to climate change also supports improved public health. To help us better understand the challenges and opportunities the MK City Plan 2050 faces on this front, we have prepared significant and pioneering evidence. This includes our Carbon and Climate Study, which provides a comprehensive assessment and set of policy recommendations on how we can help achieve our ambitions to be carbon negative by 2050. We have also prepared our Nature, Green and Blue Infrastructure Study to consider, in an integrated and holistic way, the best approach to planning for nature, biodiversity and access to nature for our communities.**
- 284 However, it is important to note that not all these issues are solely within the control/remit of the planning system, and the work of stakeholders is also covered by other legislation. For example, local water quality is largely influenced by the activities of Anglian Water and the Environment Agency. However, to ensure the MK City Plan 2050 grasps the opportunities to respond to climate change and improve the environment, a range of policies have been prepared to maximise the opportunities available to us through the planning system.
- 285 Building new developments so that they mitigate and are adaptable to climate change is a key objective of the planning system and this plan.
- 286 During the plan period to 2050, we expect total carbon emissions from the built environment and transport sectors to slowly decrease. However, the rate at which this is expected to occur, based on national Government climate change policies alone, is not fast enough to achieve our international obligations as set out in the Climate Change Act (2008). The MK City Plan 2050 therefore seeks a step change in how buildings are designed and located, how people travel, and how energy is generated, to ensure Milton Keynes can do its part to reduce carbon emissions and achieve climate related goals.

Sustainable buildings

- 287 Consideration of the Energy Hierarchy is key to ensuring that new developments minimise energy use and, consequently, carbon emissions. Our policy approach is predicated on the basis that it is beneficial to reduce energy demand before considering ways in which energy can be supplied cleanly and from renewable sources. The Energy Hierarchy offers an effective framework

for making the energy system more sustainable. Energy savings from each level should be maximised before considering actions at the next level. It is summed up as follows: 1. Be lean (use less energy), 2. Be clean (use localised energy sources), 3. Be green (use renewable energy). The policy is worded to encourage use of the most up-to-date renewable energy generation technologies available. For clarity, the requirements in Part C will be applied on a site-wide basis to provide flexibility in how the emissions targets are met across a development. Note, warehouse and industrial buildings are exempt from the Target Emission Rate requirements in Part C.

Figure 16. Energy Hierarchy (Source: [BREEAM Passive design - Designing buildings](#))



288 Minimising the whole-life carbon emissions of developments is key to ensuring we meet our net zero targets. This means not just looking at operational emissions but considering carbon emissions from the production of materials and components, the transport of materials to the site, and the reuse, recycling or disposal of materials at the end of a development's lifetime. Accordingly, for major developments, we have set embodied carbon targets, subject to viability. These will need to be achieved through consideration of circular economy principles and assessments carried out in line with the whole lifecycle carbon assessment guidance available on the [RICS website](#). These details will be required as part of Sustainability Statements submitted to support planning applications. Where relevant, an open-book approach to viability will be required to demonstrate that these targets would render the development proposal unviable. Furthermore, proposals for the demolition and redevelopment of existing buildings must be based on a sound analysis of the embodied carbon within an existing building and a comparison of the whole-life carbon implications of demolition and rebuilding versus retention and retrofit. This analysis will also be required to be carried out in line with the RICS methodology.

289 The Milton Keynes Carbon Offset Fund was established in 2008 and enables operational emissions from new developments to be offset by investment in

energy reductions and renewable energy installations elsewhere in the city. More details are available in our [Sustainable Construction SPD](#). Policy CEA1 continues this approach. Until now, we have used a carbon price of £200 per tonne of CO2 for payments into the Fund. However, based on updated Department for Energy Security and Net Zero (DESNZ) carbon pricing data for 2024 (£294 per tonne) and emerging sector best practices of taking into account the expected lifetime of development services (25 years as established by BSRIA), we are testing whether a higher carbon price of £7,350 per tonne of CO2 would be appropriate and viable.

- 290 The development of schools or other proposals associated with not-for-profit organisations will be exempt from the Carbon Offset Fund requirement as they are not for profit. An exemption will also apply to developments for halls and meeting places for the principal use of the local community (currently falling within Use Class F2(b)). Where floorspace within this use forms part of a mixed-use development, the exemption will apply only to residual emissions associated with the community use.
- 291 In-use monitoring of building performance is a practice that is growing in importance on the basis that historically, due to a wide range of factors, new buildings have not performed as well (in terms of energy efficiency, heat retention and carbon reduction) as they were predicted to during the design process. This issue is colloquially known as the performance gap. To combat this issue, we will require developers to implement construction quality assurance processes and in-use monitoring of building performance to, first, prevent the causes of the performance gap and, second, identify any cases where the performance gap has persisted, to raise awareness and understanding of the issue. The LPA cannot recommend any company to undertake monitoring to maintain our impartiality. However, professional bodies such as the Building Research Establishment and the Chartered Institution of Building Services Engineers provide lists of building performance assessors who may undertake monitoring as required by this policy requirement.
- 292 Due to Government plans to discontinue Supplementary Planning Documents, we will prepare non-statutory guidance to support applying the policy to proposals. The Planning Application Validation Requirements will provide guidance on what will need to be submitted alongside an application to ensure these criteria are met.

Policy CEA1 Sustainable buildings
Policy type: Strategic
Objectives: 4, 6, 7, 8, 9
Site/sub-area: n/a
A. All new dwellings and non-residential developments must be designed in line with the Energy Hierarchy and take a 'fabric first' approach. Net zero-

carbon buildings should be achieved by reducing operational carbon emissions, reducing whole lifecycle (embodied) carbon emissions, and the incorporation of net zero energy generation technologies and smart demand control measures.

- B. The demolition and redevelopment of buildings must be informed by an assessment of the whole-life carbon costs of retrofitting the existing building to accommodate the proposed use alongside those of the development proposal.
- C. Major development proposals creating new floorspace must meet the following on-site targets:
 - 1. Major residential development must achieve a:
 - a. 60% regulated carbon emissions reduction over the Target Emission Rate set out in Building Regulations Part L 2021; and
 - b. less than 625 kgCO₂e/ metres squared as whole lifecycle carbon requirement, unless this would render the proposal unviable.
 - 2. Major non-residential development (excluding warehouse and industrial buildings) must achieve a:
 - a. 20% regulated carbon emissions reduction over the Target Emission Rate set out in Building Regulations Part L 2021; and
 - b. less than 750 kgCO₂e/ metres squared as whole lifecycle carbon requirement, subject to viability.
 - 3. After achieving the Target Emission Rate requirements set out in 1 and 2 above (where they apply), all major residential and non-residential development proposals must provide 25% of electricity demand through on-site low/zero-carbon energy generation. Where rooftop solar PV panels are used, these should be focused on buildings where green roofs are unfeasible, such as residential buildings with pitched roofs and industrial buildings with low structural loading capabilities.
- D. Where robust viability evidence shows that achieving the standards in C1–3 would not be viable, the residual regulated carbon emissions from major developments will be offset as far as is viable through payment into our Carbon Offset Fund, secured by a legal agreement.
- E. Major residential developments will implement monitoring of energy use, overheating, and indoor air quality in 10% of all dwellings for the first five years of occupation to assess any disparity between the ‘as designed’ and ‘as built’ building performance.

F. Development proposals for dwellings and for non-residential development in excess of 100 square metres of gross internal area should reduce whole lifecycle carbon emissions and resource use as part of achieving criteria A-C above by applying the principles below:

1. Be constructed from components and materials that can be reused or recycled;
2. Be designed to be flexible and adaptable to changing requirements and circumstances over the lifetime of the development, including changes to the physical environment, occupier requirements and land use;
3. Use durable materials and components with longer- lifespans to avoid the need for undue replacement;
4. Enable ease of deconstruction, and ensure that building materials, components and products can be disassembled and reused at the end of their useful life; and
5. Maximise the reuse and/or recycling of all waste arising from construction, demolition and remediation works.

293 Green roofs and green walls can play a crucial role in enhancing the sustainability and resilience of urban environments. Serving as integral components of green infrastructure, these features contribute significantly to mitigating the adverse effects of urbanisation and climate change. For new development, they provide additional opportunities to mitigate urban heat island effects, improve air quality, contribute to biodiversity, and enhance the wider landscape and ecology along with gardens, parks, street trees and waterbodies. Their functions in natural insulation and reducing energy consumption are also key to helping buildings achieve net zero objectives. We support green roofs being appropriately provided alongside solar panels.

294 However, it is recognised that green roofs and walls may not be feasible, viable, or appropriate in some circumstances. For example, this may be due to the structural loading capabilities of the proposed development not being sufficient to support the weight of a green roof or wall. Also, roofs that are not flat or shallow tend not to be suitable for installation of green roofs as the growing medium can be lost over time. Furthermore, green roofs and walls may not be appropriate where development proposals would negatively affect a heritage asset. Where development proposals are unable to include them, an explanation of the reasons why with reference to appropriateness, feasibility and/or viability evidence from a qualified professional will be required. For clarity, 'feasible' relates to whether a green roof or wall can physically be achieved on the site. An example of why a green roof may not be feasible is that a proposed roof would be too steep to install a green roof. 'Viable' relates to whether the provision of them alongside other requirements of the development would render the development unviable.

Policy CEA2 Green roofs and walls
Policy type: Non-strategic
Objectives: 4, 6, 7, 8
Site/sub-area: n/a
A. Where feasible, viable and appropriate, green roofs and/or walls should be provided on proposals for residential apartment blocks, dwellings with flat roofs and/or gentle roof pitches, and non-residential buildings. They must be designed to: 1. Position green roofs and/or walls so that they optimise solar gain; 2. Integrate rainwater collection for irrigation; 3. Incorporate a variety of appropriate plant species which are low maintenance and drought resistant; 4. Where permissible, enable public access and enjoyment; 5. Maximise habitats and food source for pollinators; 6. For green walls, integrate bat and bird boxes where feasible; 7. Include a maintenance and management plan; 8. Automate irrigation; and 9. Use natural hardscape materials.

295 The risk of overheating in new dwellings is addressed by Part O of the Building Regulations. However, to ensure that the risk of overheating is thought of in a holistic manner, alongside related design factors such as landscaping and internal cooling systems, we will set out those requirements that new residential developments must consider. The Chartered Institution of Building Services Engineers (CIBSE) provides a detailed methodology for assessing the overheating risk within the living rooms, kitchens, and bedrooms of new dwellings. This is set out in their TM59 design methodology and further guidance on implementing this assessment is available in our [Sustainable Construction SPD](#) (or future guidance produced and adopted by the Council replacing this).

296 Indoor air quality is an important health matter central to people's enjoyment of home and their wellbeing. Alongside overheating, indoor air quality is a significant health risk for vulnerable populations. Therefore, developers will be required to carry out an air quality assessment of proposed buildings, in line with the CIBSE KS17 methodology, to ensure optimum levels of indoor air quality are achieved. Guidance on implementing CIBSE KS17 is available in the Sustainable Construction SPD (or future guidance produced and adopted by the Council replacing this).

Policy CEA3 Resilient design
Policy type: Non-strategic
Objectives: 6, 8
Site/sub-area: n/a
A. Major residential development proposals must be designed to mitigate the risk of overheating. B. Subject to heritage and design considerations, new minor and major residential developments should include: 1. Fixed external shading devices to windows of habitable rooms; 2. Cross-ventilation by use of dual-aspect designs, apart from in circumstances where dual aspect is not achievable due to an acceptable floorplan layout; 3. Positioning buildings to take advantage of passive solar shading and ventilation; 4. Tree planting, landscaping and green spaces comprised of drought-resistant plant species to provide natural shading; and 5. Use of materials with low thermal mass and light colour schemes, where they will be exposed to direct sunlight. C. New dwellings and non-residential buildings should be designed to create acceptable indoor air quality levels following the CIBSE KS17 methodology or its equivalent successor. D. Major developments should be built in accordance with a quality regime laid out within the Sustainable Construction SPD or its successor.

297 While the most direct opportunity for the planning system to make the built environment more sustainable is by setting stringent targets for new development, we will also support proposals to retrofit existing buildings where they result in improvements to their energy efficiency, longevity, reduce operational carbon emissions and comply with other policies in the development plan.

298 With respect to Part B.3. of Policy CEA4, an example of a negative consequence could be causing damp in external walls through the installation of unbreathable internal wall insulation. With respect to Part B.5., whether retrofit proposals are proportionate will be site specific, but it generally means that retrofit proposals should be of a scale appropriate to the issue they are seeking to solve. For example, installing full wall, roof and floor insulation to draught proof an otherwise energy efficient property may not be proportionate to the scale of the issue which likely could be solved through use of traditional draught-proofing methods. In line with Paragraph 167 of the NPPF, we will give significant weight to the need to support energy efficiency and low-carbon

heating improvements to existing buildings, both domestic and non-domestic (including through installation of heat pumps and solar panels where these do not already benefit from permitted development rights).

- 299 We recommend reviewing Historic England Advice Note 18 (Adapting Historic Buildings for Energy and Carbon Efficiency) (or as updated/replaced) for guidance on how to approach retrofitting heritage assets. Applicants seeking to retrofit of heritage assets should also consider Policy HE1 when preparing their proposal.

Policy CEA4 Retrofitting
Policy type: Non-strategic
Objectives: 4, 6, 8
Site/sub-area: n/a
A. Development proposals which improve the energy efficiency, carbon emissions, water efficiency, and/or longevity of an existing building(s) in a good condition will be strongly supported. B. Proposals seeking to retrofit a heritage asset must ensure they: 1. Are based on a thorough understanding of the heritage asset, its setting, and how its design regulates internal temperature, air flow and moisture levels; 2. Avoid or minimise harm to the significance of the building and its setting; 3. Minimise the risks of negative consequences to the condition of the building or asset; 4. Ensure a healthy and comfortable internal environment; 5. Increase climate resilience and minimise environmental impact; and 6. Are proportionate, effective and cost efficient. C. Where retrofit proposals would improve energy efficiency, lower carbon emissions and/or improve water efficiency, these will be identified as a public benefit when assessing development proposals affecting a heritage asset.

Water efficiency

- 300 Milton Keynes is in the Ruthamford South Water Resource Zone, which is described as an area of the Anglian region that is most water stressed. As such, improving water efficiency in new buildings is seen as an important method of reducing water scarcity, as per Anglian Water's [Water Resource Management Plan](#) to reduce water deficits. The level of water stress in Milton Keynes demonstrates the need to adopt a higher water efficiency standard of 85 litres per person per day in major developments, and 100 litres per person per day in smaller developments. These standards have been tested by the Whole Plan Viability Study and considered to be achievable. We shall require a completion certificate to be submitted to the Local Planning Authority confirming the design standard under parts A1, A2 or B (as relevant) has been verified and fully implemented.
- 301 A range of rainwater harvesting systems can help to reduce the water deficit and should be incorporated into new developments where feasible and viable. If viability and/or feasibility is an issue, then we will require robust and transparent evidence as to why any or all of these requirements have not been included within the proposal. Where water-intensive, non-residential development is proposed, a Water Resources Plan shall be required to demonstrate no adverse impacts on water availability.

Policy CEA5 Water efficiency

Policy type: Strategic

Objectives: 6, 8

Site/sub-area: n/a

- A. Proposals for residential development must achieve using a fixtures and fittings approach, unless superseded by a more stringent national policy or Building Regulations requirement, a 93 litres per person per day water efficiency standard for mains supplied water/potable water.
- B. Where feasible and viable, non-residential development proposals must achieve full credits within the four water categories (WAT01, WAT02, WAT03 and WAT04) of the BREAAAM standard, with a minimum score of three credits within WAT01 Water Consumption category, or an equivalent standard set out in any future update to BREAAAM.
- C. Where feasible and/or viable, development proposals for residential dwellings and non-residential floorspace must incorporate:
 - 1. Rainwater collection butts and other rainwater harvesting measures, with water-cleaning systems as appropriate for the end use;

2. Integration of surface water run-off systems into multifunctional Sustainable Drainage Systems (SuDS);
3. SuDS tree pits where street trees are proposed; and
4. Water reuse measures, with water-cleaning measures as appropriate for the end use.

Reducing and mitigating environmental pollution

- 302 Provision of renewable and low-carbon energy generation during the plan period will provide many benefits, in terms of reducing carbon emissions, increasing energy security, reducing energy transmission costs and helping reduce market volatility. Proposals for renewable and low-carbon energy sources (including but not limited to solar, wind, geothermal and energy from waste, data centres and other industrial sources of heat) must ensure they are delivered in a way which would not have any unacceptable social, environmental and economic impacts. We support energy generation from a range of delivery and ownership models, including community projects. It is expected that we will only directly assess energy development below the thresholds set out in the Infrastructure Planning (Onshore Wind and Solar Generation) Order 2025. However, we will also apply these policies in our responses to Nationally Significant Infrastructure Proposals.
- 303 Combined heat and power (CHP) and Local Energy Networks are highly efficient systems that capture and utilise the heat and/or power that is a by-product of the different sources, such as energy from waste, surplus heat, and data centres. By generating heat and/or power simultaneously, CHP and Local Energy Networks can reduce carbon emissions by up to 75% compared to conventional generation via a boiler and power station, and reduce dependence on the national electricity grid for energy and heating needs. The final version of the plan will be accompanied by a map of local heat networks to aid implementation of Policy CEA6. This will be updated on an annual basis as part of work on our Authority Monitoring Report. New developments in the same or adjacent parish as a CHP/CCHP network, or within a heat network zone as designated by the Council and/or Government in line with the Energy Act 2023, will need to connect into that network unless mitigating factors, as set out in Parts C.1–3. of Policy CEA6. These should be considered on a case-by-case basis considering the site location, availability of local heat networks, the likely heat and/or energy demands of the proposed development, the likely costs of connection into the network, the levelised cost of heat, and the impact of these on scheme viability.
- 304 Alongside the statutory functions of our Environmental Health department and the Environment Agency, the plan will play a key role in ensuring that new developments do not pollute local environments through land, soil, water, air,

dust, noise, odour and light, during construction, operation, and where appropriate, decommissioning. In this regard, development must take account of a wide range of design and sensitivity criteria, based on technical analysis carried out by a competent person. Proposals which may result in pollution to the local environment include a wide range of development types, such as (but not limited to) industrial, waste, bad neighbour and housing developments. Major Road Networks are as defined on the [Department for Transport website](#). For EIA development, consideration of the effects on human health shall be carried out in line with best practice IEMA guidance on the Effective Scoping of Human Health in Environmental Impact Assessment or equivalent. As well as considering the effects of development on determinants of health e.g. noise or air quality levels, EIA assessment of significant effects on health must also describe the predicted health outcomes.

- 305 Positive soil management is important given the multifunctional benefits soil has for the environment. We recommend developments follow the Code of Practice for the sustainable use of soils on construction sites⁹. Mitigation measures during the construction phase will be secured by way of a Construction Environment Management Plan. Sustainable drainage systems must not be installed in/on contaminated land. We recommend that when preparing applications, applicants follow the Environment Agency Land Contamination Risk Management guidance¹⁰.
- 306 Sources of air pollution which could present a significant risk to human health are defined as Part A facilities under the Pollution Prevention and Control system (see Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions (integrated prevention and control)). In relation to part F.5. of Policy CEA7, the types of development we consider would be occupied by people who are more vulnerable to air pollution include schools, health-care establishments, housing for older people, children's care and adult social care.
- 307 Proposals for residential development within 400 m of a Water Recycling Centre (WRC) will be required to demonstrate that odour from the WRC would not have an adverse impact on residential amenity, considering Anglian Water's Asset Encroachment Risk Assessment Methodology.

Policy CEA6 Low and zero carbon energy provision
Policy type: Strategic
Objectives: 4, 6, 8
Site/sub-area: n/a

⁹ <https://www.gov.uk/government/publications/code-of-practice-for-the-sustainable-use-of-soils-on-construction-sites>

¹⁰ <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

Low carbon and renewable energy and supporting infrastructure

- A. Development proposals for low-carbon and renewable energy generation will be strongly supported where it can be demonstrated that there will not be any significant negative adverse social, health, economic or environmental impacts.
- B. Development proposals for low-carbon and renewable energy generation (including community energy networks) and infrastructure needed to facilitate the supply and utilisation of low- and zero-carbon energy, including grid upgrades, energy storage and electric vehicle charging infrastructure, will be supported unless there would be:
1. Unacceptable harm on air safety from radar interference and an increased risk in incidents on approaches/departures from local airfields/airports; and/or
 2. Unacceptable cross-boundary effects.

Local energy networks

- C. Development proposals for new buildings within the same or adjacent parish as infrastructure associated with an existing or proposed heat and/or energy network, or within a heat network zone, must connect to the relevant network, unless it can be demonstrated that:
1. A better alternative for reducing carbon emissions from the development can be achieved;
 2. The heating and/or cooling loads of the scheme do not justify a heat and/or energy network connection;
 3. The feasibility of a connection would not be possible; and
 4. An alternative low/zero-carbon heating solution would cost less using the levelised cost of heat as a cost comparator.

Policy CEA7 Mitigating wider environmental pollution

Policy type: Strategic

Objectives: 4, 5, 6, 8

Site/sub-area: n/a

- A. Development proposals must ensure that pollution will not have an unacceptable impact on human health, groundwater, general amenity, biodiversity or the wider natural environment.

Contaminated land and soil pollution

- B. Proposals for residential and non-residential development must demonstrate that they would not be at risk from any ground, groundwater or gas contamination with regard to:
1. Land previously used for industrial, commercial or utilities purposes;
 2. Land which is at risk of contamination or impacted by adjacent contamination; and
 3. Land where the proposed use is vulnerable to the presence of contamination.
- C. Development proposals which risk contributing to soil and/or water pollution must demonstrate how this risk will be avoided or mitigated to an acceptable level. Soils must also be managed appropriately to maintain soil structure, function, and chemical and organic content.

Air quality and odour

- D. Development proposals that would result in unacceptable impacts to human health and/or the natural environment through air pollution, or that would prejudice compliance with national air quality objectives, will be refused.
- E. Major development proposals must demonstrate how prevailing air quality, accounting for all potential sources of air pollution, and the potential impacts upon air quality from the proposal have been assessed. They must also show how acceptable air quality standards will be maintained through appropriate avoidance and mitigation.
- F. Minor development proposals will also be required to address the considerations outlined in Part E, if any of the following apply:
1. Due to the nature of the proposal, and through in-combination effects, the development risks creating unacceptable impacts to human health and/or the natural environment through air pollution;
 2. The site is within an Air Quality Management Area;
 3. The site is within 50 metres of the Strategic Road Network, Major Road Network, Grid Roads or A422;
 4. The site is within proximity to a source of air pollution which could present a significant risk to human health; or
 5. The type of development would mean its occupiers would be more vulnerable to air pollution.
- G. Development proposals must address any impact upon odour levels, or their sensitivity to prevailing sources and levels of odour. An odour assessment will be required for residential developments proposed within 400 m of a Water Recycling Centre to demonstrate that odours from the site would not adversely affect residential amenity.

Noise and vibration

- H. A Noise and Vibration Impact Assessment will be required for development proposals that have the potential to cause disturbance to people and/or the natural environment due to noise and/or vibration, as well as for proposals that are sensitive to such impacts.
- I. Development proposals that would result in or be exposed to, noise pollution and/or vibration that causes significant adverse impact on residential amenity, human health, the natural environment and/or the tranquillity of the countryside will be refused. Planning permission will only be granted in such circumstances where the need for, and benefits of, the development clearly outweigh the harm and where all feasible measures to avoid and mitigate that harm have been fully implemented.
- J. Development proposals within 100 m of the existing Strategic Road Network, Major Road Network, Grid Roads or the A422, including proposed additions, or railways must include appropriate mitigation measures to protect existing and future occupiers from noise and vibration impacts.

Light pollution

- K. Development proposals that include external lighting schemes will be supported where it can be demonstrated through a Lighting Assessment that all the following criteria are met:
 - 1. The lighting scheme is the minimum required for security and operational purposes;
 - 2. Glare and light spillage are minimised;
 - 3. The amenity of residential areas is not adversely affected;
 - 4. There is no unacceptable adverse impact on the character, beauty, openness, tranquillity, dark landscapes, or enjoyment of the night sky in the countryside;
 - 5. The visual character of historic buildings and conservation areas is not adversely affected;
 - 6. There is no dazzling or distraction of drivers using nearby roads; and
 - 7. There are no unacceptable adverse impacts on species, habitats, or the wider natural environment.
- L. Where appropriate, the brightness and/or hours of illumination will be controlled by condition.

Water quality

- M. Major development proposals must demonstrate how potential impacts on water quality will be mitigated. If identified by Natural England as a material

consideration in the authority area, proposals must also demonstrate how nutrient neutrality would be achieved.

Providing and protecting our valued green spaces

308 The network of open spaces, parks, woodlands, lakes, canals, and rivers, linked by paths and Redways, provides beautiful, accessible places for people to exercise and spend time which provides mental and physical health benefits. Open spaces are recognised as being important to the quality of people's lives and are a significant factor in achieving sustainable communities. Open spaces often encourage enjoyment of the natural and semi-natural environment, while contributing to biodiversity net gain, conservation of nature and landscape, and protection of water resources and air quality.

Recognising the important role open spaces play in creating people friendly and healthy places, new residential developments must provide new open spaces and formal outdoor playing fields and/or make contributions towards improving the accessibility or capacity of existing open spaces or playing fields. Annex B sets out the quality and accessibility standards for open space provision. These are informed by our Open Space Assessment which considered quantitative and qualitative deficiencies and surpluses in open space provision. The different types of open space are described in Annex A.

309 As stated in the National Planning Policy Framework, the loss of existing open space and formal outdoor playing fields will be resisted unless it is demonstrated that the provision is surplus to requirements, or equivalent or better provision is to be made elsewhere.

Policy CEA8 Provision and protection of accessible open space

Policy type: Strategic

Objectives: 1, 2, 3, 7, 8

Site/sub-area: n/a

Provision of new accessible open space

A. Development proposals, where appropriate, must maintain and enhance the quality and connectivity of open space networks. Proposals should integrate with active travel and recreation routes, contributing to the wider green and blue infrastructure network.

B. Residential development proposals must provide open spaces and formal outdoor playing facilities or contribute towards improving existing open spaces and formal outdoor playing facilities in accordance with:

1. Open space standards set out in Annex B and C of this plan; and

2. Standards for formal outdoor playing facilities defined in Annex B and C of this plan and the most up-to-date Playing Pitch Strategy.

C. The provision, management and maintenance of open spaces and formal outdoor playing pitches must be an integral part of residential development proposals where such provision is required. Proposals must include:

1. Details on the proposed design and layout including access;
2. A management and maintenance strategy including ownership details;
3. Identification of future ownership and responsible maintenance body (e.g. The Parks Trust); and
4. A clear plan for achieving future long-term management and maintenance.

Protection of existing open space and formal outdoor playing fields

D. Development proposals that would result in the loss of open space (types of which are set out in Annex B) will only be permitted where:

1. An assessment based on the standards in Annex B and C demonstrates that the existing provision is surplus to requirements; or
2. The lost open space would be replaced with open space of equivalent or better quality, quantity and accessibility in accordance with Annex B requirements.

E. Development proposals must not result in the loss of amenity greenspace larger than 0.2 ha unless there is a surplus of amenity greenspace within 710 m of the site, or it would be replaced with, or result in improved, open space(s) of equivalent or better quality, quantity and accessibility using the Annex B and C standards as a guide.

F. Planning permission will not be granted for proposals that involve the loss of formal outdoor playing facilities unless:

1. Replacement or equivalent provision meets the requirements of the most recently adopted Playing Pitch Strategy and the criteria specified in Annexes B and C;
2. It is demonstrated that there is a surplus of the existing type of pitch in the local area; or
3. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Development within Linear Parks

G. Development proposals for leisure and recreation uses, or related ancillary uses, within Linear Parks will be supported, provided they do not:

1. Result in an unacceptable visual impact;
2. Detract from the primary function of the Linear Park as publicly accessible open space;
3. Conflict with any existing use of lakes, canals or other water areas;
4. Adversely affect the flood plain; or
5. Undermine opportunities to connect wildlife areas and provide for biodiversity corridors.

Biodiversity and habitats network

- 310 Biodiversity Net Gain (BNG) is an Environment Act requirement for new development to deliver a minimum 10% increase in biodiversity after development, compared to the level before. It can provide an investment mechanism for both on-site and off-site green infrastructure and will be achieved by either enhancing existing habitats or creating new ones. BNG can therefore be used to both raise the quality of existing green and blue spaces (such as river restoration) and provide new green infrastructure. The Biodiversity Supplementary Planning Document (2021) goes further in outlining practical delivery of biodiversity uplift, and the Construction Industry Research and Information Association worked collaboratively to create the Biodiversity Net Gain – Principles and Guidance for UK construction and developments document, setting out best practice principles.
- 
- 311 Local Nature Recovery Strategies (LNRSs) will also be used to identify how habitats can deliver wider environmental benefits, which may also improve people's access to green infrastructure. We are committed to working collaboratively with all relevant stakeholders to ensure the best possible delivery of the LNRS.
- 312 In relation to part B. of Policy CEA9, enhancements may include facilitating habitats and routes for wildlife, such as bat and bird boxes, bee and bird bricks and hedgehog highways.

Policy CEA9 Biodiversity and habitats network
Policy type: Strategic
Objectives: 7, 8
Site/sub-area: n/a
A. Development proposals that provide a higher than 10% net gain in biodiversity, and those that provide for long-term management and maintenance for more than 30 years, will be strongly supported provided the proposed habitat types/species selected are appropriately integrated with the wider landscape proposals and suitable to the end use of the development.

