

Project number: 333101403  
Project Name: North Milton Keynes

Site Appraisal Photographs  
Photograph A - D

Date Taken:  
Visualisation Type:

As Stated  
Baseline



Project number: 333101403  
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Site Appraisal Photographs  
Photograph A - D

Date Taken:  
Visualisation Type:

As Stated  
Baseline



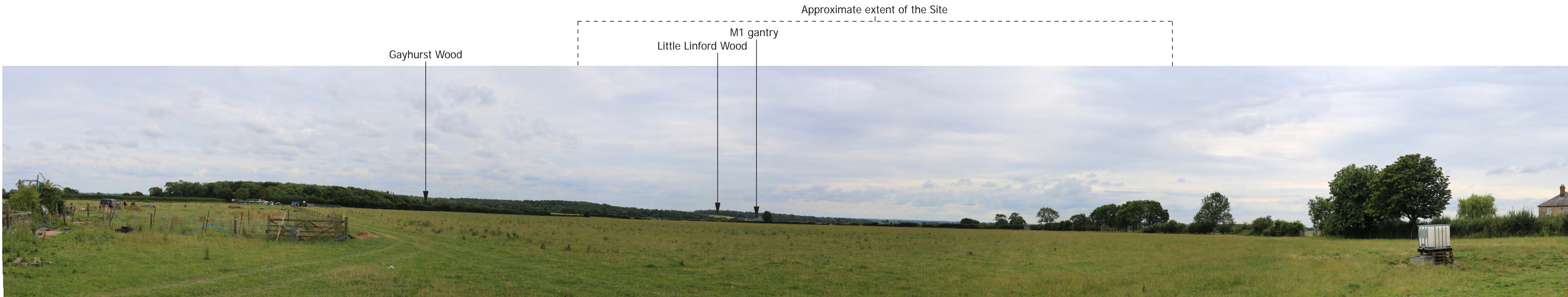
Project number: 333101403  
Project Name: North Milton Keynes

Site Appraisal Photographs  
Photograph A - D

Date Taken:  
Visualisation Type:

As Stated  
Baseline





Site Context Photograph 1: View [south] from PRow, Hanslope Footpath 8, at Yew Tree Farm

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

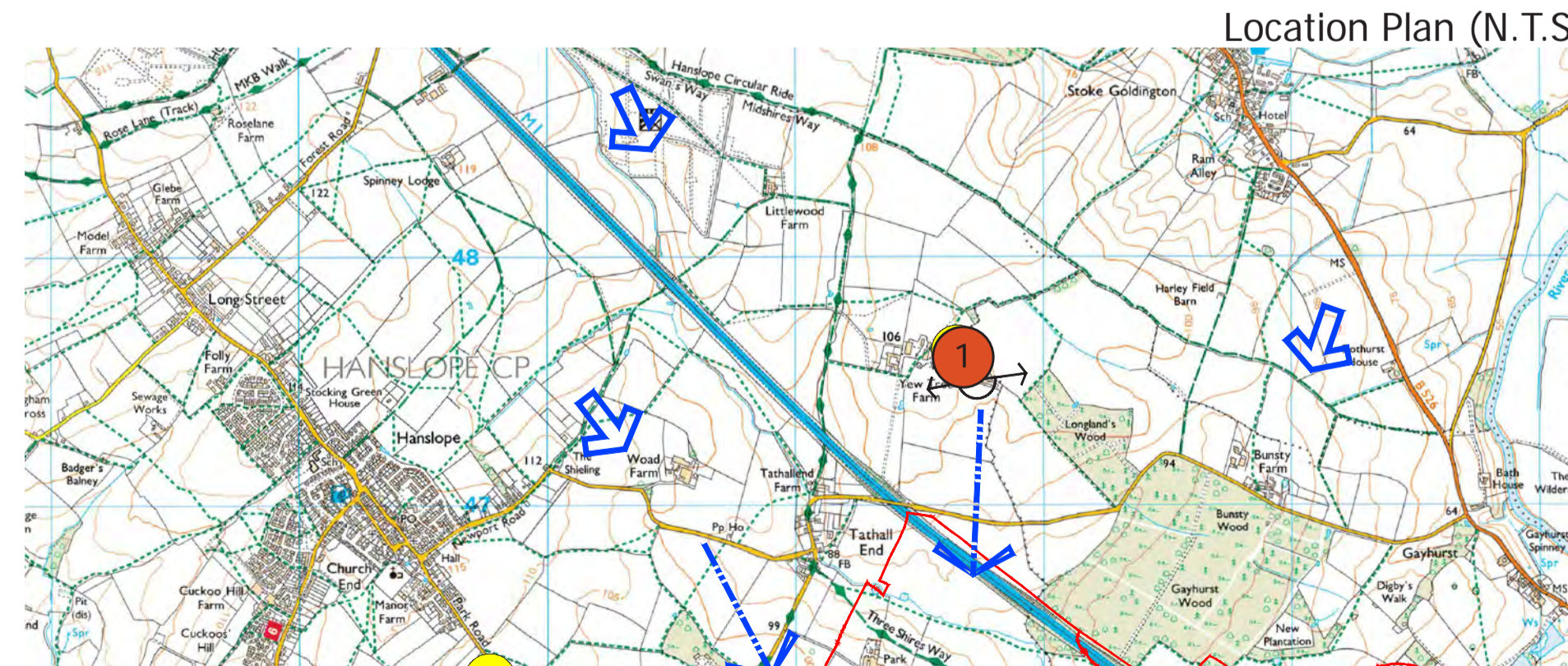


Easting / Longitude: 482523 / 52.120157°  
 Northing / Latitude: 247552 / -0.796127°  
 Elevation: 94.5 (AOD)  
 Distance to the Site: 0.58km

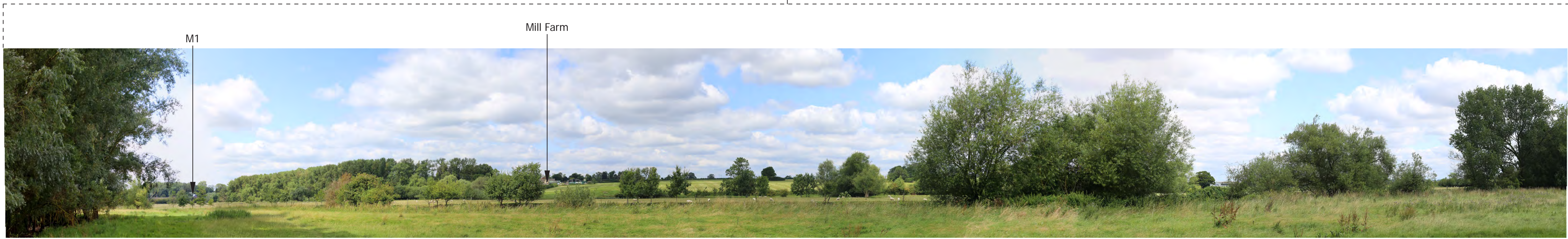
Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site



Site Context Photograph 2: View [north-west] from the Ouse Valley Way, north of Newport Pagnell

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

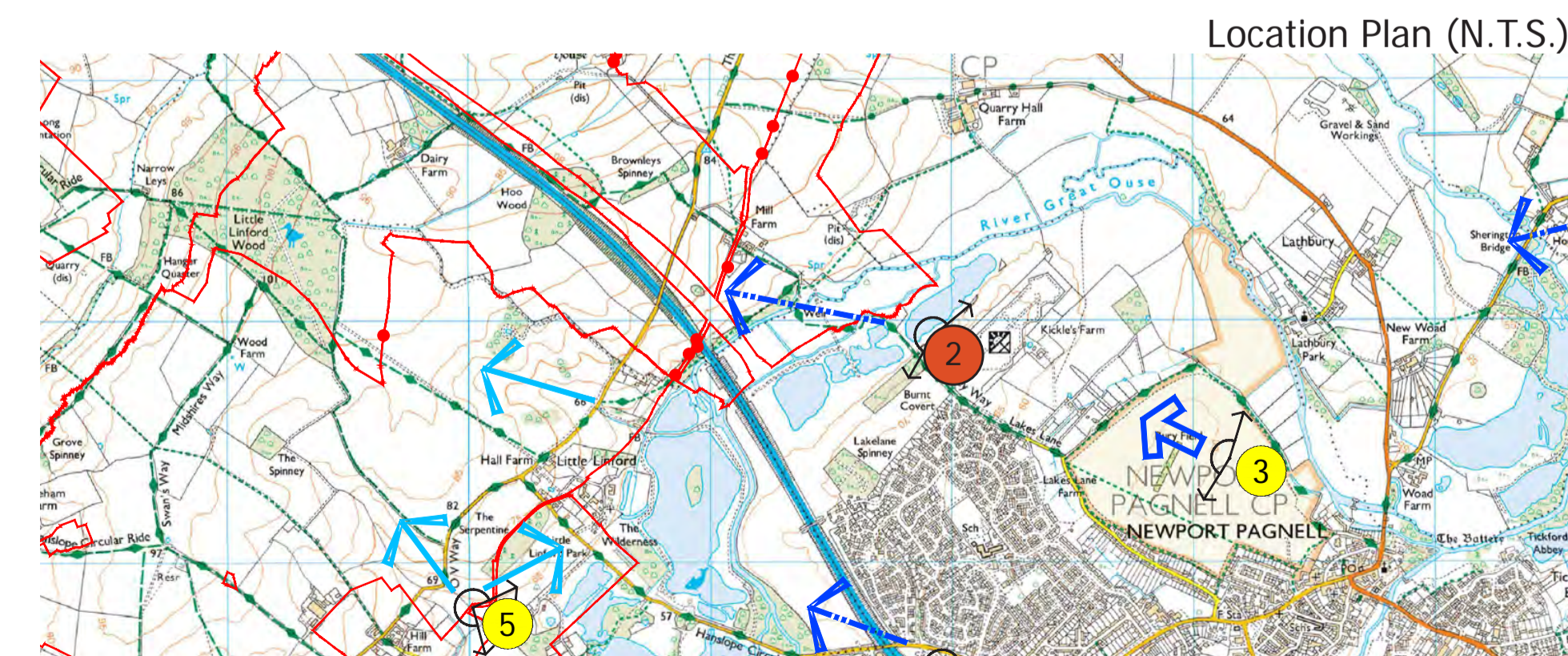


Easting / Longitude: 485714 / 52.096718°  
 Northing / Latitude: 244998 / -0.750176°  
 Elevation: 52.2 (AOD)  
 Distance to the Site: 168m

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site

Properties in Newport Pagnell



Site Context Photograph 3: View [north-west] from Bury Field, Newport Pagnell

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

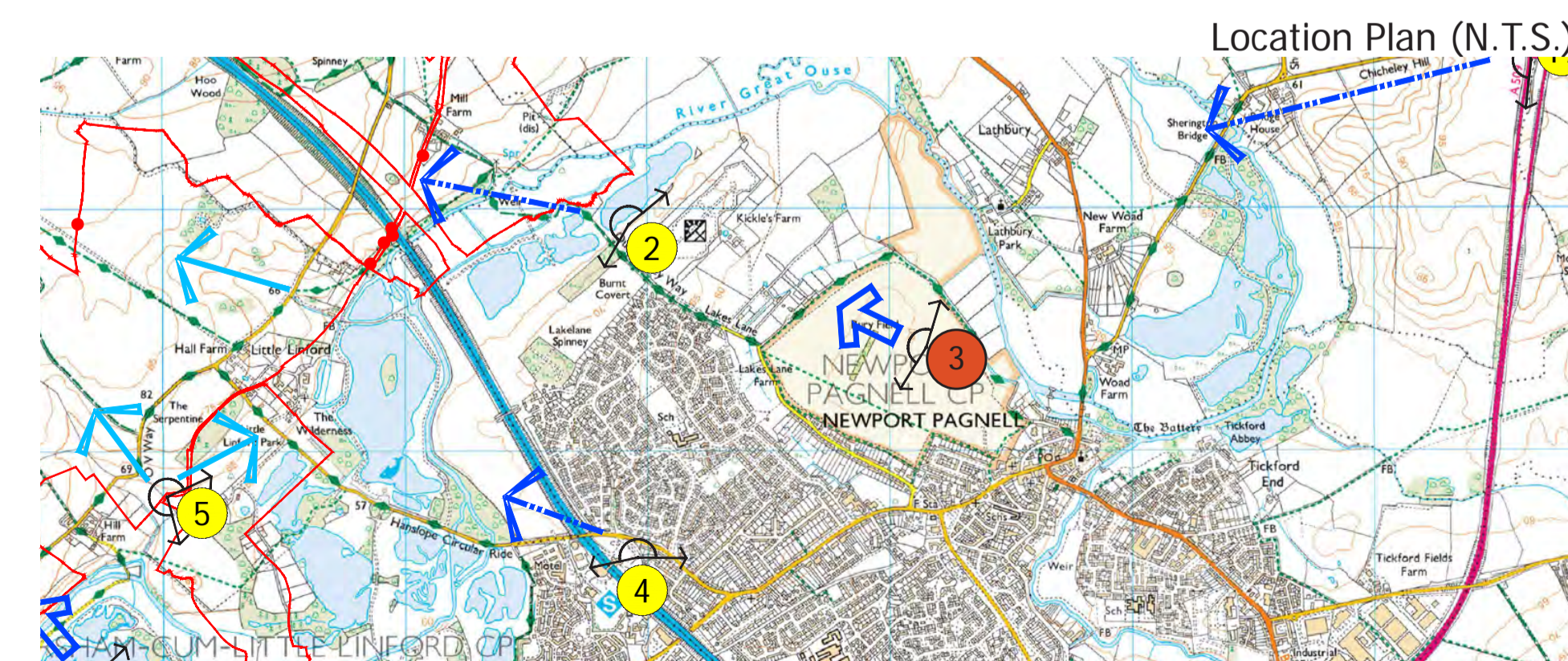


Easting / Longitude: 486939 / 52.091976°  
Northing / Latitude: 244492 / -0.732426°  
Elevation: 65 (AOD)  
Distance to the Site: 1.4km

Date Taken: 07/2024  
Camera: Canon 6D (Full Frame Sensor)  
Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
Enlargement Factor: 100%  
Projection: Cylindrical

Drawn By: DW  
Checked By: IK  
Approved By: PC



Approximate extent of the Site



Site Context Photograph 4: View [North] from Little Linford Lane Bridge over the M1

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

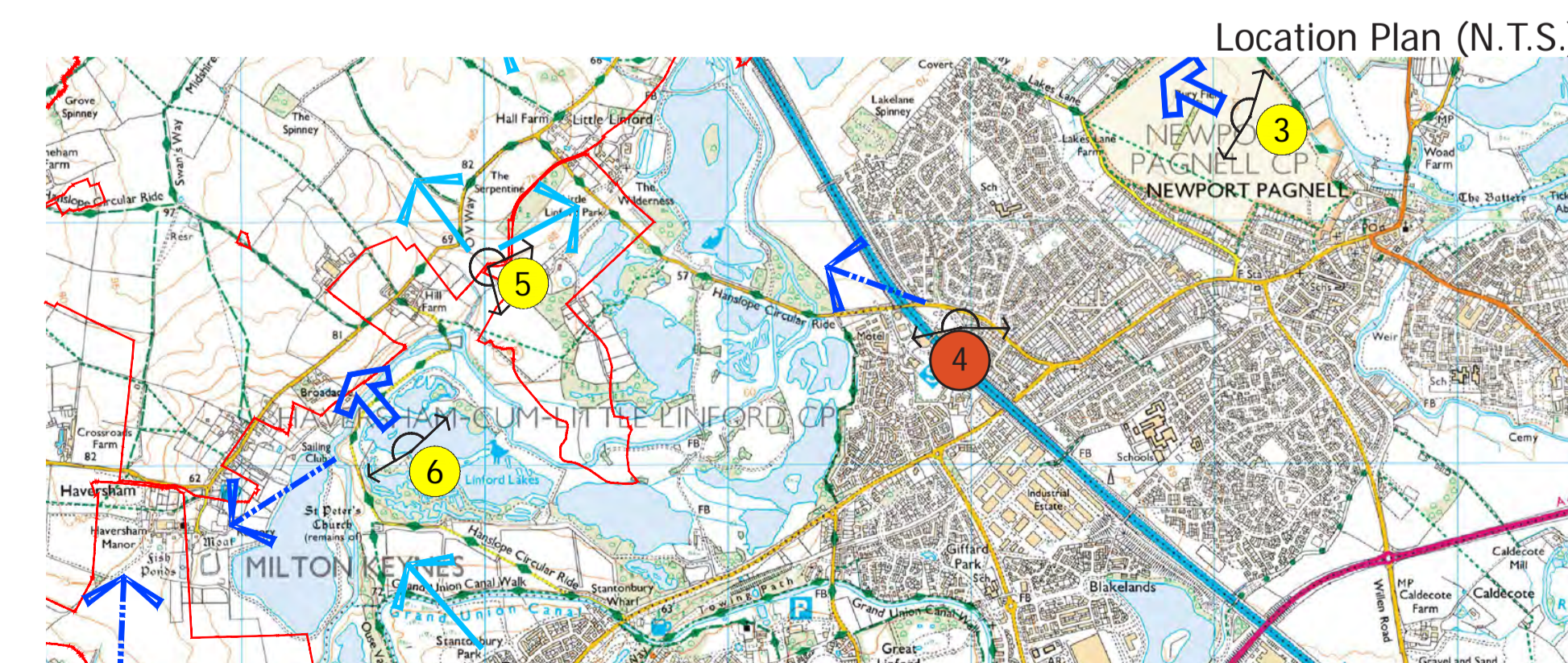


Easting / Longitude: 485751 / 52.084389°  
 Northing / Latitude: 243627 / -0.74997°  
 Elevation: 65 (AOD)  
 Distance to the Site: 1.33km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site



