

Proposed Submission Version of Plan:MK

October 2017



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Plan:MK

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1 . Introduction

1 Introduction

What is a Local Plan?

1.1 Local plans set out the vision and framework for the future development of the area, addressing issues such as housing, the economy, infrastructure, the environment, adapting to climate change and securing good design. Local plans, together with any neighbourhood plans that have been made (adopted), are the starting-point for considering whether planning applications can be approved.

The purpose of the Proposed Submission version of Plan:MK

1.2 This Proposed Submission version of Plan:MK sets out the Council's strategy for meeting the Borough's needs until 2031. As is explained, the plan will be reviewed prior to that end date in order to be able to respond to a number of emerging strategies and infrastructure developments, notably the MK Futures 2050 work, progress on East-West Rail and on the Cambridge-Milton Keynes-Oxford growth corridor by the National Infrastructure Commission⁽¹⁾

1.3 This final version of the plan will be submitted to the Secretary of State in spring 2018 for it to be examined by an independent Planning Inspector. The plan will be submitted together with the representations which are received on it during the Proposed Submission consultation and the evidence which has been prepared to support its policies and proposals.

The Structure of the Draft Plan:MK

1.4 This document sets out the Council's approach and policies for the Borough of Milton Keynes for the period up to 2031. It sets out:

- the Council's vision and objectives for the Borough's development over the Plan period;
- the scale and distribution of growth for homes, jobs and retail and leisure uses;
- strategic policies to provide context for the more detailed Development Management policies, including infrastructure, place-making principles, climate change and green infrastructure;
- policies to shape new development and areas of change;
- policies for the built and natural environment and to address climate change;
- policies to build a strong, competitive economy, including maintaining and enhancing the vibrancy and vitality of Central Milton Keynes and other centres, and encourage small businesses and start-ups;
- policies to deliver the homes, neighbourhoods and facilities to support thriving and healthy communities;
- policies to support a sustainable mobility and road and public transport network; and
- proposals to deliver these aspirations including infrastructure requirements and funding mechanisms.

1 [National Infrastructure Commission Interim Report, November 2016](#)

The existing Development Plan

1.5 The statutory Development Plan that is used in determining planning applications comprises the following documents:

- Core Strategy (2013)
- Milton Keynes Local Plan (2005)
- Waste Local Plan (2008)
- Minerals Local Plan (2017)

1.6 Once adopted, Plan:MK will replace all of the existing policies in the Core Strategy (2013) and the Milton Keynes Local Plan (2005). Planning policies dealing with Waste and Minerals in Milton Keynes are set out in separate plans - the Waste Local Plan 2007-2026 (2008) and the Minerals Local Plan adopted in July 2017.

1.7 A review of the Core Strategy and Local Plan policies has informed this version of Plan:MK. All existing Supplementary Planning Documents and Supplementary Planning Guidance will remain in force as material considerations in the determination of planning applications until individually superseded or withdrawn.

1.8 In addition, there are a number of made (adopted) neighbourhood plans covering the following areas:

- Woburn Sands, 2014
- Lakes Estate, 2015
- Central Milton Keynes (Business Neighbourhood Plan), 2015
- Wolverton Town Centre, 2015
- Great Linford North, 2016
- Great Linford South, 2016
- Newport Pagnell, 2016
- Walton, 2017
- Olney, 2017
- Castlethorpe, 2017 [to be approved in October]
- Sherington, 2017 [to be approved in October]

1.9 A number of other neighbourhood plans are in preparation.

1.10 Neighbourhood plans provide detailed policies for the local areas that they cover and complement the strategic policies elsewhere in the Development Plan. Several of the made and emerging neighbourhood plans allocate sites for new development and this approach is strongly encouraged for future plans. Wherever possible, it is expected that the policies in made neighbourhood plans will continue to be applied once Plan:MK is in place. There may, however, be exceptional circumstances where revisions to over-arching strategic policies will affect neighbourhood plan policies and, in those cases, a parish council may want to consider revising its plan.

The Plan-Making Process

1.11 The key stages involved in putting the Plan:MK together are outlined in Table 1.1 below.

1 . Introduction

Table 1.1 Stages in the Plan:MK preparation process

Plan-making stage	Dates and timetable
Evidence gathering and background work	2013 onwards
Consultation on the Plan:MK Topic Papers	September 2014
Plan:MK Vision Workshops	Spring 2015
Consideration of the responses to the Topic Papers and Vision Workshop	Autumn 2015
Consultation on Strategic Development Directions (SDD) document	January - April 2016
Consideration of responses to SDD consultation. Further evidence gathering and preparation of the Draft Plan	Spring to winter 2016
Consultation on Draft Plan:MK with initial sustainability appraisal	March - June 2017
Consideration of responses to draft Plan:MK consultation, further evidence gathering and sustainability appraisal	Summer/autumn 2017
<i>Proposed Submission version of Plan:MK approved for publicity and then submission to the Secretary of State</i>	<i>Publicity winter 2017</i>
<i>Publicity and consultation on the proposed submission version of Plan:MK</i>	<i>Winter 2017 through to early spring 2018</i>
<i>Submission of Plan:MK to the Secretary of State</i>	<i>Spring 2018</i>
<i>Examination of Plan:MK</i>	<i>Summer 2018</i>
<i>Adoption of Plan:MK</i>	<i>Winter 2018</i>

1.12 The Council has consulted throughout the preparation of the Plan and in particular through three formal consultations - the Topic Papers (2014), the Strategic Development Directions (2016), which was informed by a community visioning exercise in 2015, and on draft Plan:MK in spring/summer 2017. There has been ongoing engagement and discussion with parish and town councils through a range of workshops and briefings.

1.13 The results of the previous public consultations can be found on the Council's website at the following location: [Plan:MK](#). All of the comments received to date have been considered during the production of the draft Plan:MK.

1.14 Prior to the submission of the plan for examination a full consultation statement will be prepared.

The Requirements of Plan-Making

1.15 Plan:MK has been prepared under the legislative provision of the Planning and Compulsory Purchase Act 2004 and appropriate regulations including the Town and Country Planning (Local Planning) (England) Regulations 2012. The plan has taken into account national planning policy, currently set out in the National Planning Policy Framework (NPPF) (Department for Communities and Local Government [DCLG], 2012), Planning Policy for Traveller Sites (DCLG, 2015) and the web-based published Planning Practice Guidance.

1.16 The NPPF sets out a presumption in favour of sustainable development, which is the core aspect of national planning policy.

1.17 Evidence base: The Council's policies must be backed up by credible, robust and proportionate evidence that supports the approach taken and justifies what is proposed. The evidence base for Plan:MK is extensive and is listed at [Evidence base documents](#). It is the Council's job to balance all of the evidence and find the most suitable way forward. This evidence base includes research on housing, employment, retail, health and wellbeing, the built and natural environment, accessibility and flooding as well as the views of local people, businesses, landowners, developers and public agencies involved in the Borough.

1.18 Viability: The Council must identify needs for development in an objective manner and seek to provide for the development needs that have been identified. As well as meeting the identified need, the proposals in the Plan have to be economically viable for delivery by the market and achievable. Viability testing of the policies and proposals in Plan:MK has therefore been undertaken as part of the preparation of this Proposed Submission plan.

1.19 Duty to cooperate: In accordance with the 'Duty to Cooperate' which was introduced by the Localism Act 2011, Plan:MK has been produced through close partnership working with the neighbouring local authorities to ensure that sub-regional and cross-boundary planning issues have been taken into account. This work under the 'Duty to Cooperate' replaces the role of regional planning. Milton Keynes still has sufficient land in areas where it is viable to develop to meet the Council's Objectively Assessed Need (OAN) for homes entirely within the Milton Keynes Council administrative area. There has therefore been no necessity to request neighbouring authorities to assist in the provision of any unmet housing, or indeed any other development, needs.

1.20 Both Aylesbury Vale District Council and Central Bedfordshire Council are considering or proposing strategic housing allocations on the periphery of the Milton Keynes built-up area. Moreover, there is a resolution to grant planning permission for up to 1,855 homes at Salden Chase in Aylesbury Vale to the south-west of Milton Keynes. If these strategic allocations are realised they will effectively become new neighbourhoods for Milton Keynes and their residents are likely to rely on the city for jobs, shopping, healthcare, education and other services. In order to co-ordinate and plan for these cross-boundaries implications, a Memorandum of Understanding (Aylesbury Vale) and Strategic Planning Framework (Central Bedfordshire) have been drawn up with these authorities.

1.21 Sustainability and Equalities Appraisal: To ensure that the policies set out in Plan:MK are in line with the objective of achieving sustainable development, an updated Sustainability Appraisal report has been prepared. This appraises the policies in the plan in terms of their social, economic and environmental impacts. The Sustainability Appraisal report addresses the requirements of the European Union Strategic Environmental Assessment Directive (OJEC, 2001) and with the Habitats Directive (OJEC, 1992).

1 . Introduction

1.22 An **Equality Impact Assessment** will be undertaken for Plan:MK prior to its submission to the Secretary of State. The Equality Impact Assessment will consider issues relating to gender, age, ethnicity, religion/belief, disability, sexuality and low disposable income.

2 Vision and Objectives

Vision

2.1 Over the last 50 years, careful planning has made Milton Keynes city a sought-after location for residents of all ages and for a wide variety of companies. It has become the centre of its sub-region, with a wider national and international attraction. Part of its attraction is that it retains the open, green, spacious layout of its original development principles, together with comparatively easy access and travel around the city. And all while retaining the pioneer spirit - the “can do” attitude - of the original residents, with a clear understanding that our community is what we make it - and a willingness to get involved and to shape the future.

2.2 Now Milton Keynes is looking forward to the next phase of its development, as it seeks to become a truly internationally leading city, which offers its larger population the opportunities and qualities that have made it so attractive and unique.

2.3 The Vision for the Borough in Plan:MK is therefore:

By 2031 Milton Keynes will be known internationally as a great city within a thriving rural hinterland. Its thriving knowledge-based economy, its first class lifelong education and training, its diverse population with their excellent, lively and varied culture, its sport and leisure opportunities, and its range of different, high quality places to live, together with the green, open and spacious layout and a transport system that makes its facilities easily accessible to all, will have enhanced its reputation as a pleasurable and exciting place to live, work, play and visit.

A new university and new key employment sites will bring new vitality to the city centre and the cultural life of the Borough. Regeneration of the most challenged estates will be well under way. New housing, both in the city centre and in the urban and rural areas, will continue the high standards of design and community facilities and accessibility of the original principles, to house its population, swollen by all today’s young families and the employees that its successful businesses recruit. Smart methods of travel that combine effective use of road and parking space with personal mobility will be improving access for all in a city where the increase in congestion has finally been slowed. It will remain one of the greener cities in the UK with high environmental standards ensuring that its children can continue to enjoy the green environment that makes it so unique.

Milton Keynes will continue to support living and working in the rural parts of the Borough whilst the character and viability of the rural areas will have been protected from the threat of inappropriate development and the loss of key services and facilities.

Strategic Objectives

2.4 We have developed a series of strategic objectives which will be used to guide and monitor the delivery of the Vision. They take account of the local distinctiveness of the Borough and also reflect the objectives of other strategies already in place.

2 . Vision and Objectives

2.5 In order to keep the planned growth of Milton Keynes 'on track', it is important to measure regularly how much progress has been made, particularly in the light of changing global, national and local strategies. Progress must be measured towards achieving the Plan:MK objectives. We will do so by establishing a monitoring framework. The measured progress and analysis will be published in our Authority Monitoring Reports. It will help us to decide if any policies and strategies need to be reviewed to address any shortcomings in certain areas.

	Strategic Objectives
1	To reflect the recommendations of the MK Futures 2050 Commission Report, the land use planning implications of the Strategy for 2050 and its Six Big Projects: <ul style="list-style-type: none"> ● Making Milton Keynes the hub of the Cambridge-Milton Keynes-Oxford growth corridor ● Enhancing lifelong learning opportunities through the establishment of a new university for Milton Keynes ● Learning 2050 - providing world class education ● Smart, Shared, Sustainable Mobility for all ● Renaissance:CMK creating an even stronger city centre fit for the 21st century ● Milton Keynes: The Creative and Cultured City.
2	To deliver land for a minimum of 26,500 new homes within the Borough between 2016 and 2031, principally within and adjacent to the city.
3	To reflect the National Infrastructure Commission Interim Report (November 2016) and support development along the Cambridge-Milton Keynes-Oxford growth corridor reflecting the Council's preferred route ⁽²⁾ .
4	To work jointly with neighbouring authorities and other key organisations on the planning of any development located on the edge of Milton Keynes (but outside the Borough boundary) so that these areas are integrated with the city and contribute to its role and character.
5	To allocate and manage the development of employment land and pursue a vigorous economic development strategy so that the business sector and local economy are supported, existing firms can expand, new firms are attracted, the level of working skills among the local population is enhanced and the area's resident population can find employment locally.
6	To allocate sufficient land to enable greater economic prosperity by improving the local opportunities for learning and to increase the local level of knowledge and skills through the establishment of a new university for Milton Keynes, and support the development of MK College, the University Campus MK and MK:U, Milton Keynes University Hospital and the creation of world class schools.

2 [Delegated Decision for preferred route for Cambridge-MK-Oxford Expressway](#)

2 . Vision and Objectives

	Strategic Objectives
7	Whilst recognising the cultural attractions of the whole Borough, to promote the development of Central Milton Keynes as the vibrant cultural centre of the region by making it the main location within the city for retail, leisure, cultural and larger office developments.
8	Support the continued regeneration of Wolverton and Bletchley as town centres within the main urban area (ideally with specialisations or Unique Selling Points (USPs)).
9	To seek the protection of existing key services and facilities in sustainable rural settlements and to encourage the development of further provision, including shops, world class schools, community and health services.
10	To aim to reduce health inequalities and deprivation, and improve housing quality and access to services for all.
11	To facilitate the delivery of housing that meets the needs of all sections of the community through: <ul style="list-style-type: none"> • Providing sufficient developable land for new housing • Construction of viable levels of diverse housing including affordable, supported and specialist housing • Providing housing that supports the growth of the knowledge economy and a vibrant cultural offer, and • Taking account of the need for houses in multiple occupation.
12	To manage increased travel demands through: <ul style="list-style-type: none"> • Smart, shared, sustainable mobility • Promoting improvements to public transport and supporting the development of the East - West rail link between Oxford and Cambridge, including the Aylesbury Spur • Encouraging an increased number of people to walk and cycle by developing an expanded and improved redway network • Extending the grid road pattern into any major new development areas • Utilising demand management measures to reduce the growth of road congestion, whilst upgrading key traffic routes such as the A421, A422 and the A509.
13	To mitigate the Borough's impact on climate change and reduce carbon dioxide emissions through: <ul style="list-style-type: none"> • Locating development away from areas of flood risk and significant biodiversity value • Promoting community energy networks and strategic renewable energy developments

2 . Vision and Objectives

	Strategic Objectives
	<ul style="list-style-type: none"> Reducing waste generation and increasing the amount of material recycled Sustainable transport initiatives.
14	To embody 'place-making' as an overarching design objective for new development and require that the layout and design of new development creates safe, healthy, sustainable built environments with easy access to open space, public transport and everyday facilities, delivering a high quality of urban design, architecture and public realm and creates places with identity.
15	To protect, maintain and enhance the important linear parks, sustainable urban drainage systems, character and assets of the New City and the towns and villages throughout the Borough, and to protect and maintain the open countryside in the Borough.
16	To encourage healthy lifestyles with the provision of recreation facilities and biodiversity by enhancing the linear park network and extending and connecting it into new developments while conserving and enhancing key landscapes and important habitats.
17	To work with public service and infrastructure providers (principally via the Local Investment Plan) to ensure that the social and economic growth planned in the Borough and neighbouring local authorities is facilitated by the timely provision of appropriate new and improved facilities such as public transport, schools, community halls, sport and recreation facilities, transport interchanges, health services (including Milton Keynes University Hospital), emergency services, highways and rail improvements, and a residual waste treatment plant.

3 Sustainable Development Strategy

3.1 Within the plan period 2016-2031, the Council will provide land for a minimum of 29,000 new homes and around 28,000-32,000 additional new jobs are forecast.

3.2 The overarching strategy of Plan:MK is contained within the following strategic policies and their supportive text. These sit within the context of, and seek to deliver, the Plan Vision and Objectives outlined previously. The strategy sets out the overall approach to development in the Borough and in particular the amount of new homes and jobs that Plan:MK seeks to achieve, the distribution of that development and overall approach to locating homes and jobs, and the approach to provision of relevant infrastructure and facilities. It also explains the approach of Plan:MK to addressing sustainable development.

Presumption in Favour of Sustainable Development

3.3 The National Planning Policy Framework (NPPF) defines sustainable development as:

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is central to the economic, environmental and social success of the country and is the core principle underpinning planning. Simply stated, the principle recognises the importance of ensuring that all people should be able to satisfy their basic needs and enjoy a better quality of life, both now and in the future.

3.4 The fundamental purpose of Plan:MK is to deliver the vision, objectives and strategy for the Borough for the plan period up to 2031 whilst contributing to sustainable development, which can be described as positive growth that achieves economic, environmental and social progress (NPPF Paras 6-7).

3.5 The national presumption in favour of sustainable development means that unless specific policies in the NPPF indicate otherwise or adverse impacts would significantly and demonstrably outweigh the benefits, the Local Plan is required to:

- Take a positive approach that reflects the presumption in favour of sustainable development;
- Positively seek opportunities to meet the development needs of the Borough; and
- Meet objectively assessed needs, with flexibility to adapt to rapid change.

3.6 The Council will seek to ensure that all development takes full account of, and strikes a balance between, economic, social and environmental factors, with the relative weight to be given to these elements being dependent on the specific circumstances of a development scheme / local plan and the local area allowing flexibility to respond to local circumstances.

3.7 The Council is committed to achieving, sustainable development and will give favourable consideration to proposals which will contribute to delivering: a strong flexible and sustainable economy; the protection and enhancement of the natural, built and historic environment; the prudent use of natural resources; mitigation and adaptation to climate change; and which support strong, vibrant and healthy communities. Plan:MK will therefore need to take advantage of economic opportunities, and meet the needs of existing and future residents, businesses and visitors, whilst protecting and enhancing the natural and historic environment and addressing the issues of climate change.

3 . Sustainable Development Strategy

3.8 This approach is reflected in all draft policies of Plan:MK and is embodied in the overarching Policy MK1 which clearly sets out that development proposed locally which is sustainable will be approved without delay.

Policy MK1

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals, Milton Keynes Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework. The Council will always work pro-actively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Borough.

Proposals which accord with the development plan will be brought forward and approved without delay, unless material considerations indicate otherwise.

If the development plan contains no policy relevant to the consideration of a planning application or policies are out of date at the time of making the decision, then the Council will grant planning permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that framework indicate that development should be restricted.

4 Development Strategy

Housing Target

4.1 Milton Keynes Council has prepared a Strategic Housing Market Assessment (SHMA) ⁽³⁾ to objectively assess the housing need for the Borough over the plan period of 2016 - 2031, taking account of both the growth of the existing population and net in-migration to the area. This gives an Objectively Assessed Need (OAN) for the plan period 2016-2031 of approximately 26,500 (figure rounded up) dwellings, which equates to approximately 1,766 dwellings per annum.

4.2 In preparing Plan:MK a number of alternative options were assessed, particularly around the potential to promote a higher rate of growth and substantially over deliver on our OAN so as to reflect the ambitions of the MK2050 Commission Report, which highlighted the benefits to the city of taking this approach. Given the uncertainty currently surrounding progress on a number of emerging strategies and infrastructure developments, including progress on East-West Rail and the National Infrastructure Commission's work on the Cambridge-Milton Keynes-Oxford Growth Corridor, and the further MK Futures 2050 work, it was considered to be premature to bring forward an option based on delivering significantly above our OAN at this time.

4.3 The Council's Housing Target for Plan:MK is therefore to set the OAN as a minimum target, delivering a total of at least 26,500 dwellings between 2016 and 2031, whilst also allocating enough land to provide a buffer of approximately 10%.

4.4 This approach will help the Council to comfortably deliver the dwellings to house the natural growth of the Borough's population and those who choose to move to the area, but also provides enough sites to enable delivery of the full affordable housing need of the Borough over the plan period, assists in balancing housing and job provision across the Borough, and provides flexibility in the supply of land to ensure the OAN is met even in the event of deliverability issues on certain sites.

4.5 Furthermore, the Council is also committing to a full review of Plan:MK within 5 years in order to be able to respond quickly and flexibly to changing circumstances and to take account of the significant projects referred to above. This will also allow for the review to take account of the Government's proposals for a standardised methodology for calculating OAN.

Housing Land Supply and Spatial Delivery

4.6 The strategy for the distribution of development within the Borough and the allocation of sites to meet the established housing need and provide a 10%, has been informed by the components of the Borough's existing land supply. This information has enabled a calculation to be made of the amount of development for which new land allocations will need to be provided for.

Table 4.1 Components of Housing Land Supply 2016/2031 as at April 2017

Number of homes required to be built:	26,500
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3 [Strategic Housing Market Assessment \(2017\)](#)

4 . Development Strategy

Number of dwellings completed 2016/17	1,247
Total Existing Commitments;	20,603
Remaining requirement to be met through Local Plan allocations	4,650

4.7 Taking into account the above, and in addition to sources of supply listed, there is a need for sites, to deliver a minimum of 4,650 additional dwellings, to be identified over the plan period, so as to meet the OAN. To provide a 10% buffer, sites for a further 2,650 dwellings would be required.

4.8 To deliver the 4,650 additional dwellings and a buffer, Plan:MK adopts a spatial delivery strategy which seeks to focus housing development within, or adjacent to the existing urban area of Milton Keynes.

4.9 Whilst a range of potential growth options were assessed during the preparation of Plan:MK, the majority of which were also consulted on as part of the Strategic Development Directions Consultation (2016) and the Draft Plan:MK Consultation (2017), the number of dwellings which could be delivered within the existing urban area, as evidenced within the updated SHLAA (2017) limited the need for further significant growth beyond the existing urban area within the plan period.

4.10 The spatial delivery of housing supports the desires of the MK2050 Commission report to see future development initially focused on, and adjacent to the existing urban area whilst also taking account of the potential future opportunities provided by the completion of East-West Rail and the new Cambridge-Milton Keynes-Oxford growth corridor without prejudicing the delivery of either of these key infrastructure projects. Furthermore the provision of some smaller to medium sized sites within the existing urban area provides further flexibility in the housing supply and reduces the need to rely on the delivery of large strategic sites in the earlier years of the plan period.

4.11 The spatial delivery of housing development will therefore be predominantly focused on the following areas of growth, as outlined below.

4.12 Strategic Developments Within the Existing Urban Area: This will see the completion of all existing city grid squares, the Eastern and Western Expansion Areas and the Strategic Land Allocation.

4.13 CMK: Central Milton Keynes and Campbell Park residential area will now see the delivery of some 1,900 dwellings on sites identified via the SHLAA (2017). These are in addition to the approximate 2,450 dwellings which are already committed (Committed and new sites are outlined within the Housing schedule within this plan).

4.14 Land at Eaton Leys: Land at Eaton Leys is allocated and has Outline permission for a primarily residential development of up to 600 dwellings and associated facilities, including a local centre, a health centre, land reserved for a 1 form entry primary school, associated highways infrastructure, multi-functional public open space, Children's play space, surface water attenuation and strategic landscaping.

4.15 South East Milton Keynes: Plan:MK recognises the available and deliverable land to the south-east of the existing urban area around the settlements of Wavendon, Woburn Sands and Bow Brickhill and the development opportunities that this provides.

4.16 However, this area is also likely to be affected by the National Infrastructure Commission work on the proposed Cambridge-Milton Keynes-Oxford Expressway and the East-West Rail proposals, the land requirements for which are not yet finalised.

4.17 Plan:MK is therefore allocating land in this area to provide a total of 3,000 dwellings; however, this figure will be dependent on the amount of land which would be available should the Oxford-Milton Keynes-Cambridge Expressway route impact upon this site. Should an agreed route for the proposed Expressway have the potential to affect this area, the amount of land available land for residential use will be reassessed.

4.18 Urban Infill: comprising

- **Small sites:** Plan:MK allocates a number of small to medium sized non-strategic sites for housing development, so as to provide short-term flexibility and contingency as major new growth plans come forward. These sites, as identified through the SHLAA (2017) are all located within the existing urban area. As part of the SHLAA, full site assessments have been carried out to ensure these sites are sustainable and able to provide the necessary levels of housing development. The sites are listed in 23 'Appendix E - Housing Sites' within this Plan, whilst some have site-specific policies also outlined in 23 'Appendix E - Housing Sites'.
- **Regeneration:** additional homes may be provided through the regeneration of the seven priority areas under the Council's Regeneration Programme, led by Your:MK. The time scales for the regeneration programme and its delivery mean that limited information on the potential for this to provide extra dwellings is currently available. Any dwellings that are developed as a result of the regeneration programme will therefore be additional to those identified within Plan:MK and will provide further flexibility in housing supply. Similarly it is expected that some regeneration opportunities may come forward around the older centres of Wolverton and Bletchley. Projects, such as the Council-led, Central Bletchley Urban Design Framework, which is currently being produced, may lead to opportunities which could provide additional residential development. Again this would assist in providing further flexibility and a buffer to housing supply.
- **Brownfield Sites:** A number of very small sites on the Brownfield register can be expected to come forward as small housing sites.

4.19 Land east of the M1: Plan:MK allocates land to the east of the M1 motorway, south of Newport Pagnell, as a strategic reserve site, as shown on the Key Diagram. It is envisaged that this area will provide a sustainable urban extension after 2031.

4.20 There may be further potential for growth in this direction beyond that envisaged in the reserve site, but realising the full potential of this area would require cross-boundary agreement with Central Bedfordshire Council and improvements to junction 14 of the M1 to enable strong connections between the urban extension and the existing city.

4.21 There is potential for the development of this site to come forward prior to 2031 if a Council bid for Government funding is successful. The Council are seeking funding which would assist in the up-front delivery of the necessary infrastructure, to enable growth of the existing urban area to the east of the M1, prior to any development taking place. If the development is able to proceed prior to 2031, as a result of a successful bid, and the subsequent provision of necessary infrastructure, all residential development would be additional to the sources of housing supply set out in Plan:MK.

4 . Development Strategy

Milton Keynes Housing Development Strategy

4.22 The provision of new homes and jobs from 2016 to 2031 will take account of the Settlement Hierarchy set out below, and the opportunities provided by the completion of East-West Rail and the new Cambridge-Milton Keynes-Oxford growth corridor.

4.23 The Selected Villages tier in the Settlement Hierarchy which has been a feature of the Milton Keynes Local Plan (2005) and Core Strategy (2013) has been removed, as the approach to delivering new development in villages and other rural settlements now places the emphasis on neighbourhood plans.

Policy DS1

SETTLEMENT HIERARCHY

Table 4.2 - Settlement Hierarchy

1. Milton Keynes City			
Uncompleted City estates, Expansion Areas and Strategic Land Allocations	Central Milton Keynes (including Campbell Park residential area)	New Strategic Growth Areas: <ul style="list-style-type: none"> • South-East Milton Keynes • Eaton Leys • Land East of the M1 (post 2031) 	Selective infill, brownfield, regeneration and redevelopment opportunities.
2. Key Settlements			
Newport Pagnell		Olney	Woburn Sands
3. Villages and rural settlements			
In compliance with made neighbourhood plans			Within defined settlement boundaries

4 . Development Strategy

Policy DS2

HOUSING STRATEGY

Plan:MK will deliver a minimum of 29,000 dwellings across the Borough of Milton Keynes over the period 2016-2031. New housing development will be focused on, and adjacent to, the existing urban area of Milton Keynes, and will be delivered by:

- The completion of existing: city estates, expansion areas and strategic land allocations;
- The continued development of Central Milton Keynes including the Campbell Park residential area;
- South-East Growth Area: the development of a new residential-led strategic allocation on the edge of the existing urban area, extending the development boundary of the urban area to potentially incorporate 3,000 dwellings. This development will only come forward once progress has been made on the delivery of East-West Rail and, furthermore, will only be brought forward once the route of the proposed Oxford to Cambridge Expressway is agreed and its land requirements confirmed.
- Land at Eaton Leys: residential development of up to 600 homes, with associated facilities.
- The delivery of sites already identified in made Neighbourhood Plans, both within the urban and rural area of the Borough;
- The development of small to medium sized, non-strategic sites, within the urban area of Milton Keynes, as allocated through Plan:MK, as outlined in 23 'Appendix E - Housing Sites' within this plan.
- Small to medium scale development within rural settlements, appropriate to the size, function and role of each settlement to be delivered through allocations in neighbourhood plans currently being prepared.
- The regeneration of some existing city housing estates as brought forward by the Your:MK regeneration programme, subject to local Referenda;
- Regeneration opportunities around the centres of Wolverton and Bletchley;
- The redevelopment of brownfield sites, vacant or underused sites within the Milton Keynes urban area will be encouraged where such development is in line with other relevant policies in this plan, including design, density, access and connectivity;
- Land East of the M1: a mixed residential and employment strategic site to the east of the M1, south of Newport Pagnell, is designated as a reserve site to come forward post 2031. Development of this site may be permitted prior to 2031 should the Council be successful in obtaining Government funding to enable delivery of necessary infrastructure, including required connections to the existing urban area of Milton Keynes, prior to any development taking place.
- Permitting development proposals within the defined settlement boundaries where they comply with all other relevant policies of Plan:MK and neighbourhood plans.

4.24 Table 4.3 'Plan:MK Housing Land Supply' outlines the housing land supply components to be provided to achieve the housing strategy.

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Table 4.3 Plan:MK Housing Land Supply

Overall Housing Target: 29,000 dwellings from 2016 - 2031		
Sources of Land Supply		
Existing Commitments (As of April 2017):		
	1,247	Completions 2016/17
	20,603	Existing Allocations and Permission
Total	21,850	
Supply to be brought forward through Plan:MK:		
CMK and Campbell Park residential area	1,900	Additional allocation in addition to 2,000 existing commitments in Campbell Park.
Brownfield development, infill and redevelopment opportunities within the urban area	1,000	Sites identified through the Strategic Housing Land Availability Assessment.
South East Growth Area	3,000	To be delivered once the route for the Cambridge-Milton Keynes-Oxford expressway has been agreed and the availability of land confirmed.
Windfall Allowance	1,330	Consisting of sites under 10 dwellings and based on delivery of 95 dwellings per annum (60dpa - urban area; 35dpa rural area)
East of M1 (Land north of junction 14)		Land to be reserved for delivery post 2031
Total:	7,230	

Future Employment Provision

Introduction

4.25 The Borough of Milton Keynes has a superb geographical location halfway between London and Birmingham and Oxford and Cambridge. It is well connected to the rest of the country by the West Coast Main Line and A5, which pass through the city and the M1

4 . Development Strategy

motorway to the east of the city. East-west links will improve in future with the extension of east-west rail services, a new national expressway between Cambridge, Milton Keynes and Oxford and improvements to the A421.

4.26 The Borough is one of the fastest growing local authorities in the UK with a large, diverse and dynamic local economy with more jobs than resident workers resulting in net in-commuting. It has one of the highest start-up rates for new businesses of any local authority and the Milton Keynes workforce is one of the most productive in the country. The majority of all Borough businesses, nearly 90% in 2015 are micro-businesses employing 9 employees or less. Milton Keynes has performed better than many other parts of the UK because it is dominated by the private sector, with around four private sector jobs to every one public sector job. Increases in private sector employment have driven the local economy forward, offsetting public sector job losses, and the overall number of jobs within the Borough has continued to grow. At £10.9 billion in 2015, the local economy is bigger than that of Northampton and Luton and approaching that of some of England's major cities such as Leicester and Nottingham.

4.27 Around half of all the Borough's jobs occur on employment land for 'B' type use classes such as offices, factories and warehouses. Other jobs occur elsewhere in shops, services, leisure, education and health facilities etc and increasingly people work at home. Most people work in services, of the 166,000 jobs within the Borough in 2015, only about 11,000 people (6.6% of all jobs) worked in manufacturing and few people work in agriculture.

4.28 The Wholesale and Retail Trade (including motor vehicle repair) provides more jobs than any other sector of the local economy with around 31,000 jobs (18.7% of all jobs). Other important sectors providing 15,000 jobs or more include Administration and Support Services, Professional, Scientific & Technical activities and Education. Sectors of the economy which are concentrated locally include activities of head offices and management consultancy, financial service activities, computer programming and warehousing and support activities.⁽⁴⁾

4.29 The Borough has a high proportion of employment in the Knowledge Intensive Business Services (KIBS) sector with a strong concentration in the city centre of Central Milton Keynes (CMK).⁽⁵⁾ The KIBS sector includes activities such as Media and IT, Finance and Insurance, Legal and Accounting, Head Offices and Management Consultancy and other Professional Services. These are activities that are based on human capital, knowledge and information and contain a high proportion of highly skilled, well paying jobs that require employees to have higher level qualifications. This is not to say that other activities only provide lower quality jobs, indeed sectors such as large scale logistics, which have a high degree of automation are increasingly demanding higher skilled employees with greater levels of literacy, numeracy and ICT skills and paying higher salaries to attract the skills required.

4.30 From 2016 to 2031 the greatest increase in the number of jobs within the Borough is forecast to come from two key sectors Land Transport, Storage and Post (4,500 jobs) and Professional Services (4,400 jobs). The number of jobs is also forecast to grow in other sectors of the economy such as Accommodation & Food services, Administrative & Supportive Services, Computing and Finance. Jobs in Residential Care, Health and Education

4 Milton Keynes Local Economic Assessment 2016 p.50-51.

5 This definition of Knowledge Intensive Business Services uses the definition by the think tank Centre for Cities at: <http://www.centreforcities.org/reader/a-century-of-cities/appendix/>

are also expected to increase. While no growth in the overall number of jobs in industry is forecast, some smaller sub-sectors of industry are likely to experience some growth locally. ⁽⁶⁾

4.31 There are many uncertainties ahead for the UK economy. This will also come from investment in technology and automation, which is both replacing and boosting productivity in many jobs. Whatever the details of these changes at all levels of ability, the skills content of many jobs is likely to change significantly over time. Workers in the UK and other advanced economies will need to continually upgrade their skills, if they are to thrive in an increasingly knowledge based and digital economy.

Issues

4.32 Future Housing and Jobs Growth: The number of employee jobs within the Borough has grown more rapidly than the supply of new dwellings; from 2010 to 2015, the number of full and part-time jobs increased by 23,000 while the number of dwellings grew by around 6,600, a ratio of around 3.5 jobs per dwelling. If these significant imbalances between the provision of jobs and dwellings persist, the consequences of this are upward pressure on house prices and rents eroding the city's attraction as a low cost housing location. ⁽⁷⁾ Additionally, another consequence of this rapid employment growth has been increased in-commuting to the city putting additional pressures on local transport infrastructure and increasing traffic congestion at peak times.

4.33 This plan seeks to increase housing delivery and to secure a better balance between the future provision of jobs and homes. Recent work by consultants GVA for the Council on the updated 2017 Milton Keynes Economic Growth and Employment Land Study (ELS) suggests that a better balance between the number of jobs and new dwellings will be achieved because the rate of jobs growth within the Borough will be slower in the future than in the recent past. The ELS contains two forecasts on growth in the number of jobs within the Borough over the plan period 2016-2031. The first forecast by Experian calculates some 28,000 additional jobs (around 1867 jobs per annum) will be provided over this period. The second higher forecast using the East of England Forecasting Model (EEFM) forecasts 31,932 jobs (around 2,129 jobs per annum). The difference between these two sets of forecasts is largely explained by the EEFM forecast, forecasting a much higher level of job creation of 'KIBS' type jobs relating to professional and business services etc and being more positive about numbers of retail and education jobs than the Experian forecast.

4.34 The latest full objectively assessed need for housing in the Borough from 2016-2031 is 26,483 dwellings, around 1766 dwellings per annum. If this level of housing development is achieved and the Experian jobs forecast realised, it implies that the number of jobs will grow over the plan period broadly in line with the number of dwellings, the ratio of jobs per dwelling will grow at around 1.06 jobs per dwelling. However, if the number of jobs grows at the faster rate predicted in the EEFM forecast and the same number of dwellings is provided, the ratio of jobs per dwelling will be around 1.2 jobs per dwelling. If these forecasts on housing and job numbers are realised they imply that over the next 15 years

6 For further details about forecasted changes in job numbers see the Experian forecast in Table 2.1 in 'The Milton Keynes Economic Growth and Employment Land Study, Update June 2017'

7 Average house prices in Milton Keynes are lower than in most of South-east England. In 2004 the average house price in Milton Keynes was 7 times average earnings but by 2016, it had risen to 9 times average earnings. By contrast average house prices in Cambridge and Oxford are nearly 16 and 17 times average earnings. Source Cities Fact book 2017, Centre for Cities

4 . Development Strategy

there will be a much better balance between the provision of jobs and dwellings than that seen in the recent past, producing a ratio of jobs per dwelling for the period 2010-2031 of around 1.5-1.7 jobs per dwelling.

4.35 The Knowledge Economy: The knowledge based economy has an important role to play in supporting the wider economy. Cities that have a higher share of knowledge intensive business services tend to be characterised by higher rates of employment and higher earnings. The quality of employment (in addition to the quantity) is a key factor in improving living standards, reducing in-work poverty and supporting inclusive growth. The Council is keen to encourage the delivery of superfast broadband to make Milton Keynes a more attractive business location and provide opportunities for home and flexible working. ⁽⁸⁾

4.36 The Importance of the City Centre: Despite the density of businesses per hectare being lower in CMK than in many other city centres, Central Milton Keynes has developed a very strong city centre economy. It is the largest employment location within the Borough and is where the majority of office floorspace completions over the past decade have occurred for firms in the knowledge economy. These businesses 'cluster' together in CMK for the benefits that a location within the city centre provides. An increasing number of other companies provide scientific and technical knowledge-based jobs, mainly outside CMK.

4.37 If the city is to maximise its potential as part of the single, knowledge-intensive cluster being developed in the Cambridge - Milton Keynes - Oxford corridor and benefit from the tendency of knowledge based businesses to want a city centre location, the Council will need to encourage the provision of new office floorspace and related development on parcels of land within the city centre and where opportunities occur from the redevelopment of existing city centre buildings. The city centre needs to overcome barriers to the growth and expansion of businesses if it is to grow and develop.

4.38 Among potential obstacles to the expansion of office floorspace within the city centre are:

- Much of the existing office stock within the city centre is elderly and has not been refurbished, about 75% was built before 2000. It is no longer 'fit for purpose' and does not meet the needs of modern occupiers. Additionally, these buildings may be incapable of being converted to alternative uses such as residential because of their design. To grow the knowledge economy the stock of high quality grade 'A' office floorspace in the city needs to be increased. If not the city will lose existing firms (who have outgrown their existing premises and have no suitable premises to move into) but also the city will be unable to attract inward investment from firms seeking to relocate from outside the city.
- Although rental levels in the CMK office market have improved in recent years as the supply of available quality floorspace has fallen. Rental levels are low by comparison with other areas, consequently office development normally only occurs if a building is pre-let with significant occupier commitments or is built for a particular client e.g. The Network Rail building.
- Patterns of land ownership and control of land by multiple occupiers could frustrate plans for growth and development within the city centre. Milton Keynes Council may

8 Further details about Broadband see Chapter 15 Connectivity

need to utilise its Compulsory Purchase Order (CPO) powers in exceptional circumstances.

- Opportunities for office development within CMK have become more restricted because the Council is no longer developing Campbell Park for a significant amount of office floorspace.

4.39 If these barriers can be overcome then there is scope for a virtuous circle to develop in the city centre: the growth and expansion of knowledge based and other business in the city centre will benefit existing businesses and encourage the growth of new ones. The density of businesses in the city centre will also increase. As the numbers of people living and working in the city centre rises, this will in turn stimulate the growth of shops, restaurants, visitor accommodation, leisure, cultural and entertainment facilities, making CMK an even stronger city centre and a more attractive and dynamic location for people to live and work in. This process will also help attract highly skilled workers to Milton Keynes who are needed to fuel productivity and innovation in the local economy.

4.40 Other locations within the Borough are important for small businesses, where the delivery of superfast broadband will support their development.

4.41 The Need to Improve Education and Skills: At the time of the 2011 Census net in-commuting into the Borough in 2011 was around 16,700 with 44,500 people commuting into Milton Keynes and around 27,800 people commuting out. As a consequence of having more jobs than resident workers, census figures indicate around one-third of all jobs within the Borough were filled by in-commuters.

4.42 The city relies on commuters to meet the demand for highly skilled workers and fill the jobs that its employers are increasingly generating. While the city has a deficit of highly skilled workers when compared to the national average, it also has a surplus of low skilled workers. This causes two problems, first it makes it harder for firms to find highly skilled workers (so they often have to be recruited from outside the Borough) but it also means that many Milton Keynes residents find it hard to find a suitable job because they are unable to access the types of jobs being created by Milton Keynes employers. Given these problems, not surprisingly two of the six big projects recommended by the MK Futures 2050 Commission were connected with education and skill training:

- **MK:U:** The creation of a new university within the city with a focus on STEM subjects (Science, Technology, Engineering and Mathematics), transport technology such as driverless cars, and the Smart city. It will provide opportunities for undergraduates and lifelong learning, promoting research, teaching and practise. This institution will help not only to reverse the 'brain drain' of young people leaving the city for university education elsewhere but also to attract people to come to the city ('brain gain'). The establishment of a new university for Milton Keynes will also make it easier for employers to recruit skilled workers.
- **Learning 2050:** To raise attainment standards across the board, Milton Keynes will continue to develop high quality school facilities and encourage the ambition of the further education providers, particularly MK College, to enhance their offer to learners and employers. The ultimate aim is a high achieving, all embracing system providing a continuum of opportunity for all.

Future Employment Land Needs

4 . Development Strategy

Table 4.4 Forecast Employment Floorspace and Land Requirements for the Borough of Milton Keynes 2016-2031

Category of Floorspace	Amount of Floorspace in m ²	Amount of Land in hectares (ha)
Office	250,760	17
Industrial	46,860	12
Warehousing	415,850	104
Total	713,470	132 hectares

Source: Table 2.3 Milton Keynes Economic Growth and Employment Land Study-Supply and Demand -Partial Update June 2017. Note: Figures on floorspace and areas of land have been rounded

4.43 Table 4.4 above illustrates the findings of the updated 2017 Employment Land Study (ELS), which forecast employment land requirements in the Borough up to 2031. The Experian economic forecasting model in this study identified a total requirement of 132 hectares of employment land. The largest requirement at 104 hectares (78.2% of the total requirement) was for warehousing with office development needing 17 ha (12.8%) and industrial requirements forecast at 12 ha (9%). The 132 ha of land required was expected to accommodate over 713,000 sq.m of floorspace. The 2015 ELS also highlighted the need for the Council to top up the supply of large sites for employment purposes to give itself more flexibility in accommodating large development proposals.

4.44 These figures indicate the majority of future jobs developed on employment land within the Borough will come from office type development rather than from warehousing and industrial development. (Job densities, the amount of space per worker in an office development is typically 8-13 sq.m per worker compared to 36-47 sq.m in an industrial building and 70-95 sq.m in a warehouse).

4.45 The 2015 ELS report concluded the Borough had sufficient land to accommodate its office and industrial requirements, including scientific and technical office-led developments, both within CMK and outside it but there would be a shortfall of land for warehousing to meet the forecast demand. The report highlighted that if provision for large scale warehousing was not made; warehousing was footloose and would go elsewhere. The report also highlighted that there appeared to be an oversupply of warehousing sites along the M1 corridor.

4.46 Since this study was prepared a number of other sites have also been proposed by developers for warehousing within the Borough. Major warehousing schemes have also been proposed in South Northamptonshire District south of Milton Malsor close to junction 15 of the M1 and may come forward in Central Bedfordshire by junction 13 of the M1.

4 . Development Strategy

4.47 The Council expects to meet the need for future office and industrial development from its stock of vacant employment land including land for office development in CMK. However, to meet the need for warehousing development and provide more flexibility in accommodating 'large footprint' employment developments that cannot be located elsewhere, it has allocated a site for development at Caldecotte South.

4.48 This Local Plan will be reviewed on a regular basis, so that if circumstances change in the future or if key assumptions behind this Local Plan change; planning policies for the local economy can be amended to take account of those changes.

Employment Strategy

4.49 The strategy for supporting the economic needs of the Borough will be delivered by the continued development of Central Milton Keynes, retaining and developing existing employment sites and by allocating new employment land at appropriate locations to provide a flexible supply of sites to cater for future employment needs.

4 . Development Strategy

Policy DS3

EMPLOYMENT DEVELOPMENT STRATEGY

Over the plan period the Council will seek to grow and develop the Milton Keynes local economy and capitalise on:

- The Borough's location half way between London and Birmingham as part of the single, knowledge-intensive cluster being developed in the Cambridge - Milton Keynes - Oxford corridor.
- Good and improving communications including superfast Broadband provision.

The strategy for supporting the economic needs of the Borough will be delivered by:-

1. The continued development and promotion of Central Milton Keynes, as a hub for business-related knowledge based activity.
2. Retaining and developing existing employment sites.
3. The allocation of new employment land at appropriate locations to provide a flexible supply of sites to cater for future employment needs.
4. Some more flexibility will be permitted in the development of sites outside CMK for small scientific and technical office-led developments.
5. The supply of superfast broadband to all employment and residential premises will be promoted to increase the attractiveness of the Borough as a business location and to increase opportunities for home and flexible working

In addition the Council will:

A) Encourage training and skills development at all levels to enable local residents to access the job opportunities generated by employers

B) Attract new businesses, encourage business start-ups and assist businesses to grow.

C) Support the land-use needs of further and higher education.

D) Promote the provision of extended and enhanced further and higher education to provide lifelong learning and skills at all levels and support the allocation of land for a new central campus.

E) A major area of change will be Central Milton Keynes (CMK), which will be developed to become the primary focus for knowledge-based businesses within the Borough. To intensify and densify development in the city centre the Council will seek to increase the amount of high quality office floorspace and the number of businesses.

F) Within CMK, the Council will encourage the redevelopment of existing office developments which are no longer 'fit for purpose' and their replacement by office developments which provide a greater amount of floorspace than the buildings they replace.

G) The area between the West Coast main railway line and V7 Saxon Street, H5 Portway and H6 Childs Way will be developed as a Central Business District (CBD) with major mixed use office led development with active ground floor uses focused around Milton Keynes Central Railway station.

H) To facilitate the development of CMK as a business centre alternative means of transport other than the car including walking, cycling and public transport systems will be developed and prioritised to ensure safe and convenient travel to and from the city centre.

I) Good public transport is also important to enable access to other main employment areas.

Development Strategy for Retail and Leisure Development

4.50 The Milton Keynes Retail Capacity and Leisure Study which is also mentioned in chapter 6 forecasts how much additional retail floorspace and what additional leisure facilities need to be provided within the Borough over the plan period. The study has reviewed the Council's retail hierarchy but has recommended no change to it. Among the most important conclusions of this study is that if existing retail commitments are taken up there is no capacity for additional convenience (largely food) floorspace in the Borough until after 2031. Although there is capacity for additional comparison (non-food) floorspace this is only in the period after 2026 up to 2031. The quantity of comparison floorspace forecast at 39,689 sq.m net of floorspace by 2031, around 40,000 sq.m is significantly down on the capacity of 82,000-130,000 sq.m up to 2026 identified in the Council's previous Retail Capacity Update (RCU) in 2011. The food and beverage sector (including A3 uses such as restaurants and cafes and A4 uses such as bars and pubs) which provide an increasingly important part of a town centre's wider offer, complementing other town centre uses and increasing the time spend by people in centres is forecast to grow. Additional capacity of between 4,954-12,292 sq.m (gross) by 2022 and 15,268-37,886 sq.m (gross) is forecast by 2031.

4.51 Over the plan period (2016-2031) the development strategy of Milton Keynes Council is to grow and develop the Borough's retail, leisure, entertainment and cultural offer not only to cater for the growing Borough population and for visitors, but also to make the city a more attractive location for people to live and work.

4.52 The Council will promote and support town centre development (including the night-time economy) and support the tourism and visitor economy particularly by encouraging the private sector to provide additional hotel and visitor accommodation.

4.53 Provision of convenience shopping close to residential areas will continue to be encouraged with new shops, services and facilities provided to serve the population of proposed new residential areas identified in this plan.

4.54 The retail hierarchy within the Borough has at the top, the city centre of Central Milton Keynes and then the second tier centres of Bletchley, Wolverton, Kingston and Westcroft. Third tier centres comprise Newport Pagnell, Olney, Stony Stratford and Woburn Sands. Fourth tier centres comprise Local centres including Village shops. To comply with the NPPF this plan now refers to the second tier centres as town centres formerly in the Core Strategy they were called district centres. The third tier centres are now referred to as district centres formerly they were known as town centres.

4 . Development Strategy

4.55 In line with the NPPF, development of main town centre uses will be focused within town centres, ⁽⁹⁾with the city centre of Central Milton Keynes, which functions as a regional shopping centre being a major area of change. Another major area of change will be in and around Bletchley town centre where the Council will seek to build on the opportunities created by east-west rail and the work undertaken for the Bletchley 'Fixing the Links' project by developing a Central Bletchley Urban Design Framework for the development of sites around Bletchley railway station.

CMK

4.56 Within CMK additional comparison retail floorspace will be concentrated within the Primary Shopping Area (PSA) between Silbury and Avebury Boulevard, Saxon Gate and Marlborough Gate and including the area around the Xscape building between Avebury Boulevard, Childs Way, Secklow Gate and land west of Marlborough Street . Within this area there is scope for major mixed use development combining retail floorspace, food and drink, leisure and other uses. If retail development cannot be accommodated within the PSA, then planning permission will be considered for retail development in edge of centre locations within 300 metres of the primary shopping area. This is a different edge of centre from that defined in the CMK Alliance Business Neighbourhood Plan and reflects the Council's intentions to to develop office led mixed use development around the railway station and focus the limited future requirement for comparison retail floorspace within the PSA of CMK.

4.57 Central Milton Keynes Renaissance: The CMK Alliance Business Neighbourhood Plan celebrates CMK's distinctive design, architecture and heritage and highlights that there are almost 50 hectares of land yet to be developed within CMK. It recognised the need to expand and diversify the CMK retail offer, to promote new office developments, to make provision for a new university for Milton Keynes, to develop new city centre dwellings, and enrich the city's social, sporting and cultural life with new facilities.

4.58 One of the six big projects identified by the Milton Keynes Futures 2050 Commission is for a Central Milton Keynes Renaissance to create an even stronger city centre fit for the 21st century. To assess how proposals and aspirations for the city centre in the Business Neighbourhood Plan can be delivered and funded and to understand what a 21st century city centre needs to offer (in an age dominated by Internet shopping) the Milton Keynes Futures 2050 Commission recommended Milton Keynes Council undertake work with key stakeholders on a CMK Renaissance Investment Programme.

4.59 Work on the CMK Renaissance is progressing pending the outcome of that work, over the next 15 years demand for retail, leisure and cultural floorspace etc within the city centre will be met either by the development of sites already in the development pipeline (some major schemes are listed below), or by the development of vacant sites and the redevelopment of existing buildings.

4.60 Development schemes planned in the city centre already include:-

1. The refurbishment and extension of the Milton Keynes Gallery in Theatre Walk where planning permission has been granted.

9 NPPF definition of town centre as applying to 'city centres, town centres, district centres and local centres but excluding small parades of shops of purely neighbourhood significance.'

4 . Development Strategy

2. Outline planning permission has been granted for the demolition of the Point and redevelopment of this site for retail and leisure floorspace for a maximum of 20,600 sq.m of floorspace
3. Planning permission has been granted behind retained and refurbished facades for the redevelopment of Lloyds Court for a mixed use development of around 10,500 sq.m of largely A1 retail floorspace together with other uses.
4. Outline planning permission has been granted for the proposed expansion of Midsummer Place by Intu for uses including retail, financial and professional services restaurant, leisure etc .
5. The most significant redevelopment opportunity within the Primary Shopping Area is the Food Centre south of Midsummer Boulevard East, which has been largely empty since the closure and relocation of the Sainsbury's and Waitrose stores within this building to sites elsewhere within the city.