- B. Development proposals that provide biodiversity enhancements not included as part of the metric will be strongly supported.
- C. Development proposals¹¹ should avoid the loss of habitat present on site. If loss of habitat is unavoidable then proposals must include:
1. The creation or enhancement of habitat on-site;
 2. The creation of habitat off-site through creation or purchase of units; and/or
 3. Evidenced purchase of statutory credits where the creation of habitat off-site is not possible.

Protection and enhancement of the environmental infrastructure network, priority species and priority habitats

- 313 Nature, Green and Blue Infrastructure (NGBI) is a strategically planned network of natural and semi-natural areas with other environmental features. It can deliver a range of ecosystem services. Ecosystem services is an umbrella term for the range of services and benefits people derive from nature (our natural capital), such as clean air and water, regulation of risks (floods, droughts and overheating), health and well-being benefits, food and energy.
- 314 The Milton Keynes Nature, Green and Blue Infrastructure (NGBI) Strategy reviews current and future needs for NGBI up to 2050. The strategy includes a comprehensive description of the typologies of NGBI in Milton Keynes, which are summarised as follows:
- **Parks and gardens** – including linear parks, local parks, country parks and private gardens.
 - **Amenity greenspaces** – including common land, village greens and paddocks.
 - **Natural and semi-natural greenspaces** – including woodlands, grassland and hedgerows.
 - **Traffic-free access networks** – including Redways, footpaths and bridleways, and other leisure routes.
 - **Transport networks** – including roadside grass verges and railway corridors.
 - **Outdoor sports facilities** – including recreation grounds, golf courses, ball courts and sports pitches.
 - **Religious spaces** – including cemeteries and churchyards.
 - **Food-growing areas** – including allotments, orchards and community growing areas.

¹¹ Except existing and variations on planning permission, as well as de minimis, householder, and self- and custom-build applications, biodiversity net gain sites, high speed rail, urgent crown development, and permission granted by a development order (including permitted development).

- **Blue infrastructure** – including canals, rivers, lakes, ponds and wetlands.
- **Architectural features** – including green roofs, blue roofs, living walls and balcony gardens.
- **Civic spaces** – including market squares, flower beds and ground-level planters.
- **Heritage features and the historic environment** – including scheduled monuments, conservation areas, listed buildings and registered parks and gardens.

315 The policy requires the NGBI network, as identified in the NGBI Strategy, to be protected and enhanced. The policy also includes additional requirements for protection of the environmental infrastructure network according to the value of the species/habitat it has been designated for. Specifically:



- **International designations** – including Ramsar sites, IUGS Geological Heritage Sites, Special Areas of Conservation and Special Protection Areas, and Functionally Linked Land associated with these sites¹².
- **National designations** – including Sites of Special Scientific Interest and National Nature Reserves.
- **Irreplaceable Habitats** (as defined in the NPPF) – including ancient woodlands and veteran trees.
- **Local designations** (sites of countywide or local importance) – including local nature reserves and MK Wildlife Sites.

316 The mitigation hierarchy requires the highest priority to be given to avoiding or reducing harm to biodiversity, and where this is not possible, reduce the extent of the impact. Where this is not possible, mitigation or compensation will be necessary. In the case of great crested newts, for instance, Milton Keynes City Council holds an Organisational District Licence for Great Crested Newts which allows for the licensing of development – and may be an appropriate mitigation measure.

317 Priority species and priority habitats are those that have been identified as being the most threatened and require conservation action under the UK Biodiversity Action Plan (UK BAP). The priority list is produced by the Joint Nature Conservation Committee (JNCC).

¹² Development proposals within areas of Functionally Linked Land should consider whether the on-site habitat acts as functional habitat for the relevant internationally designated site. The degree of harm that may occur because of the proposal shall be assessed and mitigations proposed accordingly.

- 318 European sites are parcels of land designated for their importance to biodiversity, including the protection of habitats and population of species. Commonly referred to as; Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites.
The Upper Nene Gravel Pits was designated a Special Protection Area (SPA) and Ramsar site in 2011. It is protected by the Conservation of Habitats and Species Regulations 2017 (as amended) and requires that a stringent assessment process, the Habitats Regulations Assessment (HRA), be undertaken for any plan or projects that could have a significant effect on a European site individually or in combination with other plans or projects.
- 319 Milton Keynes City Council has undertaken a Habitats Regulation Assessment (HRA) to determine if the plan will have any adverse effect on the surrounding European sites, individually or in combination with other plans or projects. The Habitats Regulation Assessment has shown that the plan area falls within 10km of the Functionally Linked Land (FLL) buffer and any development within the buffer is likely to have adverse effects on the Upper Nene Gravel Pit SPA and Ramsar. Functionally linked land refers to land that is not directly linked to the European site occurring outside the designated site but is still critical for the ecological or behavioural function of habitats and species during a relevant season of a qualifying feature, referring to the specific habitats or species for which a European site has been designated for.
- 320 The Upper Nene Valley Gravel Pits SPA and Ramsar site is designated for its breeding and non-breeding season bird assemblage and wintering waterbird species. The qualifying features of the Upper Nene Valley Gravel Pits SPA and Ramsar designations are bird species that use a variety of habitats outside the SPA and Ramsar boundary for nocturnal and diurnal foraging and roosting. Golden Plover (*Pluvialis apricaria*) and Lapwing (*Vanellus vanellus*) often spend time feeding or roosting on grassland, wetland and arable land outside the designation boundaries and form part of the qualifying features for which the Upper Nene Valley Gravel Pits was designated. These areas of habitat are functionally linked land. The protection and prioritisation of species and habitats should align with Policy CEA10, part E. and F.; in addition impacts to any other species should also be considered.
- 321 Development proposals within the 10 km Zone of Influence have the potential to have a significant effect individually or in combination on the Upper Nene Valley Gravel Pits SPA and Ramsar site. Proposals will be required to demonstrate if they (and/or in combination with other development) are likely to cause harm to the functionally linked land for which the Golden Plover and Lapwing species use for feeding or roosting and the Upper Nene Gravel Pits SPA and Ramsar site.

- 322 All relevant development proposals should be supported by an overwintering bird survey and consult with the Council and Natural England in the pre-application stage to determine the level of potential impact.
- 323 In line with paragraphs 187 and 188 of the NPPF, it is important that planning decisions recognise the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. When applying this approach, we will refer to Natural England's guide¹³ to assessing development proposals on agricultural land.

Policy CEA10 Protection and enhancement of the environmental infrastructure network, priority species and priority habitats

Policy type: Strategic

Objectives: 7, 8

Site/sub-area: n/a

Protection and enhancement of Nature, Green and Blue Infrastructure network

- A. Development proposals must protect and enhance the Nature, Green and Blue Infrastructure network in line with Milton Keynes' Nature, Green and Blue Infrastructure Strategy by conserving and enhancing on-site biodiversity and habitat networks within and adjacent to the site.
- B. Development proposals which would likely cause harm to the nature conservation or geological interest of internationally important sites (Ramsar sites, Special Areas of Conservation, Special Protection Areas and Functionally Linked Land associated with and within 10 km of the Upper Nene Valley Gravel Pit SPA/Ramsar) will not be permitted unless:
 - 1. There is no suitable alternative site to accommodate the development;
 - 2. All reasonable possibilities for mitigation have been considered;
 - 3. There are imperative reasons for overriding public interest; and
 - 4. Compensatory provision in line with mitigation hierarchy will be secured.
- C. Development proposals which would likely cause direct harm to a National Nature Reserve, Site of Special Scientific Interest or Irreplaceable Habitat, will not be permitted unless:
 - 1. There is no suitable alternative site to accommodate the development;

¹³ <https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land>.

2. The benefits of the development, at this site, clearly outweigh the adverse impacts on the site;
3. The benefits of development clearly outweigh broader impacts on the national network of Sites of Special Scientific Interest;
4. All reasonable possibilities for mitigation have been considered; and
5. Compensatory provision in line with the mitigation hierarchy will be secured.

D. Development proposals which would likely cause harm to the biodiversity or geological conservation value of a site of authority-wide or local importance¹⁴, will only be permitted where:

1. The local development needs significantly outweigh the biodiversity or geological conservation value of the site;
2. All reasonable possibilities for mitigation have been considered; and
3. Compensatory provision in line with mitigation hierarchy will be secured.

Functionally linked land

E. Development proposals within the Upper Nene Valley Gravel Pits Special Protection Area and Ramsar 10 km Zone of Influence for functionally linked land, must identify the impact(s) and demonstrate site-specific avoidance and/or mitigation to satisfy the Habitats Regulations. Development proposals greater than one hectare within the 10km zone or likely to have a significant effect on the Upper Nene Valley Gravel Pits SPA and Ramsar conservation objectives must be accompanied by a Habitats Regulation Assessment that assesses the impact on functionally linked land and how site-specific adverse effects can be avoided and/or mitigated. Development proposals that could potentially comprise functionally linked land associated with the Upper Nene Valley Gravel Pits SPA and Ramsar will need to undertake overwintering bird surveys early in the planning process ahead of submitting an application.

F. Where an adverse impact on site integrity at the Upper Nene Valley Gravel Pits SPA and Ramsar is identified, development will only be permitted where it satisfies the requirements of part B of this policy.

Protection of priority species and priority habitats

G. Development proposals will not be permitted unless it has been demonstrated that they will not result in a negative impact upon protected species and priority habitats.

¹⁴ Including MK Wildlife Sites, Wildlife Corridors, Local Nature Reserves, Ancient Woodlands, Traditional Orchards, Local Wildlife Sites, Biological Notification Sites, Biodiversity Opportunity Areas and Local Geological Sites.

H. Development proposals, on sites which contain priority species or habitats, must promote priority species preservation, restoration, expansion and/or re-creation.

Protection of best and most versatile agricultural land

I. Development proposals on greenfield sites for 300 homes or more must consider the economic and other benefits of best and most versatile agricultural land through appropriate surveys and assessments. Where such proposals involve the loss of agricultural land, areas of poorer quality land (grades 3b, 4 and 5 of the Agricultural Land Classification) should be used in preference to higher quality land (grades 1, 2 and 3a of the Agricultural Land Classification), unless other material planning considerations would outweigh the loss.

Urban greening factor and urban tree canopy cover

- 324 Nature, green and blue infrastructure, particularly through trees providing shade and evapotranspiration, can help reduce daytime temperatures in urban areas and provide health benefits by cooling during heat waves. Trees which give shade to buildings can also reduce the need for air conditioning, saving carbon. They also play a vital role in improving air quality by reducing pollution through absorbing harmful gases and particles in the air. The role of trees and urban greening to mitigate adverse effects of climate change and development, and the benefits they can equally provide, has been considered in detail within our Nature, Green and Blue Infrastructure Strategy and informs our policy approach set out below.
- 325 The Urban Greening Factor has been developed as a planning tool to improve the provision of green infrastructure and increase the level of greening in urban environments. Natural England have published a [User Guide](#) to provide detailed guidance on the purpose and practice of applying urban greening factors through the planning, design and development process.
- 326 All new major development proposals must meet the urban greening factor standards, set out in Policy CEA11. Annex H provides guidance on the relevant policy standards, including Natural England's calculation and scoring matrix to be used in the assessment and implementation of these standards. The required proportion of natural green surface cover, which can be comprised of both existing and newly installed features, will need to be demonstrated and evidenced via the submission of a completed Urban Greening Factor (UGF) assessment. Applicants should assess and submit the baseline score for the site pre-development, prior to any clearance on site, as well as for the proposal as built/post-development. The as-built/post-development score required for development proposals will be expected to meet the standards set out in Policy CEA11.

- 327 Tree planting has been an integral part of environmental management in Milton Keynes since its inception. This is recognised within our management framework for the long-term management and expansion of trees across the City, the '[City of Trees](#)'. Planting trees within developments has many benefits not only for carbon storage and improving air quality but also for flood risk management, biodiversity and improvements for wellbeing. The Urban Tree Canopy Cover Standard promotes an increase in tree canopy cover in urban environments. Trees are vital for capturing carbon and can help to mitigate flood risk as they absorb excess water during flooding incidents.
- 328 Guidance from the Urban Forestry and Woodland Advisory Committee Network¹⁵ suggests that 20% tree canopy cover can be a good aspiration for towns and cities. Policy CEA11 sets out a requirement for a minimum proportion of tree canopy cover within developments and requires that proposals retain existing landscape features and trees wherever possible.
- 329 The requirements of Policy CEA11 and UGF scoring are not intended to be used in place of other policy requirements, including the submission of the Department for Environment, Food and Rural Affairs (DEFRA) biodiversity metric to demonstrate biodiversity net gain, or the need for landscaping plans. However, there will be an inherent link between these considerations, and the assessment process for Policy CEA11 can contribute to meeting other relevant policy requirements where suitable. For example, the provision of urban food-growing areas, the installation of green walls and roofs, and the inclusion of Sustainable Drainage Systems (required by other policies in this plan), will positively contribute to achieving the core UGF standard set out in Policy CEA11.
- 330 Policy CEA11 requires that all new development proposals protect existing woodland, and that all new major development must meet the Woodland Trust's Woodland Access Standard.
- 331 There may be instances where proposals seeking to create and enhance habitats on site, or off site, to contribute to biodiversity net gain would also result in the provision of woodland. In such instances, whether this would achieve the requirements set out in Policy CEA11 (F.1.and F.2.) is dependent on whether the woodland is accessible and whether the scale and proximity of the woodland to the site accords with the requirements in Policy CEA11.
- 332 Increasing provision may be achieved through planting new woodland, expanding the size of existing woodland or improving access to existing woodland. The ecological effects of increasing access to existing woodland will need to be considered in relation to other policies within the plan. Where these effects would be contrary to other policies in the plan, increasing access to the

¹⁵ The Urban Forestry and Woodland Advisory Committee Network. England's Urban Forests. Using tree canopy cover data to secure the benefits of the urban forest. Available at: <https://www.forestresearch.gov.uk/tools-and-resources/fthr/tree-canopy-cover-leaflet/> [Accessed 05/05/23]

woodland will not be considered to represent an appropriate solution in relation to Policy CEA11 (F.). Accessible woodland is defined as ‘any woodland that is permissively accessible to the general public for recreational purposes’ including access that is fee-payable or limited to certain hours.

333 The Forestry Commission set out that to be considered ‘woodland’ the site must meet all of the following criteria:

- A minimum area of 0.5 ha;
- A minimum width of 20 m;
- A potential tree canopy cover of 20%; and
- A canopy consisting of specimens that meet the definition of trees¹⁶.

334 Contributions to meet the Woodland Trust’s Woodland Access Standard will be considered separately to contributions for BNG.

335 Where it is not possible to increase the provision of accessible woodland on site, in accordance with the parameters set out in Policy CEA11 (F.1. and F.2.), we will require off-site contributions for the expansion and maintenance of accessible woodland in Milton Keynes. This will be a sum of between £300-£400 per dwelling, which will be calculated in accordance with costings for planting and maintenance at the time of development.

336 The Woodland Trust’s Access to Woodland guidance has informed the standards for Part F.1. and F.2. of Policy CEA11. However, we acknowledge that it may not be possible to achieve the proximity target for increasing provision in all circumstances due to land availability constraints. Policy CEA11 part F3. requires that in such instances, major residential development proposals must contribute to the authority-wide provision of accessible woodland.

Policy CEA11 Urban greening, trees and woodland
Policy type: Strategic
Objectives: 7, 8
Site/sub-area: n/a
Urban greening factor A. All development proposals must not result in the net loss of green cover in urban neighbourhoods.

¹⁶ As set out in Section 3 of the Forestry Commission’s Guidance “Definition of trees and woodland”. Available at: <https://www.gov.uk/government/publications/definition-of-trees-and-woodland/definition-of-trees-and-woodland> [Accessed 12/09/2025].

B. All major development proposals must, where feasible and viable, meet the core Urban Greening Factor (UGF) Target Score outlined in the Urban Greening Factor Standard as follows:

1. Non-residential developments must achieve a UGF Target Score of at least 0.3; and
2. Residential developments must achieve a UGF Target Score of at least 0.4, and 0.5 for residential development on agricultural or other greenfield land; and
3. Mixed use development must achieve a UGF Target Score of at least 0.4 within existing settlements, and 0.5 on agricultural or other greenfield land.

Urban tree canopy cover

C. Major development proposals within defined settlement boundaries must meet the Urban Tree Canopy Cover standard of at least 19%.

D. Development proposals resulting in the creation of new residential or non-residential floorspace or hard surfaces must seek to retain existing soft landscape features and trees. Replacement tree planting and soft landscaping elsewhere on the site may be acceptable where this helps achieve other placemaking objectives.

Protection and creation of woodland

E. All new development proposals must protect and, where possible, enhance existing woodland within the site.

F. Major residential development proposals should contribute to meeting the Woodland Trust's Woodlands Access Standard through either provision on site or via off-site contributions that:

1. Increases the provision of accessible woodland that is greater than 2 hectares in size within 500 metres of the proposed development site; and/or
2. Increases provision of accessible woodland that is greater than 20 hectares in size within 4 kilometres of the proposed development site;
3. If criteria F.1. and/or F.2. cannot be met, development proposals must contribute to the authority wide provision of woodland.

Landscape

337 All landscapes are of value. The European Landscape Convention (ELC) establishes the need to recognise landscape in law; to develop landscape policies dedicated to the protection, management and planning of landscapes.

This approach has been taken in updating the Milton Keynes Landscape Character Assessment (2022).

- 338 The Milton Keynes Landscape Character Assessment (LCA) identifies the distinctive characteristics of the landscapes in Milton Keynes, including physical and natural characteristics, historic and cultural characteristics, and visual and perceptual characteristics. It provides the basis for their protection and enhancement, plus guidance for future policies on development, restoration and management in the MK City Plan 2050. Development proposals will need to take account of the Milton Keynes LCA when preparing their proposals.
- 339 Three Special Landscape Areas (SLA) are shown on the Policies Map. These were established following a review of former Areas of Attractive Landscape in Milton Keynes and were informed by the findings of the LCA. Where landscape has been designated as an SLA, it is recognition of the ‘special’ qualities of that landscape which make it of higher sensitivity and value. This policy requires new development that affects the SLA to conserve and, where possible, enhance the special character and key landscape qualities of the SLA in addition to conserving and enhancing landscape character in wider areas. Smaller scale development proposals, such as householder and minor applications, may not be considered to affect the SLA. These will be assessed on a case-by-case basis depending upon the location and context of the surrounding area of such proposals.
- 340 Any Landscape and Visual Impact Assessment (LVIA) must be undertaken in accordance with the standard method set out in Guidelines for Landscape and Visual Impact Assessment by the Landscape Institute and IEMA, 3rd Edition 2013 (GLVIA3), or later edition.
- 341 Statements of Significance are available within the Milton Keynes Review of Local Landscape Designations (May 2024).

Policy CEA12 Conserving and enhancing landscape character/Special Landscape Areas
Policy type: Non-strategic
Objectives: 7, 8, 13
Site/sub-area: SLAs
Conserving and enhancing landscape character A. Development proposals must demonstrate that they conserve and, where possible, enhance the landscape character through sensitive design, mitigation and enhancement measures. Proposals should consider: 1. The key natural and man-made features that contribute towards the landscape character and its quality;

2. The historic layout and setting of villages and hamlets;
3. Important views, including local landmarks; and
4. The tranquillity of the area and the need to protect against intrusion from light pollution, noise and motion.

B. Where a site-specific Landscape and Visual Impact Assessment is required as part of a planning application, this must be prepared in accordance with the standard method set out in the Landscape Institute guidance.

Special Landscape Areas

C. Development proposals affecting Special Landscape Areas will only be permitted where they:

1. Conserve and, where possible, enhance the special character and key landscape qualities of the area;
2. Protect important views, features, landmarks and historic layout and setting of villages and hamlets;
3. Preserve the tranquillity of the area and the need to protect against intrusion from light pollution, noise and motion; and
4. Maintain and, where feasible, improve public access to the countryside.

D. Development proposals must include appropriate measures to mitigate landscape and visual impacts. Landscape and Visual Impact Assessments shall consider the Milton Keynes Landscape Character Assessment, the Statements of Significance for each of the Special Landscape Areas¹⁷, and any other relevant landscape and visual assessments or studies.

Flood and water management

342 Since its original inception, the City of Milton Keynes has sought to reduce existing flood risk via the development of an innovative strategic water management system and planned green infrastructure provision. It successfully ensured that the risk of flooding reduced because of Milton Keynes' development and provided one of the first examples of sustainable drainage systems (SuDS). The balancing lakes and linear parks system incorporate multiple uses, providing Milton Keynes with recreation, wildlife and amenity value. This approach has been instilled in the growth of the city since its inception, through western and eastern expansion areas and within emerging growth areas to the south of the city and east of the M1 motorway.

343 Our most recent Strategic Flood Risk Assessment (SFRA) identifies several areas at risk of flooding from various sources. It is expected that, even with no

¹⁷ As outlined in the Milton Keynes Review of Local Landscape Designations (2024).

further development, the impacts of climate change are likely to increase this risk, making these areas susceptible to more frequent and more severe flooding in future. A robust and sustainable approach, taking account of the Flood Risk Management Hierarchy (assess, avoid, substitute, control, mitigate), is required to reduce and mitigate the potential impacts that climate change may have upon flood risk, particularly in Critical Drainage Catchments. This will ensure that development is future-proofed and helps reduce future flood risk where possible, for example through the attenuation of flows, reducing runoff rates and the use of multifunctional SuDS.



- 344 The ongoing management and maintenance of flood risk infrastructure, and SuDS in particular, is an important consideration to ensure that systems perform over their lifetime, while providing wider benefits as intended. The preparation of surface water management strategies will be important to consider how new development proposals incorporate SuDS. These strategies take account of relevant guidance, such as 'The SuDS Manual' (CIRIA C753) and Nature-Based Solutions (NBS), as part of individual developments and wider spatial planning. They can provide a major contribution to flood risk management and reduce the need for high embedded-carbon flood alleviation schemes. To achieve this, it is important that applicants engage, and discuss their proposals, with the relevant responsible bodies, including the Lead Local Flood Authority, The Parks Trust, Anglian Water and the Internal Drainage Board, to inform the design and management arrangements of SuDS systems. The National Standards for Sustainable Drainage Systems (2025) are a material planning consideration in the design process.
- 345 The need for a joined-up approach to flood and water management, not only in terms of how measures interact with each other but also how they interact with other policy areas, should be recognised. It is important that acceptable flood controls, water supply, foul sewerage and sewage treatment are in place insofar as possible for the lifetime of a development and that detailed aspects are considered at the correct stage (such as private sewerage networks only being

allowed on small developments where a public connection is not reasonable). Applications shall be supported by evidence of early engagement with Anglian Water to demonstrate a sustainable point of connection to the foul sewer network, or suitable alternative, would be achieved.

- 346 Reference to the functional floodplain (Flood Zone 3b) in the following policies is identified as 2% Annual Exceedance Probability (AEP) (1 in 50 years) defended modelled flood extents to represent Flood Zone 3b where available from the Environment Agency, and 3a where outputs are not available. It should be noted that all Environment Agency modelling is scoped to inform the indicative flood map and is undertaken at a large scale. This means it is not normally fit for purpose for a site-specific assessment.
- 347 Further Government guidance regarding flood risk can be found in relevant Planning Practice Guidance. Best practice guidance from organisations such as the Environment Agency should be taken into account when preparing Flood Risk Assessments. The National Standards for Sustainable Drainage Systems (SuDS) (2025) provide the basis for the runoff targets in Part B of CEA15. Policy CEA15, G. will apply to minor development and changes of use that meet any of the policy criteria.

Policy CEA13 Sustainable drainage systems (SuDS) and integrated flood risk and water management

Policy type: Strategic

Objectives: 7, 8

Site/sub-area: n/a

A. Development proposals which are likely to result in a measurable change to the drainage characteristics of a site, must adopt an integrated approach to managing flood risk and incorporating SuDS and a surface water management strategy at a scale that is proportionate to the size and nature of the development. These will be delivered in early phases of development as necessary. Proposals must meet the following requirements:

1. Flood risk management and SuDS systems are provided at a strategic scale, where possible, with SuDS features of different scales performing in an integrated manner;
2. SuDS and fluvial flood risk reduction features are appropriately integrated into the design and layout of the development;
3. Above ground attenuation is provided wherever feasible. Where this is not feasible and below ground attenuation is being proposed, an evidenced justification must be provided;
4. SuDS are designed as multi-purpose green infrastructure, to maximise complementary environmental, biodiversity, social and amenity value;

5. The use of land to provide flood storage capacity must protect floodplain habitats and not conflict with required amenity and recreation provision for the site;
 6. SuDS are designed for climate change and the potential impact it may have over the lifetime of the proposed development;
 7. Proposals within Critical Drainage Catchments, as identified in the appendices of the SFRA, must investigate the potential to reduce or mitigate existing flood risk in the surrounding area;
 8. Provide details of future management, maintenance and adoption of the SuDS and flood risk management systems prior to the granting of planning permission, outlining how they will be funded and function effectively over the lifespan of the development; and
 9. Where feasible, proposals explore opportunities for de-culverting watercourses and the creation of wetlands, wet grasslands and/or wet woodlands, and restore natural river flows and floodplains.
- B. Development proposals must demonstrate that water supply, foul sewerage and sewage treatment capacity is available or can be made available in time to serve the development. Suitable access must be safeguarded for the maintenance of water supply and foul water infrastructure.

Policy CEA14 Protecting and enhancing watercourses

Policy type: Strategic

Objectives: 7, 8

Site/sub-area: n/a

- A. To ensure an adequate undeveloped buffer zone, development proposals must maintain a minimum set back of eight metres from any main river and at least nine metres from all other ordinary watercourses, or a distance otherwise agreed with the Environment Agency, Lead Local Flood Authority, or Internal Drainage Board as the appropriate authority. The provided buffer strip should not form part of private gardens.
- B. Development proposals adjacent to or containing a watercourse should protect and enhance the watercourse's biodiversity, ecological connectivity, marginal vegetation, and aquatic and riparian vegetation as well as their associated species.
- C. Development that would prevent the future de-culverting of watercourses should be avoided.
- D. Development proposals must not negatively impact on the natural functioning of main rivers, ordinary watercourses or wet/dry balancing

lakes. Culverting of open channels should be avoided unless it is essential for access purposes.

Policy CEA15 Managing flood risk

Policy type: Strategic

Objectives: 7, 8

Site/sub-area: n/a

Consideration of flood risk in development proposals

- A. Development proposals must not detrimentally impact upon existing or proposed flood defences, structures and systems.
- B. Development proposals shall reinstate the rate of surface water runoff from brownfield sites to greenfield runoff rates. Where this is not practicable, a relaxation factor of no greater than five times the target 50% and 1% greenfield runoff rates shall be applied.
- C. Site-Specific Flood Risk Assessments must define the extents of Flood Zone 3b where no detailed modelling exists and this must include all relevant flood risk scenarios from all sources. Where detailed modelling is available, the Flood Risk Assessment must ensure that this modelling is fit for purpose for the proposal.
- D. Development proposals must not increase surface water runoff from a site or contribute to cumulative effects.
- E. Development proposals on land that has not been subject to a plan-making Sequential Test will be required to undertake a flood risk sequential test using the Council's latest published Strategic Flood Risk Assessment, and in accordance with the NPPF and PPG. Where development proposals are on land which has been subject to a plan-making Sequential Test but evidence on flood risk has significantly changed or the nature of the proposal differs significantly from the nature of the allocation, a flood risk sequential test will also be required using the Council's latest published Strategic Flood Risk Assessment. Where the Sequential Test is passed, the Exception Test shall be applied as and when required by the NPPF and PPG.
- F. Where the risk of flooding from rivers could be reduced by flood risk management measures, or where the extent of protection is below the required standard (either now or in the future), development proposals will be required to make provision for improvements. Where protection is not of

the required standard, this should not be relied upon for safety until satisfactory improvements have been made.

Flood Risk Assessments

- G. A Flood Risk Assessment must be submitted for development proposals that meet any of the following criteria:
1. Are in Flood Zone 2 or 3;
 2. Are more than one hectare in area within Flood Zone 1;
 3. Are less than one hectare in Flood Zone 1 and include a change of use to a more vulnerable use where they could be affected by sources of flooding other than rivers;
 4. All sites highlighted as being at high risk from surface water flooding, or which are located within a Critical Drainage Catchment as identified in Appendix P of the Strategic Flood Risk Assessment, will be required to provide a Flood Risk Assessment that demonstrates that the development will not increase the flood risk to the Critical Drainage Catchment and, where possible, will provide an improvement to the existing situation;
 5. Are in a Critical Drainage Area (CDA)¹⁸; or
 6. Land identified in a Strategic Flood Risk Assessment as being at increased risk of flooding in the future.

¹⁸ There are no Critical Drainage Areas (CDA) currently designated in Milton Keynes. However, there is potential for CDA designations to be made in future and these shall be published on our website and by the Environment Agency.



Economic and Cultural Prosperity



Economic and cultural prosperity

- 348 **Maintaining the foundation of much of our economic success, namely the land and buildings that provide space for business, whether that be for retail or other employment, is an important part of the MK City Plan 2050. However, we must recognise that changing economic conditions, technology, investment, consumer behaviour and demographics mean that a degree of flexibility is required to avoid deterring investment, keeping our city a prosperous place for our communities. With this balance in mind, our policies on managing employment land and retail are set out below.**



- 349 Our heritage and cultural assets are important to the success of Milton Keynes, and enabling Milton Keynes to continue to prosper culturally is important. The MK City Plan 2050 plays a particularly important role in how we manage our built heritage.