Site Context Photograph 5: View [north-west] from High Street

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

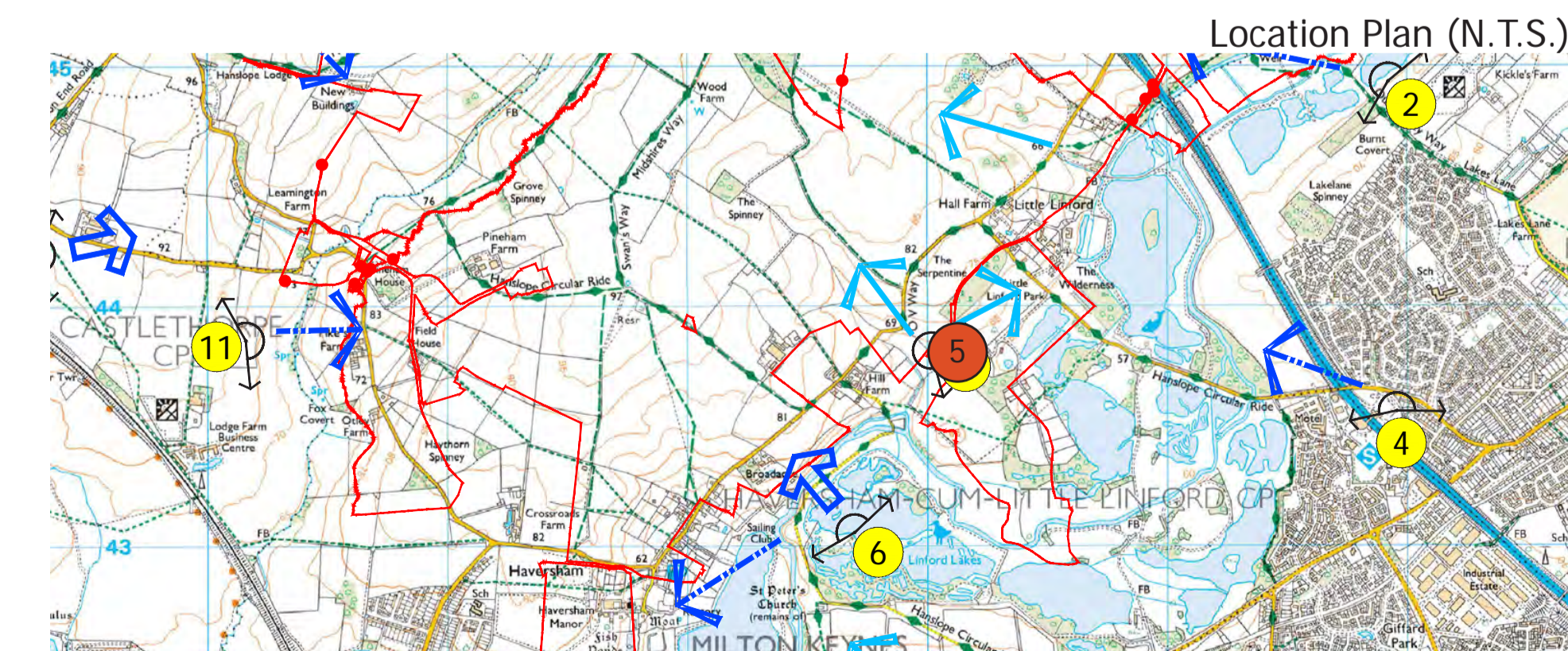


Easting / Longitude: 483813 / 52.08692°  
 Northing / Latitude: 243876 / -0.778185°  
 Elevation: 66.4 (AOD)  
 Distance to the Site: 0m

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





**Site Context Photograph 6: View [north-west] from Hanslope Circular Ride**

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

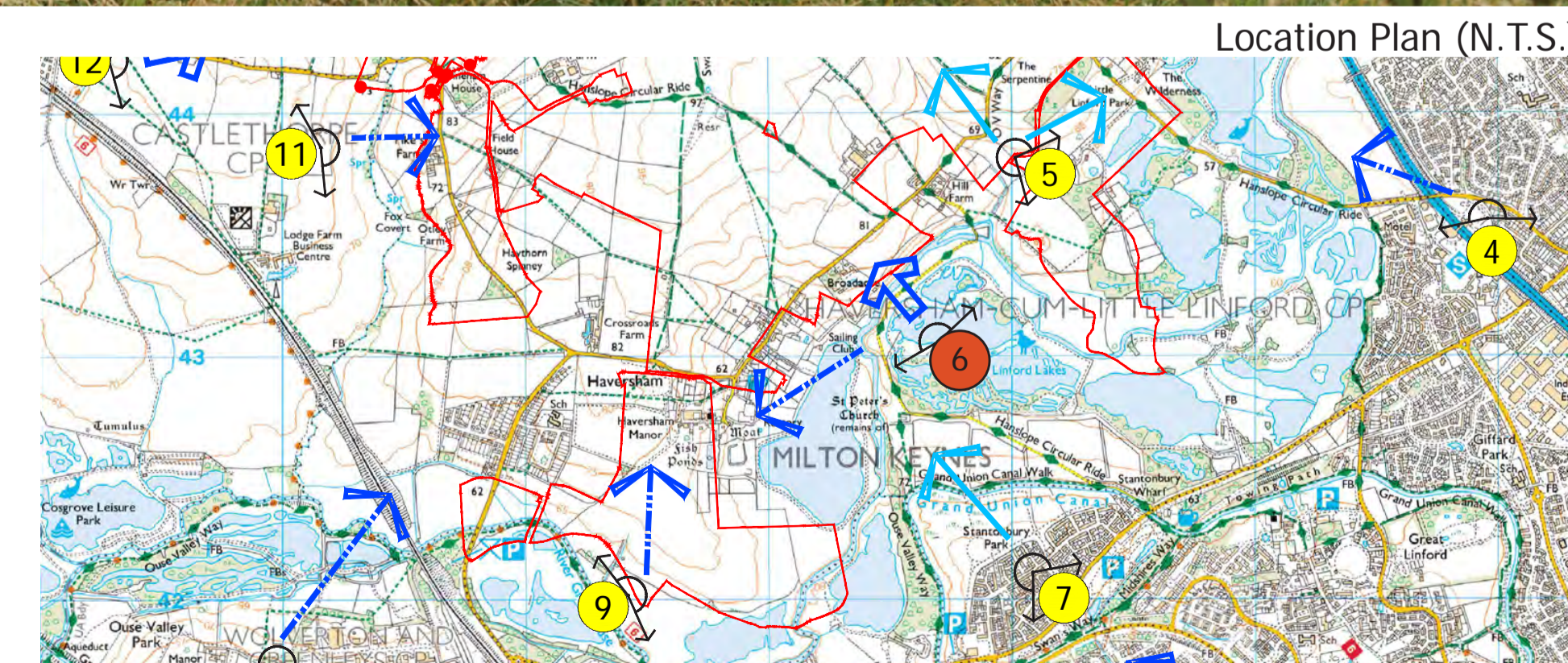


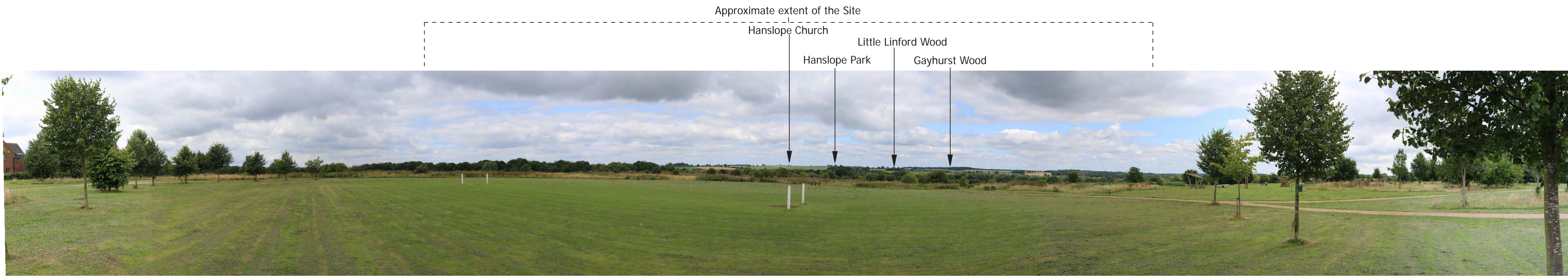
Easting / Longitude: 483496 / 52.080166°  
 Northing / Latitude: 243119 / -0.783003°  
 Elevation: 0 (AOD)  
 Distance to the Site: 342m

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





Site Context Photograph 7: View [north] from Stanton Low Park

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

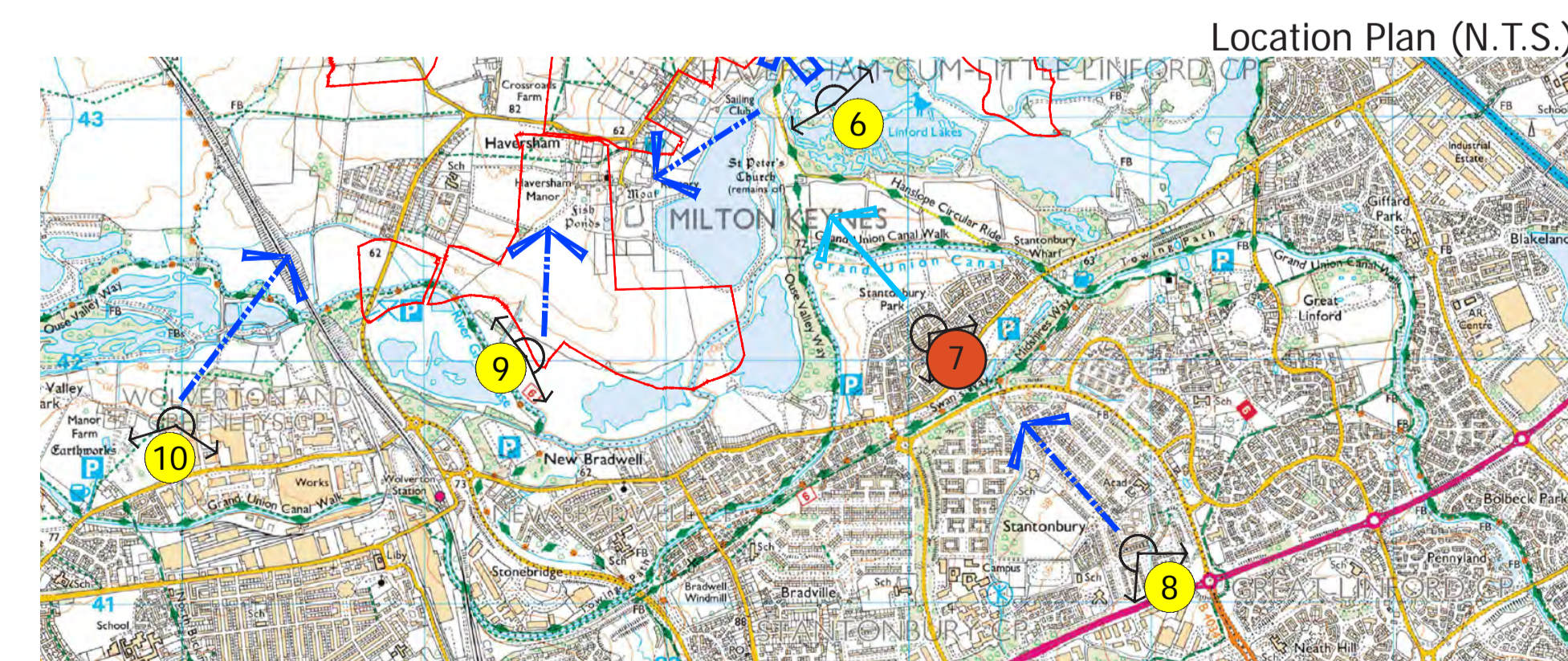


Easting / Longitude: 483886 / 52.071613°  
 Northing / Latitude: 242174 / -0.777538°  
 Elevation: 27.9 (AOD)  
 Distance to the Site: 0.77km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site

Hanslope Church



Site Context Photograph 8: View [North-West] from Jacobs Close, Stantonbury

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

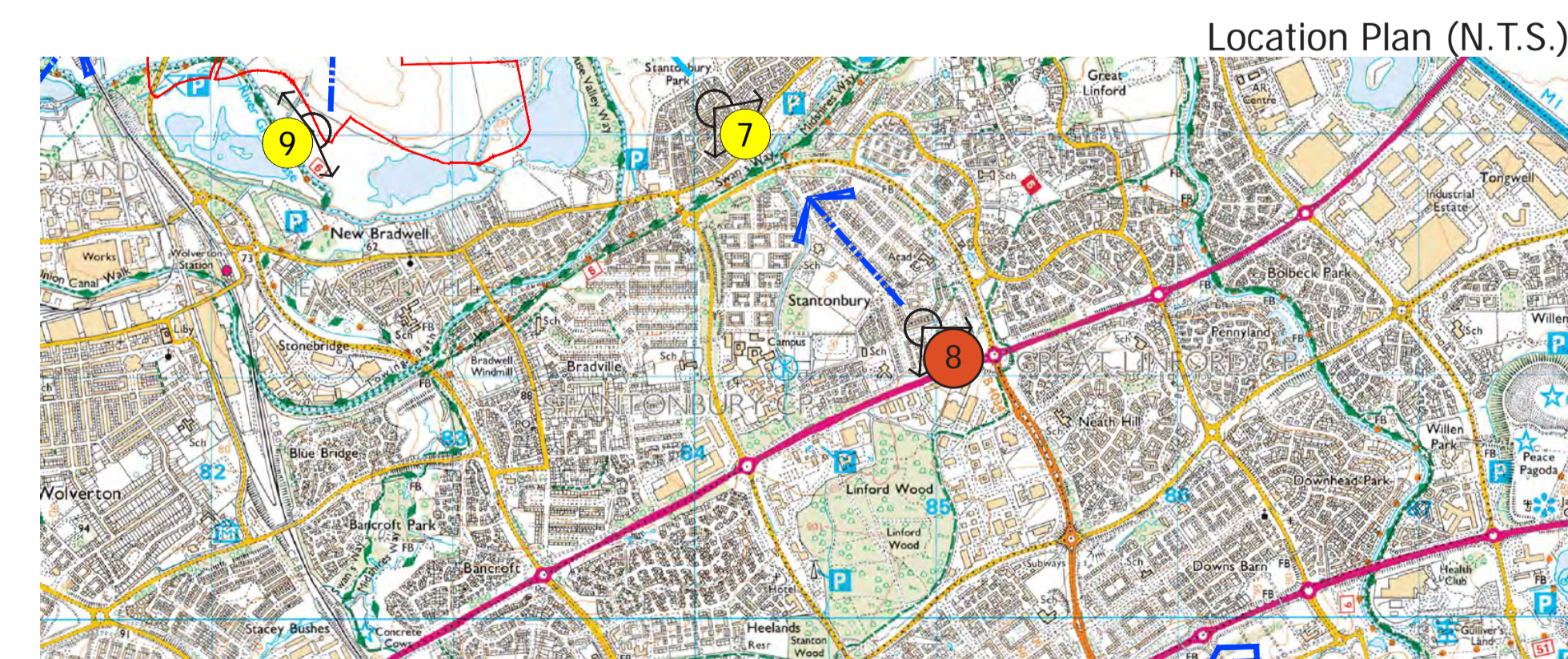


Easting / Longitude: 484748 / 52.063349°  
 Northing / Latitude: 241270 / -0.765198°  
 Elevation: 36.1 (AOD)  
 Distance to the Site: 1.81km