Outside CMK

4.61 There may be development opportunities for retail and leisure development within Bletchley town centre following the production of the Central Bletchley Urban Design Framework. Retail and leisure development in Town Centres such as Wolverton and in District Centres will be guided by the policies of this plan and relevant policies in 'made' Neighbourhood Plan for those areas. Opportunities for development and expansion in Olney, Newport Pagnell, and Stony Stratford are likely to be limited by conservation and heritage constraints.

4 . Development Strategy

Policy DS4

Retail and Leisure Development Strategy.

Over the plan period Milton Keynes Council will:-

1. Seek to grow and develop the Borough's retail, leisure, entertainment and cultural offer with main town centre uses developed within town centres
2. Develop the primary shopping area of CMK as a regional shopping centre for comparison shopping
3. Promote and support town centre development (including the night-time economy)
4. Promote the tourism and visitor economy particularly by encouraging the expansion of hotel and visitor accommodation in appropriate locations.
5. Plan for the provision of new shops, services and facilities in areas of new residential development
6. Take the lead role in organising international design/development competitions for major strategic development sites, to ensure that Central Milton Keynes 20th century legacy of world class innovative civic design is carried forward into the 21st century.

In CMK:

Milton Keynes Council will:

- Work with major investors and stakeholders in CMK to promote a CMK Renaissance.
- Promote improvements to the public realm in CMK, especially in the Midsummer Boulevard East area.

Demand for retail, leisure and cultural floorspace will be met either by the development of city centre sites already in the development pipeline, or by the development of vacant sites and the redevelopment of existing buildings.

In Bletchley:

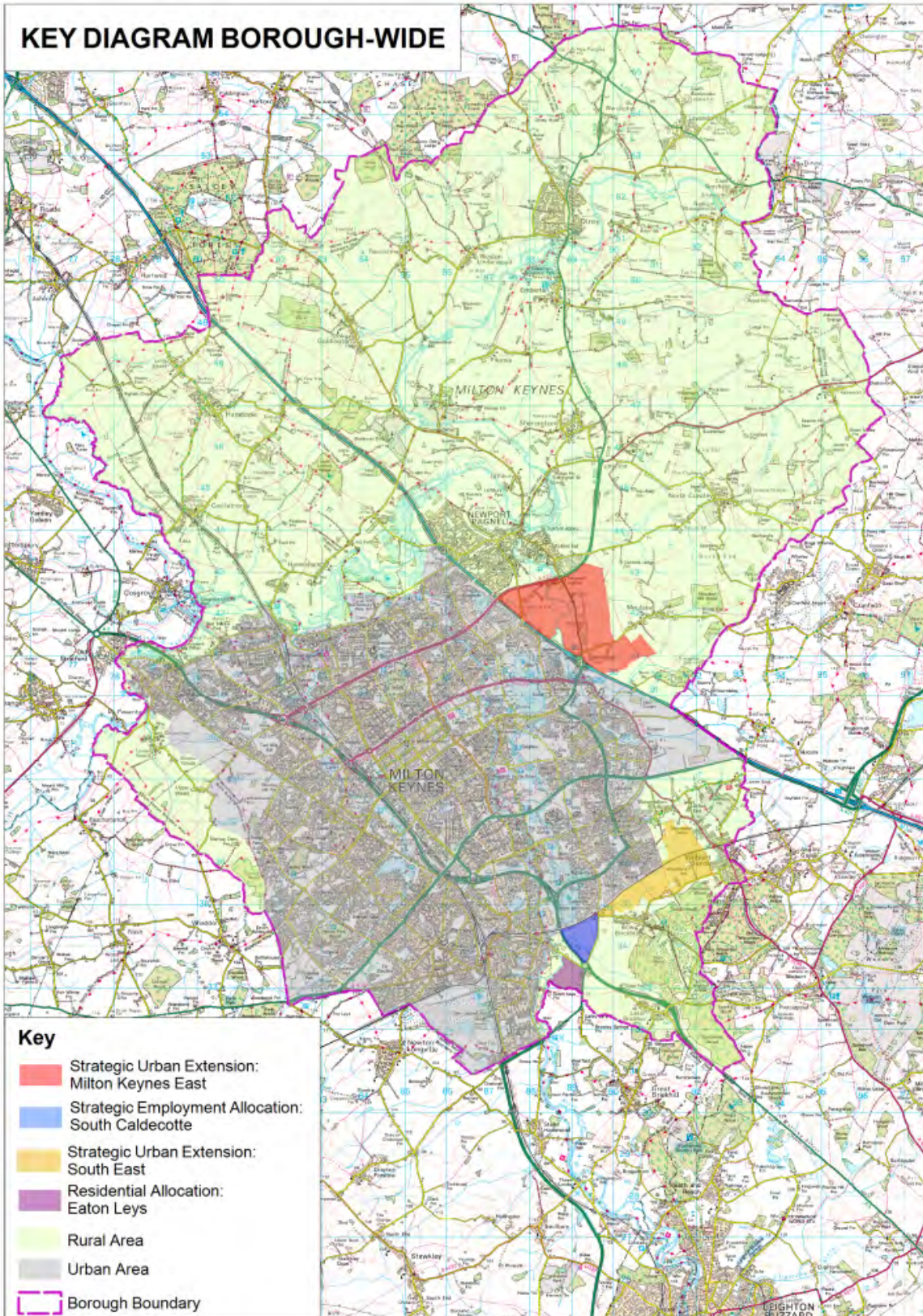
Milton Keynes Council will prepare a Central Bletchley Urban Design Framework to facilitate and promote mixed-use development around Bletchley Railway Station and the intensification of development in sustainable locations with good access to public transport hubs, building on the opportunities created by the development of east-west rail and the work undertaken in the Bletchley 'Fixing the Links' project.

Other District and Town Centres

Development will be supported in other District and Town Centres in line with relevant policies in their 'made' Neighbourhood Plans.

* Unless otherwise stated throughout this plan, Central Milton Keynes refers to the area of land between the West Coast main railway line, the Grand Union canal and H5 Portway and H6 Childs Way. This area includes Campbell Park.

Figure 1 Key Diagram



4 . Development Strategy

Open Countryside

4.62 The term 'open countryside' is a policy designation that applies to all land outside the development boundaries of settlements, as outlined in the Settlement Boundaries Review (2017).

4.63 The open countryside that surrounds Milton Keynes provides distinct and intrinsic character for the whole community to enjoy. The benefits of open countryside are well established, documented and broadly accepted ⁽¹⁰⁾ and the Council therefore recognises the importance of safeguarding its character.

4.64 Whilst other policies in Plan:MK cover specific types of development that may be acceptable in the open countryside, as exceptions, the objective of Policy DS5 is to inform and provide a vision for development proposals on land outside of the defined settlement development boundaries, aligning with the NPPF (e.g. paragraph 55) whilst ensuring the safeguarding of open countryside from inappropriate development. Notwithstanding the above, developers should also be mindful of Milton Keynes' Mineral Local Plan (2017), as it provides further useful guidance for development in the open countryside.

Policy DS5

Open Countryside

- i. The Council defines Open Countryside as all land outside the development boundaries defined on the Policies Map. Planning permission within the open countryside will only be granted which is essential for agriculture, forestry, countryside recreation or other development, which is wholly appropriate to a rural area and cannot be located within a settlement.
- ii. Limited extensions or ancillary structures to existing buildings situated in the open countryside are acceptable in principle, provided that their scale and visual impact do not have a detrimental impact on the open character of the countryside.
- iii. Replacement dwellings might be acceptable provided that the impact on the character of the open countryside is equal to or less than the dwelling it replaces. Replacement dwellings should meet the following criteria:
 - Be compact and well-designed, in turn, retaining sufficient space around the dwelling to provide an attractive setting and to protect the character of the countryside.
 - To not have a visual intrusion on the skyline or in the open character of the surrounding countryside.
 - To be within similar scale of the existing dwelling it intends to replace.

¹⁰ for example, as described in *Monitor of Engagement with the Natural Environment (MENE) report* (2010), Natural England

Linear Parks

4.65 Green infrastructure and open space is a key feature of the city, with high levels of good quality accessible spaces that give Milton Keynes a unique character. The city is well served by linear parks, mostly along the river valleys that run through the city and along its edges. These are multi-purpose green spaces that are maintained by the Parks Trust and primarily provide flood water storage alongside recreational facilities, ecological resources and attractive settings for development on their boundary. They also contribute to the overall quality of life for residents by providing opportunities for formal and informal recreation, improving health and well-being.

4.66 Policy DS6 'Linear Parks' outlines the existing Linear Parks within the Borough and sets criteria through which appropriate development should protect and enhance these areas. Alongside Policy NE4 'GREEN INFRASTRUCTURE' the policy will also look to expand the Linear Parks system as part of any strategic growth.

4 . Development Strategy

Policy DS6

Linear Parks

The following areas are defined as Linear Parks on the Policies Map:

1. The Ouse Valley, from the Borough boundary at Passenham to the M1 motorway
2. The Ouzel/Lovat Valley, from Water Eaton to the River Ouse, including the valleys of the Broughton and Caldecotte Brooks within the city.
3. The Loughton Brook Valley
4. Emberton Country Park

Development proposals in the Linear Parks should contribute to achieving the following objectives:

- (i) Protecting and improving the landscape
- (ii) Protecting and enhancing features of nature conservation value
- (iii) Retaining and improving public access to land and water areas for countryside recreation
- (iv) Flood control
- (v) Minimising any adverse impact on local residents and agriculture
- (vi) Protecting and interpreting areas of archaeological interest

Linford Lakes Area

The Ouse Valley between Haversham and the M1 motorway, known as "Linford Lakes", is part of the Linear Park system.

Within this area, any new leisure and recreation development should be consistent with the objectives set out above, those in Policy NE4 and the site specific following requirements:

1. The wildfowl reserve - Linford Lakes Nature Reserve, based on Stantonbury Lake, and the surrounding lakes and land that fall within the Great Linford Gravel Pits Biological Notification Site (BNS), should be retained as an important ecological resource
2. Proposals for new development should provide for increased public access within the area (including a footpath route along the Ouse Valley) providing any access areas/paths are located and managed in such a way so as to ensure no detrimental impact on ecological resources, particularly within the Great Linford Gravel Pits BNS and the River Ouse BNS
3. Vehicle access to any new development should normally be taken from Wolverton Road / Newport Road

5 Strategic Site Allocations

Introduction

5.1 This chapter provides specific policies to guide strategic development within Milton Keynes that will help deliver the Development Strategy set out in Chapter 4 and detailed policies to guide growth and change within Central Milton Keynes. It also includes policies to guide the ongoing development of the Western and Eastern Expansion Areas and the Strategic Land Allocation originally made in the Council's Core Strategy 2013.

Place-making

5.2 Place-making is a holistic process that aims to bring together all the component parts of a successful place. It adopts an integrated approach to development by focusing on, and creating better social, physical and economic environments.

5.3 National Planning Policy Guidance emphasises the importance of high quality design and place shaping. It states that well designed places exhibit qualities that benefit users and the wider area. Development should ensure that new or changing places:

- are functional;
- support mixed uses and tenures;
- include successful public spaces;
- are adaptable and resilient;
- have a distinctive character;
- are attractive; and
- encourage ease of movement.

5.4 The National Planning Policy Framework (para 56) sets out the importance that the government places on good design, as a key aspect of sustainable development. Para 58 goes on to require local and neighbourhood plans to include "robust and comprehensive policies that set out the quality of development that will be expected for the area".

5.5 Plan:MK therefore has an important role to play in the creation of sustainable communities at the locations identified for growth. It is important that these areas work as places and are attractive, prosperous and encourage safe communities where people want to live, work or visit as well as functioning effectively as part of the wider built environment.

Key guidance and evidence

- National Planning Policy Framework
- Planning Practice Guidance
- Strategic Housing Market Assessment
- Landscape Character Assessment
- Landscape Sensitivity Study
- Strategic Flood Risk Assessment
- Sustainability Appraisal

5 . Strategic Site Allocations

The Issues

5.6 The Council's preferred approach seeks to achieve successful and desirable strategic developments. Policy SD1 sets out the framework and key principles that will guide the development of urban extensions to Milton Keynes.

5.7 Given the importance and scale of the new development to be delivered through Plan:MK allocations, development proposals will be required to accord with a range of place-shaping principles, and where applicable, it will be necessary to demonstrate compliance with these principles through the production of masterplans.

5.8 The place-making policies will ensure a holistic approach which will bring together all of the component parts of a successful place.

5.9 The MK Futures 2050 Commission report identifies the need for a Strategy for 2050 to deliver a city-wide consensus about the future of Milton Keynes. The challenge for Plan:MK is to deliver development needed to meet the needs of Milton Keynes now, but also to be sufficiently flexible and forward thinking to pave the way for a future Milton Keynes that the Strategy will set out.

5.10 The MK Futures 2050 Commission report identifies a number of matters that need to be addressed through the Strategy for 2050 and place making has a significant role of play in helping to deliver a number of these:

- the scale and pace of population and economic growth;
- the capacity of the city to accommodate additional growth;
- the housing requirements of the existing and new population - considering how best to increase completions of new homes, how to increase affordable housing completions, and how to take account of the diverse needs of the population;
- the long-term role of Milton Keynes as the strongest regional centre between London and Birmingham;
- the flexibilities of the city's existing grid road and Redway networks, how they can be harnessed to enable improved mobility for all;
- enabling all to live healthier, longer lives
- towards a zero-carbon and climate resilient city - identifying the changes in spatial planning, design and transport policies needed to increase the city's contributions towards global carbon reduction targets;
- the beautiful biodiverse city, including enhancing the city parks, local parks, lakes and canals, and the grid roads and their reservations;
- a creative cultural hub including as a place where people feel safe, valued and inspired;
- developing policies to ensure the urban and rural communities in the rest of the Borough outside the city are supported and share the benefits of the vision for 2050.

Policy SD1

PLACE-MAKING PRINCIPLES FOR DEVELOPMENT

Proposals for new strategic urban extensions, strategic scale development and, where relevant, other development within or adjoining Milton Keynes must demonstrate that they adhere to the following place-making principles:

1. Development promotes good physical and mental health, with places and routes that are safe and perceived to be safe by creating passive surveillance and active frontages.
2. Development integrates well with the surrounding built and natural environments to enable a high degree of connectivity with them, particularly for pedestrians and cyclists.
3. The structure and layout of development is based on the principles that have shaped the original city, especially the grid road system, redways, linear parks and strategic, integrated flood management with employment incorporated as part of the development or located nearby.
4. Development relates well to the surrounding area in terms of density, scale and materials, with positive site features, views and vistas incorporated into and used to structure the new development.
5. The layout, form and detailed design of development adopts passive design measures to reduce energy demand for heating, lighting and cooling, create comfortable and healthy environments for people, and be responsive to predicted changes in climate.
6. Development takes a strategic, integrated and sustainable approach to water resource management (including SUDS and flood risk mitigation).
7. Development enhances the character of the area within which it is located. Where existing discernible or positive characteristics are lacking, new development creates positive character and identity through high quality and forward looking architecture and urban design to avoid non-descript and 'anywhere' development.
8. New social and commercial facilities and services are provided, and existing facilities improved where possible, to meet the day to day needs of new and existing residents, including schools, shop, health care, and opportunities for employment
9. Shops, facilities and public transport stops are located in the most accessible locations, with the layout of development and network of routes designed to provide direct, safe and pleasant routes for pedestrians and cyclists.
10. Housing is generally arranged according to perimeter block principles so that the fronts of houses overlook streets and other public spaces, and private spaces are located securely within the block.

5 . Strategic Site Allocations

11. Where appropriate, different character areas are created through the use of varied densities, high quality landscaping, block and building layouts, architecture and the framing and treatment of open spaces and the public realm as informed by the surrounding context.
12. Development incorporates visual cues to aid wayfinding, particularly from the grid road network into areas of development, through the use of memorable landmarks, architecture, public realm design, and views and vistas.
13. The layout and design of development enables easy, safe and pleasant access for pedestrians and cyclists of all abilities from residential neighbourhoods to the facilities including the redway network, open spaces and play areas, linear parks and the wider network of green infrastructure, public transport nodes, employment areas, schools, shops and other public facilities in order to promote recreation, walking and cycling within the development area and wider area.
14. Routes through the development cater for the needs of all age groups, in particular the elderly, through the provision of benches, shading and simple and clear signage. Opportunities for community cohesion should be maximised through the creation of permeable environments in new developments that will encourage people to get outdoors for recreation, social interaction, and moving around by non-vehicular means.
15. Impacts on the road network have been thoroughly identified through appropriate technical assessments and appropriate mitigation measures and improvements to the road network and public transport have identified and incorporated into the development or the wider area as required.
16. Transport solutions maximise the opportunities provided by smart, shared and sustainable mobility solutions to deliver real alternatives to the private car (e.g. connectivity with existing and forthcoming rail services; rapid transit; driverless vehicles; shared vehicle schemes; coaches and buses).
17. To maximise their sustainability, rapid public transport solutions proposed as part of new urban extensions connect into Central Milton Keynes.
18. New 'Park and Ride' or Parkway sites which provide an alternative to the car for journeys into Milton Keynes and beyond should be provided where appropriate.

Where will we grow - policies for the strategic site allocations

5.11 The preferred Development Strategy for Plan:MK is set out in the previous chapters. The following policies set out the principles that will guide the delivery of the strategic housing and employment site allocations.

Central Milton Keynes (CMK)

5.12 The CMK Alliance Business Neighbourhood Plan (CMKAP) celebrates CMK's distinct design, architecture and heritage alongside promoting its "emerging role as the centre of a prosperous and growing region, through greater and more diverse development..." Plan:MK seeks to echo these sentiments in planning for the future of CMK.

Policy SD2

CENTRAL MILTON KEYNES - ROLE AND FUNCTION

Central Milton Keynes (CMK) will continue to be promoted as the focus for retail, office, residential, cultural and leisure activity within the context of the wider aspiration to provide a high quality environment and visitor experience. New development should make a positive contribution to improving the vitality of the city centre and should aim to improve the overall mix of uses.

The retail core, as defined on the Policies Map, will continue to be focused around the Primary Shopping Area, defined as the area between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate and including the area around the Xscape building between Avebury Boulevard, Secklow Gate, Child Way and west of Marlborough Street. Improvements to the quality of the environment, public realm, including the natural environment and green spaces, and the shopping, leisure and cultural experience of this area will be sought.

Small scale convenience retail and Use Class A3/A4 food and drink uses will continue to be supported as part of mixed use developments throughout CMK. New leisure uses will be promoted within the retail core to support the diversification of Milton Keynes' offer as a visitor destination. The Council will seek the development of community uses within CMK to cater for its growing residential population.

The role of the City Centre as a major hub for financial, professional and business services will continue to be supported. The main location for additional office development will be the area between Saxon Gate, the Railway, Childs Way and Portway.

Residential development will continue to be supported in CMK and Campbell Park where it provides a range of well-designed good quality living environments. Developments will need to provide flexible and adaptable accommodation meeting a range of needs including those of older people and young professionals, and families, especially within Campbell Park. The role of Campbell Park as the city centre park will be maintained and links to the park will be improved, where opportunities arise. The impact of development proposals on the setting of the Park will be considered in the determination of planning applications for those proposals.

5.13 A major area of change over the plan period is the city centre. In order to help stimulate investment within the city centre and help CMK realise its full potential in the Cambridge-Milton Keynes-Oxford corridor, a CMK Renaissance concept document will be prepared and consultation will take place with a wide range of partners, stakeholders and the community. As a result of this process it is anticipated that further documents will need to be produced e.g. Supplementary Planning Documents (SPDs) and Development briefs to help deliver key projects such as the development of educational institutions and to help realise the vision and agreed way forward for the city centre.

5 . Strategic Site Allocations

Policy SD3

CENTRAL MILTON KEYNES - GROWTH AND AREAS OF CHANGE

In order for CMK to maintain and develop its position as a regional centre and the driver of the Borough's economy, significant new levels of growth will need to be accommodated. The Council will therefore seek to accommodate the following in CMK:

1. 1,900 additional new homes
2. 150,000-200,000m² of office floorspace ⁽¹¹⁾
3. Up to 40,000m² of comparison retail floorspace
4. The site requirements of existing and potential further and higher education institutions, which may include an element of student accommodation
5. Additional food and drink and hotel floorspace
6. Support services for people with specific needs

This new growth will be accommodated using a combination of the redevelopment of vacant, underdeveloped and under-performing sites and the development of the Strategic Reserve Sites at Blocks B4 and F1.2-1.4 identified in the CMK Alliance Business Neighbourhood Plan 2015.

Following the preparation of a CMK Renaissance concept document, Supplementary Planning Documents and Development Briefs will be prepared to guide change and the development of CMK sites.

5.14 Making the city centre accessible by a variety of means has a number of benefits; increased walking and cycling will encourage more active and healthy lifestyles and greater use of CMK's network of pedestrian/cycle routes and public spaces. Smart, shared sustainable mobility was one of the six big projects identified by the MK Futures 2050 Commission. The Commission recognised that other ways must be found to provide mobility for all and those options must be more attractive and convenient than using the car. To move towards smart, shared sustainable mobility, the city centre has been used to trial new transport technologies including driverless pods and low emission vehicles such as electric cars and buses. The Council has adopted a vision of smart, shared, sustainable mobility as part of its long term transport thinking and specific proposals for the city centre could come forward as part of work associated with the CMK Renaissance.

11 The quantity of office floorspace could exceed this level if there is a step-change in its delivery and if rental levels increase making taller office buildings more viable.

Policy SD4

CENTRAL MILTON KEYNES - CONNECTIVITY

Measures to improve accessibility to and within Central Milton Keynes will be supported, including:

- Smart, shared, sustainable mobility
- An enhanced and high quality network of pedestrian/cycle routes public open spaces and squares
- Improvements to and prioritisation of pedestrian and cycle accessibility
- Integration of public transport

Existing expansion areas

5.15 The Eastern and Western Expansion Areas (EEA and WEA respectively) were allocated for development in the Milton Keynes Local Plan (2005) and the Strategic Land Allocation (SLA) in the Core Strategy (2013). Whilst development of the EEA is well advanced, development here and on the WEA and SLA is still underway. In order to ensure that future planning applications for these areas have a policy framework against which they can be considered, the existing policies for these areas are retained in Plan:MK.

5.16 In addition to the EEA, WEA and SLA, development is still underway at Newton Leys. It is therefore proposed to retain the policy for this area in Plan:MK as well.

5 . Strategic Site Allocations

Policy SD6

EASTERN EXPANSION AREA (formerly Policy EA3 in the Milton Keynes Local Plan)

Proposals for the Eastern Expansion Area must include:

1. Large footprint employment development at Fen Farm (80 ha)
2. Housing and ancillary uses at Broughton Manor Farm (50 ha)
3. Housing, ancillary and mixed uses (including B1/B2/B8 employment uses) at and adjoining Brooklands Farm, east of the A5130 and north of Broughton Brook (130 ha)
4. Improvements to the A421 and A5130, including Kingston roundabout
5. A secondary school (about 10 ha)
6. Combined schools and local centre
7. Continuation of the linear park along Broughton Brook, to include any new balancing lakes to serve the new development and with access and links to connect the linear park extension to the existing linear park.
8. A continuation of the urban village concept at Broughton / Atterbury, including links to existing and planned facilities within the urban village
9. 30% affordable housing
10. The provision of a dedicated public transport route (or routes) connecting the Eastern Expansion Area with CMK, through each phase of development prior to the occupation of development in that phase. This route should be designed to be capable of upgrading to mass transit characteristics as and when appropriate
11. The safeguarding of land within the Eastern Expansion Area as part of the Broughton Brook linear park to enable construction of a section of the Bedford to Milton Keynes Waterway

Policy SD7

WESTERN EXPANSION AREA (formerly policy EA6 in the Milton Keynes Local Plan)

Proposals for the Western Expansion Area must include:

1. Housing and ancillary uses (about 200 ha)
2. B1/B2/B8 employment uses (10-20ha)
3. A secondary school about 10 ha
4. Local centres, including first / combined schools
5. Open space to include land for a burial ground and remembrance garden (about 10ha)
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 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
12. Proposals for public transport, pedestrian and cycle routes that will provide convenient, direct, safe and clear routes to CMK and Westcroft District Centre

5 . Strategic Site Allocations

Policy SD8

STRATEGIC LAND ALLOCATION

The adopted Local Plan identifies four Strategic Reserve Areas (SRAs) in or adjoining the Milton Keynes urban area:

- SR1 - Land east of Fen Farm
- SR2 - Glebe Farm
- SR3 - Eagle Farm
- SR4 - Church Farm

The Core Strategy allocates these areas, along with:

- additional land between SR2 and SR3;
- the land currently designated as open countryside to the west of Newport Road and immediately
- north of the settlement boundary of Wavendon Village, east and west of Stockwell Lane (part of site
- MKSA4 in the Site Selection Report, September 2011);
- land to the east of Eagle Farm South (land at Wavendon Lodge) and
- the three areas of mostly woodland adjacent to Eagle Farm North,

as a sustainable urban extension (the Strategic Land Allocation) to Milton Keynes. The allocation is shown on Figure 5.2 'Key Diagram Urban Area' and Appendix E 'Policies Map Amendment'.

Development in the Strategic Land Allocation will be permitted in accordance with other relevant policies in the Development Plan and the principles of development set out below. These principles will be defined in more detail through the preparation of a single Development Framework for the area, which will be produced by Milton Keynes Council with the involvement of the landowner and developers, The Parks Trust, stakeholders and the community.

In order to ensure that the Strategic Land Allocation is brought forward in a strategic and comprehensive manner, that is in accordance with the Strategic Land Allocation Development Framework Supplementary Planning Document. Design codes will also be required for each phase or site, to be prepared by the developer and approved by Milton Keynes Council.

The principles of the development are that development should:

1. Provide a sustainable urban extension to Milton Keynes, providing in the region of 2,900 homes.
2. Create a sustainable, safe and high quality urban extension which is well integrated with and accessible from the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, the linear parks and strategic flood water management.
3. Maintain the character and integrity of existing settlements and provide clear separation between the new development and adjacent existing settlements.

5 . Strategic Site Allocations

4. Maximise opportunities for sustainable travel patterns, including reducing car use by locating development close to public transport nodes and routes.
5. Link to the surrounding road, redway and grid road network.
6. Apply, as a minimum, the highest standards(43) of sustainable construction in force at the time.
7. Consider the use of community energy networks in line with Policy CS14 'Community Energy Networks and Large Scale Renewable Energy Schemes'.
8. Will carefully consider the conservation and enhancement of the special interest, character, appearance and significance of designated heritage asset within their setting, as part of the positive strategy for the conservation and enjoyment of, and clear strategy for enhancing, the historic environment a\ s required by the NPPF.
9. Provide residents and businesses with access to a high quality telecommunications and ICT(44) network.
10. Provide new social and commercial facilities and services, to meet the day to day needs of new and existing residents.
11. Create strategic landscape boundaries to the outer edges of the development area and to soften the impact of the development on the adjacent and surrounding open countryside. Include a management and maintenance strategy which addresses for each type of open space and landscaping, who it will belong to, who will be responsible for maintaining it and how this will be funded over the long term. Such proposals should be formulated through discussion with the relevant responsible bodies including Milton Keynes Council, The Parks Trust, Parish and Town Councils.
12. Take a strategic and integrated approach to flood management and provide a strategic and sustainable approach to water resource management, including Sustainable Drainage Systems (SuDS) and flood risk mitigation.
13. Incorporate a foul drainage strategy for the site as a whole and for each phase.
14. The delivery of development will be through the Milton Keynes Tariff to provide for contributions to on- and off-site strategic and local infrastructure in an effective and timely way, assuming the development gains (outline) planning permission before a Community Infrastructure Levy Charging Schedule is adopted (or April 2014, whichever is sooner(45)). This must include financial contributions to the improvement and extension of infrastructure and facilities in nearby existing settlements which are made necessary by the development.
15. Employment to contribute to the achievement of the Plan's employment objectives.
16. Homes with a range of sizes, types and tenure, including affordable housing in accordance with Policy CS10 'Housing' or successor development plan policy.
17. Retail and commercial development of an appropriate scale to ensure the top-up convenience shopping needs of new and existing residents in the development area are met.
18. Dependent on the size of development, and in terms of the Council's current standards of provision, a range of community facilities, including schools and education facilities, health, sports and leisure facilities, provision for the emergency services and the voluntary sector to meet the needs of the new and existing residents. As far as possible these facilities should be located close to each other in accessible locations.
19. A proportionate contribution to new or upgraded transport infrastructure that is made necessary by the development.

5 . Strategic Site Allocations

20. Safeguard the proposed alignment of the Bedford to Milton Keynes waterway.
21. Technical work to be undertaken to fully assess the traffic impact of the development on the road network within the city, nearby town and district centres and adjoining rural areas , and to identify necessary improvements to public transport and to the road network, including parking.

Policy SD9

NEWTON LEYS

Newton Leys is identified as a special area on the Proposals Map. The Council supports the principle of comprehensive development for this area including housing, employment, local shopping, recreation and community facilities. Employment uses include B2 and B8 uses related to the waste disposal and recycling operations on the waste management site

Development proposals for the Newton Leys area shall include:

1. Within the site, the safeguarding of a route for a link road between the A4146 Fenny Stratford bypass and the A421 Buckingham Road / H8 Standing Way. The need for this safeguarding will be reassessed as part of the future reviews of this Local Plan.
2. A landscape and open space buffer, between 50 and 250 metres wide, around the southern and eastern boundaries of the waste management site, with development phased to ensure at least a 150m buffer between the Newton Leys residential development and the active landfill area with a strategy to establish the sustainable management of the buffer over the long term.
3. A management and maintenance strategy which addresses for each type of open space and landscaping, who it will belong to, who will be responsible for maintaining it and how this will be funded over the long term. Such proposals should be formulated through discussion with the relevant responsible bodies including Milton Keynes Council, The Parks Trust, Parish and Town Councils.
4. A local centre including combined school, to meet the day to day needs of new and existing residents.
5. 30% affordable housing
6. Land for a cemetery, with access via Shelborne Avenue (2ha)
7. A positive strategy for the conservation, enjoyment of and enhancing the historic environment, by giving regard to the Historic Landscape Characterisation and Historic Environment Record as required by the NPPF.

The Council will also seek:

1. The revocation of all outstanding mineral planning consents (without compensation)
2. Submission of an environmental statement with any planning application for comprehensive development of the area
3. To enter into legal agreements with the landowner or developer to ensure that appropriate improvements to the physical and social infrastructure of the area are provided at the relevant time.

Development in the new Strategic Urban Extensions

General Principles

5.17 Plan:MK allocates a number of strategic housing and employment sites, these are:

- South East Milton Keynes for a residential-led development;
- Land East of the M1 for a mixed residential and employment development;
- Land at Eaton Leys for a residential-led development;
- Land south of Milton Keynes for a strategic employment development area.

5.18 The following principles will apply to all of these strategic site allocations and any currently unallocated strategic development sites that might come forward which would abut and extend the Milton Keynes urban area.

5.19 Infrastructure design and provision is critical to the success of Strategic Urban Extensions. Such infrastructure includes, but is not limited to, highways and transport infrastructure, schools, health facilities, meeting places (both buildings and civic open space), open space, flood management and habitats for wildlife. This essential infrastructure supports the new communities that become established over time within the new neighbourhoods. Proposals for Strategic Urban Extension will be required via SD11 and SD12 to ensure the necessary infrastructure is provided at the necessary period in the development and maturation of the Strategic Urban Extension. This will be informed and guided by Infrastructure Delivery Plans and Development Frameworks for the Strategic Urban Extensions.

5.20 It is equally important that Strategic Urban Extensions integrate with the existing built up area to ensure they become positive contributions to Milton Keynes as a place. Their successful integration will in large part be driven by the routes and connections between the existing and new areas, and their relationship to the network of routes throughout the Strategic Urban Extension. However, the location of local centres, employment areas, key social infrastructure and facilities and strategic green infrastructure within Strategic Urban Extensions also plays a key role in how they integrate with existing communities.

5.21 Where appropriate, it will be important the Strategic Urban Extensions provide opportunities for further expansion of the city beyond the Strategic Urban Extension to accommodate longer term development needs in accordance with the strategy set out in this document. This may require reserving sites and corridors to enable the expansion of infrastructure and connectivity to allow for further expansion. Conversely, it may be more appropriate for Strategic Urban Extensions to create visible and permanent boundaries to the city if development on land beyond the Strategic Urban Extension should be restricted under national planning policy, for example, where there are protected landscapes or habitats that are internationally important.

5.22 Development frameworks are seen as an essential first step for large schemes, to guide all future stages of development. They will go into a greater level of detail than is appropriate in a Local Plan. Their production is a major task that will require inputs from many interested parties and will be subject to public consultation. The development frameworks will set out how the Local Plan policy requirements are to be met in each area. Design Codes, and potentially where required planning briefs may be required as part of Development Frameworks or separately to provide more detailed guidance.

5 . Strategic Site Allocations

Policy SD11

GENERAL PRINCIPLES FOR STRATEGIC URBAN EXTENSIONS

Proposals for Strategic Urban Extensions, and the documents required under SD12 to guide their development, should be prepared in accordance with the principles set out below.

1. To provide an appropriate amount of employment and retail uses consistent with the role of the site within the wider strategy and relevant policies guiding those types of uses in the Borough.
2. To provide the necessary social, grey and green infrastructure at the appropriate stage, rate and scale to support the proposed development, in accordance with an approved Infrastructure Delivery Plan. Strategic Urban Extensions will be expected to make a contribution proportionate to its scale and impact for the delivery of strategic infrastructure requirements identified in the Local Investment Plan.
3. To be supported by or incorporate:
 - Environmental impact and transport assessments.
 - An archaeological investigation (with reference to the Historic Environment Record and further assessment if required) and consideration of the Historic Landscape Characterisation to inform the layout of development
 - Design, land use, transport routes and mobility measures that integrate the Strategic Urban Extension with the existing built up area and enable future expansion beyond the Strategic Urban Extension where appropriate
 - Where national planning policy indicates that urban expansion beyond the Strategic Urban Extension would be inappropriate and should be restricted then the Strategic Urban Extension should incorporate layout and design features that create a permanent long-term development boundary.
 - A landscape and open space strategy to improve biodiversity, provide advance structural planting, extend the “forest city” concept, create green road and street scenes, and incorporate public art and leisure and recreation facilities.
 - A management and maintenance strategy for open space and landscaping, outlining details of the owner, the responsible maintenance body, and how long term maintenance will be funded.
 - Planning obligations relating to the phasing of development and the provision of on-site and off-site infrastructure and facilities, to include land, capital and initial running costs.

Policy SD12

DELIVERY OF STRATEGIC URBAN EXTENSIONS

1. To ensure that Strategic Urban Extensions are brought forward in a strategic and comprehensive manner, planning permission will only be granted for land within Strategic Urban Extensions following the approval by the Council of a comprehensive Development Framework, incorporating any necessary design codes, or phasing of development and infrastructure delivery, for the Strategic Urban Extension as a whole.
2. Development Frameworks will be produced by the Council in conjunction with and with the support of the developer(s). Development Frameworks will also be prepared in partnership with landowners, adjoining local planning authorities, parish or town councils, infrastructure providers, regional and local agencies and services, statutory consultees, the Parks Trust and other stakeholders. Development Frameworks will be prepared in consultation with the local community. The Council will adopt Development Frameworks as supplementary planning documents to guide future planning applications.

South East Milton Keynes Strategic Urban Extension

5.23 This strategic urban extension is allocated to support the delivery of the Development Strategy. The site comprises land north and south of the East-West railway line around Woburn Sands, Wavendon and north of Bow Brickhill. The site overall has capacity for around 3,000 dwellings. This area may however also be affected by the proposed Cambridge-Milton Keynes-Oxford Expressway and the East-West Rail proposals which have the potential to reduce the amount of available land for residential use.

5.24 The Council will work with developers and relevant infrastructure providers to determine the timing and phasing of this housing delivery over the plan period taking into account the ongoing infrastructure planning being undertaken by other agencies in respect of East West Rail and the Oxford to Cambridge Expressway proposals. Due to the close relationship between this development area and the East-West Rail line, the Council will work with developers and infrastructure providers to prepare a development framework which maximise the opportunities for sustainable travel. The principal vehicular access to the site should be sought via an extended H10 Grid Road that is delivered ahead of occupation of new housing within the site.

5 . Strategic Site Allocations

Map 1 South East MK Urban Extension



Policy SD13

SOUTH EAST MILTON KEYNES STRATEGIC URBAN EXTENSION

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. A site to accommodate 7 pitches for Gypsies and Travellers shall be provided as part of this development.

Development will be well connected and integrated with the established MK grid squares to its north and west. The urban extension will respect and reinforce the distinct character of the surrounding settlements of Wavendon, Woburn Sands and Bow Brickhill through providing new or reinforced green buffers, thereby protecting existing settlement character.

A comprehensive development framework for the site will be prepared in accordance with policies SD1, SD11, SD12 and INF1 and approved by the Council prior to planning applications being submitted for SEMK1.

5 . Strategic Site Allocations

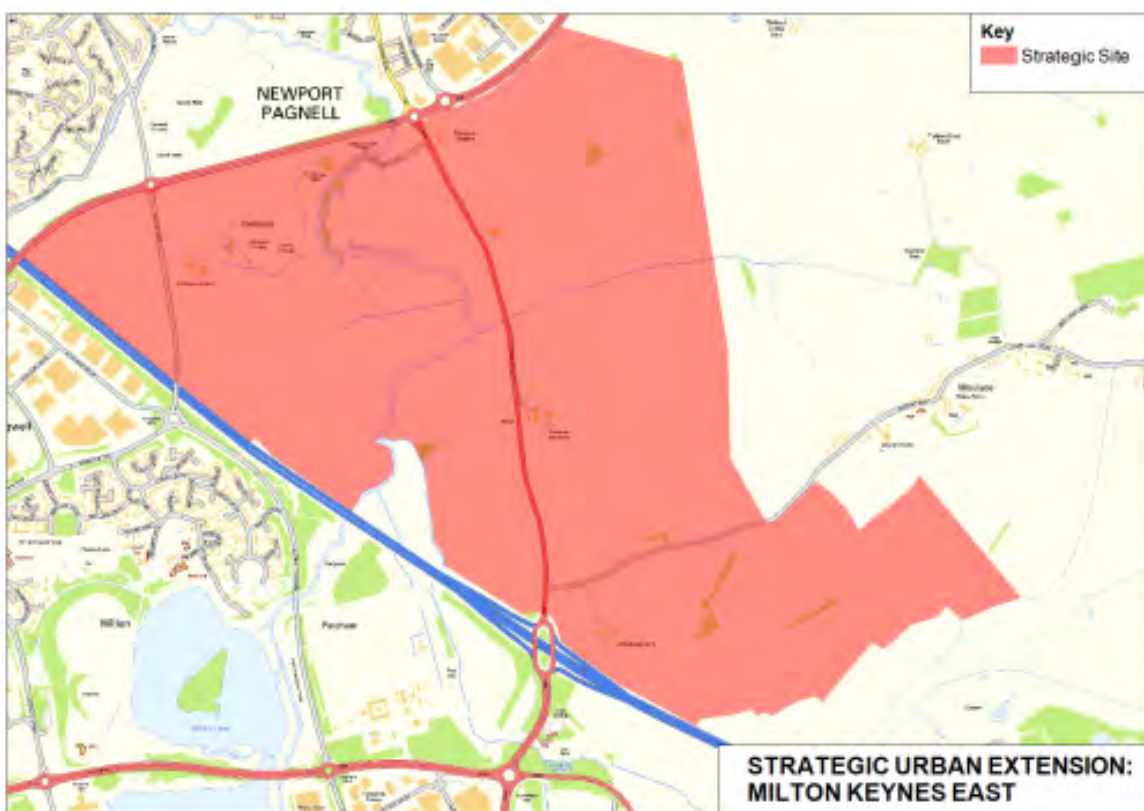
Land East of the M1 (Milton Keynes East)

5.25 Plan:MK allocates land to the east of the M1 motorway, south of Newport Pagnell, as shown on the Key Diagram and Map 2 below for a mixed residential and employment development. It is envisaged that this area will provide a sustainable urban extension after 2031. However, the site is the subject of a Council bid for Government funding for the infrastructure needed for its delivery. If this bid is successful, the development of the site will be allowed to commence before 2031 as a source of housing and employment land provision addition to those set out in Chapter 4 - Development Strategy.

5.26 Notwithstanding this bid for Government funding, before the site can be brought forward, work will need to have progressed with the Department for Transport and Highways England to establish how road and other key infrastructure connections over the M1 can be improved to support the connectivity of this strategic urban extension to the existing Milton Keynes urban area.

5.27 The Council will support the provision of a masterplanned approach to development in this area once a clear understanding of the delivery of key infrastructure projects has been established.

Map 2 Milton Keynes East



5 . Strategic Site Allocations

Policy SD14

MILTON KEYNES EAST

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 will not commence until after 2031 unless the Council's bid to the Government for infrastructure funding is successful. 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.

Development will be brought forward in line with all relevant policies in Plan:MK, particularly Policies SD1, SD11, SD12 and INF1.

Amongst others, the development will comprise:

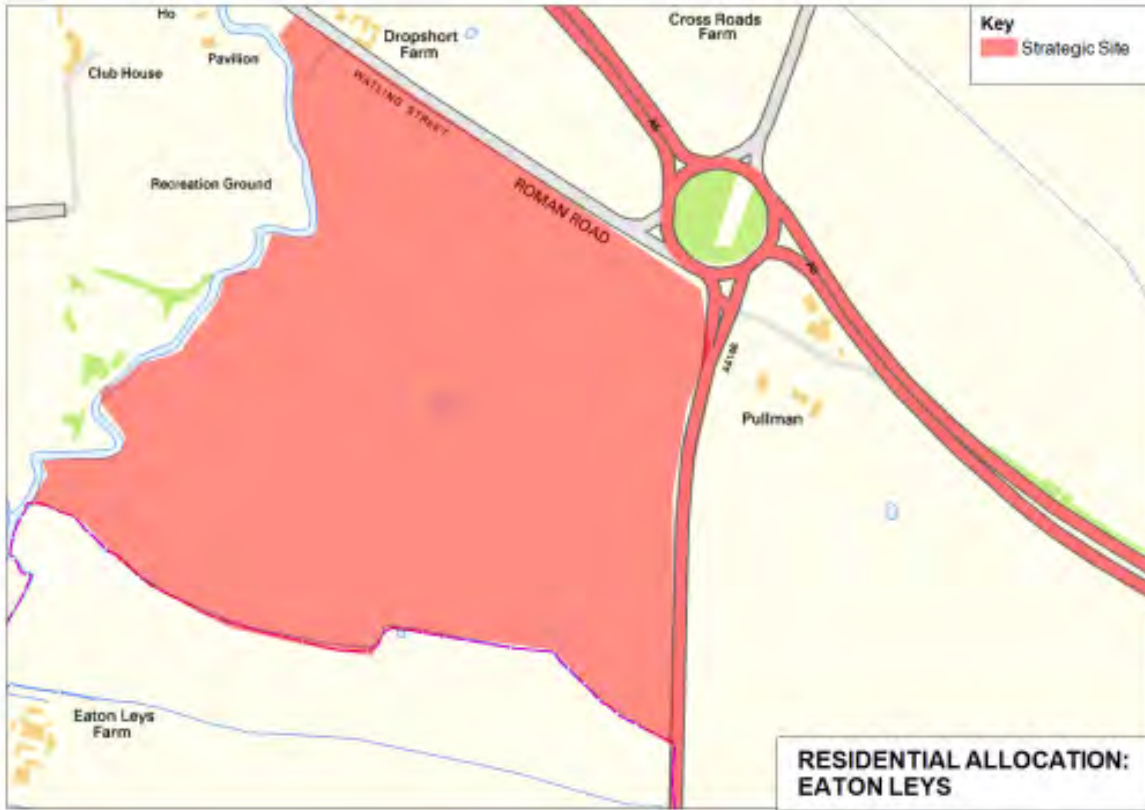
- Delivery of new homes, providing a range of sizes, types and tenures, including affordable housing, in accordance with other policies in the Plan.
- Land for employment uses B1c/B2/B8.
- Associated infrastructure including primary and secondary education, community facilities, health, retail and local services and a hotel. The development should comprise at least one district centre with a co-location of key facilities.
- The phased introduction of a comprehensive network of transport infrastructure in line with the Local Investment Plan, to include highway connections to Newport Pagnell and Central Milton Keynes (CMK) involving highway works on and off-site.
- A corridor of land safeguarded for a fast mass-transit system connecting CMK and Cranfield University.
- A network of footpaths and cycleways to connect to existing routes, including redways.
- A strategic landscape framework and network of green spaces to meet strategic and local requirements.

Land at Eaton Leys, Little Brickhill

5.28 Land at Eaton Leys is allocated for a primarily residential development of up to 600 homes, together with associated infrastructure and services.

5 . Strategic Site Allocations

Map 3 Land at Eaton Leys



5 . Strategic Site Allocations

Policy SD15

LAND AT EATON LEYS, LITTLE BRICKHILL

Land at Eaton Leys, Little Brickhill - as shown on the Key Diagram and Policies Map - is allocated for the development of up to 600 dwellings within the plan period.

The development will comprise:

- Delivery of up to 600 dwellings
- A local centre (which would include retail and a community centre),
- A health centre,
- Land reserved for a 1 form entry primary school,
- Associated highways infrastructure including improvements to the A4146 approach to the A5/A4146 roundabout; a vehicular access from the A4146, a pedestrian/ cycle bridge crossing of the Rover Ouzel, remodelling of Watling Street to deliver a segregated redway and delivery of connections from the site into the existing redway network.
- Multi-functional and well-connected public open space, informal amenity space, children's play space, open space incorporating the scheduled monument, surface water attenuation and strategic landscaping.
- A layout that respects the setting of the Scheduled Monument to be demonstrated by a management plan which shall be submitted for approval in writing by the Council. Mitigation of archaeological remains on the site will be necessary, either by recording or preservation in situ/avoidance of remains.
- Delivery of other associated services and utilities infrastructure.

Land South of Milton Keynes

5.29 Land south of Milton Keynes - as shown on the Key Diagram and Policies Map - is allocated as a strategic employment site for the development of large footprint B2/B8 units to meet the requirement for this type of commercial floorspace in Milton Keynes in the plan period.

5.30 The site has an area of around 57 hectares and is located south of the Bletchley to Bedford railway line (the route of the East-West Rail line), north west of the A4146 and east of the A5.

Policy SD16

STRATEGIC EMPLOYMENT ALLOCATION, LAND SOUTH OF MILTON KEYNES, SOUTH CALDECOTTE

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.

The development will be brought forward in line with all relevant policies in Plan:MK, particularly Policy SD1, SD11, SD12 and INF1.

The development must accord with the following principles:

1. A minimum of 195,000m² 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 Urban 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. A desktop Archaeological Assessment should be undertaken to understand the likely presence of archaeological remains within the site. The recommendations of the Assessment will be implemented prior to each phase of development commencing. It may be necessary to undertake a field investigation to understand the archaeological potential and significance of this site and inform the layout of development.

5 . Strategic Site Allocations

Place-Shaping Principles for Extensions to the City in Adjacent Local Authority Areas

5.31 The Council recognises the likely possibility of neighbouring authorities allocating land for development close to, or immediately adjacent to, the boundaries of Milton Keynes but outside of its administrative boundary. In these circumstances it is anticipated that the future residents of these developments will use the infrastructure and facilities of Milton Keynes as opposed to destinations within their own authority areas. The Council therefore expects that any such development must function as a sustainable urban extension to Milton Keynes as well as being supported by the local planning authorities responsible, whilst also providing appropriate contributions to infrastructure and service provision within Milton Keynes.

5.32 Given the considerable effect strategic development proposals in adjacent local authorities will have upon services and infrastructure in Milton Keynes and nearby villages, joint working arrangements with adjacent local authorities will be required to bring these developments forward. Milton Keynes Council therefore wishes the following matters to be addressed during the planning of any such development:

- Create a sustainable, safe and high quality urban extension which is well integrated with and accessible from the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, the linear parks and strategic flood water management.
- Traffic flows, including highway and junction capacity, in the adjoining area and the development should allow for the future construction of any necessary link roads.
- Development may support regeneration and bring additional trade to shops and services in nearby existing centres, but it is also likely to increase traffic flows and place additional pressure on centre car parking.
- Development should take account of the level of services and facilities and, where there are limited local facilities in the adjoining part of the city, the development will require on-site facilities to meet the day to day needs of its residents.
- Residents are likely to use existing facilities in the city (for example, the city centre, the hospital, leisure centres and household waste sites) so the development should make a proportionate contribution to an increase in the capacity of these facilities to satisfy these increased demands.
- Flooding and drainage - where the development will partly drain into the existing drainage and watercourses within the Borough, a detailed Flood Risk Assessment should be carried out and the development may need to make a proportionate contribution to off-site drainage improvements. It will also be necessary to identify if the existing foul sewerage pumping stations in the surrounding area have capacity to serve the development or if improvements or new pumping stations will be required. If such improvements are necessary for the development, they will require financial contributions from the development.

Policy SD17

PLACE-MAKING PRINCIPLES FOR SUSTAINABLE URBAN EXTENSIONS IN ADJACENT LOCAL AUTHORITIES

It is expected that development proposals on the edge of Milton Keynes are likely to have significant impacts upon the infrastructure and services of Milton Keynes, particularly given the significant attractor Milton Keynes will be for any future residents.

When and if development comes forward for an area on the edge of Milton Keynes which is wholly or partly within the administrative boundary of a neighbouring authority, this Council will put forward the following principles of development during the joint working on planning, design and implementation:

1. The local authorities will work jointly, and with infrastructure and services providers, to achieve a coordinated and well designed development.
2. A sustainable, safe and high quality urban extension should be created which is well integrated with, and accessible from, the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, redways and the linear parks and strategic, integrated flood management.
3. A strategic, integrated and sustainable approach to water resource management (including SUDS and flood risk mitigation) should be taken.
4. The design of development should respect its context as well as the character of the adjoining areas of the city.
5. Linear parks should be extended into the development where possible to provide recreational, walking and cycling links within the development area and to the city's extensive green infrastructure and redway network.
6. Technical work should be undertaken to fully assess the traffic impacts of the development on the road network within the city and nearby town and district centres and adjoining rural areas, and to identify necessary improvements to public transport and to the road network, including parking.
7. A route for the future construction of a strategic link road(s) and/or rail link should be protected where necessary.
8. New social and commercial facilities and services should be provided, and existing facilities improved where possible, to meet the day to day needs of new and existing residents.
9. The opportunity for new 'Park and Ride' sites for the city should be fully explored and where possible provided, and efficiently and effectively linked to the city road system.
10. 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.

6 . Economy and Retail

6 Economy and Retail

Introduction

6.1 This Plan: MK chapter identifies which sites within the Borough have been identified to meet employment, retail and leisure needs up to 2031 and where they are located. Additionally, this chapter details the policies the Council will use in assessing and determining planning applications for employment, retail and leisure development. ⁽¹²⁾

National Policy

6.2 The NPPF acknowledges that the purpose of the planning system is to contribute to the achievement of sustainable development. It has an important economic role to play (alongside a social and environmental role) in contributing to building a strong economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation.

6.3 Local planning authorities such as Milton Keynes Council should plan on the basis of up-to date and relevant evidence about their area. They should use their evidence base to assess the need for land or floorspace for economic development over the plan period including that for retail and leisure development. They should plan for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. Additionally, they should avoid the long term protection of sites allocated for employment use when there is no reasonable prospect of a site being used for that purpose.

6.4 The NPPF advises that plans should also allocate sites to meet the scale and type of development needed in town centres. They should set policies for the consideration of proposals for main town centre uses, which cannot be accommodated in or adjacent to town centres. For town centres, local plans should define a network and hierarchy of centres and the extent of town centres and primary shopping areas.

6.5 The NPPF promotes the development and diversification of agricultural and other land-based rural businesses. Additionally, it supports sustainable rural tourism and leisure developments, which respect the character of the countryside and promotes the retention and development of local services and community facilities.