Protecting employment land and buildings

- 350 Plans often include planning policies designed to safeguard employment land and buildings from being lost to alternative uses – such as residential development – unless there is compelling evidence that continued employment use is no longer viable. To support any proposal for a change of use or redevelopment to non-employment purposes of a building or land used for employment purposes, applicants must provide clear, robust and well-documented evidence. This may include a structural survey that assesses the physical condition of the building, demonstrating whether it remains suitable for continued employment use or could reasonably be adapted for such purposes. Evidence could also include information about whether the building or site is no longer viable for employment use. Evidence about marketing should be provided in a marketing report which contains the following:
- Evidence that the building/site has been marketed for at least six months; and
 - The building/site has been marketed for an appropriate mix of employment uses; and marketed by a commercial agent or surveyor.
- 351 It should also detail the appropriate methods used to market the site, which should include:
- Dated records of web-based marketing through commercial agents/surveyors;

- Dated advertising within the local press and local business publications circulating within the Council area, and the Estates Gazette;
- Where feasible, on-site/building marketing boards on display throughout the period in which the property is being marketed; and
- Records of enquiries throughout the period of the marketing campaign including details of the date, contact details, nature of the enquiry, how the enquirer found the business, and the follow-up actions undertaken for example, whether or not the enquiry resulted in a site visit.

352 Where premises are marketed for lease, the length of lease offered should not be unduly restrictive and should include the potential for a short-term lease in appropriate cases. Details of the lease terms offered should be included in the marketing report, along with any changes made to the terms offered during the period of the marketing campaign and the reasons for this.

353 The premises/site should be marketed at a price and associated terms that are commensurate with market values, based on evidence from recent and similar transactions. At least three examples should normally be provided of completed transactions involving a similar site or premises and similar terms within the local area within the last three months, or written evidence from an independent qualified valuer on the market values in the local area. All information about price and terms should be provided in a format that enables easy comparison, using equivalent and comparable expressions of price per unit of floorspace. Where the price changed during the period of the marketing campaign, the reasons for this should be recorded and included in the marketing report; and where the flow of enquiries was limited or decreasing, the marketing report should explain the measures undertaken to refresh the campaign over the marketing period.



354 Many religious groups experience difficulties finding suitable accommodation or plots of land big enough in residential areas of the city to accommodate a building to meet their needs. The Council does not normally permit proposals which result in the loss of employment land and premises. However, in some circumstances it may be appropriate for places of worship to be located on employment sites.

355 This policy aims to strike a balance between protecting employment land and buildings and allowing the change of use of a building or land used for employment uses to another use, subject to certain criteria.

Policy ECP1 Protecting employment land and buildings

Policy type: Strategic

Objectives: 12

Site/sub-area: n/a

A. To maintain a sufficient supply of employment land and buildings to meet identified needs and provide a diverse choice for businesses, proposals that would involve their loss will be refused unless:

1. Robust evidence is provided, including marketing of the building and/or land for a minimum period of six months prior to the submission of the proposal, which demonstrates that there is no longer a reasonable prospect of it being used for current or other employment uses, including redevelopment for employment uses;
2. The proposal does not have an unacceptable impact on the operation of adjoining businesses or undermine the purpose of surrounding designated employment land as an employment location; and
3. Robust evidence is provided demonstrating that the proposed use is one that cannot be satisfactorily accommodated other than in an employment area.

Supporting the vitality and viability of centres

356 The shopping or retail function of town centres is important, but these centres are more than shopping destinations. Leisure and cultural activities and uses such as cafes, restaurants, community and services play an increasing part of the vibrancy of these centres. Many factors, such as increasing costs and competition from the rise of internet shopping, as well as pressures for more non-retail uses to be located within town centres, are increasing the pressure on retailers. These centres will need to evolve and adapt to meet these pressures.



357 Wolverton has been seeking to revitalise its town centre. In 2022 Wolverton was selected to pilot a Community Improvement District (CID), an initiative aimed at regenerating and revitalising its High Street. Unlike Business Improvement Districts, CIDs involve not just businesses, but also local residents, community groups and charities in shaping the strategic direction of the town. The goal is to foster a sense of ownership among locals, encourage community-driven services, and create vibrant activities, services and places that bring people together – all contributing to a stronger local economy.

358 Changes to permitted development rights and the Use Classes Order, particularly the introduction of Class E which groups together, in one class, uses which were previously separate, has meant that planning permission is not required in many cases for a change of use from a shop use to another use.

359 The purpose of this policy is to support and maintain the vitality and viability of town centres, recognising that a balance needs to be struck between protecting the retail function of those centres and allowing non-retail uses within them. Relaxing restrictions on the proportion of non-retail units in centres can assist in the process of diversifying uses within the centre and can promote more night-time activity outside normal shopping hours. Proposals that would have a detrimental impact on the vitality and viability of the centre, for example through the loss of significant retail floorspace within the Primary Shopping Area, are unlikely to be supported.

360 This policy specifies what uses will be permitted in the Primary Shopping Areas of Central Milton Keynes, Town, and District centres, and within Kingston and Westcroft, which do not have a Primary Shopping Area.



361 Cultural uses can include uses such as galleries, concert halls, a museum and a theatre.

Policy ECP2 Supporting the vitality and viability of centres

Policy type: Strategic

Objectives: 14

Site/sub-area: Centres as defined on the Policies Map and in the plan

- A. Development that enhances the vitality and viability of Town Centres, District Centres and Central Milton Keynes as a regional shopping, leisure and tourist destination, will be supported. The loss of retail floorspace within Primary Shopping Areas, as shown on the Policies Map, will be resisted.

Central Milton Keynes

- B. Located within the City Centre boundary, the Primary Shopping Area of Central Milton Keynes consists of designated Primary and Secondary Shopping Frontages, which are shown on the Policies Map. The Xscape building is outside the Primary Shopping Area of Central Milton Keynes and is designated by a Secondary Shopping Frontage which is also shown on the Policies Map.

- C. Within the Primary Shopping Frontages at ground floor level, development for Retail, Food and Drink, Financial, Professional and other services, gyms, creche, leisure and cultural uses will be supported.
- D. Within Secondary Shopping Frontages at groundfloor level, development for Retail, Food and Drink, Financial, Professional and other services, gyms, creche, leisure and cultural uses, drinking establishments, medical and health services will be supported.

Town and District Centres

- E. Within the Primary Shopping Areas of defined Town and District Centres at ground-floor level, development for Retail, Food and Drink, Financial, Professional and other services, gyms, creche, leisure and cultural uses and drinking establishments and hot food takeaways will be supported.
- F. Within Kingston and Westcroft Town Centres, which do not have a Primary Shopping Area, development proposals for Retail uses, Food and Drink, Financial and Professional services, gyms, creche, leisure and cultural uses and hot food takeaways will be supported.
- G. Within Town and District Centres, the use of upper floors within the Primary Shopping Area for main town centre uses, town centre community or residential use will be supported.

Local Centres

- H. Proposals for the expansion or redevelopment of a Local Centre will be supported where:
 1. It would enhance the provision of local floorspace for main town centre uses proportionate to the local population; and
 2. It would not have a significant impact on a Town or District Centre.

Sequential and impact tests

- 362 This policy aims to give guidance on how we will assess proposals for main town centre uses, including retail, leisure, and office proposals, outside of a centre. In assessing planning applications for these uses on a site outside of a retail centre, two tests are applied: the sequential test of 'town centres first' and the impact test.
- 363 We are seeking to focus retail development within the Primary Shopping Area of town centres such as Central Milton Keynes. Under the sequential test, where suitable sites for retail development are not available within the Primary Shopping Area, edge-of-centre locations will be considered. However, if suitable

edge-of-centre sites are not available, or expected to be available within a reasonable period, then out-of-centre sites will be considered. For a definition of terms used see the glossary for further details.

- 364 We are also seeking to focus other main town centre uses, such as leisure and office proposals, within town centres. This helps promote their vitality and viability and encourage investment and job creation within them. These are the most central places and often include public transport hubs, which means they are usually the most accessible places to get to by means other than the car.
- 365 The Policies Map defines the boundaries of individual centres referred to in the retail hierarchy. For example, as previously mentioned in the Central Milton Keynes chapter, the city centre of Central Milton Keynes is defined as the area between the West Coast Mainline, the Grand Union Canal and H5 Portway and H6 Childs Way. With the important exception of retail proposals for which the starting point for assessment is the Primary Shopping Area, the city centre area defined above constitutes the town centre and the starting point for assessing other main town centre proposals.
- 366 Under the sequential test, main town centre uses should first be located within the town centre and then in edge-of-centre locations if no town centre site is available. It is only if no edge-of-centre site is available or expected to become available that out-of-centre sites should be considered. Small-scale rural development and rural offices are exempt from the sequential test.
- 367 To assess the harm that retail and leisure proposals might do to centres within the retail hierarchy, an impact test will be applied to:
- Retail development located outside a designated Primary Shopping Area; and
 - Leisure development located outside a defined Town Centre Boundary,
 - where the proposal is not on a site specifically allocated for such uses, and
 - where the gross floorspace exceeds the following thresholds:
 - 900 square metres in Central Milton Keynes
 - 350 square metres in all other centres
- 368 As outlined in national planning policy, impact assessments should seek to cover:
- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
 - the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

369 For the purposes of Policy ECP3 and the application of the sequential and impact tests, leisure uses are defined as including cinemas, restaurants, drive-through restaurants, bars and public houses, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls. Cultural and arts uses include uses such as museums, art galleries, exhibition spaces, theatres and studios.

Policy ECP3 Sequential and impact tests
Policy type: Strategic
Objectives: 14
Site/sub-area: n/a
Sequential test A. Proposals for retail uses outside identified Primary Shopping Areas as shown on the Policies Map, and which are not on sites that are specifically allocated for such uses, will be subject to the sequential test. B. Main town centre uses which are outside a defined Town Centre, and which are not on sites that are specifically allocated for such uses, will be subject to the sequential test. Impact Test C. Proposals for retail development outside a Primary Shopping Area (PSA) and for leisure development outside a defined Town Centre, and which are not on sites that are specifically allocated for such uses, will be subject to an impact test provided the proposal is above the following thresholds: 1. Central Milton Keynes - 900 square metres (gross) 2. All other centres - 350 square metres (gross)

Hotel and visitor accommodation

370 Research published in March 2024, as part of the Milton Keynes Retail and Commercial Leisure Study, highlights a significant expansion in the local hotel sector. Between 2018 and 2023, the number of hotels in Milton Keynes City increased from 34 to 46, and the number of hotel bedrooms over this period rose from 3,065 to 4,010, an increase of over 30%. This increase is largely accounted for by the growth of large hotels in Central Milton Keynes including Hotel La Tour, the Moxy and the Premier Inn on Avebury Boulevard. Most rooms are in budget hotels, followed by 3-star and 4-star establishments and a small number of rooms are in apartment-hotels. Currently, no 5-star hotels exist within Milton Keynes City, although we would support the development of one to help boost tourism. As the City of Milton Keynes continues to expand, the demand

for hotel accommodation will grow. Future hotels will need to offer a choice of accommodation, from budget accommodation to high-end 4- and 5-star hotels. The number of rooms available in out-of-town locations is small, with only four hotels totalling 94 bedrooms located within the boundaries of town and district centres. The average hotel occupancy rate for hotels in Milton Keynes City in 2023 was 68.5%, which is below the national average and has yet to exceed the pre-pandemic occupancy rate of 75.3% achieved in Milton Keynes in 2019.

- 371 Universal Destinations & Experiences have confirmed plans to build the company's first ever European Theme Park and resort in the UK near Bedford. The Theme Park, which is expected to open as early as 2031, will be the UK's largest tourist attraction. It is projected to welcome approximately 8.5 million visitors annually in its opening year, with numbers expected to climb to 12 million by 2051. Notably, around 30% of guests are anticipated to travel from abroad, underscoring its global appeal.
- 372 With its strategic location and excellent connectivity by road and East-West Rail, Milton Keynes City is well placed to benefit from this development. Our Retail and Commercial Leisure Study forecasts that the Theme Park would boost city hotel occupancy rates as well as encouraging further hotel investment, with over 500 additional hotel bedrooms to suit all needs needed in Milton Keynes City. Central Milton Keynes and Central Bletchley are likely to be the most attractive locations to benefit from this increased interest and investment in hotels within Milton Keynes City, due to their railway accessibility to the Theme Park via the planned East-West Rail link.
- 373 Policy ECP4 seeks to direct hotel development to the most appropriate locations in this context, and support additional supply of such accommodation overall, following a town centre sequential approach: hotels should be located first within Town Centres, then in edge-of-centre locations; and then, only if suitable sites are not available (or expected to become available within a reasonable period) out-of-centre sites would be considered.

Policy ECP4 Hotel and visitor accommodation
Policy type: Non-strategic
Objectives: 1, 3, 12
Site/sub-area: n/a
A. Development proposals that increase and/or improve the quality of the provision of hotels and other forms of visitor accommodation in accordance with a town centre sequential approach will be supported.

Supporting a diverse rural economy

374 The City of Milton Keynes has seen development take place at a significant scale and pace since it was originally designated. Through the MK City Plan 2050, we will continue to see growth focused on sites within, and adjacent to, the existing urban area. However, it is important to recognise that the large parts of our authority, principally to the north of the city, have a strong rural character and contain a wide variety of smaller rural settlements which are located within Tier 2 of our settlement hierarchy (Policy GS1). National planning highlights that development which meets community and business needs in rural areas may need to take place in locations that are not well served by public transport. This includes sites that are adjacent to, or beyond, an existing settlement.

Policy ECP5 Supporting a diverse rural economy

Policy type: Non-strategic

Objectives: 1, 3, 12

Site/sub-area: n/a

A. Proposals for new and expanded employment uses located within the Open Countryside and rural settlements will be supported where they relate to the:

1. Expansion of an existing business;
2. Diversification of rural businesses which require a rural location; or
3. Tourism and countryside recreation.

And

4. They involve the conversion or re-use of an existing building; or
5. Where new or extended buildings are required to support the employment use, these must be of a scale and design which responds positively to the character of the surrounding countryside or existing rural settlement and, where practicable, are located in close proximity to existing buildings. The use of previously developed land, and sites that are physically well-related to existing settlements, will be supported where suitable opportunities exist.

Horse-related development

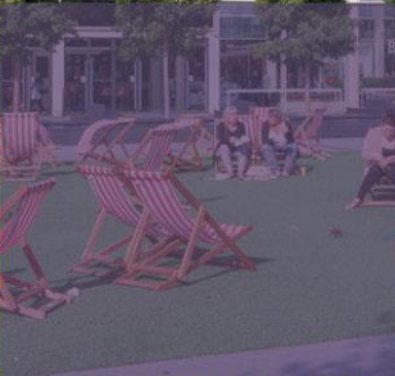
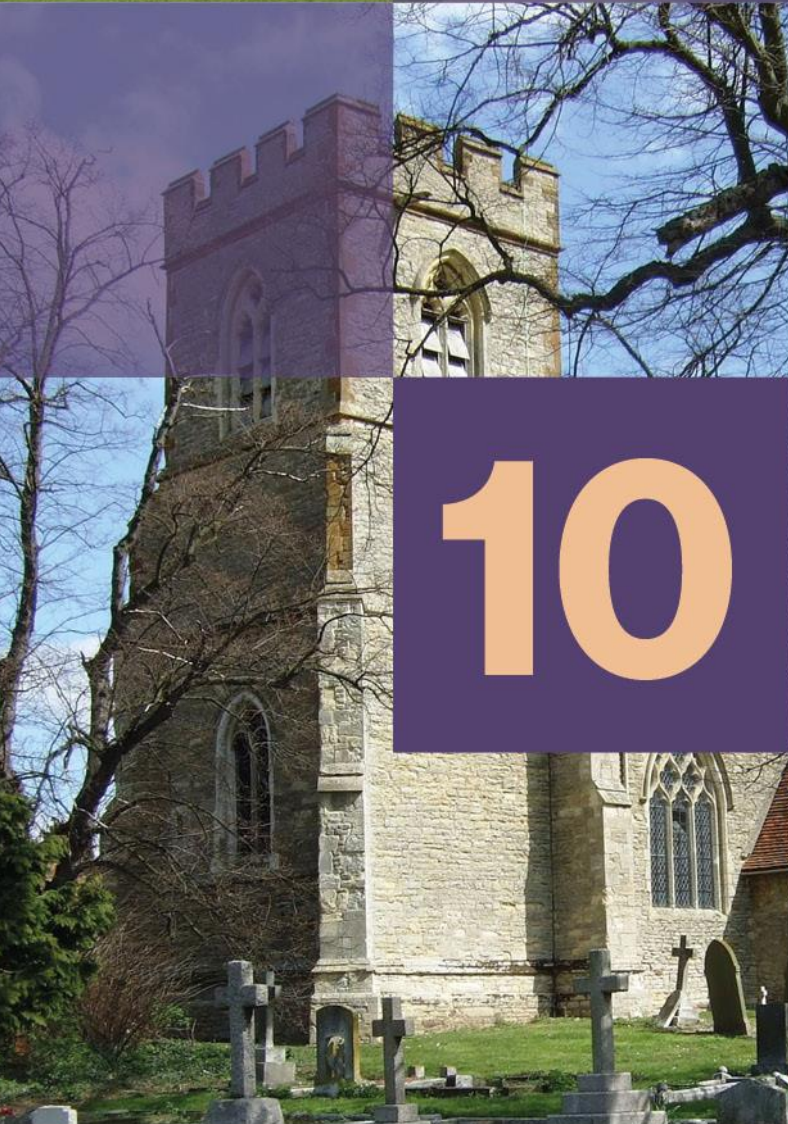
375 Horse-related development plays a valuable role in supporting rural character, recreation, and equestrian enterprise across Milton Keynes. Policy ECP6 supports both private recreational and commercial horse-related development in the open countryside and within Linear Parks across Milton Keynes; provided

they have safe access to the premises for horse riders and are appropriate to the character of the landscape and the surrounding environment.

- 376 Proposals must demonstrate minimal cumulative impact on the environment and infrastructure, including the bridleway and road network. Environmental assessments should specifically consider light pollution, in accordance with Policy CEA7 of the Plan.
- 377 Proposals for commercial horse-related development in the Open Countryside must also meet the requirements of Policy ECP5 of the Plan, ensuring appropriate scale, location and supporting infrastructure.

Policy ECP6 Horse-related development
Policy type: Non-strategic
Objectives:
Site/sub-area: n/a
A. Development proposals for horse-related development in the open countryside and Linear Parks will be supported providing: 1. The development reuses an existing building where possible; 2. The development is well related to existing buildings and structure, which satisfactorily relate to existing vehicular access and bridleways; and 3. The development does not result in unacceptable cumulative impacts on the landscape, environment, or infrastructure such as the bridleway and vehicle network. Private Recreational Stables B. Development proposals will only be supported where the development only supports the private recreational needs of the applicant, and no livery or associated commercial services shall be provided. Commercial Riding Stables C. Development proposals will be supported only where livery and associated services are permitted, such as locations suitable for commercial equestrian use and where proposals are of an appropriate scale and volume, with satisfactory access and infrastructure. Associated Residential Accommodation D. This will be considered only where a genuine need is demonstrated through a robust business case. E. Accommodation must not be reasonably available within existing settlements.

F. Preference will be given to the use of existing dwellings or conversion of non-residential buildings.



Heritage

- 378 The heritage of Milton Keynes is incredibly rich and diverse, with its heritage assets ranging from the last Ice Age through to the late twentieth century. The largest and most ambitious of the new towns has a unique character that provides a positive juxtaposition to the historic villages and towns that now lie within it and in the surrounding rural landscape. A description of the City's heritage is provided within Annex I.
- 379 These historic and modern heritage assets make a fundamental contribution to the distinctiveness of Milton Keynes, shaping its identity and reinforcing a strong sense of place. These aspects are intrinsically linked to the quality of life of Milton Keynes' residents, the success of its businesses and the wider cultural profile it projects to potential investors and visitors. The NPPF recognises the link between heritage assets and their value to people who experience them: 'heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations'. Retaining this positive relationship with the past as the city continues to grow, is vital in creating a platform for wider cultural prosperity.



- 380 To sustain and enhance the significance of Milton Keynes' heritage we will implement a positive strategy for the conservation and enjoyment of the historic environment. This will include:
1. Reviewing our 27 conservation areas to confirm that they justify their status because of their special architectural and historic interest. The reviews will set out each area's special interest and those elements that contribute to its

significance. In determining development proposals, we will give weight, as a material planning consideration, to the adopted reviews. Each review and its definition of special interest will assist and inform applicants in bringing forward proposals.

2. Monitoring the condition of heritage within the city, identifying those assets considered to be at risk or threat of decay, publishing it in a public register. This will enable us to:
 - i. identify what assistance or intervention is required, acting more effectively to avoid damage to or loss of heritage assets;
 - ii. work positively with owners of assets on the register to bring forward sympathetic schemes that sustain the significance of the asset by halting the decay or bringing the asset back into a permanent use or state of preservation; and
 - iii. use the statutory powers available to us under the Planning (Listed Buildings and Conservation Areas) Act 1990 where urgent works or repairs are required to a listed building to preserve it. Where appropriate we will also use other legislation to address heritage assets whose condition is causing detriment to the amenity of an area.
3. Establishing the wider value of Milton Keynes' New Town era to planning, architecture, art, landscape, urban design and infrastructure. We will complete the second phase of the New Town Heritage Register, our thematic 'local list', identifying those assets that meet our adopted selection criteria. Those assets added to the register are considered to be non-designated heritage assets; we will use this material consideration to inform development decisions that we make affecting those assets. It will enable us to reinforce local distinctiveness and further promote Milton Keynes as a cultural destination for visitors, residents and businesses. We will consider whether further advice is required in respect of the New Town Heritage Register and non-designated heritage assets.
4. Maintaining and enhancing the Milton Keynes Historic Environment Record (HER). Building on the New Town Heritage Register, we aim to collect and make available information about those places identified through the planning process as non-designated heritage assets.

381 A clear understanding of the significance of a heritage asset and its setting is necessary to develop proposals that avoid or minimise harm. Early appraisals, a conservation plan or targeted specialist investigation can help identify constraints and opportunities arising from the asset at an early stage. Such studies can reveal alternative development or design options, such as more compatible uses or a more appropriate scale of development. Such schemes are more likely to minimise harm and deliver public benefits in a sustainable and appropriate way.

382 Early engagement about forthcoming schemes that affect heritage assets is strongly encouraged. Pre-application discussions will provide applicants with the advice required to bring forward an acceptable proposal. Heritage-related schemes that reflect the informal advice will improve the efficiency and effectiveness of the formal decision-making process, by avoiding the submission of unsympathetic schemes that require amendment. Doing so simultaneously promotes better design and minimises delays later for applicants. Where the intention is to subdivide or convert a listed building, applicants must ensure that their proposals include the full scope of works required to achieve them. These may include structural works to the building or, for example, those works required by Building Regulations, the Fire Authority or Environmental Health regulations.



383 Where proposals cause harm to heritage assets, they will be considered using the criteria, weighing exercises and balanced judgements set out in the NPPF, depending on the type of asset and the degree of harm.

384 The risks of neglect and decay of heritage assets are best addressed by ensuring that assets remain in active uses that are consistent with their conservation. Where heritage assets form part of a much larger development site, we will pay particular attention to securing the preservation of those assets in any interim period. Ensuring heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time. In the case of archaeological sites, many have no active use, and so periodic changes may not be necessary. This should be carefully considered as part of an ongoing management strategy.

385 Where enabling development is proposed to help sustain or enhance heritage assets, we will expect the proposal to accord with Historic England's published guidance. It is not the role of 'enabling development' to reimburse owners or applicants who have paid above the market value of an asset, that value being based on the current condition of the asset. Applicants are expected to follow the advice provided in Historic England's *Enabling Development and Heritage Assets; Historic Environment Good Practice Advice in Planning, Note 4* or its replacement.

386 The significance of heritage assets may be affected by direct physical change or by a change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals. Proposals will have regard to the current Historic England guidance on setting.

387 The ability to record evidence of our past should not be a factor in deciding whether the loss of significance should be permitted. Where harm to or loss of heritage assets occurs we will require applicants to record and advance understanding of the significance of the affected assets in line with national policy. Recording techniques should keep in step with current best practice.



In the case of heritage assets of greater than local importance the results of this recording work should be published in the relevant local or period journal or in book form according to the scale and significance of the assets affected. Where significant archaeological remains are found, provision shall be made for public open days, exhibitions and/or popular publications/booklets.

388 Where archaeological remains are preserved within public open space, appropriate on-site interpretation and a strategy for long-term care (and funding thereof) shall be produced as part of a holistic approach to the long-term stewardship of the open space in question and agreed with the body responsible for the same. Where recording or assessment results in a physical and/or digital archive for deposition at an appropriate museum or archive facilities, consideration of resources for its long-term storage, interpretation and public access should be made to capture the heritage significance of that asset for future generations.

Policy HE1 Heritage

Policy type: Strategic

Objectives: 6, 13

Objectives: 6, 13

A. Development proposals that would affect heritage assets must be accompanied by a heritage assessment. Heritage assessments should:

1. Assess and describe the significance of the heritage assets affected, identifying those elements that contribute to that significance and, where appropriate, those that do not. The level of detail shall be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of proposals on their significance;
2. Be objective and of an analytical and interpretive nature rather than simply provide a description of the assets and the proposed works. Where technical knowledge and expertise is required to fulfil this, applicants should engage a qualified heritage professional to undertake the assessment;
3. Provide a sound justification for the works, based on the economic, social and environmental benefits delivered by the scheme;
4. Explain how the scheme has taken account of the significance of the assets in its scope, design and detail, in order to minimise or avoid harm to the heritage assets affected; and
5. Assess the nature and extent of any harm or public benefit arising from the scheme; where harm is caused by the proposal, explain why such harm is unavoidable.

B. Development proposals for the conversion of listed buildings to an alternative use, or that involve structural works to their historic fabric, must be accompanied by a structural engineer's report. In the case of conversion, the report should demonstrate that the building is capable of conversion and set out the structural works required to achieve the new use. In all cases, the report must demonstrate how the structural works proposed have been designed to minimise the impact upon the significance of the asset.

C. Development proposals for conversion or subdivision of a listed building must include the full scope of works required.

D. Development proposals that result in the loss of a non-designated heritage asset, including those on the New Town Heritage Register or local list, must be accompanied by evidence to demonstrate that all feasible solutions to avoid and minimise its loss have been fully evaluated. Where New Town Heritage Register assets meet the *Design Quality or Group or*

Townscape Quality criteria, the replacement scheme must be of demonstrably equal or greater architectural quality than the asset to be lost.

- E. Where enabling development is proposed to secure the future of a heritage asset, accurate and robust evidence to demonstrate that a 'conservation deficit' exists must be provided.
- F. Development proposals containing heritage assets that may be harmed by a long delivery period (such as large housing schemes) must set out a strategy for their preservation in the interim period. This should include information about:
 - 1. Occupation of the building (where possible), initial works/repairs, security measures and regular condition monitoring;
 - 2. The repair and restoration of the heritage assets, how this will be tied to early phases of the wider development;
 - 3. Preserving their setting so that they provide a historical focal point, preserving established local character; and
 - 4. Avoiding a layout and design that causes an adverse impact on the future viability of the heritage assets, particularly in respect of access and retained land.
- G. Where development is proposed on a site with the potential to include heritage assets of archaeological interest, applications must be accompanied by an appropriate desk-based assessment and, where necessary, a field evaluation.

Glossary

Term	Meaning
Annual Exceedance Probability (AEP)	A term used to express the percentage of likelihood of a flood of a given size or larger occurring in a given year. For example, if a flood has an AEP of 1%, it has a one in 100 likelihood of occurring in any given year.
Accessibility	The ease with which people can reach desired destinations or engage in activities. It is influenced by factors such as distance, route-finding, and the availability of safe, high-quality transport infrastructure. In planning contexts, accessibility by active modes of travel is increasingly recognised as a critical component of sustainable and inclusive urban development.
Accessible Woodland	Any site that is permissively accessible to the general public for recreational purposes. This includes sites with unrestricted open access and restricted, but permissive access (e.g. fee-payable, fixed – hours access).
Active travel	Any form of non-motorised human transport that involves an element of physical activity, such as walking cycling, wheeling or scooting. It does not include travelling on e-bikes, e-scooters or by public transport, as they are motorised, despite them being more sustainable than some other modes.
Affordable homes	Defined in the National Planning Policy Framework (NPPF) (2024) as: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: a) Social Rent : meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

Term	Meaning
	b) Other affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.
Article 4 Direction	A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.
Biodiversity net gain (BNG)	Biodiversity Net Gain is an approach to development and/or land management that leaves nature in a measurably better state.