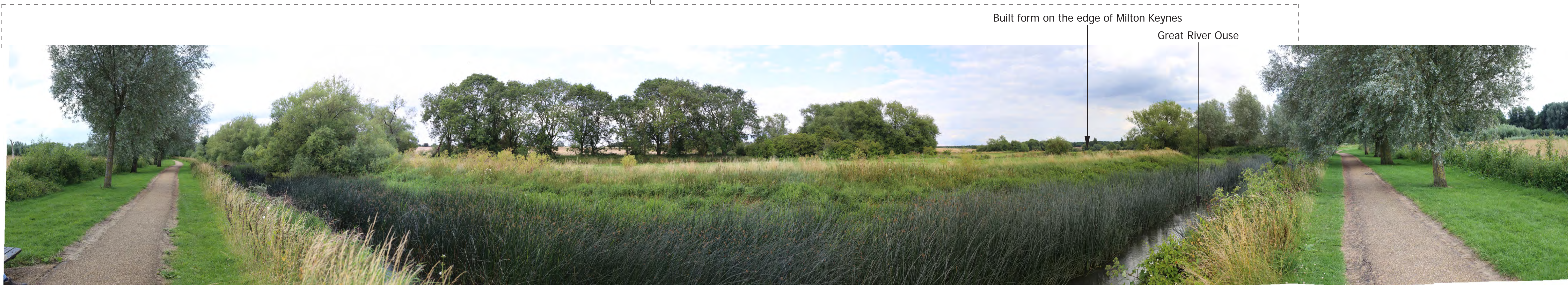
Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site



Site Context Photograph 9: View [north-east] from The Ouse Valley Way

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

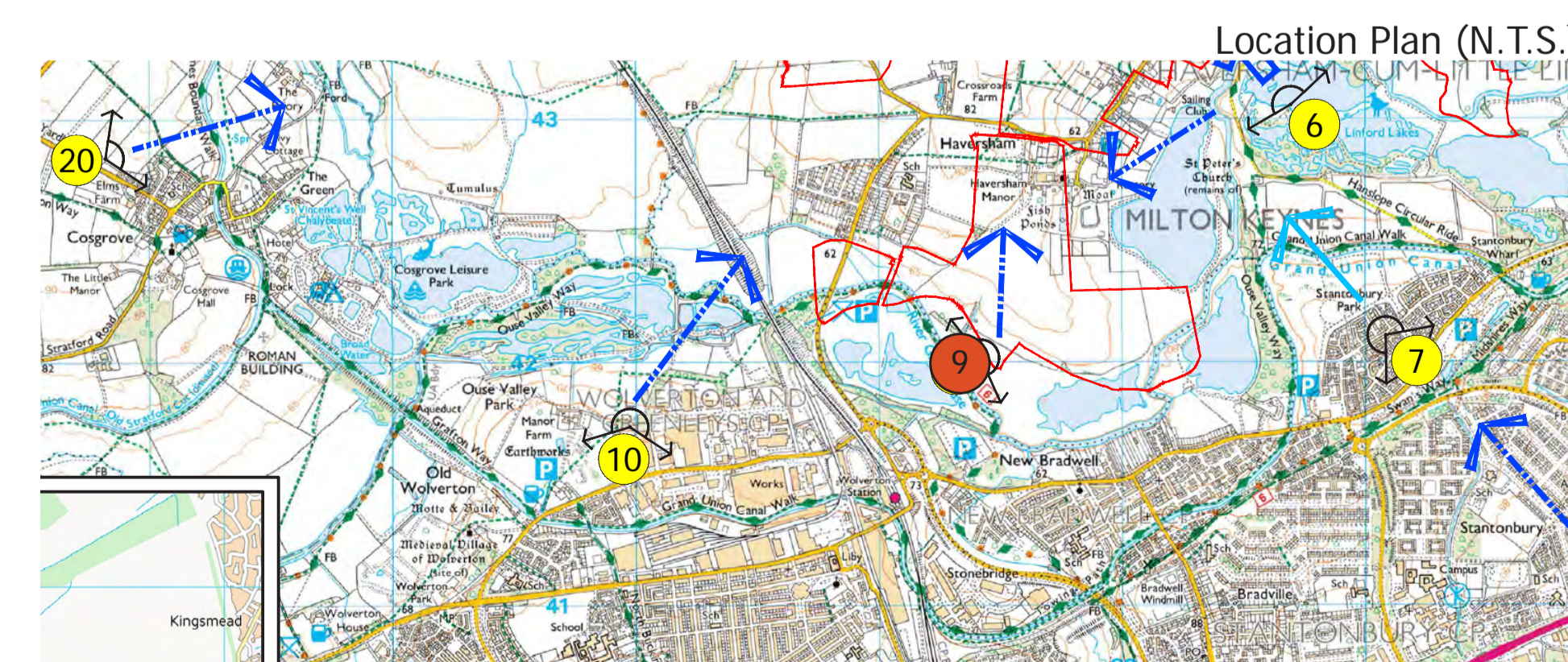


Easting / Longitude: 482225 / 52.071003°  
 Northing / Latitude: 242079 / -0.801803°  
 Elevation: 60 (AOD)  
 Distance to the Site: 27m

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





Site Context Photograph 10: View [north-east] from Manor Farm

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

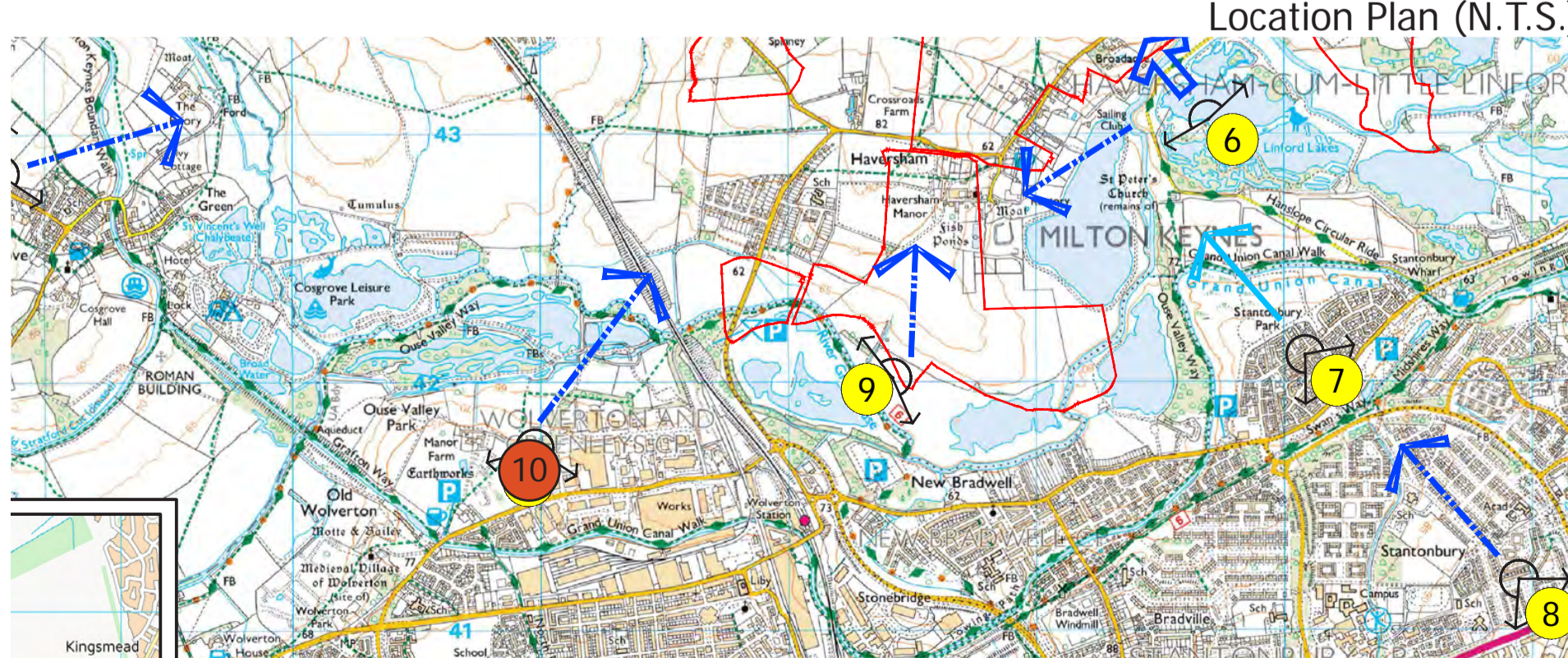


Easting / Longitude: 480785 / 52.06866°  
 Northing / Latitude: 241795 / -0.822868°  
 Elevation: 0 (AOD)  
 Distance to the Site: 0.89km

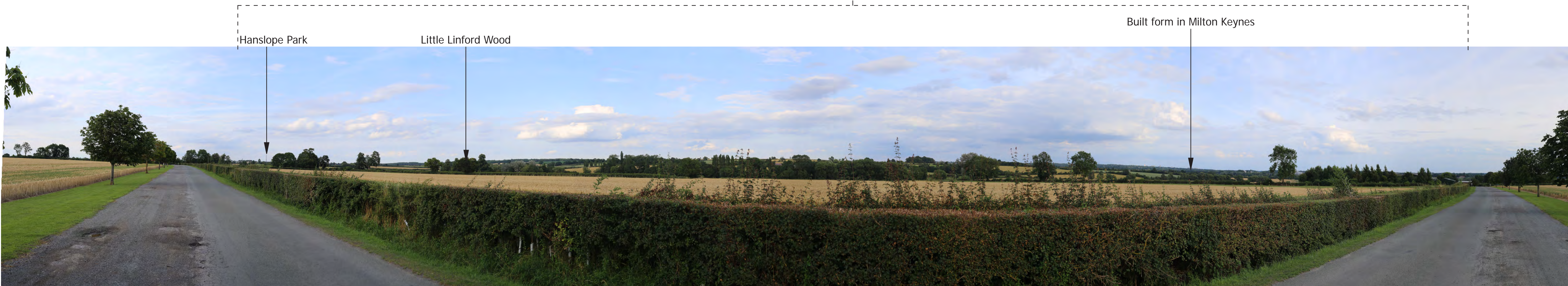
Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site



Site Context Photograph 11: View [east] from Lodge Farm Lane

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

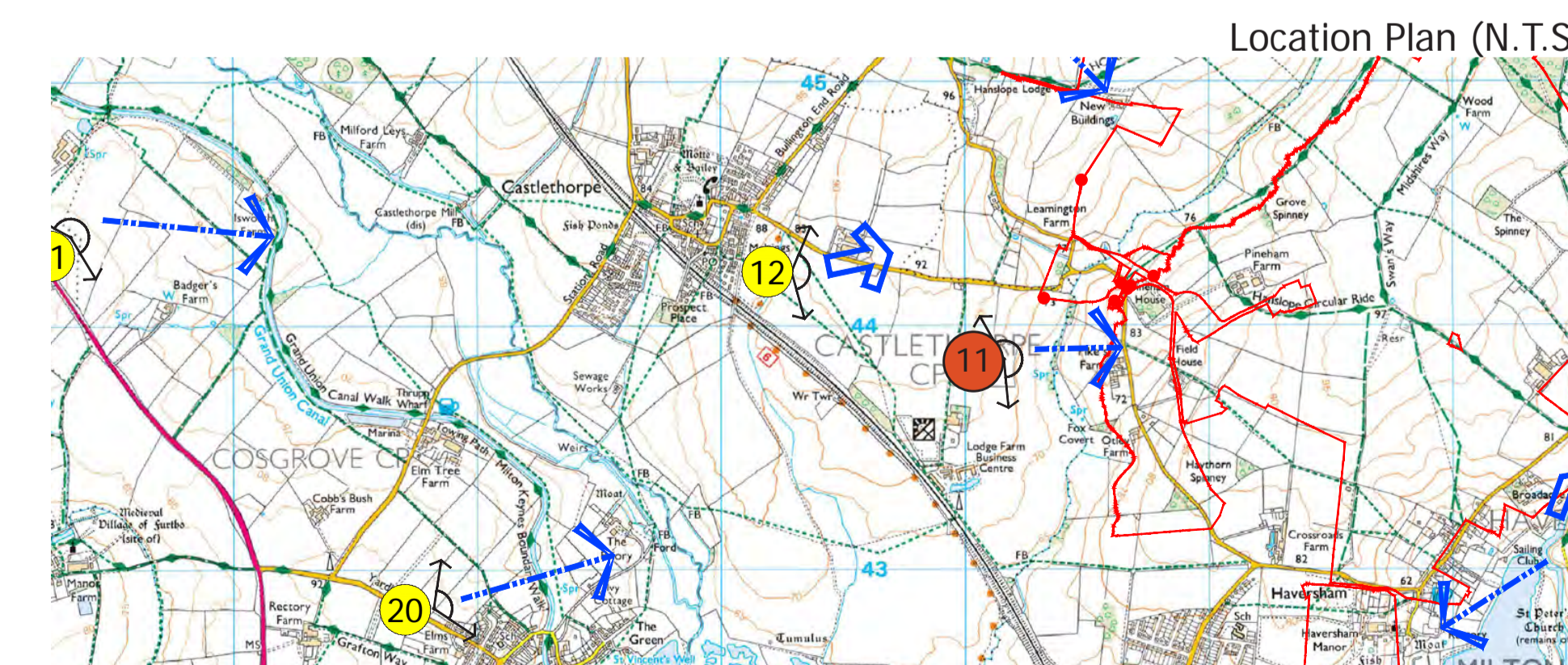


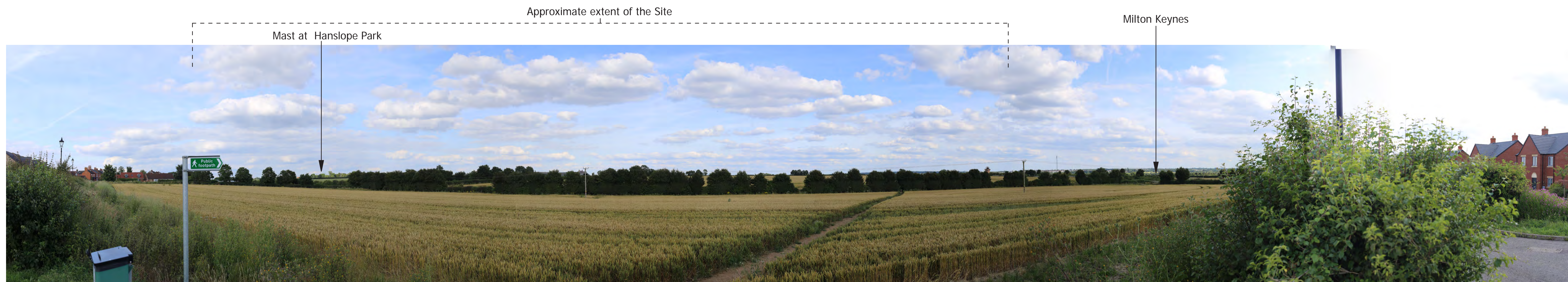
Easting / Longitude: 480964 / 52.087703°  
 Northing / Latitude: 243916 / -0.819758°  
 Elevation: 87.5 (AOD)  
 Distance to the Site: 295m