Other Relevant Strategies and Studies

6.6 Milton Keynes Council and Milton Keynes Development Partnership Employment Land Review and Economic Growth Study: This study prepared for the Council by consultants GVA Bilfinger in November 2015 forecasts how much employment land and office, industrial and warehousing floorspace needs to be provided within the Borough to

12 Throughout this chapter employment uses are classified as either 'B' use classes or non 'B' use classes. As defined by the Town and Country Planning (Use Classes Order) 1987 as amended the 'B' use class includes B1(a) Office uses, B1(b) Research and Development uses and B1(c) Light industrial uses. B2 uses include General Industry and B8 uses include storage or distribution centres such as warehouses. Retail uses include shops and post offices and are defined in the Use Classes Order as A1 shop uses. A3 uses include restaurant and cafes and A4 uses include pubs, bars and drinking establishments. Leisure development such as cinemas and gyms are a D2 Assembly & Leisure use. References to town centre or centres refers to the city centre of Central Milton Keynes (CMK) and other town, district and local centres within the Borough as defined on the proposals map.

cater for future needs. It assesses existing employment sites and land allocated for employment purposes to see what land is no longer 'fit for purpose'. Following this assessment poorly performing employment sites have been proposed for redevelopment to alternative land uses. An update of the study was produced by consultant GVA in June 2017, forecasting how much employment land was needed for office, industrial and warehousing development over the plan period 2016-2031.

6.7 Milton Keynes Retail Capacity and Leisure Study 2017: This consultants study identifies what additional leisure facilities need to be provided within the Borough in future. It also forecasts how much additional retail floorspace the Borough needs over the next five and ten years and where it should be located. The study contains longer term forecasts of retail requirements in the fifteen years up to 2031 but stresses such forecasts will be less reliable than short term ones as many factors can influence future floorspace requirements over the long term. The study has reviewed the Council's retail hierarchy but has recommended no change to it. To comply with the NPPF the former District centres of Wolverton, Bletchley, Kingston and Westcroft have been renamed Town centres in the retail hierarchy and the former Town centres of Newport Pagnell, Olney, Stony Stratford and Woburn Sands have been renamed as District centres.

6.8 Among the most important conclusions of this study is that if existing commitments are taken up there is no capacity for additional convenience (largely food) floorspace in the Borough until after 2031. However, on a more positive note there is capacity for additional comparison (non-food) floorspace but only in the period after 2026 up to 2031. The quantity of floorspace forecast at 39,689 sq.m net of floorspace by 2031, around 40,000 sq.m is a significant reduction on the capacity of 82,000-130,000 sq.m up to 2026 identified in the Council's previous Retail Capacity Update (RCU) in 2011. The study found that there is a good level of leisure facilities locally and also forecast that there is scope for the food and beverage sector and the number of gyms and health club facilities to grow.

6.9 Milton Keynes Economic Development Strategy 2017-2027: The Economic Development Strategy 2017-2027 seeks to build on the current economic success of Milton Keynes, to capitalise on potential future opportunities and to address the challenges the city faces. The overarching aim of the strategy is to secure strong and inclusive growth which benefits businesses and residents, and to sustain the reputation of MK as a prosperous, innovative and culturally vibrant place. The strategy is based on four key priorities:

- **Brand** - embedding a brand that makes Milton Keynes a special place with the foundations to build upon Milton Keynes environment, leisure and cultural strengths
- **Connections** - working in local, regional, national and international partnerships to advocate for the city and secure physical and digital infrastructure and other investment to support inclusive growth
- **Enterprise** - closer engagement with business and ensuring MK continues to be a place where businesses prosper and grow
- **Skills** - ensuring residents and businesses can gain the skills they require to create a prosperous city

6.10 Milton Keynes Skills Strategy: The Milton Keynes Skills Strategy approved by the Council in February 2016 aims to support the growth of the local economy by ensuring local people have the skills businesses need. The Strategy centres around the vision that "By 2021 Milton Keynes will have built on its current economic success, and be a thriving city with a sustainable employment offer which provides opportunities for all. Through a

6 . Economy and Retail

successful demand-led local employment and skills approach, the skills and qualification profile of the area will meet employer needs and position Milton Keynes as the location of choice for new investment”

6.11 To achieve this vision, the Skills Strategy contains four strategic priorities:

- Raising standards in education and training provision
- Raising awareness of education, training and employment opportunities by providing excellent information, advice and guidance
- Creating a demand-led system between business and education
- Widening participation and enhancing the labour pool.

Planning Policies

6.12 The amount of undeveloped employment land within the Borough has declined since the Core Strategy was adopted in July 2013 as sites have been developed for employment purposes or redeveloped for uses such as housing and schools. Despite these reductions, development of the remaining stock of vacant employment land and proposed new employment allocations will provide a sufficient number of jobs to cater not only for the growth of the Borough’s labour force over the plan period but will also provide jobs for in-commuters. The development of this land and new job generating development elsewhere (shops, schools, health facilities etc often in residential areas) will enable a range of job opportunities to be provided for people with a wide range of skills.

6.13 The 2015 Employment Land Study concluded the Council has sufficient land to meet its needs for office and industrial floorspace over the plan period but it has a shortfall in the amount of land allocated for warehousing. To remedy this deficiency, the Council proposes to allocate around 57 ha of land for B2/B8 development on land between the A5 and Brickhill Street and south of the Bletchley to Bedford Railway line to meet the needs of large footprint employment uses and to widen and diversify the supply of large employment sites within the Borough.

6.14 Within the Borough, the main area for office development over the plan period will be the city centre of Milton Keynes (CMK). Development within CMK is consistent with the sequential approach of the NPPF where main town centre uses (such as offices) should be located within a ‘town centre’ (NPPF definition).

6.15 However, there may be reasons why some firms do not want a ‘town centre’ location; in such cases (e.g. Volkswagen Financial Services at Tongwell) applicants for planning permission will be expected to provide evidence why their development cannot occur within a town centre. Among the most suitable locations for ‘office type’ development outside the city centre are the vacant employment sites in Shenley Wood, Linford Wood and Knowlhill.

Policy ER1**EMPLOYMENT SITES WITHIN THE BOROUGH OF MILTON KEYNES**

Planning permission will be granted for employment uses listed in Table 6.1 and shown on the Proposals Map. In considering proposals for these areas, the Council will take into account:

- a) The guidance on uses in Table 6.1 Employment Land in the Borough of Milton Keynes
- b) The need for a variety of sites to meet the differing requirements of a wide range of employment uses.

Central Milton Keynes (CMK) is the primary focus for the development of additional office B1(a) and research and development B1(b) floorspace within the Borough. Planning applications for more than 1,000 sq.m of B1(a) floorspace and 2000 sq.m for B1(b) floorspace on sites outside CMK will need to provide evidence that demonstrates why the development cannot occur within CMK. Developments should not be deliberately sub-divided or phased in an attempt to avoid the 1,000 sq.m threshold for B1(a) development or 2000 sq.m threshold for B1(b) development.

Proposals for more than 1000 sq.m of B1(a) floorspace and proposals for more than 2000 sq.m of B1(b) floorspace, which clearly demonstrates with evidence, why it cannot be accommodated within CMK will be permitted on employment sites, shown on the proposals map, with good transport links.

6.16 Table 6.1 identifies where and how much vacant employment land there is available within the Borough and what use classes it is allocated for. The table includes the proposed employment allocation at Caldecotte South. The pattern of development envisaged for the city centre (taller buildings and mixed use development) means it is not considered appropriate to include a land area figure for CMK in Table 6.1.

Table 6.1 Vacant Employment Land in the Borough of Milton Keynes

Grid Square Area	Amount of vacant land in hectares	Use classes
Bletchley Brickfields/Newton Leys	2.4	B1/B2/B8
Caldecotte	2.5	B1/B8/C2
Caldecotte South	56.8	B1/B2/B8
Crownhill	1.2	B1/B2/B8
Eagle Farm North	35.8	B1/B2/B8

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Grid Square Area	Amount of vacant land in hectares	Use classes
Fox Milne	1	B1/B2/B8
Knowlhill	7.4	B1/B2/B8
Linford Wood	5.1	B1
Magna Park- Glebe land	9.8	B2/B8
Mount Farm	1.9	B1/B2/B8
Pineham	10.9	B2/B8
Redmoor	1.7	B2/B8
Rooksley	1.3	B1/B2/B8
Shenley Wood	10.8	B1/B2/B8/C2/D1
Snelshall East	4.7	B1/B2/B8
Snelshall West	5.1	B1/B2/B8/C1
Walton	2	B1/B2/B8
West Ashland	4.7	B1/B2/B8
Western Expansion Area	17	B1/B2/B8
Willen Lake	1.1	B1
Wolverton	2.6	B1/B2/B8
Wolverton Mill East & South	4.3	B1/B2/B8
Wymbush	1.2	B1/B2/B8
Total	191.3	

	Notes
1	Base date for Table is April 2017.

	Notes
2	Figures in above table exclude areas of land where the amount of vacant land is less than 1 hectare.
3	C2 residential institutional and D1 non-residential institutional uses (often provided for training purposes) are ancillary uses to the main use of a site for employment (B1, B2 and B8 uses) purposes. This is to avoid the impression that institutional uses that are not related to the main use of a site for employment purposes are acceptable on an employment site.

Protection of Existing Employment Land and Premises

6.17 A policy to protect existing employment land and premises is necessary because employment areas and buildings are vulnerable to changes of use to higher land value uses such as residential and retail. Such a policy is also necessary in order:-

- To protect remaining employment land and premises across the Borough
- To maintain the dispersed pattern of employment opportunities across the City
- To achieve a surplus of jobs over labour supply within the Borough and thus provide a choice and variety of local job opportunities

6.18 In order to retain sites and buildings in employment use and meet the identified need for employment sites; the Council will require evidence in order to show that the property cannot be used for its existing or designated employment use. In general marketing of a property should be for a minimum of 6 months and at a realistic price supported by details of any valuations of the property made as part of the process of placing it on the market. As part of the planning application a statement will need to be provided which details the marketing that has taken place, over what period, the responses received from interested parties and why the building/site has not been taken up for the use it has been marketed for.

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Policy ER2

PROTECTION OF EXISTING EMPLOYMENT LAND AND PREMISES

Within the Borough, planning permission will be refused for the change of use or redevelopment of any land identified for employment use on the Proposals Map and for any building used for employment purposes (whether identified on the Proposals Map or not) to another purpose, unless the applicant can demonstrate there would be no conflict with existing or potential neighbouring uses and:

1. The proposal would result in a significant reduction in the detrimental environmental impact of an existing use; or
2. The proposed use is one that cannot be satisfactorily accommodated other than in an employment area; or
3. The proposed use will not significantly reduce the provision of local employment opportunities.

Applicant must demonstrate through evidence, including marketing of the site, that there is no longer a reasonable prospect of it being used for the existing or designated employment use. Applicants must also demonstrate that the continued use of the site for employment purposes is no longer viable, taking into account the site's existing and potential long-term market demand for an employment use.

Retailing on Employment Land

6.19 The objectives of this policy are

- To ensure that new retail development is directed towards the Borough's 'town centres' and towards any new centres provided in new areas of residential development.
- To protect the stock of employment land within the Borough

6.20 Allowing retail development outside existing centres on employment land would be contrary to the sequential approach in the NPPF. An exception is made for car-related retail uses as accommodating these uses in town centres can cause problems.

6.21 Ancillary uses include small 'factory' shops selling imperfect goods (or 'seconds') which are manufactured on the site, or a small area of floorspace for trade sales. The ancillary use must be related to the main use of the premises.

Policy ER3

RETAILING ON EMPLOYMENT LAND

Planning permission will be refused for retail development on employment land, unless the retail use is either:

1. Ancillary to on-site production or storage; or
2. Satisfies Policy ER 16 concerning car-related retail uses

Home Based Business

6.22 This policy gives guidance on home based businesses in cases where planning permission is required. Starting up a business at home is a common way for people to become self-employed and make a start in business. Working from home will not always require planning permission. In many cases a planning application is unnecessary; if the primary use of the property as a dwelling remains and the residential character of the property does not change. Whatever business is carried out from home, whether it involves using part of it as a bed-sit or for 'bed and breakfast' accommodation or using a room as a personal office, providing a childminding service, or some other service such as hairdressing, music teaching etc. The key test the Council will apply is, is the property still mainly a home or has it become business premises.

6.23 If in doubt as to whether planning permission is required, residents intending to start a business from home are advised to contact the Council at the earliest opportunity as enforcement action may be taken against harmful or unauthorised development. Residents may apply to the Council for a Certificate of Lawful Use for the proposed activity, to confirm it is not a change of use and still the lawful use.

6.24 Data from the 2011 Census of Population indicated that around 12,600 people almost 14% of Milton Keynes residents who live and work within the Borough, work at home for at least part of the week. Numbers of people working at home are likely to have increased since 2011, given trends in technology, self-employment and rise of hot-desking by employers. Benefits from home working include reducing the need to travel helping to cut peak time traffic congestion, a better work/life balance and more flexibility over the hours people work to suit their domestic arrangements.

6.25 Some businesses can be satisfactorily home based providing the business is low key and would not give rise to any disturbance in the neighbourhood. But if there are frequent deliveries of goods and multiple visitors to the property, the amenities of residents and the character of the area may be adversely effected. In considering planning applications, the Council will give careful consideration to problems that may be caused by on-street parking by deliveries, or by alterations to the property to provide adequate access, parking and storage. Parking, deliveries and property alterations can cause concern where the business operation either attracts visits from customers or suppliers or requires significant quantities of raw materials. Additionally, the Council will need to carefully consider if noise insulation measures need to be installed in rooms or buildings where machinery is being used or if late night working is involved, especially if the room or building is close to habitable rooms in an adjoining property.

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6.26 The number of employees involved in the business and their level of activity can also have a harmful impact on neighbouring residential properties. Businesses that employ non-residents or attract visits from the general public should ideally be located in commercial or mixed-use areas because such businesses are likely to be inappropriate uses for residential areas, where their associated traffic movements, on-street parking and alterations to the property can cause nuisance and impact on residential amenity.

6.27 The Council will resist proposals that result in levels of on-street parking or deliveries that could have highway safety implications or cause inconvenience to local residents. It will also resist alterations to the existing residential property that would harm the residential character of the area. The Council may grant planning permission for the business activity for a limited period in order to monitor and verify that the business use is not causing nuisance and /or disturbance to adjoining residential properties.

Policy ER4

Home Based Business

Planning permission will be granted for a business to operate from a residential property if all the following criteria are met:

1. The property will continue to remain in residential use
2. The proposed business use will be restricted to the employment of the occupiers of the dwelling and one other individual.
3. The proposed business use would not cause serious harm to the living conditions of adjoining properties by reason of the nature of the activity, and incorporates noise attenuation measures where late working or the operation of machinery is involved.
4. The proposal would not involve alterations to the property, which would substantially alter its residential character, cause serious harm to the living conditions of adjacent occupiers, or cause serious harm to the character and appearance of the surrounding area.
5. The proposal would not cause harm and be prejudicial to highway safety by reason of deliveries or of car parking by staff, suppliers or customers
6. Adequate access and parking can be provided.

Protection of Small Business Units

6.28 The objective of this policy is to protect the current and future supply of small business units. The Council is seeking to ensure a supply of start-up accommodation, largely provided by the private sector, to meet the needs of micro-businesses (9 employees or fewer) and small businesses (10-49 employees). Provision of affordable accommodation is important within the Borough as it has one of the highest start-up rates for new businesses in the UK ⁽¹³⁾ and around 90% of all businesses employ fewer than 9 people. Among the

13 Sources Cities Fact book 2016 published by the Centre for Cities and Milton Keynes Council, Local Economic Assessment 2016, p.40 paragraph 4.14.

private sector providers providing start-up/entrepreneurial accelerators in the Borough are Espark backed by Natwest, Innovate MK based in the Tech Mahindra building. Both the MK Community Foundation and the MK College launch pad provide office accommodation.

6.29 Established firms can expand by utilising existing stock and vacant land. The smallest, cheapest units can then be maintained for businesses with limited space requirements. Small business units are defined in this Local Plan as having a gross external floorspace no greater than 300 sq.m. Small extensions that result in a building marginally larger than 300 sq.m may be acceptable but cumulative expansion will be resisted.

Policy ER5

PROTECTION OF SMALL BUSINESS UNITS

Planning permission will be refused for proposals that would involve the loss of small business units through the:

1. Change of use from class B of the Use Classes Order
2. Expansion or redevelopment of small units into larger units exceeding 300 m² gross external floorspace

Bad Neighbour Uses

6.30 The objective of this policy is to control the location of bad neighbour uses, which are defined as those uses or industrial processes, which may cause nuisance by reason of noise, vibration, smell, fumes, smoke, soot, ash dust or grit: they include uses which are visually unattractive such as those involving large areas of open storage. Although with the decline of industry in the Borough these problems are diminishing. The three areas mentioned in the policy were designed to accommodate these activities. They are well related to main roads and the railway network and away from housing and other industry. The allocation of land for B2/B8 development between the A5 and Brickhill Street and south of the Bletchley to Bedford Railway may provide relocation opportunities for firms within the city.

Policy ER6

SITES FOR BAD NEIGHBOUR USES

The Council will work with landowners and occupiers to secure the relocation of bad neighbour uses to more appropriate areas. The following locations are suitable for these industries

1. Bleak Hall
2. Old Wolverton
3. Stonebridge

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6.31 Policy ER7 (Controlling the Risk of Pollution) has been revised and moved to chapter 12.

Places of Worship on Employment Sites

6.32 The objective of this criteria based policy is to give guidance on the location of places of worship on employment sites. Many religious groups have experienced considerable difficulties finding suitable and relatively inexpensive accommodation or plots of land big enough in residential areas of the city to accommodate a building to meet their needs. These places of worship can attract significant numbers of people generating problems with parking ⁽¹⁴⁾ and access in residential areas and increased noise and disturbance.

6.33 The Council does not normally permit proposals, which result in the loss of employment land and premises. However, it has granted planning permission for the change of use of employment buildings to places of worship on some of the older industrial estates within the city as an exception to policy, where it is satisfied the proposal would cause no harm. This is in circumstances where the Council is satisfied by evidence accompanying the application that no more suitable premises are available; the building on an employment site has been marketed and has been vacant for at least six months. Additionally, the building is unlikely to be used for employment purposes and so would not result in a loss of local employment opportunities.

6.34 Potential conflict between a place of worship and an existing or neighbouring uses may be minimised in some cases because places of worship are often in use at the weekend when surrounding businesses may not be in use. In granting planning permission for a place of worship on an employment site, the Council will want to satisfy itself that the numbers of places of worship permitted on an employment area does not undermine the main use of the area as an employment location. The Council may attach conditions to a planning permission for a place of worship to restrict the activities that take place there, the use of the building, the hours of use and to reduce noise and disturbance to neighbours.

6.35 In considering planning application for places of worship the Council will require details of the level of activity proposed and its effects on the amenities of an area and of :-

- How many people would normally be using the premises, at what times of day and night, and which days of the week.
- Details of any special activities, festivals or ceremonies and how often they would occur.
- How much space would be required, and for what purpose (places for worship & prayer, offices, storage and meeting places).
- What additional facilities would be required such as a kitchen, toilets and parking.
- Whether there would be music or amplified sound or other potential sources of noise and if this could be heard by people living nearby.
- Details of how people would get to the premises (walking ,cycling, public transport private car etc).
- Parking and access arrangements and if drop -off facilities would be provided for larger vehicles or coaches.

14 Parking standards for places of worship are set out in the Council's Parking Standards SPD produced in January 2016.

Policy ER8

PLACES OF WORSHIP ON EMPLOYMENT SITES

Planning permission will only be granted for places of worship and associated community facilities on employment sites if all the following criteria are met:

1. The proposal is accompanied by evidence that demonstrates why it cannot be satisfactorily accommodated other than within an employment area;
2. The building has been marketed and been vacant for at least six months and is unlikely to be used for employment purposes
3. There would be no conflict with existing or potential neighbouring uses
4. The site is accessible by means of transport other than by car and the site has adequate parking and access arrangements
5. The number of places of worship permitted on an employment area does not undermine its main use as an employment location.

The Council will resist the loss of places of worship and associated community facilities unless it can be demonstrated that there is no longer a need for them.

Employment Uses and the Rural Economy

6.36 The aim of this policy is to support the rural economy and give guidance on what type of development proposals would be acceptable in the open countryside; in line with the NPPF, which promotes the sustainable growth of all types of businesses in rural areas, by the conversion of existing buildings and the construction of well-designed new buildings.

6.37 Providing new employment opportunities in rural areas can help diversify the rural economy and provide jobs that can offset job losses from declining sectors of the rural economy. This policy aims to strike a balance between ensuring the economic sustainability of rural communities while addressing any potential environmental consequences. Where new buildings are a necessary part of any scheme they should be well designed and respect the character of the open countryside.

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Policy ER9

EMPLOYMENT USES AND THE RURAL ECONOMY

Proposals which sustain and enhance the rural economy by creating or safeguarding jobs and businesses will be supported where they are of an appropriate scale for their location and respect the environmental quality and character of the open countryside.

The following types of development are considered to be acceptable:

1. The re-use of farm buildings.
2. Schemes for the farm diversification involving small-scale business and commercial development.
3. Small-scale tourism proposals including visitor accommodation.
4. Proposals that recognise the economic benefits of the natural and historic environment as an asset to be valued, conserved and enhanced.
5. The expansion of businesses in their existing locations depending on the nature of the activities involved, the character of the site and its accessibility.
6. The use of land for agriculture, forestry, fisheries and equestrian activity.
7. Small scale employment development to meet local needs.

RETAIL AND TOWN CENTRE POLICIES

Introduction

6.38 When Milton Keynes was designated as a New Town in 1967, the main centres for shopping were the existing centres of Bletchley, Wolverton and Stony Stratford. The Plan for Milton Keynes (The Milton Keynes Master Plan 1970) produced by the Milton Keynes Development Corporation aimed at providing a wide range of shops and to make them accessible in order to give residents maximum choice. This approach to retail provision combined concentration in CMK as a shopping destination, and dispersal of local shops to be within 500 metres of most residents. Residential grid squares were constructed with a local centre with a variety and varying number of shop units often in association with other facilities such as a public house and meeting places.

6.39 CMK was planned by the Development Corporation as the city centre, attracting shoppers from within the Borough and a wide area beyond. Land was set aside for the expansion of retail facilities with the aim of broadening the range of shops to cater for future population and consumer growth and the further development of CMK as a major regional centre. Provision for the sale of bulky comparison goods in large retail warehouse units was concentrated in areas of the city such as Elder Gate in CMK, Rooksley and Winterhill on the edge of CMK and at Denbigh East in Bletchley.

6.40 Town centres are more than just shopping destinations, leisure and culture form a key part of the attractiveness and vibrancy of any community and play an increasing part of the viability of most town centres. As a regional shopping centre, CMK is not only a major shopping centre destination but also the principal leisure and entertainment centre within the city, attracting shoppers and visitors from a wide catchment area. It has a vibrant night time economy of leisure and entertainment uses including:

- The Milton Keynes Theatre and Gallery which opened in 1999. The Theatre is one of the successful regional theatres in the country.
- Xscape a leisure, cinema and entertainment centre which opened in 2000, with one of the first indoor ski slopes in the UK, now with a casino and the associate Airkix indoor sky diving centre.
- The Leisure Plaza site by Milton Keynes Central railway station which features a new ice rink and opened in 2014.

6.41 However, town centres are not suitable for all types of attraction. Major leisure, entertainment and cultural buildings elsewhere within the Borough include:

- The National Bowl a large venue for outdoor concerts and entertainments.
- Bletchley Park in Bletchley where the German Enigma code was broken in World War 2, which also features the National Museum of Computing.
- The MK Dons stadium at Denbigh North which opened in 2007.
- The Cowper and Newton museum in Olney

6.42 Data from the Government Valuation Office data shows that from 2004 to 2012, the Borough of Milton Keynes had the largest expansion of retail floorspace of any local authority outside of London. Retail floorspace grew by 23% from 505,000 sq.m to 620,000 sq.m by comparison growth in England was 3% over this period. However, elsewhere in the UK retailing is contracting and the amount of retail floorspace is diminishing. Increasingly, retailing is coalescing into fewer and bigger centres which are often being used as Click and Collect centres.

6.43 The NPPF advises local planning authorities that they should define a network and hierarchy of centres that is resilient to anticipated future economic changes; the Council's retail hierarchy is shown below, with the city centre of Central Milton Keynes at the top.

Table 6.2 Retail Hierarchy of Town Centres within the Borough of Milton Keynes

1	City Centre-Central Milton Keynes (CMK)	The Primary Shopping Area of Central Milton Keynes
2	Town Centres	Bletchley, Kingston, Westcroft and Wolverton
3	District Centres	Newport Pagnell, Olney, Stony Stratford and Woburn Sands
4	Local and Village Centres	

6.44 The city centre of Central Milton Keynes, with 'the centre:MK' (formerly the Shopping Building) and Intu Milton Keynes (formerly Midsummer Place) has the largest concentration of retail floorspace within the city. It is defined as the area of land between the West Coast main railway line, the Grand Union canal, H5 Portway and H6 Childs Way. The primary shopping area (PSA) of CMK is defined in policy SD2, it has been expanded to take in the area around the Xscape building. Assuming existing planning permissions are implemented and vacant sites are developed over the plan period, the PSA will be a major area of change.

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6.45 As previously mentioned the retail hierarchy within the Borough now reflects that set out in the National Planning Policy Framework (NPPF) where town centres normally come before district centres. The Town centres of the Borough comprise Bletchley and Wolverton, the two largest shopping centres before Milton Keynes was designated as a New Town, which are located to the north-west and south of the city. Kingston which opened in 1992 and Westcroft in 1994 in the east and west of the city are purpose built centres combining superstores and large retail outlets with smaller retail and service units and facilities and large areas of surface level parking. Because of their quantity of retail floorspace and service and facilities provision the Town centres are in a different league to the smaller District centres within the Borough.

6.46 The renamed District centres within the Borough comprise the older market towns e.g. Stony Stratford, Newport Pagnell, Woburn Sands, and Olney. At the bottom of the retail hierarchy are local centres and village shops that provide a valuable service to people in their local communities, many of whom are in non-car owning households.

Character and Function of the Shopping Hierarchy

6.47 Policy ER10 sets out the role and function of the existing centres in the Borough of Milton Keynes.

Policy ER10

CHARACTER AND FUNCTION OF THE SHOPPING HIERARCHY

Planning permission will be granted for additional retail development within the primary shopping areas of existing 'town centres' as defined in national policy, and for other main town centre uses appropriate within town centres such as leisure and entertainment, subject to the scale of the proposal reflecting the characteristics of the centre within which it is located and in accordance with the Council's defined retail hierarchy, to deliver the following objectives:-

1. The primary shopping centre within CMK will function and develop as a regional shopping centre for comparison shopping. CMK will also act as a centre catering for the daily and weekly convenience needs of its growing workforce and residential population.
2. The Town centres of Kingston, Westcroft, Bletchley and Wolverton will cater for the daily and weekly convenience shopping and service needs of their catchment populations.
3. The District centres of Newport Pagnell, Olney, Stony Stratford and Woburn Sands will function primarily as local shopping destinations catering for daily or specialist shopping needs and in recognition of the constraints placed on their development by conservation and allied considerations
4. Local and Village centres: Existing and proposed local centres will provide convenience shopping and service facilities in order to reduce car dependency and to ensure ready access by non-car owning households and other people with limited or impaired mobility.

Planning permission will be granted for new convenience stores to serve new areas of residential development provided the size of store is consistent with the centre's position within the Council's retail hierarchy.

Assessing Edge of Centre and Out of Centre Proposals

6.48 In assessing planning applications for main town centre uses including retail, leisure and office proposals outside of town centres, two tests are applied the first test is the sequential test of 'town centres first'; development for main town centre uses should be in a town centre, then in an edge of centre location and only if suitable sites are not available should an out of centre site be considered. In considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. (Paragraph 24 of the NPPF). The second test to apply to planning applications for main town centre uses outside town centres, not in accordance with an up-to-date Local Plan, is an impact assessment of the effects of the proposal on town centre vitality and viability and on investment. (Paragraph 26) ⁽¹⁵⁾

6.49 This policy aims to give guidance on how the Council will assess proposals for main town centre uses outside of town centres. The Council will follow the sequential approach to assessing development proposals. To assess the impact of a development proposal outside of Milton Keynes city centre the Council will require an impact assessment, if the proposal exceeds 2,500 sq.m or more. This is the default threshold identified in the NPPF, where no local threshold is set by the Council. (For office development outside the city centre, see also policy ER1).

6.50 However, for developments outside town, district, local and village centres the Council will apply a lower threshold of 350 sq.m (gross) or more when assessing proposals for new convenience and comparison floorspace. Among the reasons why the Council has come to this view are:

- There has been major growth in the number of smaller convenience stores operated by the major foodstore operators (i.e. Sainsbury's Local, Tesco Express, Little Waitrose, etc.) in recent years. Although sizes vary from location-to-location, these companies are generally seeking new convenience stores with a minimum gross floorspace of around 370 sq.m gross (about 4,000 sq ft). In circumstances where these smaller stores are proposed on the edge or outside of smaller local and village centres, often as part of petrol filling stations, they could result in a significant adverse impact on their trading performance, and overall vitality and viability. This will particularly be the case where smaller centres and villages are dependent on smaller supermarkets and convenience ('top-up') stores to anchor their retail offer and generate footfall and linked trips/expenditure to the benefit of other shops, services and facilities.
- Additionally, modern retailers selling a range of comparison goods (including fashion, homestore and 'bulky' goods retailers) generally have requirements for larger format shop units with a minimum floorspace of approximately 465 sq.m gross (5,000 sq ft). This scale of floorspace provides operators with the necessary minimum 'critical mass' of sales needed to display their full range of goods in-store and attract customers from a wider catchment area, particularly where they are co-located alongside similar stores in town centre and out-of-centre locations.

6.51 For the reasons above, with the exception of Milton Keynes City Centre for which a threshold of 2,500 sq.m will apply. Applicants proposing developments for new comparison and convenience goods retailing of 350 sq.m (gross) or more outside town, district, local

¹⁵ For a further definition of the terms main town centre uses, town centre, edge of centre and out of centre, see the glossary.

6 . Economy and Retail

and village centres within the Borough will be required to demonstrate that their proposal would not have a significant adverse impact on that centre or cumulatively with other commitments, within the catchment area of the proposal. This threshold of 350 sq.m will also be applied, where relevant, to applications for change of use and applications seeking variations of conditions.

Policy ER11

ASSESSING EDGE OF CENTRE AND OUT OF CENTRE PROPOSALS

Proposals for main town centre uses outside of defined Town Centre Areas, including significant edge of centre/out of centre retail development, will be subject to sequential testing as required by national planning policy and will only be permitted where:

1. The proposal would not have a significant adverse impact on the vitality and viability of the town centre and on existing, committed and planned public and private investment within the centre or centres in the catchment area of the proposal and;
2. Applications for main town centre uses outside of the city centre which exceed 2,500 sq.m (gross) of floorspace will be required to undertake and provide an impact assessment in accordance with national planning policy. An impact assessment will also be required to assess the impact of proposals for main town centre uses over 350 sq.m (gross) outside town, district, local and village centres within the Borough and;
3. The development would be readily accessible by a choice of means of transport, including public transport, cycle and foot, and by people with disabilities, or that such accessibility can be provided; and
4. The development would facilitate linked trips with existing out-of-centre developments.

6.52 Planning applications for new development or extensions at out-of centre sites will be considered by the Council on a case by case basis and in accordance with the sequential and impact tests of the NPPF. Any development should be accessible by a choice of means of transport and by people with disabilities and the development should facilitate linked trips with existing out-of- centre developments.

Protection of Local Shops, Post Offices, Banks and Public Houses.

6.53 The objectives of this policy are

- To protect key services, existing facilities and sites proposed or reserved in this plan to meet future needs
- To reduce the need to travel to other settlements

6.54 This policy relates to shops, post offices, banks and public houses within the settlements of Newport Pagnell, Olney, Stony Stratford and Woburn Sands and to local and village centres within the Borough. It does not relate to the city centre and to the town centres. These facilities have a vital role to play in settlements within the Borough and many Neighbourhood Plans prepared by Town and Parish Council's acknowledge their

importance. In rural areas these may be the only facilities accessible to people without a car. Planning applications that result in the loss of shops, post offices, banks and public houses will not be permitted unless the Council is satisfied that every effort has been made to retain them. Applicants will need to provide financial information (in confidence) such as copies of trading accounts audited by an independent third party for the current and previous trading years. They must demonstrate that the business has been marketed for a minimum period of 6 months. For protection of community facilities see policy CC3.

Policy ER12

PROTECTION OF LOCAL SHOPS, POST OFFICES, BANKS AND PUBLIC HOUSES

Planning permission will be refused for changes of use that involve the loss of an existing shop, post office, bank and public house unless:

1. All means of retaining the use has been explored, and
2. The Council is satisfied that the existing use is no longer commercially viable.

New Village Shops in the Rural Area

6.55 The Council supports the provision of new village shops, to maintain and enhance village facilities. The shop should be located within the village development boundary, provide a local service and not exceed a size of 300 sq.m (gross). If no site is available within the village development boundary, the Council may permit a shop adjacent to it provided the shop provides a local service and does not exceed a size of 300 sq.m (gross).

Policy ER13

NEW VILLAGE SHOPS IN THE RURAL AREA

Planning permission will be granted for new shops in villages if:

1. The site is within the development boundary of the village or if no site is available adjacent to the village development boundary,
2. The shop will provide a local service,
3. The shop will be no more than 300 sq.m (gross) in size.

Non-retail uses in Local centres

6.56 The objectives of this policy are to maintain the vitality of Local centres and reduce the number of empty units within them. It is important to protect the shopping function of Local Centres. However, their future success depends on providing a wider range of retail, service and community facilities to meet the needs of local residents. It is also important to avoid vacant shop units in Local Centres as they detract from the viability and attractiveness of the centre.

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Policy ER14

NON-RETAIL USES IN LOCAL CENTRES

Planning permission will be granted for non-retail uses in Local Centres if:

1. At least one general convenience store will remain in the centre;
2. The proposed use would not adversely affect the amenity of neighbouring properties or the surrounding area.

New Local Centres

6.57 The objective of this policy is to seek to maintain local facilities, which are accessible other than by car and to ensure adequate provision of facilities in new areas of development. Local centres include new purpose built centres ranging from an individual corner shop, to larger centres containing 15-20 units; and smaller, older centres in the larger settlements incorporated within the city.

6.58 The original city was planned so that most residents would be within a short walking distance (500 metres) of a Local Centre; this maximises the opportunities for people to walk or cycle to facilities, particularly those without access to a car. The Council would expect that the majority of all new dwellings should be within 500 metres of a local centre but it acknowledges this may depend on factors such as the size and detailed design of the residential area. One of the principles for new strategic urban extensions (policy SD11) is the provision of local shops and community facilities.

Policy ER15

NEW LOCAL CENTRES

Sites in the following areas are allocated for the provision of new Local Centres

1. Brooklands (EEA)
2. Campbell Park
3. Eaton Leys
4. Newton Leys
5. Strategic Land Allocation (SLA)
6. Tattenhoe Park
7. Western Expansion Area (WEA)

New local centres will also be required in new residential developments of 500 dwellings or more. They should be located so that majority of all new dwellings are within 500 metres walking distance of a Local Centre.

Car-related Retail Uses

6.59 The objective of this policy is to minimise the environmental impact of car-related uses. Most car dealers now trade from large premises, which involve substantial areas of vehicle parking and deliveries by very large car transporters. They are not uses that will be acceptable in older town centres or in housing areas. Car servicing can generate significant numbers of vehicles visiting the site, with problems of traffic, parking, noise and smell. Such uses are best sited away from shops and homes. Shop units in the centre:mk and Intu buildings feature showrooms for the Electric Vehicle Experience centre and Tesla.

Policy ER16

CAR-RELATED RETAIL USES

Proposals for car showroom, servicing and other car-related retail uses will be permitted only in the following locations:

1. The Town centres of Kingston and Westcroft
2. Employment Areas

Demonstration showrooms will be acceptable within CMK.

Policy ER17: Hotel and Visitor Accommodation

6.60 This policy aims to direct hotel and purpose built visitor accommodation to the most appropriate locations and increase the supply of such accommodation. It does not refer to student accommodation. Further hotels are needed in the city as it expands offering a choice of accommodation and a spread of all price categories from budget to 4/5 star hotels. A hotel study has been commissioned by the Council to assess what level of hotel provision needs to be made over the period of this plan and where they should be located.

6.61 Currently hotel provision is very much focused on existing towns and settlements, which were incorporated into the city (e.g Stony Stratford) and in CMK where a new hotel has recently opened in the Theatre District. The preparation of a Central Bletchley Urban Design Framework may provide an opportunity to develop a hotel in close proximity to the existing visitor attractions at Bletchley Park.

6 . Economy and Retail

Policy ER17

HOTEL AND VISITOR ACCOMMODATION

Planning permission will be granted for new hotel and other purpose -built visitor accommodation in CMK, town and district centres. The Council will also support the provision of new hotels and visitor accommodation to serve visitor attractions within the city.

For rural visitor accommodation see policy ER9.

Tourism, Visitor and Cultural Destination

6.62 Over the timescale of the Local Plan there is likely to be growth and development in tourism, visitor and cultural attractions within the city. Improving the cultural offer of the city is one of the six projects recommended in the MK Futures 2050 Commission report. The Council will support such proposals where they comply with the criteria in the policy below. The Council will apply a sequential approach to the location of arts, culture and tourism development such as theatres, museums, galleries, concert halls and conference facilities in line with the NPPF. Facilities should be located first within 'town centres' including the city centre, town and district centres) and then if no suitable site is available on the edge of the town centre and then if no site is available at other accessible out of centre locations.

Policy ER18

TOURISM, VISITOR AND CULTURAL DESTINATIONS

Planning permission will be granted for tourism, visitor and cultural development proposals within the city where:

1. The development is of a use, form and scale which does not harm the quality of the natural or built environment and;
2. It benefits local communities or
3. It strengthens the overall tourism offer

Culture and tourism development should be located first within town centres, then on the edge of town centres, and then at other accessible out of centre locations.

For rural tourism see policy ER9.

Street Markets

6.63 The Council's retail capacity and leisure study has assessed and examined street markets within the Borough to consider if markets should be reintroduced or new ones created. With the exception of a market hall proposed on Block D3 in the city centre with permanent stalls for independent retailers and market traders (Policy CMKAP SS2 in the CMK Alliance Plan) no evidence was found that new street markets should be reintroduced or created. The consultants found there was scope to increase the frequency of the community market in Woburn Sands. A general comment in the study was the need for better marketing of street markets as they are little known outside their immediate locality.

Non-Retail Uses on Ground Floors in Town Centres

6.64 The objectives of this policy are to:

- To protect the retailing function in the main shopping areas of the Borough.
- To promote town centre vitality and viability

6.65 Within town centre there is a wide range of uses other than shopping, these uses include:

- A2 Financial and professional services including banks, building societies and estate agents
- A3 Food and Drink including restaurants and cafes
- A4 Drinking Establishments including pubs and bars
- A5 Hot food takeaways

6.66 The shopping function of centres is important. However, there are pressures for more non-retail uses to locate within town centres. Additionally, under permitted development, planning permission is not required for some changes of use from shop, A1 retail use to other uses. Relaxing restrictions on the proportion of non-retail units assists in the process of diversifying uses within the centre and can promote activity outside normal shopping hours. A balance needs to be struck between protecting the retail function of centres and allowing non-retail uses within them. Table 6.3 sets out restrictions on the proportion and location of uses within the primary shopping frontages of these centres. This table is based on recommendations within the Council's Retail Capacity and Leisure Study, which has reviewed the extent of primary and secondary shopping frontages within the city centre, town and district centres.

6.67 Changes of use from non-retail to A1 retail uses will generally be encouraged; however, where Conservation Areas and Listed Buildings are involved, some properties may be better suited to non-retail use because of the harmful effects of inserting a shop front. Above ground floor level where suitable opportunities arise the Council supports the provision of new residential accommodation and office provision.

6.68 Following the making of the CMK Alliance Business Neighbourhood Plan which replaced policy CC6 in the 2005 Local Plan, there are no restrictions on the proportion of non-retail units in the centre:MK and Intu buildings. The Council will continue with this policy, which assists in diversifying uses within the city centre.

6 . Economy and Retail

Policy ER19

NON-RETAIL USES ON GROUND FLOORS IN TOWN CENTRES

Planning permission will be granted for non-retail uses in town centres if they satisfy all of the following criteria

1. The proposed use is appropriate within a town centre setting;
2. There is not an existing over-concentration of such uses within the town centre boundary and they do not create a continuous frontage of 3 or more units in non-retail use within the primary shopping frontage;
3. The general restrictions on the location and proportion on non-retail uses set out in table 6.3
4. The proposed use would enhance the vitality of the town centre by extending the range of facilities offered and/or stimulating activity outside normal shopping hours
5. The non-retail uses would not have an adverse effect on any nearby residential property
6. The proposed use would maintain an appropriate window display to avoid the creation of a dead frontage.

Above ground floor level, proposals for residential (C3) and office floorspace (B1a) will be encouraged.

6.69 Table 6.3 Non-Retail Uses On Ground Floors In Town Centres.

Table 6.3

BLETCHLEY	
Primary Frontages	<ul style="list-style-type: none"> • Additional non-retail uses may be acceptable within a block of properties, subject to the frontages of all non-retail uses in that block not exceeding 45% of the total frontage of that block
Queensway (west of Cambridge St); Brunel Centre (including Sainsburys)	
Secondary Frontages	<ul style="list-style-type: none"> • No restrictions on the proportion of units in non-retail use
133-153, 162-188 Queensway; Wilkinsons; Brunel Centre	
CENTRAL MILTON KEYNES	

6 . Economy and Retail

Primary Frontages	<ul style="list-style-type: none"> No restrictions on the proportion of units in non-retail use
All of the centre:mk and the Intu Milton Keynes buildings	
Secondary Frontages	<ul style="list-style-type: none"> No restrictions on the proportion of units in non-retail use
The Milton Keynes Theatre District and the Xscape Building	
KINGSTON	
Primary Frontages	<ul style="list-style-type: none"> Change of use involving the loss of A1 retail will not normally be acceptable Change of use from one non-retail to another non-retail use may be acceptable Change of use from non-retail use to A1 retail use will be encouraged
1, 26-34, 35-39, 47-52 Winchester Circle	
Secondary Frontages	<ul style="list-style-type: none"> No restrictions on the proportion of units in non-retail use
Standalone units	
NEWPORT PAGNELL	
Primary Frontages	<ul style="list-style-type: none"> Change of use involving the loss of A1 retail will not normally be acceptable Change of use from one non-retail to another non-retail use may be acceptable Change of use from non-retail use to A1 retail use will be encouraged
17-49, 53-77, 22-86 High Street	
Secondary Frontages	<ul style="list-style-type: none"> No restrictions on the proportion of units in non-retail use
1-21, 4-26 St John Street; 1-13, 79-111, 100-122, 127-129 High Street; 1 Station Road	

6 . Economy and Retail

OLNEY	
Primary Frontages	<ul style="list-style-type: none"> • Change of use involving the loss of A1 retail will not normally be acceptable • Change of use from one non-retail to another non-retail use may be acceptable • Change of use from non-retail use to A1 retail use will be encouraged
1-38 Market Place; 25-33 High Street	
Secondary Frontages	<ul style="list-style-type: none"> • No restrictions on the proportion of units in non-retail use
2-16 High Street	
STONY STRATFORD	
Primary Frontages	<ul style="list-style-type: none"> • Change of use involving the loss of A1 retail will not normally be acceptable • Change of use from one non-retail to another non-retail use may be acceptable • Change of use from non-retail use to A1 retail use will be encouraged
High Street (Wolverton Road to Church Street); Cofferridge Close	
Secondary Frontages	<ul style="list-style-type: none"> • No restrictions on the proportion of units in non-retail use
High Street (Church Street to Fagans Court); St Marys and St Giles Church, Library, 2-12 Church Street	
WESTCROFT	
Primary Frontages	<ul style="list-style-type: none"> • Change of use involving the loss of A1 retail will not normally be acceptable • Change of use from one non-retail to another non-retail use may be acceptable • Change of use from non-retail use to A1 retail use will be encouraged

4-10, 19-22a Barnsdale Drive; 10-12 Wimborne Crescent	
Secondary Frontages	<ul style="list-style-type: none"> No restrictions on the proportion of units in non-retail use
1, 25-26, 11-18 Barnsdale Drive; 4-8 Wimborne Crescent	
WOBURN SANDS	
Primary Frontages	<ul style="list-style-type: none"> Additional non-retail uses may be acceptable, subject to the units in non-retail use not exceeding 20% of all units in the primary area.
5-75 High Street	
Secondary Frontages	<ul style="list-style-type: none"> No restrictions on the proportion of units in non-retail use
1, 2-12 High Street	
WOLVERTON	
Primary Frontages	<ul style="list-style-type: none"> Change of use involving the loss of A1 retail will not normally be acceptable Change of use from one non-retail to another non-retail use may be acceptable Change of use from non-retail use to A1 retail use will be encouraged
1-21 Stratford Road; 6-84 Church Street; Glyn Square, Tesco's	
Secondary Frontages	<ul style="list-style-type: none"> No restrictions on the proportion of units in non-retail use
1-21, 2-26 The Square; Milton Keynes Christian Foundation, Aylesbury Street; Agora (Buckingham Street); 22-48, St Francis de Sales Church, Stratford Road west of Radcliffe Street	

6.70 Note: Work will be undertaken as part of the Central Bletchley Urban Design Framework, which may result the Primary and Secondary Shopping frontages and the possible extent of the Primary Shopping Area in Bletchley being redefined.

7 . Homes and Neighbourhoods

7 Homes and Neighbourhoods

Housing mix and density

7.1 Paragraph 50 of the National Planning Policy Framework requires local planning authorities to plan for a mix of housing based on demographic trends, market trends and the needs within the community, including older people and those with specific needs. The aim of doing so is to ensure there is a wide choice of high quality homes, opportunities for home ownership and to help create sustainable, inclusive and mixed communities. Planning Practice Guidance expands on how the needs and demands of different household types should be planned for, including private rented housing, family housing, self-build and custom housing, housing for older people, and households with specific needs.

7.2 The Development Strategy within Plan:MK, and residential development in general, offers the opportunity to provide a range of housing to support the needs and demands of different households in Milton Keynes, helping to maintain or expand the choice of homes available. Larger schemes in particular provide significant opportunities to create or sustain inclusive and mixed communities and make a significant contribution toward achieving strategic objective 11 within Plan:MK.

7.3 A number of documents prepared by or in partnership with the Council should be used to inform the mix of housing⁽¹⁶⁾ within individual development proposals. Such documents include the Council's Strategic Housing Market Assessment (or its equivalent), Development Frameworks, the Affordable Housing SPD, as well as site or area specific Development Frameworks.

7.4 As set out in the table below, the Council's Strategic Housing Market Assessment 2017⁽¹⁷⁾ recommended that 57% of new market homes should be 3 bedroom houses, and only 14% should be 1-2 bedroom properties (including both flats and houses). This differs markedly to the affordable tenure, where it recommended 38% should be 3 bedroom houses and 51% should be 1-2 bedroom properties (primarily 2 bed houses). It also noted that there will be a need for over 900 large affordable homes (4 and 5+ bedrooms) to be provided over the plan period. Much of this need will be from existing households living in overcrowded accommodation.

Table 7.1 Recommended mix of housing type and size within the Objectively Assessed Housing Need for 26,500 homes (figures are rounded).⁽¹⁸⁾

Type	Size	Affordable Housing (8,200 homes)	Market Housing (18,300 homes)
Flat	1 bed	10%	1%
	2 bed	9%	1%
House	2 bed	33%	11%
	3 bed	38%	57%

16 tenure, type and size (number of bedrooms)

17 Strategic Housing Market Assessment February 2017

18 Source Strategic Housing Market Assessment February 2017

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Type	Size	Affordable Housing (8,200 homes)	Market Housing (18,300 homes)
	4 bed	9%	25%
	5 bed	3%	6%
		100%	100%

7.5 The recommended market housing mix in the Strategic Housing Market Assessment is based upon a projection of current occupancy patterns amongst different household types (e.g. single person, couple with dependents) and, with the exception of overcrowded households, does not take account of the need or demand for households to move into different types or size of housing. Demographic trends show there will be a significant increase in households aged over 65 within Milton Keynes in contrast to other age groups. The majority of these households will already be established and living in Milton Keynes, predominantly in larger family size housing. The Strategic Housing Market Assessment does not account for older households (either singles or couples) living in larger properties who may need or wish to move to a smaller property - 'rightsizing' - due to difficulty maintaining a larger property, reduced mobility, or the desire to move to more suitable accommodation within closer proximity to day-to-day facilities that will enable them to continue to live independently. Enabling older households to move into more suitable accommodation in this way can help to reduce the costs to health and social services, and release existing under-occupied housing for the use of families, thereby helping to indirectly meet the need for family housing (3-5 bed houses) ⁽¹⁹⁾

7.6 Therefore, the recommended market housing mix within the Strategic Housing Market Assessment potentially overestimates the demand for 3-5 bedroom market houses and underestimates the demand for 1-2 bedroom market properties. However, it is difficult to quantify what the need and demand for 'rightsizing' will be, due to other factors that govern the ability and likelihood of households to move in this way (such as finance, familial ties, dependence on nearby health facilities, and social ties) alongside the availability of certain types and sizes of property within the housing stock. This issue is less problematic for the recommended affordable housing mix as the analysis is based upon more detailed information about households in need of housing who cannot meet their needs through the market, and is therefore more robust.

7.7 New development provides an opportunity to address this shift in the demographic profile of Milton Keynes to improve housing choice and the availability of suitable accommodation in the right places to address issues of overcrowding, under occupancy and demand for particular types/size of housing from different household types. For example, there is demand for smaller properties from both young single/couple households and from older single/couple households for differing reasons. It is important that development proposals take into account the changing demographic profile of Milton Keynes and other information relating housing need, as illustrated in the Strategic Housing Market Assessment, alongside the recommended market housing mix in Table 7.1 when considering the type and size of housing being proposed. It is equally important that new development within the borough enables the wider strategic objective 11 to be met, as well as simply reflecting demographic trends.

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7.8 In summary, what constitutes an appropriate mix of housing within development proposals will be influenced by both site-specific factors, wider trends, information on households with specific needs at that time, and the strategic objectives in addition to the recommended housing mix set out above. Policy HN1 therefore adopts a flexible approach, with proposals to be considered on a case-by-case basis. Evidence and information on the housing need of different households will be kept under review to ensure decisions on housing mix within development proposals are suitably informed.

7.9 Regarding the density of housing, it is the Council's ambition to increase the density of housing and people within certain parts of the urban area to help achieve the wider strategic objectives set out in this plan and to aid the delivery of the wider vision and aims for Milton Keynes set out by the MK Futures 2050 Commission and subsequent work carried out on this. These areas are principally Central Milton Keynes, Bletchley and areas that can benefit from good accessibility to existing or proposed public transport corridors. Where higher densities of housing would support the establishment of improved public transport services, for example mass transit corridors, this will be encouraged provided the quality of development is in line with the requirements of other policies within this plan and infrastructure can support greater concentrations of households in the area. Given the many different considerations that have a bearing upon housing density, Policy HN1 adopts a flexible approach to ensure that appropriate densities can be arrived at on a case-by-case basis whilst supporting the wider ambition and objectives of the Council and taking into account the criteria set out in Policy HN1 and elsewhere in this plan.

Policy HN1

HOUSING MIX AND DENSITY

A.

Proposals for 11 or more new dwellings will be expected to provide a mix of tenure, type and size of dwellings that:

1. Reflects the Council's latest evidence of housing need and market demand;
2. Reflects the needs of different household types;
3. Avoids the over-concentration of certain types of residential development in an area; and
4. Takes account of the nature of the development proposal, for example flatted development or supported/sheltered housing where greater variety of house type, size or tenure may not be feasible or appropriate.