Term	Meaning
Biodiversity Action Plan (BAP)	The Buckinghamshire & Milton Keynes Biodiversity Action Plan sets out the main issues impacting on wildlife in the county and some of the measures needed to help our wildlife.
Biodiversity Opportunity Areas (BOA)	A landscape-scale areas which have been identified as opportunities to improve the biodiversity.
Biological Notification Sites (BNS)	A category of sites that are in the process of being reviewed and assessed against the Local Wildlife Sites criteria. Until the programme of review has been completed, they are treated in the same way as Local Wildlife Sites.
Boat dweller	A person who lives aboard a vessel (which may or may not be capable of navigation), that the vessel is used as the main or only residence and where that vessel is either (i) moored in one location for more than 28 days in a year (but may occasionally or periodically leave its mooring); or (ii) has no permanent mooring and navigates in accordance with the statutes appropriate to the navigation.
Brownfield Land	Land which has previously been developed.
Build to Rent/Private Rental Sector (BtR/PRS)	Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.
Bulky goods	Goods of a large physical nature (for example DIY, furniture, carpets) that sometimes require large areas for storage or display.
Business Incubators	These are spaces often linked to Universities, Colleges or other organisations that may offer flexible 'easy in-easy out' lease agreements. Some offer shared workspace or 'hot-desking' arrangements usually linked to specialist support or advice from the host organisation and shared spaces for networking and exchange of ideas.
Central Milton Keynes/CMK	References to Central Milton Keynes in the policies of this plan cover both Central Milton Keynes and Campbell Park – i.e. the area bounded by the West Coast Mainline, Grand Union Canal, H5 Portway and H6 Childs Way. Therefore, references to the City Centre or Central Milton Keynes include

Term	Meaning
	Campbell Park and the blocks immediately adjacent.
Circular Economy	The circular economy is a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. In this way, the life cycle of products is extended.
City of Milton Keynes	The designated urban city area.
Classic infrastructure	Defined in the CMK Business Neighbourhood Plan (2015) as: The 'classic CMK infrastructure' includes the grid of tree-lined Boulevards, Gates, Streets, tree-lined North Row and South Rows, and the space for one, two or four rows of ground level car parking that flanks them; the associated grid of pavements, with underpasses, bridges and porte cocheres; the function and position of linkages to the adjacent grid squares; use of silver grey granite facings, granite quadrants, planters, and kerbs; the use of silver grey stone chippings rolled into asphalt road surfaces on Gates and Boulevards and silver grey blockwork for streets; and the use of Breedon Gravel or similar in Boulevard medians.
Community facilities	Principally grocery shops, primary healthcare facilities including pharmacies, open spaces, nurseries, pre-schools and primary schools, bus/train stops and active travel stands, indoor/outdoor recreation centres, allotments, community meeting places, cafés, public houses and other local services such as hairdressers, barbers, salons, launderettes, post offices.
Community food infrastructure	Community food infrastructure includes Community food growing spaces such as allotments, orchards, urban farms, and edible landscapes integrated into residential and public developments, as well as access points such as farmers' markets, food cooperatives, and local shops selling fresh, healthy, and locally sourced food.
Comparison retail	Shopping for products which are usually higher value and purchased infrequently, for example household items, electrical goods, clothes, and shoes, and for which people tend to go to several shops to compare products before buying them.

Term	Meaning
Convenience retail	Shopping for goods which are bought frequently and with little decision-making required, for example at a supermarket or market.
Critical Drainage Catchment (CDC)	Area or catchment of greatest risk where multiple or interlinked sources of flood risk were identified. Originally identified through The Council's Surface Water Management Plan.
Critical Drainage Area (CDA)	An area with critical drainage problems (which has been formally notified to the Local Authority by the Environment Agency) as defined under the Development Management Procedure Order. Within CDAs, proposed development may present risks of flooding on-site and/or off-site if the surface water runoff is not effectively managed.
Design Code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.
Development plan	Includes adopted local plans and made neighbourhood plans.
Edge of Centre	Defined in the National Planning Policy Framework (NPPF) (2024) as: For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land	Unless otherwise stated, employment land throughout this plan refers to land used for the following use classes: E(g)(i) Offices to carry out any operational or administrative functions; E(g)(ii) Research and development of products or processes; E(g)(iii) Industrial processes; B2 General industrial - Use for industrial process other than one falling within class E(g); and B8 Storage or distribution - This class includes open air storage.

Term	Meaning
	Sometimes storage and distribution uses are referred to as warehousing or logistics.
Employment Uses	Refers to the following uses E(g)(i) Offices, E(g)(ii) Research and development, E(g)(iii) Industrial processes, B2 General industrial and B8 Storage or distribution.
First Homes exception site	A First Homes exception site is an exception site (that is, a housing development that comes forward outside of local or neighbourhood plan allocations to deliver affordable housing) that delivers primarily First Homes as set out in the First Homes Written Ministerial Statement.
Food desert	Neighbourhoods or areas without any shops or supermarkets selling food.
Food environment	The food environment includes the physical, economic and cultural surroundings that influence people's food choices and nutritional health. It encompasses availability, accessibility, affordability and promotion of food in the local area. A healthy food environment supports healthier lifestyles, reduces health inequalities and supports local food networks.
Functional floodplain	Functional floodplain (Flood Zone 3b) is identified as a 2% AEP (1 in 50- year) defended modelled flood extents to represent Flood Zone 3b, where available from the Environment Agency and 3a where outputs are not available.
GPDO	The General Permitted Development Order is a law that sets out what permitted development can take place without planning permission.
Greenfield Land	Land which has not previously been developed.
Green Cover	Natural or planted vegetation covering a certain area of terrain, functioning as protection against soil erosion, protecting the fauna and balancing the temperature.
Gypsies and Travellers	Defined in the Planning Policy for Travellers Sites (PPTS) (2024) as: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of

Term	Meaning
	travelling showpeople or circus people travelling together as such.
Health Hubs	Health hubs offer multiple services in one convenient location. This could include outpatient and vaccination clinics, routine check-ups such as blood pressure tests, and mental health and wellbeing support.
Health Impact Assessment	A health-specific assessment of the potential cumulative health impacts that a project or proposal might have on the local population.
Houses in Multiple Occupation	Homes occupied by separate households (usually single people or couples) who share facilities or living space such as kitchens, bathrooms and sitting rooms.
Homes for co-living	Collective term for purpose-built student accommodation and large-scale purpose-built shared living.
Housing Viability Area	Milton Keynes is split into three housing viability areas which are based on the viability of the local housing market.
Impact Test (retail)	The purpose of the test is to consider the impact over time of certain out of centre and edge of centre proposals on town centre vitality/viability and investment. The test relates to retail and leisure developments (not all main town centre uses) which are not in accordance with up-to-date plan policies and which would be located outside existing town centres.
Incubator	A facility designed to nurture and accelerate the growth of new businesses. It typically provides resources such as office space, access to mentors and investors, shared services, and other resources to help entrepreneurs launch their business.
Interchange hub	An interchange hub or mobility hub is a location where a number of different transport modes and networks connect, and where interchange between these modes and services is facilitated by their design. These sites, in addition to transport waiting, interchange, passenger information and ticketing facilities, can also provide other ancillary services for transient passengers, such as parcel collection lockers, retail units, electric vehicle charging infrastructure and other services which add to their appeal to users. Their design will be specific to the modes and services that intersect and the scale of

Term	Meaning
	usage that is anticipated but must always aim to make the process of changing mode or service as convenient and pleasant as possible.
Knowledge economy	The knowledge economy, or knowledge-based economy, is an economic system in which the production of goods and services is based principally on knowledge-intensive activities that contribute to advancement in technical and scientific innovation. The key component of a knowledge economy is a greater reliance on intellectual capabilities rather than on physical inputs or natural resources.
Landscape character	A distinct and recognisable pattern or combination of elements that occurs consistently in a particular landscape, that differentiates one landscape from another.
Large-scale purpose-built shared living	Non-self-contained homes, usually made up of at least 50 private individual rooms, communal spaces, and facilities.
Local centre	A small group of shops, usually including a grocery shop and other shops and services of a local nature, to serve daily needs.
Local Development Order	Defined in the National Planning Policy Framework (NPPF) (2024) as: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Geological Sites (LGS)	Regionally important geological and geomorphological sites which have been identified as being of great importance locally and protected through planning system.
Local Nature Recovery Strategy (LNRS)	England-wide system of spatial strategies that will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits. Required by law under the Environment Act 2021.
Local Nature Reserves (LNRs)	Statutory designations made by local authorities of sites important for people and wildlife. They have features of local biodiversity or geological interest and offer opportunities for learning. They are protected under Section 21 of the National Parks and Access to the Countryside Act 1949.
Local Plan	The main planning policy document for the Borough, containing strategic and site-specific

Term	Meaning
	policies and detailed policies to guide the location and nature of development.
Local Wildlife Sites (LWS)	Some of the most ecologically important sites in the county and they are protected through the local planning system. They often support rare or threatened species and habitats that are locally important and distinctive.
Main town centre uses	Defined in the National Planning Policy Framework (NPPF) (2024) as: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Road Network	Defined by the Department for Transport, the Major Road Network forms a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network and the rest of the local road network.
Milton Keynes City	The administrative area of Milton Keynes City Council, and the plan area covered by the MK City Plan 2050.
Milton Keynes Development Partnership MKDP	The Council's wholly owned development company. MKDP was established in 2012 to hold and develop land transferred from the Homes and Communities Agency. MKDP are particularly active in Central Milton Keynes where they have significant landholdings which will be developed through the plan period.
MK Wildlife Sites	They are sites equivalent of Local Wildlife Sites in Buckinghamshire and currently being reassessed and where appropriate will be subsumed into the Local Wildlife Sites designation. Special places recognised for having high wildlife value or containing rare or threatened habitats and species.
Nationally Described Space Standard (NDSS)	This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined

Term	Meaning
	level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
Nature-Based Solutions (NBS)	Are actions to protect, sustainably manage, or restore natural ecosystems, that address societal challenges such as climate change, human health, food and water security, and disaster risk reduction effectively and adaptively, simultaneously providing human well-being and biodiversity benefits.
Neighbourhood Plan	Defined in the National Planning Policy Framework (NPPF) (2024) as: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
New Town Heritage Register	A 'local list' of assets from the Milton Keynes Development Corporation era (1967-92) which are considered to be locally significant.
Open Countryside	Land that is outside of a settlement boundary.
Open Space	Defined in the National Planning Policy Framework (NPPF) (2024) as: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Out-of-centre	Defined in the National Planning Policy Framework (NPPF) (2024) as: A location which is not in or on the edge of a centre but not necessarily outside the urban area.
Out-of-town	Defined in the National Planning Policy Framework (NPPF) (2024) as: A location out of centre that is outside the existing urban area.
People-friendly and healthy places	Places that are safe, environmentally sensitive, accessible and inclusive. They have a mix of everyday community amenities and uses in the right locations which are provided at the right time in the development process. They exhibit high quality urban design, architecture and public realm and create places with identity.
Permitted Development	Types of development, including building and change of use, that do not require planning permission. These rules are set by a Central

Term	Meaning
	Government through law called the General Permitted Development Order (GPDO).
Placemaking	An approach to urban planning and design that focuses on the people who use a space, rather than just the physical structures or buildings.
Planning Obligation	A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Pollution	Anything that affects the quality of land, air, water, or soils, which might lead to an adverse impact on human health, the natural environment, or general amenity. Pollution can be caused by a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise, and light.
Primary Shopping Area	Defined in the National Planning Policy Framework (NPPF) (2024) as: Defined area where retail development is concentrated.
Primary Shopping Frontage	Primary shopping frontages (PSFs) are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
Priority Habitats and Priority Species	Defined in the National Planning Policy Framework (NPPF) (2024) as: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Public Realm	Space that is meant to be used by the general public, can be publicly or privately owned.
Purpose-built student accommodation (PBSA)	Accommodation for students, usually simple self-contained units with a range of shared spaces and facilities including communal kitchen(s) and social areas.
Retail Capacity	Forecast resident spending within the catchment area with which to support existing and additional retail floorspace.
Retail Impact	The potential effects of proposed retail development upon existing shops.
Rural exception sites	Defined in the National Planning Policy Framework (NPPF) (2024) as: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by

Term	Meaning
	accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Secondary Shopping Frontage	Secondary shopping frontages (SSFs) provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Section 106/S106 Agreement	A legal contract under Section 106 of the Town and Country Planning Act 1990 between the local authority and named parties stating the terms of planning obligations imposed by the local planning authority in relation to a planning application. Planning permission is not granted until the Section 106 Agreement has been completed.
Self-build and custom-build housing	Defined in the National Planning Policy Framework (NPPF) (2024) as: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
Sequential Approach	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out of centre sites.
Settlement boundary	A line defining the built-up area of settlements, as distinguished from the Open Countryside beyond the built-up area.
Social rent	Homes for rent at a level that is usually significantly below market rent levels.
Special Landscape Area (SLA)	A local landscape designation that recognises the particular and special characteristics of certain landscapes which make them of higher sensitivity and value.
Sui Generis	Building and land uses that do not fall within any other Use Classes. Sometimes referred to as 'unique' or 'a class of its own'.
Supported and specialist homes	Collective term for homes for people with specific requirements. It includes: age restricted general

Term	Meaning
	market homes, retirement living or sheltered homes, extra care homes or homes with care, residential care and nursing homes, and supported homes or homes with support.
Sustainable Drainage Systems (SuDS)	Defined in the National Planning Policy Framework (NPPF) (2024) as: A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change. The type of system that would be appropriate will vary from small scale interventions such as permeable paving and soakaways that can be used in very small developments to larger integrated schemes in major developments.
Sustainable travel/sustainable transport	Defined in the National Planning Policy Framework (NPPF) (2024) as: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.
Tenure	The status describing how people occupy their homes. The most common forms are owning and renting.
Town Centre	Defined in the National Planning Policy Framework (NPPF) (2024) as: Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Tranquillity	A state of calm and quietude associated with peace, considered to be a significant asset of landscape.
Travelling Showpeople	Defined in the Planning Policy for Travellers Sites (PPTS) (2024) as:

Term	Meaning
	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.
Tree Canopy Cover	The layer of leaves, branches, and tree stems that cover the ground when viewed from above.
Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example, an office would be use class E(g)(i) but a shop for the display and retail sale of goods, other than for hot food would be in use class E(a). A 'change of use' can occur within the same Use Class or from one Use Class to another.
Urban Greening Factor	A planning tool, produced by Natural England, used to improve the provision of Green Infrastructure (GI) particularly in urban areas. It is used to increase urban greening and contribute to Biodiversity Net Gain.
Wildlife Corridor	A specific designation to Milton Keynes that represent linear pathways of habitats that encourage movement of plants and animals between other important habitats. These are treated in the same way as Local Wildlife Sites in Milton Keynes.
Woodland	Land under stands of trees, or with the potential to achieve tree crown cover of more than 20 per cent.

Annex A: Housing trajectory

Total dwellings to be delivered in plan period (base date 1 April 2024)		Status	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43	2043/44	2044/45	2045/46	2046/47	2047/48	2048/49	2049/50	Total
Total: Completions 1 April 2022 - 31 March 2024	5095		2895	2200																											5095
Existing non-strategic commitments (U/C, with planning permission or allocation)	2584				170	634	467	354	74	276	429	128	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2584
Existing Commitments (Strategic)																															
Brooklands/Broughton (EEA)	134	U/C			86	15	33																								134
Tattenhoe Park	667	U/C			124	172	184	127	60																						667
WEA 10	2448	U/C			392	342	236	278	225	182	135	150	150	150	150	58															2448
WEA 11	835	U/C			20	20	0	0	90	140	210	210	145																		835
SLA	564	U/C			149	35	70	40	40	40	40	40	40	40	30																564
Newton Leys	140	U/C			27	0	20	35	35	23																					140
SEMK	3558	Allocation			11	38	90	89	275	335	325	375	415	415	415	315	240	220													3558
Existing MKE	5750	U/C				95	180	210	240	320	340	340	340	340	285	250	220	200	200	200	200	200	200	200	200	200	200	200	200	190	5750
Tickford Fields	930	OUT permission					91	163	168	168	168	172																			930
Total: Existing Commitments (Strategic)	15026				809	717	904	942	1133	1208	1218	1287	1090	945	880	623	460	420	200	200	200	200	200	200	200	200	200	200	200	190	15026
New Allocations																															
Eastern Strategic City Extension	7750	Draft Allocation									275	325	350	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	7750
South of Bow Brickhill Strategic City Extension	1300	Draft Allocation											50	75	100	100	125	125	125	125	125	100	100	100	100	50					1300
Levante Gate Strategic City Extension	1250	Draft Allocation							50	75	75	75	75	100	100	100	100	100	100	75	75	75	50	25							1250
Shenley Dens Strategic City Extension	1000	Draft Allocation									25	50	50	50	75	75	75	100	100	75	75	75	75	60	40						1000
East of Wavendon Strategic City Extension	2250	Draft Allocation												50	75	75	50	50	50	100	200	250	250	250	250	250	250	200	150	50	2250
Walton Hall Strategic Brownfield Site	450	Draft Allocation										50							25												450
Wolverton Railway Works Strategic Brownfield Site	400	Draft Allocation											50	75	100	100	50	25													400
Total: New Allocations	14400				0	0	0	0	50	75	375	500	625	775	850	850	800	800	800	775	875	900	875	835	740	650	650	600	550	450	14400
Central Bletchley	1184				110	62	12	120	120	120	120	120	100	100	100	100															1184
CMK	16000				862	225	113	603	731	645	645	645	645	645	641	640	640	640	640	640	640	640	640	640	640	640	640	640	640	640	16000
Metro corridor growth	2500				0	0	0	0	0	0	0	50	50	75	75	100	100	125	125	125	150	150	200	200	175	175	175	150	150	150	2500
Windfall	2990				115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	2990
Overall totals (dwellings)	59779		2895	2200	2066	1753	1611	2134	2223	2439	2902	2845	2677	2655	2661	2428	2115	2100	1880	1855	1980	2005	2030	1990	1870	1780	1780	1705	1655	1545	59779

Annex B: Open space typologies and descriptions

Typology/ subtypes		Description	Primary purpose	Secondary purpose
Country parks	Significant amount of Natural and Semi-natural greenspaces	Open space areas in a countryside environment, accessible to wider population. Predominantly natural or semi-natural landscape and defined by a clear boundary. Country Parks can be accredited by Natural England if they fulfil essential criteria. Green Flag Award status is used to review their status.	Provide formal recreation opportunities. Provide social interaction. Provides play facilities, catering, and permanent staffing. Usually contain visitor centres, bike, and horse trails. Should provide facilities that are accessible to all.	Planned for the management of biodiversity geodiversity and preservation of historical environment. Provide opportunities for community involvement. Promote health.
District Parks		Spaces that actively attract visitors from a wider catchment. Often connected with existing open spaces features such as liner parks. Attractive landscape with various facilities and associated parking. Often includes public art. Benches, litter and dog bins are provided on site.	Multifunctional open spaces offering sporting, passive leisure, and cultural facilities. Supports social interaction	To provide environmental enhancement.
Linear Parks		Network of city-wide multifunctional rural and urban green spaces that usually follow the water bodies and flood plains across the city. Ecological corridors for wildlife. Linear parks historically are key components and	Mitigation of flood events, preservation of archaeology, provision of ecological corridors, provision of pedestrian and cycle corridors.	Deliver wide range of environmental and/or quality of life benefits for wildlife and local communities. Provision of visual amenities and provide space for informal outdoor recreations.

Typology/ subtypes		Description	Primary purpose	Secondary purpose
		are more formal in urban areas and more rural on the periphery.		
'Other' Natural and Semi- natural greenspaces		Woodlands, scrubland, grasslands (e.g., meadows and non-amenity grassland), wetlands and watercourses, nature reserves, sites of wildlife interest that do not form part of any Country Park, District Park, or Linear Park	To support wildlife conservation, biodiversity and environmental education and awareness.	Recreational areas i.e., nature watching, walking, horse riding, cycling.
Amenity greenspace		Publicly accessible open greenspaces close to residential properties or places of work.	Enhancement of the appearance and visual amenity of residential or other areas.	To provide opportunities for informal activities close to home or work sometimes used for informal play. Support wildlife conservation and biodiversity enhancement.
Local parks		Larger parks (over 0.4ha) which are open to the public. Often include areas primarily for play and social interaction for children and young people. Can also include single sports field. Vegetation, pathways, fencing, and equipment is managed. Provision of benches, litter, and dog bins. Actively managed.	Highly accessible, high quality open spaces (with good transport links with opportunities for formal and in formal recreation and community events with play equipment. Place for meetings. Allow for social interaction and cohesion.	Support wildlife conservation and biodiversity enhancement.
Pocket parks		Small, designed parks (most under 0.4 ha) accessible to the public for formal	To provide opportunities for environmental enhancements and/or	Biodiversity and environmental education and awareness.

Typology/ subtypes	Description	Primary purpose	Secondary purpose
	or informal use sometimes run by community groups and volunteers.	conservation activities alongside informal recreational use such as walking. Often provide picnic areas.	
Civic spaces and formal gardens	Formal urban open spaces including civic and market squares	To provide settings for civic buildings, public demonstrations, and community events.	Provide environmental and visual enhancement, health, and social inclusion.
Food growing areas: Allotments, orchards, and community growing areas.	Allotments, orchards, and community growing areas.	To allow public to grow their own produce.	Long-term promotion of sustainable living, health, social inclusion, and biodiversity enhancement.
Cemeteries, churchyards, and other burial grounds	Private burial grounds, local authority burial grounds and churchyards.	To provide burial spaces.	To provide a place of quiet contemplation. Often linked to the promotion of wildlife conservation and biodiversity enhancement. Often preserve archaeology.
Formal outdoor playing fields	Large multi-use natural and artificial playing fields, outdoor sports facilities	To provide surfaces for sport and recreation that are publicly available. To provide facilities supporting the use of outdoor sport facilities such as changing and	May be used for wider community use. Long-term promotion of sustainable living, health, and social inclusion may include spaces for wildlife at margins.

Typology/ subtypes	Description	Primary purpose	Secondary purpose
		toilets. Provide social interaction.	
Green access links	Leisure routes and redways often following historical linear landscape features which are providing an active travel corridor connection with vegetation managed, provision of litter bins and dog bins and sitting areas.	To provide leisure routes for e.g., walking, cycling, running.	Provide environmental enhancement and support biodiversity.
Common land and village greens	Common land areas and town and village greens. Legal/national designations. Areas of open spaces privately owned or maintained by local parish where some activities such as walking, grazing may be permitted.	Details of activities permitted are within the Register of Common Land and Village Greens. Most areas allow activities such as grazing, walking, horse riding.	May be used for local public events. Provide social interaction.
Paddocks	Privately owned grazing areas available to rent by the public (not for the purposes of livestock farming). Often linked with bridle paths.	To provide grazing areas for predominantly horses and ponies.	Provide environmental enhancement and may support biodiversity.

Annex C: Open space standards

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
Country parks	Minimum 20ha in size To meet the provision shortage there is a potential to deliver a park West of the City and upgrade larger existing district parks into Country Park Status as per Natural England's accreditation. Nature, Green and Blue Infrastructure Study will further explore possible locations for such strategic land allocation. Funding options to be explored.	Sites to be established in line with requirements set for accredited Country Parks by Natural England (work towards achieving accreditation status and Green Flag award). Parking including disabled parking, available on site.	- Public Transport links within 5 min walking distance from site entrance - Linkages via redways/cycleways to be provided to and within the sites - Linkages via footpath/pedestrian routes to and within the site. - All key access points to be fully accessible.	Strategic facilities that serve wider public across the boundaries. - Sites containing at least 20 ha of natural greenspace to be within 2km of residential properties via accessible road network - Sites containing at least 100ha of natural greenspace that are within 5km of residential properties of residential properties via accessible road network.
District Parks	At least 12ha for pursuits other than playing fields	Attractive landscape with various facilities, off-road parking	- Public Transport links within 5 min walking distance.	Residents to be within 1200m of District, Linear Park or 'other' natural and semi natural greenspaces

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
		including disabled parking provided on site. Can include public art. Benches, litter bins and dog bins provided on site.	- Linkages via redways/cycleways to be provided to and within the sites. - Linkages via footpath/pedestrian routes to and within the site. - All key access points to be fully accessible.	via accessible route network - Sites of least 10 ha to be within 1km of residential properties via accessible road network - Sites of least 20 ha to be within 2km of residential properties via accessible road network - Sites of at least 100ha to be within 5km of residential properties via accessible road network - Sites of at least 500ha to be within 10km of residential properties via accessible road network
Linear Parks	At least 80 % of the site area for primary purpose	Mitigation of flood events,	- Public Transport links to key access	Residents to be within 1200m of District, Linear

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
	as per typology description. Opportunities to be explored along the water bodies or other linear features of wildlife value.	preservation of archaeology, provision of ecological corridors. Provision of pedestrian and cycle corridors.	points within 5 min walking distance. - Linkages via redways/cycleways to be provided to and within the sites. - Linkages via footpath/pedestrian routes to and within the site. - All key access points to be fully accessible. - Off-road and on road parking available near key access points including disabled parking.	Park or 'other' natural and semi natural greenspaces via accessible route network - Sites of least 10 ha to be within 1km of residential properties via accessible road network - Sites of least 20 ha to be within 2km of residential properties via accessible road network - Sites of at least 100ha to be within 5km of residential properties via accessible road network - Sites of at least 500ha to be within 10km of residential properties via accessible road network

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
'Other' Natural and Semi-natural greenspaces	No loss in overall amount	Land should be managed to conserve and enhance the landscape, biodiversity and heritage. Sites to be managed in accordance with their designation and/or management plan	Review opportunities to increase provision through creating new public access to areas not currently accessible by sustainable methods that do not harm the setting.	Residents to be within 1200m of District, Linear Park or 'other' natural and semi natural greenspaces via accessible route network - Sites of least 10 ha to be within 1km of residential properties via accessible road network - Sites of least 20 ha to be within 2km of residential properties via accessible road network - Sites of at least 100ha to be within 5km of residential properties via accessible road network - Sites of at least 500ha to be within 10km of residential properties via

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
				accessible road network
Amenity greenspace	0.7ha/1000 population of either (order of preference): - Local Park - Pocket Park - Amenity Greenspace of either of the open space types to be provided Size linked to density of the surrounding area. Standard to be developed for key densities: - Low density up to 25dph - General residential 25dph-35dph - Frontage and community hubs 35dph-50dph - Hub area 50-100dph	Designed into developments so that homes face onto it. Design and layout are to ensure that they enhance the appearance. The site must have long term maintenance and management plans. Formal sports activities to be permitted subject to appropriate parking arrangements. Often contain play equipment	- All key access points to be fully accessible. - Linkages via footpath/pedestrian routes to the site. - If formal sports are permitted- Off-road and on road parking available near key access points including disabled parking.	Residents to be within 710m of either: - Amenity greenspace, - Local Park - Pocket Park - Civic spaces and formal gardens via accessible route network Separate standards for the play areas apply.

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
Local Park	0.7ha/1000 population of either (order of preference): - Local Park - Pocket Park - Amenity Greenspace Over 0.4ha Size linked to density of the surrounding area. Standard to be developed for key densities: - Low density up to 25dph - General residential 25dph-35dph - Frontage and community hubs 35dph-50dph - Hub area 50-100dph	Often include areas primarily for play and social interaction for children and young people. Can include single sports field. Vegetation, pathways, fencing, and equipment is managed. Provision of benches, litter, and dog bins. Actively managed	- All key access points to be fully accessible. - Linkages via footpath/pedestrian routes to the site. - Linkages via redways/cycleways to be provided to and within the sites. - Public Transport links to key access points within 5 min walking distance.	Residents to be within 710m of either: - Amenity greenspace, - Local Park - Pocket Park - Civic spaces and Formal Gardens via accessible route network Separate standards for the play areas apply.
Pocket Park	0.7ha/1000 population of either (order of preference): - Local Park	May include informal play features.	- All key access points to be fully accessible.	Residents to be within 710m of either: - Amenity greenspace, - Local Park

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
	- Pocket Park - Amenity Greenspace Site sunder 0.4ha	Provision of benches, litter bins, and dog bins.	- Linkages via footpath/pedestrian routes to the site. - Linkages via redways/cycleways to be provided to and within the sites.	- Pocket Park - Civic spaces and Formal Gardens via accessible route network Separate standards for the play areas apply.
Civic Spaces and Formal Gardens	To be required and assessed on case-by-case basis.	Formal urban open spaces including civic and market squares.	- All key access points to be fully accessible. - Linkages via footpath/pedestrian routes to the site. - Linkages via redways/cycleways to be provided to and within the sites. - Public Transport links to key access points within 5 min walking distance.	Residents to be within 710m of either: - Amenity greenspace, - Local Park - Pocket Park - Civic spaces and Formal Gardens via accessible route network Separate standards for the play areas apply.
Food growing areas: Allotments. Orchards and	To be provided in areas of demand and in discussion with the parish councils.	Opportunities for people to grow their own produce,	- All key access points to be fully accessible.	N/A

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
Community Growing	Proposed 0.25ha/1000 population	including allotments, community gardens, community orchards and growing areas such as fruit trees and vegetable patches. National Society of Allotment and Leisure Gardeners allotment standards: plot size 250m², paths 1.4m wide for disabled access, haulage ways 3m wide. Water supply to be provided.	- Linkages via footpath/pedestrian routes to the site. - Disabled Parking to be provided	
Cemeteries, churchyards	N/A	N/A	- All key access points to be fully accessible.	N/A

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
and other burial grounds			- Linkages via footpath/pedestrian routes to the site. - Off road or on road parking provided.	
Formal outdoor playing fields	1.2ha/1000	Please refer to latest Playing Pitch Strategy or any other relevant up to date guidance.	- All key access points to be fully accessible. - Linkages via footpath/pedestrian routes to the site. - Linkages via redways/cycleways to be provided to and within the sites. - Public Transport links to key access points within 5 min walking distance.	1,200m from residential development via accessible routes
Green access links	N/A	Seating, resting places to be provided. Can form part of the Redway or equestrian leisure routes	- All key access points to be fully accessible.	N/A

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
Common land and Village Greens	N/A	N/A	N/A	N/A
Paddocks	N/A	Size to be in line with British Horse Society recommended minimum standard or other up to date best practice guidance. Consideration should be given whether horse shelters will be needed. Sites to have water supply.	- Provision of any new paddocks should be within access of bridleway where possible.	N/A
Local Equipped Area of Play (LEAP)	0.25ha/1000 population to be provided on site To include separation buffer to ensure that play area activities are not located near roads or parking.	To include equipped play area for those under the age of 8. Designed to provide 'bespoke'	Co- located ideally with either of the following: Local Park, District Park Linear Park Pocket Park. - All key access points accessible to disabled.	Residents to be within 300m of LEAP via accessible route network

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
	Size depending on the density of the housing.	experience and be located within residential development and allow evolution of the site by flexible design	- Linkages via footpath/pedestrian routes to the site. - Linkages via redways/cycleways to be provided to and within the sites	
Neighbourhood Equipped Area of Play (NEAP)	0.6ha/1000 population to be provided on or offsite via contributions	Equipment appropriate for 8+ group, so less imagination and more dynamic and social - consideration of setting. Equipment is provided to facilitate activity. Designed for unsupervised play. May include youth shelters, multi-games walls. To include min of 8 items of play equipment	Co- located ideally with either of the following: Local Park, District Park Linear Park Pocket Park. - All key access points accessible to disabled. - Linkages via footpath/pedestrian routes to the site. - Linkages via redways/cycleways to be provided to and within the sites	Residents to be within 1,000m of NEAP via accessible route network

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
Other outdoor play provision (e.g., MUGA and Skateboard Parks)	0.30ha/1000		Co- located ideally with either of the following: Local Park, District Park Linear Park - All key access points accessible to disabled. - Linkages via footpath/pedestrian routes to the site. - Linkages via redways/cycleways to be provided to and within the sites	Residents to be within 700m of other outdoor play provision via accessible route network

Annex D: Parking standards

Proposals which involve a flexible range of uses will be assessed on a case-by-case basis, determining the appropriate level of parking based on the proposed uses and site-specific circumstances.