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





Site Context Photograph 12: View [east] from Fox Covert Lane, Castlethorpe

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

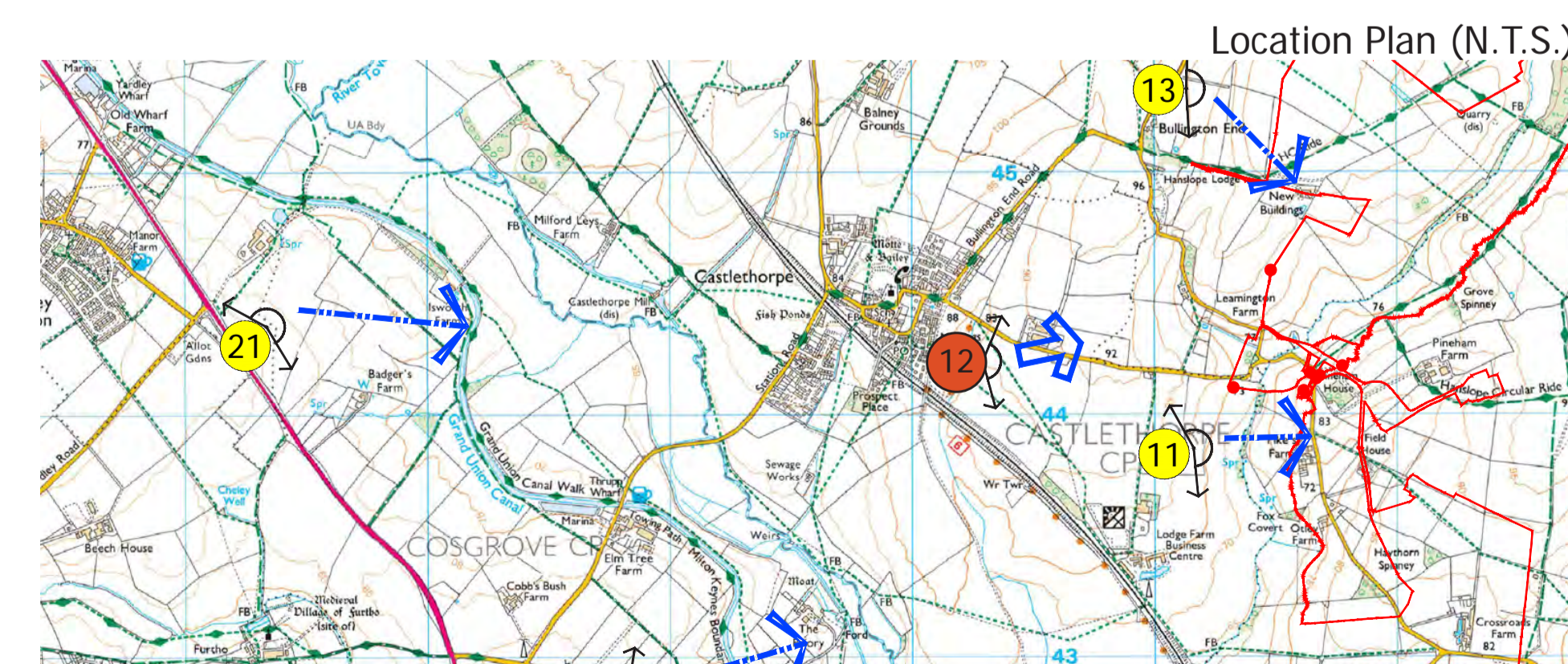


Easting / Longitude: 480095 / 52.091042°  
 Northing / Latitude: 244274 / -0.832354°  
 Elevation: 0 (AOD)  
 Distance to the Site: 1.02km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





Site Context Photograph 13: View [south-east] from PRow Hanslope FP 20, south of Manor Farm

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

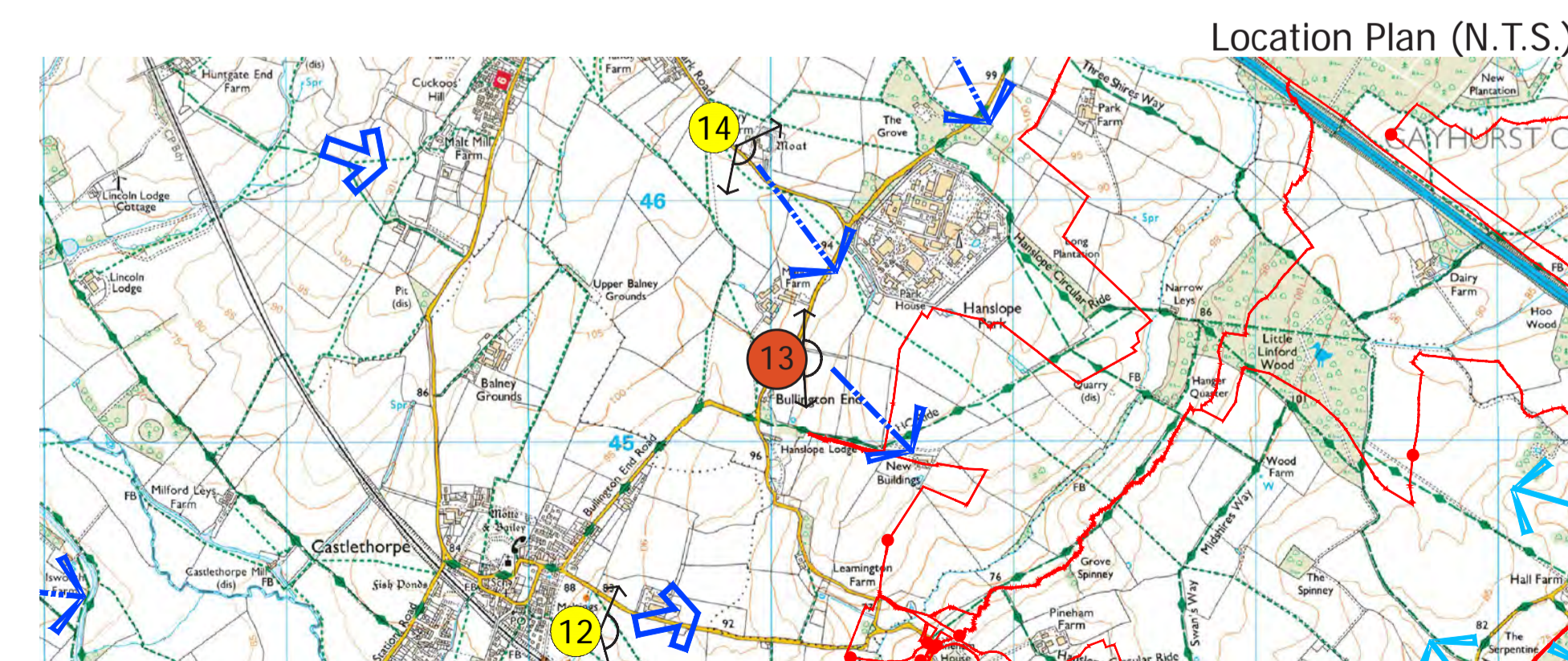


Easting / Longitude: 480933 / 52.101017°  
 Northing / Latitude: 245397 / -0.819859°  
 Elevation: 0 (AOD)  
 Distance to the Site: 309m

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





Site Context Photograph 14: View [south-east] from PRow, Hanslope Footpath 21

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

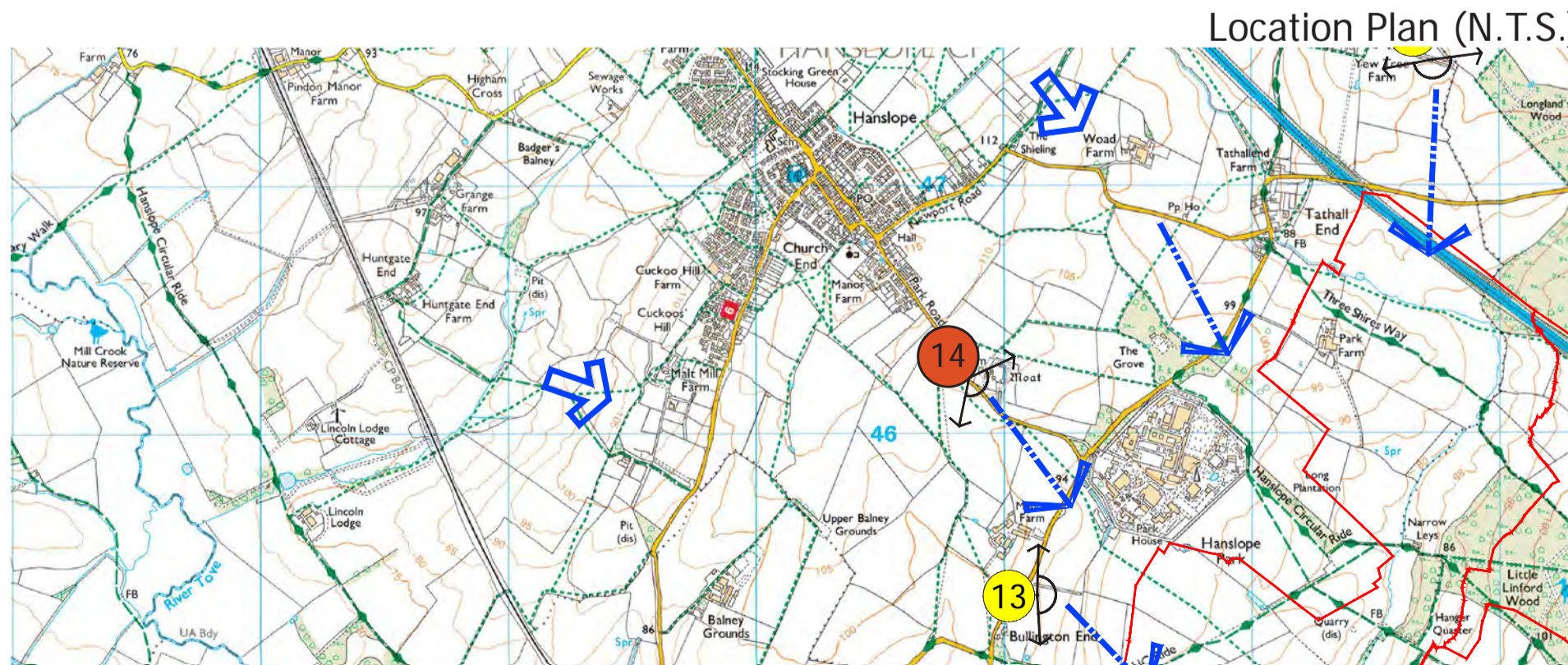


Easting / Longitude: 480659 / 52.108919°  
 Northing / Latitude: 246271 / -0.823645°  
 Elevation: 115.1 (AOD)  
 Distance to the Site: 1.03km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site

Little Linford Wood



Site Context Photograph 15: View [west] from Three Shires Way/ Ouse Valley Way

This panorama is not to scale. For contextual information only

90° Horizontal field of view extract

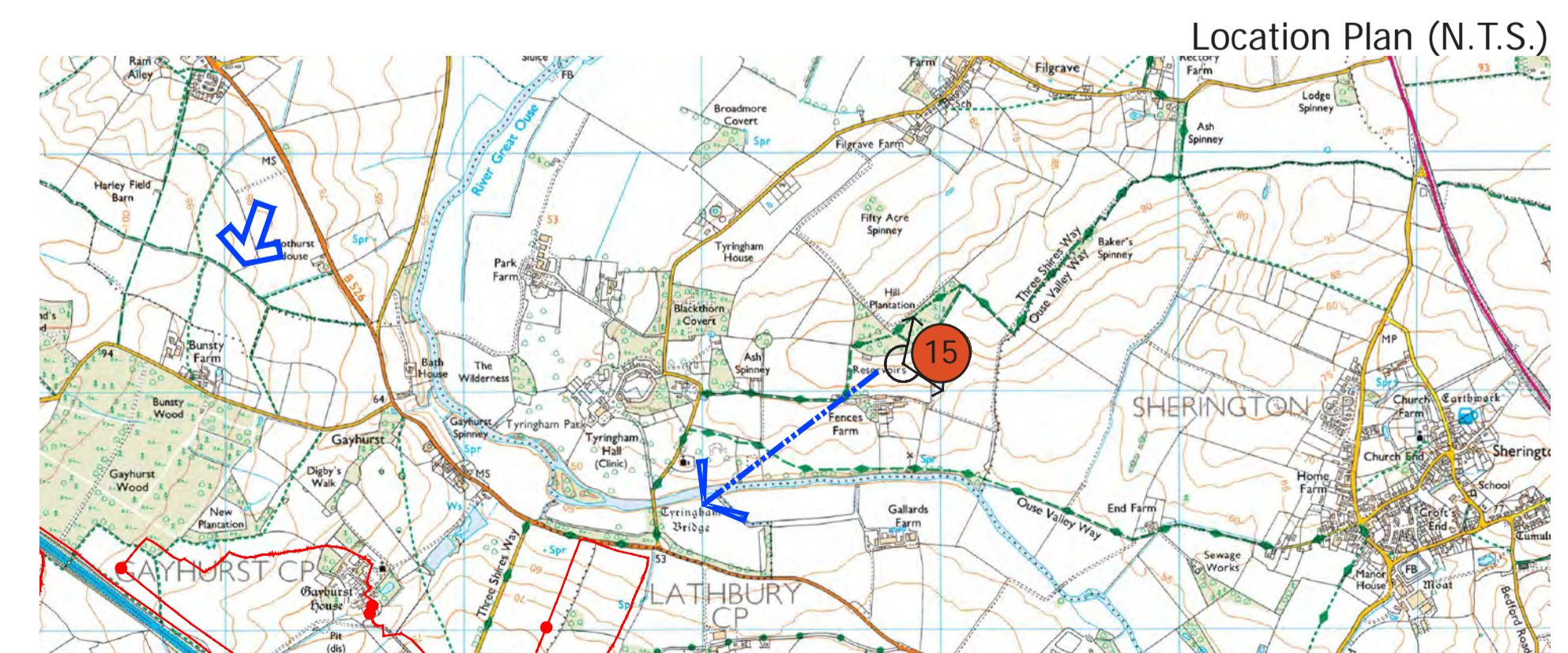


Easting / Longitude: 486628 / 52.11613°  
 Northing / Latitude: 247174 / -0.736282°  
 Elevation: 84 (AOD)  
 Distance to the Site: 1.34km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC



Approximate extent of the Site

Gayhurst Wood



This panorama is not to scale. For contextual information only

Site Context Photograph 16: View [south-west] from Long Lane, Olney

90° Horizontal field of view extract

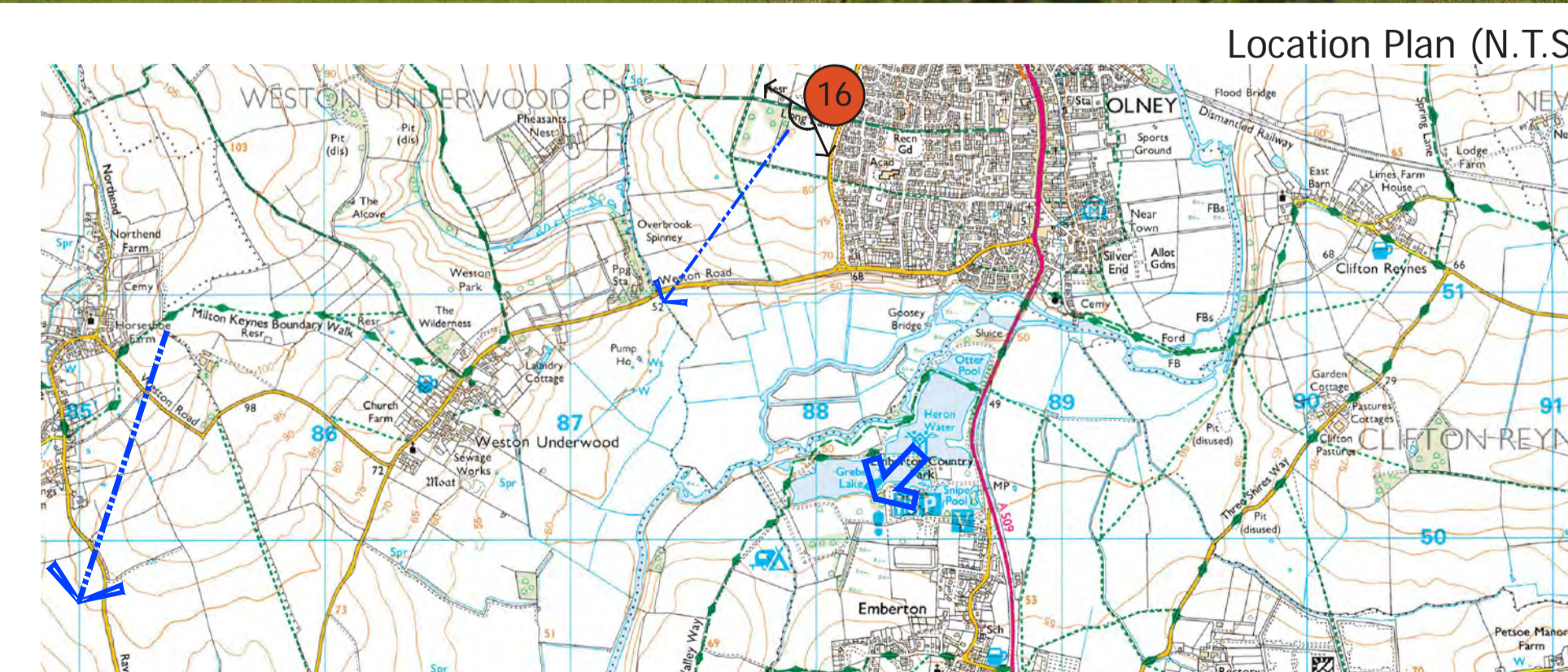


Easting / Longitude: 487742 / 52.15752°  
Northing / Latitude: 251798 / -0.718821°  
Elevation: 89.8 (AOD)  
Distance to the Site: 5.86km

Date Taken: 07/2024  
Camera: Canon 6D (Full Frame Sensor)  
Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
Enlargement Factor: 100%  
Projection: Cylindrical