B.

Larger residential proposals will be expected to provide a wider mix of tenure, type and size of affordable and market dwellings, and a range of net densities across the development, commensurate with their greater potential to create and sustain inclusive mixed communities and help deliver the strategic objectives of Plan:MK.

C.

1. Net densities of proposals for 11 or more new dwellings should balance making efficient use of land with respecting the surrounding character and context. Higher density development will be encouraged in locations with good accessibility to facilities, that are well served by public transport, and where it can be accommodated by existing or improved infrastructure.
2. Net densities for proposals within the following areas should be within the ranges indicated:
 - a. Central Milton Keynes 150 - 500 dwellings per hectare
 - b. Area covered by the Central Bletchley Urban Design Framework: 150 - 250 dwellings per hectare
3. Where no or low levels of parking are proposed, they will be required to demonstrate the site has good accessibility to frequent public transport services to public transport nodes, district/town/local centres, schools and employment areas.
4. Where the amount of proposed open space would be below that required by other policies in the plan, proposals will be required to:

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- a. Ensure the proposed private and/or shared outdoor amenity space and the internal amenity of buildings is designed and provided to an exceptional quality; and
- b. Demonstrate that there is a sufficient quantity of open space within reasonable proximity of the site.

Affordable Housing

7.10 The Strategic Housing Market Assessment 2017 has established that over the plan period there is a requirement to provide an additional 8,200 affordable homes to meet the needs of 8,094 households. This would account for 30.9% of the Full Objectively Assessed Need for Housing in the Borough of 26,500. Once account has been taken of the supply of affordable housing through existing completions and commitments over the plan period, there is a need to provide around a further 2,200 affordable homes over the plan period to meet the projected need for affordable homes in full.

7.11 A Whole Plan and Affordable Housing Viability Study that supported the preparation of Plan:MK indicates that an affordable housing target around 31% would be viable alongside other planning obligations required within Plan:MK. At 31%, the allocations made within Plan:MK would deliver the vast majority of the 2,200 additional affordable homes needed over the plan period. Where development proposals are not capable of meeting the affordable housing and other planning obligations in full, and there is robust viability evidence indicating this, the Council may accept reduced planning obligations elsewhere if it is considered that prioritising affordable housing provision over other planning obligations would be of greater benefit.

7.12 The Council will also work with key partners, such as the Milton Keynes Development Partnership, and through the use of its own assets to achieve a higher provision of affordable housing on a number of the allocated housing sites to help boost the supply of affordable housing. Furthermore, the proposed regeneration of a number of estates being led by Your:MK and the regeneration of Central Bletchley should also help to yield a net increase in the number of affordable homes.

7.13 With regard to the tenure mix of affordable housing provision, based on evidence provided within the SHMA, the 31% affordable housing provision will consist of a mix of affordable rent provision, provided at a range of rent levels up to 80% of market rents, including a provision for properties at a level equivalent to social rent. Furthermore, a proportion of units will also be provided as Low Cost Home Ownership options (shared ownership) so as to widen opportunities for home ownership and support those households who wish to move out of affordable rent into home ownership.

7.14 The Council will not accept piecemeal housing development that it considers are being split in order to fall under the threshold of 11 or more houses to avoid the requirement to provide affordable housing. In determining whether two or more adjacent pieces of land should be considered as one comprehensive and integrated site, the Council will consider the following:

- Whether a previous application incorporated parts of both sites;

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- Whether the sites are inter-dependant (i.e. when one site is dependent on another for development) in any way - for example, functionally or physically;
- Whether there is a financial or business link between the owners (e.g. if a site has been deliberately split into two, and put in two different names);
- Whether there is a reasonable prospect of developing both sites together; and
- Whether there have been actions undertaken on behalf of an owner or developer to release land after a site in close proximity has benefited from a planning permission.

7.15 Private Rented Schemes

7.16 Within Milton Keynes the private rented sector's role in providing housing has increased substantially in recent years; between 2001 and 2011 the number of private tenants increased across the Borough from 8K to 18K households (*MK Strategic Housing Market Assessment, 2017*).

7.17 With an expectation that growth in this sector is likely to continue, MKC recognises the important role that Build to Rent can play in local housing delivery and supports a positive approach to enabling this sector to make a contribution to increasing housing supply.

7.18 To support the development of Build to Rent housing, MKC recognises the distinct economies associated with the sector and proposes the following principles which will be applicable to development proposals submitted as 'Build to Rent' schemes.

7.19 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.

7.20 **Covenant:** New homes will be secured as Build to Rent for a minimum period through a covenant in a Section 106 agreement. During this period the homes are retained in single ownership; individual homes cannot be sold and overall ownership of the scheme can only change if the scheme stays as Build to Rent.

7.21 **Clawback:** Section 106 agreements will also include a 'clawback' mechanism in the event of units being sold out of the Build to Rent sector during the covenant. Section 106 agreements will be set on a case-by-case basis and will clearly set out how the clawback will operate, including details of how it will be calculated.

7.22 Applications for other types of housing that are marketed to specific groups (e.g. retirement villages, custom and self build housing) will not be exempt from Policy HN2 and the obligation to provide affordable housing where it applies.

7.23 Starter Homes

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7.24 The Housing and Planning Act 2016 has introduced a requirement for Starter Homes to be provided as part of all developments. For the purposes of policy development, the current NPPF definition of affordable housing does not include Starter Homes and evidence provided within the Strategic Housing Market Assessment concluded that it is unlikely that Starter Homes would reduce the identified need for affordable rented housing products, as they are unlikely to be affordable to those households identified as being unable to afford market housing.

7.25 The Council therefore will not consider Starter Homes to be a form of affordable housing when considering development proposals. Should regulations be introduced by Government on this matter, then the approach set out in Policy HN2 will be reviewed as part of the early review of Plan:MK.

Policy HN2

AFFORDABLE HOUSING

A. Development proposals for 11 or more homes should provide 31% of those homes as affordable housing.

The tenure mix of affordable housing to be provided will consist of:

- i. 25% of units for rent at a range of rental levels up to 80% of market rents, under the Affordable Rent model, including approximately 5% of the total affordable provision at a level broadly equivalent to Social Rent (at the time an application is considered).
- ii. 6% Shared Ownership (based on a range of 25%-40% equity share)

The design, siting and phasing of affordable housing within development proposals should ensure its proper integration and timely provision as part of the wider development to contribute towards creating sustainable, mixed and inclusive communities. Piecemeal proposals for fewer than 11 homes across areas of land that would ordinarily provide a higher number of homes will not be accepted where there is evidence that this is being done in order to avoid providing affordable housing.

B. In seeking affordable housing provision the Council will have regard to the current viability of developments including land values and other development costs. Where it has been demonstrated to the Council's satisfaction through the submission of viability evidence which is open and transparent that the provision of affordable housing in accordance with the above levels and tenure mix would deem the scheme unviable then the Council will take a flexible approach to achieving viability as follows:

- i. Reviewing the tenure mix;
- ii. Reviewing the extent of other site specific planning obligations; and
- iii. The proportion of affordable housing.

In exceptional circumstances off-site provision or financial contributions of equivalent value may be accepted.

C. Where a development is proposed that complies with the outlined Milton Keynes definition for Build to Rent, the full 30% affordable housing offer can be provided entirely as discounted market rent (DMR) to be managed by the Build to Rent provider. Alternatively a financial contribution in lieu of the provision of on-site affordable housing will be accepted. In this case, the financial contribution to be provided would be subject to a viability assessment

Where the development proposes to provide affordable housing at DMR, the Council will require housing costs to be set at no more than 30% of a gross household income. Household income data for Milton Keynes should be calculated using the most up to

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date data from the Office of National Statistics (ONS - or any successor government body/agency). If the ONS subsequently publishes data at a Milton Keynes administrative district level, then this will be preferred.

Any rent set should be below the median private sector rent for the applicable dwelling type in Milton Keynes as set out by the Valuation Office Agency (or any successor government body/agency) Statistics in its Private Rental Market.

All affordable housing provision secured through planning will be required to be affordable in perpetuity, in line with the requirements of the NPPF. Therefore, should the developments be sold onto the open market at any time, during or after the covenant period, then a commuted sum would need to be paid to the Council to secure the affordable housing provision in perpetuity, or replacement affordable housing would need to be provided of an equivalent value.

Supported and specialist housing

7.26 The role of housing plays an important part in the overall quality of life for older people, those living with physical and mental health issues and for carers. Planning provides an opportunity to ensure there is sufficient choice of suitable and appropriate housing that meets the varying levels of need that these households and individuals have.

7.27 National planning policy and guidance requires planning authorities to plan for a mix of housing based on current and future demographic trends and the needs of different groups in the community including older people and people with disabilities. As people grow older, many prefer to stay in their own homes for as long as possible, whilst others may move in with relatives (for example into a 'granny annex') or to purpose built sheltered housing, extra-care or flexi-care or other supported living schemes. For others, a more specialist care environment is required as they are unable to live independently and may need more extensive nursing and residential care.

7.28 The Council's Strategic Housing Market Assessment 2017 recommended that around 3,000 dwellings in the form of suitable supported housing ⁽²⁰⁾ would be required over the plan period as a component of the Full Objectively Assessed Need for Housing of 26,500 dwellings. In addition, it recommended that around 1,200 net additional C2 nursing or residential bed spaces should be provided to allow for a suitable choice to help meet the varied needs of an ageing population for specialist housing. The combined need for supported and specialist housing therefore accounts for around 15% of all housing needs in the borough over the plan period. Provision of such housing would also help to meet the needs of other age groups who require specialist housing, for example those living with physical or mental health issues, who are not factored into the demand for specialist housing within the Strategic Housing Market Assessment.

7.29 The Strategic Housing Market Assessment acknowledges that there are complex interactions between those households with specific needs and the type of supported or specialist housing that can best meet those needs. Similarly, the recommended 1,200 C2

20 Bungalows, sheltered housing, flexi-care, extra-care, assisted living and other forms of supported housing.

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bed spaces is primarily based on demographic trends and does not take into account policies and strategies that seek to enable people to live and receive care in their own home, rather than simply move into an institutional care setting.

7.30 The Council regularly prepares and updates a range of strategy and evidence documents⁽²¹⁾ relating to households with persons that have specific needs, including those with learning disabilities, mental health problems, dementia and other long term health and disabilities that give rise to specific accommodation requirements and ongoing support. Due to the nature of how and when households with specific needs present themselves, and because the needs of individuals and families can change in different ways over time, it is difficult to project with any certainty the precise housing needs associated with them over the plan period. The delivery of supported and specialist housing is also complex, requiring not just the availability of land in the right place for such housing, but also clarity over the precise form that housing should be in, the operating and social care models required to service them, and the availability of public funding to support their establishment and operation.

7.31 Difficulties in projecting with certainty the need for supported and specialist housing within Milton Keynes, and how such housing can be delivered, means that it would be inappropriate to set fixed targets for allocations within Plan:MK to provide. Instead, Policy HN3 adopts a more flexible approach to provision, whilst bearing in mind the 15% requirement that needs to be met from development. Implementation of the policy and the delivery of supported and specialist housing that is required will be supported by Council-led initiatives to better link housing and adult social care with the planning process so that appropriate provision over the plan period can be made in a strategic yet flexible way.

7.32 The design and location of supported and specialist housing should be informed by the availability and accessibility to facilities and public transport to enable residents to continue to live independently where possible and allow people to visit residents in a comfortable and suitable environment. It is also important that proposals for such housing take into account the capacity of local primary health care providers to service the needs of residents within such housing, identifying if further investment would be required.

7.33 It is therefore important that when preparing development proposals, the sources of information noted above should be used to inform discussions with the Council, as the local planning and housing authority and the commissioner of social care, and health care providers. This will be critical to ensuring that the mix of housing, including the provision of supported and specialist housing, is in accordance with Policies HN1, HN2 and HN3, and so that new development can, wherever possible, provide for the needs of specific household types and help to sustain an inclusive built environment across the Borough.

21 These include the Joint Strategic Needs Assessment, Older Persons Strategy and waiting list data for homes to accommodate certain needs.

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Policy HN3

SUPPORTED AND SPECIALIST HOUSING

Commensurate with their scale and nature, residential development proposals will be expected to provide an element of supported or specialist housing to help contribute toward meeting the needs of older persons and households with specific needs. Where on-site provision is not feasible, or desirable by the Council, then financial contributions will be sought to enable provision of such housing through other means, including the adaptation of existing homes and new build housing.

Development proposals for, or which incorporate, suitable supported housing and C2 bed spaces will be strongly supported, provided:

- It is in a form that meets the housing needs of older people and households with specific needs that are evident at the time of the proposal;
- It is in a location that enables easy accessibility to facilities and public transport by pedestrians, including those with impaired mobility and wheelchair users;
- It would not result in an over-concentration of that type of accommodation in that location; and
- Local primary health care providers can sustainably accommodate the increase in the demands associated with the occupiers of the supported and specialist housing.

Amenity, accessibility and adaptability of homes

7.34 In 2011, around 14% of the borough's population had a long-term health problem or disability that affects their ability to carry out day to day activities.⁽²²⁾ Datasets on disability show that currently around 1-in-30 households in England (3.3%) have at least one wheelchair user, although the rate is notably higher for households living in affordable housing (7.1%) and in older age groups (in both market and affordable tenures).

7.35 In 2016/17, Milton Keynes Council spent approximately £2.15m on minor and major adaptations to properties. Part of this expenditure was limited by the availability of funding of adaptations, and there were still waiting lists for both minor and major adaptations at the end of the financial year.

7.36 Common forms of adaptations include level entry showers, hoists, kitchen/bathroom adaptations, lifts through floors, ramps/platforms, extensions and an increasing requirement for the strengthening of floors and structures to accommodate people with bariatric conditions. Falls within the home have a personal impact to the individual and the wider financial costs to the health service and society. Similarly, the design of homes and public space can have a significant bearing on the health and wellbeing of people, particular vulnerable people and those with mental and physical health problems. Therefore designing homes to avoid creating hazards, enable them to be adapted quickly and without significant

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cost, and to reflect sustainable design and construction practises (see Design and Sustainable Construction policies) can lead to better health and wellbeing with positive social and economic impacts.

7.37 However, a home (or the area they live in) may not always be capable, suitable or affordable to adapt leaving people with the option of either remaining in an unsuitable property or neighbourhood, or moving. Therefore new homes will need to incorporate accessible and adaptable design features from the outset to help people remain independent in their own homes and enjoy a good quality of life, and to minimise overall costs to society. National policy and guidance enables local planning authorities to identify the proportion of dwellings in new developments that should comply with the accessibility requirements within the Building Regulations Approved Document Part M4(2) and M4(3) as part of the Local Plan, based on the likely future need and taking account of the overall impact on viability. The analysis within the Strategic Housing Market Assessment provides clear evidence of need to support 60% of all dwellings to meet Category M4(2) requirements, providing that this does not compromise viability.

7.38 National policy limits the ability of local planning authorities to set policies and targets for fully wheelchair accessible homes to those dwellings where the local authority is responsible for allocation or nominating a person to live in that dwelling. An analysis within the Council's Strategic Housing Market Assessment indicates that the projected increase in households likely to need wheelchair accessible housing accounts for 5% of the overall housing requirement, and 10% within affordable tenures. This supports setting a 10% target for category M4(3) within affordable tenures, as reflected in Policy HN4. In addition, the local planning authority will require 5% of new market dwellings to be capable of being adapted to the wheelchair accessible standard (category M4(3)) to ensure there are opportunities within the housing stock to service these needs. However, due to a general lack of data on this issue, the demand for wheelchair accessible and adaptable homes may be greater than that presented in the SHMA. Therefore, the requirements set out in Policy HN4 are considered to be the minimum requirement. Where it is considered important to do so, and subject to viability and feasibility, higher percentages may be sought on a case by case approach.

7.39 The Council will also seek other good design practices, such as sensible internal layouts of rooms, storage space and corridors, in addition to the standards set out within Building Regulations Part M. This is to ensure that all homes offer flexibility and scope for adaptation to accommodate different households in the borough and the changing needs of households over time.

7.40 Alongside the Building Regulations Approved Document Part M4, the quality of architecture and urban design will also have a significant bearing on how suitable housing and the wider built environment within new development are for all members of the community. Design and other policies within Plan:MK will have a positive impact on the quality of development, and in addition to these, the Council will encourage developers to incorporate HAPPI design principles⁽²³⁾ into their proposals, which were developed with an ageing population in mind:

- Space and flexibility
- Daylight in the home and in shared spaces
- Balconies and outdoor space

23 <https://www.gov.uk/government/publications/housing-our-ageing-population-panel-for-innovation>

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- Adaptability and 'care ready' design
- Positive use of circulation space
- Shared facilities and 'hubs'
- Plants, trees, and the natural environment
- Energy efficiency and sustainable design
- Storage for belongings and bicycles
- External shared surfaces and 'home zones'

7.41 Internal space within new dwellings is an important factor in creating homes that support a high quality of life and allow households and families to meet their current needs whilst also being flexible enough to accommodate changes in their circumstances. In recognising this, the UK Government have established a Nationally Described Space Standard (NDSS) as an optional requirement Local Planning Authorities can place upon new dwellings. The NDSS seek to ensure the internal space of new dwellings is sufficient, provided their adoption is viable and feasible.

7.42 Analysis undertaken by the Council indicates that dwellings recently granted permission were, on the whole, deficient when compared to the NDSS. In particular, the gross internal floor area of the majority of recently consented 3 bed houses was significantly below the NDSS. Regarding bedroom widths, the sample indicated that bedrooms other than the main bedroom were also significantly below the NDSS. These deficiencies with the housing market and the clear national policy objective together indicate the need for the NDSS to be implemented in order to ensure the housing stock in the borough supports a high quality of life.

Policy HN4

AMENITY, ACCESSIBILITY AND ADAPTABILITY OF HOMES

A. All proposals for C3 dwellings will be required to:

1. As a minimum, meet the Nationally Described Space Standard, unless it can be robustly demonstrated that this would not be feasible or viable
2. Demonstrate good internal and external design that can accommodate different lifestyles and needs, and be capable of adaptation and extension to accommodate the changing needs of households over time.

B. Proposals for 11 or more new dwelling will be required, subject to viability, to provide:

- i. At least 60% of all new dwellings across market and affordable tenures that are built to Building Regulations Part M4(2) standards for accessible and adaptable dwellings, the delivery of which should be distributed across market and affordable tenures.
- ii. At least 5% of all new market dwellings that are capable of being readily adapted to the Building Regulations part M4(3) wheelchair accessible standard.
- iii. At least 10% of all new affordable dwellings that built to Building Regulations part M4(3) wheelchair accessible standard

Self-Build and Custom Housebuilding

7.43 The Council will support this avenue of house building in order to diversify and increase the supply of housing to meet needs. Development proposals that involve the creation of low-cost and Affordable Housing, for instance via Registered Social Landlords or community groups, would be particularly supported as these would provide additional opportunities to meet the demands for social and affordable homes in the Borough.

Policy HN5

SELF-BUILD AND CUSTOM HOUSEBUILDING

The allocations set out within Plan:MK will be required to make provision for serviced plots of land to contribute towards meeting the evidenced demand for Self-build and Custom Housebuilding in the Borough.

The Council will strongly support proposals for self build and custom housebuilding that involve the creation of low-cost and Affordable Housing.

Housing for temporary accommodation

7.44 Milton Keynes has recently experienced a rise in the number of rough sleepers, homeless people and people and families who urgently require alternative accommodation. The ability of the Council to support these people and place them into suitable accommodation is coming under increasing pressure. To help address this issue, the Council and partners are seeking to develop housing to provide safe and suitable temporary accommodation for those in urgent or emergency need of accommodation. Development of housing for such uses would be classed as C3 residential development as each household would typically have access to amenities for their own private use (i.e. Bathroom and kitchens).

7.45 However, indications from current proposals and from experience elsewhere indicates that the external demands (principally for parking and traffic generation) arising from occupiers of such accommodation would not be as significant as those arising from traditional owner-occupiers or long term tenants. Therefore, whilst proposals for housing for temporary accommodation will be expected to comply with other policies within the plan, non-compliance with other policies will be allowed if there is clear evidence to justify this and clear evidence that the proposed development would not have a lifespan of greater than 15 years. This relaxation would not apply where non-compliance related to policies that indicate residential development would be inappropriate and should be restricted.

7.46 Conversely, the occupiers of such accommodation may require or benefit from the co-location of (or close proximity to) other support services and facilities, and the accommodation itself typically requires a greater degree of management to ensure it continues to provide good quality accommodation. As with supported and specialist housing,

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housing for temporary accommodation should ideally be located close to facilities (such as schools, shops) and public transport to enable occupiers to continue to live independently.

Policy HN6

HOUSING FOR TEMPORARY ACCOMMODATION

A. Proposals for C3 housing to provide temporary accommodation for households in emergency or urgent need of accommodation will be permitted provided that:

1. the proposal is consistent with the Council's Homelessness Strategy;
2. the units provided would afford a good level of amenity for a range of household sizes or types;
3. the proposal incorporates or is in close proximity to relevant support services, amenities and facilities to enable easy access by occupiers; and
4. the building would be owned and managed by an organisation(s) with a proven track record of providing, owning and managing good quality accommodation.

B. Where proposals for C3 housing to provide temporary accommodation would not comply with other policies within the plan to the extent that permission would be refused, non-compliance will be allowed (with the exception of policies that indicate residential development is inappropriate and should be restricted) provided there is clear evidence to justify this and clear evidence that the proposed development would not have a lifespan of greater than 15 years.

HiMOs and student accommodation

7.47 The 2011 Census identified that there were 12,840 students aged 16 to 74 living in Milton Keynes in 2011, with others travelling into Milton Keynes to attend the two main institutions in the city: Milton Keynes College and the University Campus Milton Keynes associated with the University of Bedfordshire. The total number of students makes up around 8% of the Milton Keynes population, but there are no halls of residence and most students are aged 16-18 and so mostly live with parents.

7.48 The MK2050 Commission identifies, as one of its 6 Big Projects for Milton Keynes, the establishment of an undergraduate university, preferably within Central Milton Keynes. There is likely to be a need to provide purpose built student accommodation to service a proportion or all of the students' accommodation needs within Central Milton Keynes on-campus, with the possibility of off-campus provision also being required.

7.49 HiMOs 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. The SHMA indicates that there was a growth of 1,251 households (an increase from 806 to 2,057 households over the period between 2001 and 2011) living in multi-adult households. Changes in the Local Housing Allowance has meant that many more young people will only be able to

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afford shared housing, and this has further increased demand for housing such as HiMOs. As such, HiMOs are likely to be a continued (and possibly growing) part of housing supply to meet local needs, with increased pressure for the existing housing stock to be converted.

7.50 It is therefore considered appropriate for Plan:MK to include policies that will help to manage the growth and development of these two types of housing and accommodation.

Policy HN7

HOUSES IN MULTIPLE OCCUPATION

To maintain mixed, balanced, sustainable and inclusive communities proposals for Houses in Multiple Occupation will be approved where they would not create an over concentration of such accommodation resulting in an imbalance within local communities or other significant adverse impacts. Proposals should comply with the Council's Houses in Multiple Occupation Supplementary Planning Document.

Policy HN8

STUDENT ACCOMMODATION

Purpose built on-campus student accommodation to meet the demonstrated needs of higher education providers in the Borough will be supported where this is in accordance with a master-plan that has been approved by the Council. Off-campus purpose built and adapted student accommodation will be supported where it is highly accessible to a main university or college campus within the Borough by walking, cycling and public transport and provides sufficient on-site car parking. Development should not on its own, or cumulatively with other similar developments in the area, have a significant adverse impact on the amenity of residents and local communities, or on the character of the area.

Loss and Conversion of Existing Residential Properties

7.51 A shortfall in meeting overall housing requirements could arise if net losses to the Borough's stock of dwellings are allowed to take place. Even on a piecemeal basis, such net losses in the Borough could create additional development pressures elsewhere, and such losses will be resisted except in the circumstances set out in policy HN9. The purpose of policy HN9 is therefore to protect existing residential properties, rather than to encourage intensification or the large scale demolition of existing estates.

7.52 Further to other policies which seek the provision of new housing to accommodate an ageing population and for those with impaired mobility or specific needs, the Council will seek to prevent the loss of single storey dwellings (typically bungalows) through demolition and rebuild and through extensions/conversions to two storey dwellings that offer suitable accommodation for those with specific needs in the borough.

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Policy HN9

LOSS AND CONVERSION OF EXISTING RESIDENTIAL PROPERTIES

A. Proposals which result in the loss of one or more dwellings through demolition or conversion will be permitted where:

1. There would be a net gain in the overall number of dwellings provided by the proposal; or
2. It can be demonstrated that the existing dwelling is significantly affected by adverse environmental conditions and there is no reasonable prospect that the impacts can be adequately mitigated to create a healthy living environment for existing or future occupants; or
3. The social, economic or environmental benefits of doing so are demonstrated to significantly outweigh the need to minimise net losses to the Borough's housing stock. In particular, significant weight will be attributed to maintaining the provision of wheelchair accessible and adaptable properties.

B. There will be a presumption against proposals that would result in the loss of a bungalow(s) (or single storey dwelling) via demolition or its conversion to two or more storeys.

Rural exception sites

7.53 A significant part of the Borough is rural in nature with a large number of smaller settlements and communities which, in accordance with the proposed spatial strategy would not be appropriate for the allocation of larger scale market 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.

7.54 There is therefore 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 exception sites if a local need is clearly identified and evidenced. The most suitable format for this need to be identified and exception sites to be planned is through the production of a neighbourhood plan.

7.55 In accordance with the NPPF consideration should also be given to the provision of a small proportion of market housing to provide flexibility and enable the opportunity for some cross-subsidy to facilitate the provision of additional affordable housing to meet local needs.

7.56 This policy will therefore allow for planning permission to be granted, in some cases, for affordable housing to meet local needs on sites outside the development limits of rural settlements, as an exception to normal planning policies, particularly where these are identified and supported through the preparation of a neighbourhood plan.

Policy HN10

RURAL EXCEPTION SITES

Proposals for small-scale “affordable” housing schemes to meet local rural needs should be approved for on exception sites in the following locations:

- i. Outside the development boundaries of villages as defined in the settlement hierarchy;
- ii. In smaller settlements where no limits of development have been defined in Plan:MK or a neighbourhood plan;
- iii. On sites identified through the preparation of a neighbourhood plan.

In each case, proposals should be approved where the Council is satisfied that:

- i. There is a demonstrable social or economic need for affordable housing for local residents which cannot be met in any other way and which can reasonably be expected to persist in the long term. An application will be required to be supported by an up to date housing need assessment which clearly demonstrates that there is a need arising from the settlement for the type, scale and tenure of the proposed affordable dwellings;
- ii. The size of the development and the number of dwellings proposed is appropriate to the scale of the community it is supporting;
- iii. The development is well-related to the existing pattern of development in the settlement and there is no detriment to the character of the village or the open countryside;
- iv. Suitably secure arrangements will be made to ensure the housing is reserved for local needs in perpetuity (This may need reviewing in light of the Housing and Planning Act (2016) in relation to the ‘Right to Buy’ issue).

The Council will also consider the provision of some market housing within a site to assist with scheme viability, if it can be demonstrated through open and transparent viability evidence that such housing would ensure the delivery of significant additional affordable homes to meet local needs.

Gypsies and Travellers, and Travelling Showpeople

7.57 The Council is required by the NPPF to meet the accommodation needs of Gypsies and Travellers, and Travelling Showpeople within Milton Keynes, developing a strategy that addresses any unmet need that is identified. The overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. As part of the evidence

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base for Plan:MK the Council has had a Milton Keynes Gypsy and Traveller Accommodation Assessment (GTAA) prepared to provide an assessment of the current and future need for Gypsy and Traveller accommodation within the Borough.

7.58 There are currently two public Gypsy and Traveller sites within Milton Keynes which provide a total of 18 pitches (Calverton Lane: 12 pitches and Willen Road: 6 pitches), of which none are currently vacant.

7.59 The GTAA found that over the plan period 2016-2031, there is a requirement for 5 additional pitches to be provided to account for the need of gypsies and travellers, and an additional requirement of 13 pitches to account for the need of Non-Travelling Gypsies and Travellers (those who do not meet the *Planning Policy for Travellers Sites, 2015* (PPTS) new definition of Gypsies and Travellers). A Further requirement for an additional pitch was also identified for 'unknown' Gypsies and Travellers; those whose status under the new definition could not be determined.

7.60 In total, Plan:MK is therefore required to accommodate a further 19 households in culturally suitable housing for Gypsies and Travellers up to 2031.

7.61 Within Milton Keynes there remains a total of 12 further pitches allocated but yet to be provided, consisting of 8 pitches on a new site at Newton Leys and 4 additional pitches to be provided as part of an extension to the Calverton Lane site. With the retention of these existing allocations, Plan:MK will need to provide for an additional 7 pitches over the plan period.

7.62 The Council intends to allocate the additional 7 pitches in the South East Milton Keynes strategic site.

Policy HN11

GYPSIES AND TRAVELLERS

A. Pitches at the following existing, developed and allocated Traveller sites will be safeguarded:

- Calverton Lane (12 existing pitches and 4 allocated pitches)
- Willen Road (6 existing pitches)
- Newton Leys (8 allocated pitches)

Proposals should be approved for an alternative use of a safeguarded site if an alternative, replacement site has been identified and developed to provide facilities of an equivalent or improved standard (including its location), or if sufficient evidence can be produced to show that there no longer remains a need for the site(s) to be retained for Gypsy and Traveller use.

To accommodate the full identified need of 19 pitches for the period up to 2031, 7 new pitches will be provided as part of the strategic site in South East Milton Keynes.

New Gypsy and Traveller sites, or extensions to an existing lawful site, shall also be safeguarded for such use.

B. New permanent Gypsy and Traveller sites, and extensions to existing lawful sites, including transit sites, will be permitted provided:

- i. The number of new pitches on an individual site is limited to no more than 15;
- ii. A genuine need for the site or extension has been demonstrated;
- iii. The site is reasonably accessible to shops, schools, health and other local services and community facilities;
- iv. Sites must be well related to the primary road network and have adequate road access;
- v. The site is compatible with neighbouring land uses, and minimise impact on adjacent uses, built form and landscape character;
- vi. There is space within the site for the provision of essential facilities, including parking, and landscaping;
- vii. The development would not be prominent from public vantage points;
- viii. The site is not within an Area of Attractive Landscape;
- ix. The site would not affect a site of nature conservation interest.

C. Any 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 no longer exists.

7 . Homes and Neighbourhoods

Travelling Showpeople

7.63 The GTAA found that there were currently no Travelling Showpeople yards located within Milton Keynes and that subsequently no additional need has been identified.

7.64 Plan:MK therefore proposes no allocations of plots for Travelling Showpeople, however policy HN12 provides criteria to assess any proposals for new sites which may come forward during the plan period.

Policy HN12

TRAVELLING SHOWPEOPLE

A. New sites for travelling showpeople should be approved if they satisfy all of the following criteria:

- i. A genuine need for the site has been demonstrated;
- ii. The site is reasonably accessible to shops, schools, health and other local services and community facilities;
- iii. The site has convenient and safe access to the primary road network for both domestic traffic and fairground vehicles and equipment;
- iv. The site is compatible with neighbouring land uses, and minimises impact on adjacent uses, built form and landscape character;
- v. There is space within the site for the provision of essential facilities including parking, and landscaping;
- vi. The site is not within an Area of Attractive Landscape;
- vii. The development would not be prominent from public vantage points and equipment storage areas in particular should be well screened;
- viii. The site would not affect a site of nature conservation interest.

B. 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.

8 Transport and Connectivity

8.1 Introduction

8.2 This chapter of Plan:MK sets out a number of policies including; A sustainable transport network, walking and cycling, public transport, low emission vehicles, freight, the grid network and digital communications.

8.3 The term 'connectivity' in the context of Plan:MK, describes how well different places are connected to each other by a variety of means of transportation (e.g. car, buses, trains, walking and cycling) and also the use of digital communications. How well places are connected is essential to creating and maintaining healthy, vibrant and liveable places. Transport connectivity impacts on how we travel and where we go on a daily basis. A well-connected transportation network enables accessibility within and between places, and gives choice for routes of travel. It can also improve health by providing walking and cycling routes and allowing access to health facilities

8.4 National Policy

8.5 The National Planning Policy Framework (NPPF) acknowledges that transport policies have an important role to play in facilitating sustainable development and indicates that the transport system needs to be balanced in favour of sustainable transport modes, giving people choice about how they travel. The focus is to make the fullest possible use of public transport, walking and cycling, and focus development in locations which are or can be made sustainable.

8.6 Other Relevant Strategies and Studies

8.7 Milton Keynes Futures 2050: The Milton Keynes Futures 2050 Commission was set up in September 2015 as a way of thinking about the future of the city, helping to create a long term vision for the way MK should grow and prosper over the coming decades. The Commission recommended that Mobility was fundamental to the future prosperity of Milton Keynes and that addressing this issue was a priority. To deliver this vision for MK in 2050, the Commission recommended Six Big Projects including Project Four - Smart, Shared and Sustainable Mobility. The Commission felt that it was clear that for the city to be successful in the future, everyone who lives, works, studies or does business here must be able to move freely and on demand, and not be reliant on access to a private car. The Smart, Shared, Sustainable Mobility project reflects the growing move towards 'mobility as a service' and the use of autonomous and electric vehicles, and the opportunities that these trends could create for Milton Keynes.

8.8 Milton Keynes Mobility Strategy 2018-2036: A new Mobility Strategy is currently being prepared which will review and refresh the Milton Keynes Transport Vision and Strategy LTP3, and incorporate the Milton Keynes Futures 2050 vision for smart, shared and sustainable mobility. This emerging Strategy will look into ways of delivering low-carbon solutions to challenges posed by improving air quality, reducing vehicle congestion and enabling smart, shared sustainable mobility solutions. It will also include interventions to increase public transport, cycling and walking, stabilising car usage and increasing mass transit corridors. And also develop a strategy to introduce shared mobility, demand responsive transport, autonomous and connected vehicles.

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8.9 Milton Keynes Transport Vision and Strategy LTP3 2011 to 2031: The Transport Vision and Strategy set out the borough's policies and programme for delivering local, sub-regional and national policy objectives.

8.10 The Strategy centres around the vision that "By 2031, Milton Keynes will have the most sustainable transport system in the country, increasing its attractiveness as a place to live, work, visit, and do business. There will be a real transport choice to satisfy individual preferences and encourage more sustainable travel behaviour. The transport system will provide fast and efficient movement of people and goods, and will be accessible for all. Everyone will have access to key services and amenities, including employment, health, education, retail and leisure."

8.11 It further states that "Transport networks, including the unique grid road and Redway networks, will be expanded and fully integrated into new developments and regeneration areas to support more sustainable communities. Connectivity to local towns, major cities, and international transport gateways and networks will be first class; and Milton Keynes will embrace new technology, being an exemplar for the latest developments in information technology, fuel technology, and new forms of transport. The council will work in partnership with all sectors and the wider community to deliver the transport vision and strategy."

8.12 To achieve this vision, the following objectives for the borough wide Transport Vision and Strategy were developed to:

1. Provide real and attractive transport choices to encourage more sustainable travel behaviour as Milton Keynes grows.
2. Support the economic growth of the borough through the fast, efficient and reliable movement of people and goods.
3. Reduce transport based CO2 emissions to help tackle climate change.
4. Provide access for all to key services and amenities in Milton Keynes, including employment, education, health, retail, and leisure.
5. Improve safety, security and health.
6. Contribute to quality of life for all Milton Keynes residents, strengthening linkages between communities.
7. Establish a development framework that embraces technological change, in which Milton Keynes can continue to grow, pioneer and develop.

8.13 Milton Keynes Transport Vision and Strategy LTP3 (2011 to 2031) describes the main methods of transport connectivity as the M1, West Coast Main Line, Freight, Junction 14, Cranfield Airport, Bedford and Milton Keynes Canal and bus. Two new national infrastructure projects have the potential to increase connectivity in Milton Keynes, these include East West Rail (EWR) and the Oxford to Cambridge Expressway. In addition, the implementation of High Speed 2 will take the pressure off the West Coast Main Line and direct services to London, London Gatwick Airport, Liverpool, Manchester, Central Lancashire, North Wales, and Scotland. And higher frequency services to Birmingham New Street and Birmingham International Airport.

8.14 DfT guidance requires periodic review of the LTP document, the latest review will include objectives for the introduction of new technology and new more sustainable modes of travel, particularly electric vehicles (cars and bikes), connected vehicles and associated technology, and begin the process of ensuring transport infrastructure is developed to support more sustainable travel, greater access to and use of mass transit and greater use

8 . Transport and Connectivity

and access to a larger range of travel modes other than car. Developments which incorporate these measures are likely to be more in line with current and future transport requirements.

8.15 Challenges

8.16 The Borough of Milton Keynes is one of the fastest growing areas in the country, with predicted continued growth in population, employment and housing numbers thereby placing extra strain at strategic junctions and travel hubs where users will experience severe congestion.

8.17 The dispersed residential and employment locations in the district makes it difficult to provide a public transport network that links employment areas with residential and other locations. More can be done to improve the appeal of public transport, as cheap car parking, multi-destination journeys and urban form influences residents to use the private car to travel.

8.18 Milton Keynes has a high level of car use for meeting travel demand, with car ownership in Milton Keynes being higher than the national average and the transport modal share being dominated by single occupancy car use. There are overloading issues on sections of the M1 between Northampton and Luton, which causes severance within the region impeding east-west movements.

8.19 The West Coast Main Line between London and West Midlands is effectively full over key sections, with forecast demand expected to rise.

8.20 In order to meet the housing needs of this growing population through to 2031, it is critical that all transport networks support and serve new developments and provide good access to other land uses for all residents. If the transport network in the Borough is to continue to provide and facilitate fast, efficient and safe movement of people and goods, a larger proportion of journeys must be made by more sustainable forms of transport to reduce congestion.

8.21 Creating a Sustainable Transport Network

8.22 The Council will encourage individuals to choose to use more sustainable and lower carbon modes of transport, for example bus, coach, rail, taxi and private hire, community transport, shared mobility, pods & driverless vehicles, walking, and cycling.

8.23 This will be achieved by;

- Improving superfast broadband service to support agile working
- Improving integration between active travel and sustainable transport modes.
- Providing incentives for using alternative fuel vehicles, and expanding the coverage of electric charging points
- Identifying barriers to using sustainable transport
- Implementing behavioural change programmes to encourage a modal shift
- Increasing the coverage of the cycle hire scheme, identifying gaps in the cycle network, increasing secure cycle parking and providing a range of parking available for all needs

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- Improving public transport access by improving network coverage and frequency, installing bus priority on key routes, and determining reasons for lack of bus satisfaction and addressing these
- Promoting and improving the provision of cycling and walking routes and facilities in the borough

8.24 These interventions aim to improve the accessibility of all residents, workers and visitors to key services and employment opportunities, with a particular focus on Central Milton Keynes, town and district centres, rural areas, and strategic urban extensions and large new developments and in particular to improve connectivity for access to key transport infrastructure such as the new east west railway when it comes on line in the 2020's in accordance with the government's wish to see the majority of "first-last mile" trips made as sustainably as possible.

8.25 Investment will be required to initiate these interventions, to develop transport hubs, fund electric car share and bike schemes, and contribute to incentivising the usage of shared transport schemes.

Policy CT1

SUSTAINABLE TRANSPORT NETWORK

The Council will promote a sustainable pattern of development in Milton Keynes, minimising the need to travel and reducing dependence on the private car. Milton Keynes Council will;

- i. Promote a safe, efficient and convenient transport system;
- ii. Promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car.
- iii. Promote improved access to key locations and services by all modes of transport and ensure good integration between transport modes;
- iv. Manage congestion and provide for consistent journey times;
- v. Promote and improve safety, security and healthy lifestyles;
- vi. Continue to engage with relevant stakeholders along the East-West Rail line and Expressway to identify operational benefits, which provide additional support for a more sustainable transport strategy and/or economic growth of the city.
- vii. Engage with the National Infrastructure Commission to set in place connections from Central Milton Keynes to surrounding communities, including a fifth track constructed between Bletchley and Milton Keynes Central.
- viii. Promote the usage of shared transport schemes in the borough

Policy CT2

MOVEMENT AND ACCESS

A. Development proposals will be required to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low carbon future. Development proposals will be permitted that:

- i. integrate into our existing sustainable transport networks and do not have an inappropriate impact on the operation, safety or accessibility to the local or strategic highway networks;
- ii. mitigate impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, through the provision of, or contributions towards necessary and relevant transport improvements including those secured by legal agreement;
- iii. ensure that development proposals do not prejudice the future development or design of suitable adjoining sites;
- iv. provide safe, suitable and convenient access for all potential users;
- v. provide on-site layouts that are compatible for all potential users with appropriate parking and servicing provision in line with the Milton Keynes Parking Standards Supplementary Planning Document (January 2016);
- vi. do not result in inappropriate traffic generation or compromise highway safety;
- vii. offer maximum flexibility in the choice of travel modes, including walking and cycling, shared transport, and with accessibility for all potential users;
- viii. protect and where possible enhance access to public rights of way;
- ix. provide a public transport connection to the main points of service provision including nearest district or town centre, or community facilities;
- x. Where possible incorporate the use of shared transport and low carbon “green” travel modes such as electric vehicle charging capacity.

B. Development proposals that generate significant amounts of movement or impact on level crossings, must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan, with mitigation implemented as required. Development proposals which generate a significant number of heavy goods vehicle movements will be required to demonstrate by way of a Routing Management Plan that no severe impacts are caused to the efficient and safe operation of the road network and no material harm caused to the living conditions of residents.

8 . Transport and Connectivity

Walking and cycling

8.26 The National Planning Policy Framework states that planning policies should aim to achieve places which promote accessible environments containing clear and legible pedestrian routes, and that developments should be designed to give priority to pedestrians and cyclists.

8.27 Walking and cycling are the most sustainable forms of transport, with minimal impact on the environment in terms of pollution, congestion, climate change and the need for infrastructure. They are also very healthy transport options. Walking and cycling are recognised forms of moderate physical activity that contributes to meeting the government Chief Medical Officers Physical Activity guidelines⁽²⁴⁾. Key health benefits to walking and cycling have been reported as reduced risk of high blood pressure, diabetes and coronary heart disease.

8.28 Walking is also recognised as the most accessible physical activity and has the greatest potential to grow, particularly amongst people disproportionately affected by low activity levels and poor health. Therefore, well designed walking initiatives and networks are recognised as cost effective when considering the benefit-to-cost ratios and the positive impact on the health, social interaction and reduction of crime within the population.

8.29 Transport Vision and Strategy LTP3 (2011-2031) indicates that Milton Keynes is heavily reliant on the car for meeting transport demand, despite having a substantial cycling and walking network known as the Redways. The reliance on the car is predominantly due to the often multi-destination journeys people undertake and the unique grid road layout of the city.

8.30 Recognising the health, social and environmental benefits of walking and cycling, the council will seek opportunities to lessen the use of the car and make walking and cycling more attractive. In order to enhance the convenience and attractiveness of walking and cycling, routes need to be continuous and direct to facilities, places of work and interchanges.

24 These are available at <https://www.gov.uk/government/publications/uk-physical-activity-guidelines>

Policy CT3

WALKING AND CYCLING

The Council will support developments which enable people to access employment, essential services and community facilities by walking and cycling. In particular:

- A. The layout of the external environment, including links to adjoining areas should provide attractive, convenient, direct, safe, secure and easy-to follow pedestrian and cycle routes that are well connected to the existing network. Primary cycling routes such as those to Central Milton Keynes and public transport hubs should be as direct and uninterrupted as possible, eg. along grid roads;
- B. Incorporate measures to minimise vehicle speed and give priority to pedestrians and cyclists;
- C. Create safe, well lit, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services. Locations that are a deterrent to pedestrians and cyclists should be improved, including crossing points at roads;
- D. A Transport Statement or Transport Assessment should be undertaken to ensure that the impact of proposed new development at existing level crossings is assessed by developers, and suitable mitigation incorporated within the development proposals;
- E. The existing redway, footway and right of way network should be retained, improved and extended;
- F. Provide supporting facilities including wayfinding, pick up points, secure cycle parking, electric bike charging facilities and, where necessary, shower and changing facilities;
- G. Facilitate cycle hire schemes through the provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity;
- H. The Council's priorities for improving access and conditions for pedestrians and cyclists are;
 - Routes from nearby settlements to Milton Keynes City
 - The Redway Super Route Network
 - Routes to and within Central Milton Keynes and Town Centres
 - The National Cycle Network

8 . Transport and Connectivity

Policy CT4

Crossover on Redways

New Development proposals should aim to protect and enhance the existing redways in the Borough. Where development proposes to crossover or remove an existing section of a redway, a safe crossover and convenient alternative route should be provided, which safeguards the existing network and does not impede or compromise the safety of highway users.

Public transport

8.31 One of the core National Planning Policy Framework principles (para 17) is to 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.

8.32 A high quality public transport systems is essential to Plan:MK's strategy to promote sustainable travel patterns, and can reduce dependence on private cars by providing an alternative method of transportation for journeys between key destinations, such as town centres, employment sites and schools. Public transport can also reduce traffic congestion and pollution, as well as providing an important transport service in rural areas, particularly for those without other means of accessing facilities and key destinations. The council recognises the benefits of public transport which could help to maximise the capacity of the grid road network, while also helping to tackle climate change, improve access for everyone and support the regeneration of the city.

8.33 Improvements to the accessibility and quality of public transport infrastructure are required in order to maximise its use, especially by disabled people, the elderly, young children and others for whom public transport accessibility is a barrier. Improvements to and from public transport nodes (bus stops and stations) are critical in persuading people to use buses and trains.

8.34 Large rural areas, low density neighbourhoods in the city, and the typical complexity of urban estate networks make it difficult to provide a fast, frequent and efficient public transport network to all residents and workers. These issues are highlighted by Milton Keynes' low level of journeys using public transport. Coupled with relatively cheap car parking and the efficiency of the grid road network, the vast majority of incommuters rely on the private car to get to work.

8.35 Mass transit routes will serve new developments as soon as new houses and other land uses are occupied. Corridors for new forms of public transport will be defined and protected, and integrated into the spatial plans for the city so that as high capacity transit becomes commonplace across the city, construction is not hampered by land use constraints.

8.36 The city will be served by a high capacity, fast and frequent public transport network along main arterial corridors and other key corridors serving Central Milton Keynes, the hospital and other key destinations.

8 . Transport and Connectivity

8.37 In Central Milton Keynes, existing and new modes of public transport will be encouraged so that the need for travel by private car will be reduced and public transport will better serve multi-destination journeys.

8.38 The public transport network will be as accessible as possible for people with physical and sensory impairments, including stops, stations and vehicles, and increased flexibility in routing on rural and city estate services.

8.39 New development proposals should contribute to the provision of a public transit hub in the retail core, and an intra-Central Milton Keynes shuttle transit network will connect all areas of CMK and Campbell Park.

8.40 The 'Get smarter travel in Milton Keynes' improvement bid was successfully awarded funding from the Department for Transport's Sustainable Travel Transition Year fund. The project delivered five distinct sustainable travel initiatives which supported the economy with access to employment, education and training and aimed to reduce transport based CO2 emissions.

- 'Get Smarter Travel in MK website', promotion and branding to raise awareness of smarter travel choices in MK for all residents and visitors and provide an online journey planner
- 'Get Cycling' behaviour change activities providing cycle training, guided rides, maintenance courses and support events to encourage people to take up cycling for every day journeys
- 'Beat the Street' physical activity challenge encouraging children and adults to use the Redways to explore the area and cycle or walk to school and work more often
- 'Travel Planning' work with schools, residents and businesses to highlight sustainable travel opportunities and the benefits of cycling and walking more often
- Get to Work provided access to bikes for the unemployed as well as cycle industry related qualifications

8.41 Development proposals will be expected to contribute towards new and improved infrastructure where appropriate, including improvements to access and where a development will lead to a cumulative increase in public transport use.

8.42 The Council will develop the quality and capacity in public transport by:

- Working in partnership with transport providers and other stakeholders to bring forward improvements to public transport infrastructure and services in Milton Keynes, and support the development of an East West Rail link and Oxford to Cambridge Expressway.
- Improvements to the core public transport network, with Central Milton Keynes linking to other public transport hubs, serving key trip generators and to cater for specific areas and types of public transport need. New bus services will be provided to major new areas of development early in the phase of occupation of the development.
- Ensuring that the change of use of existing land used for transport or support functions will not be permitted unless there is no current or future strategic or operational need, or alternative facilities are provided that enable existing transport operations to be maintained.

8 . Transport and Connectivity

- Maximising opportunities for sustainable travel patterns by locating development close to public transport nodes and routes.
- Ensuring that development proposals will be expected to provide, or contribute to the provision of new and/or improved public transport infrastructure where the predicted number and timing of additional trips will create demand not met by existing services and facilities.
- Ensuring proposals to improve or provide new public transport infrastructure facilities will be acceptable in terms of impact on the environment, and being designed to be safe, convenient, attractive and accessible for use.

Policy CT5

PUBLIC TRANSPORT

8.43 Development proposals must be designed to meet the needs of public transport operators and users. In particular:

- i. Road layouts must include direct, convenient and safe public transport routes and be free of obstructive parking
- ii. Public Transport priority measures must be implemented, where appropriate
- iii. Where appropriate and necessary, all houses and most other developments must be no more than 400m from a bus stop
- iv. Bus stops must have good pedestrian access, be open to public supervision and be sheltered where appropriate.
- v. Specific consideration must be given to the provision of public transport services in planning new development.

Low Emission Vehicles

8.44 The National Planning Policy Framework (para 35) encourages the use of sustainable transport modes, with developments incorporating facilities for charging plug-in and other ultra-low emission vehicles.

8.45 We need to tackle climate change through a variety of approaches, such as: high standards of energy efficient design and construction, renewable energy schemes, efficient use of scarce resources, effective public transport and other low carbon travel options such as electric vehicles, car sharing, cycling and walking.

8.46 Low emission vehicles offer an alternative more sustainable form of transport, reducing the impacts of air, water, noise and light pollution, and minimising the impact on the environment by reducing energy consumption and CO2 emissions to help tackle

8 . Transport and Connectivity

climate change. The Council will also encourage taxi and private hire car operators to use low emission vehicles, as they form an increasing part of the public transport service. As well as encourage the use of new driverless technology by heavy goods vehicle operators.

8.47 Milton Keynes Transport Vision and Strategy LTP3 (2011 to 2031) encourages a number of interventions including the promotion of electric and other alternative fuel vehicles, and plans to expand electric vehicle infrastructure (e.g. parking spaces with charging points).

Policy CT6

LOW EMISSION VEHICLES

- i. The Council will maximise the use of sustainable transport in developments, and support low carbon public and personal transport such as electric cars and buses.
- ii. The Council will require new facilities for low emission vehicles to be integrated into new major development schemes where local centres are proposed.
- iii. All new developments will be required to provide electric charging points in line with standards set out in the Milton Keynes Parking Standards (January 2016).
- iv. Rapid and fast charging points will be located throughout Milton Keynes as well as at key locations including Central Milton Keynes, employment sites, railway stations, major retail, visitor destinations, outside schools, local centres and car parks.
- v. To maximise the use of sustainable modes of transport, new residential developments will be required to provide electric charging points, at a rate of 1 charging point per dwelling at each dwelling.

Freight

8.48 The National Planning Policy Framework (para 41) encourages local planning authorities to identify and protect critical transport infrastructure to widen transport choice.

8.49 The East West Rail project aims to provide a link between Reading, Didcot, Oxford, Bicester, Aylesbury, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich. Phase 2 of East West Rail, Bicester - Aylesbury - Milton Keynes, is planned for an earliest opening of services by 2024. Route options for the Expressway and East West Rail are still being investigated, and subject to forthcoming information. Any line for the expressway will need to be included as a safeguarded line in Plan:MK as it progresses.

8.50 Transport Vision and Strategy LTP3 (2011 - 2031) states that Milton Keynes has high levels of freight movements, with the largest proportions of containers imported through ports in the south, east and north west of England are destined for distribution centres in Milton Keynes.