The Zones

These standards adopt a five-zone approach, rather than the four-zone approach used in the 2016 Parking Standards SPD. The basis for this change has been a review of public transport accessibility throughout the borough, with areas benefitting from better accessibility being placed in zones benefitting from lower parking requirements. Note that some areas are not placed in an accessibility zone because they are, as yet, undeveloped. The parking requirement in these areas will be agreed when detailed planning applications for their development are submitted for approval, based on an assessment of public transport and active travel accessibility, development density and wider placemaking objectives.

The Council has identified five zones as follows:

- Zone 1 – Central Milton Keynes
- Zone 2 – Central Bletchley, Wolverton, areas surrounding CMK
- Zone 3 – The district centres of Westcroft, Kingston, and the older town centres of Fenny Stratford, Stony Stratford, and Newport Pagnell
- Zone 4 – The rest of the urban area of the city of Milton Keynes, Woburn Sands and Olney
- Zone 5 – The rest of the Milton Keynes City Council area, which is largely the rural areas.
- To be Decided at Application Stage – new and retained strategic allocations

Zone 1 has the highest level of access to facilities and consequently the lowest parking requirements. Zones 4 and 5 have higher parking requirements. Maps of the zones are shown on the Policies Map.

Vehicle Parking Standards

Introduction

Tables 1 and 2 show the Council's electric vehicle (EV) and vehicle car parking standards for various land uses.

Parking for Electric Vehicles

Supporting the uptake of alternative fuel vehicles is a key policy aim of the Council and consistent with its participation in flagship schemes such as the Government's 'Plugged in Places' initiative.

Table 1 below sets out parking standards for electric vehicles. Note that where it is calculated that part of a space would be required, this should be rounded up.

Table 1: Electric Vehicle Parking Standards	
Type of development	Parking Standard
Residential dwellings.	1 active EV charge point per dwelling.
Residential apartment buildings with 10 or less associated parking spaces.	1 active EV charge point per dwelling with no charging provision for any remaining parking spaces.
Residential apartment buildings with more than 10 associated parking spaces.	1 active EV charge point per dwelling, plus passive charging provision for all remaining parking spaces.
Non-residential buildings, residential institutions, secure residential institutions, and hotels with 10 or less associated parking spaces.	1 active EV charge point, with no charging provision for remaining spaces, unless the site owner/operator chooses to provide more.
Non-residential buildings, residential institutions, secure residential institutions, and hotels with more than 10 associated parking spaces.	10% of spaces to have access to an electric vehicle charge point (Active Provision) and a further 10% to have passive provision.

Active provision for electric vehicles: A socket or equivalent connected to the electrical supply system that vehicle owners can use to recharge their vehicle.

Passive provision for electric vehicles: The network of cable routes and power supply necessary so that at a future date a socket or equivalent can be added easily to allow vehicle owners to recharge their vehicle.

To ensure that all new developments are equipped with the infrastructure required by the growing number of electric vehicles and the Council's aspirations for future electric vehicle ownership, all developments will be expected to provide charging points at a percentage of the full standard. Numbers more than this and/or passive provision, such as ducting and underground servicing which allows additional charging points to be easily installed in future, would be welcomed.

Please note, that electric vehicle parking will typically be counted as part of the standards provided in Table 2 and not in addition to. It is acknowledged that many current owners of electric vehicles will choose to have two vehicles to provide for different journey types. However, this will become less necessary as technology develops whilst the standards outlined already allow for the ownership of multiple vehicles by residents.

Where appropriate, details of how electric vehicle parking will be allocated and managed should be included within Transport Assessments and a Parking Assessment/Plan. For details of when Transport Assessments and Parking Assessments/Plans will be required to support planning applications, see our Planning Application Validation Requirements¹⁹.

Parking for People with Disabilities

It is important that parking at new developments is accessible for blue badge holders.

In accordance with Government guidelines²⁰, new developments will be expected to ensure that 5% of provision (for both employees and visitors) for general industrial, storage and distribution, and other employment uses (at rows 1, 2, and 18 in Table 2) is suitable for blue badge holders. For all other non-residential use classes, a minimum of 6% of total capacity for visitors should be suitable for blue badge holders.

Note, at least 1 active EV charging bay in non-residential developments will be required to be an enlarged bay, and at least 5% of total EV (active and passive) bay provision. Accessible EV bays should be provided in accordance with PAS 1899 guidance “Electric vehicles – Accessible charging – Specification”²¹.

In appropriate developments and locations, it may be appropriate to consider the need for provision of secure and covered parking for mobility scooters²².

Parking for Powered Two Wheelers

Powered two wheelers (i.e., motorcycles, mopeds etc. but excluding E Scooters and E Bikes) have reduced land space and road space requirements when compared to other motor vehicles as well as lower fuel consumption. As such, in accordance with the Council’s Mobility Strategy, these parking standards support the introduction of parking for powered two wheelers as part of new developments.

The Council’s current Mobility Strategy (2018) does not establish an overall mode share target for powered two wheelers or indeed for other modes. However, parking at a percentage of the full standard provided for cars (and minimum of one) covers current use levels and allows for the growth encouraged through the Mobility Strategy. It also compares favourably with the standards

¹⁹ [Make a planning application | Milton Keynes City Council](#)

²⁰ [Inclusive mobility: making transport accessible for passengers and pedestrians - GOV.UK](#)

²¹ <https://www.bsigroup.com/en-GB/standards/pas-1899/>

²² <https://knowledge.bsigroup.com/products/design-of-an-accessible-and-inclusive-built-environment-external-environment-code-of-practice/standard>

adopted by other comparable authorities and is consistent with guidance issued by the Institute of Highway Engineers.

It may be appropriate however for higher levels of provision at uses where the use of powered two wheelers can reasonably be expected to be higher than other uses, for example colleges. Such a need will be assessed through consideration of trip generation forecasts submitted by an applicant.

Where possible, parking should allow powered two wheelers to be secured and preferably be covered. Similarly, facilities for the storage of helmets and other equipment should be considered.

Parking for Goods Vehicles

Certain uses will be frequently serviced by larger vehicles including Heavy Goods Vehicles (HGVs). Where this is the case, parking/loading/standing areas should be provided. Given the range of development this could include, each application will be assessed on its own merits. Guideline figures are however provided within the following tables for Business, Industrial and Storage and Distribution uses.

Where appropriate, it will be necessary to demonstrate through Transport Statements/Transport Assessments or separate Delivery and Servicing Management Plans how goods vehicles will be managed as part of the proposed development, where these vehicles enter a site, they will be expected to enter and leave in forward gear.

Drop off and Loading Areas

Parking for coaches to set passengers down and pick them up will be considered appropriate and necessary for certain uses and developments, most notably those which are leisure related. However, this requirement will be reasonably unique to each site and therefore will be considered on a case-by-case basis.

How to Use the Tables

When applying the standards contained within this document, please note:

- All parking levels relate to gross internal floor area (GIA).
- Provision for uses marked 'individual assessment' will require their own justification and completion of the assessments/implementation of strategies.
- FTE refers to Full Time Equivalent employee.
- Levels of parking per member of staff (full time equivalent) should be calculated using the average of those employed on site at any one time.
- Where it is calculated that part of a space is required, this should be rounded up.
- We have not referred to the planning use classes as defined within The Town and Country (Use Classes) Order 1987 (as amended) to future proof this document from future changes to the Order. However, you can see how the

uses specified below relate to the respective use classes on the Planning Portal website²³.

- The unallocated space standards are for new build development. Accordingly, we will not seek provision of unallocated spaces on householder developments. E.g., extensions to existing dwellings which increase the number of bedrooms.
- In line with *A Highways Guide for Milton Keynes: A guide for Developers (2018)*, allocated parking is defined as private owned spaces that are for the sole use of an individual dwelling/building/use. Parking provision should therefore be within the application site boundary. When parking is proposed to be provided off-site, we will carry out a case-specific assessment to determine if this appropriate. If deemed appropriate, this may require a legal obligation to secure continued access to the relevant parking.

²³ <https://www.planningportal.co.uk/permission/common-projects/change-of-use/use-classes>

Table 2: Vehicle Parking Standards						
Row	Development Type	Accessibility Zone				
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
		Vehicle Parking Standards For developments falling within the E and Sui Generis use classes, provision of parking for goods vehicles will be considered at the design stage and each case will be considered on its merits. For all relevant uses, parking for coaches will also be assessed on a case by case basis.				
1	General industrial (m²) Use for industrial process other than one falling within the light industrial uses at row 18 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).	Not appropriate in this location	1 per 100 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1	1 per 100 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1	1 per 60 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1	1 per 60 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1

2	Storage and distribution (m²) Includes open air storage.	Not appropriate in this location	1 per 166 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1	1 per 166 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1	1 per 100 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1	1 per 100 m ² + office element as per row 18 + 1.0 HGV per 300 m ² or min 1
3	Hotels Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).	1 per 3 bedrooms + 1 per 33 m ² dining area + any other relevant standards based on proposed uses	1 per 2 bedrooms + 1 per 3m ² dining area+ any other relevant standards based on proposed uses	1 per 2 bedrooms + 1 per 3m ² dining area + any other relevant standards based on proposed uses	1 per 1 bedroom + 1 per 2m ² dining area + any other relevant standards based on proposed uses	1 per 1 bedroom + 1 per 2m ² dining area + any other relevant standards based on proposed uses
4	Residential institutions Care homes, nursing homes, boarding schools, residential colleges, and training centres.	1 per 8 beds or most appropriate medical/health service standard	Assessed on a case-by-case basis subject to forecast number of car owning residents which will be based on the level of care offered. Institutions marketed to able bodied people (e.g., over 60s) will be expected to provide parking at a rate of 1/8 bedrooms in Zones 1-3 and 1/4 in Zones 4-5. All institutions should provide visitor parking at a rate of 1/6 bedrooms in Zones 1-3 and 1/4 bedrooms in Zones 4-5 and one for every resident warden.			

5	Student Accommodation	1 per 3 staff	1 per 6 students where linked to Travel Plan measures + 1 per 2 staff	1 per 6 students where linked to Travel Plan measures + 1 per 2 staff	1 per 4 students + 1 per staff	Not suitable in this location.
6	Hospital (in patients)	1 per 6 FTE staff + 1 per 5 beds	1 per 6 FTE staff + 1 per 4 beds	1 per 6 FTE staff + 1 per 4 beds	1 per 4 FTE staff + 1 per 3 beds	1 per 4 FTE staff + 1 per 3 beds
7	Hospital (outpatients)	1 per 6 FTE staff + 1 per consulting room	1 per 6 FTE staff + 1 per consulting room	1 per 6 FTE staff + 1 per consulting room	1 per 4 FTE staff + 1 per 1 consulting room	1 per 4 FTE staff + 1 per 1 consulting room
8	Residential dwellings (per unit) 1-bedroom dwellings	1	1+0.33 unallocated	1+0.33 unallocated	1+0.33 unallocated	1+0.33 unallocated
	2-bedroom flat	1	1+0.33 unallocated	1+0.33 unallocated	1+0.75 unallocated	1+0.75 unallocated
	2-bedroom dwellings	1	1+0.33 unallocated	1+0.33 unallocated	2+0.25 unallocated	2+0.25 unallocated
	3-bedroom dwellings	2	2+0.33 unallocated	2+0.33 unallocated	2+0.5 unallocated	2+0.5 unallocated
	4+ bedroom dwellings	2	2+0.33 unallocated	2+0.33 unallocated	2+0.5 unallocated	3+0.33 unallocated

9	Build to Rent (spaces per unit) 1 bedroom	0.33	0.33	Residential dwelling standard as per row 8 to apply.		
	2 bedrooms	0.5	0.5	Residential dwelling standard as per row 8 to apply.		
	3 bedrooms	0.75	0.75	Residential dwelling standard as per row 8 to apply.		
	4 bedrooms	1	1	Residential dwelling standard as per row 8 to apply.		
	Unallocated parking for Build to Rent (visitor & staff)	0	0.25	Residential dwelling standard as per row 8 to apply.		
10	Houses in multiple occupation (HMOs)	Car free, except where lettable rooms are proposed to be designed for disabled access, parking at a 1:1 ratio should be provided per disabled access room.	0.33 per lettable room	0.5 per lettable room	0.66 per lettable room	0.75 per lettable room
11	Display or retail sale of goods, other than hot food: food	1 per 46 m ²	1 per 23 m ²	1 per 23 m ²	1 per 14 m ²	1 per 14 m ²

12	Display or retail sale of goods, other than hot food: non-food	1 per 66 m ²	1 per 33 m ²	1 per 33 m ²	1 per 20 m ²	1 per 20 m ²
13	Sale of food and drink for consumption (mostly) on the premises. (dining area m2)	1 per 33 m ²	1 per 3 m ²	1 per 3 m ²	1 per 2 m ²	1 per 2 m ²
14	Provision of Financial services, professional services (other than health of medical services), or other appropriate services in a commercial, business or service locality.	1 per 66 m ²	1 per 33 m ²	1 per 33 m ²	1 per 20 m ²	1 per 20 m ²
15	Indoor sport, recreation, or fitness (Not involving motorised	1 per 20 m ² public area	1 per 15 m ² public area	1 per 15 m ² public area	1 per 10 m ² public area	1 per 10 m ² public area

	vehicles or firearms or use as a swimming pool or skating rink).					
16	Provision of medical or health services (Except the use of premises attached to the residence of the consultant or practitioner).	3 per 1 consulting room	3 per 1 consulting room	3 per 1 consulting room	4 per 1 consulting room	5 per 1 consulting room
17	Creche, day nursery or day centre (Not including a residential use).	1 per 3 FTE staff + 1 drop off space per 6 children	1 per 2 FTE staff + 1 drop off space per 6 children	1 per 2 FTE staff + 1 drop off space per 6 children	1 per 1 FTE staff + 1 drop off space per 4 children	1 per 1 FTE staff + 1 drop off space per 4 children
		To avoid the unnecessary profligate use of land, alternative parking at neighbouring sites will be considered as contributing towards the required drop-off provision. However, for a nursery this will need to be within 100m of the site.				
18	Uses which can be carried out in a residential area without detriment to its amenity: Offices to carry out any	1 per 50 m ²	1 per 50 m ²	1 per 50 m ²	1 per 30 m ²	1 per 30 m ²
		Units over 300 m ² expected to provide one HGV space per 500 m ² or a minimum of one.				

	operational or administrative functions, Research and development of products or processes, Light Industrial processes.					
19	Provision of education Pupil age 4-7 years	1 per 3 FTE staff + 1 drop off space per 9 pupils	1 per 2 FTE staff + 1 drop off space per 9 pupils	1 per 2 FTE staff + 1 drop off space per 9 pupils	1 per 1 FTE staff + 1 drop off space per 6 pupils	1 per 1 FTE staff + 1 drop off space per 6 pupils
	Pupil age 8-11 years	1 per 3 FTE staff + 1 drop off space per 12 pupils	1 per 2 FTE staff + 1 drop off space per 12 pupils	1 per 2 FTE staff + 1 drop off space per 12 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils
	Pupil age 4-11 years	1 per 3 FTE staff + 1 drop off space per 12 pupils	1 per 2 FTE staff + 1 drop off space per 12 pupils	1 per 2 FTE staff + 1 drop off space per 12 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils	1 per 1 FTE staff + 1 drop off space per 8 pupils
		Relaxation of the parking standards for drop off spaces for schools might be considered acceptable subject to local circumstances and the car journey reducing measures in an agreed Travel Plan.				
	Pupil age 11+ years	1 per 3 FTE staff + 15 drop off spaces for the first 480 children and 1 drop off space	1 per 2 FTE staff + 15 drop off spaces for the first 480 children and 30 thereafter	1 per 2 FTE staff + 15 drop off spaces for the first 480 children and 1 drop off space per 30 pupils thereafter	1 per 1 FTE staff + 20 drop off spaces for the first 480 children and 1 drop off space per 30 pupils thereafter	1 per 1 FTE staff + 20 drop off spaces for the first 480 children and 1 drop off space per 30 pupils thereafter

		per 30 pupils thereafter				
20	Further/higher education	1 per 6 FTE staff + 1 per 30 students	1 per 2 FTE staff + 1 per 25 students	1 per 2 FTE staff + 1 per 25 students	1 per 1 FTE staff + 1 per 15 students	1 per 1 FTE staff + 1 per 15 students
21	Display of works of art (otherwise than for sale or hire), Museums Public libraries or public reading rooms, Public halls or exhibition halls	1 space per 30 m ²				
22	Public worship or religious instruction (or in connection with such use) Seated Assembly	1 space per 10 m ²	1 space per 10 m ²	1 space per 10 m ²	1 space per 10 m ²	1 space per 10 m ²
	Public worship or religious instruction (or in connection with	1 space per 73 m ²	1 space per 36 m ²	1 space per 36 m ²	1 space per 22 m ²	1 space per 22 m ²

	such use) Ancillary rooms					
23	Halls or meeting places for the principal use of the local community	1 space per 30 m ²				
24	Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms) Sports pitches	20 spaces per sports pitch which includes 2 disabled spaces plus, when seating is provided, 1 space per 10 spectators seats. Where the number of spaces per sports pitch exceeds 20 spaces due to spectator seating, 6% of the additional spaces shall be accessible bays in line with Paragraph 2.11.				
25	Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms) Pavilions for outdoor uses	1 per 73 m ² public area as a starting point for assessment, with final provision depending on specifics of proposed use.	1 per 36 m ² public area as a starting point for assessment, with final provision depending on specifics of proposed use.	1 per 36 m ² public area as a starting point for assessment, with final provision depending on specifics of proposed use.	1 per 22 m ² public area as a starting point for assessment, with final provision depending on specifics of proposed use.	1 per 22 m ² public area as a starting point for assessment, with final provision depending on specifics of proposed use.
26	Indoor or outdoor	1 per 30 m ² public area	1 per 15 m ² public area	1 per 15 m ² public area	1 per 10 m ² public area	1 per 10 m ² public area

	swimming pools or skating rinks					
27	Sui Generis: Theatre	1 per 16 seats	1 per 8 seats	1 per 8 seats	1 per 5 seats	1 per 5 seats
28	Sui Generis: Car Related Uses	Not appropriate in this location.	1 per 12.5 m ² general storage 1 per 100 m ² display areas (internal and external) 3/bay MOT/Tyre/Exhaust	1 per 12.5 m ² general storage 1 per 100 m ² display areas (internal and external) 3/bay MOT/Tyre/Exhaust	1 per 12.5 m ² general storage 1 per 100 m ² display areas (internal and external) 3/bay MOT/Tyre/Exhaust	1 per 12.5 m ² general storage 1 per 100 m ² display areas (internal and external) 3/bay MOT/Tyre/Exhaust
29	Sui Generis: Drinking establishments (bar area m²)	1 per 33 m ²	1 per 2 m ²	1 per 2 m ²	1 per 1.5 m ²	1 per 1.5 m ²
30	Sui Generis: Hot food takeaways (public area m²)	1 per 33 m ²	1 per 2.5 m ²	1 per 2.5 m ²	1 per 2 m ²	1 per 2 m ²
31	Sui Generis: Cinema	1 per 16 seats	1 per 8 seats	1 per 8 seats	1 per 5 seats	1 per 5 seats
32	Sui Generis uses, or other uses where we do not have a set standard: Hostels.	The parking requirement will be assessed based on the nature of the use and its location.				

Secure residential institutions (use for a provision of secure residential accommodation, including use as a prison, young offenders' institution, detention centre, secure training centre, custody centre, short-term holding centre, secure hospital, secure local authority accommodation or use as a military barracks). Law Courts. Other Sui Generis uses not specified in rows 27-31.	
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Build to Rent

Build to Rent developments are a specific type of residential development as recognised in the National Planning Policy Framework²⁴ and the Planning Practice Guidance²⁵.

As Build to Rent schemes tend to be only delivered in high density and highly accessible locations, due to their target demographic and typical business model, and due to lower accessibility levels in the outer zones, we would not apply a reduced parking standard for Build to Rent schemes in Zones 3-5. In such instances, we would apply the residential dwelling standards outlined in row 8 of Table 2.

The standards in Table 2 should enable assessment on a case-by-case basis. The following caveats apply:

- Where units are designed to disabled access standards, parking at a 1:1 ratio should be provided per disabled access unit.
- Dedicated loading and servicing facilities should be provided on-site.
- Allocated staff parking may be required where high numbers of on-site staff are proposed. This will be assessed on an individual basis.
- All Build to Rent proposals should incorporate a Travel Plan including robust measures to encourage low car ownership.
- Car-free schemes will be considered within Zone 1, or future areas where on-street parking controls are in place.
- Future residents of car-free schemes – and other types of residential developments (such as office to residential conversions) where on-site parking is not provided – would not be eligible for on-street parking permits. Milton Keynes City Council (MKCC) will be consulting on a Traffic Regulation Order to control this form of parking.
- If parking is proposed below the standard in locations where surrounding on-street parking is uncontrolled, parking beat surveys will be required in accordance with the Lambeth parking methodology.

Car Clubs

Car clubs are becoming increasingly popular way of giving people and businesses use of private cars without them having to own one personally. Access to car club vehicles within new developments can be considered a 'mitigating circumstance' for below standard parking provision. We will assess

²⁴ [National Planning Policy Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/national-planning-policy-framework)

²⁵ [Build to rent - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/build-to-rent-practice-guidance)

such instances on a case-by-case basis and will seek to secure car club provision/contributions through use of planning conditions and/or obligations as appropriate.

Houses in Multiple Occupation

To enable flexibility in the way in which the vehicle parking standards for Houses in Multiple Occupation (HMOs) are applied, the following caveats apply to proposals for (HMOs):

- Where a proposal is to convert an existing dwelling house to a HMO property, any shortfall in provision from the existing use can be considered when assessing potential on-street impacts of the HMO proposal.
- Where a property proposed for conversion to C4 HMO has existing on-plot parking exceeding the maximum HMO parking standard, it is not considered necessary to remove parking spaces.
- Provision for electric vehicle charging for at least one vehicle should be incorporated where on-plot parking is provided.
- If parking is proposed below the standard, it should be demonstrated that on-street parking (for example in kerbside locations or in laybys) or other public car parking areas can suitably be accommodated without adversely impacting highways safety or capacity.
- If parking is proposed below the standard in areas of high on-street parking pressure or limited on-street space, a parking beat survey is required to support the application.

Cycle Parking Standards

Cycle Parking Provision

The provision of high-quality cycle storage is essential to enable more people to cycle and thus reduce pressure on the highway both in terms of congestion and car parking demand, as well as benefitting health, wellbeing, and sustainability.

This section includes details on what the Council considers to be good practice in cycle parking design and location, including consideration of separate cycle storage for short-term (e.g., visitor) and long-term (e.g., residents, employees) users. This should be read in conjunction with other guidance, notably within LTN 1/20²⁶ (2020) or updated versions of this. Other guidance produced by the

²⁶ [Cycle Infrastructure Design](#) (publishing.service.gov.uk) See Chapter 11 on Cycle Parking and other equipment.

Bicycle Association²⁷, Transport for London²⁸ and Cambridge City Council²⁹ can also assist with identifying high quality cycle parking solutions in a range of circumstances. Long-term cycle parking should benefit from additional security (CCTV and/or secure or non-public access) and shelter from the weather.

Table 3 provides a summary of the cycle parking standards for each use. Where the standard indicates part of a space is required, this should be rounded up to the nearest whole number. All developments should provide a minimum of one cycle parking space. Where a use is not specified, the cycle parking requirement will be judged on merit. In line with LTN 1/20 guidance (below) 5% of cycle parking should be provided for non-standard cycles to accommodate people with disabilities.

Paragraph 11.2.6 LTN 1/20

As with car parking, a proportion of the cycle parking (5%) should be provided for non-standard cycles to accommodate people with mobility impairments. Specific areas should be set aside for three-wheel cycles, which are problematic to secure to traditional upright hoops, in the most accessible parts of a large cycle park so that they can be used by disabled people with adapted cycles. Accessible cycle parking should normally also be placed close to accessible car parking spaces. Isolated cycle stands for short-term parking should be configured to bear in mind the length of cargo bikes and tandems, and the width of tricycles and side-by-side cycles.

There is no variation on the cycle parking standard by location. However, if site specific proposals and conditions justify this, the Council may consider a departure from the standard for Zone 5 for non-residential uses. This will however not be routine practice and be subject to justification from the applicant, including other measures that will be implemented to encourage sustainable travel. The Council will not wish to see developments, even in more rural locations, with no cycle parking provision though is prepared to be flexible to avoid the provision of large amounts of under-used cycle parking. In all cases, a Travel Plan requirement would be added whereby the applicant would be expected to monitor the use of cycle parking and extending this as necessary.

Facilities for changing, showering and for storing clothes and other cycling equipment will be sought as they are essential for encouraging cycle use.

²⁷ <https://www.bicycleassociation.org.uk/parkingstandard/>

²⁸ [LCDS Chapter 8 Cycle Parking \(tfl.gov.uk\)](#)

²⁹ [CycleParkingGuide_split.qxp \(cambridge.gov.uk\)](#)

Consideration should also be given where feasible for a power supply in communal bike storage areas for use by electric bikes.

It is acknowledged that younger children travel to school by scooter and as such an allowance has been made for educational establishments to provide scooter parking as part of their allocation as detailed in Table 3.

Table 3: Cycle Parking Standards			
Row	Use	Casual/Visitor Parking	Employee/Resident Parking
1	General industrial (m²) Use for industrial processes other than light industrial processes (but excluding incineration purposes, chemical treatment or landfill or hazardous waste)	1 space per 500 m ² with a minimum of 2 spaces	1 per 400 m ² or 1 per 10 FTE (whichever is greater) Facilities for showering, changing and storage of clothes should be provided for all industrial developments of 500 m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff
2	Storage and distribution (m²) Including open air storage	1 space per 1000 m ² with a minimum of 2 spaces	1 per 500 m ² or 1 per 10 FTE staff (whichever is greater) Facilities for showering, changing and storage of clothes should be provided for all industrial developments of 500 m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff.
3	Hotels Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels)	N/A	2 long term spaces per 10 bedrooms. Staff and guest parking should be secure but can be shared if necessary. A bicycles-in bedrooms policy may be acceptable if these are conveniently accessible and staff parking would still be required at a rate of 1 space per 10 FTE.