Drawn By: DW  
Checked By: IK  
Approved By: PC





This panorama is not to scale. For contextual information only

Site Context Photograph 17: View [west] from Chicheley Hill

90° Horizontal field of view extract

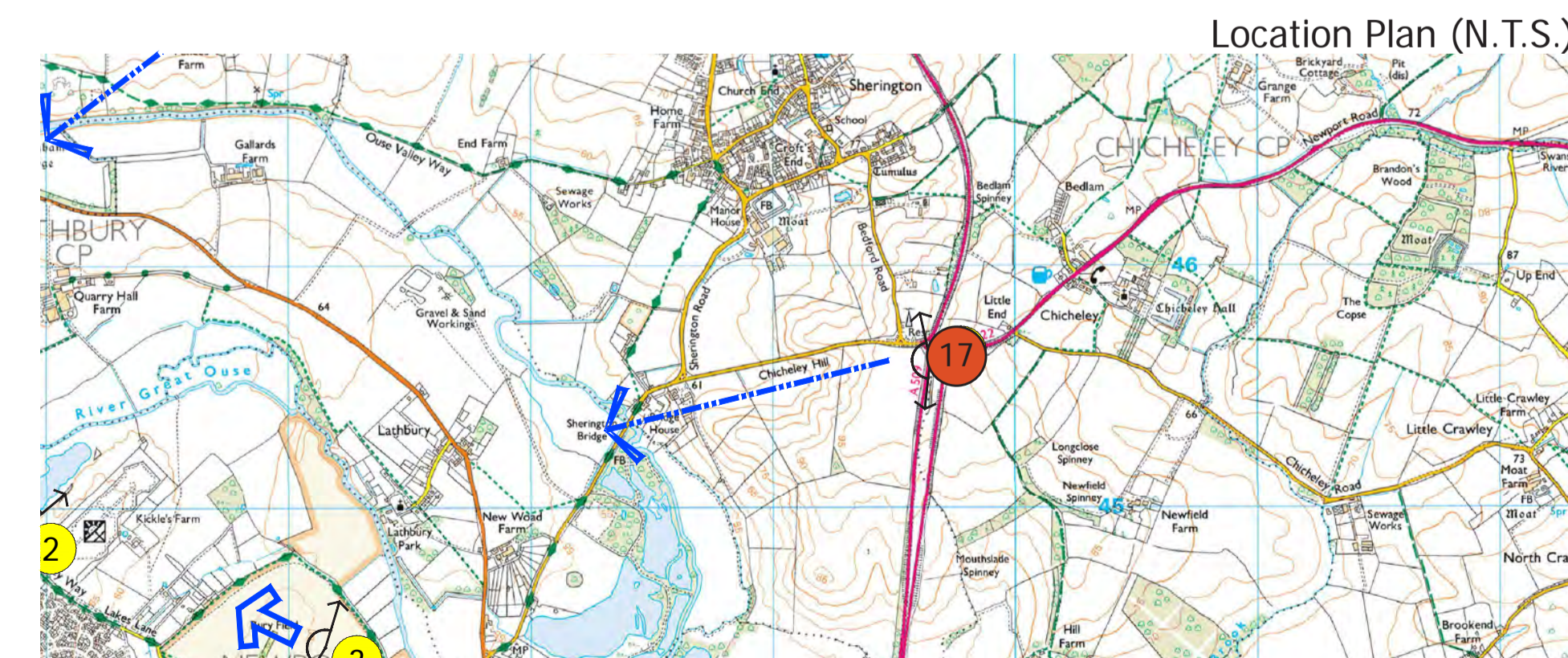


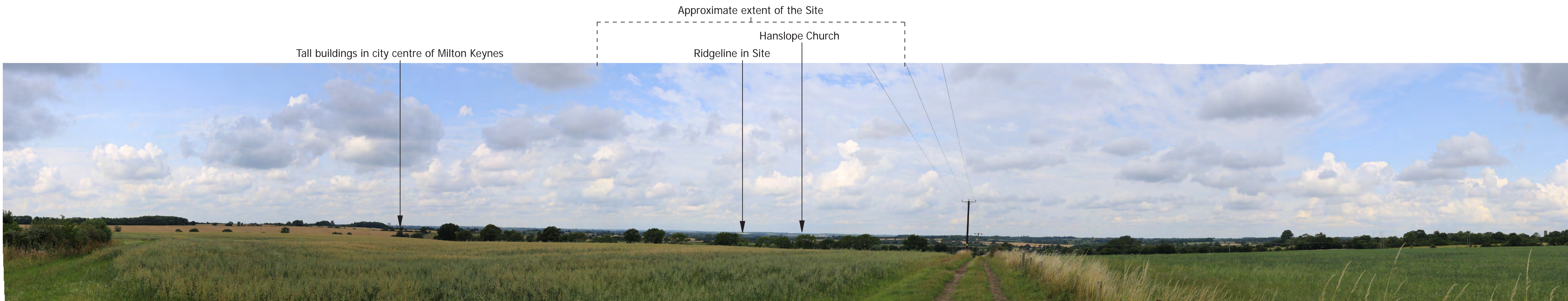
Easting / Longitude: 489430 / 52.102219°  
 Northing / Latitude: 245676 / -0.695758°  
 Elevation: 99.6 (AOD)  
 Distance to the Site: 3.73km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





This panorama is not to scale. For contextual information only

Site Context Photograph 18: View [west] from Folly Lane

90° Horizontal field of view extract



Easting / Longitude: 492491 / 52.082874°  
 Northing / Latitude: 243580 / -0.65165°  
 Elevation: 100.4 (AOD)  
 Distance to the Site: 6.95km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





This panorama is not to scale. For contextual information only

Site Context Photograph 19: View [north-west] from Campbell Park

90° Horizontal field of view extract

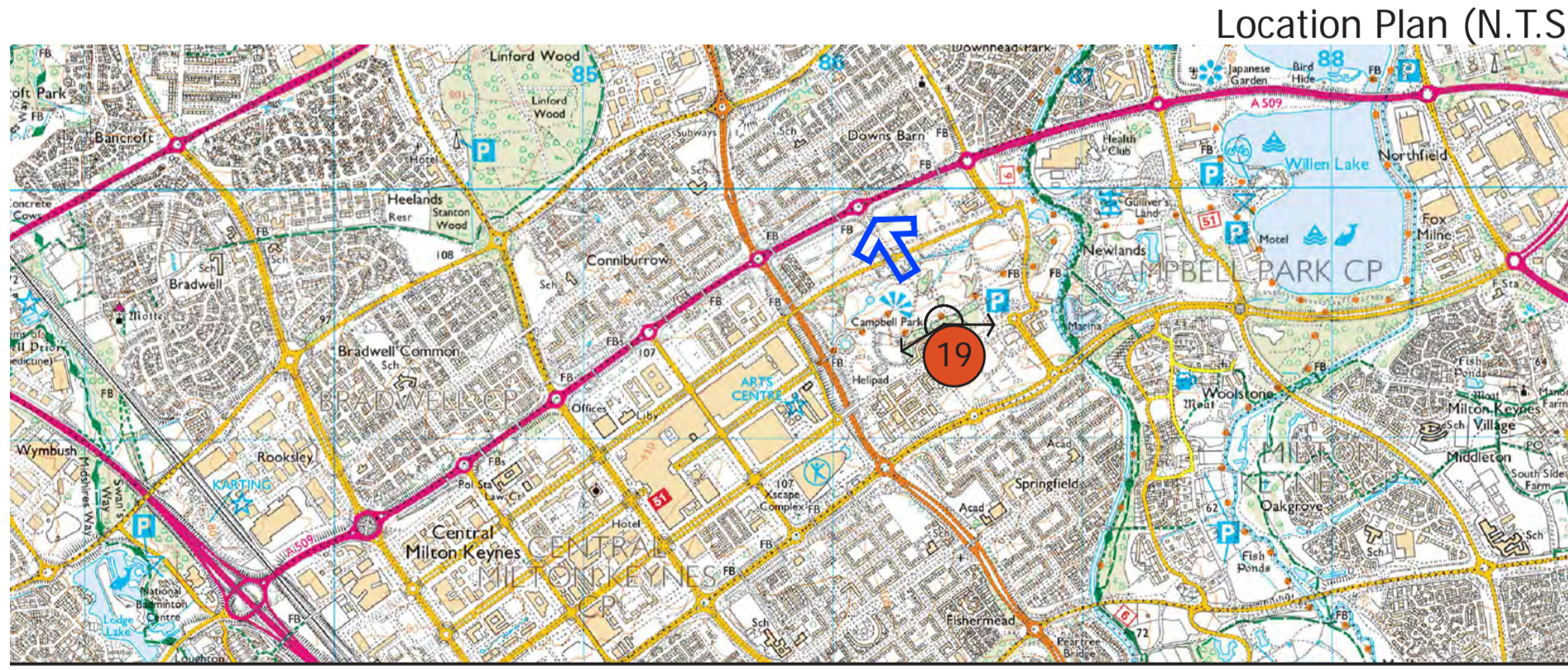


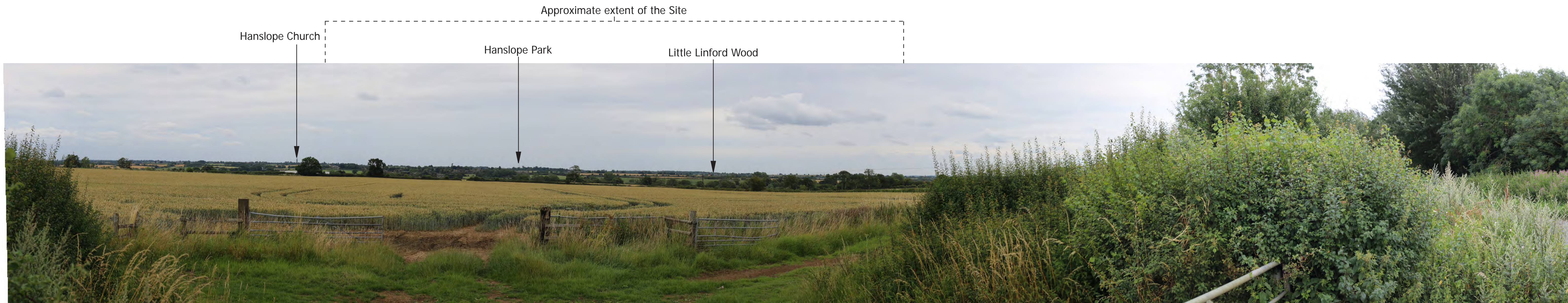
Easting / Longitude: 486246 / 52.047487°  
 Northing / Latitude: 239531 / -0.743792°  
 Elevation: 100 (AOD)  
 Distance to the Site: 4.02km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





This panorama is not to scale. For contextual information only

Site Context Photograph 20: View [north-east] from Yardley Road, Cosgrove

90° Horizontal field of view extract

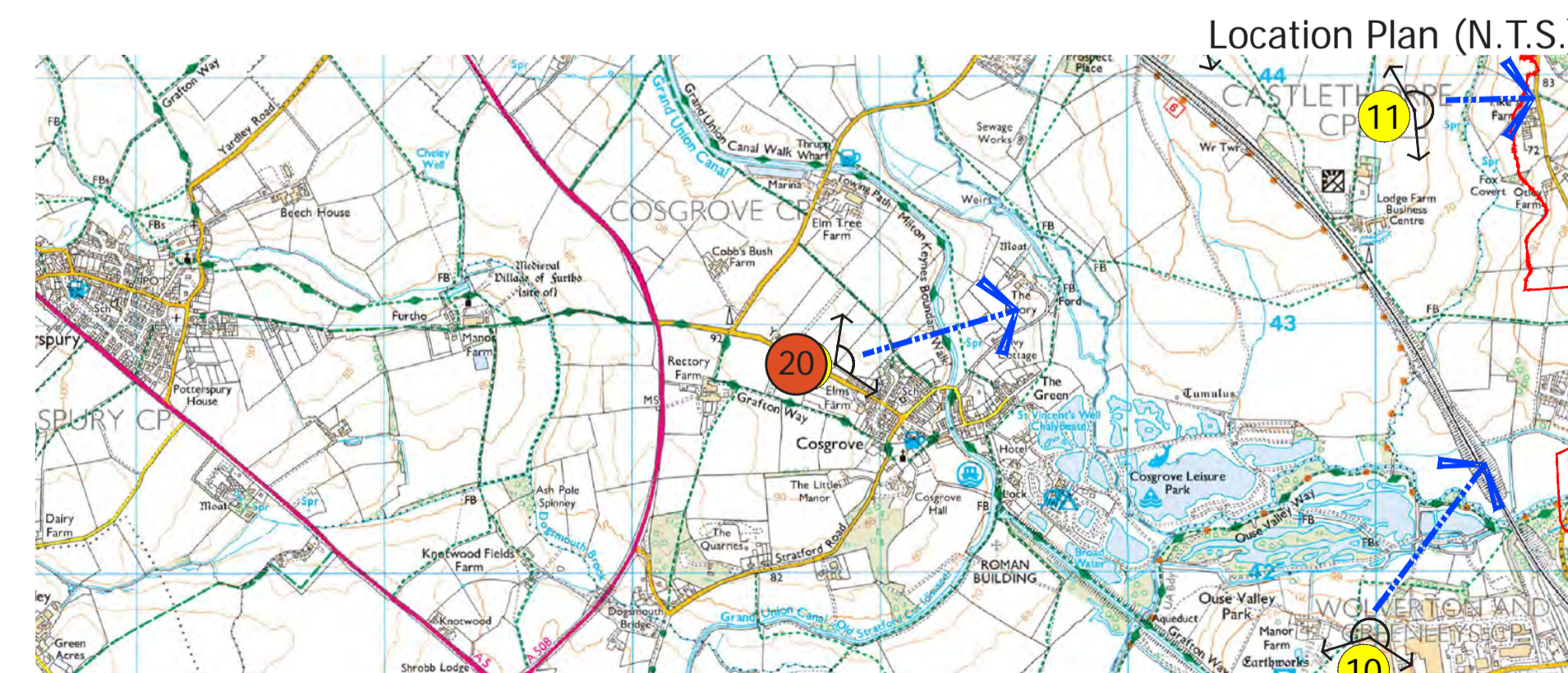


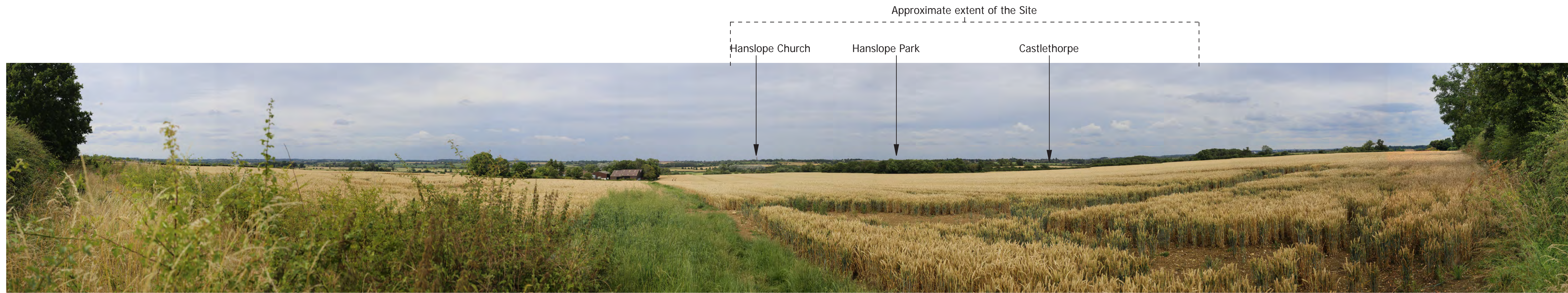
Easting / Longitude: 478631 / 52.078859°  
 Northing / Latitude: 242895 / -0.854025°  
 Elevation: 100.3 (AOD)  
 Distance to the Site: 2.79km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