8 . Transport and Connectivity

8.51 The Council will participate in freight quality partnerships with other neighbouring local authorities to address concerns around freight movement and managing lorry movements in the area.

Policy CT7

FREIGHT

The Council will continue to work with its partners to ensure fast and efficient movement of freight.

Development involving the transfer of freight from road to rail or canal will be encouraged.

Planning permission will be refused for development that would prejudice these schemes or lead to the loss of existing freight transfer facilities, unless equivalent alternative facilities are provided elsewhere.

Planning permission will not be granted for development that would prejudice the implementation of national infrastructure projects including East West Rail and Oxford to Cambridge Expressway. The Council will continue to work with transport providers and stakeholders to minimise impacts and maximise the potential benefits from the proposal.

New development proposals that require new junction or motorway improvements will produce travel assessments to assess the traffic impact of freight to and from the site.

For development involving the transfer of freight see Freight Strategy.

For bad neighbour uses see policy ER6.

The Grid Road Network

8.52 Milton Keynes iconic grid road system forms an interconnected transport network with roundabouts at most gridway sections, providing a choice of routes across the city.

8.53 Grid roads are urban clearways with lay-bys for bus stops, with no direct building frontages and generally no at-grade pedestrian crossings. Some are dualled, and the remainder normally have land reserved for future dualling, to other transport purpose (e.g. Mass passenger transit system). They have substantial landscaping for biodiversity, sound screening and emissions absorption, usually incorporating a Redway cycle and walking route.

8.54 The grid road system has the advantages of enabling multiple route choices in a shorter time than other UK cities of a similar size, and improving the amenity and safety of residential streets by removing through traffic. The available space along most of the grid road corridors could allow space for future mass transit provision in the future, and

8 . Transport and Connectivity

the convenience of car travel helps to attract and retain businesses to Milton Keynes and it enables many residents to choose to work anywhere in the city regardless of where they live.

8.55 Although the grid road system is one of the defining features of Milton Keynes, the generally low gross density of development, circuitous roads within grid squares and dispersed land uses do not lend themselves to efficient and comprehensive public transport provision. Without management, this congestion will increase significantly as the city grows. There are heavy concentrations of traffic leading to and from major gateways, such as the M1 junctions, and to and from Central Milton Keynes, especially during peak periods. Right hand turns across high speed dual carriageway grid road traffic can be difficult and is perceived a safety hazard.

8.56 The unique grid road network will be expanded and fully integrated into the design and layout of new developments and regeneration areas to support more sustainable communities. Where the grid road system is to be extended, proposals should include management and maintenance plans for the grid road reserves and / or landscape corridors which include proposals for this to be funded over the long term.

8 . Transport and Connectivity

Policy CT8

GRID ROAD NETWORK

The Council will conserve and enhance its iconic grid road system whilst safeguarding the corridors for possible mass transit schemes. As this network is a unique characteristic of Milton Keynes, and allows quick vehicle movement of through traffic - cars and public transport - across and through MK and enabling the separation of local traffic movements in residential neighbourhoods and employment areas within grid squares.

The complementary 'redway' network alongside the grid roads allows for the safe and efficient movement of pedestrians and cyclists through MK, with grade separated crossings of the grid roads via bridges or underpasses.

Opportunities for extending the grid road system design and redway super network route into any major new development areas will be required to ensure that the grid continues to function effectively and sufficient land/corridors are safeguarded for future highway/transit links around the district to accommodate and manage increased travel demands changing and future travel demands. The Council will also seek to extend grid roads and redway super network route to link with new cross-boundary developments. New grid roads should also include green infrastructure buffers to improve air quality, reduce noise and vibration and enhance the landscape and result in a net gain in biodiversity.

New grid roads will be designed with the following characteristics:

- i. Grid roads will run in generous multi-functional green infrastructure reservations (which are designed to allow for future upgrading to dual carriageways if and when required);
- ii. Grid roads will also accommodate main services, and landscaping of appropriate road surfaces to protect adjacent development from the noise and visual intrusion of traffic and give a green character to the road. Where possible, grid roads will incorporate a bund providing additional protection;
- iii. Grid roads will also be designed for use by public transport and for alternative forms of transport if required [eg electric cars/driverless cars], with bus laybys at intersections with pedestrian bridges and underpasses as alternative forms of more sustainable transport evolve and controlled crossings where appropriate;
- iv. Grid Road Reserves will be identified in order to safeguard further potential extension of the grid and enable future development to access the grid;
- v. Grid road reservations should be 80m in width where residential is on each side and 60m where other land uses occur;
- vi. Junction spacings will be set out as in MK Planning Manual. Redways should be setback 3m from the carriageway;
- vii. In order to improve pedestrian safety, in line with the Planning Manual, development incursions would be considered permissible within the grid road reserves at "points of connection", for example where redways pass underneath the grid road and at bus stops. This might include local centres and housing which should be designed to provide surveillance over the underpass or bus stop. This development should not however constrain the overall 60m width such that it

8 . Transport and Connectivity

prejudices future transport systems from being implemented. The overall green character and multi-functional green infrastructure of the grid road reserves should also still be maintained. The effect should be a green corridor punctuated at “points of connection” by development. This development could also have the important benefit of assisting with wayfinding around the grid road system, especially for visitors;

- viii. There are cross-border locations where MK Council considers that the extension of the grid road network as part of new or future development allocations will provide benefits to both local communities in MK and those in the adjacent district as well as provide much needed connections to the strategic road network. Milton Keynes Council will seek the safeguarding of grid road connections except where local desire lines indicate an unavoidable requirement or reserves through joint working and consultation responses to neighbouring authorities’ local plan policy or its response to planning applications in adjacent districts”
- ix. As MK’s Mobility Plan develops, it is possible that some areas will be designated for higher densities, with a different relationship to grid roads and public transport corridors. An appropriate specification for that relationship will be produced at that time. The specification will only apply to those designated areas.

Digital Communications

8.57 The Housing White Paper sets out the Government’s strong commitment to achieving full fibre connectivity, and enhancing broadband coverage for local communities by capitalising on all new developments and the digital infrastructure attached to them. In the 2016 Autumn Statement, the Government announced plans to introduce over £1 billion of new funding to boost the UK’s digital infrastructure.

8.58 The Government’s Digital Communications Infrastructure Strategy predicts that, across the UK as a whole, by the end of 2017, superfast coverage will have reached 95% of premises and expects that mobile operators will have achieved 98% 4G coverage. The stated ambition is that ultrafast broadband of at least 100Mbps should become available to nearly all UK premises. The Digital Agenda for Europe promises download rates of 30 Mbps for all of its citizens and at least 50% of European households subscribing to internet connections above 100 Mbps by 2020.

- Superfast broadband is defined as services providing download speeds in excess of 30 mbs (megabits/second).
- Ultrafast is defined as service providing over 100 mbs download speeds.

8.59 The NPPF (para 43), identifies the importance of facilitating digital infrastructure as well as the Digital Communications Infrastructure Strategy and the Digital Agenda for Europe. At the time of writing, one of the main barriers to this is the availability of super-fast and ultrafast broadband, especially in more rural areas and within new developments, in particular those on previously undeveloped land. The NPPF recognises the role of advanced, high quality communications infrastructure in creating sustainable economic growth. The development of high speed broadband technology and other communications networks will also play a vital role in enhancing the provision of local community facilities and services.

8 . Transport and Connectivity

8.60 Many of the urban areas of Milton Keynes already have access to superfast broadband. However, there remain parts of the Borough that still suffer from slower internet speeds, which discourages investment and home working and can also isolate communities. Increasingly, more homes and businesses will require access to Ultrafast speeds and therefore provision of more full fibre infrastructures will be required to meet these demands. The Milton Keynes Council Transport Vision and Strategy LTP3 (2011 to 2031) and the council's 2014 Digital Infrastructure Strategy both prioritise broadband enhancements as they are crucial for the use of home working and collaborative technologies.

8.61 The Council recognises the importance of delivering superfast broadband to rural areas, and will facilitate the growth of digital communications across the Borough, ensuring that all new developments deliver broadband services that meet, or exceed, the ambition of the government 's Digital Communications Infrastructure Strategy and the European Digital agenda.

8.62 To this end, in terms of actual connections and intended providers, applicants should engage with network providers from the outset to ensure the needs of the service (including suitable new ducting) can be introduced alongside other on site infrastructure works as part of new developments to ensure the most efficient and viable approach is taken to securing connectivity.

8.63 This approach should be clearly identified within the Planning Statement that supports a relevant planning application which should outline who the intended network provider(s) will be and how the connection will be secured to each property. Every opportunity to future proof broadband provision and infrastructure should also be taken. This should ensure that ducting infrastructure can be utilised to support need for ever increasing broadband speeds and high capacity cabling with minimum disruption to the highway network.

Policy CT9

DIGITAL COMMUNICATIONS

- i. The council wishes to see all premises on all new developments served by digital communication services that provide at least superfast broadband speeds, but will give preference to future proofed services providing Ultrafast speeds for all residents and businesses, for example using full fibre “fibre to the premises” (FTTP) technology.
- ii. Developers must make sure that broadband services that meet the ambitions of the Digital Communications Infrastructure Strategy and the Digital Agenda for Europe are available, wherever practicable, to all residents of the development at market prices and are not restricted to one particular service provider.
- iii. Developers are required to work with a recognised network carrier to design appropriate duct infrastructures, wherever practicable, for the development.
- iv. Other forms of infrastructure, such as facilities supporting mobile phones, broadband and Wi-Fi, should be included, wherever viable and possible.

Specific regard should be given to the delivery of new infrastructure to support mobile internet within Conservation Areas or on/ adjacent to heritage assets. Such infrastructure should not be intrusive and should not have a negative impact on the character, integrity or setting of such assets and/or areas.

Parking Provision

8.64 The aim of this policy is to detail the Council's expectation for parking provision relating to new development proposals in the Borough. From a national perspective the National Planning Policy Framework (NPPF) defines policy and National Planning Practice Guidance (NPPG) details guidance. In addition, the English Partnership document entitled: 'Car Parking: What works where', provides useful guidance into recommended parking standards.

8.65 NPPF Paragraph 39 indicates local planning authorities should take into account of the accessibility of a site, the type and mix of the proposed development, local car ownership levels and a need to reduce the use of high-emission vehicles when setting car parking standards.

8.66 Policy CT10 below, states the Council expects all development to meet its parking standards, unless mitigating circumstance dictate otherwise. Mitigating circumstance might include development proposals that are located in a high density area or within close proximity of a public transport node such as a rail/bus station and therefore, parking provision might need to revised to reflect specific developments and their location.

8 . Transport and Connectivity

8.67 The Council's Parking Standards have the status of Supplementary Planning Guidance and were adopted in January 2016. This guidance sets out the expected standards for different types of development, in accordance with government, and also standards for cycling and electric vehicle parking. This standard replaces those adopted in January 2005 and the residential parking addendum dated April 2009.

8.68 Development proposals should promote and provide realistic alternatives to the car and may be required to contribute to mitigate adequate access facilities and provisions. Although, the level of the contribution will not be directly linked to the amount of parking provisions at the development.

8.69 Well designed parking areas should allow for the safe movement of traffic, pedestrians and cyclists, as well as reduce the visual and environmental impact of what are often large areas of unbroken asphalt.

Policy CT10

Parking Provision

Development proposals should meet the following parking requirements:

- i. All development should meet the Council's full parking standards, unless mitigating circumstance dictate otherwise.
- ii. On-site parking should not be reduced below the Council's full expectations if this would increase additional pressure in off-site parking that could not be resolved by on-street parking controls.
- iii. Parking areas should be well designed in terms of safety, circulation, appearance and assist access by pedestrians and cyclists.
- iv. All residential, retail and employment uses should provide electric vehicle charging points (EVCPs) in accordance with the current Milton Keynes Parking Standards, and provide a forward thinking approach. For locations of rapid and fast charging points see policy CT6 iv.

9 Education and Health

Education and Health

Introduction

9.1 This chapter was previously integrated into chapter 14 (Culture and Community). In light of the feedback received to the initial consultation of Plan:MK, it was considered logical to outline the Council's aspirations and ambition in terms of Education and Health in a designated chapter to specially address the needs for the Borough.

9.2 Over the Plan period, the increased levels of provision of necessary facilities and services will be essential to support growth and development. These essential facilities and services include:

- Education - early years, primary, secondary and post 16 education;
- Health - primary care (including GPs), acute and mental health care and
- Emergency services - Fire, Police and Ambulance.

9.3 The scale and range of this provision will need to be appropriate to the level of demand generated by development, and it is vital that they address the specific needs of different groups of people. The timely delivery of services and facilities will be important to ensure that growth can be delivered in a sustainable way. The Council will continue to monitor any development within the Borough as it comes forward to ensure the appropriate facilities and services are provided.

9.4 Provision of primary care and acute health facilities will be co-ordinated through joint working with NHS England and the Clinical Commissioning Group (CCG). Acute health provision in the Milton Keynes area is currently under review through the NHS Sustainable Transformation Programme (STP) which is considering the future of hospital services in Milton Keynes, Bedford and Luton. The findings of this work will therefore need to be incorporated in the next version of Plan:MK.

Education

9.5 Early years, primary and secondary education - the issues: Education has a central role in the successful delivery of the growth agenda and to provide a prosperous Borough for all. The provision of high quality facilities to create a world class learning environment will be an essential component as well as the overall level of education provision.

9.6 The Council has a legal duty to secure sufficient early years education, primary and secondary school places. In recent years, changes to legislation have meant that Councils have increasingly become commissioners of school places, rather than providers with an increasing number of schools becoming self-governing. Despite the current diversity of the school system, including the more recent addition of non-maintained academies and free schools, the Council continues to be responsible for ensuring that every child living in Milton Keynes is able to access a school place.

9.7 The Council recognises that schools can play an active and central role within the local community to improve aspects such as health, social inclusion and community morale/spirit. If and where possible, predominately outside of term time and school hours, schools should provide the opportunity for the local community to use their facilities.

9 . Education and Health

9.8 The Council's School Place Planning: Forward View 2017-18 identifies that as a result of significant demographic growth and despite significant capital investment in numerous schemes over each of the past few years, there remains a projected shortage of school place provision in a number of areas across the Borough and The framework sets out the local approach for working with the market to address these gaps, and details the current anticipated shortfalls. To ensure the framework reflects the current and future schooling needs within the Borough it will be regularly reviewed and updated.

9.9 For future school provision, the local authority intends to run free school presumption competitions whereby new school proposers (academy trusts) are able to respond to a competition invite sent out by the local authority. Where the scale of development is such to necessitate a new school, the developers will be expected to provide the site free of charge, the building costs, including site infrastructure, and playing fields.

9.10 MK Futures 2050 Commission Report: The MK Futures 2050 Commission highlights three key concerns for the future of Milton Keynes, two of these three relate to educational attainment and provision - *"We are particularly concerned about three challenges. First, the resident workforce is less qualified than in many other communities, and educational attainments are below national averages at GCSE and A levels. Second, there is a need for a new strong university in the city"* .

9.11 The findings of the MK Futures 2050 Commission Report concurs well for GCSE results published for Public Health England 2017, which also indicates below the national average achievement within Milton Keynes. In 2015/16 54.9% of the population achieved GCSEs compared to the UK average of 57.8%.

9.12 The Commission's report refers to the Government Office for Science's recent Foresight report, "Future of Cities: An Overview of the Evidence". The Foresight report highlights the importance of a city's human capital in driving economic performance: *"Evidence indicates that between 1994 and 2005, a third of the UK's economic growth was considered to be a result of the expansion of higher education. Universities play an intrinsic role in the UK economy, supporting economic growth and contributing to regional growth by increasing skills, supporting innovation, and attracting investment and talent. In the UK, 60% or more of growth is generated by those with tertiary education"*.

Policy EH1

PROVISION OF NEW SCHOOLS - PLANNING CONSIDERATIONS

Proposals to upgrade or expand existing schools and promote the development of new schools in locations where additional provision is required will be supported subject to achieving the criteria below:

Proposals for new schools should:

- i. Deliver safe access by public transport, cycle and walking as well as by car.
- ii. Provide a safe drop-off and pick-up provision, which reflects a school's need and travel requirements.
- iii. Provide outdoor facilities for sport and recreation, which meet the pupils needs of the school.
- iv. Avoid conflict with adjoining uses.
- v. To facilitate the adaptability of a school's design to allow for expansion or contraction and separation off, for differing uses.

The criteria above should be read in accordance with the Council's most recent policy in terms of school provision, which is currently the School Place Planning Forward View 2017 - 2018. This document is regularly updated to reflect the Borough's current educational needs and requirements and therefore, the above criteria will need to be regularly reviewed to ensure it is in accordance with current policy.

Provision of New Schools - Site Size

9.13 Experience of providing new schools in the urban expansion areas has shown that demand and pupil yields have been greater than originally predicted. However, there are a number of factors which remain subject to change, for example, parental preference, the dwelling mix of future development, capacity changes of schools. The Council's approach will therefore be to monitor any development as it comes forward to ensure the educational needs are met. Should a site be required in the future, we will engage with the appropriate land owner(s). Therefore, when providing sites for new schools it will be essential to ensure that the site provided is capable of accommodating a future expansion. For a detailed review of the Council's provision for schooling, please refer to the document entitled School Place Planning Forward View 2017 - 2018.

Policy EH2

PROVISION OF NEW SCHOOLS - SITE SIZE AND LOCATION

For the provision of new schools, Milton Keynes Council generally does not support the opening of anything smaller than a 2 Form of Entry (FE) primary school (210 places) or a 5FE secondary school (750 places), due to sustainability issues. Although the Council recognises there are exceptions when this might unavoidable. For a 2FE primary school, the minimum site size is 2.1 hectares, whilst a 5FE secondary school requires a minimum site size of 7.34 hectares, with the site delivered level and serviced in both instance. However, in already developed areas, compact designs approved by the Department for Education may be considered. Further guidelines and formulae in terms of area for schools can be found in the Department for Education Building Bulletins 98 and 99.

All new school provision should be delivered to serve the educational needs of a designated catchment area and provide opportunity for future on site expansion, if required, to safeguard the educational needs of a specific catchment area. For example, a 2FE school should provide the adequate provision for a 3FE school to be delivered, if required. This assumes standard sizes of schools and the Council recognises that this may differ if alternative sizes are proposed, which are agreed by the Department of Education.

Reserve sites to enable current and future expansion of schools

9.14 As noted above, local experience in Milton Keynes, particularly on the Eastern and Western Expansion Areas, has been that due to the delay in bringing forward large strategic sites, the pupil yield for the area can increase between the time that the development is first planned and it is eventually completed. This has seen the situation arise, whereby the planned school provision in the expansion areas has not been sufficient to meet the demand arising once the development is underway.

9.15 Furthermore, natural changes in household size and composition in mature residential areas can lead to significant changes in the pupil yield for an area.

9.16 In order to future-proof the development of new strategic sites to ensure that new and existing schools will have sufficient capacity to meet the need arising from the development, Milton Keynes Council intends to consider the need to safeguard reserve sites adjacent to sites allocated for schools. Work is underway to identify the optimum size of reserve sites for new schools.

9.17 Stakeholders were consulted as to the preferred time period for allocating reserves sites for potential school expansions. The general response was supportive of the proposal for a 10 year time period despite some favouring a shorter or longer period. Furthermore, it was considered that to allow for a meaningful future expansion to take place, a 10 year reserve period was felt to be most logical as this will allow housing development to be completed and assess the final demands for schooling within a designated area. The below policy is written to reflect the responses received by stakeholders.

Policy EH3

RESERVE SITES TO ENABLE FUTURE SCHOOL EXPANSION

The Council will reserve designated sites for a period of 10 years' to enable the expansion of schooling to meet the Borough's needs and requirements, to enable further provision where on-site expansion of existing schools is either considered impractical or infeasible to meet the education needs of a catchment area. The reserve period will only be reviewed if mitigating circumstances are clearly justified and agreed by the Council.

Further and Higher Education

9.18 Milton Keynes is currently home to a number of educational establishments beyond the school system. These include the Milton Keynes College, the Open University, The University Campus MK of University of Bedfordshire and University Buckingham who are located with Milton Keynes General Hospital. Milton Keynes Council supports the role of higher education institutions in the Borough. A need for student accommodation has been identified and the below policy supports this vision.

9.19 The MK Futures 2050 Commission, in their report 'Making a Great City Greater', recognised the long-established ambition to create a substantial university in CMK and recommended the establishment of a new university for Milton Keynes. This would be designed as a technology-focused university for the 21st century, with the intention of achieving a student body of up to 10,000 FTE (full-time equivalent) students drawn from local, national and international markets. The new university should capitalise on the city's history as the home of modern computing and as an internationally renowned case study of new town development, urban design and Smart City initiatives. It should achieve this by offering new ways of teaching and learning, and having excellent links with business so that its graduates are amongst the most employable in Europe, helping to maintain the competitiveness of the Milton Keynes economy.

9.20 As part of the MK Futures 2050 Programme, the Council is working with Cranfield University to prepare a Business Case for the new university, which was completed in the Spring of 2017, with the hope of the first student intake in around five years' time. It is proposed that the new university will have a significant presence in the city centre so its land requirements are being fed into the Renaissance CMK project and are likely to include supporting and ancillary development (for example, student accommodation, hotel and conferencing facilities).

9.21 Milton Keynes Council recognises the predicted change in terms of employment both local and nationally, for example, increased automation in the services and warehouse sectors. The predicted employment trends will be further detailed in the MK Futures 2050 Programme. It is anticipated that Central Milton Keynes will be allocated for the University site and Policy EH4 (below) will detail the Council's expectations in terms of spatial or planning-related principles relating to its delivery. Alternative ancillary and associated development which supports the overarching intention of this site will be considered depending on briefs being developed in terms of the feasibility, development and planning work of the proposals.

9 . Education and Health

9.22 In terms of national policy, the Higher Education and Research Act received royal assent in April 2017. This replaced the Further and Higher Education Act 1992. The legislation is primarily focused towards the creation of two new bodies to regulate and fund higher education providers: the Office for Students (OfS) and UK Research and Innovation (UKRI).

Policy EH4

FURTHER AND HIGHER EDUCATION PROVISION

The development and expansion of Milton Keynes' Universities and the Borough's Further Education College will be supported, by the following measures:

- i. Links between the Universities and other research and development establishments.
- ii. The development of a site for a campus and student accommodation for a new university in Central Milton Keynes, unless mitigating circumstance dictate otherwise.
- iii. Similarly, the development of a site for a campus and student accommodation for Milton Keynes College in Central Milton Keynes, unless mitigating circumstance dictate otherwise.

Health and Wellbeing

9.23 The need to ensure that the delivery of essential health facilities is referred to at the start of this section. In addition to helping to deliver the physical infrastructure, planning can play a key role in providing access to a healthier environment by ensuring high quality development and the protection, enhancement and increased accessibility to open spaces. It can also assist in delivering new or improved health facilities.

9.24 Although planning is not the sole solution it is an integral part of it. The provision of an environment that allows people to participate in physical activity such as walking and cycling is of paramount importance for promoting health and wellbeing. Active travel that encourages access for local employment can have real public health outcomes. Planning can also contribute to closing the gap with reference to life expectancy, health inequality and health inequity, such as the provision of affordable homes and developments that encourage healthy choices.

Delivery of health facilities in new development

9.25 The planning and delivery of new primary care services is undertaken in conjunction with the Milton Keynes Clinical Commissioning Group (CCG) and NHS England.

9.26 Contributions are sought from new development for improvements to primary and acute health facilities. Work is currently underway on a new Planning Obligations supplementary planning guidance document, to be published for consultation in 2017, and this will identify the level of planning obligations that will be sought. The review of the Local Investment Plan will also need to consider the need for and delivery of new infrastructure.

9.27 Health impact assessments: A key role for the Local Plan is to provide for development in a way that supports and encourages active and healthy lifestyles.

9.28 Health Impact Assessment (HIA) is a method of considering the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health. To ensure that new developments have a positive impact on the health and wellbeing of new and existing residents the Council intends to include a policy that will require an HIA of development proposals to a level of detail appropriate to its scale and nature. It is recognised that HIAs are most effective for large scale developments and therefore for developments of less than 50 dwellings or 5,000 m² the Council will accept less detailed assessments.

9.29 Detailed guidance on how this policy will be implemented will be provided in a Supplementary Planning Document.

Policy EH5

HEALTH FACILITIES

Proposals for new facilities will be permitted where they will meet an identified local need and in discussion with the Community Clinical Commission Group. The Council will work positively with local communities and support proposals to retain, improve or re-use essential facilities and services, including those set out in Neighbourhood Plans or Development Orders including Community Right to Build Orders, along with appropriate supporting development which may make such provision economically viable.

All new residential development proposals will only be permitted where they provide or improve essential facilities and services required to serve the scale of development proposed.

Development proposals which would have a detrimental effect on or result in the loss of essential health facilities and services that meet community needs and support well-being will only be permitted where it can be clearly demonstrated that:

- i. The service or facility is no longer needed; or
- ii. It is demonstrated that it is no longer practical, desirable or viable to retain them; or
- iii. The proposals will provide sufficient community benefit to outweigh the loss of the existing facility or service.

9 . Education and Health

Policy EH6

DELIVERY OF HEALTH FACILITIES IN NEW DEVELOPMENT

All Use Class C2 developments and Use Class C3 residential development in excess of 50 dwellings will be required to prepare a Health Impact Assessment, which will measure the wider impact upon healthy living and the demands that are placed upon the capacity of health services and facilities arising from the development. Further guidance on how this policy will be implemented will be provided in a Supplementary Planning Document, which will be published in due course.

Promoting Healthy Communities

9.30 The Milton Keynes Joint Health and Wellbeing Strategy, 2015-2018 ⁽²⁵⁾ recognises that the overall health of the Milton Keynes population demonstrates a need for improvement with a higher demand in the areas of greatest deprivation. Statistics indicate that life expectancy within the most deprived areas of our communities is more than 5 years lower than in the more affluent areas of Milton Keynes. Public Health England (2017) indicated that life expectancy is 7.9 and 7.6 years lower for men and women respectively in the most deprived areas of Milton Keynes when compared to the least deprived areas.

9.31 Overall, the health of Milton Keynes' population is poorer than the national average when compared to other areas with similar levels of deprivation. The design of Milton Keynes, its community spaces, its roads and paths, and its homes has a significant impact on health of young and old alike. The challenge is how to encourage people to live more active lifestyles by taking advantage of the extensive network of open spaces, linear parks and redways and to design new developments to build on these opportunities. Furthermore it would be advantageous to combine health and sports facilities/services together, as the benefits of connecting these services to support health and wellbeing have been well documented.

9.32 The Health and Wellbeing Strategy identifies the following issues:

- Too many children have a poor start to life and suffer health problems, almost a third of Year 6 pupils are overweight or obese and rates of admissions for lower respiratory tract infection among children have been higher than the England average.
- Life expectancy, whilst it has improved over the past decade, remains half a year below the national average for England for both men and women and far too many people's lives continue to be shortened because of smoking, excessive drinking, unhealthy eating and physical inactivity.
- Mental health problems affect people of all ages. Approximately 26,000 of our residents are thought to have a mental health disorder and over 11,000 have two or more mental health disorders. Among older people the most common problems we see are depression and anxiety.
- The city's environment could contribute more to healthy outcomes. Within Milton Keynes, there is a high quantity of car users and low levels of cycling. There is a risk that increasing the number of houses will lead to increased levels of car travel which could impact on air quality and noise levels.

- In Milton Keynes over 5,000 households are thought to be in fuel poverty.
- In 2009/10 the council accepted a full duty to 79 homeless households applications, this increased by a further 510 applications in 2013/14 and an additional 190 applications in 2016/17.

9.33 For additional information regarding the current local health and wellbeing priorities in Milton Keynes, further reference should be made to Milton Keynes Insight ⁽²⁶⁾, formerly called the Milton Keynes Social Atlas, which provides a broad overview of the latest Health and Wellbeing statistics in Milton Keynes.

Policy EH7

PROMOTING HEALTHY COMMUNITIES

Milton Keynes Council is committed to reducing health inequalities, increasing life expectancy and improving quality of life of the borough. Permission should be refused for proposals that are contrary or counterproductive to achieving any of the aspirations below:

- i. Helping to tackle obesity and reduce the levels of physical inactivity through the provision of adequate playing pitches, parks and open spaces, new and existing sports and active recreation facilities and outdoor gyms that are accessible to all.
- ii. Reducing loneliness and isolation, Improving mental health, timely access to services and information, sexual health, food and healthy eating, dental health, poverty and pollution.
- iii. Creating and enhancing cycling and walking networks and their environments such as maintaining and extending the redway network into new developments, as well as supporting the connectivity between local centres and attractions.
- iv. Securing good design that promotes walking and cycling.
- v. Seeking to improve air quality and reduce noise by locating and designing pollution generating land uses and roads to avoid adverse impacts on sensitive land uses, and securing necessary mitigation measures to make development acceptable.
- vi. Providing good quality and well-designed housing.
- vii. Securing the provision of fully staffed health care facilities and new community facilities especially within local centres, that are necessary to support new and existing communities.
- viii. Creating safe residential environments and addressing the fear and perception of crime.
- ix. Improving road safety.

The above aspirations should be read together with Sport England Active Design guidance, which provides advice for making places for the wellbeing of people and communities.

9 . Education and Health

Hot Food Takeways

9.34 The NPPF identifies that the planning system can play an important role in creating healthy, inclusive communities (paragraph 69). In drawing up local plans, local planning authorities should pursue policies to support the vitality and viability of town centres (paragraph 23) and deliver social, recreational and cultural facilities and services the community needs (paragraph 70). Planning policies and decisions should take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. (paragraph 17). When preparing local plans, local planning authorities should work with public health officers and health organisations to understand and take account of the health status and needs of the local population and the barriers to improving health and well-being (paragraph 171).

9.35 A report on the implications for spatial planning arising from the Marmot Review noted that deprived areas could particularly benefit from policies which aim to improve availability of healthier food options and better access to shopping facilities, coupled with planning restrictions to control the density of fast food outlets.

9.36 Guidance in May 2011 from the National Institute for Health and Clinical Excellence (NICE) recommends that local planning authorities regulate the number of takeaways and other food retail outlets in specific areas (for example, within walking distance of schools) and regulate the opening hours of outlets, particularly those near schools that specialise in foods that contain high levels of fat, salt or sugar.

9.37 In Milton Keynes, the prevalence of overweight and obesity in children is measured annually via the National Child Measurement Programme (NCMP). The latest data from 2014-15 shows that 33.9% of Year 6 children attending schools in MK are overweight or obese compared to the England average of 33.2% but the prevalence of overweight and obesity for this age range in Milton Keynes has been rising steadily over the last three years and is over the national average for the last two years. According to Public Health England (2014) a similar trend continues in MK, as 32.4% of children between the ages of 10 and 11 years' are classed as overweight or obese.

9.38 In Reception (Year R-ages 4-5), 22% of Milton Keynes children are overweight or obese compared to England average of 21.9%, there has been a reduction in MK since 2009/10 where levels peaked at 23.1% (Public Health England; National Child Measurement Programme 2014/15). The Council has produced A Physical Activity Framework for Milton Keynes, which provides information to increase activity levels across Milton Keynes between 2015-2020.

9.39 In Milton Keynes it is also evident that obesity doubles from Year R to Year 6 therefore, children are starting secondary schools more obese. The Council is currently collaborating with Leap (a not for profit organisation) to improve active lifestyles of around 50,000 people. Although, based on current weight and obesity trends, as detailed above, this adds to the need to limit access to takeaways around secondary schools, but not inclusive (Public Health England; National Child Measurement Programme 2014/15).

Policy EH8

HOT FOOD TAKEAWAYS

Hot food takeaways which are proposed within close proximity to a primary or secondary school will only be permitted if:

- The takeaway is located a minimum of 400m from the school entrance.

The Council may impose conditions restricting opening hours of the hot food takeaway.

10 . Infrastructure Delivery

10 Infrastructure Delivery

Infrastructure and Planning Obligations

10.1 The purpose of this section is twofold. To ensure that development makes adequate provision for the infrastructure facilities and resources that new development generates/demands in order to safeguard the current and future needs and requirements. To identify the circumstances where planning obligations will be sought for their provision.

10.2 As one of the fastest growing local authority areas in the country, the Council needs to make sure that new development is both sustainable and successful and does not adversely impact on the quality of life or on the level of services provided to residents and visitors to the Borough. For example, new schools, health facilities and roads and other services will need to be provided in conjunction with new housing and other types of development.

10.3 It will also be important to ensure that effective means of funding necessary infrastructure and facilities are established to ensure that they are delivered early on in the development so that new residents can benefit from them and to avoid placing undue pressure on the capacity of existing services. The Council's requirements for new infrastructure and facilities and the costs of provision are identified in the Milton Keynes Local Investment Plan 2015 ⁽²⁷⁾ which is regularly updated.

10.4 The NPPF (paragraph 204) says that 'planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development'

10.5 Milton Keynes Council adopted in 2007 the Milton Keynes Urban Development Area Tariff Supplementary Planning Document. The MK Tariff is an innovative funding mechanism for the provision of infrastructure and facilities such as schools and health facilities, parks and open spaces, meeting places and affordable housing etc made necessary by the development of land in the Western and Eastern Expansion Areas, the Strategic Land Allocation to the south-east of the city, Tattenhoe Park and Kingsmead South. In these areas developers have signed up to an agreement (The Tariff Framework Agreement) and have made a financial contribution per dwelling or per hectare of land developed for commercial purposes. In this way an estimated £310 million has been provided towards city infrastructure and facilities.

10.6 The Council has a number of Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) documents, which set out the requirements for contributions to infrastructure and facilities from developers outside of the area covered by the Tariff ⁽²⁸⁾. The Council will produce a new Planning Obligations Supplementary

27 The 2015 version of the Milton Keynes Local Investment Plan can be viewed here: <https://www.milton-keynes.gov.uk/planning-and-building/growing-mk/local-investment-plan>

28 A full list of Milton Keynes Council SPD/SPG documents can be seen at: <https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/dpd-s-and-spds-spgs>

Planning Document to replace older SPD and SPG documents in due course. This document will set out the Council's infrastructure and service requirements, including site-specific infrastructure to be delivered through Section 106 agreements.

10.7 The Milton Keynes Tariff will continue to operate on sites covered by the framework agreement that were permitted before 6 April 2015. Under the Community Infrastructure Levy Regulations 2010, the MK Tariff can no longer operate on sites permitted after that date due to restrictions on pooling contributions from S106 agreements.

10.8 Over the period of the plan, planning obligations will be sought where necessary in schemes for the redevelopment of existing housing sites at higher densities and where the cumulative impact of smaller infill developments generates additional demands on local infrastructure and services; these developments can in some cases create a 'tipping point' requiring improvements not only to existing infrastructure but also the provision of a new facility.

10.9 Although the Council can secure a developer contribution towards infrastructure and facilities made necessary by the development, the provision of services within a building may depend upon additional resources being provided by third parties. The absence of which may make a proposed development unsustainable. In such circumstance the Council may seek contributions aimed at securing those resources.

10 . Infrastructure Delivery

Policy INF 1

DELIVERING INFRASTRUCTURE

New development that generates a demand for infrastructure, facilities and resources will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:-

- i. Already in place or,
- ii. There is a reliable mechanism in place to ensure that infrastructure, facilities and resources will be delivered in the most appropriate places and at the earliest opportunity, to the required minimum high standards demanded by this Council and its partners. This might include improvements for highway schemes such as bus and rail provisions and enhancement for walking and cycling facilities or the provision of local shopping and recreational facilities.

The Council will prepare a new Planning Obligations Supplementary Planning Document to cover infrastructure and service requirements, including site-specific infrastructure to be delivered through Section 106 agreements. Where a developer delivers early infrastructure in advance of, or prior to, development then the 'abnormal' costs of this infrastructure provision will be credited against future planning obligations for the site.

Where appropriate, the Council will permit developers to provide the necessary infrastructure and facilities themselves as part of development proposals, rather than by making financial contributions, provided that these include funded proposals for long term management and maintenance.

If applicable, the Council will give consideration to the likely timing of infrastructure provision. As such, development may need to be phased either spatially or over a period of time to ensure the provision of infrastructure is delivered in a timely manner and to meet the Council's expectations. Therefore, conditions or a planning obligation may be used to secure this phasing arrangement. All infrastructure provision should ensure that it is provided to meet the needs of future growth and take into account external growth of the site.

In the case of a number of developments in close proximity, the Council will seek voluntary agreements from developers to contribute towards the costs of jointly required infrastructure, therefore improving the acceptability of the development, reducing the need for statutory S106 contributions and enhancing the attractiveness of the development to potential buyers.

The above policy should be read in conjunction with Policy SD12 which, outlines the Council's requirements for providing infrastructure provision for strategic urban extensions.

11 Managing and Reducing Flood Risk

11.1 Milton Keynes since its original inception recognised the potential for new development to create additional flood risk and through its early masterplan sought to reduce existing risk via the development of an innovative approach based on a strategic water management system and planned open space provision.

11.2 The provision of a strategic system of linear parks along the main watercourses flowing through Milton Keynes ensured development within areas of flood risk was largely avoided, whilst the development of a number of large balancing lakes and smaller features along the River Ouzel and Loughton and Broughton Brooks provided compensation for the increased runoff from newly developed areas.

11.3 By designing this integrated drainage system on a strategic level with a view to the future development potential of Milton Keynes, the flood control measures successfully ensured that the risk of flooding reduced as a result of Milton Keynes' development, providing one of the first examples of sustainable drainage. Furthermore, the balancing lakes and linear parks system, offer multiple uses, providing Milton Keynes with recreation, wildlife and amenity value.

11.4 In recognition of the innovative strategic flood risk management system and its role in reducing the risk of flooding to the city and settlements downstream, the approach has been successfully continued throughout the development of the new town and more recently extended to account for the Eastern and Western Expansion areas and the Strategic Land Allocation.

11.5 However, as outlined in the Council's *Level 1 Strategic Flood Risk Assessment (2015)* (SFRA) there are a number of areas across the Borough at risk of flooding from various sources and it is expected that, even with no further development, the impacts of climate change are likely to increase this risk, making these areas susceptible to more frequent, more severe flooding in future. It is therefore necessary that a robust and sustainable approach is taken to the potential impacts that climate change may have upon the area and to ensure that all future development is considered in light of the possible increase in flood risk over time.

11.6 Aside from the potential impacts of climate change, the effects of weather events can be increased in severity as a consequence of decisions regarding the location, design and nature of future development. New development has the potential to interfere with existing drainage systems, decrease floodplain storage, reduce permeable surface areas and increase the volume and speed of runoff through a catchment, ultimately leading to dramatic changes to river catchment characteristics and subsequently increase food risk.

11.7 Given the growth potential of Milton Keynes, the SFRA outlines that it is essential that the development management process carefully mitigates against the potential impact that climate change may have upon the risk of flooding to properties and that planning policy recognises the positive contribution that avoidance and management of flood risk can make to the development of sustainable communities.

11.8 Therefore, through policies FR1 - FR3, Plan:MK includes locally specific strategic flood risk management policies to maintain and continue the exemplar sustainable drainage model of Milton Keynes which prohibits development within the floodplain and seeks flood management and drainage infrastructure to be provided as strategically as possible and

11 . Managing and Reducing Flood Risk

as part of a maintained, multi-functional blue-green infrastructure. The requirement to continue this approach is also outlined within the site-specific, strategic site allocation policies outlined within Chapter 5: *Spatial Delivery of Growth: Strategic Site Allocations*.

11.9 Furthermore, all new development proposals must take into consideration the Milton Keynes SFRA, *Local Flood Risk Management Strategy (2016)*, *Surface Water Management Plan (2016)* and all applicable local guidance documents. These contain useful local guidance and references for developers in relation to issues such as the preparation of flood risk assessments, and surface water management.

Policy FR1

MANAGING FLOOD RISK

All new development must incorporate a surface water drainage system with acceptable flood control and foul sewer capacity.

Plan:MK will seek to steer all new development towards areas with the lowest probability of flooding. The sequential approach to development, as set out in national guidance, will therefore be applied across the Borough, taking into account all sources of flooding as contained within the Council's Strategic Flood Risk Assessment (SFRA).

Development within areas of flood risk from any source of flooding, will only be acceptable if it is clearly demonstrated that it is appropriate at that location, and that there are no suitable available alternative sites at a lower flood risk.

Development proposed in an area at risk of flooding will be required:

1. To be supported by a site specific Flood Risk Assessment (FRA) (subject to the triggers set out below);
2. To take into account all forms of flooding including, but not limited to: fluvial, groundwater, surface water and reservoir flooding;
3. To ensure that there will be no increase in flood risk to the site or surrounding area, and, if possible, there will be an improvement to the existing situation, taking into account climate change;
4. To clearly demonstrate that the benefits of the development to the community, outweigh the risk of flooding when applying the sequential test and exception test (where required);
5. When applying the sequential test, to clearly demonstrate that the impacts of climate change are taken into account;
6. to demonstrate the application of a sequential approach to the site design and layout to ensure highest vulnerability land uses are located within areas of the site at lowest risk of flooding;
7. To build resilience into a site's design;
8. To ensure that a site's design and any flood mitigation measures implemented are designed with an allowance for climate change and the potential impact it may have over the lifetime of the proposed development⁽²⁹⁾;
9. To provide a safe access and egress route for future users of the development; and
10. To attenuate surface water run-off in line with Policy FR2.

A site specific FRA will be required for:

1. All sites of 1ha or more in Flood Zone 1;
2. All sites within Flood Zone 2 or 3;
3. All sites highlighted as being at high risk from surface water flooding, or which are located within a Critical Drainage Catchment (CDC), as identified in the Milton Keynes Surface Water Management Plan. In this case the FRA will be

29 developers should refer to Environment Agency guidance on the use of climate changes allowances, available at: [Flood risk assessments: climate change allowances](#)

11 . Managing and Reducing Flood Risk

required to demonstrate that the development will not increase the flood risk to the CDC and where possible will provide an improvement to the existing situation.

The FRA should include an assessment of flood risk to and from the proposed development, and demonstrate how the development will be safe, will not increase flood risk elsewhere and where possible will reduce flood risk overall in accordance with the NPPF and PPG.

Policy FR2

SUSTAINABLE DRAINAGE SYSTEMS (SUDS) AND INTEGRATED FLOOD RISK MANAGEMENT

Plan:MK advocates the continuation of a strategic, integrated approach to managing flood risk which seeks the management of surface water to be planned at the largest appropriate scale for the new development and incorporated into the site at the earliest opportunity in the design process.

New development is required to incorporate SuDS; in line with national policy and guidance and, which meet the requirements set out in national standards and the Council's relevant local guidance. It is expected that;

1. Flood risk management and SuDS will be provided at a strategic scale and in an integrated manner, wherever possible;
2. Space will be specifically set aside for SuDS and used to inform the overall layout of development sites;
3. Above ground attenuation will be provided in preference to below ground attenuation;
4. SuDS will be designed as multi-purpose green infrastructure and open space, to provide additional environmental, biological, social and amenity value, wherever possible. The use of land to provide flood storage capacity should not conflict with required amenity and recreation provision;
5. SuDS will be designed with an allowance for climate change and the potential impact it may have over the lifetime of the proposed development;
6. Proposals for development within Critical Drainage Catchments, as identified in the Milton Keynes Surface Water Management Plan, should investigate the potential for the scheme to reduce or mitigate existing risk in the surrounding area;
7. All surface water drainage proposals for new development must include full details of the means of achieving future management, maintenance and adoption of the systems, prior to approval of any planning permission, to ensure that it will function effectively over the lifespan of the development. This will include details of funding.

Policy FR3

PROTECTING AND ENHANCING WATERCOURSES

1. All new development must be set back at a distance of at least 8 metres from any main rivers, at least 9 metres from all other ordinary watercourses, or at an appropriate width as agreed by the Environment Agency, Lead Local Flood Authority or Internal Drainage Board, in order to provide an adequate undeveloped buffer zone.
2. The Council will resist proposals that would adversely affect the natural functioning of main rivers and ordinary watercourses, this includes through the culverting of open channels, unless for access purposes.

12 . Environment, Biodiversity and Geodiversity

12 Environment, Biodiversity and Geodiversity

What is Biodiversity?

12.1 This chapter sets out the Council's policies on the natural environment to ensure that new development proposals are sustainable and result in moving from a net loss of biodiversity to achieving net gains for nature.

12.2 Biodiversity refers to all species of animals and plants - everything that is alive on our planet. Biodiversity has intrinsic value but is also important to sustaining liveable and viable places for people⁽³⁰⁾.

12.3 An independent review of England's wildlife sites and ecological network⁽³¹⁾ concluded that establishing a coherent and resilient ecological network of wildlife sites capable of responding to the challenges of climate change would effectively conserve biodiversity and ecosystem services, delivering many benefits to people. This imperative is reflected in national policy and legislation which recognises that the natural environment and biodiversity is a core component of sustainable development as it underpins our economic development and prosperity.

National Policy Context

12.4 All local authorities have a duty under the Natural Environment and Rural Communities Act 2006 to have regard to the conservation of biodiversity in exercising all their functions. The duty aims to make biodiversity conservation an integral part of policy and decision making.

12.5 The NPPF is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, and that a core principle for planning is to contribute to conserving and enhancing the natural environment and reducing pollution. The NPPF emphasises the importance of sustainable development and supports the objectives of the Natural Environment White Paper.

12.6 The aims of the White Paper include halting biodiversity loss by 2020, supporting 'healthy functioning ecosystems', and establishing 'coherent ecological networks'. The White Paper refers to the role of urban Green Infrastructure (GI) as completing 'the links in our national ecological network' and 'one of the most effective tools available to us in managing environmental risks such as flooding and heat waves'. It advocates that green spaces should be factored into the development of all communities.

Local Policy Context

12.7 The best sites for biodiversity or geology, are protected under the Countryside and Rights of Way Act 2000 and are classified as Sites of Special Scientific Interest (SSSIs). There are two SSSIs in this area (Howe Park Wood and Oxley Mead) plus a small part of Yardley Chase on the boundary with Northamptonshire, and Salcey Forest just inside that county. There is also Mill Crook SSSI that adjoins Castlethorpe Parish Council, but which is wholly located within Northamptonshire.

30 Biodiversity 2020: A strategy for England's wildlife and ecosystem services, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69446/pb13583-biodiversity-strategy-2020-111111.pdf#

31 Making Space for Nature: a review of England's wildlife sites and ecological network (2010) <http://webarchive.nationalarchives.gov.uk/20130402151656/http://archive.defra.gov.uk/environment/biodiversity/index.htm>

12 . Environment, Biodiversity and Geodiversity

12.8 It is important to recognise that there are many other sites which can be equally important as SSSIs, but which do not have the same level of protection. Many of these sites have been identified in the Borough and are classified as Milton Keynes Wildlife Sites (MKWS). There are 16 MKWS and approximately 200 local wildlife sites in the Borough. MKWS are equivalent of Local Wildlife Sites (LWS) in other Buckinghamshire districts while our smaller local wildlife sites have a status of Biological Notification Sites (BNS).

12.9 As part of the local plan development process and in recognition of the increased pressure of development Milton Keynes and other Buckinghamshire districts have requested that all smaller wildlife sites (BNS and BNS type sites in Milton Keynes Borough) should be assessed and either recognised as LWS or deleted as recognised sites, informed by surveys.

12.10 Local Nature Reserves (LNRs) are designated by local authorities as habitats of local significance which contribute to both nature conservation and public appreciation and understanding of wildlife. There is one LNR in the Borough at present - Blue Lagoon, Bletchley.

12.11 Wildlife Corridors in Milton Keynes are a specific designation to Milton Keynes and represent linear pathways of habitats that encourage movement of plants and animals between other important habitats. These are treated in the same way as LWSs in Milton Keynes.

12.12 In 2013, the Natural Environment Partnership (NEP) was formed for Buckinghamshire and Milton Keynes as the county's version of a Local Nature Partnership (LNP). LNPs work at a strategic scale to develop a vision for the local environment, champion its interests and better integrate environmental objectives with social and economic goals. It is recognised that local planning authorities (through the duty to co-operate) should have regard to the views of LNPs on strategic planning matters.⁽³²⁾

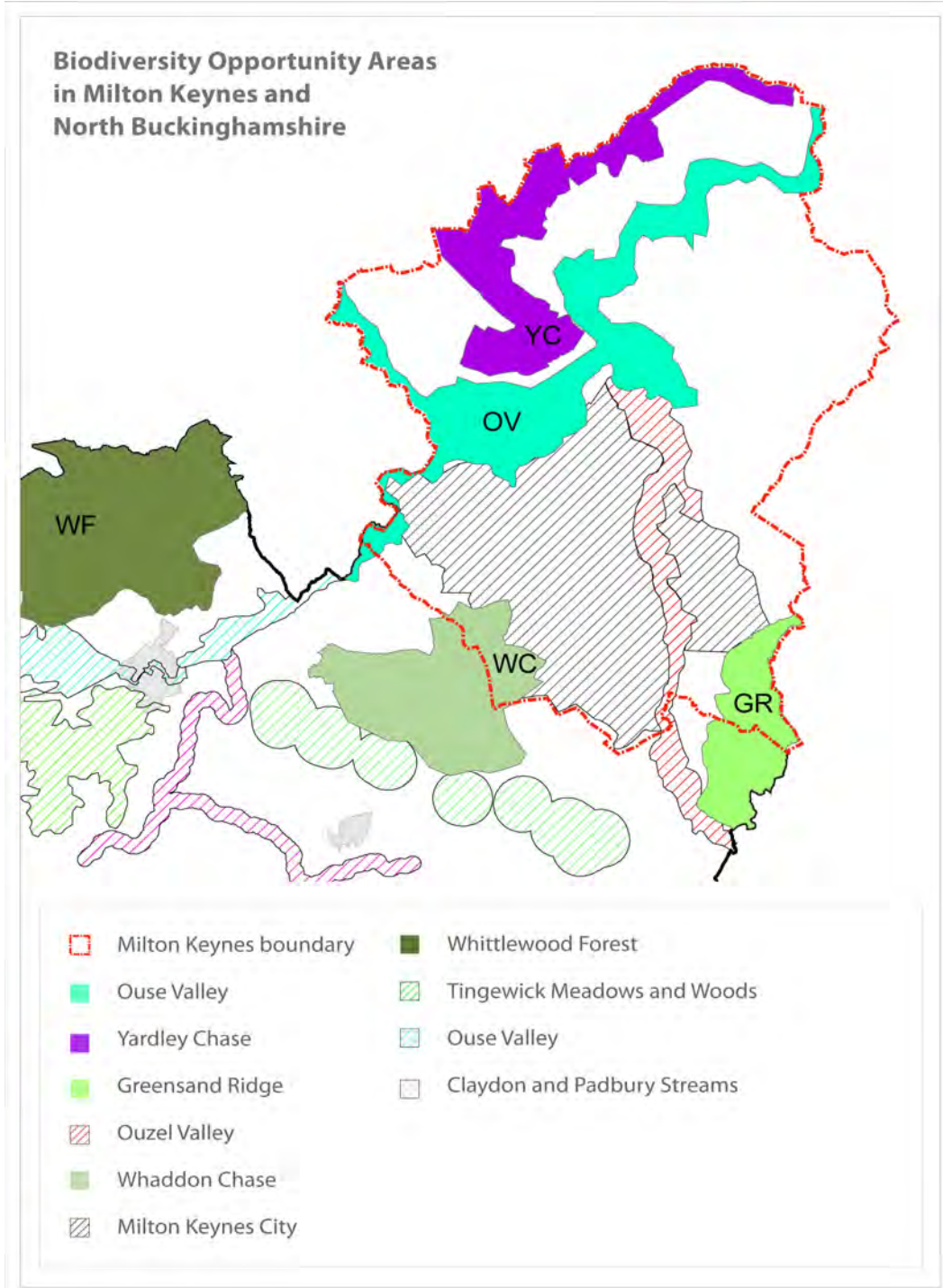
12.13 The locally identified Priority Habitats and Species are listed as a priority for protection in the Forward to 2020: Buckinghamshire and Milton Keynes Biodiversity Action Plan, which was approved by the NEP Board in January 2015. These habitats and species are included in the BAP either because they are nationally or locally rare or in decline or are characteristic of the area.