4	Residential Institutions	Facilities for showering, changing and storage of clothes should be provided for all residential institutions of 500 m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff.	
	Hospitals	1 per 50 m ²	1 per 5 FTE staff
	Sheltered/elderly housing/Nursing Homes	1 per 20 beds	1 per 20 beds
	Student Accommodation	1 per 20 beds, minimum of 2.	1 per bedroom
5	Residential dwellings (per unit) 1 or 2 bedrooms	1 space per 20 units	1 per bedroom
	3+ bedrooms		
6	Houses in Multiple Occupation	1 per HMO	1 per bedroom
7	Display or retail sale of goods, other than hot food: food	1 per 100 m ² for the first 200m ² floorspace	1 per 100 m ² for the first 200 m ² floorspace
8	Display or retail sale of goods, other than hot food: non-food	1 per 200 m ² for any additional floorspace between 200 m ² and 1000 m ² 1 per 250 m ² for any additional floorspace over 1000 m ²	1 per 200 m ² for any additional floorspace between 200 m ² and 1000 m ² 1 per 500 m ² for any additional floorspace over 1000 m ²
9	Sale of food and drink for consumption (mostly) on the premises.	1 per 50 m ²	1 per 200 m ² or 1 per 10 FTE staff

10	Provision of financial services, Professional services (other than health or medical services), or Other appropriate services in a commercial, business or service locality.	1 per 100 m ²	1 per 200 m ² or 1 per 10 FTE staff
11	Indoor sport, recreation, or fitness (not involving motorised vehicles or firearms)	Greatest of 1 per 50 m ² or 1 per 30 seats of the overall capacity	1 per 5 employees
12	Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)	1 per consulting room	1 per 10 FTE staff
13	Creche, day nursery or day centre (not including a residential use)	1 per 10 children	1 per 10 FTE staff
14	Uses which can be carried out in a residential area without detriment to its amenity: Offices to carry out any operational or administrative functions Research and development of products or processes Light Industrial processes	1 per 500 m ² with a minimum of 2 spaces	1 per 120 m ² or 1 per 10 FTE staff Facilities for showering, changing and storage of clothes should be provided for all industrial developments of 500 m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff.
15	Provision of education Pupil age 4-7 years	1 per year group	1 per 8 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 50% of total Cycle spaces

	Pupil age 8-11 years		1 per 6 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 25% of total Cycle spaces
	Pupil age 4-11 years		1 per 7 Pupils + 1 per 10 FTE Provision for Scooters Parking: 5- 25% of total Cycle spaces
	Pupil age 11+ years	1 per year group	1 per 10 FTE staff and 1 per 5 students
	Further/higher education	1 per 5 students	1 per 5 FTE staff
	Staff and pupil storage should be sited separately		
16	Display of works of art (otherwise than for sale or hire) Museums Public libraries or public reading rooms Public halls or exhibition halls	1 per 100 m ²	1 per 10 FTE staff
17	Halls or meeting places for the principal use of the local community	Greatest of 1 per 50 m ² or 1 per 30 seats /capacity	1 per 5 employees
18	Indoor or outdoor swimming pools or skating rinks	Greatest of 1 per 50 m ² or 1 per 30 seats /capacity	1 per 5 employees
19	Public worship or religious instruction (or in connection with such use)	Each proposal to be judged on a case-by-case basis, based on site specific factors such as nature of the proposed use and its location.	
19 (cont.)	Law Courts		
	Residential Institutions (not including those mentioned at row 4) Boarding Schools Training Centres		

	Secure Residential Institutions Use for a provision of secure residential accommodation, including use as a prison, young offenders' institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.	
	Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)	
	Theatre	
	Car Related Uses	
	Drinking establishments (bar area m²)	
	Hot food takeaways (public area m²)	
	Cinema	
	Other Sui Generis	

Powered Two-wheelers

Parking standards for powered two-wheelers (motorcycles, mopeds etc. but excluding E Scooters and E Bikes) for developments at all zones will be sought based on the figures provided in Table 4.

With reference to IHE guidance³⁰, the key elements for parking are that it should be near, clear, secure, and safe to use.

Motorcycle users will naturally look for parking opportunities as close as possible to their destination. 20 metres is desirable. Beyond 50 metres the use of unofficial space can become prevalent. Formal parking spaces should be clearly marked and signed to highlight them to users.

Security is a key issue and physical measures are highly sought after and attractive to users, as is natural surveillance. Covered off street parking is desirable as it provides protection from weather and damage. Storage areas for clothing and equipment should also be provided.

As with all types of parking, personal security and safety is highly important to encourage use. Things to consider are a level surface to move the machine around on, lighting, CCTV, and natural surveillance.

Individual spaces should not be marked to make the most efficient use of the available space. Most machines range from 700mm to 1000mm wide. Allowing for a nominal mount/dismount space of 600mm suggests that an average width of 1400mm per machine is required. Where there is significant use by smaller or larger machines, this figure can be altered to suit.

Table 4: Parking standards for powered two wheelers

All types of non-residential development	Provision
GIA of 1000 m2 or more	A minimum of 2 spaces with anchorage points, 1 space per 70 total car spaces.
Minor Developments GIA below 1000 m2	Case by case.

³⁰ [Motorcycle Parking - IHE Guidelines for Motorcycling \(motorcycleguidelines.org.uk\)](https://motorcycleguidelines.org.uk/)

Parking Layout

Size of Parking Spaces

Layout for standard car parking bays

It is noted that, in the 2001 Highway in Residential and Commercial Estates Design Guide, the introduction of variation in width, alignments, etc, as a design feature, can result in pleasing and attractive layouts. However, flexibility is not acceptable at the expense of safety.

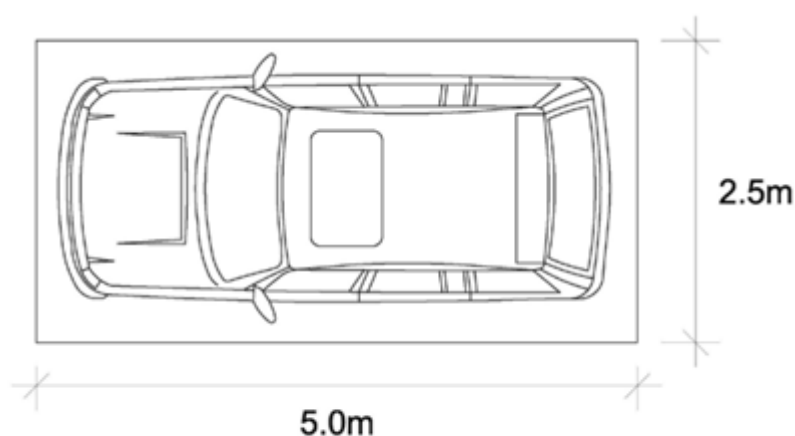


Diagram 1 – Standard parking space.

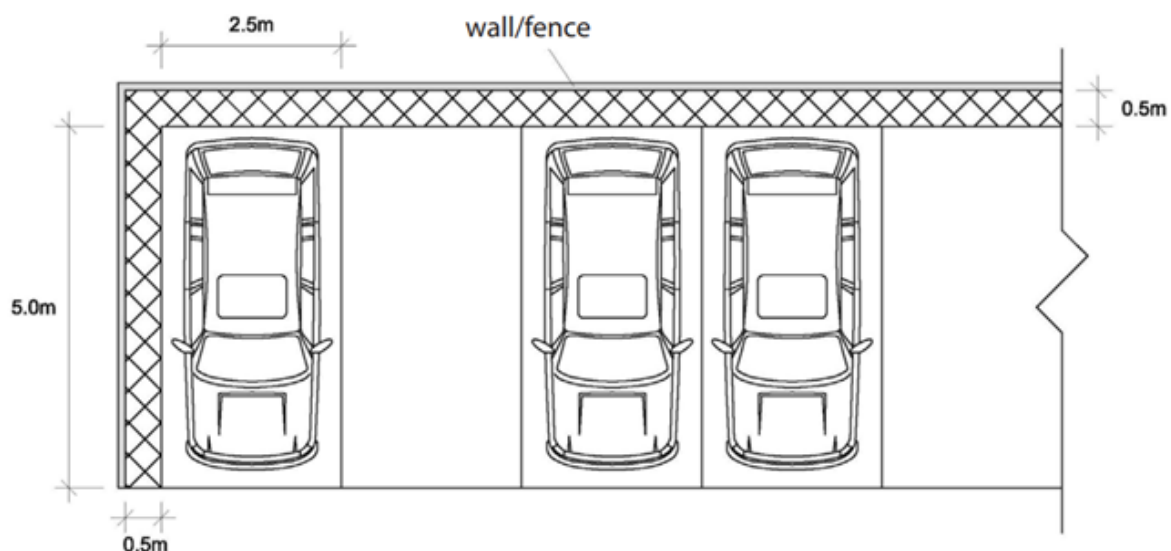


Diagram 2 - Space adjoining a wall/fence.

Standard parking spaces should be a minimum of 5 metres by 2.5 metres (Diagram 1). Where the parking space adjoins a wall/fence (Diagram 2) or dwelling (Diagram 3), additional space should be provided (as shown on the diagrams). In addition, spaces for accessible/adaptable housing, including

garage and carport dimensions, should reflect best practice guidance within BS 8300³¹.

For parking courts and car parks, an access road in between bays should ordinarily have a minimum width of 6 metres when bays are orientated at 90 degrees. Where such a width is not achieved, the width of parking bays will need to be widened to compensate for this as detailed in Manual for Streets (2007)³² (Figure 8.20), or any updated version. It is recommended that tracking software be used to assist in the design of car parking and that diagrams be included on the Parking Plans submitted to support applications, and related transport evidence documents where relevant, particularly for sites where space is constrained.

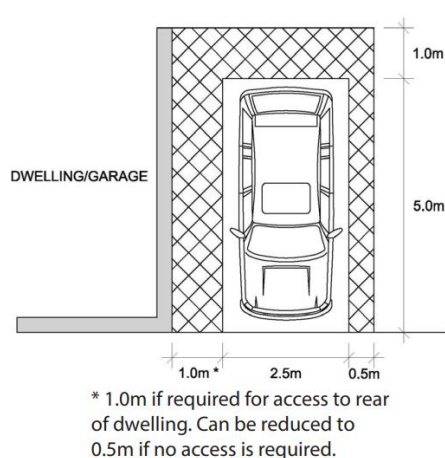


Diagram 3 - Parking space adjoining a dwelling/garage.

Parking for disabled people should measure a minimum 6.1 metres by 4.7 metres where access is possible to the rear (e.g., perpendicular to the kerb), incorporating a safety zone around each side and the rear of the space. See Diagram 4 taken from A Highway Guide for Milton Keynes³³.

³¹ <https://knowledge.bsigroup.com/products/design-of-an-accessible-and-inclusive-built-environment-external-environment-code-of-practice/standard>

³²

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex Manual for Streets Redacted.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf)

³³ [A Highway Guide for Milton Keynes 2018](#)

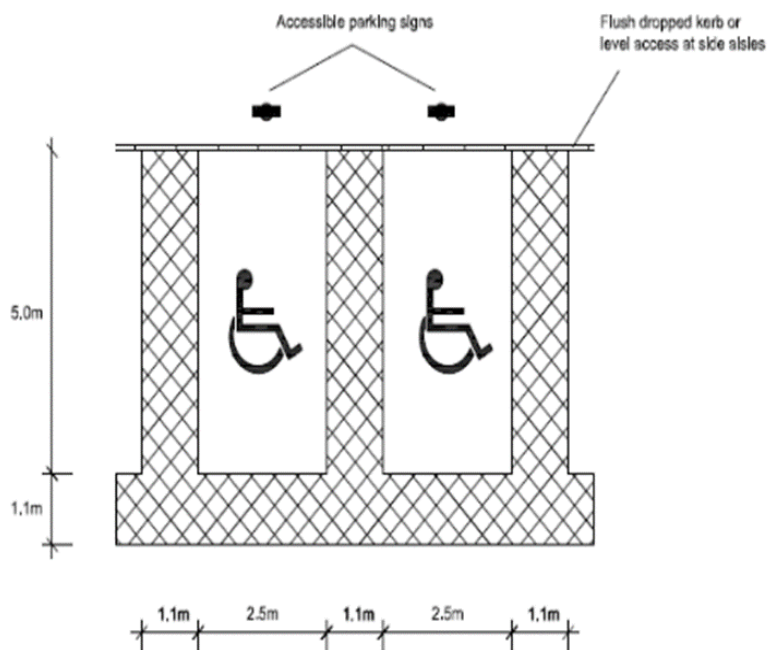


Diagram 4 - Off-Street parking for people with disabilities.

Providing accessible parking in an arrangement parallel to the kerb is not preferred, but in situations where it is, the parking space should be enlarged to be a minimum of 3.6m x 6.6m. See Diagram 5 taken from BS 8300. Designated accessible spaces should be located adjacent, or as close as possible, to the entrance to the facility they serve, and no more than 50 metres away, in accordance with the Department for Transport's Inclusive Mobility guidance³⁴.

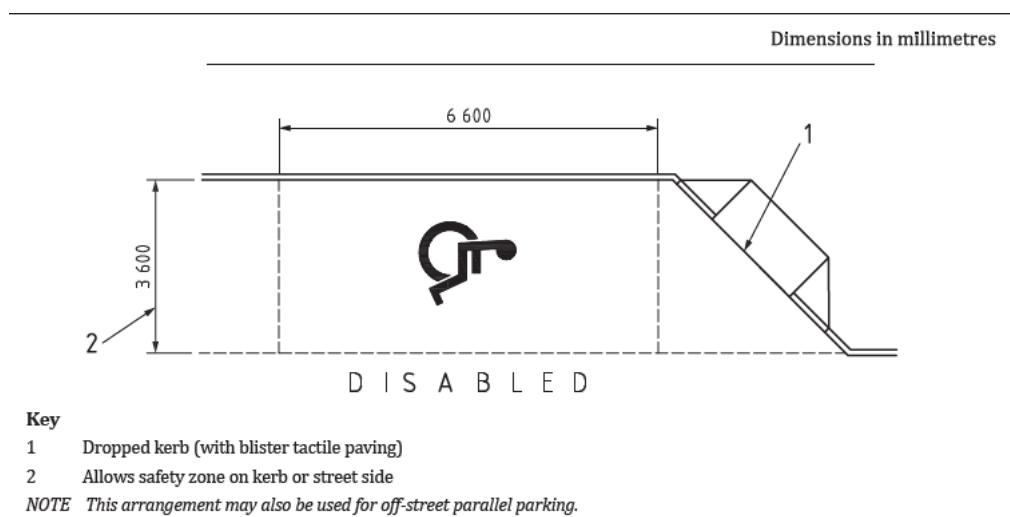


Diagram 5 – Example of a designated on-street parallel-parking

³⁴ <https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians>

Additional guidance on parking design can be found in BS 8300³⁵, which Inclusive Mobility references.

Layouts for Service vehicles and HGVs

Parking provision for service vehicles and HGVs has been identified for all Business, General Industrial, Storage and Distribution land uses within Milton Keynes. All other land uses are considered on a site-by-site basis to allow flexible approach to development, which reflects the differing land use profiles and highway characteristics throughout the authority.

Spaces allocated for deliveries, service vehicles, HGVs, coaches, buses, and minibuses should be capable of accommodating the expected vehicle type as predicted in the Transport Assessment. Where pick-up / drop-off is in a designated bus bay set into the kerb / footway, or immediately between designated car parking areas on the highway, adequate allowance must be made for entry and exit taper.

Principally the preferred parking bay size for these vehicles should be used as set out in Table 5.

Table 5: Design standards for delivery and service vehicles		
	Bay Dimension	
	Length	Width
Transit/Van	7.5m	3.5m
Rigid	12.0m	3.5m
Articulated	17.0m	3.5m
Coach	15.0m	4.0m
Minibus	8.0m	4.0m

Further Guidance is contained within the Logistics UK (formerly known as Freight Transport Association) publication 'Designing for Deliveries'³⁶.

³⁵ <https://knowledge.bsigroup.com/products/design-of-an-accessible-and-inclusive-built-environment-external-environment-code-of-practice/standard>

³⁶ [Designing for Deliveries | FTA Shop \(logistics.org.uk\)](#)

Annex E: Infrastructure Prioritisation Framework

Prioritisation Framework

Table 1 Prioritisation categories with descriptions

Category	Description
Category A (Unlocking Sites)	<i>'We can't unlock / get development on site without it'</i> • must happen to enable growth • 'blockers' or 'showstoppers' • most common in relation to strategic (often city-scale or sub regional) transport and utilities infrastructure also includes Essential Services required to facilitate growth or be delivered in advance of residential / commercial development, i.e. connection to the potable water and wastewater network
Category B (Mitigation from early occupation)	<i>'We can't get residents living on site without this'</i> • required to mitigate impact arising from operation of development (i.e. from the point at which residents arrive) • unlikely to prevent development being built in short term • failure to invest could result in delays in development / occupation in medium term as capacity in facilities and networks is constrained • most common in relation to trip and population generated by the development largely secondary infrastructure, subsequent to Category A
Category C (Longer term policy priority)	<i>'We can't meet City Plan Priorities without this and the site won't be sustainable longer term'</i> • required to support wider strategic or site-specific objectives set out in planning policy or subject to statutory duty (unless already included in Categories A or B) • typically, not directly related to additional population (i.e. adding need per new person)

	would not necessarily prevent development from occurring if not provided
Category D (Making a better place to live)	<i>‘The site won’t be a good place to live without this’</i> • required for sustainable growth • unlikely to prevent development in short to medium term • often aligned to placemaking objectives does not require previous enabling

Table 2 Prioritisation Framework

	Category A (Unlocking Sites)	Category B (Mitigation from early occupation)	Category C (Longer term policy priority)	Category D (Making a better place to live)
Transport	• Highways & Structures • Public Transport (incl. MRT)	• Active Modes	• Rail • Freight / distribution	
Utilities	• Electrical Energy Distribution	• Digital Communications (mobile & broadband) • Renewable Energy (e.g. Heat Network) • Gas Energy Distribution (commercial only) • Waste Management & Circular Economy		
Flood Risk & Water Management	• Water Supply & water efficiency measures to support	• Flood Risk Management (e.g. balancing lakes, floodplains and SUDS)		

	Category A (Unlocking Sites)	Category B (Mitigation from early occupation)	Category C (Longer term policy priority)	Category D (Making a better place to live)
	water supply • Water Recycling			
Education		• Early Years • Primary Schools • Secondary Schools • SEND Provision • Alternative Education	• Further Education & Adult Learning • Higher Education / Universities	
Healthcare & Social Care		• Primary Healthcare (e.g. GPs) • Dental Healthcare • Pharmacies • Community Health Services • Mental Health Services • Residential Social Care for working age adults and older persons • Residential Children's Social Care for complex needs	• Public Health (incl. 0-19s, adult addiction, and sexual health services) • Acute Healthcare • Inpatient Mental Health & Community Health • Adult Social Care Services (adult social care centres) • Social Care and Support Services for Children, Young People & Families	

	Category A (Unlocking Sites)	Category B (Mitigation from early occupation)	Category C (Longer term policy priority)	Category D (Making a better place to live)
			(family centres and foster family placements)	
Emergency Services		• Ambulance Service • Fire & Rescue Service • Police Service		
Community & Civic			• Indoor Leisure & Recreation • Courts and Tribunal Services • Cemeteries	• Economic Development • Community centres • Libraries • Culture • Youth Services
Green and Blue Infrastructure			• Formal outdoor playing fields and sport • Natural and semi-natural green spaces • Amenity greenspace and equipped play • Food growing	

*Note that some Green and Blue Infrastructure, like a new Country Park, will cover more than one or all types of GBI sub-categories. Linear Green Infrastructure (e.g. footpaths, towpaths) are covered by transportation or water management except when they are within an open space.

Annex F: Infrastructure planning benchmarks

Planning Benchmarks – Education

Infrastructure Calculation		Metric	Source
Early Year Facilities	Early year demand per Dwelling	0.32	MKCC Education team
Primary Schools	Primary Pupil Demand per Dwelling	0.42	MKCC Education team (Yields adjusted for CMK where yield is 1/3 for apartments)
	School Pupils in 1 Form Entry	210	Department for Education
Secondary Schools	Secondary Pupil Demand per Dwelling	0.30	MKCC Education team (Yields adjusted for CMK where yield is 1/3 for apartments)
	School Pupils in 1 Form Entry	150	Department for Education
SEND & Alternative Education	% of children in special schools	3.1%	MKCC Education team
	SEND All through Specialist Provision = pupils per facility	180	MKCC Education team
	Alternative Education (pupils per 1000 dwellings)	6	MKCC Education team
	Alternative Education Provision - Pupils per Facility	50	MKCC Education team
Further Education & Adult Learning	Proportion of 16-17 year olds in FE (non-sixth forms)	42.0%	MKCC Education team 2024 Feedback
	Post 16 Pupil Demand per	0.050	MKCC Education team 2024 Feedback

Infrastructure Calculation		Metric	Source
	Dwelling (College / FE places)		
	Proportion of population in Adult Learning	0.005	Based on Comparable Infrastructure planning guidelines (Essex County Council)

Planning Benchmarks – Healthcare and Social Care

Infrastructure Calculation		Metric	Source
Primary Healthcare	People per sq.m of primary healthcare space (including for GP services)	17	NHS Bedfordshire, Luton and Milton Keynes (BLMK) ICB 2024
Pharmacies	People per Community Pharmacy	5,500	Pharmaceutical Needs Assessment (PNA) for MK 2025
Dental Healthcare	People per Dentist - MKCC Recommended Ratio	1,500	Post Reg. 18 Feedback from MKCC Public Health
	Sq.m per Dentist	50	Social Infrastructure Planning Benchmark / Rule of Thumb
Public Health	Ratio of Floorspace to 1000 Population	4.65	Post Reg. 18 Feedback from MKCC Public Health
Acute Healthcare	People per Hospital Bed	198	BMLK Forecasting Ratio applied to forecast population growth to increase beds by 575 2022 - 2050
Inpatient Mental Health	People per Mental HealthCare Bed	2,479	Existing ratio of Hospital Beds to population across England (based on NHS England Data)
Community & Mental Health Services	Population generating 1 sq.m of community & mental health service space	21	CNWL NHS Foundation Trust / NHS BLMK ICB 2024
Adult Social Care	Residential bedspaces requirement for older persons per 1000 total dwellings	32	MKCC Local Plan HEDNA Update June 2024
	People per Adult social care centre	71,500	MKCC current ratio of provision to Population (2021)

Infrastructure Calculation		Metric	Source
	People per Social Care Residential Units for Working age Adults	49	MKCC projected ratio of provision (based on 2031 position) - Supported Housing Strategy 2023
	% of Social Care Residential Units for Working age Adults required to be wheelchair accessible	22%	MKCC projected ratio of provision (based on 2031 position) - Source - Supported Housing Strategy 2023
Social Care & Support for Children, Young People, and Families	Children per Family Centre	2,000	MKCC Children's Services
	Children Social Care bed setting per 1000 Dwellings:	7.7	MKCC Children's Services (incorporating increase by 10%)
	- Residential Care Placements in Foster Homes	6.7	MKCC Children's Services
	- Residential Care beds in Children's Homes	0.9	MKCC Children's Services

Planning Benchmarks – Community Facilities

Infrastructure Calculation		Metric	Source
Community Space	sq.m Flexible standard spec community space per 1,000 person	61.100	MKC guidance (2004)
Library Space	sq.m flexible space per 1,000 person	30	Arts Council (Previously Museums, Libraries and Archives Council (MLA))
Cultural Space	sq.m flexible space per 1,000 person	45	Arts Council (Previously Museums, Libraries and Archives Council (MLA))
Youth Services	Clients per Dwelling	0.050	Based on Comparable Infrastructure planning guidelines (Essex County Council)
Indoor Leisure & Recreation	People per Sq.m of pool Water	88.517	Sport England - Active Places - MKCC Data
	People per Pool Lane	4,703	Sport England - Active Places - MKCC Data
	People per 4 Lane Pool	18,811	Sport England - Active Places - MKCC Data
	People per Sq.m of Sports hall	79.319	Sport England - Active Places - MKCC Data
	People per Sports hall court	3,421	Sport England - Active Places - MKCC Data
	People per 4 Court Sports Hall	13,683	Sport England - Active Places - MKCC Data
	People per Indoor Bowls Rink	80,184	Sport England - Active Places - MKCC Data
	People per Indoor Bowls Centre	478,433	Sport England - Active Places - MKCC Data

Planning Benchmarks – Emergency Services

Infrastructure Calculation		Metric	Source
Police	People per Police Station	145,091	Based on existing MK ratio of provision to population
	People per Community Hubs	58,036	Based on existing MK ratio of provision to population
Fire and Rescue	People per Fire Station	72,546	Based on existing MK ratio of provision to population
Ambulance	People per Ambulance Station	96,727	Based on existing MK ratio of provision to population

Planning Benchmarks – Green Infrastructure

Infrastructure Calculation		Metric	Source
Formal OPF and sport	Formal outdoor playing fields per 1,000 population (ha)	1.200	MKCC Open Space Assessment Report 2023 - Table 6. Proposed open space standards
	People per Artificial 3G Pitch	32,436	Sport England - Active Places - MKCC Data
Amenity Greenspace and Equipped Play	Neighbourhood Equipped Area of Play (NEAP) per 1000 pop (to be provided on or offsite via contributions)	0.600	MKCC Open Space Assessment Report 2023 - Table 7. Proposed standards for play areas
	Local Equipped Area of Play (LEAP) per 1000 pop (to be provided on site)	0.250	MKCC Open Space Assessment Report 2023 - Table 7. Proposed standards for play areas
	Other outdoor play provision (e.g., MUGA) per 1000 pop	0.300	MKCC Open Space Assessment Report 2023 - Table 7. Proposed standards for play areas
	Amenity greenspace + Local Park + Pocket Parks per 1000 pop (ha)	0.700	MKCC Open Space Assessment Report 2023 - Table 6. Proposed open space standards
Natural & Semi-natural	Natural & Semi-Natural Greenspace per 1,000 person (ha)	1.800	MKCC Open Space Assessment Report 2023 - Table 6. Proposed open space standards
Food Growing	Food growing: Allotments. Orchards + Community Growing per 1000 pop (ha)	0.250	MKCC Open Space Assessment Report 2023 - Table 6. Proposed open space standards

Planning Benchmarks – Transport

Infrastructure Calculation		Metric	Source
Highways & Structures	N/A	N/A	Project based requirements only, based on engagement with MKCC transport stakeholders, National Highways and neighbouring highway authorities; MK Multi-Modal Model (MK MMM), which is ongoing at the time of writing, models projected development impacts and scenarios and identifies estimates of trip generation, distribution and assignment onto the transport network. Site specific requirements and connections will also be further determined on an individual application basis, including the potential requirement for local (e.g. junction) modelling evidence. MKISS estimates of daily trips generated to/from committed and newly identified sites by sub area presented in MKISS are expressed by mode (highway vehicle trips, rail/bus, active mode and freight) and 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). These trip estimates will not necessarily take into account site-specific characteristics which may influence the number of trips and modal split. Furthermore, these estimates will not necessarily be aligned with those derived from the MK MMM which represent peak hours and does not cover all modes of travel.
Rail	N/A	N/A	Project based requirements only, based on engagement with MKCC transport stakeholders, Network Rail and train operators; Site specific requirements and connections will also be further determined on an individual application basis, including consideration of potential additional passenger throughput at stations.

Infrastructure Calculation		Metric	Source
			See also above note on MK MMM and TRICS based estimates of trips.
Public Transport	N/A	N/A	Same as above for Highways & Structures; Modelling takes into account evidence on mass rapid transit (MRT) proposals. Site specific requirements and connections will also be further determined on an individual application basis, including consideration of meeting local requirements, including accessibility to services, e.g. bus stops within specific distance of development site.
Active Modes	N/A	N/A	Project based requirements, based on engagement with MKCC transport stakeholders, Active Travel England and local groups; Site specific requirements and connections will also be further determined on an individual application basis, including consideration of an indication of potential trips made on foot and by bike, the availability and quality of local connections, and accessibility and desire lines to local trip attractors. See also above note on MK MMM and TRICS based estimates of trips.
Freight / Distribution	N/A	N/A	Project based requirements, based on engagement with MKCC transport stakeholders and freight industry bodies; mainly applicable to commercial developments which generate Heavy and Light Goods Vehicle trips (although road freight is also a consideration in Construction Management Plans during development build-out). Site specific requirements and connections will also be further determined on an individual application basis. See also above note on MK MMM and TRICS based estimates of trips.

Planning Benchmarks – Energy

Infrastructure Calculation		Metric	Source
Electrical Energy Distribution	Electrical Demand = No. of Residential X Electricity demand	7.5 kW per residential housing unit (Assumes that residential unit uses electrified heating)	Electrical loads for flat/apartments with electric cooking and heating Table 19 Rules of Thumb 5 th edition BSRIA BG 9/2011.
Gas Distribution (commercial only)	Daily Gas Demand = (Annual Gas demand X Gross Internal Area X Diversity Factor) / Hours used per day (245 days/ year x 10 hr/day)	120 kWh/m ² / per annum	Annual energy consumption for Offices Table 28. Rules of Thumb 5 th edition BSRIA BG 9/2011.
Renewables	N/A	N/A	Project based but not specifically quantified requirements only, based on engagement with renewable energy providers and MKCC stakeholders; More specific provision and connection requirements to be assessed on the basis of individual development applications.

Planning Benchmarks – Waste Management and Circular Economy

Infrastructure Calculation		Metric	Source
Waste Management and Circular Economy	N/A	N/A	Project based but not specifically quantified requirements only, based on engagement with MKCC waste management stakeholders; Waste Needs Assessment and Capacity Gap Analysis (ongoing at time of writing) will model waste arisings and scenarios and identify more specific capacity requirements.