This panorama is not to scale. For contextual information only

Site Context Photograph 21: View [north-east] from A508, Yardley Gobion

90° Horizontal field of view extract

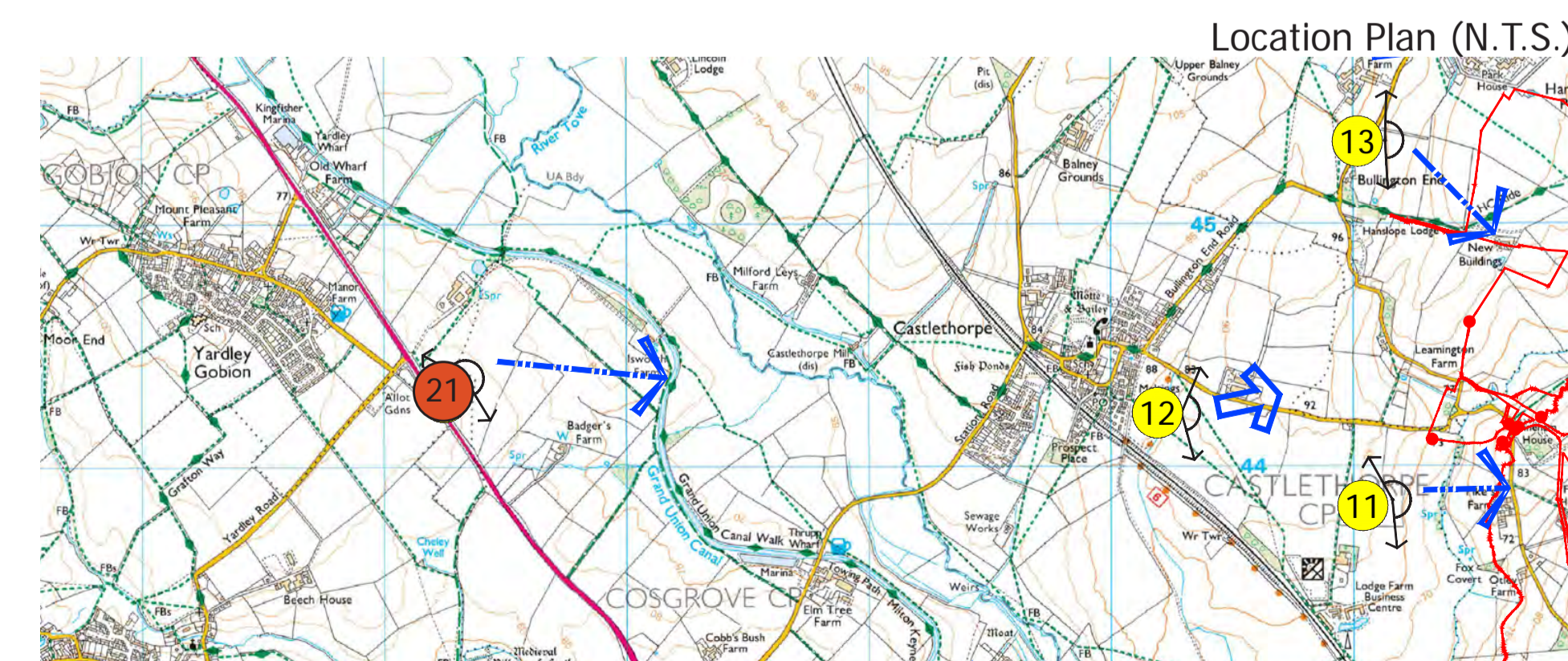


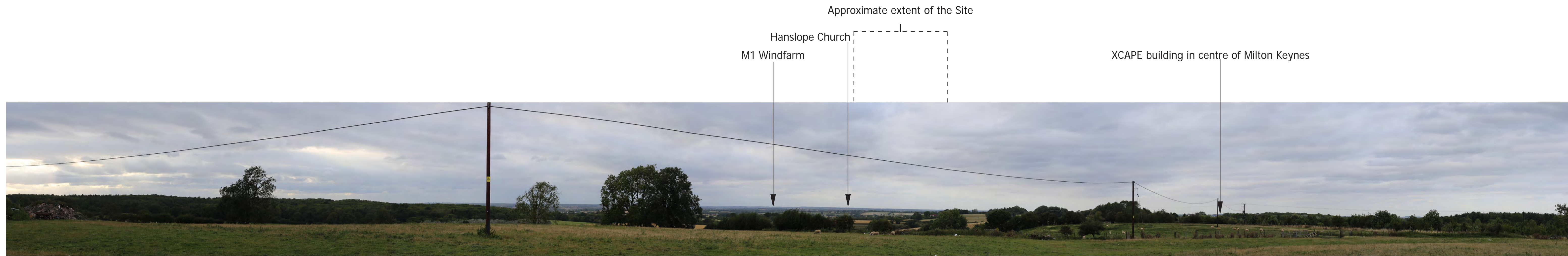
Easting / Longitude: 477145 / 52.092719°  
 Northing / Latitude: 244414 / -0.875367°  
 Elevation: 98.6 (AOD)  
 Distance to the Site: 3.87km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





This panorama is not to scale. For contextual information only

Site Context Photograph 22: View [North] from A508

90° Horizontal field of view extract

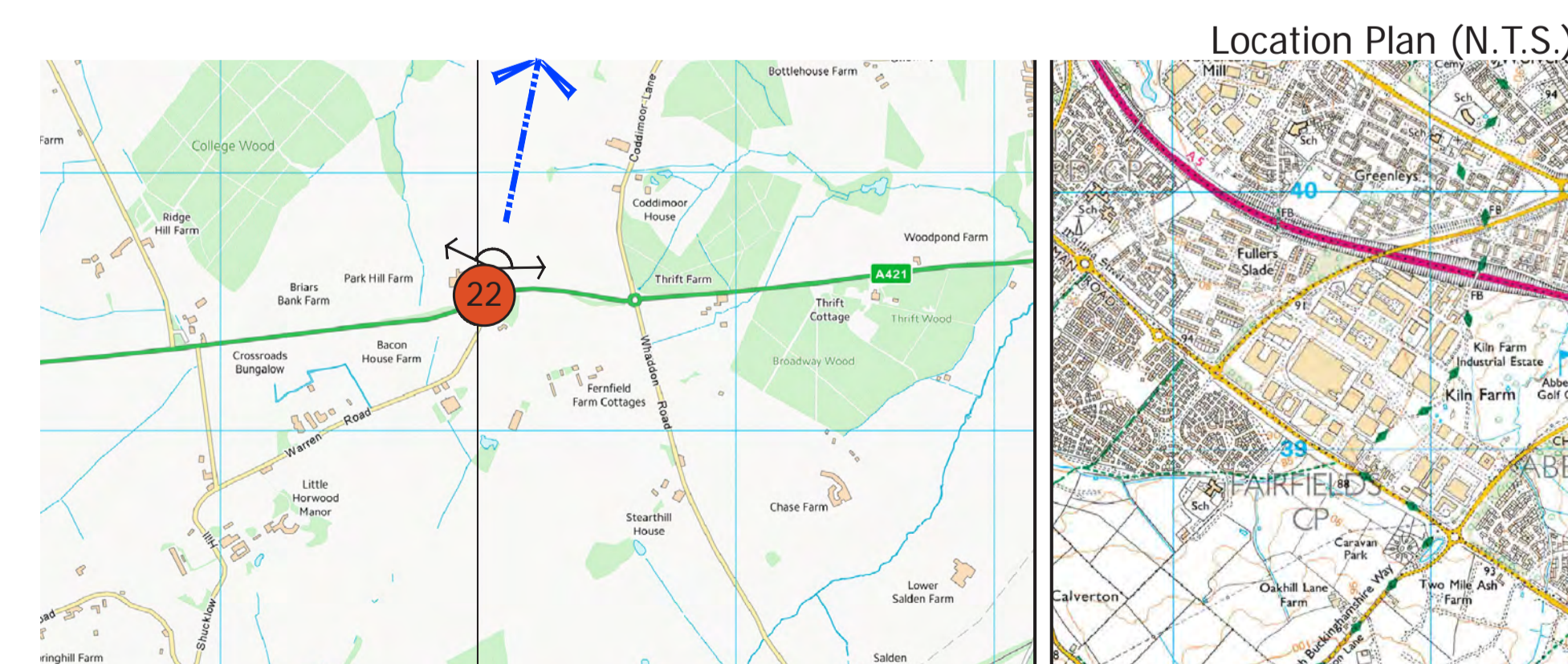


Easting / Longitude: 480058 / 51.986401°  
 Northing / Latitude: 232632 / -0.83561°  
 Elevation: 0 (AOD)  
 Distance to the Site: 9.67km

Date Taken: 07/2024  
 Camera: Canon 6D (Full Frame Sensor)  
 Lens: 50mm fixed lens

Visualisation Type: Type 1 Annotated Viewpoint Photograph  
 Enlargement Factor: 100%  
 Projection: Cylindrical

Drawn By: DW  
 Checked By: IK  
 Approved By: PC





DECEMBER  
2025

# MK City Plan 2050 Regulation 19 Consultation

## Employment Land Issues and Opportunities

Iceni Projects Limited on behalf of  
Urban&Civic PLC, Taylor Wimpey  
Strategic Land and The Society of  
Merchant Venturers

ICENI PROJECTS LIMITED  
ON BEHALF OF  
URBAN&CIVIC PLC, TAYLOR  
WIMPEY STRATEGIC LAND  
AND THE SOCIETY OF  
MERCHANT VENTURERS

December 2025

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Manchester: This is the Space, 68 Quay Street, Manchester, M3 3EJ

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linkedin: [linkedin.com/company/iceni-projects](https://www.linkedin.com/company/iceni-projects) | twitter: @iceniprojects

**MK City Plan 2050 Regulation 19  
Consultation**  
EMPLOYMENT LAND ISSUES AND OPPORTUNITIES



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## 1. HEADLINES

- 1.1 The NPPF clearly emphasises the importance of the **freight and logistics sector** and expects authorities to plan accordingly for needs.
- 1.2 The Milton Keynes Plan evidence on employment reports a combined industrial and warehousing land shortfall of 331 to 405ha. The emerging Plan identifies a further supply of 207.5ha of available supply however, assuming all of this is delivered, **there is still a resulting significant shortfall of 124h to 198ha** for the Plan.
- 1.3 Milton Keynes remains a priority area for industrial and logistics occupiers, being able to reach most of the UK within four hours, due to its strategic location on the M1. There is market preference for modern, high-quality space, with Grade A space. Recent increases in vacancy are supply driven rather than a lack of demand – with positive absorption anticipated.
- 1.4 North Milton Keynes New Town will deliver major infrastructure including a new M1 junction, at least 16,000 new homes and minimum of 460,000 sqm / 5msqft of new employment space. The proposal is uniquely placed to deliver transformational change that will fulfil the existing Milton Keynes employment requirements as part of a wider range benefits. North Milton Keynes creates a multi platform opportunity in the context of employment need:
- **Delivering a new M1 junction**, a nationally important infrastructure investment on the country's central highway corridor, and a prime location for attracting best in class employment occupiers across the industrial, logistics and tech / advance manufacturing sectors.
  - There is an interrelated benefit of the junction and employment land opportunity, with infrastructure delivery facilitating a new premium employment location (as well as wider new town) and in doing so helping to fund the junction itself. Allocating and delivering employment land therefore creates an **investment platform** for unlocking and delivering the road infrastructure, which also facilitates residential development. The nature of the build out and return on investment for the employment land provides early receipts to contribute to the motorway junction and unlock the wider new town opportunity.

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- North Milton Keynes will deliver a significant amount of employment of at least 30 ha but potentially towards 100 ha or more, effectively largely fulfilling the employment shortfall in the Plan. The scale of the shortfall requires a strategic level site solution that has M1 access as other land options are now exhausted. The current supply in the Plan, particularly for strategic sites, will only last for the early part of the Plan. In reality, North Milton Keynes is the **only deliverable response to this shortfall** given it provides a new M1 junction opportunity.
  - The site is optimally located on the M1 accessing the strategic road network and national coverage serving the Midlands but also London population.
  - The scale and accessibility are suitable for a mix of employment types but will include national and regional distribution centres.
  - Delivering employment land creates an investment platform for delivering the road infrastructure to unlock residential development.
  - Residential proposals would supply a significant workforce to support the new employment as well as the growth of the existing Milton Keynes city, and it is acknowledged in the Plan evidence that more workforce is required to support growth. Equally, the North Milton Keynes New Town will also generate demand for further industrial and employment development.

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## 2. POLICY & EVIDENCE REVIEW

### National Planning Policy Framework (NPPF) December 2024

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- 2.1 The NPPF sets out the Government’s planning policies and how these should be applied.
- 2.2 Para 86 emphasises that planning policies should ‘pay particular regard to facilitating development to meet the **needs of a modern economy**, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, **freight and logistics.**’
- 2.3 Para 87: ‘planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:
- storage and distribution operations** at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation;
- 2.4 Overall the NPPF clearly emphasises the importance of the freight and logistics sector and expects authorities to plan accordingly for needs.

### South East Midlands Warehousing and Logistics Study 2022

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- 2.5 This report was commissioned by the South East Midlands Local Economic Partnership and produced by Icen Projects. Amongst other objectives, this forecast scenarios for future demand and growth in the logistics sector in the South East Midlands (including Milton Keynes), to 2030, 2040 and 2050. Requirements were not broken down by authority area and it is of note that the work was produced mid COVID-19 pandemic.
- 2.6 Findings of relevance include:
- Around 13% of employment in Milton Keynes is in the logistics and related sectors (2020).
  - Milton Keynes has around 1m sqm of large scale (100,000 sqft+) warehousing, whereas North and West Northants have around 2m sqm each (2021).
  - The residual need for warehousing across the market area for 2021-2040 was 237 ha to 576 ha, with the higher end seeing a need for around 1m sqm of additional floorspace.

- 
- There is a major restructuring underway as occupiers respond to e-commerce, automation and decarbonisation. The logistics sector is undergoing significant change leading to more skilled job opportunities and growing productivity.

## **Milton Keynes City Council: Housing and Economic Development Needs Assessment 2024 and Update 2025**

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- 2.7 The 2025 HEDNA Update was prepared by Opinion Research Services (ORS) and Hardisty Jones Associates (HJA) and provides an update to the HEDNA 2024 in light of comments received, new data and the updated 2024 NPPF.
- 2.8 The report concludes that Milton Keynes FEMA is primarily focused on the local authority boundary of the district, however acknowledges strategic linkages to the South East Midlands region, London, Oxford, Cambridge and Birmingham.
- 2.9 Modelling of future needs is reliant on a labour demand models (Low, Medium High), translating forecasted jobs growth into floorspace requirements. Over the 2022-50 period, a jobs growth of 43,600 to 75,700 is forecast across the scenarios. Sensitivities involve:
- 10% margin for flexibility (applied to all models)
  - Replacement demand: baseline equivalent to 2% of stock per annum; high replacement scenario ran at 2.2% (reduced from 3% in HEDNA 2024)
  - On site redevelopment: High replacement scenario assumes 40% of requirement is delivered on existing sites
- 2.10 The modelled scenarios indicate a gross floorspace requirement of 430,000 to 480,000 sq.m and a net requirement ranging from 260,000 to 320,000 sq.m for general industrial (E(g)(iii)/B2), equating to 78 to 87ha.
- 2.11 The requirement for warehousing and logistics floorspace is considerably higher at a gross requirement of 2 million to 2.1 million sq.m and a net requirement of 1.2 million to 1.4 million sq.m, equating to 370 to 410ha.

**Table 2.1 Gross and Net Future Estimated General Industrial Floorspace Requirements 2022-50 (sq.m) (Figure 27)**

Note <sup>12</sup>	Mid	High replacement	High on-site redevelopment	Combined sensitivity testing
<b>(E) Gross requirement</b>	430,000	480,000	430,000	480,000
<b>Per annum (gross)</b>	15,500	17,300	15,500	17,300
<b>(G) Net requirement</b>	290,000	320,000	260,000	290,000
<b>Per annum (net)</b>	10,400	11,600	9,300	10,400

Source: Milton Keynes HEDNA Update 2025

**Table 2.2 Gross and Net Future Estimated Warehousing and Logistics Floorspace Requirements 2022-50 (sq.m) (Figure 28)**

Note <sup>13</sup>	Mid	High replacement	High on-site redevelopment	Combined sensitivity testing
<b>(E) Gross requirement</b>	2,000,000	2,100,000	2,000,000	2,100,000
<b>Per annum (gross)</b>	70,800	76,000	70,800	76,000
<b>(G) Net requirement</b>	1,300,000	1,400,000	1,200,000	1,300,000
<b>Per annum (net)</b>	47,000	51,000	42,000	46,000

Source: Milton Keynes HEDNA Update 2025

2.12 Analysis of supply indicates an industrial supply position of 108,800 sq.m and a warehousing supply of 324,400 sq.m. Deducting this from the net requirement shows an industrial shortfall of 51 to 65ha and a warehousing shortfall of 280 to 340ha. **Combined, there is an industrial and warehousing shortfall of 331 to 405ha.**

2.13 The report identifies a further supply of 207.5ha of available supply on allocations and proposed allocations as set out below. This includes the following commitments as set out in the Reg19 consultation Plan.

Table 2.3 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	
Knowhill	2.9	
Milton Keynes East	18	
West of London Road	68.1	
Land either side of Newport Road		
Walton	1.8	
Western Expansion Area	9	
Fairfields	6.5	
Whitehouse		
Wolverton	2.6	
Wolverton Mill East and South		
Blackhill & Harnett Drive	1.9	
Off Harnett Drive	1.2	
Elfield Park	6.8	Research and development and general industrial, storage or distribution and ancillary office floorspace
Pineham	10.9	General industrial, storage or distribution
South Caldecotte	23.6	
Linford Wood	1.4	Research and development and industrial processes and ancillary office floorspace
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.
<b>Total</b>	<b>207.5</b>	

MK City Plan 2050 FINAL VERSION (Regulation 19) (Table 4)

2.14 However, assuming all of this supply is delivered, there is still a resulting significant shortfall of 124 to 198ha for the proposed Plan.