12.14 The BAP also includes a number of targets for the creation of each priority habitat between the years 2010 and 2020. Creation in this case includes restoration, which is bringing habitat that no longer meets the standards for priority habitat back into a system of management such that it does meet those standards. The target figures have been informed by the national targets for each priority habitat determined as part of the Biodiversity 2020 Strategy. While the targets differ for each habitat, the overall headline figure is to achieve an increase in the overall extent of priority habitats across Milton Keynes and Buckinghamshire by 20%.

12.15 The BAP advocates a landscape-scale approach to achieving the overall habitat creation target. This means that efforts should be focused in the areas of the county already identified as being of high value for biodiversity with the potential for landscape scale biodiversity projects (Biodiversity Opportunity Areas). The BOA identified in Milton Keynes and adjacent to its boundaries are shown in Figure 2 'Biodiversity Opportunity Areas'.

12 . Environment, Biodiversity and Geodiversity

Figure 2 Biodiversity Opportunity Areas



12.16 A borough-wide Landscape Character Assessment (LCA) and an Assessment of the Landscape Sensitivity to Wind Turbine and Solar PV Development were prepared in 2016⁽³³⁾. The LCA identifies the distinctive characteristics of the landscapes across the Borough. It provides the basis for their protection and the enhancement of the landscape, plus guidance for future policies on development, restoration and management in the Plan:MK. There

33 LCA & Landscape Sensitivity to Wind Turbine and Solar PV Development are available at <http://www.milton-keynes.gov.uk/planning-and-building/planning-policy/landscape-character-assessment>

12 . Environment, Biodiversity and Geodiversity

are a range of protection and enhancement measures within the Landscape Character Assessment, such as restrictions on the level of development and the materials used within developments; promoting traditional methods of hedgerow management; promoting extensions of uncropped or grass field margins to enhance biodiversity; and retaining key views to local landmarks.

12.17 The Assessment of the Landscape Sensitivity to renewable energy developments looks at the sensitivity of each landscape character type within the Borough to wind turbine and solar photovoltaic development and identifies where particular areas may have greater or lesser capacity to accommodate such development. Plan:MK does not propose to allocate any sites for wind turbine developments.

12.18 In 2014 Milton Keynes Council with other partners published "Biodiversity and Planning in Buckinghamshire"⁽³⁴⁾. This guidance is part of the evidence base for Plan:MK and includes information on biodiversity that applicants may find helpful when submitting planning applications. The document reiterates a long-standing approach to the mitigation hierarchy that states that development will need to avoid impacts on protected species, and where this is not possible, mitigation or compensation will be necessary. Also, if there is a possibility that a development proposal will impact on a protected species, then surveys will need to be submitted with a planning application to determine the impacts; these surveys should not be made a condition of planning permission, since the Council will need this information to inform their decision.

34 The guidance is available at http://www.buckinghamshirepartnership.co.uk/media/2294011/bucks_bioandplanning_lowres.pdf

12 . Environment, Biodiversity and Geodiversity

Policy NE1

PROTECTION OF SITES

A. Development proposals which would be likely to harm the nature conservation or geological interest of internationally (RAMSAR sites, SACs and SPAs) important sites will not be permitted unless:

1. there is no suitable alternative to the development;
2. there are imperative reasons of overriding public interest; and
3. compensatory provision can be secured to ensure that the overall coherence of the site is protected.

B. Development proposals which would be likely to harm a National Nature Reserve, Site of Special Scientific Interest or Ancient Woodland will not be permitted unless

- d. there is no suitable alternative to the development
- e. the benefits of the development, at this site, clearly outweigh the adverse impacts on the site; and
- f. compensatory provision can be secured that will mitigate damaging impacts on the biodiversity or geological conservation value of the site

C. Development proposals which would be likely to harm the biodiversity or geological conservation value of a site of county-wide (MK Wildlife sites) or local importance (Local Nature Reserves, Wildlife Corridors, local wildlife sites) or which serves as a 'biodiversity offset site' will only be permitted where

- d. the local development needs significantly outweigh the biodiversity or geological conservation value of the site; and
- e. the development provides appropriate avoidance/mitigation/compensation measures to offset any damaging impacts on the biodiversity or geological conservation value of the site or its wider ecological network.

D. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, then planning permission will be refused.

12.19 A number of legally protected species and their habitats occur throughout the Borough. Where there is a reasonable likelihood that protected species, or the habitats upon which they depend, may be affected by a development proposal, planning applications will not be validated until survey information has been submitted that shows the presence (or otherwise) and extent of the species or habitat over the course of the year.

12.20 In December 2016, Natural England announced four new policies for European Protected Species (EPS) (including Great Crested Newts) which shift the licensing focus from the protection of individual animals at development sites to the protection of colonies and larger habitats. Natural England believes these new policies will lead to:

- greater flexibility in relocating EPS from development sites

12 . Environment, Biodiversity and Geodiversity

- creation of new habitats away from development sites where it is environmentally most beneficial
- wildlife benefiting from habitat that is found on development sites, such as where quarrying has created ponds suitable for great crested newts
- flexibility in exceptional circumstances to reduce surveying where the impacts of development can be predicted confidently

Policy NE2

PROTECTED SPECIES AND PRIORITY SPECIES AND HABITATS

When there is a reasonable likelihood of the presence of statutorily protected species or their habitats, or where the site contains priority species or habitats identified in the Buckinghamshire and Milton Keynes Biodiversity Action Plan, development will not be permitted until it has been demonstrated that the proposed development will not result in a negative impact upon those species and habitats.

12.21 If biodiversity losses resulting from a development cannot be avoided (by locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Biodiversity offsetting is a proposed approach to compensate for habitats and species lost to development in one area, with the creation, enhancement or restoration of habitat in another. Under this system any negative impacts on the natural environment would then be compensated for, or 'offset' by developers.

Policy NE3

BIODIVERSITY AND GEOLOGICAL ENHANCEMENT

- A. Development proposals will be required to maintain and protect biodiversity and geological resources, and wherever possible enhance biodiversity, the structure and function of ecological networks and the ecological status of water bodies in accordance with the vision and principles set out by the Buckinghamshire and Milton Keynes NEP.
- B. Development proposals must demonstrate that the mitigation hierarchy has been followed to firstly avoid, reduce and mitigate direct and indirect adverse impacts before considering compensation.
- C. Where compensation is required, appropriate enhancements will be sought on 'biodiversity offset sites' by provision of replacement habitat of higher quality to achieve a net gain in biodiversity. A Biodiversity Impact Assessment metric should be used to inform what compensation will be required.
- D. Enhancement and compensatory measures should seek opportunities for habitat protection, restoration and creation to meet the objectives of the UK and Bucks & Milton Keynes Biodiversity Action Plan and aims of the Biodiversity Opportunity Areas. These measures should also create and enhance habitats to help wildlife adapt to the impact of climate change.

12 . Environment, Biodiversity and Geodiversity

12.22 In 2016 the NEP published a report 'Vision for Green Infrastructure in Buckinghamshire', along with a set of 9 Principles which should be followed to achieve the Vision by 2030. The NEP expects that draft Local Plans prepared by the districts in the county will explicitly support the principles included in the document. In particular Local Plans should require all development to:

- Focus on protecting, improving and providing a multi-functional GI network in Bucks and MK that improves economic, environmental and quality of life benefits.
- Seek opportunities to protect, enhance, extend, create and connect GI for all its benefits (including landscape-scale connectivity of habitats for biodiversity outcomes).
- Place emphasis on adequate access to high quality green recreation and productive space for community health and wellbeing (at least conforming to ANGSt standards at the strategic scale).
- Ensure the size and location of GI is suitable for the function it is intended to fulfil.
- Require GI management into the long-term, to ensure that it develops in accordance with its stated intention. Mechanisms to achieve this must be outlined in development proposals.
- Require the monitoring of GI improvement, and remedial measures if not achieving satisfactory GI condition within stipulated timeframes.
- Allocate and develop sufficient funding mechanisms to improve the quality, location and functions provided by GI. This could include developer contributions, biodiversity offsetting, CIL payments.

12.23 The NEP emphasises that the above approach would require identifying (mapping) where current GI is, the functions it serves (to understand its potential importance), gaps in provision, and opportunities for how and where it should be improved.

Policy NE4

GREEN INFRASTRUCTURE

A network of green infrastructure throughout the Borough will be protected and enhanced for its biodiversity, recreational, accessibility, health and landscape value and for the contribution it makes towards combating climate change in accordance with the vision and principles set out by the Buckinghamshire and Milton Keynes NEP.

Development proposals will provide new, or if it is not possible will contribute to existing green infrastructure.

Development proposals will seek to ensure that existing ecological networks are identified and wherever possible maintained to avoid habitat fragmentation, and that ecological corridors, including water courses, form an essential component of their green infrastructure provision to support habitat connectivity.

Green infrastructure protection, improvements and creation must be prioritised in locations where it can deliver most benefits.

The existing network of linear parks along the watercourses and flood plains and linked parks and green spaces will be extended into the urban extensions and along the Ouse and Ouzel Valleys to the north to provide multi-purpose green infrastructure that:

- is attractive and enhances the surrounding landscape
- is safe and well used for recreation
- meets the needs of existing and future residents
- is designed to provide a range of ecosystem services e.g. manage flood risk or provide flower rich habitats that supports a diverse range of pollinators
- is designed to support mitigation and adaptation to climate change e.g. through vegetation for carbon uptake (carbon sequestration)
- achieves a net gain in biodiversity
- is managed into the long-term
- where possible improves connectivity with other green infrastructure networks e.g. by linkages to the urban parks
- where appropriate explores economic opportunities that will support the network's sustainability - for example in conservation, agriculture, renewable energy or outdoor environmental education or recreation; such activity must not result in a negative impact to the integrity of the network

If green infrastructure is provided outside the linear parks system, applicants should detail how it will address the above requirements.

12.24 The 2016 LCA identifies the distinctive characteristics of the landscapes across the Borough. It provides the basis for their protection and the enhancement of the landscape, plus guidance for future policies on development, restoration and management in the Plan:MK.

12 . Environment, Biodiversity and Geodiversity

Policy NE5

CONSERVING AND ENHANCING LANDSCAPE CHARACTER

Where development in the open countryside is acceptable in principle under other policies in this plan, it will need to be undertaken in a manner that respects the particular character of the surrounding landscape.

In particular, development proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- the locally distinctive natural and man-made features that contribute towards the landscape character and its quality
- the historic setting and structure of the villages and hamlets
- important views e.g. of local landmarks
- tranquillity and the need to protect against intrusion from light pollution, noise, and motion

Development proposals should take into account the findings of the Milton Keynes Landscape Character Assessment (2016) and any other relevant landscape and visual assessments or studies. Where appropriate a site specific landscape and visual impact assessment (LVIA) will be required as part of a planning application and it must be demonstrated that the development proposal has been informed by a LVIA.

Environmental Pollution

12.25 Planning of new development plays a key role in creating and sustaining healthy places and communities and avoiding or mitigating unacceptable risks to health and the wider environment from pollution.

12.26 Contaminated land and soil pollution

12.27 The Council will encourage proposals for the development and reuse of land that may be contaminated in line with national planning policy and the 1995 Environment Act.

12.28 When considering proposals on land which may be contaminated, the Council will need to assess whether development would be suitable (based on the type of contamination) and whether there are likely to be any unacceptable risks to health or to the environment that may arise from remedial works or proposed use of the site. For permission to be granted, the Council will need to be satisfied that there will be no unacceptable risks. The responsibility for decontamination rests with the developer or owner. After remediation, land should not be capable of being classified as contaminated land under Part IIA of the Environmental Protection Act 1990.

12.29 The Council will normally require developers to undertake a full investigation to establish the level of contamination in soils and/or groundwater/surface waters on such sites and undertake the necessary remediation measures, if necessary by imposing conditions on planning permissions. Where required planning applications must be accompanied by a full survey of the level of contamination and proposals for remediation measures. All investigations of land potentially affected by contamination should be carried out in

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accordance with established procedures, in particular BS 10175:2011+A1:2013: Investigation of potentially contaminated sites and the Environment Agency's 'Model Procedures for the Management of Land Contamination CLR 11'.

12.30 Air pollution

12.31 Air pollution can have a significant influence on human health, quality of life and the health of the natural environment⁽³⁵⁾. Children, older people and those suffering from existing health problems have heightened sensitivity to air pollution⁽³⁶⁾. Planning of new development has a key role in protecting and where possible improving air quality in order to protect health and the wider environment, in line with paragraph 109 of the National Planning Policy Framework.

12.32 Certain forms, types and scale of development can increase or introduce new sources of emissions and reduce air quality. Conversely, the location of certain types of development, such as schools and accommodation for older or vulnerable people, need to ensure they do not expose people who are particularly sensitive to existing or proposed sources of air pollution. The major source of air pollution in the borough is traffic emissions. This reflects the high levels of car ownership and the key strategic transport arteries which run through the borough such as the M1, A5 and A421 as well as other major and heavily trafficked roads which cross the city and extend into the rural areas. Dust and odour associated with existing uses and new development (including construction) can cause nuisance and be harmful to people and the natural environment, and therefore also need to be taken into account.

12.33 In line with its regulatory duties, the Council assesses air quality in its area and whether levels of air pollution exceed the national air quality objectives set by the Department for Environment Food & Rural Affairs (DEFRA), establishing an Air Quality Management Area (AQMA) and publishing a Local Air Quality Plan where the objectives are not likely to be achieved. In 2017, the only AQMA within the borough is located in Olney, principally due to traffic emissions along the A509 through the town. Any development within or adjacent to areas designated as Air Quality Management Areas or areas with the potential to be designated as an AQMA must have regard to guidelines for ensuring air quality is maintained at acceptable levels.

12.34 In demonstrating compliance with Policy NE6, applicants will be required to follow the 'Guidance on Air Quality and Planning' published by the IAQM⁽³⁷⁾

12.35 Noise and vibration

12.36 Noise and vibration can have a detrimental effect on health and the natural environment. National planning policy requires local policies to avoid giving rise to unacceptable noise impacts and give careful consideration to proposals that would have significant adverse effects. Planning Practice Guidance provides further information on how noise and vibration should be taken into account in the planning process, and Policy NE6 reflects this approach.

35 Department for Environment, Food and Rural Affairs
<https://uk-air.defra.gov.uk/air-pollution/effects>

36 World Health Organization 2016, http://www.who.int/topics/air_pollution/en/

37 <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

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12.37 The siting, layout, landscaping and detailed building design of proposals, coupled with other noise-specific mitigation measures, should seek to avoid and minimise the adverse impacts of noise and vibration rather than rely upon expensive and ineffective retrospective measures. The Council will seek to ensure that noise-sensitive developments, such as housing, schools, residential and nursing homes, are separated from major sources of noise both to protect new occupiers and users and to avoid prejudicing existing development and uses. The Council will also seek to ensure that new development with a potential for causing noise nuisance are sited away from noise-sensitive land uses, both existing and known proposed developments. British Standard 6472-1:2008 Evaluation of human exposure to vibration within buildings will be used to evaluate exposure to vibration.

12.38 In considering noise and vibration aspects of proposals, the Council will take into account:

- Possible future increases in noise levels.
- The introduction of noisy activities into some residential and rural areas that have very low background noise levels.
- The nature of noise sources, such as intermittent sources of noise which can be more disruptive than constant or anonymous source, and uses such as fast food restaurants, public houses and night clubs which generated noise from within the establishments and through the activities of users within the immediate area in the evening and late night activity;
- That whilst design measures such as orientation, layout and double glazing can reduce noise within buildings, such measures are less effective in reducing the level of noise experienced in external amenity areas. As far as possible residents should have access to a peaceful (below 50dBA Leq) external amenity space
- Traffic associated with 24 hour warehousing and distribution, and other uses which give rise to significant HGV and other traffic generation.
- Noise issues created by the use and operation of development itself, such as plant and services.

12.39 Light pollution

12.40 Artificial light can be necessary for safety and security, and for maximising the use of buildings and facilities. However, light spillage from artificial light can be detrimental to both people and wildlife, and can change the character of an area at night, in particular the tranquillity and dark skies within the rural area . Artificial lighting therefore needs to be carefully sited and designed. In certain cases a landscape character and visual impact assessment or appraisal as appropriate, must include night time impacts assessing night sky glow, light spill and glare.

Policy NE6

ENVIRONMENTAL POLLUTION

When considering development proposals, the Council will adopt the approach set out below to ensure that pollution will not have an unacceptable impact on human health, general amenity, biodiversity or the wider natural environment.

A. Contaminated land and soil pollution

1. Planning applications for proposals for the following sites must be accompanied by a Preliminary Contaminated Land Risk Assessment to determine the likelihood of any ground, groundwater or gas contamination of the sites:
 - a. Land formerly used for industrial, commercial or utilities purposes
 - b. Land which is considered to be potentially contaminated, contaminated or impacted by adjacent contamination
 - c. Land where the proposed use is particularly vulnerable to the presence of contamination.
2. Proposals which, by their nature, risk contributing to soil and water pollution will be required to demonstrate how this risk will be avoided or mitigated to an acceptable level.

B. Air Quality

1. Prevailing air quality and potential impacts upon air quality arising from airborne emissions, dust and odour associated with the construction and operation of a proposal (including vehicular traffic) will be considered when determining planning applications. Proposals that would result in or be subject to unacceptable risk to human health and the natural environment from air pollution, or would prejudice compliance with national air quality objectives, will be refused.
2. An Air Quality Assessment that demonstrates how prevailing air quality and potential impacts upon air quality have been considered, and how air quality will be kept to an acceptable standard through avoidance and mitigation, will be required for major and minor development proposals if any of the following apply.
 - a. The development is likely, due to the nature of the proposal, to give rise to significant air pollution;
 - b. The site is within an Air Quality Management Area;
 - c. The site is within 50 metres of a major road or heavily trafficked route ⁽³⁸⁾;

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- d. The site is within proximity to a source of air pollution which could present a significant risk to human health; and/or
 - e. The type of development would mean its occupiers would be particularly sensitive to air pollution, such as schools, health care establishments or housing for older people.
3. The potential impact of proposals upon odour levels, or their sensitivity to prevailing sources and levels of odour, should be considered and addressed. Where appropriate, the Council will require an Odour Impact Assessment to be provided, including an Odour Management Plan where necessary.

C. Noise and Vibration

1. A Noise and Vibration Impact Assessment will be required for proposals with the potential to cause disturbance to people or the natural environment due to noise and/or vibration and for proposals that are considered to be sensitive to noise and/or vibration. Proposals that would result in or be subject to noise pollution and/or vibration that is:
- a. Very disruptive and would have an unacceptable adverse effect on human health or the natural environment or the tranquillity and enjoyment of the countryside will not be permitted.
 - b. Disruptive and would have a significant adverse effect on human health or the natural environment or the tranquillity and enjoyment of the countryside will be refused unless the need for, and benefits of, the development significantly outweigh the harm and all feasible solutions to avoid and mitigate that harm have been fully implemented.
 - c. Intrusive and would have an adverse effect on human health or the natural environment or the tranquillity enjoyment of the countryside will be resisted unless the need for, and benefits of, the development outweigh the harm and all feasible solutions to avoid and mitigate that harm have been fully implemented.
2. Proposals adjacent or within 100m of existing or proposed major roads, heavily trafficked roads, and railways will be required to adopt setbacks and landscaping measures to provide screening and acoustic buffers to protect the amenity of proposed buildings and areas of outdoor amenity space.

D. Light pollution

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1. Proposals that include external lighting schemes, including floodlighting, will be approved where it can be demonstrated through a Lighting Assessment that all of the following criteria can be satisfied:
 - a. The lighting scheme is the minimum required for security and operational purposes;
 - b. Glare and light spillage are minimised;
 - c. The amenity of residential areas is not adversely affected;
 - d. There would be no unacceptable adverse impact on the character and beauty, openness, tranquillity, dark landscapes or enjoyment of the night sky of the countryside;
 - e. The visual character of historic buildings and conservation areas are not adversely affected;
 - f. There would be no dazzling or distraction of drivers using nearby roads;
 - g. There would be no unacceptable adverse effects on species, habitats or the wider natural environment.

13 Heritage

13.1 The identity, heritage and historic environment of Milton Keynes is rich and diverse, with the designated New Town contrasting with original villages within in it and the surrounding rural landscape. Both areas containing heritage assets ranging in date from the last Ice Age up to the 20th Century. Milton Keynes Heritage is therefore unique and a 'unique selling point' which now being recognised for its international significance. The designated New Town incorporates 13 historic villages and the historic towns of Bletchley, Stony Stratford, New Bradwell and Wolverton. To the north and east lie small farming villages and historic market towns such as Olney, Newport Pagnell, Hanslope and Sherington. To the south and east are the villages of the Brickhills and the 19th Century resort town of Woburn Sands. Wolverton is a unique Victorian and Edwardian railway town and former works, whilst Bletchley is the location of the internationally significant, World War Two code-breaking facility, Bletchley Park. These different areas of Milton Keynes represent many distinct chronological periods over a long stretch of history.

13.2 The rich and varied historic environment of Milton Keynes makes a fundamental contribution to the distinctiveness of the area, influencing the character of the built environment and shaping its sense of place and distinct identity. It is intrinsically linked to the quality of life of Milton Keynes' residents, the success of its existing businesses and the wider cultural profile it projects to potential investors and visitors.

13.3 Supporting this rich heritage and historic environment is an equally significant network of museums, archives and heritage venues and organisations, formally recording and evidencing information for current and future generations through historic collections, exhibitions, interpretation and learning. These organisations play a vital role alongside the HER in ensuring heritage assets are valued and relevant to modern audiences. The original pioneer communities of the designated New Town also continue to play an important role in creating and managing the voluntary efforts and ethos of much of this work.

13.4 There is a wide range of documents and resources which record and characterise the heritage and history of Milton Keynes and provide evidence to support the planning process⁽³⁹⁾. A more detailed description of this rich heritage and heritage assets is provided in Appendix D, which should be used alongside other published records and evidence relating to the heritage of Milton Keynes to inform the consideration of heritage within the planning process. Future development in the borough will be required, in line with national planning policy and guidance and relevant legislation to have regard to this information to ensure heritage assets are wherever possible sustained and enhanced.

Strategy for the Historic Environment

13.5 The NPPF requires that Milton Keynes Council sets out in its Local Plan '*a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats*' recognising '*that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance*'.

39 MK Historic Environment Record (HER); The National Heritage List for England (NHLE); MK New Town Heritage Register (Local List); MK Heritage at Risk Register; Milton Keynes Historic Landscape Characterisation; Conservation Area Reviews / Character Statements; Historic Towns Reports; Milton Keynes Heritage, Museums and Archives Strategy; MK City Development Atlas

Strategy for the conservation and enjoyment of the Historic Environment

In order to sustain and enhance the significance of Milton Keynes' rich and varied historic character, important local distinctiveness and its sense of place, Milton Keynes will implement a positive strategy for the conservation and enjoyment of the historic environment.

Milton Keynes Council will:

1. Review its 27 conservation areas in order to confirm that they justify their status because of their special architectural and historic interest. The reviews will set out each areas special interest and those elements that contribute to its significance. In determining development proposals, Milton Keynes Council 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. Establish an overview of the condition of heritage within the Borough by identifying those assets at risk or threat of decay, publishing it in a public register. This will enable the Council to:
 - Identify what assistance or intervention is required, acting more effectively to avoid damage to or loss of heritage assets.
 - 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.
 - Use the statutory powers available to it 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 the Council will also use other legislation to address heritage assets whose condition is causing detriment to the amenity of and area.
3. Establish and understand the wider value of MK new-town to planning, architecture, art, landscape, urban design and infrastructure, identifying those assets that contribute to it by undertaking the MK New Town Heritage Register (Local List). The register will inform planning development decisions made by the Council as a material consideration. It will enable the Council reinforce local distinctiveness and further promote Milton Keynes as a cultural destination for visitors, residents and businesses, contributing to projects 5 and 6 of the Milton Keynes: Making a Great City Greater, Milton Keynes Futures 2050 Commission, 2016. The Council will consider whether further planning documents, such as an SPD, is required in respect of providing further advice on the register and its use in planning decisions.
4. Maintain and enhance the Milton Keynes Historic Environment Record.

13 . Heritage

Heritage and Development

13.6 Heritage is at the core of government policy, guidance and achieving sustainable development, it is not a discretionary or secondary function or material consideration. The government recognises the importance of 'protecting and enhancing our... historic environment' through the NPPF, by placing it within the definition of achieving sustainable development. Amongst the core planning principles that should underpin both plan-making and decision-making, the NPPF requires the planning system to seek 'positive improvements in the quality of the ... historic environment' and to 'conserve heritage assets 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'.

13.7 Great weight must be given to the existing heritage statutory duties placed upon Local Planning Authorities by the Planning (Listed Buildings and Conservation Areas) Act 1990. These duties require that 'special regard' be paid in respect of listed buildings and their setting, and that 'special attention' be paid in respect of conservation areas.

13.8 Heritage assets rarely prevent development schemes where their significance has been properly assessed and understood from the outset. Indeed, the most successful schemes often arise from this understanding and an appreciation of the social, cultural, economic and environmental value that can be gained from their retention, sympathetic re-use and successful integration.

13.9 A clear understanding of the significance of a heritage asset and its setting is necessary to develop proposals which avoid or minimise harm. Early appraisals, a conservation plan or targeted specialist investigation can help to 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. Reports on heritage assets must be proficient, objective and impartial in order to be of greatest value to the decision making process.

13.10 Early engagement with the Council 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 of decision making process by avoiding the submission of unsympathetic schemes that require amendment whilst simultaneously promoting better design.

13.11 Such discussions have the added benefit of allowing applicants to address matters that would be otherwise required by additional submissions or a planning condition, avoiding or minimising delays later in the process.

13.12 The Council considers it desirable that the significance of its heritage assets be sustained and enhanced by all proposed. Where proposals cause harm to heritage assets, they will be considered against using the criteria, weighing exercises and balanced judgements set out in the NPPF depending on the type of asset and the degree of harm.

13.13 The risks of neglect and decay of heritage assets are best addressed through ensuring that assets remain in active uses that are consistent with their conservation. Ensuring such 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, however this should be carefully considered as part of an ongoing management strategy.

13.14 The significance of heritage assets may be affected by direct physical change or by 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 (NPPF paragraph 128). Proposals will have regard to the current Historic England guidance on setting.

13.15 Where harm to or loss of heritage assets as a consequence of development is acceptable it will be necessary for developers to record and advance understanding of the significance of the affected assets in a manner proportionate to their importance and the impact (NPPF paragraph 141).

Policy HE2

HERITAGE AND DEVELOPMENT

A. Proposals will be supported where they sustain and, where possible, enhance the significance of heritage assets which are recognised as being of historic, archaeological, architectural, artistic, landscape or townscape significance. These heritage assets include:

- Listed Buildings;
- Conservation Areas;
- Scheduled Ancient Monuments and non-designated Archaeological sites;
- Registered Parks and Gardens;
- Assets on the MK New-Town Heritage Register.
- Other places, spaces, structures and features which may not be formally designated but considered to meet the definition of 'heritage assets' as defined in the Annex 2 of the NPPF.

B. Where appropriate, development proposals must provide an impartial and objective Heritage Assessment. Where necessary, the Council will require suitably qualified specialists to undertake the Heritage Assessment. The Heritage assessment shall:

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. Limited and localised alterations to an unlisted building in a conservation area need not be supported by the level of detail required to convey the impact on significance caused by development in the setting of a listed building or by proposed alterations to the built fabric of a listed building.
2. Be of an analytical and interpretive nature rather than simply provide a description of the assets and the proposed works.
3. Provide a sound justification for the works, based on the economic, social and environmental benefits delivered by the scheme, for example, promoting the long term care for a heritage asset and/or its setting
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
5. Assess the nature and extent of any harm or public benefit arising from the scheme.
6. Where harm is caused by the proposal, the assessment shall explain why such harm is unavoidable or required to deliver public benefits that outweigh the harm caused

C. Where applications seek to change the use of a listed building, evidence should be submitted to demonstrate that the proposal includes the full scope of works required to achieve that use (such as those that will be required by Building Regulations, The Fire Authority, Environmental Health etc.). Where a change of use requires a significant

alteration or structural works, an engineer's report shall be submitted to demonstrate that the building is capable of conversion, set out the full extent of works and show how they have taken account of 2 a) above.

D. Granting of permission for proposals that result in substantial harm to or total loss of the significance of a designated heritage asset will only be exceptional or wholly exceptional in accordance with national policy and guidance.

E. Permission for proposals that cause less than substantial harm to a designated heritage asset will only be granted where the harm is demonstrably outweighed by public benefits delivered by the scheme.

F. Proposals that result in harm to the significance of non-designated heritage assets will be resisted unless the need for, and benefits of, the development clearly outweigh the harm, taking into account the asset's significance and importance, and only once all feasible solutions to avoid and mitigate that harm have been fully implemented

G. In assessing any potential harm or enhancement to the significance of a heritage asset(s) the following will be considered:

1. Avoiding successive small scale changes that lead to a cumulative loss or harm to the significance of the asset or historic environment;
2. Respecting the character, appearance, special interest and setting of the asset and historic environment;
3. Retaining architectural or historic features which are important to the character and appearance of the asset (including internal features) in an unaltered state; and
4. Retaining the historic form and structural integrity of the asset.

H. Where 'enabling development' is proposed, the Council will expect the proposal to accord with Historic England's published guidance. The applicant will provide accurate evidence to establish that a 'heritage deficit' exists. It is not the role of 'enabling development' to reimburse owners or applicants who have paid above the market value of asset, that value being based on the current condition of the asset.

I. Proposals will be accompanied by an appropriate desk-based assessment and field evaluation where development is proposed affecting an unscheduled site of known archaeological interest or with the potential to include heritage assets with archaeological interest (General requirement for applications affecting heritage assets)

13 . Heritage

J. 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 as a consequence of development it will be necessary for developers to record and advance understanding of the significance of the affected assets in a manner proportionate to their importance and the impact (NPPF paragraph 141).). Recording techniques should keep in step with current best practice and in particular the use of photogrammetry and fine grain LIDAR ground scans where unavoidable loss will occur. 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 revealed provision shall be made for public open days, exhibitions and/or popular publications/booklets. 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 archive for deposition at an appropriate museum or archive facilities, consideration of resources for its storage, interpretation and public access should be made, in order to capture the heritage significance of that asset for future generations.

14 Public Open Space, Leisure and Recreation

14.1 This Plan:MK chapter sets out the Council's preferred policies on public open space, sport and leisure facilities which the Council will use in assessing and determining applications that impact on areas of open space in Milton Keynes.

National Policy Context

14.2 The NPPF emphasises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The Framework also states that planning policies should be based on robust and up to date assessments of the needs for public open space, sport and recreation facilities and opportunities for new provision. Such an assessments should identify specific needs and quantitative or qualitative deficits or surpluses of public open space, sports and recreational facilities in the local area (NPPF, para 73), and should refer to Sport England or National Standards for provision.

14.3 The Annex 2: Glossary to the NPPF defines "Open space" 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".

14.4 The Framework also sets out the criteria that should be satisfied before existing open space, sports and recreational buildings and land, including playing fields is developed (NPPF, para 74).

14.5 The NPPF allows for the special protection of green areas of particular importance to local communities, with the introduction of the Local Green Space designation. This designation can be identified through a local plan or neighbourhood plan process (NPPF, para 76 & 77).

Local Policy Context

14.6 In line with the NPPF Milton Keynes Council commissioned a Sports and Active Communities Strategy (2014) and a Playing Pitch Strategy (2015). The Strategies include an overview of the network of facilities for Sport, Leisure and Community use and recommend planning standards for future provision of these facilities across Milton Keynes.

14.7 MK Public Open Space: Management Framework for MK 2013-2023: Sets out the vision and the overarching principles for the management and operation of public open space, in turn four strategic themes have been developed and to each theme priorities and actions developed to deliver the vision including: Community, Place, Environment and Sustainability, and Quality Management.

14.8 MK Play Area Action Plan: 2013-2023: The purpose of this Plan is to guide the improvement of existing play area facilities and to identify new opportunities for future facilities across the Borough. The Action Plan sets out proposals designed to deliver the aims set out in the Play Strategy.

14.9 MK Tree Management Strategy 2017-2027: This Strategy provides a basis for the Council to manage its tree resource in the future, and ensure that the MK tree resource is sustained and enhanced. It promotes trees as a valuable asset in MK and provide a framework for maintaining and expanding the tree resource for future generations.

14 . Public Open Space, Leisure and Recreation

14.10 In 2008, the Council produced the Green Infrastructure Plan, which identifies a range of important wildlife habitats within the Milton Keynes area as well as areas of opportunity that should be taken into account when considering any strategic sites. A new Green Infrastructure plan is currently being prepared which will update the existing Green Infrastructure Plan.

14.11 In 2016 the Milton Keynes and Buckinghamshire Natural Environment Partnership published a report 'Vision for Green Infrastructure in Buckinghamshire', along with a set of 9 Principles which should be followed to achieve the Vision by 2030. The Vision and Principles should be seen as supplementing to the 2008 Green Infrastructure Plan.

14.12 Milton Keynes Council is also preparing a borough-wide open space assessment that will inform the submission version of Plan:MK. As part of this work an Open Space Qualitative Criteria Evidence Base Document has been prepared to help justify qualitative criteria that are being proposed in Plan:MK. The document assesses a range of case studies that are seen to provide positive benefits in terms of wider place-making. The Council recognises that there is a need for an up to date open space assessment and will work with The Parks Trust and other relevant stakeholders to progress this forward.

Issues

14.13 Open space plays a vital role in the urban fabric of Milton Keynes and is an important resource for everyone's pleasure, relaxation and health. It is also a key feature of the biodiversity and ecology of the Borough.

14.14 The Linear, District Parks and large Local Parks are in general the most appropriate locations for many outdoor leisure and recreation uses. However, some areas of parkland may be important for agriculture, forestry, landscape or wildlife and, therefore, less compatible with leisure and recreation.

14.15 Commercial enterprises that are ancillary to and directly support leisure uses such as restaurants/cafes, bike hires etc. may positively influence economic and social sustainability of the parks. Evidence will be required to demonstrate that any commercial development within the parks do not have any adverse impacts on the biodiversity or wildlife habitat within the park. The Council will promote proposals that help to achieve or maintain a coherent and resilient network of connected open spaces within the Borough, and which also improve the quality of our green open spaces to be more visually and functionally varied.

14.16 In some cases the development of pubs, hotels, campsites, log cabins may be encouraged adjacent to a designated open space but should be suitable to the area, with larger or noisier facilities in areas with more commercial leisure opportunities and better public transport, and lower key facilities near quieter, more natural parks. However, the land used will not be considered as open space within these designations, and such development will not be permitted in designated parks and open space areas where it reduces the open space below policy limits.

Policy L1

FACILITIES ACCEPTABLE IN THE PARKS

Planning permission will be granted for leisure and recreation uses, or proposals that are ancillary to and directly support such uses, within the parks unless the proposal would:

- i. Lead to an unacceptable visual impact
- ii. Detract from the primary use of the open space
- iii. Have an adverse impact upon the highway network
- iv. Have an unacceptable impact on wildlife and its habitat
- v. Result in excessive noise
- vi. Have an adverse impact on the flood plain
- vii. Undermine opportunities to link wildlife areas and provide for biodiversity corridors
- viii. Have an adverse impact on any historic significance of the Park
- ix. Prevent the public from using the open space by implementing unreasonable entrance fees or charges, or any charges for areas which have the effect of reducing the local freely accessible open space below policy limits.

Development proposals will make a positive contribution to environmental management and visitor experience in the parks, including areas that will be of charge.

Development proposals should also show how visitors can reach the site easily and conveniently using non-car modes of transport. Development proposals should have appropriate parking and access arrangements in accordance with the standards set out in this plan and other Council guidance, but parking arrangements will be located in an area outside of the park.

14.17 Policy L2 distinguishes between recreational open space, amenity open space and leisure and recreational facilities, which are defined as follows:

- Recreational open space: all open land which is in a leisure or recreation use, whether publicly or privately owned, including school playing fields.
- Amenity open space: Open areas, including woods, copses and ponds, where recreational use is incidental to their primary function as attractive features in otherwise built-up areas, reservoirs of biodiversity, wildlife habitat, or a combination of all three. It includes privately owned areas to which there may be no public access. Areas of amenity open space are found mostly in residential areas, but also in employment areas and shopping centres.
- Leisure and recreational facilities are considered as: all purpose-built facilities, including stadia for sports and spectator events and indoor facilities such as leisure centres, swimming pools and sports pavilions or halls. The facilities may be publicly or privately owned.

14.18 Playing fields are valuable community facilities protected from development by the Town and Country Planning Act via the statutory consultee, Sport England. Milton Keynes will adopt the same approach as Sport England, whereby permission will only be granted for development on playing fields in exceptional circumstances.

14 . Public Open Space, Leisure and Recreation

14.19 Where there is a lack of accessible playing field space within a location there may be a need to provide additional playing field space to cater for this deficit. Playing field and artificial grass pitches can be used for a range of outdoor activities including formal or informal football, cricket or rugby matches. Artificial grass pitches may also be included in the consideration of existing or additionally required open space. Any new playing pitches should be constructed in line with Sport England design guidance, and provided in line with specifically identified needs and only after a robust assessment. The provision of an artificial pitch will be treated like any other grey infrastructure development and will need to mitigate the loss of biodiversity by providing a net gain in biodiversity through good quality, connected, GI.

14.20 The Council's approach to open space and recreational facilities will adapt and take into account changes to sporting and community trends, behaviours and new technologies that impact activity in Milton Keynes. In some cases this affects infrastructure and facility usage. For example, advances in synthetic pitches leading to a local demand for 3G football and rugby pitches and a resultant shortage in all-weather surfaces.

14.21 When considering planning applications for artificial turf pitches, consideration must be given to the proposals set out in the Sport and Active Communities Strategy and the Playing Pitch Strategy or any revised versions that supersede them, Only proposals that use Sport England or national Governing Body design guidance will be considered.

14.22 In considering proposals involving the loss of amenity open space, the council will take into account the criteria set out in Policy L3.

Policy L2

PROTECTION OF OPEN SPACE AND EXISTING FACILITIES

Planning permission will be refused for proposals involving the loss of public open space, civic space, or facilities used for leisure and recreation unless

- i. an assessment has been undertaken which has clearly shown the open space or leisure and recreational facilities to be surplus to requirements⁽⁴⁰⁾ and the development would not have a detrimental effect on the open space, environmental, landscape character or wildlife value of the Open Space Network. Developments must not be detrimental to the delivery of the Sport and Active Communities Strategy.
- ii. the development will significantly enhance the Open Space Network as a whole, particularly in areas requiring improvement, and help to achieve the Council's aims for the Open Space Network, as set out in the Open Space Strategy. In some cases, enhancements could be provided at nearby locations off site, for instance replacing an amenity on one site with one nearby on the same linear park (enhancements should still be in the same catchment areas); or
- iii. The loss of open space resulting from the development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- iv. the development is for other types of sports or recreational provision or ancillary development associated with the Open Space, and the needs for which clearly outweigh the loss

In considering proposals involving the loss of amenity open space, the council will take into account the criteria set out in Policy L3.

14.23 The National Planning Policy Framework (paragraph 74) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless;

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

14.24 Public open space should be provided as an integral element of any new housing development; where possible, standards for leisure and recreation facilities should be met on site.

⁴⁰ There is no longer a continuing need for recreational use, and there is no unmet need for leisure and recreational facilities in the surrounding area or the wider Milton Keynes area.

14 . Public Open Space, Leisure and Recreation

Policy L3

CHANGE OF USE AMENITY OPEN SPACE

Planning permission will only be granted for the change of use of amenity open space, including the incorporation of such areas into private garden land, if:

1. The land has been subject to an assessment which shows the open space to be surplus to requirements;
2. The land does not fulfil a useful purpose in terms of its appearance, landscaping, recreational use or wildlife value;
3. The land does not host an element of semi-natural habitat useful in creating a stepping stone to another habitat or any other feature of value to wildlife to a greater extent than would be the case if it was planted as a garden. In some cases, the continued protection of the land as open, natural garden land and type of enclosure may be regulated by conditions;
4. The loss of amenity open space would not set a precedent for other similar proposals which cumulatively would have an adverse effect on the locality or the environment;
5. The continued maintenance of the land for public amenity purposes would be impractical or unduly onerous.
6. In certain cases, the loss of amenity open space may be acceptable if it is adequately compensated by proposals for improvements to the quality of green infrastructure and appearance of amenity space elsewhere in the locality or the wider Open Space network
7. Open space lost will need to be replaced by equivalent or better following an assessment justifying this need.

Change of use of amenity open space will be considered given the availability and accessibility of open space in the surrounding area, based on distances in Appendix A.

14.25 When assessing new housing development the amount and quality of existing open space will only be taken into account where:

- Such facilities would be easily accessible to residents of the new development; and,
- The developer is prepared to contribute to the costs of upgrading existing facilities where appropriate.

14.26 The Council will continue to seek the additional provision, or improvement, of leisure and recreation facilities in areas that are deficient when assessed against the adopted standards and where proposed development would materially exacerbate the deficiency. The evaluation of open space and recreation provision in development proposals will include an assessment of provision in the surrounding area.

14.27 The provision of open space, parks *and any artificial grass pitches or surfaces* should be an integral part of the development, considered at the beginning of the design process. Proposals for new areas of open space and parks should include a long term *financially sustainable* maintenance plan that can be implemented by local contractors or organisations.

14.28 Proposed standards of provision are broadly in line with the previous Local Plan open space standards and the Fields in Trust (FIT) new 'Benchmark Standards for Outdoor Sport and Play'.⁽⁴¹⁾

14.29 Appendix A in Plan:MK contains information on the standards for Open Space and Recreation facility provision in the borough, identifying types of open space, minimum size, catchment area or standard, characteristics and principles. The Council's adopted Leisure, Recreation and Sports Facilities SPG sets out guidance to aid the assessment of what open space development proposals need to provide, what the specific requirements are, and when provision will be sought as on-site or off-site provision.

Policy L4

PUBLIC OPEN SPACE PROVISION IN NEW ESTATES

New housing development will be required to provide new or contribute to improved open space and recreational facilities in accordance with the Council's adopted standards in Appendix A, the Council's Leisure, Recreation and Sports Facilities SPG and policies in this Plan which support the delivery of a linked network of multi-functional, resilient and sustainable green infrastructure.

Policies of this Plan support the delivery of a linked network of multi-functional, resilient and sustainable green infrastructure. Where appropriate the Council will encourage developing play areas, sport and leisure facilities within the existing or proposed parks.

The provision, future management and maintenance of open space, parks and any artificial grass pitches or surfaces should be an integral part of new development, which should be considered at the beginning of the design process. Proposals will include a management and maintenance strategy for new or extended open space and green infrastructure, outlining details of the owner, the responsible maintenance body, and how long term financially suitable maintenance plan that can be implemented by contractors or organisations.

Proposals for new areas of open space and parks should include a long-term costed maintenance plan that can be implemented by local contractors or organisations.

Any open space provision that will be distinctive in terms of its scale or facilities, and therefore likely to attract visitors from outside its intended catchment area, must provide appropriate additional facilities to meet the needs of those visitors and avoid adverse impact on the amenity of nearby residents.

All residents must have access to green space at least meeting "ANGSt" (Accessible Natural Green Space Standards) criteria, or equivalent, wherever possible. This standard was developed by Natural England and the Forestry Commission and emphasise the importance of communities having easy access to different sizes of natural and semi-natural green space close to where they live.

14 . Public Open Space, Leisure and Recreation

14.30 Horse related development can have a significant impact on the environment, particularly where the use is intensified - for example, where fields are sub-divided into paddocks and each paddock has a stabling requirement. The cumulative impact of horse related development will therefore be a key factor in assessing any proposal.

14.31 In the interests of safety, horse riders should have good access to the bridleway network and should not be required to use roads, redways, and footpaths in order to access the bridleway network.

Policy L5

HORSE RELATED DEVELOPMENT

Planning permission will be granted for horse-related development in the open countryside and Linear Parks providing it is compatible with the policy guidance in Appendix B.

14.32 Policy L6 aims to minimise the environmental impact of water sports and restrict powered water sports to designated sites.

14.33 Unpowered water sports such as open water swimming, sailing, canoeing, and rowing generally cause fewer problems for other water users, local residents and wildlife than powered water sports that involve the use of powerboats and jet-skis. This is due to the lower speeds and noises generated, however, rowing sometimes uses powered boats for coaching or officiating purposes.

14.34 There will be a general presumption against the use of new sites for powered water sports unless there are existing planning permissions for powered water sports on established sites.

14.35 The conservation of the natural environment is of primary importance and proposals for the development of new water based sports facilities will be carefully considered against other relevant policies of this Plan. Also, advice will be sought from the Environment Agency, which has statutory duties in respect of water recreation, the protection of water quality, fisheries and flood defence.

Policy L6

CRITERIA FOR THE LOCATION OF WATER SPORTS

Planning permission will be permitted for unpowered water sports on lakes and other water areas and for ancillary facilities, where there is a proven need unless they:

- i. Have an unacceptable environmental impact
- ii. Are incompatible with any existing use of the water (including non-recreational use)

Planning permission will normally be refused for powered water sports.

14 . Public Open Space, Leisure and Recreation

14.36 Policy L7 aims to minimise the disturbance caused by noisy sports and restrict noisy sports to designated sites.

14.37 Noisy sports, includes activities such as skate parks, motor sports, artificial grass pitches.

14.38 Consideration of these noise levels must also be taken into account for large scale sporting events within open space or leisure and recreation sites and therefore location and hours of operation for such events must be considered.

14.39 Appropriate sites for noisy sports are not easy to identify; much depends on the type of activity and the tone, level and duration of noise. Distance from housing or other noise sensitive development cannot be standardised since this will vary according to topography, the prevailing wind direction and the amount of existing and proposed screening.

14.40 Where sites are designated as permanent venues for noisy sports, conditions may be attached to planning permissions to control noise levels and hours of operation. However, consideration will be given to the need to facilitate participation in sports at local facilities throughout the day and evening as part of the wider Health and Wellbeing Agenda and delivery of the Sport and Active Communities Strategy. The Council's Environmental Health Division deals with complaints about noise. They have powers to control noise nuisance and will be consulted on any proposal for noisy sports.

Policy L7

CRITERIA FOR THE LOCATION OF NOISY SPORTS AND RECREATIONAL FACILITIES

Planning permission will only be permitted for noisy sports if:

- i. The ambient noise level of the area is already high, and the noise generated by the new activity will not be dominant, or
- ii. It would not significantly increase the noise experienced at nearby noise sensitive development, or public rights of way and other areas of informal countryside recreation, or
- iii. Noise levels can be effectively reduced by siting and screening, or
- iv. There is no unacceptable disturbance to farm livestock and wildlife, and
- v. There is a need to facilitate sports to ensure that people have the opportunity to play as part of regularly maintaining a healthy lifestyle.

Mitigating features to minimise noise (such as sound absorbing areas, which could include seating terraces or banking), should be informed by a noise assessment which should be commissioned at the design stage of any proposal involving noisy sports and recreational facilities.

14.41 Major new development, such as the intensification of leisure use of The Bowl could have a significant environmental impact on the parks. Particular consideration will therefore be given to visual and ecological impact, noise and traffic generation in assessing such proposals.

14 . Public Open Space, Leisure and Recreation

Policy L8

MILTON KEYNES BOWL

Planning permission will be granted to intensify the use of the Milton Keynes Bowl for commercial leisure and recreational purposes provided that proposals:

- i. Would not result in an unacceptable additional impact upon the highway network
- ii. Would have no significant adverse effect on the amenity of residential areas.
- iii. Where need can be demonstrated, training and other facilities should be safeguarded for community groups and sports clubs including use of cyclists, or make provision for an alternative, replacement facility, either on or off the site
- iv. Are consistent with policies applying to Linear Parks and Biodiversity and Geological Enhancement
- v. Enhance the ecological and public access connectivity through the MK Bowl site
- vi. Retain the existing cycle, equestrian and pedestrian routes across the site or make provision for suitable alternative routes.

15 Design

15.1 The Borough enjoys a generally high quality environment both in its urban areas and the open countryside. Many early estates and areas of self-build were based on innovative housing design that created a strong character or identity for the development. It is important to maintain a high standard of design in new developments and build on the character of many early estates whilst also reflecting concerns such as sustainability.

15.2 The meaning of design as used here is broad, covering layout of development, landscape, scale, massing and the design of buildings as well as many aspects of environmental impact and sustainability. Together or individually they all influence the quality and character of a development. Government guidance on design is set out in the National Planning Policy Framework (NPPF) in paragraphs 56-68, as well as in the Planning Practice Guidance. More detailed design guidance for new residential developments can be found in the New Residential Development Design Guide SPD.

Designing a High Quality Place

15.3 The objective of this policy is to ensure that all new development is of a high standard of design. Plan:MK proposes a considerable amount of new development across the Borough. The successful integration of a development with the surrounding context and its success as a place, to live, work and play in will depend largely on the quality of design.

15.4 More detailed design considerations that are applicable to the Milton Keynes context are covered in the New Residential Development Design Guide Supplementary Planning Document (2012). Strategic development sites will also require development frameworks and design codes which will detail site specific layout and design requirements.

15.5 All development proposals will be expected to achieve a high standard of design and should be underpinned by a thorough analysis of the site and its surrounding area. An application would be expected to include.

- Accurate information relating to ground levels, adjoining development / context, site boundaries, trees, planting and other existing features on site and surrounding area.
- An assessment of the features on the site that are statutorily protected, or that should be retained in the interests of public amenity or nature conservation
- An analysis of the impact of development on views and skylines.
- A statement explaining how the proposal complies with the Local Plan design policies

15.6 Further guidance on many of these issues is provided in the New Residential Development Design Guide SPD

15.7 This policy sets out the general principles against which the layout and design of a proposal will be assessed and should be in line with good practice guidance

15.8 Continuity and Enclosure: This objective is usually best achieved by designing layouts where front entrances of buildings face streets or other public spaces and private spaces are protected and secure behind buildings within the block normally abutting other private spaces. With respect to residential development these layouts can include all housing types and can occur at all densities. The degree of continuity and enclosure will depend on the context within which the site is located.

15 . Design

15.9 Public realm: this relates to the publicly accessible spaces between buildings. A high quality public realm can be achieved by the relationship of buildings to the public realm whereby entrances onto the street increase pedestrian activity and consequently better enliven and animate the public realm. Windows and active frontages that overlook the public realm particularly at ground floor level provide natural surveillance helping to make the public realm feel safer.

15.10 Landscape: The quality of hard and soft landscape proposals can make a fundamental contribution to the quality of the public realm and should be appropriate to its context. Street trees and soft landscaping can soften and green the streetscape as well as assist in breaking up the appearance of on-street parking. It is important that the specification and choice of design, materials and planting take into account the pressures placed upon the public realm through every day and infrequent activities (such as the movement of vehicles and people, or road gritting). Public realm design should take into account different abilities and levels of mobility, and accommodate those with specific needs and an ageing population, for instance through appropriate levels of lighting, provision of seating and public toilets (including fully wheelchair accessible toilets. The design of landscaping and the public realm should take account of the cost and practicality of maintenance over the longer term, avoiding where possible impracticable maintenance regimes to be required in order for the quality and visual amenity of the public realm to be maintained.

15.11 Movement: the emphasis should be on creating a hierarchical network of well-connected streets that prioritise pedestrians, cyclists and public transport over private motor vehicles, whilst supporting the transition toward this movement hierarchy within the wider urban area. Routes for pedestrians and cyclists should be clearly legible, safe, pleasant and wherever possible take the shortest route between main origin and destination points within and beyond the site.

15.12 Legibility: The layout of the street network, and the positioning and design of buildings should be used to enable people to find their way around a development easily. Landmarks help achieve a legible place. There should be clear paths (streets), districts (neighbourhoods/estates/character areas), nodes (junctions), and edges (onto the rural area, major open spaces and grid roads).

15.13 Variety such as mixed use for large sites is fundamental to creating a place with its own character, visual interest and activity; even in mainly residential areas this should be achieved by varying layout, street types, setbacks, building form and landscaping.