Planning Benchmarks – Flood Risk and Water Management

Infrastructure Calculation		Metric	Source
Flood Risk Management	N/A	N/A	Project based requirements, based on engagement with Environment Agency and MKCC flood and water stakeholders as well as evidence from Balancing Lakes Study specification, Anglian River Basin District Flood Risk Management Plan, Anglian Water Business Plan, MK NGBI Strategy, Local Flood Risk Management Strategy, FCERM programme and Strategic Flood Risk Assessment evidence (some of which is still ongoing at time of writing). Site specific requirements to be assessed for NPPF Exception Test compliance using the Level 2 SFRA evidence base and also to be assessed on the basis of individual development applications.
Water Supply & water efficiency measures to support water supply	Litres per dwelling per day based on standards for assumed litres per person per day (l/p/d) and dwelling occupancy rates.	316.25 litres / dwelling / day	Estimated demand for potable water (and hence new water scheme project requirements) calculated using demand profiles (in l/p/d) assumed by Anglian Water in their statutory Water Resource Management Plan 2024 (WRMP2024) and the Regional Water Resources Plan (Water Resources East). These assume different l/p/d usages based on policy and regulatory requirements, with main project planning based on the mandatory standard of Building Regulations supported by sensitivity testing lower water uses which may be driven by adopted local planning policy or future national changes to regulations or policy (e.g. update to Building Regulations in line with the Integrated Plan for Water). Projects/schemes to meet this

Infrastructure Calculation		Metric	Source
			demand have been drawn from a combination of the WRMP24, the Regional Water Resources Plan, Anglian Water stakeholder input and the ongoing MK Integrated Water Management Study. Projects for future water efficiency (and suggested policy for l/p/d targets have drawn from the document New Shared Standards in Water Efficiency published by Anglian Water (and other water companies in the East of England) with the Environment Agency and Natural England. Requirements may also be assessed / refined on a site-specific basis.
Water Recycling	Volume of wastewater generated (m3 per day) per dwelling on demand for potable water, plus industry standard allowances for infiltration (groundwater ingress into sewers).	0.364 m3 / dwelling / day	Metrics based on assumed water usage (which generates wastewater volumes), and sewer system infiltration used in Anglian Water's Drainage and Wastewater Management Plan (DWMP) and the 2050 Strategy within; The Strategy also allows for assumed increases in non-domestic wastewater generation. Projects to manage this increase in demand have been taken from the Medium and Long Term Strategy for Water Recycling Centres within the DWMP, the ongoing MK Integrated Water Management Study and engagement with Anglian Water and MKCC water stakeholders. Requirements may also be assessed / refined on a site-specific basis.

Planning Benchmarks – Digital Communications Infrastructure (mobile and broadband)

Infrastructure Calculation		Metric	Source
Digital Communications Infrastructure (mobile and broadband)	N/A	N/A	Project based but not specifically quantified requirements only, based on engagement with mobile and broadband providers; More specific connection requirements to be assessed on the basis of individual development applications.

Annex G: Policy standards for Houses in Multiple Occupation

Concentration of Houses in Multiple Occupation (HMO)

The number of HMOs should not exceed 35% of the total number of properties within a 100-metre diameter buffer from the centre of the application property.

Flats with more than one bedroom do not count towards the concentration of HMOs and each flat is counted as a single property.

Non-HMO properties will be counted as a single property, regardless of the number of bedrooms (e.g. a 4-bedroom house = 1 non-HMO property in the concentration calculation)

One-bedroom flats are counted towards the concentration of HMOs, and each flat is counted as a single property.

HMOs will be counted by the number of bedrooms (a 5-bedroom HMO will be considered as 5 HMO properties in the concentration calculation).

Worked example and calculation for concentration:

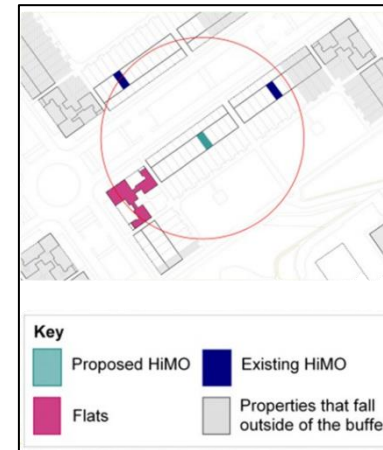


Figure 1: Worked example

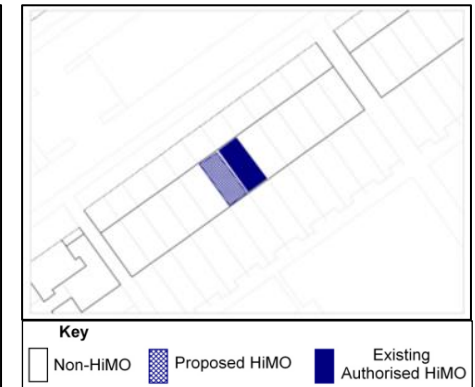


Figure 2: Acceptable Proposed Layout (No Sandwiching)

In the above example there are 50 properties within the 100-metre buffer from the centre of the application property consisting of:

- One-bedroom flats x 5
- Two-bedroom flats x 5
- Houses x 37
- Existing HMO (5 bedrooms) x 2
- Application property (5 bedrooms) x 1

Calculation:

Total Houses, Flats and HMO Bedrooms = 62 (37 houses, 10 existing HMO bedrooms, 5 proposed HMO bedrooms, 5 one-bedroom flats and 5 two-bedroom flats)

Total Number of HMO Bedrooms = (5 Bedroom HMO x3) + (One-bedroom flats x5) = 20

Concentration = $(100/62) \times 20 = 32\%$ Proposal is under 35% and would be acceptable.

Sandwiching of HMOs

A non-sandwiching approach will be applied to prevent any one property (HMO or non-HMO) being 'sandwiched' between two houses in multiple occupation. This will reduce the local impacts on neighbouring properties and will also prevent an over concentration at the localised level. The non-sandwiching approach will apply to all types of properties, including detached and flats on the same floor. In cases where properties are separated by a public highway the sandwiching approach will not apply.

Figures 1a, 1b and 1c below provide a visual representation of where proposals for a change of use to a HMO would and would not be considered acceptable.

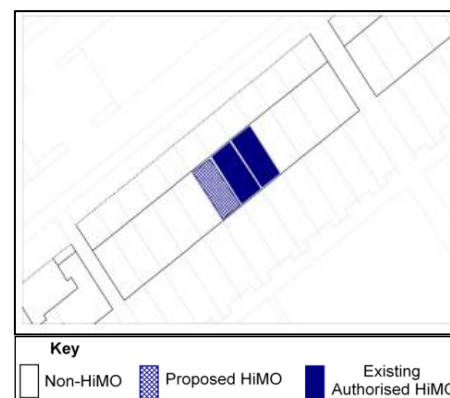


Figure 3: Unacceptable Proposed Layout (resulting in sandwiching of HMOs)

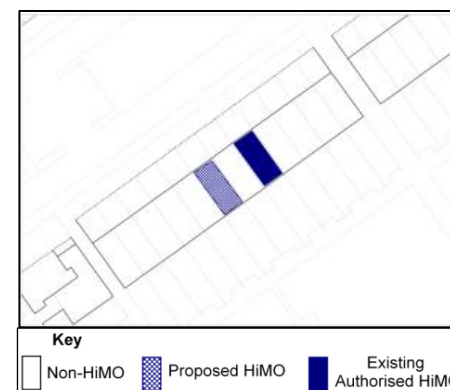


Figure 4: Acceptable Proposed Layout (No Sandwiching)

Annex H: Policy standards – Urban Greening Factor

The Urban Greening Factor (UGF) is a planning tool, part of Natural England's Green Infrastructure Framework, used to increase the provision of Green Infrastructure, and enhance the level of greening on development sites. It provides a mechanism to improve the resilience, sustainability, and biodiversity value of urban districts, achieving measurable net gains for biodiversity and increasing the delivery of ecosystem services.

Policy CEA11 requires all major development to demonstrate how it has implemented urban greening as fundamental element of site and building design. The policy requires applicants to demonstrate no net loss of green cover, requiring that development meets the minimum

target score of 0.3 for commercial development and 0.4 and 0.5 for residential development on urban and greenfield sites.

Types of Surface covers & weightings (*See Table 1 below):

- **Vegetation and Tree Planting**
- **Green Roofs and Walls**
- **Sustainable Drainage Systems and Water Features**
- **Paved Surface**

Where these descriptions do not exactly reflect a particular surface cover or green infrastructure element proposed for a development scheme then the nearest surface cover and weighting can be used with a supporting rationale for why this weighting has been selected.

Item	UGF Surface Cover Type Vegetation and Tree Planting ³⁷	Factor	General Description
Tree Planting and Vegetation			
1	Semi-natural vegetation and wetlands retained on site (including existing / mature trees)	1.0	Protection and enhancement of existing vegetation within the development site including mature trees and habitats.
2	Semi-natural vegetation established on site	1.0	New areas of vegetation and species-rich habitats within the development site that are connected to sub-soils at ground level.
3	Standard / semi-mature trees (planted in	0.9	Tree planting established within engineered and interconnected systems

³⁷ Figures correct at the time of publication.

	connected tree pits)		with structural soils to maintain tree health at maturity
4	Native hedgerow planting (using mixed native species)	0.8	Dense linear planting of mixed native hedgerow species, at least 800mm wide and planted two or more plants wide.
5	Standard / semi-mature trees (planted in individual tree pits)	0.7	Tree planting established within separate designed tree pits with structural soils to maintain tree health at maturity
6	Food growing, orchards and allotments	0.7	Areas and facilities provided for local allotment and community- based food growing including formal orchards with fruit trees.
7	Flower rich perennial and herbaceous planting	0.7	New areas of mixed native and ornamental herbaceous and perennial plant species to support seasonal cycles of pollinating insects
8	Mixed hedge planting (including linear planting of mature shrubs)	0.6	Dense linear planting of native or ornamental shrub and hedgerow species, closely spaced with one or more plants wide
9	Amenity shrub and ground cover planting	0.5	Areas of formal and informal non- native shrub and ground cover planting connected to sub-soils at ground level or in planters.
10	Amenity grasslands including formal lawns	0.4	Areas of short-mown grass and lawn used for active sports or informal recreation that is regularly cut and generally species-poor
Green Roofs and Walls			
11	Intensive green roof (meets Green Roof Organisation / GRO Code)	0.8	High maintenance accessible green roof with planting and a depth of growing substrate with a minimum settled depth of 150mm.
12	Extensive biodiverse green roof (meets the GRO Code, may include Biosolar)	0.7	Green roof with species-rich planting, with limited access, may include photovoltaics, the depth of growing substrate is 100 - 150mm.
13	Extensive green roof (meets GRO Code)	0.5	Low maintenance green roof, limited species mix in planting and with no access, the depth of growing substrate is 80 - 150mm
14	Extensive sedum only green roof	0.3	Low maintenance sedum green roof, no access, combined depth of growing

	(does not meet the GRO Code		substrate, including sedum blanket, is less than 80mm.
15	Green facades and modular living walls (rooted in soil or with irrigation)	0.5	Vegetated walls with climbing plants rooted in soil supported by cables or modular planted systems with growing substrate and irrigation
SuDS and Water Features			
16	Wetlands and semi-natural open water	1.0	Areas of semi-natural wetland habitat with open water for at least six months per year contributing to surface water management
17	Rain gardens and vegetated attenuation basins	0.7	Bio-retention drainage features including vegetated rain gardens and attenuation basins that also provide biodiversity benefit
18	Open swales and unplanted detention basins	0.5	Sustainable drainage systems to convey and temporarily hold surface water in detention basins with minimal vegetation cover.
19	Water features (unplanted and chlorinated)	0.2	Ornamental and generally chemically treated water features providing amenity value but with minimal biodiversity and habitat benefit.
Paved Surfaces			
20	Open aggregate and granular paving	0.2	Porous paving using gravels, sands and small stones as well as recycled materials that allow water to infiltrate across the entire surface.
21	Partially sealed and semi-permeable paving	0.1	Semi-permeable paving using precast units and filtration strips that allow water to drain through defined joints and voids in the surface
22	Sealed paving (including concrete and asphalt)	0.0	Impervious paving constructed of concrete, asphalt or sealed paving units that do not allow water to percolate through the surface.

Table 1: Natural England's surface cover weightings for the calculation of UGF Score

Calculation:

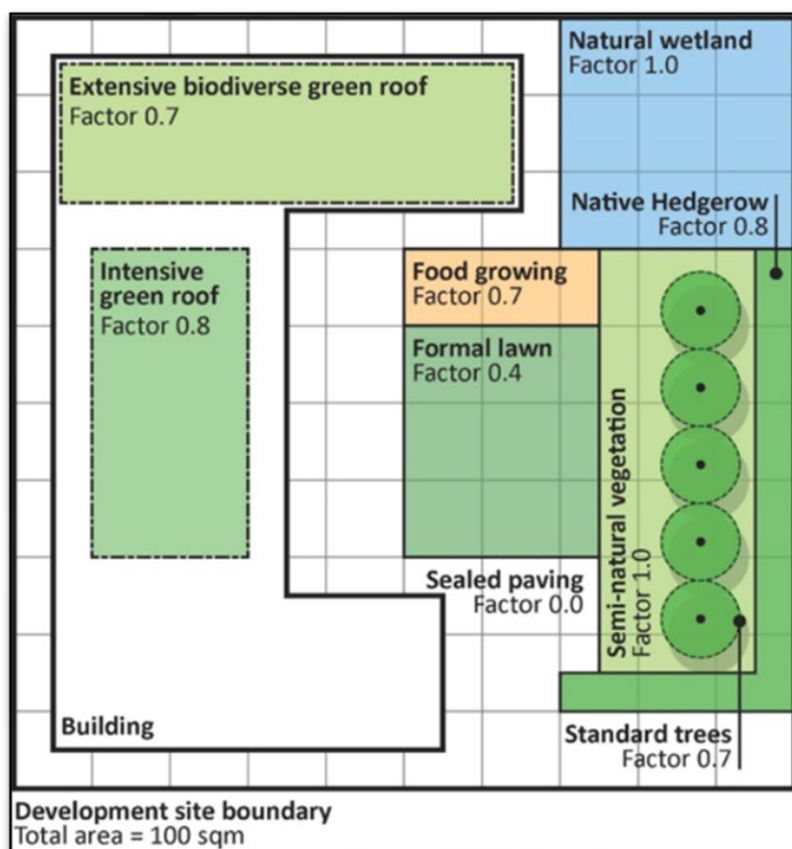


Figure 1: Theoretical site plan showing UGF scores
(Source: [Urban Greening Factor for England User Guide](#))

Methodology:

The UGF score provides a figure for the proportion of urban greening in comparison to the total area of the development site. It is calculated by

multiplying the area of each surface cover type by its factor; each figure is then added together and divided by the total area within the development site boundary that is commonly referred to the red-line boundary.

Demonstrating in an application:

Where a development is required to provide an UGF calculation to meet the UGF planning policy target as part of a detailed application the submission may include:

$$\text{Urban Greening Factor Score} = \frac{\text{Sum of each Surface Area type (m}^2\text{)}}{\text{Total site area (m}^2\text{)}}$$

(Surface Area A x Factor A + Surface Area B x Factor B + Surface Area C x Factor C, etc.)

- A description of the green infrastructure and urban greening measures that have been adopted to meet the UGF planning policy target
- A colour coded UGF masterplan that indicates the location of the surface cover types
- A completed calculation table indicating the UGF target score achieved
- A statement on the protection of existing trees and habitats where these are retained
- A management plan describing how the green infrastructure will be maintained

This information and the supporting design narrative can form part of a Design and Access Statement for the development.

Annex I: Heritage of Milton Keynes

Historic Buildings

The earliest architectural structures within Milton Keynes are the churches which between them make up a significant proportion of the 1,100 listed buildings in the borough. St Michael's in Lavendon contains significant late-Saxon fabric, while other later churches of note include the landmark steeples of St James and St Peter and St Paul's in Olney, St Lawrence in Broughton with its impressive 15th century wall paintings, the scheduled pilgrims chapel at Bradwell Priory and Robert Hooke's late 17th century church of St Mary Magdalene in Willen.

Significant early non-church buildings include the grade II* late medieval halls at Rectory Cottages in Bletchley and Chantry House in Fenny Stratford and a number of earlier cruck-framed barns and dwellings around the borough. These examples and a number of later timber-framed structures have been accurately dated using dendrochronology (tree-ring dating).

Later large houses include Sir John Soane's Tyringham Hall, Chicheley Hall and Gayhurst House, all listed at Grade I and flanked by listed ancillary structures within significant designed landscapes (each a registered park and garden). The 17th century saw an increase in brick construction. Bradwell Abbey Farm and Great Linford almshouses are early in this period with later notable examples in the churches at Fenny Stratford, Willen and Milton Keynes rectory. The scheduled brick kilns adjacent to the Grand Union Canal in Great Linford are a rare survival from this once important local industry.

Elsewhere, designated and non-designated buildings from a range of local industries and trades include: various workshops and small factories related to the production of leather, parchment and the boot and shoe trade in Olney and Newport Pagnell; the coachbuilding and motor trade in Newport Pagnell; the extensive Victorian and Edwardian railway works, associated housing and public buildings in Wolverton and New Bradwell; the coaching Inns of Stony Stratford, Fenny Stratford, Little Brickhill, Newport Pagnell and Olney.

The examples above are intended to illustrate a cross-section of historic building types and uses within the borough pre-dating the designated New Town which, as detailed below contains numerous heritage assets. Each year previously unknown or unrecorded heritage assets are brought to light through the development process.

Conservation Areas

Milton Keynes has 27 designated conservation areas that recognise the special quality of a broad range of locations around the borough including rural villages and urban landscapes. The Council has a duty to review each conservation area from time to time, this is carried out by the Heritage and Design Team.

Conservation areas protect places of special character from the loss of key buildings and features and seek to encourage complementary design in new development. By doing so the unique 'sense of place' that distinguishes settlements from each other is preserved, along with the composite nature of Milton Keynes heritage and identity. In conservation areas trees are also protected from uncontrolled loss.

Within the original designated area boundary of the New Town, there are conservation areas protecting the character and appearance of once isolated villages such as Woughton-on-the-Green, Loughton and Shenley Church End. There are larger areas protecting small towns such as Olney, Newport Pagnell and Stony Stratford. The biggest conservation area is in Wolverton, covering the historic railway works and its associated housing. The residential area is covered by an enhanced designation which also seeks to require planning permission for changes to doors, windows and roof materials amongst other traditional aspects of its character and appearance.

Archaeology

Milton Keynes is rich in archaeological remains with sites and finds from the Palaeolithic period onwards. Designated sites include 50 scheduled monuments which range in date and character from Bronze Age burial mounds to the Iron Age Hill Fort at Danesborough, the Roman town of Magiovinium, medieval castles and villages, and the cast-iron Tickford Bridge in Newport Pagnell. Milton Keynes Historic Environment Record (HER) also contains information on over 8000 sites and finds and many new discoveries are made each year. The designated New Town area in particular has a long history of structured, strategic archaeological investigation from the appointment of the first archaeologist by MKDC in 1971. Many significant sites have been preserved in the linear parks, or where preservation was not possible, excavated and the results published.

Historic Landscapes, Parks & Gardens

There are five registered parks and gardens (designated heritage assets) in the borough; Chicheley Hall, Gayhurst House, Tyringham Hall, Campbell Park and Wavendon House. The effect of proposed development on a registered park or garden or its setting, is a material consideration in the determination of a planning application. There is also a statutory duty to notify Historic England and The Gardens Trust of relevant applications. Elsewhere in the borough are to be found non-designated historic designed landscapes, medieval field-scapes and

historic woodlands, some of which may be specifically identified in the HER or by amenity groups such as the Buckinghamshire Gardens Trust.

Designated New Town

Milton Keynes is the last, largest and most ambitious of all the designated new towns. Its architecture, art, planning, landscapes, public spaces and infrastructure all contribute to its unique character and its local, national and international significance. We will need to ensure that important growth is delivered in a sustainable manner, avoiding the fragmentation and unnecessary loss of these recent historical assets.

Some individual assets have already been recognised as possessing national significance: The Shopping Building, Central Library, Former Bus Station, houses at Silver Street in Stony Stratford (Cofferidge Close development), Campbell Park, Octo and 2MS Series No.1 sculptures. These assets have been designated by Historic England as grade II listed buildings and registered park and garden.

However, beyond those assets are many buildings, structures, landscapes, artworks and places of local significance that are valued because they contribute to the distinctive identity of Milton Keynes. The MK New Town Heritage Register (a local list) seeks to identify and celebrate those assets, in turn ensuring that their value is considered when decisions about their future, and the future of Milton Keynes, are made. Reinforcing and promoting this unique identity will deliver economic and tourism benefits, encourage higher quality new development. Phase 1 saw 132 assets added to the New Town Heritage Register, these range from informal community-based artworks (such as the concrete cows), through to designed landscape schemes, housing expo's (such as Homeworld '81), city centre commercial buildings and large housing schemes. Phase will consider the remaining 80-100 assets. These assets are mapped for residents and developers alike to see and explore.

Non-Designated Heritage Assets

Whilst the New Town Heritage Register identifies non-designated heritage assets from the new-town era of Milton Keynes, there are many other buildings, monuments, sites, places, areas or landscapes that possess heritage significance outside of its scope, pre-dating the new town or being located outside its "designated area". These assets are often first identified through development proposals and are most likely to be of a local level of significance, falling short of the requirements for statutory listing. In particular, there are many examples that date from the Victorian period onwards, often including schools, public houses, industrial or community buildings. These assets play a very important part in the history and character of the borough and contribute the everyday experience of residents and visitors alike.

Annex J: Plan:MK replaced policies

Plan:MK Policy ref	Plan:MK policy name	Replacement policy in MK City Plan 2050 or deleted
Policy DS0	Review of PLAN:MK	Deleted
Policy DS1	Settlement Hierarchy	Policy GS1
Policy DS2	Housing Strategy	Policy GS2
Policy DS3	Employment Development Strategy	Policy GS3
Policy DS4	Retail and Leisure Development Strategy	Policy GS5
Policy DS5	Open Countryside	Policy GS6
Policy DS6	Linear Parks	Policy INF1, Policy CEA8
Policy SD1	Place-making Principles for Development	Policy GS4
Policy SD2	Central Milton Keynes – Role and function	Policy CMK1
Policy SD3	Central Milton Keynes – Growth and areas of change	Policy CMK1
Policy SD4	Central Milton Keynes - Connectivity	Policy CMK2
Policy SD5	Eastern Expansion Area	Deleted
Policy SD6	Western Expansion Area	Policy GS20
Policy SD7	Strategic Reserve Areas	Deleted
Policy SD8	Newton Leys	Deleted
Policy SD9	General Principles for Strategic Urban Extensions	Deleted
Policy SD10	Delivery of Strategic Urban Extensions	Policy INF1, Policy INF2
Policy SD11	South East Milton Keynes Strategic Extension	Policy GS22
Policy SD12	Milton Keynes East Strategic Urban Extension	Policy GS21
Policy SD13	Land at Easton Leys, Little Brickhill	Deleted
Policy SD14	Strategic Employment Allocation, Land South of Milton Keynes, South Caldecotte	Policy GS23
Policy SD15	Place-making Principles for Sustainable Urban Extensions in adjacent Local Authorities	Policy GS11
Policy SD16	Central Bletchley Prospectus Area	Policy CB1
Policy SD17	Milton Keynes Rugby Club, Greenleys	Deleted

Plan:MK Policy ref	Plan:MK policy name	Replacement policy in MK City Plan 2050 or deleted
Policy SD18	The Walnuts, Redhouse Park	Deleted
Policy ER1	Employment Sites within the Borough of Milton Keynes	Policy GS3
Policy ER2	Protection of existing Employment Land and Premises	Policy ECP1
Policy ER3	Retailing on Employment Land	Deleted
Policy ER4	Home Based Business	Deleted
Policy ER5	Protection of Small Business Units	Deleted
Policy ER6	Sites for Bad Neighbour Uses	Deleted
Policy ER7	Places of Worship on Employment Sites	Policy ECP1
Policy ER8	Employment Uses and the Rural Economy	Policy ECP5
Policy ER9	Character and Function of the Shopping Hierarchy	Policy ECP2
Policy ER10	Assessing Edge of Centre and Out of Centre Proposals	Policy ECP3
Policy ER11	Protection of Local Shops, Post Offices, Banks and Public Houses	Policy PFHP2
Policy ER12	New Shops in the Rural Area	Policy PFHP2
Policy ER13	Non-Retail Uses in Local Centres Within the City	Deleted
Policy ER14	New Local Centres	Policy PFHP3
Policy ER15	Car-Related Retail Uses	Deleted
Policy ER16	Hotel and Visitor Accommodation	Policy ECP4
Policy ER17	Tourism, Visitor and Cultural Destinations	Policy ECP4
Policy ER18	Non-Retail Uses on Ground Floors in Town Centres	Policy ECP2
Policy HN1	Housing Mix and Density	Policy HQH1
Policy HN2	Affordable Housing	Policy HQH2
Policy HN3	Supported and Specialist Housing	Policy HQH3
Policy HN4	Amenity, Accessibility and Adaptability of Homes	Policy HQH1, Policy PFHP9
Policy HN5	Self-Build and Custom Housebuilding	Policy HQH1
Policy HN6	Housing for Temporary Accommodation	Policy HQH3
Policy HN7	Houses in Multiple Occupation	Policy HQH5
Policy HN8	Student Accommodation	Policy HQH4

Plan:MK Policy ref	Plan:MK policy name	Replacement policy in MK City Plan 2050 or deleted
Policy HN9	Loss and Conversion of Existing Residential Properties	Deleted
Policy HN10	Rural Exception Sites	Policy HQH8
Policy HN11	Gypsies and Travellers	Policy HQH6
Policy HN12	Travelling Showpeople	Policy HQH6
Policy CT1	Sustainable Transport Network	Policy GS9, Policy GS10
Policy CT2	Movement and Access	Policy GS10
Policy CT3	Walking and Cycling	Policy GS10
Policy CT4	Crossover on Redway	Policy GS10
Policy CT5	Public Transport	Policy GS10
Policy CT6	Low Emission Vehicles	Deleted
Policy CT7	Freight	Policy GS10
Policy CT8	Grid Road Network	Policy GS10
Policy CT9	Digital Communications	Deleted
Policy CT10	Parking Provision	Policy GS10
Policy EH1	Provision of New Schools – Planning Considerations	Policy INF1, Policy INF2
Policy EH2	Provision of New School – Site Size and Location	Policy INF1, Policy INF2
Policy EH3	Reserve Sites to Enable Future School Expansion	Policy INF1, Policy INF2
Policy EH4	Further and Higher Education Provision	Policy GS3
Policy EH5	Health Facilities	Policy INF1, Policy INF2
Policy EH6	Delivery of Health Facilities in New Development	Policy PFHP1
Policy EH7	Promoting Healthy Communities	Policy PFHP1
Policy EH8	Hot Food Takeaways	Policy PFHP4
Policy INF1	Delivering Infrastructure	Policy INF1
Policy FR1	Managing Flood Risk	Policy CEA15
Policy FR2	Sustainable Drainage Systems (SUDS) and Integrated Flood Risk Management	Policy CEA13
Policy FR3	Protecting and Enhancing Watercourses	Policy CEA14
Policy NE1	Protection of Sites	Policy CEA10
Policy NE2	Protected Species and Priority Species and Habitats	Policy CEA10
Policy NE3	Biodiversity and Geological Enhancement	Policy CEA9
Policy NE4	Green Infrastructure	Policy CEA10
Policy NE5	Conserving and Enhancing Landscape Character	Policy CEA12
Policy NE6	Environmental Pollution	Policy CEA7

Plan:MK Policy ref	Plan:MK policy name	Replacement policy in MK City Plan 2050 or deleted
Policy NE7	Protection of the Best and Most Versatile Agricultural Land	Policy CEA10
Policy HE1	Heritage and Development	Policy HE1
Policy L1	Facilities Acceptable in the Parks	Policy CEA8
Policy L2	Protection of Open Space and Existing Facilities	Policy CEA8
Policy L3	Change of Use of Amenity Open Space	Deleted
Policy L4	Public Open Space Provision in New Estates	Policy CEA8
Policy L5	Horse Related Development	Policy ECP6
Policy L6	Criteria for the Location of Water Sports	Deleted
Policy L7	Criteria for the Location of Noisy Sports and Recreational Facilities	Deleted
Policy L8	Milton Keynes Bowl	Policy CEA8
Policy D1	Designing a High Quality Place	Policy PFHP5, Policy PFHP6
Policy D2	Creating a Positive Character	Policy PFHP7
Policy D3	Design of Buildings	Policy PFHP7, Policy PFHP8
Policy D4	Innovative Design and Construction	Deleted
Policy D5	Amenity and Street Scene	Policy PFHP9
Policy D6	Granny Annexes	Deleted
Policy D7	Canalside Development	Deleted
Policy D8	Mains and Telecommunications Services	Deleted
Policy D9	Temporary Buildings	Deleted
Policy CC1	Public Art	Deleted
Policy CC2	Location of Community Facilities	Policy PFHP2
Policy CC3	Protection of Community Facilities	Policy PFHP2
Policy CC4	New Community Facilities	Policy INF1
Policy CC5	Childcare Facilities	Deleted
Policy CC6	Burial and Memorial Grounds	Deleted
Policy SC1	Sustainable Construction	Policy CEA1, Policy CEA3, Policy CEA3, Policy CEA4, Policy CEA5, Policy CEA6
Policy SC2	Community Energy Networks and Large Scale Renewable Energy Schemes	Policy CEA1, Policy CEA3, Policy CEA3, Policy CEA4, Policy CEA5, Policy CEA6
Policy SC3	Low Carbon and Renewable Energy Generation	Policy CEA1, Policy CEA3, Policy CEA3, Policy CEA4, Policy CEA5, Policy CEA6