2.15 It is of note that strategic sites are limited to the following:

- Milton Keynes East 86.1 ha
- Eastern Strategic City Extension 40 ha

- 
- South Caldecotte (although not direct access to the M1) 23.6 ha
  - Pineham 10.9 ha

2.16 There are a number of additional key points to consider resulting from the HEDNA:

- Milton Keynes **does not have enough labour supply** to support jobs growth – the HEDNA 2025 (para 101) states that the “LHN [Local Housing Need] jobs scenario is above the lower end of the range of scenarios considered, but well below the upper end of the range. In order to achieve the upper end of the MK 2050 job ambition would require additional workforce, either through adjustments to commuting patterns, increasing economic activity rates, or supporting **additional growth in the local working age population**.
- Whilst acknowledging the above, IcenI considers that the employment scenarios may also see a further uplift from an expanded population. For example, independent IcenI research<sup>1</sup> finds that in new towns generally, there is a relationship of 21sqm of commercial development per dwelling of which 82% or 17 sqm is industrial. Another New Town at North Milton Keynes of 10,000 homes (for example) could lead to demand for a further 168,000 sqm or 1.9m sqft of employment land in the long term.

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<sup>1</sup> [https://issuu.com/jamesbompas/docs/ild\\_research\\_2025?fr=sNmViNzg4MDQ4NzQ](https://issuu.com/jamesbompas/docs/ild_research_2025?fr=sNmViNzg4MDQ4NzQ)

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### 3. COMMERCIAL MARKET REVIEW

- 3.1 The following section considers the industrial market dynamics for Milton Keynes and beyond, considering both the local (<9,300 sq.m) and strategic unit (+9,300 sq.m) markets.

#### **UK Industrial Market Overview**

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- 3.2 The UK national logistics market in 2025 shows rising supply and vacancy rates stabilising at a higher rate than previous years, but demand remaining robust, driven by e-commerce, near-shoring, and sustainability needs, with occupiers seeking modern, efficient Grade A space, with the market shifting from pandemic-driven expansion to optimization. Key trends include high demand for large units, automation investment by retailers, and a flight to quality space, alongside challenges from rising costs and skills gaps.
- 3.3 Demand is being supported by the return of larger leasing deals, particularly from third-party logistics providers and expanding retailers. The defence sector represents a growing demand driver. Around 3m sq.ft has been committed to by defence related occupiers in 2025. Appetite from Chinese firms has also surged in recent months from the likes of JD.com, Super Smart Service and Top Cloud Logistics.

#### **South East / East Midlands Industrial Overview**

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- 3.4 Milton Keynes sits between the East Midlands and the South East logistics property markets, in a prime location to serve both markets, as technically it falls under the wider South East region.
- 3.5 Savills<sup>2</sup> reported in July 2025, that in London and South East, requirements data shows an upward trend. Take-up of logistics units in the first half of 2025 totalled 1.4 million sq.ft, of which nearly 60% of space was Grade A speculative development, with a further 33% second-hand Grade A space, reinforcing an occupier preference for best-in-class assets.
- 3.6 In the East Midlands, it is reported<sup>3</sup> that the region remains the bedrock of transactional activity across the UK, with 3.4 million sq.ft leased in the first half of 2025. The development

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<sup>2</sup> [https://www.savills.co.uk/research\\_articles/229130/378748-0](https://www.savills.co.uk/research_articles/229130/378748-0)

<sup>3</sup> [https://www.savills.co.uk/research\\_articles/229130/378749-0](https://www.savills.co.uk/research_articles/229130/378749-0)

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pipeline has decreased by 93% over the past 12 months following the completion of speculative units.

- 3.7 Knight Frank<sup>4</sup> report that following a slower start to the year, the Midlands industrial and logistics market saw a sharp rebound in Q3 2025, with take-up reaching 5.2 million sq.ft, the strongest quarterly take-up since Q3 2022. This demand was driven by several large-scale lettings amid continued demand from distribution and retail occupiers.

### **Milton Keynes Industrial Market**

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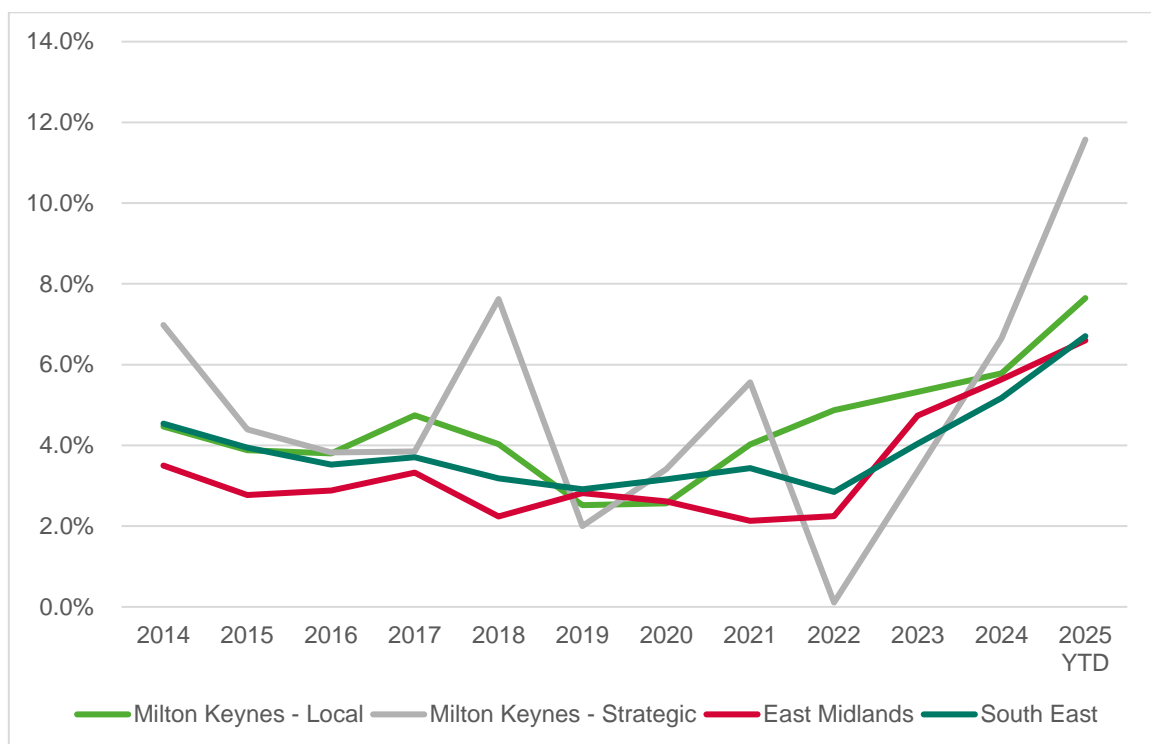
- 3.8 The following section provides analysis for both the small and mid-box (local) and the strategic ('big-box' +9,300 sq.m/100,000 sq.ft) unit market.
- 3.9 CoStar reports that Milton Keynes stands out as a compact but nationally significant industrial hub. Whilst vacancy rates are high at 10%, this is largely a function of recent completions rather than a collapse in occupier appetite. The area's strategic locations enabling access to most of the UK within 4 hours continues to underpin its appeal.
- 3.10 Recent lettings suggest the influx of new supply will be digested well. In 2025, JD.com, the Chinese equivalent of Amazon, took 530,000 sq.ft across two buildings at PLP Milton Keynes. MK220 and MK330 were developed in 2023 and 2024 in response to unmet demand for prime logistics space in the area.
- 3.11 Leasing activity has surpassed 1.5 million sq.ft in the year to Q3 2025. This marks a return to the demand levels seen when the UK was in lockdown. The market only needs a handful of large deals to bring about a meaningful decline in availability.
- 3.12 The defence as well as automotive sector and its supply chain likely represent a growing source of demand. Industry forecasts expect the number of electric vehicles on UK roads to swell 10-fold in the next decade, supporting demand from carmakers and battery technology specialists.

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<sup>4</sup> <https://www.knightfrank.co.uk/site-assets/research/report-pdfs/logic/q3-2025-midlands-industrial.pdf>

- 3.13 The figure below shows the vacancy rates for local and strategic industrial units in Milton Keynes and the South East and East Midlands. Historically, vacancy rates for local industrial stock Milton Keynes have been low, below 5% for much of the past decade, only recently rising to 7.6%.
- 3.14 Vacancy rates for strategic industrial units (over 9,300 sq.m / 100,000 sq.ft) have been more volatile, representing the delivery of schemes and subsequent take-up of units. Vacancy for such units plummeted to 0.1% in 2022 but has since risen to 11.6%. This is considered to be temporary, following the completion of two large units (MK345 and MK450) at Pannattoni Park – once these are occupied vacancy would fall to 7.9%.
- 3.15 The rise in vacancy rates since 2022 is in line with regional drivers, as a result of an injection of supply following a period high market demand during the pandemic outstripping supply.

**Figure 3.1 Benchmark Industrial Vacancy Rates**

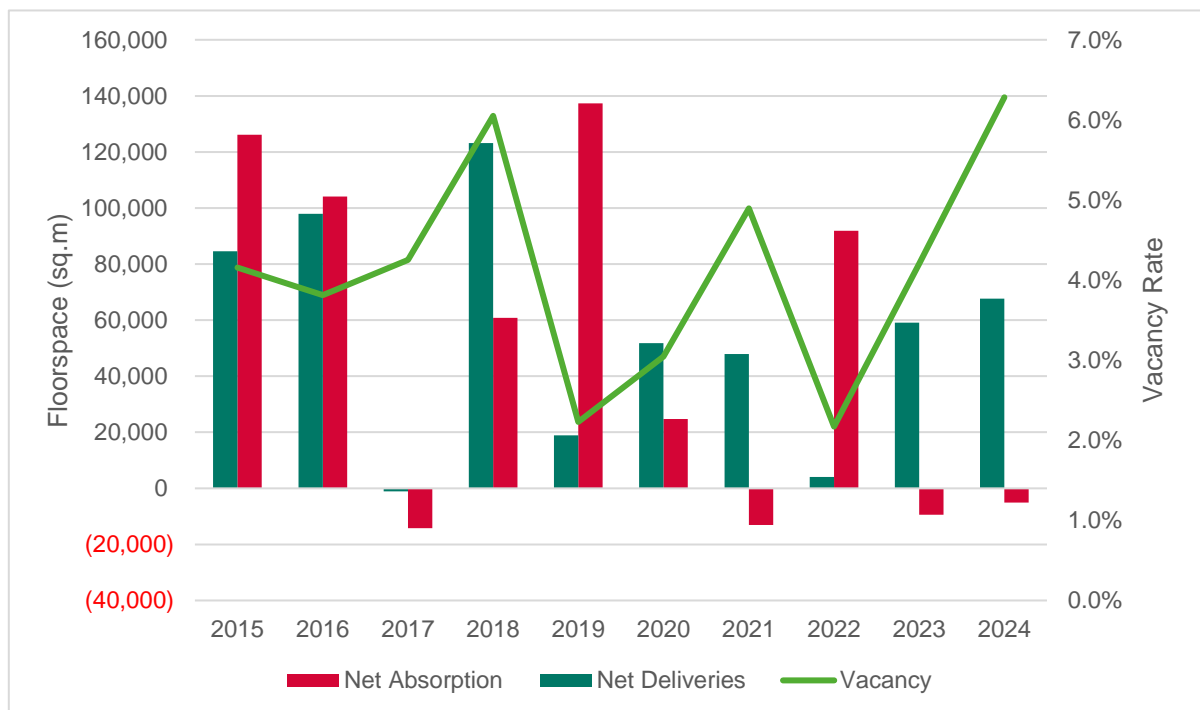


Source: IcenI analysis of CoStar (September 2025)

- 3.16 The figure below shows the net absorption (total space occupied) and delivery rate for industrial units against the vacancy rate in Milton Keynes over the past decade. Years of significant delivery are typically of high take-up, indicating a normal lag in leasing activity.

- 3.17 Net absorption reached a high in 2019 at 137,000 sq.m, following the delivery of 123,200 sq.m of floorspace in 2018. A similar trend occurred in 2022 following two years of delivery 2020-21. This supports the case that although net absorption has been negative for the past two years, it is expected the market will absorb this newly delivered space going forward.
- 3.18 Over the past decade, net absorption of floorspace has been on average 55,300 sq.m per annum or around 500,000 sq.ft. This average rose to 74,300 sq.m over the 2018 to 2020 period.

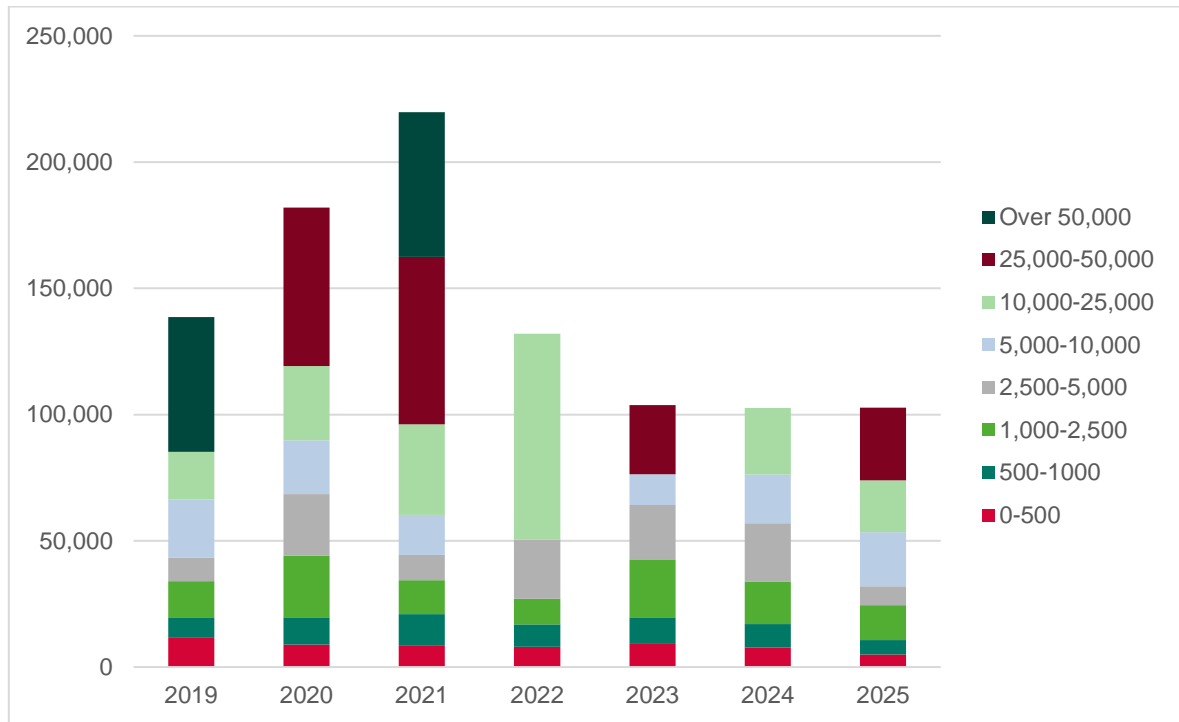
**Figure 3.2 Milton Keynes Industrial Market - Net Absorption, Net Deliveries and Vacancy Rate (sq.m)**



Source: CoStar (2025)

- 3.19 The figure below shows the industrial leasing activity in Milton Keynes by unit size. On average, since 2019, 140,200 sq.m has been leased per annum (gross absorption). Around 52% of floorspace leased has been within strategic units (+10,000 sq.m), an average of 72,700 sq.m per annum.