Policy D1

DESIGNING A HIGH QUALITY PLACE

Development proposals will be permitted if they meet the following objectives/principles:

1. The development proposals as a whole respond appropriately to the site and surrounding context.
2. Continuity of street frontage and locating fronts of buildings to face the street or public space.
3. Appropriate framing of space to define public and private areas, with front gardens designed to be clearly private through appropriate boundary treatments and use of hard surfaces that also maintaining an active frontage and passive surveillance of the street.
4. The layout should maximise the surveillance of the public realm, prevention of crime and minimise the perception of crime.
5. Soft and hard landscaping that continues the verdant and green character of Milton Keynes, enhances the quality of the public realm, is robust to the demands placed upon the public realm, is appropriate to their context and can be maintained and managed without significant cost. In particular, street trees and planting are incorporated to soften the streetscape and ensure the public realm is not dominated by hard surfaces and boundaries and by parked cars.
6. Landscape and boundary treatments integrate with and/or enhance those of the surrounding area.
7. Ease of movement by creating places that are permeable and well connected with a safe, attractive and convenient hierarchical network of routes that balances the provision for walking, cycling and public transport with that for private motor vehicles.
8. Legibility by providing recognisable streets, districts, nodes, edges and landmarks to help people to find their way around
9. A variety of layouts, street types, building sizes and forms, landscapes, uses and housing tenures across the development.

Creating Character

15.14 The objective of this policy is to ensure all new development has an identifiable character or sense of place. Character or sense of place / identity for a development, relates to the overall perception of a development and can be created through existing or new landscape, layout, massing/scale, land uses, historic buildings and the appearance of buildings.

15.15 A lack of positive character which surrounds a potential development should not be used as a justification for proposing and creating non-places, non-descript development and poor design.

Policy D2

CREATING A POSITIVE CHARACTER

Development proposals will be permitted if they meet the following objectives/principles:

1. The layout, massing/scale, boundary treatments and landscaping of a development and appearance of buildings exhibit a positive character or sense of place for a development.
2. The character of the development is locally inspired where appropriate (for example in or adjacent to conservation areas, or in existing areas with a strong positive character).
3. Where there is no positive built form character on the site or surrounding area, new development is designed to create its own distinctive character or sense of place using existing site features, the layout of the development and the appearance of buildings.
4. The design allows for visual interest through the careful use of detailing, where this is appropriate to the character of the area.

Design of Buildings

15.16 The objective of this policy is to ensure that all new buildings are well designed, relate well to the surrounding area and contribute to the character of the development. The design of new buildings is of significant importance irrespective of whether it lies within one of the older settlements, located within the existing city or 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.

15.17 Buildings are among the most visible parts of a development and therefore are 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.

15.18 While it is considered most important for character to be generated along key frontages as these are most visible to passers-by and where a perception of an area or character area (for very large developments) can be most easily created, this does not obviate the need for character to be carefully considered throughout the development. It is also important for the transition between character areas to be carefully considered so there isn't an awkward juxtaposition of buildings along a frontage, for example. The arrangement of buildings (e.g. where gable ends face the street), materials and window detailing can also have a major impact on the character created.

15.19 Milton Keynes is a new town with a reputation for innovation in housing design and architecture. The Council's New Town Heritage Register identifies many of these buildings of innovative design and construction. Furthermore, many early estates or areas within them have a strong sense of character /identity which was often based on innovative housing designs and architectural interest. Housing, on key frontages in particular, should be designed to build on this reputation of innovation. The high quality design of buildings does not have to mean over complicated and fussy looking buildings. Often the best quality buildings are very simple in their design approach with for example a very limited palette of materials and minimum detailing. The Council will not support design pastiche where it simply tries to repeat design and appearance from different eras.

15.20 The policy below sets out the criteria which 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.

15.21 Aspirational comment relating to desire to seek adaptable/flexible internal layouts (this may be better suited in housing section)

Policy D3

DESIGN OF BUILDINGS

Development proposals that meet the following objectives and principles will be permitted:

1. The appearance of the building contributes to the enhancement or creation of a positive character for the development or of a particular character area for larger developments.
2. Forward thinking and distinctive architecture is incorporated, unless the existing context suggests an alternative approach would be more appropriate.
3. Where development occurs on both sides of a street, a common character in terms of building appearance is designed / created for both sides of the street, with careful transition between character areas along streets.
4. Buildings are of appropriate scale in relation to other buildings in the immediate vicinity in terms of their height and massing. Buildings of a greater scale than the surrounding context may be acceptable where it is demonstrated that this is necessary to reflect the development's location and the siting, function and importance of the building.
5. The building's form, massing, rhythm and façade elements are carefully designed to create character and visual interest.
6. Particular attention should be given to the design of buildings along key streets in order to create a strong identifiable character whilst ensuring careful transition in façade treatment between character areas.
7. Buildings are designed to an exemplary standard and employ high quality and durable materials, and materials which reflect the principles set out Policy SC1.
8. The proposed scale and design of extensions to existing buildings relate well the the existing building and plot, and do not detract from the character of the existing building and the surrounding area
9. In addition to the above criteria, proposals for tall buildings will be required to demonstrate how they meet the requirements and positively address the principles set out below. Where necessary, the Council will require a Landscape and Visual Impact Assessment to be carried out to assess impacts and inform the design.
 - a. Clustering with other existing taller buildings, or creating the potential for clusters, within the immediate and wider area.
 - b. Be 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.

- c. Protect important views and vistas from within the immediate area and from the wider surrounding area.
- d. Minimise shadowing of other buildings and open public space.
- e. Avoid creating uncomfortable or unwelcoming micro-climates and wind tunnelling around the building.
- f. Relationship and interaction with the street to create activity and avoid dead space.

Amenity and Layout

15.22 In considering development proposals, it is important to take into account the amenity afforded by new development and the protection of amenity within existing areas. Buildings need to be carefully designed to ensure adequate privacy, sun lighting and daylighting has been achieved. Policy D4 sets out the considerations to take into account in this regard. This is supported by the Residential Design Guide and the Council may publish further guidance to support the implementation of this policy.

Policy D4

AMENITY AND STREET SCENE

1. All proposals will be required to create and protect a good standard of amenity for buildings and surrounding areas, and in particular should ensure:
 - a. The levels of sunlight and daylight within buildings and open spaces, and garden areas in particular, are satisfactory.
 - b. Dwellings are dual aspect to enable passive ventilation, subject to any noise and air pollution mitigation measures that are required to make the proposal acceptable.
 - c. External private or shared communal garden space, in its extent and design, meets the reasonable needs of its user(s)
 - d. A reasonable degree of privacy to new and existing private living space and the main private garden area, with overlooking limited to an acceptable degree. The design of new communal garden areas should seek to create spaces that provide opportunities for privacy or seclusion for residents, particularly where residents do not have access to private balconies or other private external space.
 - e. New development is not overbearing upon existing buildings and open spaces.
 - f. The outlook and visual amenity afforded from within buildings and private/communal garden areas should be satisfactory, taking account of the relationship with neighbouring buildings and the wider street scene, including the design of parking, street furniture, boundary treatments and landscaping.
 - g. Shared circulation space and routes to private entrances within flatted development should be of sufficient width, be welcoming, and wherever possible be naturally lit.
2. The siting, layout and design of vehicle and cycle parking, including detached garage blocks, within development proposals will be required to ensure an attractive and coherent street scene is maintained, not prejudice the wider functionality of public and private space, and create an effective functional link and relationship with the buildings and areas they will serve.
3. Appropriate provision of service areas and refuse storage and collection areas should be made according to the nature of the development. Such areas and access to them should be appropriately sited and designed to ensure they can:
 - a. Perform their role effectively without prejudicing or being prejudiced by other functions and users;
 - b. Maintain an attractive and coherent street scene and protect visual amenity; and
 - c. Avoid creating risk to human health or an environmental nuisance.

Granny Annexes

15.23 'Granny annexes' provide living accommodation for dependent relatives as an extension to an existing dwelling, and can form an important part of the housing offer to sustain inclusive and mixed communities. However, they should not create a self-contained dwelling. Policy D5 provides control in this respect.

Policy D5

GRANNY ANNEXES

Proposals for 'granny annexes' will be permitted where the extension to an existing dwelling is modest in size and subordinate in scale to the main dwelling. The annex should be designed in such a way that it can function as an integrated part of the main dwelling whilst allowing for a degree of independence for the occupant(s). Vehicular access and garden areas should be shared with no boundary demarcation or sub-division of garden areas

Canalside Development

15.24 The 21km (13mile) stretch of the Grand Union Canal in the Borough passes through rural, semi-rural and urban landscapes. It is an important recreational and wildlife corridor. Development briefs exist for some areas where canalside development is proposed e.g. Campbell Park. Outside the city, opportunities for development will be more limited and different design approaches will be needed. The Milton Keynes Canal Corridor Management Plan (June 2000) produced by the Council, together with the Milton Keynes Parks Trust, English Partnerships and British Waterways sets out an inter-agency approach to accommodating canalside development which will be helpful in the formulation of canalside development schemes, wherever they are located in the Borough.

15.25 Several stretches of the canal have an extra pathway alongside the towpath, known as the "Broadwalk", for use by pedestrians and cyclists. Where appropriate, the extension of the Broadwalk will be sought as part of canalside developments. The Council will consult The Canal and Rivers Trust on all major proposals affecting the canal.

15.26 In addition to the Grand Union Canal, Milton Keynes Council is a member of the Bedford and Milton Keynes Waterway Park Consortium, which has been set up to support the delivery of a new and nationally recognised Waterway Park linking Bedford and Milton Keynes. The Waterway Park will provide a green corridor at the heart of new development, linking communities and creating a unique sense of identity and place. The social, economic and environmental benefits of the project represent an opportunity for development proposals along the route, particularly in terms of design and place-shaping

Policy D5

CANALSIDE DEVELOPMENT

Development alongside canals should help meet the following objectives:

1. Improved public access to an enjoyment of the waterway, including those with impaired mobility.
2. The protection and enhancement of wildlife habitats.
3. The retention and enhancement of significant waterside buildings and their settings.
4. Within employment areas, the provision of wharf facilities for freight transfer.
5. New buildings should present active frontages to the canal and be in keeping with local character in terms of scale, design and materials.
6. Development proposals in the vicinity of the Canal should also take into account the potential for localised flooding from the Canal.
7. Development proposals along the proposed route of the Bedford to Milton Keynes Waterway Park should;
 - a) Safeguard the route for future delivery; and
 - b) Maximise the opportunity to deliver aspects of the Waterway Park which are of mutual benefit to the Waterway project and development proposals.

MAINS AND TELECOMMUNICATIONS SERVICES

15.27 New development in the City been achieved with all services provided underground, avoiding a proliferation of unattractive overhead posts and wires. The Council is seeking to continue this approach for all new development.

Policy D6

MAINS AND TELECOMMUNICATIONS SERVICES

Electricity and telecommunications and broadband services to new development within the boundary of Milton Keynes City should be provided underground. Overhead services will only be acceptable if there are proven technical reasons why underground services cannot be provided. Where above ground services are required, landscaping and careful detailing should optimise screening and mitigate visual impacts

TEMPORARY BUILDINGS

15.28 The term “temporary building” is often applied to a prefabricated building of relatively low capital cost, which because it is designed to have a short life, does not use durable materials or methods of construction.

15.29 Temporary planning permissions should not be continually renewed because whilst these buildings can be useful where there is a genuine short term need, where they are used as a cheap solution for a prolonged period, they are unsatisfactory. Often in these circumstances a lack of maintenance leads to rapid dilapidation. In order to limit the detrimental effect on the environment that can arise from the long term use of such buildings, their long term use will be restricted.

Policy D7

TEMPORARY BUILDINGS

Planning permission will only be granted for temporary buildings to meet demonstrable essential short-term needs in the borough. Consent will be for a limited period which would alleviate the essential short term need for the proposed building. Temporary permissions will not be continuously renewed or extended unless there are justifiable exceptional circumstances.

16 Culture and Community

Introduction

16.1 National policy emphasises the need for local authorities to plan for healthy and inclusive communities. (NPPF Section 8: Promoting healthy communities). Community, leisure and cultural facilities make a vital contribution to the social and economic life of a community, particularly in rural areas. They are often especially important to elderly people and those who do not have easy access to transport. Access to a range of community facilities and cultural opportunities provides significant benefits including promoting health and wellbeing, facilitating social inclusion and encouraging education and learning.

16.2 One of the NPPF's 12 key planning principles for creating sustainable developments is that planning should *"take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs"*.

16.3 The loss of such facilities through redevelopment and change of use is detrimental to the fabric of communities and should be resisted. Population growth and demographic change place additional demands on provision and the needs associated with growth need to be planned for.

16.4 The NPPF goes on to say that Local Planning Authorities should plan positively for the provision and use of shared space, community facilities and other local services, as part of delivering the social, recreational and cultural services and facilities that a community needs (paragraph 70).

16.5 This statement underpins that community services and cultural wellbeing should be embedded in the planning of place, considering the practical and cultural needs and reflecting the diversity of new communities to ensure that places thrive and prosper. Planning should avoid the prioritisation of one community over another and where possible a mixed community of age, race, diversity, wealth, etc. should be sought.

Culture

16.6 Local Strategy and Vision: In 2014 Milton Keynes Council refreshed its Cultural Statement and Vision which is the guiding principle to a suite of strategies: Arts and Public Art Strategy, Heritage Museums and Archives Strategy and Sports and Active Communities Strategy.

16.7 The Vision stated that: 'Culture in Milton Keynes is a term that means different things to different people. We believe that cultural participation is where people of all backgrounds come together with shared interests and passions. Together with the environment in which cultural activities take place, culture includes all the things that define our lives, connect our communities and represent the values we pass on to other generations.'

16.8 Milton Keynes - The Creative and Cultured City: Improving the cultural offer of the city is one of the six projects in the MK Futures 2050 report, Make a Great City Greater. This project highlights that with increased city to city competition, having a vibrant cultural offer, a place that is perceived as open, tolerant and a creative place will help it thrive. It will help to attract business investments, a skilled workforce and make it a place people want to live in and contribute to.

16.9 The project has three themes that highlight the direction of travel for culture to 2027 and beyond, towards 2050:

1. **Annual Milestone Events:** This programme of events, building towards the potential European Capital of Culture 2023 and beyond, will transform how culture is delivered, connecting and showcasing our distinctive and diverse offer to residents and visitors
2. **MK City of Design:** Exploiting Milton Keynes unique advantage as a planned urban-designed city framework, a 'New Town' created on a scale and success unparalleled in the UK and as an early adopter of innovation and technology throughout its short history;
3. **City Growth and Infrastructure:** Identifying and allocating the land and resources required (including that which is in external funder and partnership ownership) to secure venue development and organisational capacity building to meet audience need/demand

16.10 This will place Milton Keynes at the centre of a connected cultural network across the Borough, Region, Europe and Internationally.

Issues

16.11 Culture within Milton Keynes is integral to the city's success as a new town; a place that welcomes and excites people to live, work and visit. The cultural offer has been built into the fabric of Milton Keynes through the vision of the Milton Keynes Development Corporation which placed artists in communities, secured community buildings as cultural venues and commissioned public art as development took place. They also supported the grassroots community groups and pioneers to develop their own heritage, arts and culture.

16.12 Quality of life and the contribution that culture makes to maintaining public health and wellbeing, has been recognised across leisure, sports and mental health agendas. As well as the physical venue infrastructure, it is the organisational structures and specialist staff within those facilities which are vital to providing access to and interpretation of these facilities through activities, events and programmes.

16.13 The cultural offer of the city is vibrant but is often hidden and disconnected, and needs to be strengthened and diversified to align with growth and city ambitions to help raise the profile of Milton Keynes, attract people to live and work here, and secure inward investment and visitors. This will enable Milton Keynes to be a leading European cultural destination.

16.14 To become a contending cultural city in the 21st century, we will need additional cultural assets such as designated artist studios, a concert-hall and innovative leisure offer.

16.15 Moving forwards, as well as the cultural sector's ambitious and entrepreneurial way of developing land through land and developer partnership, we will also be seeking cultural land-allocation.

Moving Forwards

16.16 The emerging new Cultural Strategy 2018-2027, will be over arching and include the three sector-specific 'cultural' strategies; Arts and Public Art Strategy, the Heritage, Museums and Archives Strategy and the Sports and Active Communities Strategy.

16 . Culture and Community

16.17 The strategy will set the tone and deliverables for culture over the next decade. This will champion a new and updated Cultural Vision, Cultural Statement and set of Promises that organisations, stakeholders and the residents of Milton Keynes have agreed.

16.18 These strategies provide a comprehensive framework for the future development of the cultural offer of the city to meet the needs of the diverse and growing population and raise the profile of Milton Keynes.

16.19 Cultural integration is everyone's responsibility and should be prioritised by developers and public realm officers for enrichment of place and turning houses into homes. Cultural infrastructure is not just the responsibility of cultural officers or the local authority but of city-makers across the borough.

16.20 Closely linked to the strategy will be a new Cultural Policy, to be adopted in 2018, which will ensure the aspirations of MK Futures 2050 Creative and Cultured City, Cultural Wellbeing and growth needs are met. This policy, developed by MK Council and stakeholders will, once adopted, offer further clarity on the city's cultural planning requirements, setting out the National Planning Policy Framework (NPPF) and local planning conditions and requirements for culture to meet growth and regeneration targets for the city and borough.

16.21 To ensure the optimum outcome for culture, to and in line with our policy of delivering culture through independent organisations that can best maximise the resources available, by 2020 a new Cultural Model Organisation (CMO) will be in place to deliver this citywide programme. The CMO will be supported by all major bodies, trusts and foundations in Milton Keynes, will be independent in its approach and responsible in setting the cultural agenda, drawing its representation from the public, private and third sectors.

Public Art

16.22 Ixia, the public art think tank which provides guidance on the role of public art defines public art as three types of activity:

- Art in public places, for example permanent artworks like the Angel of the North or temporary interventions as part of a series or festival;
- Art as public space, when artist collaborate with design and other professionals and members of the public on the function and design of buildings and spaces; and
- Socially-engaged practice, when the involvement of individual members of the public or specific group is at the centre of the artist's work

16.23 Milton Keynes has an extensive, important and unique collection of public art with many of the most important works forming part of Arts and Heritage trails around the Borough. This has been recognised by the New Town Heritage Register, which has 'artwork' as a separate field.

16.24 Public Art has played an important role in creating the character and visual qualities of Milton Keynes, enriching the environment and improving the overall quality of space, establishing an identity, creating inward investment and providing access to contemporary visual arts and culture for inhabitants and visitors. Milton Keynes is committed to continuing its policy of encouraging high quality urban design by involving artists in the planning and development of buildings and landscapes.

16.25 Public art in MK should be viewed as a curated collection that has developed over a relatively short period of time within a modernist age. It is also important to recognise the differences between the CMK profile pieces and the community pieces that lie within the grid-square estates.

16.26 Public Art which is rooted within the heritage of the place or the people or both delivers a much stronger impact and resonance in a community setting. This has been a constant since the early days of Milton Keynes and is one of its defining New Town characteristics.

16.27 New neighbourhoods benefit significantly from public art when it is provided alongside a programme of events. Public art projects provide the community with the opportunity to work with an artist to meet, explore their heritage, identity and aspirations whilst informing the creation of artworks and activities. Public Art is an essential tool of community creation and cohesion.

16.28 Engagement with public art and arts programme is also driven forwards by a thriving voluntary and professional arts sector which offers residents many opportunities to take part in a wide range of arts and cultural activities. It is also the appropriate use of international and nationally renowned artists that both inspires and raises quality at this level.

16.29 Milton Keynes invites the vision, creativity and skills of artists, to engage people freely with place, in a well-considered way. Each new art commission is devised in response to the heritage and unique character of a specific location; responding to a specific community and engaging that community in the process (whether that be a community defined geographically or by a shared interest); and that is created by an artist specifically for the site and in answer to the requirements of an agreed brief. The public art programme sets out to:

- Achieve world-class artworks appropriate to a city with aspirations to be a Creative and Cultured City
- Maintain Milton Keynes' reputation as a great place to work as an artist, attracting the best talent to our projects.
- Empower the general public to participate in the commissioning process, through high-quality engagement and consultation activities.
- Support those artists based locally to play a full role in public art commissioning for Milton Keynes.
- Manage and maintain the existing public art collection, continually celebrating artworks whilst building up the portfolio of pieces

16.30 Milton Keynes aims to commission a mixture of cultural and creative activity and artwork in line with its Arts & Public Art Strategy, including:

- temporary installations such as shorts term installations, events and creative interventions in the landscape.
- permanent artworks bespoke to place which create landmark features, focal points and identity, contributing to place making.
- Artist in residencies where the community engages with an artist to explore their place and create permanent or temporary outputs.
- Long term creative programmes with engagement activities which spread over the development period to enable both first and later arrivals to take part.

16 . Culture and Community

Policy CC1

PERCENT FOR ART

The provision of public art and cultural activity can not only enhance the environment but also create a wide variety of other important benefits such as:

- Improving the quality of life for local people
- Creating a local distinctiveness and a sense of place
- Enriching the cultural life of Milton Keynes and raise its profile
- Providing a focus and stimulus for tourism

Planning contributions will be allocated towards community and cultural wellbeing, including public art, that enhance the cultural offer and appearance of the development and its surroundings and the engagement of its residents with the arts.

Culture

16.31 Milton Keynes Council is developing a Cultural Policy which will ensure the aspirations of MK Futures 2050 Creative and Cultured City, Cultural Wellbeing and growth needs are met. This policy will be developed by both the Council and stakeholders and once adopted will offer further clarity on the city's cultural planning requirements.

Community Facilities

16.32 "Community facilities" covers the wide range of facilities and services required by any community. It includes education, health and community care, *leisure centres*, multi-functional sport and community buildings, meeting *places*, libraries, places of worship, burial grounds and emergency services.

16.33 A network of high quality sport and community facilities serving the needs of the population can, amongst others, make a significant contribution helping people to build physical activity and social interaction into their everyday lives by ensuring the right facilities in the right place.

16.34 Community facilities are integral to the learning environment for people of all ages. Many community centre buildings offer nursery provision for 2-4 year olds, in multi-purpose settings that are used for other community related activities in the evenings and at weekends. Additionally, sports and community facilities contribute to the transition from school sport to community clubs - developing seamless pathways between the school setting and professional / community clubs allowing young people to participate at their chosen level and reach their potential.

Libraries

16.35 Milton Keynes Council has a strategic responsibility to provide “a comprehensive and efficient” public library service for all people working, living or studying full time in the area. This is a requirement under the Public Libraries and Museums Act 1964. In meeting this responsibility, the Council must ensure that adults and children make full use of the service as well as lending books and other printed material free of charge. Libraries are recognised for the important part that they play as community hubs.

16.36 The pressure on libraries, and the expectations of communities for libraries to be available at times and in a form that is accessible to all will continue to grow. Whilst there are no prescribed standards for libraries, Local Authorities are required to not only provide but to also maintain libraries to meet the needs of the communities that they serve. Where this additional pressure is caused by new housing growth it is expected that contributions should be made to ensure that Milton Keynes meets its statutory responsibilities.

Location of Community Facilities

16.37 Community facilities such as meeting places and multi-functional sports pavilions need to be accessed by not only local residents but also by people from across Milton Keynes, to enable them to be economically sustainable. Therefore they are best located on sites with suitable links to public transport or with sufficient parking facilities.

16 . Culture and Community

Policy CC2

LOCATION OF COMMUNITY FACILITIES

Planning permission will be granted for:

1. Non-residential community facilities within, or adjacent to Central Milton Keynes, town, district and local centres
 1. Non-residential community facilities at other locations if all of the following criteria are met:
 - The proposal is accompanied by evidence that demonstrates why it cannot be satisfactorily accommodated at other locations;
 - There would be no conflict with existing or potential neighbouring uses
 - The site has adequate parking and access arrangements
 - The number of places of worship permitted in an area does not undermine its main planning use.
 2. Residential community facilities within housing areas preferably in locations well related to local centres. Proposals will need to show that buildings are designed to be adaptable for multi-use
 3. Facilities related to sports and outdoor leisure within or adjacent to parks and open spaces with suitable links to public transport and sufficient parking facilities. Proposals will need to show that buildings are designed to be adaptable for multi-use.

Protection of Community Facilities

16.38 New proposals may be submitted which seek to replace community facilities with other forms of development, only where the facilities are regarded as surplus to requirements. The Council will need to be satisfied that there is no longer a need for the building or site in any form of community use, or that an acceptable alternative facility can be quickly provided elsewhere.

16.39 An acceptable facility is one at least equivalent - in terms of size, function, adaptability and accessibility - to that existing, which meets the needs of the local community. To ensure the timely provision of a replacement facility, the Council may impose a condition on the planning permission or seek an obligation for the facility to be made available at the same time as the occupation of any associated development.

16.40 Proposals for the change of use of land currently used for education purposes will need to be accompanied by a statement from the Schools Sufficiency and Access Team in the Children and Families department setting out how the proposals will improve Milton Keynes schools and that there will be other community benefits. Examples of compensating community benefit could include:

- school classrooms improved so that they are able to be used after school for the purposes of life long learning;
- School sports facilities improved so that they can be used by the local community. A Robust Community Use Agreement or policy should be implemented to ensure access is permitted at times that meet the needs of community groups;
- provision of facilities to meet local community needs, to compensate for the loss of a school.

Policy CC3

PROTECTION OF COMMUNITY FACILITIES

Proposals that involve the loss of an existing community facility or the loss of a site allocated for such a purpose, will only be supported where:

1. There is no longer a need for the facility for any type of community use, and this has been robustly evidenced by research and consultation, or
2. An acceptable alternative facility can be provided elsewhere.

Where surplus education land is identified, planning permission will be granted for other uses provided it can be demonstrated that:

1. The income from the sale of the land will be reinvested to secure improvements to Milton Keynes schools and;
2. The proposed development will include the provision of facilities for the local community where there is a proven need for such provision locally and it fairly and reasonably relates to the development proposed. *If required a Community Use Agreement should be implemented.*

New Community Facilities

16.41 Community facilities are an important focus for community activities, particularly in newly developed areas and may be sought as part of a package relating to new development. Facilities should be located on sites that enable them to be accessible to not only the areas they will serve, but also the wider Milton Keynes community. These sites should maximise access for pedestrians and cyclists and encourage the use of public transport.

16 . Culture and Community

Policy CC5

New Community Facilities

16.42 Milton Keynes Council intends to include a policy which seeks to permit development proposals where they:

- Retain and maintain existing facilities which are valued by the community;
- Improve the quality and capacity of facilities valued by the community;
- The site has adequate parking and access arrangements

16.43 Proposed developments should also contribute to the provision of new or improved community, sport, leisure and cultural facilities in a way that is not only proportionate to the scale of the proposed development, but also enables usage by residents from across Milton Keynes.

16.44 The Council will identify standards for the delivery of new facilities in its emerging Planning Obligations SPD and through the Local Investment Plan. We will also work with other service providers on the wider use of buildings and co-location of services.

16.45 The amenity of the surrounding area will be protected by the use of appropriate planning conditions to regulate hours of operation, numbers of people attending and the range of activities provided.

16.46 Refer Policy CC6 Provision of New Schools - Planning considerations, and also Policy EH6 Delivery of Health Facilities in new development.

Childcare Facilities

16.47 Childcare facilities can take a variety of forms - a purpose-built building, a child-minder's house, a converted house, a parent's workplace, and in schools and meeting halls. The purpose of this policy is to ensure such developments do not cause unacceptable levels of car parking, noise and disturbance to occupiers of neighbouring residential properties.

Policy CC4

CHILDCARE FACILITIES

Planning permission will be granted for crèche, nursery and similar childcare facilities if they are consistent with the detailed policy guidance in Appendix CC4.

Burial and Memorial Grounds

16.48 Many existing cemeteries in the City are nearly full. The Council also recognises that there is a shortage of burial spaces in the settlements outside the City. In addition, as the local population ages, demand for new burial grounds will increase. The Council needs to make further provision for burial grounds and associated facilities for funeral parties and visitors. There is a particular demand for burial space from ethnic and religious groups, which is likely to increase in the future.

16.49 Proposals for new cemeteries in the open countryside to serve the rural settlements should be small scale (no larger than 0.4ha) and should not have an unacceptable impact on the character of the surrounding countryside.

16.50 Whilst the demand for traditional burial continues, there is now a slowly developing demand for natural or “green” burial. This involves environmentally friendly burial where the coffins are biodegradable and trees and/or wild flowers are planted by graves instead of headstones. Locations which would be considered appropriate for green burial would include city parkland and informal open space and the open countryside, subject to meeting the criteria in Policy CC5 below. However, some areas of City parkland will not be suitable for this use, for example, where it lies in a flood plain or has nature conservation or archaeological value.

16.51 Planning permission will be required for proposals for burial or memorial grounds outside existing churchyards or cemeteries where they involve:

- the marking out and/or disturbance of any land to provide parking and visitor facilities
- the widespread and frequent use of mechanical diggers

16.52 Burial grounds should preferably be accessible by public transport.

Policy CC6

BURIAL AND MEMORIAL GROUNDS

Planning permission for the use of land as a burial / memorial ground or “green” burial / memorial ground will be granted providing that:

1. The site is accessible by public transport and has adequate parking
2. Surface water drainage is adequate and there is no threat to groundwater quality
3. The proposal would not have an adverse impact on the surrounding landscape
4. The proposal includes a land management and maintenance programme

17 . Sustainable Construction and Renewable Energy

17 Sustainable Construction and Renewable Energy

National Policy Context

17.1 Local authorities are required to write local policies to reduce carbon. In particular, Section 19 of the Planning and Compulsory Purchase Act 2004 states that: “Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to climate change.”

17.2 The NPPF expands on this duty, stating that: “local planning authorities should adopt proactive strategies to mitigate and adapt to climate change (In line with the objectives and provisions of the Climate Change Act 2008).”

17.3 The primary duty of the Climate Change Act 2008 is “to ensure that the net UK carbon account for the year 2050 is at least 80 per cent lower than the 1990 baseline.”

17.4 Planning plays a key role in helping to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy. This chapter sets out the policies that will require new development to contribute to the mitigation of, and adaptation to, climate change. Climate change is a cross-cutting issue and its impacts will have implications on the natural and the built environment, the economy, but also on human health and wellbeing. Therefore the issue of climate change will be also dealt with by policies on the natural environment and open space, leisure and recreation.

Local Policy Context

Energy and Carbon

17.5 Previous Local Plan Policy D4 introduced sustainable construction requirements that pre-empted higher national energy efficiency standards in buildings. In seeking carbon neutrality within new development, the policy recognised that, at least for the foreseeable future, it would be very challenging and expensive to achieve zero carbon buildings, and therefore introduced carbon offsetting as an alternative cost effective option to achieving carbon neutrality. Carbon offset contributions have been used to improve the insulation of older houses, and support local low carbon and renewable energy projects. It is estimated that carbon offsetting contributions supported projects that achieve annual CO₂ reduction of over 6,000 tonnes.

17.6 In 2010 the Council adopted a Low Carbon Living Strategy, which set out a target of reducing carbon emissions per person in the Milton Keynes area by 40% by 2020, from a 2005 baseline. According to DECC⁽⁴²⁾, per capita CO₂ emissions in the Borough have declined from 7.8 tonnes in 2005 to 5.3 tonnes in 2014. This constitutes a fall of 32%, which is on track to meet the 40% target by 2020.

42 DECC estimations of emissions within the scope of influence of local authorities available at <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2014>

17 . Sustainable Construction and Renewable Energy

17.7 An updated Low Carbon Living Strategy called Imagine MK2050 Strategy⁽⁴³⁾ was adopted by Milton Keynes Council in October 2014. The new Strategy aims for a near zero carbon Milton Keynes by 2050. It is expected that the Low Carbon Action Plan will be updated soon to take into account the long term objective of the updated strategy.

17.8 Bearing in mind the national and local carbon reduction targets, there is an increasingly urgent need to deliver carbon savings from new buildings and ensure that the gap between the designed and as-built energy performance of new buildings is as little as possible. There is growing evidence that this energy performance gap is quite significant and that new buildings can be as much as 200% less energy efficient than their design would suggest. Major developments should undertake post-construction testing in order to improve our understanding of this issue and also to ensure that performance standards for low carbon buildings are linked to as-built performance.

17.9 The whole life cycle of a building - from construction, through occupation and renovation, to eventual demolition - can result in major resource inputs. By optimising the design of buildings, using the principles set out in SC1, there is considerable potential to reduce the need for inputs and the ecological and carbon footprint of development, and can potentially enhance the environment whilst reducing costs for developers and occupants.

17.10 Policy SC1 continues the Council's current approach to seeking more energy efficient and lower carbon housing, and development that is environmentally sustainable in a wider sense in order to achieve Strategic Objective 13 and the wider vision for the Borough. Further guidance on implementing the principles and requirements set out in Policy SC1 is contained with Council's Sustainable Construction and Design SPD.

Water

17.11 The majority of the borough falls into the Ruthamford South Water Resource Zone, which is one of the zones within the Anglian region that is the most water stressed.⁽⁴⁴⁾ Water efficiency is a central strand of Anglian Water's Water Resource Management Plan to help address water deficits across the region, including the area of Milton Keynes.⁽⁴⁵⁾ The level of water stress in Milton Keynes and the wider area demonstrates the need to adopt the optional higher water efficiency standard within Building Regulations Part G for new dwellings. The impact upon viability of meeting this additional requirement has been identified as negligible within the Council's Whole Plan Viability Study. This requirement will be enforced via planning conditions.

17.12 Simple and more innovative measures such as water butts, rainwater harvesting and greywater recycling systems should also be pursued where appropriate, alongside the use of water efficient internal fixtures (taps, baths, showers, etc) to further reduce the demand upon mains water and the amount of water which requires treatment. Simple measures such as these can be particularly beneficial in householder extensions, conversions and changes of use.

43 Available at <https://www.miltonkeynes.gov.uk/environmentalhealthandtradingstandards/mk-low-carbon-living/low-carbon-living-strategy-and-action-plan>

44 Water Strategy for Milton Keynes, July 2016
<https://www.mksmart.org/water/wp-content/uploads/sites/4/2014/01/MAS1216-RT002-R03-00.pdf>

45 Anglian Water Water Resource Management Plan 2015
http://www.anglianwater.co.uk/_assets/media/WRMP_2015.pdf

17 . Sustainable Construction and Renewable Energy

Retrofitting buildings

17.13 In Milton Keynes, existing domestic buildings contribute 28% of the Borough's carbon dioxide emissions (1.5 tonnes of CO₂ per capita in 2014)⁽⁴⁶⁾. Along with other non-domestic buildings, retrofitting the existing building stock in the Borough presents a significant opportunity to help meet the strategic carbon dioxide reduction target of 57 per cent by 2030.

17.14 'Imagine MK 2050' Strategy includes two 'Outcomes' for existing buildings in the Borough: that most existing buildings will be upgraded to near zero carbon standard, and that the Council will use its own building stock to lead by example. Further details regarding policy and programmes for retrofitting the Council's residential building stock can be found in the Council's Regeneration Strategy 2030 and its joint venture partnership YourMK.

17.15 There are various ways in which buildings can be retrofitted to improve energy efficiency and reduce carbon emissions. Many of these would not require planning permission (such as loft and cavity wall insulation). More substantial measures, such as external cladding and window replacement, would be required to achieve significant reductions on energy use and carbon emissions in line with the UK's 57% target cut in CO₂ emissions by 2030. Examples of these measures are illustrate in Energiesprong UK⁽⁴⁷⁾ and Superhomes⁽⁴⁸⁾ retrofit schemes. Retrofitting not only improves energy efficiency and reduces carbon emissions. It also results in a general improvement of the housing stock in Milton Keynes so more housing offers suitable, fit for purpose accommodation for households within the Borough. More substantial measures, such as external cladding, may require planning permission as they will alter the character and appearance of the building and potentially the wider street scene, and may also have an impact on the amenity of neighbouring properties.

17.16 Policy SC1 recognises the benefits that retrofitting buildings can bring, giving significant weight to them (alongside other policy requirements and material considerations) in order to help achieve Strategic Objectives 11 and 13. The Council will encourage retrofit improvements to existing buildings in the Borough, on an individual and area-wide basis. Where appropriate the Council may employ Local Development Orders to support area-wide schemes. The Council will support proposals that adopt an integrated, multi-agency approach, for the delivery of retrofitting programmes and will encourage opportunities for reducing carbon dioxide emissions from existing buildings through synergies between new development and refurbishment of existing buildings.

46 DECC estimations of emissions within the scope of influence of local authorities available at <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2014>

47 <http://www.energiesprong.eu/>

48 <http://www.superhomes.org.uk/>

Policy SC1

SUSTAINABLE CONSTRUCTION

Development proposals will be required to demonstrate how they have implemented the principles and requirements set out below. With the exception of requirements B.4.b/c/e, non-residential development of 1000 sqm or more that is demonstrated to achieve a BREEAM Outstanding rating will not be required to meet the requirements below.

A. Materials and waste

1. Reuse land and buildings wherever feasible and consistent with maintaining and enhancing local character and distinctiveness.
2. Reuse and recycle materials that arise through demolition and refurbishment, including the reuse of excavated soil and hardcore within the site.
3. Prioritise the use of materials and construction techniques that have smaller ecological and carbon footprints, help to sustain or create good air quality, and improve resilience to a changing climate where appropriate.
4. Incorporate green roofs and/or walls into the structure of buildings where technically feasible to improve water management in the built environment, provide space for biodiversity and aid resilience and adaptation to climate change.
5. Consider the lifecycle of the building and public spaces, including how they can be easily adapted and modified to meet changing social and economic needs and how materials can be recycled at the end of their lifetime.
6. Space is provided and appropriately designed to foster greater levels of recycling of domestic and commercial waste

B. Energy and Climate

1. Implement the Energy Hierarchy within the design of new buildings by prioritising fabric first, passive design and landscaping measures to minimise energy demand for heating, lighting and cooling.
2. Review the opportunities to provide energy storage and demand management so as to tie in with local and national energy security priorities.
3. The design of buildings and the wider built environment is resilient to the ongoing and predicted impacts of climate change.
4. Development proposals for 11 or more dwellings and non-residential development with a floor space of 1000 sqm or more will be required to submit an Energy and Climate Statement that demonstrates how the proposal will achieve the applicable requirements below.
 - a. Achieve a 19% carbon reduction improvement upon the requirements within Building Regulations Approved Document Part L 2013, or achieve any higher standard than this that is required under new national planning policy or Building Regulations.
 - b. Provide on-site renewable energy generation, or connection to a renewable or low carbon community energy scheme, that contributes to a further 20% reduction in the residual carbon emissions subsequent to i) above

17 . Sustainable Construction and Renewable Energy

- c. Make financial contributions to the Council's carbon offset fund to enable the residual carbon emissions subsequent to the a) and b) above to be offset by other local initiatives
- d. Calculate Indoor Air Quality and Overheating Risk performance for proposed new dwellings
- e. Implement a recognised quality regime that ensures the 'as built' performance (energy use, carbon emissions, indoor air quality, and overheating risk) matches the calculated design performance of dwellings in d) above.
- f. Put in place a recognised monitoring regime to allow the assessment of energy use, indoor air quality, and overheating risk for 10% of the proposed dwellings for the first five years of their occupancy, and ensure that the information recovered is provided to the applicable occupiers and the planning authority.

C. Water

1. All newly constructed dwellings will be required to achieve an estimated water consumption of no more than 110 litres/person/day.
2. Water reuse and recycling and rainwater harvesting should also be incorporated wherever feasible to reduce demand on mains water supply.

D. Retrofitting

Proposals which would result in considerable improvements to the energy efficiency, carbon emissions and/or general suitability, condition and longevity of existing buildings will be supported, with significant weight attributed to those benefits.

17.17 The NPPF highlights that Local Plans should identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

17.18 There are significant opportunities in any new development areas for an area-wide approach to low or zero carbon development and renewable energy provision. This is based on the potential to comprehensively plan energy efficient layouts in new neighbourhoods and the economies of scale provided by the size of the developments. This has already been achieved in Central Milton Keynes where a combined heat and power (CHP) system supplies many housing, retail and office developments. The Council supports further expansion of the CMK CHP network given the scale of existing and future energy demand occurring within Central Milton Keynes and the substantial opportunities arising from new development.

Policy SC3

COMMUNITY ENERGY NETWORKS AND LARGE SCALE RENEWABLE ENERGY SCHEMES

Low carbon and renewable energy schemes will be attributed significant weight in their favour, and will be supported where it can be demonstrated that there will not be any significant negative social, economic, or environmental impacts associated with them.

Proposals for over 100 homes and non-residential developments of over 1,000 sq.m. will be expected to consider the integration of community energy networks in the development. This consideration should form part of development proposals and take into account the site's characteristics and the existing cooling, heat and power demands on adjacent sites.

All new developments in proximity of an existing or proposed combined heat and power (CHP), combined cooling, heat and power (CCHP) station or local energy network will be expected to connect to the network unless it can be demonstrated that:

- a better alternative for reducing carbon emissions from the development can be achieved; or
- heating and/or cooling loads of the scheme do not justify a CHP connection; or
- the cost of achieving this would make the proposed development unviable.

17.19 The NPPF says that Local Planning Authorities 'should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources' and that they should 'have a positive strategy to promote energy from renewable and low carbon sources'. However, a Written Ministerial Statement⁽⁴⁹⁾ on 18 June 2015 and amendments to national planning practice guidance introduced the new policy that restricts onshore wind energy developments in favour of other renewable energy technologies.

49 The WMS is available at <http://www.parliament.uk/documents/commons-vote-office/June%202015/18%20June/1-DCLG-Planning.pdf>

17 . Sustainable Construction and Renewable Energy

Policy SC4

LOW CARBON AND RENEWABLE ENERGY GENERATION

The Council will encourage proposals for low carbon and renewable energy generation developments that are led by, or meet the needs of local communities.

Planning permission will be granted for proposals to develop low carbon and renewable energy sources (including community energy networks) unless there would be:

- significant harm to the amenity of residential area, due to noise, traffic, pollution or odour;
- significant harm to wildlife species or habitat;
- unacceptable landscape and visual impact on the landscape, including cumulative impacts;
- unacceptable harm to the setting of heritage assets; and
- unacceptable impact on air safety.

In addition to the above criteria, wind turbines should avoid unacceptable shadow flicker and electro-magnetic interference and be sited an appropriate distance away from occupied properties consistent with the size and type of the turbine. Proposals to develop solar PV farms should avoid unacceptable visual impact from the effect of glint and glare on the landscape, on neighbouring uses and aircraft safety. Proposals for large scale renewable energy in the open countryside should be informed by a satisfactory landscape and visual impact assessment.

In the case of energy generation through wind power, permission will only be granted for proposals where:

- the proposed site is identified in a Neighbourhood Development Plan or other Development Plan Document as a suitable site for wind energy generation; and
- following consultation with local residents, it can be demonstrated that the planning impacts identified can be fully addressed, and therefore the proposal has the backing of the local community; and
- the proposal complies with national and local guidance, including the Council's Wind Turbines SPD and Landscape Sensitivity to Wind Turbine and Solar PV Development document.

18 Appendix A. Open Space and Recreation Facility Provision

Table 18.1

Types of Open Space/Facilities	Minimum Size	Catchment Area or Standard	Characteristics	Principles
Linear Parks	Minimum 60ha	3200m	Key structural component of MK, following the water bodies across the city, they have an important green infrastructure role: mitigating flood events, preserving archaeology, as pedestrian and cycle corridors, for wildlife and recreation. The feel of the corridors change across the city, more formal in urban areas and more agricultural on the periphery. They are often multi-functional to include for example playing fields, play areas, paddocks and allotments.	<ul style="list-style-type: none"> • Must have very good public transport accessibility • Key green infrastructure role: mitigating flood events, wildlife corridors, preserving archaeology, pedestrian and cycle corridors
Destination, Country Parks and District Parks	District Parks - minimum 20ha	1200m	These are spaces that actively attract visitors from a wide catchment, typically further than 10 kilometres. They offer unique or novel experiences that extend visiting time.	<ul style="list-style-type: none"> • Normally would be part of linked network of open space • Must have adequate parking
Local Parks	Minimum 1-2ha	600m	Urban parks, rural parks and formal gardens, open to the general public that provide opportunities for various informal recreation and community events. A local park may include children’s play, sitting out areas, landscaped environment, community events area, kickabout area and playing fields if the park is large enough. Local Parks will vary in size, but will be expected to be a minimum of 1-2ha	<ul style="list-style-type: none"> • Normally would be part of linked network of open space unless local circumstances would justify a standalone local park. • Must be in accessible location and accessible

18 . Appendix A. Open Space and Recreation Facility Provision

				<ul style="list-style-type: none"> from various locations • Must have very good public transport accessibility • If segregated pedestrian routes provide access to the park they must feel safe and be overlooked • Should have the fronts of housing facing at least 1 side of park • If includes playing fields requires adequate provision of parking • Must include high quality paths on and around the edge of site
Pocket Parks	Up to 1ha	300-400m	<p>Includes small areas of inviting public space that has an overall coherent landscape design approach and tend to be well integrated into and have a positive relationship with the surrounding development.</p> <p>Provides for informal play and passive recreation</p> <p>Should include seating</p> <p>Can include a play areas but they should not take up more than 50% of the park</p>	<ul style="list-style-type: none"> • Normally would be part of linked network of open space unless local circumstances would justify a standalone pocket park. • Must be integrated into the surrounding development

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				<ul style="list-style-type: none"> • Adjacent development must front onto and overlook park • Must be in highly accessible location e.g. should be on key pedestrian route such as Redway • There should be direct routes leading to pocket park that are safe and overlooked
Civic Spaces	To be required and assessed on a case by case basis	To be required and assessed on a case by case basis	Includes civic and market squares and other hard surfaced community areas designed for pedestrians. The primary purpose of providing a setting for civic buildings, public gatherings and community events.	<ul style="list-style-type: none"> • Should be located in highly accessible locations with significant volumes of footfall • Should be positively addressed by buildings with active frontages facing the civic space • Should have a comfortable height to width ratio to create an appropriate sense of enclosure
Amenity Open Space	Up to 1000m ²	400m	Commonly found in housing areas, they predominantly comprise grass areas. The primary purpose of	<ul style="list-style-type: none"> • Should be in accessible locations and

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			<p>these spaces is to provide opportunities for informal activities close to home or work as well as visual amenity to help break up the built form</p> <p>Can be used to incorporate on street parking</p>	<p>integrated into the surrounding development</p> <ul style="list-style-type: none"> • Should be overlooked by the fronts of housing • To soften the visual impact of on street parking it should, when appropriate, allow opportunities for unallocated visitor parking around the edges of amenity open space
Green Access Links	To be required and assessed on a case by case basis	To be required and assessed on a case by case basis	Provide green corridors along certain transport routes and public rights of way (footpaths, Redways, roads other than grid roads). They may support a range of habitats important for nature conservation and / or provision for walking, running and cycling.	<ul style="list-style-type: none"> • Most appropriate to associate with and follow historic hedgerows to be retained in new development • Should be fairly considerable in length and provide direct access to reach key opportunities within a development • Should be made to be as accessible as possible

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<p>Areas of Wildlife interest - Natural and semi natural</p>	<p>To be required and assessed on a case by case basis</p>	<p>To be required and assessed on a case by case basis</p>	<p>Space includes woodlands, scrubland, grasslands (e.g. meadows and non-amenity grassland), wetlands and river corridors, nature reserves and brown field land with a primary purpose of wildlife conservation and biodiversity. They also perform visual amenity functions and depending on size can provide an important recreation function. They can include formal, informal pedestrian routes and have or have not public access</p>	<ul style="list-style-type: none"> Existing wildlife sites should be used to structure a development such that wildlife site is well integrated into the development and provides visual amenity. In this regard development should front onto wildlife sites.
<p>Allotments and Community Growing Areas</p>	<p>In areas of high demand; based on current allotments waiting lists.</p>	<p>700m 1000m (10-15 minutes' walking distance)</p>	<p>Includes all forms of allotments including urban farms and gardens that provide opportunities for people to grow their own produce as part of the long-term promotion of sustainable health and social inclusion.</p>	<ul style="list-style-type: none"> Should be considered as part of linear parks Can be located adjacent to grid roads enhancing the green character wildlife corridor Secluded locations appropriate given private nature of allotments If however publicly accessible should be located in an accessible location so can be enjoyed by all

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				<ul style="list-style-type: none"> • Entrances should be overlooked to encourage less intrusive 'security' gates such as wooden gates or similar • Boundaries should 'green' rather than obtrusive security fencing
Transport Corridors	TBC	TBC	Define the urban form of Milton Keynes, flanking the main grid roads they buffer local communities from the visual impact of vehicles and providing an attractive landscape feature to the motorist.	Must be consistent with transport policies on grid road reserves/corridors
Paddocks	To be required and assessed on a case by case basis	To be required and assessed on a case by case basis	Includes small fenced outdoor pasture area where a horse is kept. A paddock may have a dirt or grass surface. For the purpose of the Open Space Assessment only paddocks within the settlement boundaries are being considered.	<ul style="list-style-type: none"> • Mostly to be located in rural areas • Could be included in linear parks • Not expected within development's within the existing city boundary • Their private usage means they can be located in secluded places
Local Play Areas (LPAs)	0.04ha (excluding 20m separation buffer between	300m	Includes equipped play areas predominantly those under the age of 8 years close to home. Providing opportunities for play, physical activity and social interaction.	<ul style="list-style-type: none"> • Co-location of the LPAs with linear, district, local or pocket parks is preferable.

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	activity zone and residential properties)			<p>Unless the co-location is not possible (mostly when parkland is outside the LPAs' catchment area) then LPAs could be provided as standalone areas within the development</p> <ul style="list-style-type: none"> • Activity zone to be at least 20m from residential property boundaries and 30m from roads • Must be easily accessible on key pedestrian routes/Redways • There should be direct pedestrian routes/Redways leading to play areas that are safe and overlooked • To be overlooked by the fronts of housing
Neighbourhood Play Areas (NPAs)	0.1ha (excluding 30m separation buffer between activity zone	600m	Includes equipped play areas, ball courts, skateboard areas and teenage shelters with the primary purpose of providing opportunities for play, physical activity and social interaction involving both children and young people. Can include multi-use game areas (MUGAs). MUGAs are totally	<ul style="list-style-type: none"> • Co-location of the NPAs with linear, district, local or pocket parks is preferable. Unless the co-location is

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	and residential properties)		enclosed games areas which provide facilities for a range of sports normally 5-a-side football, basketball, netball etc. MUGAs are available for free public use all year round	<p>not possible (due to parkland being outside the NPAs' catchment area) then NPAs could be provided as standalone areas within the development</p> <ul style="list-style-type: none"> • Active zone to be at least 40m from residential property boundaries and 30m from main roads; if noisy sports facilities e.g. wheeled sports are included within NPAs then greater than 30m buffer zones from residential properties may be required to address potential noise problems • Must be easily accessible on key pedestrian routes/Redways • There should be direct routes leading to play area that
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				are safe and overlooked
Playing fields and Outdoor Sports Facilities	As per provision standards included in most recent Playing Pitch Strategy. The required standard for the quantity of provision for playing field area is 0.52 ha per 1000 for the period up to 2026 across the authority as a whole (Playing Pitch Strategy, 2015)	Is a wide ranging category of open space, which includes both natural and artificial surfaces for sport and recreation that are either publicly or privately owned, they include playing pitches, athletics tracks, bowling greens and golf courses with the primary purpose of participation in outdoor sports	<ul style="list-style-type: none"> • Co-location of playing fields with linear, district or local parks is preferable. • Must include adequate provision of parking • If publicly accessible should have accessible network of pedestrian routes around and across site • Fencing around playing pitches may be considered for the development of the standard of play for the local sports clubs in order to meet the National Governing Bodies of Sport current guidelines and ensure a safe environment for the activity / sport. However, prior to erection informal consultation 	

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			<p>will be sought with the local communities and must adhere to planning regulations</p> <ul style="list-style-type: none"> • New playing pitches must meet Sport England standards for formal participation of training and matches
Sports Facilities	As per provision and quality standards included in most recent Sports and Active Communities Strategy		

19 Appendix B. Horse-related development

Appendix C Horse-related development

19.1 In assessing proposals for horse-related development, the Council will pay special attention to the following factors:

1. The impact on land of high agricultural or ecological value.
2. The impact on the rural landscape and open countryside.
3. The cumulative impact of horse-related development.
4. The provision made for direct access to the bridleway network.
5. The need for adequate access, parking and vehicle turning facilities.
6. The proximity to existing and proposed residential development and the effect on the amenity of local dwellings.
7. In the case of commercial facilities, the potential contribution that can be made to sustaining the rural economy.
8. The impact of any external lighting which may be proposed.