Annex K: Local centres

Local centres

Estate	Location	No. of Shops	Convenience / Grocery	Takeaway	Pub / Restaurant / Café	Salon / Barber	Post Office	Laundry	Community Centre / Meeting Place	GP / Pharmacy	Nursery / Pre-school / Primary School
Ashland	Yearlstone Square	5	Y	Y	N	N	N	N	N	N	N
Beanhill	Dodkin	6	Y	Y	N	N	N	N	Y	N	Y
Bradwell Common	Bradwell Common Boulevard	4	Y	Y	Y	N	N	N	Y	N	N
Brooklands	Fen Street	10+	Y	Y	Y	Y	N	N	N	Y	Y
Broughton	Tanfield Lane	10+	Y	Y	Y	Y	N	N	N	N	N
Broughton	Countess Way	10+	Y	Y	Y	Y	N	Y	N	N	N
Coffee Hall	Garraways	4	Y	Y	N	Y	Y	N	Y	N	N
Eaglestone	Harrier Drive	6	Y	Y	Y	N	Y	N	Y	N	Y
Emerson Valley	Taunton Deane	5	Y	Y	Y	Y	Y	N	N	N	Y
Fairfields	Apollo Drive	Under construction	Y	-	-	-	-	-	-	-	-
Far Bletchley	Whaddon / Warwick	10+	Y	Y	N	Y	Y	N	Y	N	Y
Fenny Stratford	Aylesbury / Watling	10+	Y	Y	Y	Y	N	N	N	N	Y
Fullers Slade	Shearmans	5	Y	Y	N	N	N	N	N	N	N

Estate	Location	No. of Shops	Convenience / Grocery	Takeaway	Pub / Restaurant / Café	Salon / Barber	Post Office	Laundry	Community Centre / Meeting Place	GP / Pharmacy	Nursery / Pre-school / Primary School
Furzton	Blackmoor Gate	6	Y	Y	N	Y	N	N	Y	N	Y
Furzton	Dulverton Drive	5	Y	Y	N	Y	N	N	Y	Y	Y
Giffard Park	Knebworth Gate	6	Y	Y	Y	N	Y	N	Y	N	Y
Glebe Farm	Burney Drive (under construction)	4	Y	-	-	-	N	N	-	-	-
Grange Farm	Singleton Drive	6	Y	Y	Y	Y	N	N	N	N	Y
Great Linford	St. Leger Drive	10+	Y	Y	Y	Y	Y	N	Y	N	N
Greenleys	Ardwell Lane	6	Y	Y	N	N	Y	N	Y	Y	Y
Heelands	Swinden Court	7	Y	Y	N	N	N	N	Y	N	Y
Monkston Park	Pimlico Court	4	Y	Y	Y	N	N	N	Y	N	Y
Neath Hill	Tower Drive	9	Y	Y	Y	Y	N	N	N	Y	N
Netherfield	Farthing Grove	10+	Y	Y	N	Y	Y	N	N	Y	N
New Bradwell	High Street	10+	Y	Y	Y	Y	N	N	N	N	N
Newport Pagnell	Wordsworth Avenue	5	Y	Y	Y	N	N	N	Y	N	Y
Newport Pagnell	Elthorne Avenue	4	Y	Y	Y	N	N	N	N	N	N

Estate	Location	No. of Shops	Convenience / Grocery	Takeaway	Pub / Restaurant / Café	Salon / Barber	Post Office	Laundry	Community Centre / Meeting Place	GP / Pharmacy	Nursery / Pre-school / Primary School
Newton Leys	Jersey Drive	7	Y	Y	Y	Y	N	N	N	N	N
Oakgrove	Ada Walk / Babbage Gate	6	Y	N	Y	N	N	N	N	N	N
Oakridge Park	Texel Close	6 (with more under construction)	Y	N	N	N	N	N	N	Y	N
Oldbrook	Oldbrook Boulevard	10+	Y	Y	Y	Y	N	N	N	N	Y
Oxley Park	Redgrave Drive	10+	Y	Y	Y	Y	N	N	Y	N	Y
Shenley Brook End	Egerton Gate	5	Y	Y	Y	Y	N	N	N	N	N
Shenley Church End	Burchard Crescent	10+	Y	Y	Y	Y	Y	Y	Y	Y	Y
Tattenhoe Park	Priestley Drive	Not yet constructed (17/00918/ OUT)	-	-	-	-	-	-	-	-	-
Two Mile Ash	The High Street	4	Y	Y	N	Y	Y	N	N	N	Y
Walnut Tree	Fyfield Barrow	10+	Y	Y	Y	Y	Y	Y	N	Y	Y
West Bletchley	St. Mary's Avenue	8	Y	Y	N	N	N	N	N	Y	Y
West Bletchley	Whaddon / Melrose	10+	Y	Y	Y	Y	Y	Y	Y	Y	Y

Estate	Location	No. of Shops	Convenience / Grocery	Takeaway	Pub / Restaurant / Café	Salon / Barber	Post Office	Laundry	Community Centre / Meeting Place	GP / Pharmacy	Nursery / Pre-school / Primary School
Whitehouse	Barrosa Way	Not yet constructed	Y	-	Y	-	-	-	-	Y	-
Willen	Granville Square	10+	Y	Y	Y	Y	N	N	N	Y	Y

Shops of neighbourhood significance

Estate/Village	Site Location	Number of shops	Uses
Campbell Park	Canalside Roundabout	4	Convenience, café, bike shop, office.
Emerson Valley	Winfold Lane	2	Convenience and takeaway.
Galley Hill	Barford, Galley Hill	3	Convenience, takeaway, community centre.
Fishermead	Fishermead Boulevard / Pencarrow Place	n/a	No centralised local centre, convenience and takeaways spread throughout the estate.
Kingsmead	Guildford Ave	1	Co-op grocery only.
Old Farm Park	Holst Crescent	2	Tesco express, community centre.
Shenley Lodge	Faraday Drive	3	Convenience store, nursery, meeting place.
Stacey Bushes	Briar Hill	2	Convenience, community centre.
Walnut Tree	Lichfield Down	2	Convenience and community centre.
Springfield	Springfield/Ravensbourne	1	Convenience/pre-school.
Tinkers Bridge	Marshworth	2	Tesco express and community centre.
Woughton-on-the-Green	Newport Road	4	Nails, spa, dentist, Ye Olde Swan opposite.

Annex L: Small to Medium Housing Allocations

Area	Site Name	Approximate No. of Dwellings
Bletchley	Lakes Estate Regeneration Sites	393
Bletchley	Lathams Buildbase	75
Bletchley	Berwick Drive	12
Netherfield	Cripps Lodge	66
Bletchley	Chepstow Drive	10
Broughton Atterbury	Broughton Atterbury (Sap14) Remainder	15
Crownhill	Reserve Site Off Hendrix Drive	10
Fishermead	Kellan Drive 1	10
Fullers Slade	Cavendish Site	37
Grange Farm	Land Off Singleton Drive (Sap1)	22
Medbourne	S Of Vernier Crescent	18
Monkston	Wadhurst Drive	17
Old Farm Park	Byrd Crescent	23
Redhouse Park	The Walnuts	100
Shenley Brook End	Manifold Lane (Sap10)	33
Springfield	Springfield Boulevard 1	13
Stony Stratford	Stratford House	13
Tattenhoe	Howe Rock Place	17
Tattenhoe	Winfold Lane	24
Tattenhoe	Holborn Crescent	12
Walnut Tree	Hockcliffe Brae	19
Walnut Tree	Lichfield Down	23
Walnut Tree	Land At Bergamot Gardens (Sap5)	15
Walton Manor	Land At Walton Manor, Groveway/Simpson Road (Sap13)	174
Wavendon Gate	Isaacson Drive	10
Westcroft	Powis Lane	24
Westcroft	Reserve Site 3 (Sap11)	22
Neighbourhood Plan Allocations		
Stantonbury	Rowle Close	66
Wolverton	Agora Redevelopment	115
Stantonbury	Stanton School	40
Bradville	Land Off Harrowden (Sap8) & Wylie	50
Haversham	Land North Of 27 High Street, Old Haversham	16
Newport Pagnell	Former Police Station, High Street	48

Annex M: Framework for monitoring the effectiveness of the MK City Plan 2050

Introduction

It is essential that Local Development Plan be monitored to ensure that decision making is achieving the vision and objectives set out in the plan. The Milton Keynes City Plan (MKCP) Monitoring Framework provides a robust set of performance indicators to be monitored on a regular basis to ensure that the policies are being implemented effectively and that they are achieving the expected outcomes. Effective monitoring will help the Council determine the need for a partial or full review of the Local Plan. The performance indicators are presented by policy. As some indicators will likely apply to more than one policy, related policies have been identified. For each policy and indicator, the plan objectives to which they relate have also been identified by number. The objectives of the plan can be found on page 3 of the plan.

Where the performance indicator for a policy is to monitor outcomes of planning applications, the data collected will include all general data from the planning application. For example, under Policy PFHP8 Tall Buildings Outside CMK, the indicator states “number of applications for tall buildings approved and refused outside of CMK.” The data collected from the applications would likely include the height of the building, total floor area by use type, location, number of dwelling units (if applicable), loss of floor area if demolition was part of the approval, etc. The indicator is simplified for the sake of practicality but is not intended to limit the range of data to be collected from applications, particularly given the fact that applications would include data relevant to many policies within the plan. The intent is to aggregate as much data as possible from planning applications to help identify issues as early as possible and inform changes to policy, if necessary. Where indicators suggest tracking the number of applications, this number would be monitored as a whole number but also as a percentage of all applications where the same policy is considered.

Data sources for most indicators will be obtained from planning applications, including those granted by appeal. However, some data will potentially be obtained from other departments such as Highways, Environment and Waste, and Housing.

The Monitoring Framework

GS1 Our spatial strategy

Indicator	Related Policies	Objectives
Number of applications approved and refused outside of development boundaries.	GS5	1, 2, 3, 5, 6, 10,

GS2 Strategy for homes

Indicator	Related Policies	Objectives
Net additional dwellings by source of supply (to be considered against yearly housing supply targets).	GS12-15, GS17-22	9

GS3 Strategy for economic prosperity

Indicator	Related Policies	Objectives
Net amount of gross floor area for employment by use class (e.g. offices, R&D industrial, and distribution, etc).	GS12-15, GS17-22	9

GS4 Strategy for people friendly and healthy places

Indicator	Related Policies	Objectives
Number of new dwellings that meet the accessibility standards. Number of existing dwellings with improved accessibility to one or more of the identified community facilities.	GS12-15, GS17-22	1-3, 5, 10-12

GS5 Our retail hierarchy

Indicator	Related Policies	Objectives
Net amount of gross floor area for retail uses that falls within the primary shopping area of a Town Centre, outside of the primary shopping area but still within a Town Centre, and outside of a Town Centre.	GS12-15, GS17-22, ECP2	1, 3, 14

Policy GS6 Open Countryside

Indicator	Related Policies	Objectives
See GS1.	-	-

Policy GS7 Wind Turbine and Solar PV Spatial Strategy

Indicator	Related Policies	Objectives
Number of planning application approvals for wind and solar energy production. Total amount of anticipated energy production.	CEA6	4 & 8

Policy GS8 Hanslope Park

Indicator	Related Policies	Objectives
Number of planning applications approved for development at Hanslope Park including Lawful Development Certificates. Amount of new employment floorspace created. Change in number of parking spaces as a result of LDC/permissions.	-	12

Policy GS9 Supporting transit-oriented development and estate regeneration

Indicator	Related Policies	Objectives
Number of net dwellings permitted as part of the regeneration of an existing estate. Number of dwellings permitted and built along metro corridors.	GS2	5, 10, 12

Policy GS10 Movement and Access

Indicator	Related Policies	Objectives
Amount of new Redways created. Amount of Redways improved through s106. Amount of new public right of way created. Number of new interchange hubs created.	GS12-15, GS17-22	1-3, 5, 12

Policy GS11 Adjacent and Cross-Boundary Growth

Indicator	Related Policies	Objectives
Number of cross boundary applications and their outcomes.	-	-

Policy GS12 Redevelopment of Wolverton Railway Works
Policy GS13 Redevelopment of Walton Campus
Policy GS14 Eastern Strategic City Extension
Policy GS15 East of Wavendon Strategic City Extension
Policy GS17 South of Bow Brickhill Strategic City Extension
Policy GS18 Levante Gate Strategic City Extension
Policy GS19 Shenley Dens Strategic City Extension
Policy GS20 Western Expansion Area
Policy GS21 Milton Keynes East Strategic Urban Extension
Policy GS22 South East Milton Keynes Strategic Urban Extension

Indicator	Related Policies	Objectives
See GS2 Strategy for homes, GS3 Strategy for economic prosperity, GS4 Strategy for People Friendly and Healthy Places, GS10 Movement and access, INF2 Infrastructure Planning and Delivery Principles for strategic allocations HQH2 Affordable homes, HQH3 Supported and specialist homes, CEA1 Sustainable Buildings, CEA6 Low and Zero Carbon Energy Provision, CEA8 Provision and protection of accessible open space for monitoring strategic allocation deliverables that fall within those policy areas.	-	1-14

Policy GS23 South Caldecotte Strategic Employment Allocation

Indicator	Related Policies	Objectives
Increase in gross floor area for employment use (upon completion).	GS3	12

Policy INF1 Infrastructure First
Policy INF2 Infrastructure Planning and Delivery Principles for strategic allocations

Indicator	Related Policies	Objectives
Completion of s106 agreements for infrastructure delivery. IFS outputs.	GS12-15, GS17-22	

Policy CMK1 Central Milton Keynes Development Framework Area

Indicator	Related Policies	Objectives
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Net amount of new dwellings (including density of development). Net amount of gross floor area across use classes. Number of approved applications not compliant with the framework. Number of applications refused due to conflict with policy.	GS2, GS3	15-19
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Policy CMK2 Central Milton Keynes Placemaking Principles

Indicator	Related Policies	Objectives
Number of applications approved compliant with policy. Number of applications approved despite conflict with policy. Number of applications refused due to conflict with policy.	-	15-19

Policy CMK3 Central Milton Keynes Skyline Strategy (Tall Buildings)

Indicator	Related Policies	Objectives
Number of applications approved compliant with policy. Number of applications approved despite conflict with policy. Number of applications refused due to conflict with policy. Approved building heights mapped by blocklet. Number of applications improved through the use of a Design Review Panel.	-	15-19

Policy CB1 Supporting investment in Central Bletchley

Indicator	Related Policies	Objectives
Number of applications for development within the Central Bletchley Area and work completions.	-	1-3, 12-14

Policy PFHP1 Delivering Healthier Places
Policy PFHP2 Provision and Protection of Community Amenities
Policy PFHP3 New Local Centres
Policy PFHP4 Delivering a healthier food environment

Indicator	Related Policies	Objectives
Number of new, high quality community facilities constructed. Number of new or expanded local centres. Reduction in number of dwellings in food deserts.	GS4, GS5, CEA8	1-3, 11, 14

Policy PFHP5 Designing People Friendly Places
Policy PFHP6 Designing Healthy Streets
Policy PFHP7 Well-designed buildings

Indicator	Related Policies	Objectives
Number of applications refused for failure to comply with one or more of these policies. Number of applications improved through the use of a Design Review Panel.	GS4, PFHP8	1-3

Policy PFHP8 Tall Buildings Outside CMK

Indicator	Related Policies	Objectives
Number of applications for tall buildings approved and refused outside of CMK. Number of applications improved through the use of a Design Review Panel.	PFHP5-7, PFHP9	1-3

Policy PFHP9 Amenity for healthy buildings and spaces

Indicator	Related Policies	Objectives
Number of applications refused for failure to comply with the policy.	PFHP5-8	1-3

Policy HQH1 Healthy Homes

Indicator	Related Policies	Objectives
Number of homes of a mixed tenure, size and type.	GS2	9-11

Policy HQH2 Affordable homes

Indicator	Related Policies	Objectives
Affordable housing completions split by type- affordable home ownership, affordable rent and social rent. Meeting the requirements of the local need for affordable provision within each of the Housing Viability Sub Areas.	GS2	9-11

Policy HQH3 Supported and specialist homes

Indicator	Related Policies	Objectives
Number of new supported and specialist housing as identified in the policy (monitored against any loss of the same).	GS2	9-11

Policy HQH4 Homes for co-living

Indicator	Related Policies	Objectives
Number of shared living homes, purpose-built student accommodation.	GS2	9-11

Policy HQH5 Houses in multiple occupation

Indicator	Related Policies	Objectives
Number of HMOs (by number of bedsits and by building) including location.	GS2	9-11

Policy HQH6 Pitches for Gypsies and Travellers

Indicator	Related Policies	Objectives
Number of Gypsy and Traveller and Travelling Showpeople pitches delivered.	GS2	9-11

Policy HQH7 Accommodation for boat dwellers

Indicator	Related Policies	Objectives
Number of new permanent moorings on waterways for both residential and leisure use.	GS2	9-11

Policy HQH8 Exception sites

Indicator	Related Policies	Objectives
Number of new affordable housing units approved in rural areas and monitoring of completions.	GS6	9-11

Policy HQH9 Children's Homes

Indicator	Related Policies	Objectives
Number of new children's homes (by number of bedrooms and by building) including location.	GS2, HQH3	9-11

Policy CEA1 Sustainable Buildings

Indicator	Related Policies	Objectives
Average percentage of regulated carbon emissions reduction over the Target Emission Rate set out in Building Regulations Part L 2021 and average kgCO ₂ e/m ² metres squared as whole lifecycle carbon requirement; percentage of electricity delivered by on-site renewables.	-	4, 6, 8

Policy CEA2 Green Roofs and Walls

Indicator	Related Policies	Objectives
The sqm of green wall/green roof approved and monitoring of completion.	CEA9	4, 7, 8

Policy CEA3 Resilient Design

Indicator	Related Policies	Objectives
Number of new dwellings and floor area of non-residential buildings designed following the CIBSE KS17 methodology for indoor air quality.	CEA11	4, 8

Policy CEA4 Retrofitting

Indicator	Related Policies	Objectives
Reduction of energy use, carbon emissions, or water usage from retrofit developments.	CEA1, CEA5	4. 6. 8

Policy CEA5 Water Efficiency

Indicator	Related Policies	Objectives
Number of applications that achieve water efficiency standards. Number of non-residential development proposals that achieve full credits within the four water categories (WAT01, WAT02, WAT03, and WAT04) of the BREAAM standard, with a minimum score of three credits within WAT01 Water Consumption.	-	4, 8

Policy CEA6 Low and Zero Carbon Energy Provision

Indicator	Related Policies	Objectives
Number of approved applications for low and zero carbon energy provision and their anticipated amount of energy production. Number of new heat/energy network connections.	GS7	4, 8

Policy CEA7 Mitigating wider environmental pollution

Indicator	Related Policies	Objectives
Number of applications approved despite conflict with policy. Number of applications refused due to conflict with policy.	-	8

Policy CEA8 Provision and protection of accessible open space

Indicator	Related Policies	Objectives
Hectares of open space created. Hectares of designated open space lost to development. Number of new playing pitches created.	GS4, PFHP1-2, PFHP 4	1-3, 11

Policy CEA9 Biodiversity and Habitats Network

Indicator	Related Policies	Objectives
Net habitat gained (and lost if relevant) (type of habitat to be recorded).	GS4, CEA10-15	1-3, 7, 13

Policy CEA10 Protection and enhancement of environmental infrastructure network, Priority Species, and Priority Habitats

Indicator	Related Policies	Objectives
Number of applications refused due to harm caused to Nature, Green and Blue Infrastructure network, priority habitats, and protected species.	GS4, CEA9, CEA 11-15	1-3, 7, 13

Policy CEA11 Urban greening, trees and woodland

Indicator	Related Policies	Objectives
Number of applications achieving the Urban Greening Factor. Number of applications achieving the Urban Tree Canopy Cover standard. Number of applications achieving the Access to Woodlands standard. Number of applications refused due to conflict with policy.	GS4, CEA9-10, CEA12	1-3, 7, 13

Policy CEA12 Conserving and Enhancing Landscape Character/Special Landscape Areas

Indicator	Related Policies	Objectives
Number of applications approved/refused that affect the special character and key landscape qualities of the SLA.	GS4, CEA9-11	1-3, 7, 13

Policy CEA13 Sustainable drainage systems (SuDS) and integrated flood risk management**Policy CEA14 Protecting and enhancing watercourses****Policy CEA15 Managing flood risk**

Indicator	Related Policies	Objectives
Number of applications refused for failure to comply with one or more of these policies.	CEA9-10	7-8

Policy ECP1 Protecting Employment Land and Buildings

Indicator	Related Policies	Objectives
Number of applications refused for failure to comply with the policy. Amount of employment land and/or floorspace lost to other uses.	GS3	9

Policy ECP2 Supporting the vitality and viability of centres

Indicator	Related Policies	Objectives
Number of applications refused for failure to comply with the policy.	GS5	3, 14

Policy ECP3 Sequential and Impact Tests

Indicator	Related Policies	Objectives
Number of applications refused for failure to comply with the policy.	GS5	3, 14

Policy ECP4 Hotel and Visitor Accommodation

Indicator	Related Policies	Objectives
Net change to bedroom spaces in visitor accommodation and their location relative to a Town Centre.	GS3, GS5	12, 13

Policy ECP5 Supporting a Diverse Rural Economy

Indicator	Related Policies	Objectives
Net amount of gross floor area for employment within other settlement boundaries and the open countryside. Number of applications achieving redevelopment or reuse of existing buildings in the open countryside and the gross floor area of the redevelopment.	GS3, GS6	12

Policy HE1 Heritage

Indicator	Related Policies	Objectives
Number of listed building consent applications refused/approved (include type of works). Number of applications in conservation areas refused/approved (include type of works).	-	13

Annex N: Policy reference changes between Regulation 18 and Regulation 19

Reg 18 Policy Ref	Reg 19 Policy Ref	Notes
Our Spatial Strategy		
GS1 Our Spatial Strategy	GS1 Our Spatial Strategy	No change
GS2 Strategy for Homes	GS2 Strategy for Homes	No change
GS3 Strategy for economic prosperity	GS3 Strategy for economic prosperity	No change
GS4 Strategy for people-friendly and healthy places	GS4 Strategy for people-friendly and healthy places	No change
GS5 Our retail hierarchy	GS5 Our retail hierarchy	No change
GS6 Open Countryside	GS6 Open Countryside	No change
GS7 Wind Turbine and Solar PV Spatial Strategy	GS7 Wind and solar development spatial strategy	Minor change to policy name
GS8 Hanslope Park	GS8 Hanslope Park	No change
GS9 Supporting Growth with Infrastructure	GS9 Supporting transit-oriented development and estate regeneration	Reg 18 Policy GS9 has been removed and replaced with a new chapter 'Infrastructure First' which now covers off the Reg 18 Policy GS9. GS9 in Reg 19 now relates to transit-oriented development. It also encompasses Reg 18 Policy HQH4 which has been removed.
GS10 Movement and access	GS10 Movement and access	No change
GS11 Principles for Extensions to the City	GS11 Adjacent and cross boundary growth	Policy has been renamed
GS12 Redevelopment of Wolverton Railway Works	GS12 Redevelopment of Wolverton Railway Works	No change
GS13 Redevelopment of Walton Campus	GS13 Redevelopment of Walton Campus	No change
GS14 Eastern Strategic City Extension	GS14 Eastern Strategic City Extension	No change

Reg 18 Policy Ref	Reg 19 Policy Ref	Notes
GS15 East of Wavendon Strategic City Extension	GS15 East of Wavendon Strategic City Extension	No change
GS16 Wavendon Strategic Buffers	GS16 Wavendon Strategic Buffers	No change
GS17 South of Bow Brickhill Strategic City Extension	GS17 South of Bow Brickhill Strategic City Extension	No change
GS18 Levante Gate Strategic City Extension	GS18 Levante Gate Strategic City Extension	No change
GS19 Shenley Dens Strategic City Extension	GS19 Shenley Dens Strategic City Extension	No change
<i>These policies were not included in the Regulation 18 version of the Plan.</i>	GS20 Western Expansion Area	New policy for Reg 19
	GS21 Milton Keynes East Strategic Urban Extension	New policy for Reg 19
	GS22 South East Milton Keynes Strategic Urban Extension	New policy for Reg 19
	GS23 South Caldecotte Strategic Employment Allocation	New policy for Reg 19
Infrastructure First		
<i>This chapter and these policies were not included in the Regulation 18 version of the Plan.</i>	INF1 Infrastructure first principles	New policy for Reg 19
	INF2 Infrastructure planning and delivery principles for strategic allocations	New policy for Reg 19
Central Milton Keynes		
CMK1 Central Milton Keynes Placemaking Principles	CMK1 Central Milton Keynes Development Framework Area	Policies CMK1 and CMK2 have been swapped around since Reg 18
CMK2 Central Milton Keynes Development Framework Area	CMK2 Central Milton Keynes placemaking principles	Policies CMK1 and CMK2 have been swapped around since Reg 18
CMK3 Supporting a thriving CMK	CMK3 Central Milton Keynes Skyline and Tall Buildings Strategy	Reg 18 CMK3 has been replaced with a new tall buildings policy in Reg 19
Central Bletchley		
CB1 Supporting investment in Central Bletchley	CB1 Supporting investment in Central Bletchley	No change

Reg 18 Policy Ref	Reg 19 Policy Ref	Notes
People Friendly and Healthy Places		
PFHP1 Delivering Healthier Places	PFHP1 Delivering healthier places	No change
PFHP2 Provision and Protection of Community Amenities	PFHP2 Provision and protection of community facilities	Minor change to policy name
PFHP3 New Local Centres	PFHP3 New Local Centres	No change
PFHP4 Delivering a healthier food environment	PFHP4 Delivering a healthier food environment	No change
PFHP5 Designing People Friendly Places	PFHP5 Designing people-friendly places	No change (other than the addition of a hyphen in people-friendly)
PFHP6 Designing Healthy Streets	PFHP6 Designing healthy streets	No change
PFHP7 Well-designed buildings	PFHP7 Well-designed buildings and spaces	Minor change to policy name
<i>These policies were not included in the Regulation 18 version of the Plan.</i>	PFHP8 Tall buildings outside Central Milton Keynes	New policy for Reg 19
	PFHP9 Amenity for healthy buildings and spaces	New policy for Reg 19
High Quality Homes		
HQH1 Healthy Homes	HQH1 Healthy Homes	No change
HQH2 Affordable homes	HQH2 Affordable homes	No change
HQH3 Supported and specialist homes	HQH3 Supported and specialist homes	No change
HQH4 Supporting regeneration and renewal	HQH4 Homes for co-living	<i>Reg 18 HQH4 has been removed and thus the following policies have been shifted up. Meaning HQH5 is now HQH4 and so on until HQH8 (previously HQH9) for Exception sites.</i>
HQH5 Homes for co-living	HQH5 Houses in multiple occupation	
HQH6 Houses in multiple occupation	HQH6 Pitches for Gypsies and Travellers	
HQH7 Pitches for Gypsies and Travellers	HQH7 Accommodation for boat dwellers	
HQH8 Accommodation for boat dwellers	HQH8 Exception sites	
HQH9 Exception sites	HQH9 Children's homes	New policy for Reg 19
Climate and Environmental Action		
CEA1 Sustainable Buildings	CEA1 Sustainable Buildings	No change

Reg 18 Policy Ref	Reg 19 Policy Ref	Notes
CEA2 Green Roofs and Walls	CEA2 Green Roofs and Walls	No change
CEA3 Resilient Design	CEA3 Resilient Design	No change
CEA4 Retrofitting	CEA4 Retrofitting	No change
CEA5 Water Efficiency	CEA5 Water Efficiency	No change
CEA6 Low and Zero Carbon Energy Provision	CEA6 Low and Zero Carbon Energy Provision	No change
CEA7 Mitigating wider environmental pollution	CEA7 Mitigating wider environmental pollution	No change
CEA8 Provision and protection of accessible open space	CEA8 Provision and protection of accessible open space	No change
CEA9 Biodiversity and Habitats Network	CEA9 Biodiversity and Habitats Network	No change
CEA10 Protection and enhancement of environmental infrastructure network, Priority Species and Priority Habitats	CEA10 Protection and enhancement of environmental infrastructure network, priority species and priority habitats	No change
CEA11 Urban greening, trees and woodland	CEA11 Urban greening, trees and woodland	No change
CEA12 Conserving and Enhancing Landscape Character/Special Landscape Areas	CEA12 Conserving and enhancing landscape character/Special Landscape Areas	No change
CEA13 Sustainable drainage systems (SuDS) and integrated flood risk management	CEA13 Sustainable drainage systems (SuDS) and integrated flood risk and water management	Minor change to policy name
CEA14 Protecting and enhancing watercourses	CEA14 Protecting and enhancing watercourses	No change
CEA15 Managing flood risk	CEA15 Managing flood risk	No change
Economic and Cultural Prosperity		
ECP1 Protecting Employment Land and Buildings	ECP1 Protecting employment land and buildings	No change
ECP2 Supporting the vitality and viability of centres	ECP2 Supporting the vitality and viability of centres	No change
ECP3 Sequential and Impact Tests	ECP3 Sequential and impact tests	No change

Reg 18 Policy Ref	Reg 19 Policy Ref	Notes
ECP4 Supporting a Diverse Rural Economy	ECP4 Hotel and visitor accommodation	New policy for Reg 19, Reg 18 ECP4 is now ECP5 (see below)
ECP5 Heritage	ECP5 Supporting a diverse rural economy	Supporting a diverse rural economy has moved from ECP4 to ECP5 and the heritage policy has been moved to its own new chapter and is now HE1
<i>This policy was not included in the Reg 18 version of the Plan.</i>	ECP6 Horse-related development	New policy for Reg 19
Heritage		
<i>This chapter was not included in the Reg 18 version of the plan.</i>	HE1 Heritage	Previously ECP5 in Reg 18 Plan, has now been moved into its own chapter



Milton Keynes
City Council