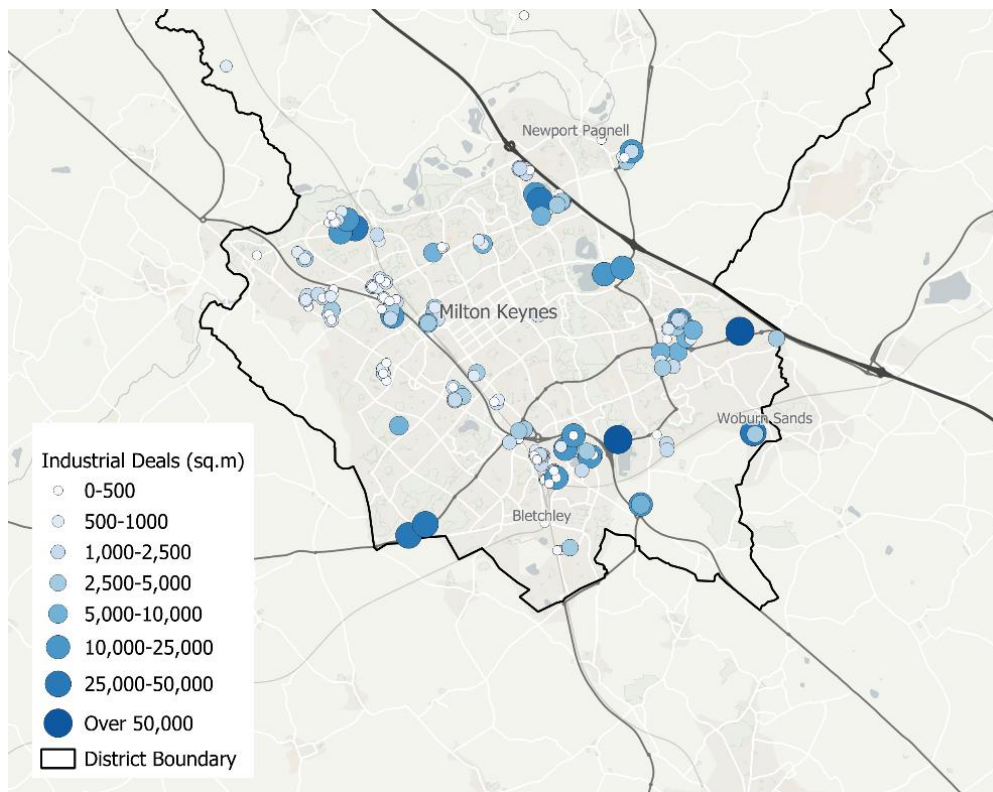
**Figure 3.3 Industrial Leasing Activity by Size Band 2019-25 YTD (sq.m)**



Source: CoStar 2025

3.20 The figure below shows the spatial distribution of industrial and warehousing deals across Milton Keynes since 2019. There is a clustering of larger unit deals along the M1 corridor, in particular over 10,000 sq.m units, indicating larger occupiers preference for strategic road accessibility, providing access to the Midlands and London.

**Figure 3.3 Industrial Deals by Size Band 2019-25 YTD**



Source: CoStar 2025

3.21 The table below shows the availability of industrial stock by size band. There is 378,700 sq.m of available floorspace within strategic units (+10,000 sq.m), however based on average leasing activity discussed above, this is only equivalent to 5.2 years' worth of supply.

**Table 3.1 Milton Keynes Availability by Size Band (sq.m) (Dec 2025)**

Size Band	Floorspace (sq.m)	No. of Properties
0-500 sq.m	12,058	48
500-1000 sq.m	13,730	19
1,000-2,500 sq.m	29,177	21
2,500-5,000 sq.m	39,074	10
5,000-10,000 sq.m	66,212	10
10,000-25,000 sq.m	191,786	13
25,000-50,000 sq.m	102,922	3
Over 50,000 sq.m	83,984	1
<b>Total</b>	<b>538,942</b>	<b>125</b>

Source: CoStar, December 2025

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## Conclusions

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- There is market preference for modern, high-quality space, with Grade A space driving 80% take-up in the South East;
- Milton Keynes' ability to reach most of the UK within four hours, due to its strategic location on the M1, underpins persistent demand from regional and national operators;
- Historically Milton Keynes has seen a tight industrial market with vacancy rates below 5%, highlighting a long-term undersupply. Recent increases in vacancy are supply-driven rather than a lack of demand – attributed to recent completions of strategic units;
- On average 140,000 sq.m of industrial space is leased per annum, indicating that there is only 5.2 years of supply based on currently availability.

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## 4. NORTH MILTON KEYNES – THE OPPORTUNITY

4.1 North Milton Keynes New Town will deliver major infrastructure including a new M1 junction, at least 16,000 new homes and minimum of 460,000 sqm / 5msqft of new employment space. The proposal is uniquely placed to deliver transformational change that will fulfil the existing Milton Keynes employment requirements as part of a wider range benefits.

4.2 This section considers how North Milton Keynes creates a multi platform opportunity in the context of employment need:

- Delivering a new M1 junction, a nationally significant infrastructure investment on the country's central highway corridor, and a prime location for attracting best in class employment occupiers across the industrial, logistics and tech / advance manufacturing sectors.
- Providing a significant amount of employment of at least 30 ha but potentially towards 100 ha or more, effectively largely fulfilling the employment shortfall in the Plan and ensuring new strategic supply for the medium term.
- The M1 access to the strategic road network providing national coverage serving the Midlands - but also the London population.
- The scale and accessibility are suitable for a mix of employment types but will include national and regional distribution centres.
- Delivering employment land creates an investment platform for delivering the road infrastructure to unlock residential development.
- Residential proposals would supply a significant workforce to support the new employment as well as the growth of the existing Milton Keynes city.

### Considering the scale of the employment shortfall

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4.3 As set out in the Milton Keynes EDNA 2025, there is an **industrial and warehousing shortfall of 331 to 405ha**. The emerging Plan identifies a further supply of 207.5ha of available supply on allocations and proposed allocations, as set out in Table 4 of the MK City Plan 2050. Of the supply, only a limited number are larger scale proposals over 10ha, and have access to the strategic road network, being:

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Milton Keynes East - West of London Road, Land either side of Newport Road: 18 & 68.1 ha (86ha)- industrial / logistics developers Stoford were recently appointed to bring forward a large element of the site at J14 M1 and advertise a delivery time of 18 months<sup>5</sup>.

- South Caldecotte: 23.6 ha. Strategic Employment Allocation primarily access onto the A5 rather than M1. Phase 1 has been delivered by PLP. The remainder of the site has outline permission and is being advertised as a design and build opportunity.
- Eastern Strategic City Extension 40 ha - Draft strategic allocation policy states the employment element has a 'focus upon the provision of small to medium scale business premises to support SMEs and start-ups associated with R&D and professional services'.
- Pineham 10.9 ha - allocation rolled forward from the previous plan and owned by the City Council, some uncertainty regarding delivery.

4.4 Assuming all of the Plan supply is delivered, there is still a resulting significant shortfall of 124ha to 198ha for the proposed Plan. North Milton Keynes can fulfil this shortfall providing a range of employment types including industrial and logistics.

4.5 Given the advanced status of the Milton Keynes East and South Caldecotte sites, a significant quantum of industrial and warehousing development is likely to come forward in the short-term at the front end of the Plan period. Based on the 5 year annual average gross absorption (leasing activity) of 140,200 sqm or around 40ha per annum, of which around half for the largest units, the first 110 ha of sites at Milton Keynes East and South Caldecotte could be taken up within 3-5 years of completion, with the entirety of the 207.5ha supply absorbed by the market within around 5 years based on gross absorption or 10-15 years based on the most conservative net absorption rate. It is clear that the Plan lacks supply to 2050 and that for strategic scale sites these are likely to be exhausted by 2030-35 at the latest.

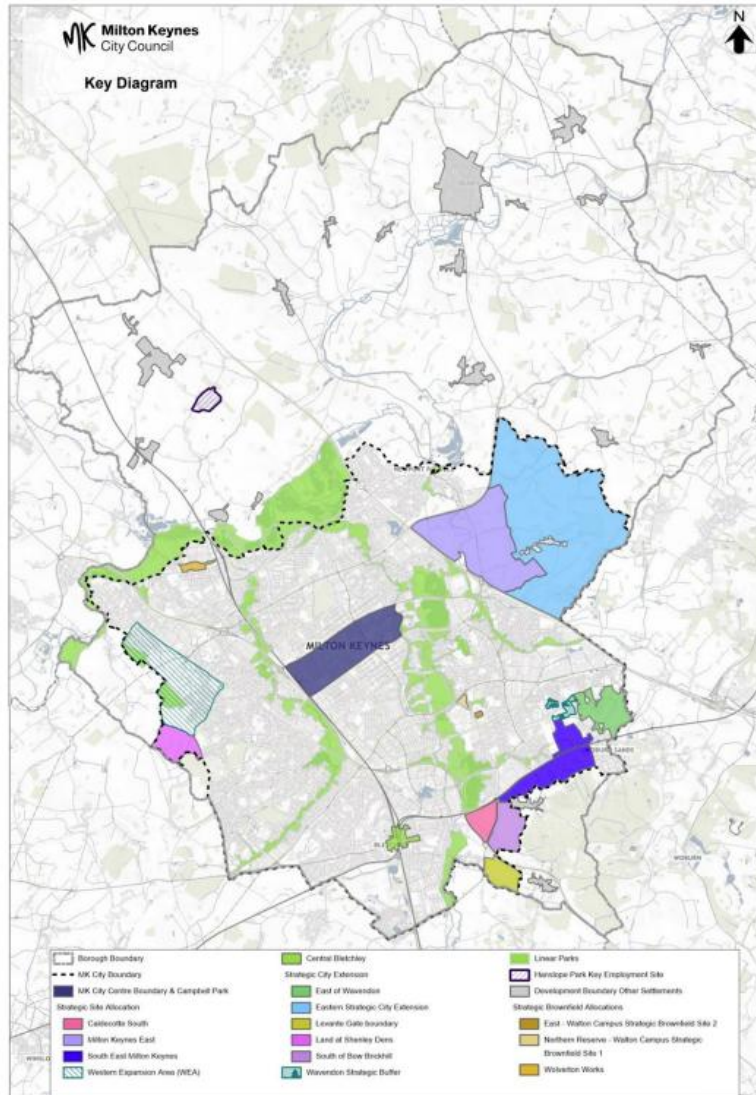
4.6 The map below shows the allocations in the regulation 19 Plan. Allocations are now maximising the City boundary, particularly on the M1. Effectively the Milton Keynes East employment area has captured the remaining land for strategic employment based on the existing infrastructure arrangement. Given the scale of the shortfall in need, it will be very

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<sup>5</sup> <https://stoford.com/availability/view/milton-keynes-east/>

challenging for the authority to meet its requirements without major infrastructure investment – **which is the solution offered by North Milton Keynes.**

Figure 4.1 Draft MK City Plan 2050 Plan Key Diagram

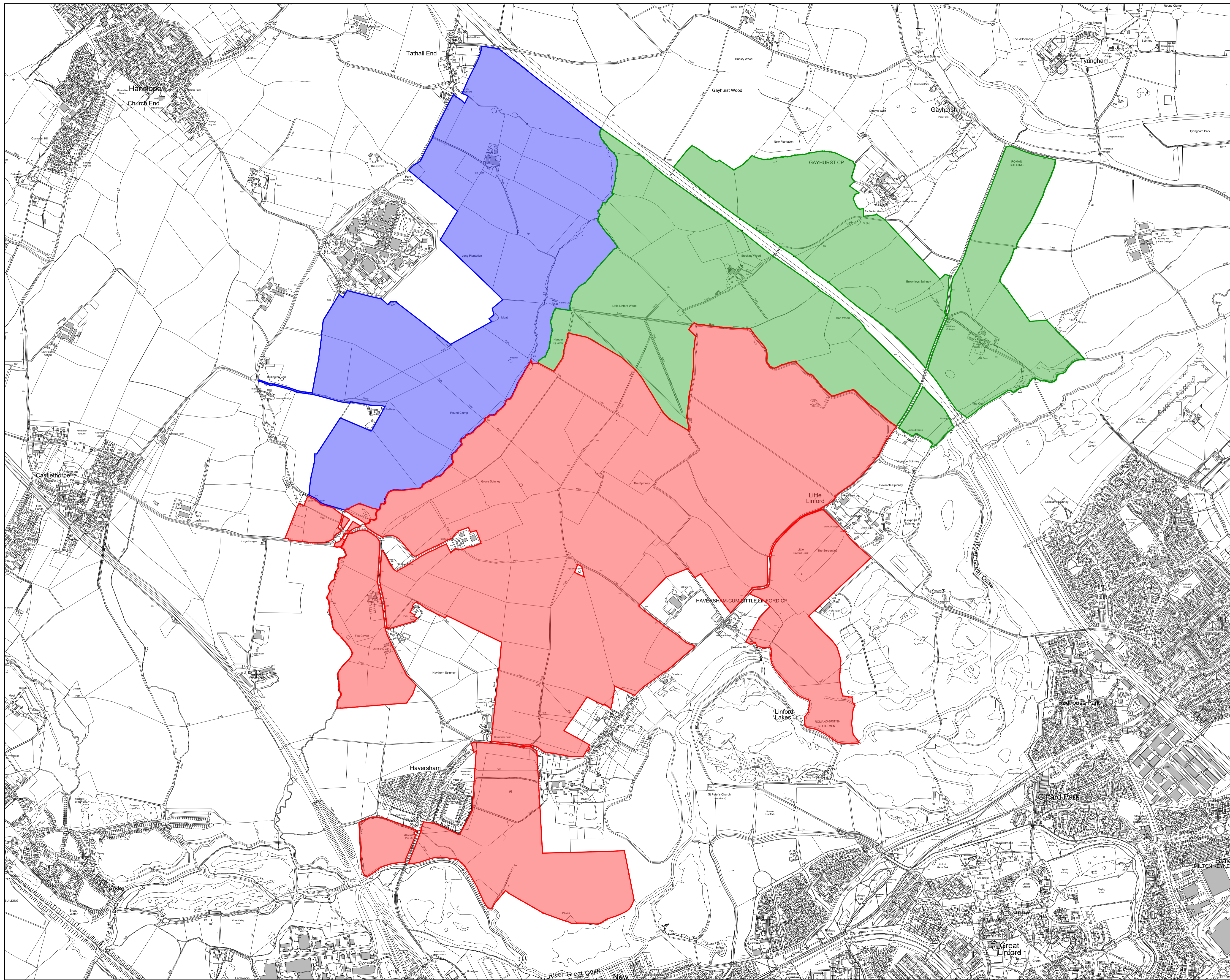


## Considering the case for North Milton Keynes

- 4.7 **Delivering a new M1 junction**, which would be nationally significant infrastructure investment on the country's central highway corridor. There is an interrelated benefit of the junction and employment land opportunity, infrastructure facilitating a new premium employment location (as well as wider new town) and in doing so helping to fund the junction. Allocating and delivering employment land creates an **investment platform** for unlocking and delivering the road infrastructure to facilitate residential development. The nature of the build out and return on investment for the employment land provides early receipts to contribute to the motorway junction and unlock the wider new town opportunity.

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- 4.8 **Delivering the employment:** ongoing capacity work is testing the scale of the North Milton Keynes site employment offer which is at least 30 ha but potentially towards 100 ha or more, effectively largely fulfilling the employment shortfall in the Plan. As set out in the SEMLEP Logistics Study, motorway junctions are prime locations for attracting best in class occupiers across the logistics and other industrial related sectors. The employment floorspace would not solely be targeted at industrial and logistics but this does form an important element of proposals that maximise the utilisation of the proposed motorway junction. It is clear that the Plan does not have a long term supply of strategic floorspace which North Milton Keynes can fulfil.
- 4.9 The site is **optimally located on the M1** accessing the strategic road network (SRN) and national coverage serving the Midlands but also London population. The current Milton Keynes East site will deliver and potentially be absorbed in the first five years of the plan creating a supply gap in later years, which North Milton Keynes can fulfil. For logistics, access to the SRN is a key site attribute alongside others which this site provides including separation from sensitive uses and access to labour.
- 4.10 The scale and accessibility of the site is suitable for a **mix of employment types** but will include national and regional distribution centres. Milton Keynes East could provide a good initial strategic supply for the first part of the Plan but a further major opportunity is required to fulfil the whole Plan requirement. Larger units would take advantage of the SRN access but the whole New Town provides an opportunity for mixed employment types to support the wider science and technology sector in Milton Keynes and the wider South Midlands and Oxford to Cambridge Corridor.
- 4.11 New town residents would supply a **significant workforce** to support the new employment as well as the growth of the existing Milton Keynes city – since it is acknowledged that higher level growth ambitious cannot be supported by the current housing allocations alone. The North Milton Keynes New Town will also create additional demand for employment, including industrial, that its employment component can respond to. A mix of employment types creates a sustainable community offering diverse roles, skills and occupation requirements. As set out in the SEMLEP logistics study, the industrial and warehouse workforce has strongly transitioned towards more technical roles in recent years, alongside other industry trends including decarbonisation.

- Urban&Civic Land Boundary (534.52Ha / 1320.82Ac)
- Taylor Wimpey Land Boundary (221.14Ha / 546.44Ac)
- Society of Merchant Venturers' Land Boundary (286.47Ha / 707.88Ac)



Project  
**NORTH MILTON KEYNES  
 SITE PROMOTIONS**

Drawing Title  
**TW, U&C & SOMV LAND CONTROL  
 PLAN**

Date 06.08.24 Scale 1:10,000@A1 Drawn by J.W. Check by N.T.

Project No 333101403 Drawing No RG-M-01 Revision A



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