19.2 A distinction is drawn between proposals for commercial riding stables and stables intended to meet the private recreational need of an individual. Planning permission will only be granted for horse-related development to meet private recreational needs on condition that livery or associated services will not be provided.

19.3 Permission for livery or associated services will be restricted to locations and sites suitable for commercial riding stables. Proposals for associated new residential accommodation in the countryside will be permitted where genuine need is suitably demonstrated through a business case and accommodation cannot be reasonably secured within existing settlements. Where residential accommodation is required, for security or other reasons, development proposals should either:

1. Make use of an existing dwelling, or
2. Include the conversion of an existing, non-residential building

19.4 Stables, loose boxes, tack rooms, hard standing and other related buildings normally require planning permission. The conversion of existing buildings should be considered preferable to new built development. If the conversion is not possible then any new buildings should be sited adjacent to existing buildings in order to minimise the visual intrusion of these structures.

20 Appendix C. Proposals for the Provision of Childcare Facilities

Appendix C. Proposals for the Provision of Childcare Facilities

20.1 . Planning permission will normally be granted for childcare facilities at the workplace if all the following criteria can be satisfied:

- The facility does not detract from the operational requirements of the employment use
- The facility does not detract from the operational requirements of neighbouring uses
- The location and premises are suitable in terms of the health and safety of children of children
- There is suitable access and parking provision

20.2 Planning permission will normally be refused for proposals which involve the siting of temporary buildings on the premises or the retention of temporary buildings previously required for other purposes. Exceptions may be made where a temporary building is required for a period not exceeding 12 months in cases where the employer can demonstrate that it is only required whilst satisfactory permanent accommodation arrangements are made.

Provision elsewhere:

20.3 In assessing proposals for childcare facilities elsewhere, the Council will pay special attention to the following factors:

- The type of facility, its scale and the proposed method of operation
- The character of the surrounding area
- The detailed relationship with neighbouring properties

20.4 Car parking will normally be required to the following standards:

- On-site staff parking as required.
- A safe and convenient facility for dropping off and collecting children, on the premises or close to it. If this facility is located on the highway, it should be clear of sharp bends, junctions, residents parking reservations or areas where on-street parking is already heavy, prohibited or undesirable because of the narrow width of the highway.

Partial use of a residential property:

20.5 Planning permission will not normally be required for childcare within a residential property if all of the following circumstances apply:

- No more than 6 children are accommodated (in addition to the childminder's own children) within any 24 hour period.
- Only persons resident in the dwelling house are employed
- There is no external evidence of the use including advertisements

20.6 Planning permission will normally be granted for the change of use of part of a dwelling house to use by a childminder, playgroup or day nursery for up to 10 children if all the following criteria are satisfied:

- The parking standards set out in paragraph 20.4 above

20 . Appendix C. Proposals for the Provision of Childcare Facilities

- Good separation between internal areas to be used and the living areas of adjacent dwellings
- Provision for outdoor children's play in cases where care is offered for children of 3 years and over, in a screened area away from the living areas of adjacent dwellings.
- The proposal would not result in a concentration of childcare or other non-residential uses in a primarily residential area

General guidance:

20.7 . For the guidance of applicants, as well as the normal forms and statutory fee, planning applications should be accompanied by the following information:

20.8 (i) Location plan (4 copies of an Ordnance Survey or street map with the property identified)

- Site plan (4 copies showing the property and neighbouring properties accurately plotted and the access and parking facilities marked)
- Floor plans (4 copies showing the proposed extent of use and facilities)
- The proposed maximum number of children of each age
- The proposed number of staff
- The proposed hours of use
- The proposed method of operation (including any outdoor play, fencing, special arrangements for dropping off and collecting children)

21 Appendix D Heritage

Historic Buildings

21.1 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.

21.2 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).

21.3 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. The 17th century saw an increase in brick construction with early listed examples at Bradwell Abbey Farm and Great Linford almshouses and 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.

21.4 Elsewhere in the Borough 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; and 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.

21.5 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 significant heritage assets. Many more significant buildings both designated and non-designated are to be found throughout the Borough within MK's 27 Conservation Areas and outside their boundaries, and each year previously unknown or unrecorded examples are brought to light through the development process.

Conservation Areas

21.6 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. The Conservation and Archaeology Team are currently undertaking a review of each area, a consultative process resulting in a document defining the areas special interest and which may lead to adjustments to its boundary.

21.7 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.

21.8 Within the designated New Town's boundary there are conservation areas protecting the character and appearance of once isolated villages such as Woughton-on-the-Green, Loughton and the Shenleys. There are larger areas protecting small towns such as Olney, Newport Pagnell and Stony Stratford. The biggest conservation area is in Wolverton where the historic railway works and housing are covered by an enhanced designation which also seeks to protect changes to doors, windows and roof materials amongst other things cannot be altered without first applying for planning permission.

Archaeology

21.9 MK 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 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 7000 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

21.10 There are three designated Parks and Gardens in the Borough. The sites at Chicheley, Gayhurst and Tyringham feature on the Historic England Register of Parks and Gardens of Special Historic Interest. 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 Historic Landscape Characterisation or by amenity groups such as the Buckinghamshire Gardens Trust.

Designated New Town

21.11 Milton Keynes is the last, largest and most ambitious of the 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. There is an urgent need to identify and catalogue this heritage, to identify those examples that possess a level of significance meriting consideration in planning decisions. Milton Keynes Council must ensure that it delivers important growth in a sustainable manner, avoiding the fragmentation and unnecessary loss of these recent historical assets.

21.12 Some individual assets have already been recognised as possessing national significance, for example the Shopping Building, Central Library, Former Bus Station and Octo sculpture in CMK are amongst those that have been designated by Historic England as grade II listed buildings.

21 . Appendix D Heritage

21.13 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 project seeks to identify and celebrate those assets, in turn ensuring that their value is taken into account 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, contributing to projects 5 and 6 of the Milton Keynes: Making a Great City Greater, Milton Keynes Futures 2050 Commission, 2016.

21.14 The Council will consider whether further planning documents, such as an SPD, is required in respect of providing further advice on the register and its use in planning decisions.

22 Glossary

Glossary

- **Affordable Housing** - social rented and intermediate housing, provided for specified eligible households whose needs are not met by the market.
- **Air Quality Management Areas** - Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines
- **Ancient Woodland** - an area that has been wooded continuously since at least 1600 AD.
- **Area Action Plans** - sets out area-specific visions, planning policies and master plans for key regeneration areas. These are part of the council's wider development plan and are used to make planning decisions on development proposals in the area.
- **Areas of Attractive Landscape** - a local (Buckinghamshire) landscape designation that recognises the particular characteristics of certain parts of the open countryside in the Borough.
- **Biodiversity** - the variety of life in all forms (e.g. wildlife, plants, etc.)
- **Brownfield Land** - Land which has been previously developed.
- **Cambridge - Milton Keynes - Oxford Growth Corridor** - is a national infrastructure programme to enhance and improve transport links by delivering an expressway and rail connections to these areas.
- **Carbon Emissions/ CO2** - common terms for carbon dioxide, the main "greenhouse gas" linked to global warming.
- **Carbon Footprint** - a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide.
- **Carbon offset** - increased carbon dioxide emissions from a new development are balanced by savings in carbon dioxide elsewhere, by making payments into a carbon offset fund.
- **Carbon zero/Carbon neutral** - no net increase in carbon dioxide emissions resulting from the energy used in occupying buildings, including space heating, hot water, cooking, lights and appliance.
- **City Centre** - The highest level of centre identified in developments plans. In the Borough this is Central Milton Keynes. In terms of retail hierarchies, it will often be a regional centre serving a wide catchment. The centre may be very large, embracing a wide range of activities and may be distinguished by areas which perform different main functions.
- **Co-Location** - where services and facilities share a location in order to deliver services (for example, adult education being provided in schools or libraries).
- **Community Energy Networks** - a system by which electricity is generated locally and the waste heat is distributed to local homes and buildings through a network, meaning energy is provided more efficiently.
- **Community Infrastructure Levy** - a levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
- **Community Right to Build Order** - an Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.
- **Criteria-based policies** - policies that contain several 'tests', which development proposals are assessed against.
- **Comparison Goods** - Other goods not classified as convenience goods.

22 . Glossary

- **Convenience Goods** - Broadly defined as food, drinks, tobacco, newspapers, magazines, cleaning materials, toilet articles.
- **Core Strategy (adopted July 2013)** - is a planning document which set out the principles, in terms of new development and use of land in a local Borough.
- **Culture** - as defined in the cultural strategy: 'culture' is a term that means different things to different people. Cultural participation is where people of all backgrounds come together with shared interest and passions. Together with the environment in which cultural activities, whether paid for or free to use (e.g. Parks and open space) take place, culture includes all the things that define our lives, connect us and our communities and represent the values we pass on to other generations. The MK definition recognises the richness of the diverse cultures of our people; the identity of place; and creative or leisure activities.
- **Density** - a measurement of how intensively land is occupied by built development.
- **Design Code** - a document that sets out the detailed design principles for a particular development.
- **Development briefs** - a document that sets out detailed development principles for a development site.
- **Development Frameworks** - a document that sets out the key strategic principles for the development of a whole area.
- **Development Plan Document** - this includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)
- **Digital Economy** - refers to an economy that is based on digital computing technologies. The digital economy is also sometimes called the Internet Economy, the New Economy, or Web Economy
- **District Centre** - Groups of shops, separate from the town centre, usually containing at least one food supermarket or superstore and non-retail service uses such as banks, building societies and restaurants.
- **Duty to Cooperate** - is a legal test that requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans. It is separate from but related to the Local Plan test of soundness
- **Dwelling** - a residential property, such as a house or a flat/apartment.
- **East - West Rail** - aims to restore passenger train services linking Bristol, Swindon and Oxford via Milton Keynes and Bedford, to Cambridge, Ipswich and Norwich.
- **Ecological networks** - these link sites of biodiversity importance.
- **Economic development** - development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
- **Edge of Centre** - For retail purposes, a location that is well connected and up to 300 metres of 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.

- **European Protected Species** - are species of plants and animals (other than birds) protected by law throughout the European Union.
- **Factory Outlets** - Retail businesses specialising in the sale of manufacturer's products direct to the public.
- **Factory Outlet Centres** - Groups of shops specialising in selling seconds and end-of-line goods at discounted prices.
- **Fields in Trust** - is a British charity which protects parks and green spaces and promotes the cause of accessible spaces for play, sports and recreation in British cities and towns
- **Greenfield Land** - land which has not been previously developed.
- **Green Infrastructure** - is the planned network of multi-functional and inter-connecting links of green open space, woodlands, wildlife habits, parks and other natural areas that contribute to the high quality natural and built environment.
- **Grid roads** - are urban clearways with laybys for bus-stops, with no direct building frontages and no at-grade pedestrian crossing. Some are dualled, and the remainder normally have land reserved for future dualling, or other transport purpose (for example, mass passenger transit system). They have substantial landscaping for biodiversity, sound screening and CO₂ /emissions absorption, usually incorporating a Redway. Collectively, they form a resilient, interconnected network with roundabouts at most gridway intersections, serving both public and private transport.
- **Home working** - provides the opportunity for employees to work at home. Defined by the International Labour Organisation as people working from their homes or from other premises of their choosing other than the workplace, for payment, which results of a product or service specified by the employer.
- **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.
- **Housing Completions** - the number of new houses that are built and ready for occupation.
- **Infill** - development that takes place on a vacant or undeveloped site between other development (i.e. An infill site).
- **Job Density** - the number of filled jobs in an area divided by the number of people of working age resident in that area.
- **Key Settlement** - A village or town that the local planning authority has chosen for development.
- **Knowledge-based economy** - intensive activities that contribute to an accelerated pace of technical and scientific advance, as well as rapid obsolescence. The key component of a knowledge economy is a greater reliance on intellectual capabilities than on physical inputs or natural resources.
- **Linear Parks** - is a park in an urban or suburban setting that is substantially longer than it is wide. Milton Keynes, makes extensive use of linear parks, with nine different examples that include the flood plains of the Great Ouse and of its tributaries (the Ouzeland some brooks).
- **Local Centre** - Small groupings of shops, typically comprising a general grocery store, a sub-post office, occasionally a pharmacy and other small shops of a local nature.
- **Local Investment Plan** -
- **Local Nature Reserves**
- **Local Plan** - this is the main planning policy document for the Borough. It contains strategic policies, detailed policies to guide the location and nature of development, and it includes policies and proposals for specific sites.

22 . Glossary

- **Main Town Centre Uses** - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, 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).
- **Milton Keynes Tariff** - an initiative that ensures for every property built within the defined Urban Development Area, the developer will pay £18,500 per residential dwelling and £260,000 per hectare of employment space which will be used to help fund community facilities and infrastructure.
- **Milton Keynes Wildlife Sites** - designated sites in Milton Keynes which are protected to safeguard wildlife and biodiversity.
- **Minerals Local Plan** - the Plan provides planning policies for minerals development in Milton Keynes.
- **MK Futures** - sets out Milton Keynes' aspiration until 2050 and the potential barriers and obstacles which might be exist.
- **Modal shift** - used to describe the change in the way people travel, from one mode (for example, the car) to another mode (for example, public transport).
- **National Institute for Health and Clinical Excellence** - provides guidance, advice and information services for health, public health and social care professionals.
- **National Infrastructure Commission** - provides the government with impartial, expert advice on major long-term infrastructure challenges
- **National Planning Policy Framework (NPPF)** - was published by the UK's Department of Communities and Local Government in March 2012, consolidating over two dozen previously issued documents called Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) for use in England.
- **Natural Environment Partnership** - Buckinghamshire and Milton Keynes' Local Nature Partnership. It brings together a diverse range of individuals, businesses and organisations to drive positive change for the local natural environment.
- **Neighbourhood Plans** - a community-led framework for guiding the future development, regeneration and conservation of an area. They become part of the Development Plan for the area and will be used in the determination of relevant planning applications in areas covered by a Neighbourhood Plan. Plans are subject to examination and referendum before they can be brought into effect.
- **Out of Centre** - A location which is not in or on the edge of a centre but not necessarily outside the urban area.
- **Out of Town** - A location out of centre that is outside the existing urban area.
- **Parks Trust** - is an independent charity that cares for many of Milton Keynes parks and green spaces.
- **Planning and Compulsory Purchase Act 2004** - an act to make provision relating to spatial development and town and country planning; and the compulsory acquisition of land.
- **Planning Condition** - a condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
- **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 arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

- **Public Realm** - space that is meant to be used by the public in general, whether it is publicly or privately owned.
- **Public Transport** - comprises of passenger transportation services which are available for use by the general public, as opposed to modes for private use such as privately owned motor vehicles. Public transport services are usually funded by fares charged to each passenger. Public transport in the context of Milton Keynes currently consists of buses, trains and taxis (with taxi meaning both 'Hackney' carriage and private hire 'Uber'). Public transport in Milton Keynes is expected to develop and in the future could include mass transit systems based on guided buses, trams and light rail. Promotion of car pools and car sharing may in the future be considered public transport if access to these initiatives is open to use by the general public.
- **Primary and Secondary Frontages** - Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
- **Primary Shopping Area** - Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
- **Redways** - are a network of over 270 km of safe paths (generally surfaced with red tarmac) that criss-cross the entire city of Milton Keynes used by cyclists and walkers.
- **Retail Warehouses** - Large single-level individual store with a minimum of 1000 square metres gross retail floorspace normally selling goods such as DIY goods, furniture, electrical goods, carpets and gardening goods, with car parking provision.
- **Retail Warehouse Parks** - An agglomeration of at least three retail warehouses.
- **Regeneration** - replacing the term Urban Renewal, the term has become associated with wholesale clearance and comprehensive redevelopment. It aims to arrest and reverse the cycle of decline thereby transforming the life prospects of the most deprived residents.
- **Scheduled Monument** - is a "nationally important" archaeological site or historic building, given protection against unauthorised change. The various pieces of legislation used for legally protecting heritage assets from damage and destruction are grouped under the term 'designation'.
- **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.
- **Special Scientific Interest** - is a conservation designation denoting a protected area in the United Kingdom
- **Strategic Flood Risk Assessment** - assesses the flood risk within the Borough, and the risks to and from surrounding areas.
- **Strategic Housing Land Availability Assessment (SHLAA)** - is a technical exercise to assess the amount of land that could be made available for housing development. It is part of the evidence base that will inform the plan making process.
- **Strategic Housing Market Assessment (SHMA)** - Estimates housing need and demand for affordable and market housing.
- **Supplementary Planning Documents/Supplementary Planning Guidance** - these documents provide additional detail to supplement policies in Development Plan Documents.

22 . Glossary

- **Supermarket** - Self-service store selling mainly food, with a gross retail floorspace of less than 2500 square metres, often with its own car parking.
- **Superstore** - Self-service store selling mainly food, or food and non-food goods, usually with more than 2500 square metres gross retail floorspace with car parking.
- **Sustainability Appraisal and Strategic Environmental Assessment** - the process by which social, environmental, and economic issues are integrated into the production of Development Plan Documents and Supplementary Planning Documents. The process is iterative and takes place alongside the production of the documents, informing and decisions made.
- **Sustainable Communities** - has a broad meaning, but in essence refers to communities planned, built, or modified to promote sustainable living. Sustainable communities tend to focus on environmental and economic sustainability, urban infrastructure, social equity, and municipal government.
- **Sustainable Drainage Systems** - are drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.
- **Sustainable Transport Network** - can also be referred to as a Green Transport and it is any form of transport that does not use or rely on dwindling natural resources. Instead it relies on renewable or regenerated energy rather than fossil fuels that have a finite life expectancy.
- **Sustainable Urban Extension** - new areas to be developed on the edge of the city, which will provide an appropriate level of local facilities and services, high environmental standards, and which will be well connected by public transport, cycling and walking routes.
- **Town Centre** - Area defined on the local authority's proposal 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 Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
- **Urban Development Area** - areas to the east, north and west of Milton Keynes where Milton Keynes partnership is the Development Control Authority. The UDA was designated under the Milton Keynes (urban Area and Planning Functions) order 2004.
- **Warehouse Clubs** - Out-of-centre businesses specialising in bulk sales of reduced priced goods. The operator may limit access to businesses, organisations or classes of individual through membership restrictions.
- **Waste Local Plan** - provides guidance and criteria the Milton Keynes Borough when considering waste planning applications.
- **Wildlife Corridor** - areas of habitat connecting wildlife populations.

23 Appendix E - Housing Sites

Existing Completions

23.1 The below lists all sites which are considered as existing completions all of which will carry forward into Plan:MK.

Table 23.1

Area	Site	Physical Completions
STRATEGIC GROWTH SITES AND CITY COMPLETION		
BROOKLANDS	BROOKLANDS	1,549
BROUGHTON	BROUGHTON	224
KINGSMEAD	KINGSMEAD	353
TATTENHOE PARK	TATTENHOE PARK	1,009
WEA	WEA	6,009
SLA	SLA	3,079
ASHLAND	ASHLAND	34
OAKGROVE	OAKGROVE	278
OXLEY PARK	OXLEY PARK	122
NEWTON LEYS	NEWTON LEYS	661
CMK/CAMPBELL PARK	CMK/CAMPBELL PARK	1,920
OTHER LARGE (OVER 10 UNITS) DELIVERABLE BROWNFIELD SITES		
CENTRAL MILTON KEYNES	YMCA REDEVELOPMENT	261
CENTRAL MILTON KEYNES	LAND AT 809 TO 811 SILBURY BOULEVARD	139
CENTRAL MILTON KEYNES	SITE B1.1	24
WOLVERTON	AGORA REDEVELOPMENT	100
WOLVERTON	RAILCARE MAINTENANCE DEPOT, STRATFORD ROAD	375
BLETCHLEY	LAND TO SOUTH OF PRINCES WAY & WEST OF ALBERT STREET	184
BLETCHLEY	18A ST GEORGES ROAD	10
HEELANDS	SUFFOLK PUNCH SITE	27

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COFFE HALL	LAND AT OUR LADY OF LOURDES CHURCH (SAP 1)	11
BLETCHLEY	LEISURE CENTRE PHASE 2	50
BLETCHLEY	LATHAMS BUILDBASE	75
BLETCHLEY	25 to 27 AYLESBURY STREET	14
BLETCHLEY	7 & 7A AYLESBURY STREET	14
FULLERS SLADE	76 TO 83 SHEARMANS	14
NEW BRADWELL	82 TO 84 NEWPORT ROAD	34
RESERVE SITES/GREENFIELD		
BLETCHLEY	LAKES ESTATE NEIGHBOURHOOD PLAN SITES	130
BLETCHLEY	EATON LEYS	600
BLETCHLEY	OFF PENN ROAD	39
BLETCHLEY	LAND AT SKEW BRIDGE COTTAGE, DRAYTON ROAD	10
BLETCHLEY	SW OF BWMC, DUNCOMBE STREET	12
STONY STRATFORD	STRATFORD HOUSE	13
MIDDLETON	PHEONIX LODGE	21
MEDBOURNE	SITE 4, VERNIER CRESESNT	10
BROUGHTON	BROUGHTON ATTERBURY (former employment allocation)	130
WESTCROFT	RESERVE SITE 3	22
CROWNHILL	RESERVE SITE OFF HENDRIX DRIVE	10
GRANGE FARM	RESERVE SITE (off Nicholson Grove)	19
MONKSTON	LILLESBALL AVENUE	24
WALNUT TREE	RESERVE SITES A & D HINDHEAD KNOLL	25
GRANGE FARM	LAND OFF SINGLETON DRIVE (SAP3)	22
MEDBOURNE	LAND NORTH OF VERNIER CRESCENT (SAP5)	14
FISHERMEAD	GURNARDS AVENUE (SAP6)	14
WALNUT TREE	LAND AT BERGAMOT GARDENS (SAP8)	15

23 . Appendix E - Housing Sites

BRADWELL COMMON	LAND OFF HANPSTEAD GATE (SAP12)	16
BRADVILLE	LAND OFF HARROWDEN (SAP14)	27
SHENLEY BROOK END	MANIFOLD LANE (SAP16)	18
WAVENDON GATE	LAND AT TOWERGATE, GROVEWAY (SAP18)	150
WALTON MANOR	LAND AT WALTON MANOR, GROVEWAY/SIMPSON ROAD (SAP19)	135
MONKSTON PARK	LAND OFF LADBROKE GROVE (SAP21)	25
PRIOR NOTIFICATION (RESIDENTIAL CONVERSION)		
CALDECOTTE	5 AND 6 COPPERHOUSE COURT	11
CENTRAL MILTON KEYNES	TOWERGATE HOUSE, 352 AVEBURY BOULEVARD	32
CENTRAL MILTON KEYNES	TERNION COURT	23
CENTRAL MILTON KEYNES	BRICKHILL HOUSE 1ST & 2ND FLOORS	10
CENTRAL MILTON KEYNES	GRANT THORNTON HOUSE, 210 SILBURY	35
BLETCHLEY	QUEENSWAY HOUSE	28
BLETCHLEY	MAYBROOK HOUSE	13
BLETCHLEY	86 TO 96 QUEENSWAY	10
OLDBROOK	MILBURN AVENUE	14
OLDBROOK	CLYDE HOUSE	24
GRANGE FARM	FIRST AND SECOND FLOOR 134 DUNTHORNE WAY	10
RURAL SITES		
NEWPORT PAGNELL	TICKFORD FIELDS	1,200
BOW BRICKHILL	LAND EAST OF TILLBROOK FARM	36
BOW BRICKHILL	BLIND POND FARM, WOBURN SANDS ROAD	14
NEWPORT PAGNELL	POLICE STATION HOUSES, HIGH STREET	14
OLNEY	FORMER EMPLOYMENT ALLOCATION PHASE 1	33
OLNEY	FORMER EMPLOYMENT ALLOCATION PHASE 2	33
WOBURN SANDS	NAMPAK PHASES 4	14

23 . Appendix E - Housing Sites

WOBURN SANDS	NAMPAK PHASES 5 AND 6	81
WOBURN SANDS	GREENS HOTEL	9
WAVENDON	FROSTS GARDEN CENTRE, WAIN CLOSE	53
WAVENDON	LAND NORTH OF WAVENDON BUSINESS PARK	134
HANSLOPE	LAND BETWEEN 36 AND 38 LONG STREET ROAD	12
HANSLOPE	CASTLETHORPE ROAD	150
SHERINGTON	LAND WEST OF HIGH STREET	36
OLNEY	LAND OFF EAST ST	14
OLNEY	OLNEY NEIGHBOURHOOD PLAN SITES	250
OLNEY	LAND SOUTH OF LAVENDON ROAD FARM	50
CASTLETHORPE	MALTINGS FIELD	30
NEWPORT PAGNELL	NETWORK HOUSE	73
NEWPORT PAGNELL	FORMER ASTON MARTIN/TESCO SITE	86
	Total	20,603

Small to Medium Sized sites allocated through Plan:MK

23.2 The below lists all small to medium sized residential sites which are allocated through Plan:MK.

Table 23.2

NEW PLAN:MK SITES		
FULLERS SLADE	CAVENDISH SITE	37
LAKES ESTATE	SOUTHERN WINDEMERE DRIVE	11
BLETCHLEY	FORMER MFI STORE	28
BLETCHLEY	WELLINGTON PLACE CAR PARK	11
BLETCHLEY	PHELPS ROAD	11
BLETCHLEY	CHEPSTOW DRIVE	11
MEDBOURNE	S OF VERNIER CRESCENT	18
SHENLEY CHURCH END	INDEPENDENT SCHOOL	50

23 . Appendix E - Housing Sites

SPRINGFIELD	SPRINGFIELD BOULEVARD 1	15
STONY STRATFORD	HIGH STREET	24
WESTCROFT	R/O MORISSONS	25
WESTCROFT	POWIS LANE	24
CALDECOTTE	SITE C	67
STANTONBURY	REDVRIDGE	19
STANTONBURY	ROWLE CLOSE	18
WEST BLETCHLEY	BERWICK DRIVE	16
FISHERMEAD	KELLAN DRIVE 1	10
CONNIBURROW	COLTSFOOT PLACE	18
KENTS HILL PARK	TIMBOLD DRIVE	150
WAVENDON GATE	ISAACSON DRIVE	14
OLD FARM PARK	BYRD CRESCENT	25
WALNUT TREE	HOCKCLIFFE BRAE	35
WALNUT TREE	LICHFIELD DOWN	19
CMK	E OF JOHN LEWIS CAR PAKR	93
CMK	WYEVALE GARDEN CENTRE	162
CMK	R/O CENTRAL LIBRARY	98
CMK	R/O SAXON COURT	85
CMK	R/O WESTMINSTER HOUSE	63
CMK	C4.2	93
CMK	D3.4	250
CMK	C3.2	135
CMK	C3.3	113
CMK	FOOD CENTRE	298
CAMPBELL PARK	F4.3	51
CAMPBELL PARK	G4.1	141
CAMPBELL PARK	G4.2	202

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CAMPBELL PARK	G4.3	166
MONKSTON	LINDISFARNE DRIVE	20
MONKSTON	WADHURST LANE	17
TATTENHOE	HOWE ROCK PLACE	17
TATTENHOE	WINFOLD LANE	24
TATTENHOE	HOLBORN CRESCENT	12
GREENLEYS	MILTON KEYNES RUGBY CLUB	100
WOLVERTON	HIGH PARK DRIVE	68
REDHOUSE PARK	THE WALNUTS	67
	Total	2,931

24 Monitoring Framework

Monitoring Framework

24.1 Monitoring will measure the effectiveness of Plan:MK in achieving the Spatial Vision and meeting our objectives. This includes identifying any unintended and unforeseen consequences. Table 24.1 below sets out the targets and key indicators for delivering the 17 objectives of Plan:MK, related to the appropriate delivery policies. Some factors cover a number of different objectives that are vital to many aspects of the strategy.

24.2 We will collect and analyse statistical and other information as part of our monitoring. This will include progress on the delivery of housing, employment and infrastructure. We will summarise this work in an Annual Monitoring Report (AMR). The AMR will identify any objectives and targets that are not being met and any action to rectify the situation. The AMR will also be a key source of evidence when we prepare new Local Plans.

24.3 We will also work with partners, including those within the Local Enterprise Partnership (LEP), to collect and share monitoring information. This is particularly important given the housing and jobs growth planned for the South East Midlands LEP. Monitoring will not just focus on the city but also the rural towns and villages.

24.4 Many of the monitoring targets and indicators are taken from the Community Strategy and the Local Area Agreement (LAA). We will also use indicators from the Sustainability Appraisal and the Local Plan, to ensure some continuity. We included many of the proposed indicators in the Preferred Options document and related Sustainability Appraisal. However, some are new or have changed for the following reasons:

- lack of data has made some indicators unmeasurable
- consultation responses suggested different indicators
- changes to the Sustainable Community Strategy and the LAA
- Best Value Performance indicators were replaced by National Indicators
- Technical studies suggested better targets and indicators

24.5 These monitoring arrangements will allow the Council to react to changing circumstances. The Core Strategy is a flexible document and may require wholesale review if circumstances or the housing strategy change. Various components of Plan:MK can be adjusted to reflect conditions and events. To meet the need for rural housing and provide contingency for the rest of the Borough, the Site Allocations Plan will provide a plan-led approach to identify sites which are not strategic.

24.6 The table sets out potential events and risks that could affect the achievement of the Core Strategy objectives. Alongside are various contingencies and actions the Council could undertake to reduce or prevent the impact of the event or risk. Some of the suggested actions and contingencies are:

- a re-prioritising of documents in the Local Development Scheme
- preparation of further planning documents
- working with delivery partners and developers to alter development frameworks and masterplans
- altering land supply

24 . Monitoring Framework

- ensuring delivery of infrastructure to enable development
- A review of Plan:MK

Table 24.1

Nb	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
1	<p>To reflect the recommendations of the MK Futures 2050 Commission Report, the land use planning implications of the Strategy for 2050 and its Six Big Projects:</p> <ul style="list-style-type: none"> • Making Milton Keynes the hub of the Cambridge-Milton Keynes-Oxford growth corridor • Enhancing lifelong learning opportunities through the establishment of a new university for Milton Keynes • Learning 2050 - providing world class education 	All	<p>Meet global carbon reduction targets by achieving a transport modal shift</p> <p>Deliver a new Milton Keynes University by 2031</p>	<p>Completion of the growth corridor</p> <p>Completion of New University for Milton Keynes</p> <p>Achieving the mobility shift targets in the emerging Mobility Strategy</p>	Lack of funding mechanisms to deliver the growth corridor and enhanced lifelong learning facilities	<p>Establish new formal partnerships with adjacent authorities</p> <p>Contribute to the delivery of the Six Big Projects and engage in preparing the Strategy for 2050</p> <p>Work with growth corridor delivery bodies to help deliver the Cambridge-Milton Keynes - Oxford growth corridor</p> <p>Work with education bodies to help deliver enhanced lifelong learning facilities</p> <p>Work with partners to help deliver a stronger city centre</p>

24 . Monitoring Framework

No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
	<ul style="list-style-type: none"> Smart, Shared, Sustainable Mobility for all Renaissance MK creating an even stronger city centre fit for the 21st century <p>Milton Keynes: The Creative and Cultured City.</p>					
2	<p>To deliver land for a minimum of 29,000 new homes within the Borough between 2016 and 2031, principally within and adjacent to the city.</p>	MK1, DS1, DS2,	<p>By 2031, deliver a minimum of 29,000 dwellings within Milton Keynes Borough</p> <p>Deliver, on average, 1,766 dwellings per annum within</p>	<ul style="list-style-type: none"> Net additional dwellings split by area Projected net additional dwellings 5 year housing land supply, housing trajectory 	<p>Housing market fails to improve resulting in annual completions consistently more than 20% below the housing trajectory</p> <p>Some existing allocations and permissions prove to be unviable</p> <p>Large strategic sites not being delivered or are being delivered too slowly due to market conditions</p>	<p>Work with landowners, developers and joint delivery teams to help unblock schemes and assist in potential future land assembly</p> <p>Early engagement of key stakeholders in creating the development framework for the Strategic Land Allocation</p>

24 . Monitoring Framework

Nb	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
			<p>Milton Keynes Borough up to 2031.</p> <p>Adoption of the Site Allocations Plan by 2018</p> <p>Adoption of the Plan:MK by 2018</p> <p>Ensure a 5 year supply of deliverable housing land</p>	<ul style="list-style-type: none"> Population growth 	<p>Release too much land at once in the rural area resulting in well over 1,766 dwellings per annum being delivered</p> <p>Housing demand improves significantly but the supply of land does not provide an adequate buffer or range of sites</p>	<p>Undertake viability assessments to identify cause of slow completions rate</p> <p>Continue to monitor and update the housing land supply through the SHLAA and JDT and other methodology identified as appropriate by the MKC Partnership and Growth Select Committee</p> <p>Consider allocation of additional sites in a potential future review of the Plan:MK (new Local Plan) Site Allocations Plan if further land release is deemed necessary</p> <p>Revise development frameworks and masterplans</p> <p>Focus available resources on key projects, to ensure on-time delivery</p> <p>For the rural area, have a controlled release</p>

24 . Monitoring Framework

No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
						<p>of sites (following consultation with Parish and Town Councils) in reviews of the Plan:MK (new Local Plan) and the Site Allocations Plan to ensure that development is phased over the life of the plan</p> <p>If market conditions change significantly then consider an early review of the Core Strategy</p> <p>Bring forward Site Allocations work in parallel with the work on the review of the Core Strategy through Plan:MK in order to ensure that there is a 10% buffer in the 5-year supply of sites and reasonable choice and competition in the market.</p>
3	To reflect the National Infrastructure Commission Interim Report (November 2016) and support development along the Cambridge-Milton	CT1	Continued engagement with growth corridor delivery partners	Completion of the growth corridor	Lack of funding mechanisms to deliver the growth corridor	Work with growth corridor delivery bodies to help deliver the Cambridge-Milton Keynes - Oxford growth corridor

24 . Monitoring Framework

No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
	Keynes-Oxford growth corridor reflecting the Council's preferred route.					
4	<p>To work jointly with neighbouring authorities and other key organisations on the planning of any development located on the edge of Milton Keynes (but outside the Borough boundary) so that these areas are integrated with the city and contribute to its role and character.</p>	DS1, DS2, SD8, ER15	Adoption of an SPD for the Strategic Land Allocation	Net additional dwellings split by area	Development adjacent to Milton Keynes is master planned out of character with Milton Keynes	<p>Work with adjoining authorities, landowners, developers and JHMT to help unblock schemes and assist in land assembly</p> <p>Actively engage with adjoining authorities and developers during the development framework process</p> <p>Continue working with other nearby authorities through the SEMLEP planning officers forum</p>
5	To allocate and manage the development of employment land and pursue a vigorous economic development strategy so that the business sector and local economy are supported,	Chapter 6 Economy and Retail DS1, DS2, DS3, DS4,	<p>To deliver jobs to support housing in the MK</p> <p>Increase in VAT registered businesses showing growth</p>	<p>Net additional full time equivalent jobs per annum</p> <p>Completed employment floorspace by use class</p>	<p>Mismatch between available employment sites and Plan (or future reviews) those required by business</p> <p>Job growth is insufficient resulting in increased out-commuting and unemployment</p>	<p>Consider changing employment allocations through the Plan MK (new Local Plan) Site Allocations Plan</p> <p>Work with HCA as the major landowner to progress development of a range of sites</p>

24 . Monitoring Framework

No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
	<p>existing firms can expand, new firms are attracted, the level of working skills among the local population is enhanced and the area's resident population can find employment locally.</p>			<p>Total employment land available for development</p> <p>Employment land job densities</p> <p>Loss of employment land to other uses</p> <p>Vacant employment space</p> <p>Overall employment rate</p> <p>Number of people claiming job seekers allowance</p> <p>VAT registration rate</p> <p>VAT registered businesses showing growth</p> <p>GVA per capita</p> <p>Gross earnings</p> <p>Impact of direct economic investment</p>	<p>Available employment locations not desirable to developers</p>	<p>Create incentives for business to locate in Milton Keynes</p> <p>Work on support mechanisms for existing small and medium businesses</p> <p>Regularly update Employment Land Reviews</p> <p>Work with partners, such as Invest MK, to market MK as a desirable employment location</p> <p>Investigate opportunities to consider allocating housing sites that are not coming forward as employment sites</p> <p>Should the employment needs of the Borough change dramatically and undermine the assumptions behind Plan:MK, then a partial review could be considered</p>

24 . Monitoring Framework

Nb	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
6	<p>To allocate sufficient land to enable greater economic prosperity by improving the local opportunities for learning and to increase the local level of knowledge and skills through the establishment of a new university for Milton Keynes, and support the development of MK College, the University Campus MK and MK:U, Milton Keynes University Hospital and the creation of world class schools.</p>	Chapter 6 Economy and Retail	<p>Development of an accredited university</p> <p>Development of the Science and Innovation Habitat</p> <p>Increase in proportion of net additional jobs in knowledge based industries</p> <p>Increase in the working age population qualified to NVQ2 and above, as per the Economic Development Strategy, 2011-2016</p> <p>Increase in the working age population qualified to NVQ4 and above, as per the Economic Development Strategy, 2011-2016</p>	<p>Working age population qualification levels</p> <p>Socio-economic groupings of working age population</p> <p>GVA per capita</p> <p>Gross earnings</p> <p>Impact of direct economic investment</p>	<p>Insufficient land for schools to meet pupil yield</p> <p>Insufficient funding secured for progression of Milton Keynes University project</p> <p>Decrease in the proportion of jobs in knowledge based industries</p> <p>A fall in the skills level of Milton Keynes residents</p>	<p>Work with MK Gateway and other delivery partners to secure further funding for the project</p> <p>Investigate what further roles MK College, the University of Bedford (investors with MK Council in University Campus Milton Keynes) and the Open University and others can contribute</p>

24 . Monitoring Framework

No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
7	<p>Whilst recognising the cultural attractions of the whole Borough, to promote the development of Central Milton Keynes as the vibrant cultural centre of the region by making it the main location within the city for retail, leisure, cultural and larger office developments.</p>	DS1, DS2, DS3, DS4, ER1	<p>Delivery of completed office floorspace in CMK.</p> <p>Delivery of dwellings in CMK</p> <p>Majority of retail and leisure development within Milton Keynes to be located within CMK</p> <p>Adopt refresh of the CMK Development Framework in 2012</p>	<p>Office development completed in CMK</p> <p>Net additional dwellings</p> <p>Vacant office space within CMK</p> <p>Gross additional retail and leisure floorspace within town centres</p> <p>Gross additional office, retail and leisure floorspace that is 'out-of'centre'</p>	<p>Development pressure for retail, cultural and leisure uses in other areas of the Borough</p> <p>Residential growth in CMK slows</p> <p>Other locations in the Borough prove more attractive for major office schemes</p>	<p>Revise CMK SPD</p> <p>Work with HCA the major landowner to promote CMK</p> <p>Revise development frameworks and masterplans to consider changes in markets.</p> <p>Work with Development Management Officers and Members to deliver policy effectively</p> <p>Work with partners to promote CMK and improve the image of the city</p>
8	<p>Support the continued regeneration of Wolverton and Bletchley as town centres within the main urban area (ideally with specialisations or Unique Selling Points (USPs)).</p>	DS1, DS2, DS4, HN1	<p>Delivery of regeneration opportunities around Bletchley and Wolverton.</p>	<p>Regeneration of Wolverton and Bletchley</p>	<p>Insufficient financial mechanisms in place for delivery of regeneration</p>	<p>Work with partners to deliver regeneration in Wolverton and Bletchley</p>
9	<p>To seek the protection of existing key services and facilities in</p>	CC2, CC3, CC5	<p>No significant loss of services and</p>	<p>Facilities and services audit of rural towns and villages</p>	<p>Despite policy, services and facilities in rural locations are lost</p>	<p>Early engagement with service providers, such as the NHS and Post Office, and the</p>

24 . Monitoring Framework

No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
10	<p>To aim to reduce health inequalities and deprivation, and improve housing quality and access to services for all.</p>	EH5, EH6, EH7, D3, CC2, CC5	<p>Develop Neighbourhood Action Plans for targeted estates</p> <p>Limit the number of 16 to 18 year olds not in education, employment or training to 5.9%</p> <p>Improvement in Index of Multiple Deprivation in targeted estates</p>	<p>Index of Multiple Deprivation Standardised mortality ratio</p> <p>Life expectancy</p> <p>Ethnicity</p> <p>Unemployment</p> <p>Crime rates</p> <p>Working age population qualification levels</p> <p>Gross earnings</p> <p>Tenure</p>	<p>Reduced availability of funding results in difficulty in delivering outcomes</p> <p>Resistance to change from communities</p>	<p>Identify key priorities so funding is focused to deliver the most important outcomes</p> <p>Seek alternative funding sources</p> <p>Consider developing AAPs or Neighbourhood Plans for regeneration areas to evaluate options</p>
11	<p>To facilitate the delivery of housing that meets the needs of all sections of the community through:</p> <ul style="list-style-type: none"> Providing sufficient developable land for new housing 	DS1, DS2, HN1, HN2, HN3, HN4, HN5, HN6, HN7, HN8, HN9, HN10, HN11, HN12	<p>Deliver 31% of residential completions as affordable homes</p> <p>Deliver the additional Gypsy and Traveller pitches as required following a needs assessment</p> <p>Deliver the additional Travelling Showpeople</p>	<p>Affordable housing completions split by type - social rent/intermediate</p> <p>Type and size of households completed</p> <p>Affordable housing completions in the rural area</p> <p>Dwellings meeting Lifetime Homes standards</p>	<p>Change in housing need</p> <p>House types delivered by developers do not meet housing needs</p> <p>Low completion rates of affordable housing</p> <p>A significant increase in property prices/costs</p>	<p>Ensure SHMA is regularly updated</p> <p>Ensure masterplans and development frameworks are in-line with housing need; if not then review</p> <p>Work with Development Management</p>

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No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
	<ul style="list-style-type: none"> Construction of viable levels of diverse housing including affordable, supported and specialist housing Providing housing that supports the growth of the knowledge economy and a vibrant cultural offer, and <p>Taking account of the need for houses in multiple occupation.</p>		<p>plots as required following a needs assessment</p> <p>Adoption of an Affordable Housing SPD</p> <p>Adoption of a Houses in Multiple Occupation (HiMO) SPD</p> <p>Adoption of the Site Allocations Plan by 2018</p>	<p>House prices</p> <p>Gypsy, Traveller and Travelling Showpeople pitches</p> <p>HiMO application decisions and locations</p>	<p>Adoption of a Houses in Multiple Occupation (HiMO) SPD</p> <p>Identify pitches for Gypsy, Traveller and Travelling Showpeople</p> <p>support groups and other local authorities</p> <p>A risk of unauthorised sites and / or sites obtaining planning permission by appeal</p>	<p>officers, Members and Developers to ensure house types are in-line with requirements</p> <p>Work with HCA and Registered Providers to identify funding for affordable housing</p> <p>Work in collaboration with travellers, representative bodies, support groups and other local authorities</p> <p>Ensure affordable housing is not compromised in section 106 negotiations</p>
12	<p>To manage increased travel demands through:</p> <ul style="list-style-type: none"> Smart, shared, sustainable mobility 	CT1, CT2, CT3, CT4, CT5, CT7, CT8	<p>All new residential development should be sited within 400m of a bus stop</p> <p>Mobility Strategy Local target for</p>	<p>Journeys on local bus services</p> <p>Access to a hospital by public transport within 30 minutes</p> <p>Passengers using community transport</p>	<p>Modal shift from cars to public transport, walking and cycling fails to increase significantly</p> <p>Congestion increases are much higher than forecast reducing</p>	<p>Revisit parking, bus, walking and cycling strategies to encourage use of public transport, if they are deemed not to be working</p> <p>Revise transport models</p>

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No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
	<ul style="list-style-type: none"> • Promoting improvements to public transport and supporting the development of the East - West rail link between Oxford and Cambridge, including the Aylesbury Spur • Encouraging an increased number of people to walk and cycle by developing an expanded and improved redway network • Extending the grid road pattern into any major new development areas <p>Utilising demand management measures to</p>		<p>local bus passenger journeys</p> <p>Assist in delivering East West Rail services to Oxford and Aylesbury by 2021</p> <p>Mobility Strategy target for modal share of school journeys</p> <p>All new residential developments to be within walking distance of key services and facilities</p> <p>Reduce congestion growth</p> <p>No air quality management areas within the Borough</p>	<p>Bus satisfaction surveys</p> <p>Bus punctuality</p> <p>Cycle journeys to CMK</p> <p>Cars entering CMK in peak hours</p> <p>Congestion</p> <p>Air quality</p>	<p>the capacity of the grid road system</p>	<p>Work with Transport colleagues to review transport strategy</p> <p>Implement further demand management measures to reduce/limit congestion</p> <p>Review programme of highway improvements in the Local Investment Plan</p>

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No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
	reduce the growth of road congestion, whilst upgrading key traffic routes such as the A421, A422 and the A509.					
13	<p>To mitigate the Borough's impact on climate change and reduce carbon dioxide emissions through:</p> <ul style="list-style-type: none"> • Locating development away from areas of flood risk and significant biodiversity value • Promoting community energy networks and strategic renewable energy developments • Reducing waste generation and increasing the amount of material recycled 	CT1, CT2, CT3, CT5, CT6, FR1, FR2, FR3, NE3, NE4, SC1, SC3, SC4	<p>All new developments (of over five dwellings) to deliver a minimum of 10% of their energy requirements from renewable sources</p> <p>By 2031, achieve a reduction in CO2 emissions</p>	<p>Percentage of energy in new developments from renewable sources</p> <p>Amount of renewable energy provided from strategic energy developments</p> <p>New dwellings achieving CSH level 4</p> <p>New developments with a community energy network</p> <p>National Indicator 185: CO2 reduction from Local Authority operations</p>	<p>High sustainable construction standards affect development</p> <p>Waste to landfill is not significantly reduced</p> <p>Failure to meet Local Transport Plan objectives resulting in increased CO2 emissions from transport</p>	<p>Conduct further viability analysis of sustainable construction standards</p> <p>Consider introducing flexibility in the requirements</p> <p>Review sustainable construction requirements in the Plan:MK (new Local Plan)</p> <p>Ensure layout and design of development promotes recycling</p> <p>Through the Code for Sustainable Homes ensure that house buyers have information and adequate recycling facilities</p> <p>Review relevant transport strategies</p> <p>Consider a review of the Waste DPD</p>

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Nb	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
	Sustainable transport initiatives.			<p>National Indicator 186: Per capita reduction in CO2 emissions in the Local Authority Area</p> <p>National Indicator 188: Planning to adapt to climate change</p>		
14	To embody 'place-making' as an overarching design objective for new development and require that the layout and design of new development creates safe, healthy, sustainable built environments with easy access to open space, public transport and everyday facilities, delivering a high quality of urban design, architecture and public realm and creates places with identity.	CC2, CC5, CC6, CT1, CT2, CT3, CT4, CT5, CT10, D1, D2, D3, D4, DS4, DS6, EH1, EH7, ER8, ER11, ER18, HN1, HN3, HN6, HN8, HN11, HN12, L4, L8, MK1, NE4,	<p>All new residential developments to be within walking distance of key services and facilities</p> <p>All new dwellings to be within walking distance of a bus stop</p> <p>No new residential development in areas prone to flooding</p>	<p>Households within 30 minutes of a hospital by public transport</p> <p>New dwellings within walking distance of key facilities, services and public transport</p> <p>Air quality</p> <p>Planning applications approved contrary to advice from the Environment Agency on</p>	<p>Due to delays and economic circumstances services, facilities and open space are not implemented on site when development of the first homes in new communities begins</p> <p>Building for Life surveys indicate standards of design in new developments have not been raised</p>	<p>Work with delivery partners so that priority services are provided early in new communities to ensure that their use is taken up</p> <p>Work with Development Management Officers. Urban Design Officers, Developers and Members to ensure substandard design is not accepted</p> <p>Ensure masterplans and design codes are applied</p>

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No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
		SD1, SD3, SD4, SD17	Building for Life score for new developments	flooding and water quality grounds Dwellings completed on previously developed land New dwellings built to Lifetime Homes standards Building for Life scores Density of residential development Crime rates		Consider further design-related SPDs
15	To protect, maintain and enhance the important linear parks, sustainable urban drainage systems, character and assets of the New City and the towns and villages throughout the Borough, and to protect and maintain the open countryside in the Borough.	D1, D2, D3, DS5, DS6, ER9, FR2, HE2, HN10, L2, L5, NE4, NE5,	Complete and publish a Local List Complete and publish a Heritage Risk Register Complete a Conservation Area Partnership Scheme for Bletchley Conservation Area	Following the publication of the Heritage at Risk register, number of assets removed from register	Development pressure "impacts" on the unique features of the New Town Pressures of development potentially threatening the Historic Environment	Ensure the SA process takes account of urban character when examining potential sites Ensure through rigorous implementation of the policy that development takes the historic environment into account

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Nb	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
16	<p>To encourage healthy lifestyles with the provision of recreation facilities and biodiversity by enhancing the linear park network and extending and connecting it into new developments while conserving and enhancing key landscapes and important habitats.</p>	<p>CT1, CT3, DS6, EH7, L1, L2, L4, NE1, NE2, NE3, NE4, NE5</p>	<p>Achieve a 1% increase year on year up to 2031 in the number of adults participating in moderately intensive sport and active recreation.</p> <p>By end of 2031, 100% of children and young people participating in high quality physical education</p> <p>Delivery of linear park extensions</p> <p>Ensure that there is no net loss of recognised biodiversity habitats</p> <p>Ensure that there is no worsening of condition of SSSIs</p>	<p>Change in overall area of BAP priority habitats</p> <p>Change in overall area of Local Wildlife sites and Biological Notification Sites</p> <p>Provision of open space in new developments</p> <p>Loss of open space for development</p> <p>Parks awarded Green Flag status</p> <p>National indicator 197: Proportion of Local Sites where positive conservation management has been or is being implemented</p>	<p>Pressure to develop in areas of important biodiversity or landscape character</p> <p>Quality open space and green infrastructure is not delivered at appropriate levels in new development due to funding</p> <p>Lack of funding for partners to adequately support an increase in adult participation in sport and provision of high quality PE for children</p> <p>Pressure to develop a greater proportion of the SLA and provide a reduced level of green infrastructure</p>	<p>Prioritise the delivery of open space in new developments</p> <p>Seek additional funding from the Growth Area Fund and seek other sources</p> <p>Resist development pressures through effective development management policies and working with the Parks Trust, Development Management Officers and Members</p>

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No	Plan MK Strategic Objectives	Key Delivery Policies	Targets	Indicator Bundles	Risk and Events	Actions and Contingencies
17	To work with public service and infrastructure providers (principally via the Local Investment Plan) to ensure that the social and economic growth planned in the Borough and neighbouring local authorities is facilitated by the timely provision of appropriate new and improved facilities such as public transport, schools, community halls, sport and recreation facilities, transport interchanges, health services (including Milton Keynes University Hospital), emergency services, highways and rail improvements, and a residual waste treatment plant.	INF1	Timely delivery of infrastructure set out in the Local Infrastructure plan	Monitoring progress of major works set out in the Local Investment plan	<p>Key infrastructure projects set out in the Local Investment Plan are delayed</p> <p>Reduced funding for growth infrastructure</p> <p>Suite of planning obligations affect viability of development</p>	<p>Early engagement with infrastructure providers to seek out further requirements for development</p> <p>Identify key requirements and prioritise funding towards them</p> <p>Timely preparation of a Community Infrastructure Levy</p> <p>Identify key developer contribution priorities</p> <p>Consider revising developer contribution SPDs</p>

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