



**Milton Keynes  
City Council**

# **MK City Plan 2050.**

**Regulation 18 plan for consultation**

**July 2024**

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# 1. Have your say on the MK City Plan 2050

Our new plan, the MK City Plan 2050, is an important planning document that sets out how Milton Keynes will change and grow in the years ahead.

We are consulting on the draft MK City Plan 2050 from **17 July 2024 until 5pm on 9 October 2024**. The consultation documents are on our website: <https://www.milton-keynes.gov.uk/city-plan>

Alternatively, copies of the response form, draft MK City Plan 2050, policies maps and Topic Papers are available to view at our main Civic Office at 1 Saxon Gate East and all public libraries in Milton Keynes.

We will consider all comments submitted during this consultation as we prepare the final version of the MK City Plan 2050. We will then invite comments on the final Plan next year and explain how we have taken account of comments received during this consultation.

Please use the QR code below to view all the consultation material.



## 2. Policy GS2 Strategy for homes Our ambition and objectives for growth

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

### Our ambition

2 The range of things we need and want the MK City Plan 2050 to respond to typically includes our need for homes, creating jobs and supporting business, how we move around the city, our changing climate, our natural and built environment, the design of streets, and the places which support our everyday lives such as schools and shops. This is reflected in our overarching Ambition for the MK City Plan 2050 and Objectives set out below.

3 A driving force of the plan is helping to make Milton Keynes a more people-friendly and healthy place to live, work and enjoy. A focus on health is not at the cost of other issues that the plan responds to. It allows us to adopt an integrated approach that recognises:

#### Our Ambition

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

- Providing more good quality, energy efficient and affordable homes helps people find a decent home and gives them security, which we know has a very significant positive impact on their mental and physical health.
- Creating opportunities for more and higher-quality jobs in accessible locations, such as a thriving city centre, has recognisable health benefits. We know that people living in locations with higher levels of economic inactivity are more likely to have a lower healthy life expectancy.

<sup>1</sup> [MK Futures 2050 | Milton Keynes City Council \(milton-keynes.gov.uk\)](http://milton-keynes.gov.uk)

- Providing an affordable and accessible way of getting around the city will support people's wellbeing and ability to lead healthier lifestyles. This includes a focus on integrating new development with high-quality public transport provision, with a new Mass Rapid Transit System at its heart, and supporting the opportunity for people to be active and walk, cycle or scooter as much as possible in their day-to-day lives.
  - Providing quality open and green space, schools and services in the right places creates a sense of community and belonging and encourages physical activity, which we know improves physical and mental health.
- 4 Tackling climate change and reducing carbon emissions is a key component of our ambition, as reducing carbon emissions and resulting particulate matter is a key benefit of delivering places that are healthy and people friendly. With a focus on health, alongside tackling climate change, the MK City Plan 2050 can address the wide range of matters we need to respond to in an integrated way.

## Our objectives

### People-Friendly and Healthy Places

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

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

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

### Climate and Environmental Action

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

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

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

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

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

### High Quality Homes

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

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

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

### Economic and Cultural Prosperity

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

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

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

### 3. Our growth strategy

5 The Strategy for 2050 has established the Council's ambition for growth through to 2050. It was prepared following extensive community engagement and in response to the recommendations of the MK Futures 2050 Commission. Our ambition is to reach a population of 410k people within Milton Keynes by 2050, principally through sustainable and transformational growth of the city supported by significant investment in infrastructure. As outlined, this has been translated into a specific Ambition and set of Objectives for the MK City Plan 2050.



**We already have 29,000 new homes  
due to come forward by 2050**

**The MK City Plan 2050 will seek to  
allocate land for a further 24,000 to  
34,000 new homes**

6 This strategy will be delivered by achieving balanced growth across the city that is based on certain key principles:

- Taking an “infrastructure first” approach that ensures the necessary facilities are provided for our residents (e.g. health, education and community) as part of any development proposal. This includes reflecting the original design principles of the city in delivering new high quality, and accessible, green spaces and play areas. We are preparing an Infrastructure Study and Strategy, including a draft Infrastructure Delivery Plan which has been published alongside this draft Plan, and is a major element of the evidence base underpinning the strategy. We are also exploring alternative mechanisms which will create new ways of funding and delivering the infrastructure needed to support our city’s growth.
- Being proactive in maximising the impact we can have on reducing carbon emissions and tackling the impacts of climate change. This has been based on our Carbon and Climate Change Study and takes forward the best practice we have already established through the Sustainable Construction Supplementary Planning Document.

- Delivering more affordable homes and prioritising their delivery on any new strategic extensions to the city. Our evidence has indicated we could secure up to 40% affordable housing on these strategic extensions, which will go a significant way towards meeting our identified housing needs.
- Delivering economic growth and high-quality jobs that maintains the city's role as an economic powerhouse in the South East of England. The Housing and Economic Needs Assessment has identified the need for us to plan for significant future job growth. This includes the opportunity to establish a tech and innovation focus within the city centre.
- Creating a vibrant and thriving city centre that is home to a much larger community with a mix of housing, shopping and leisure opportunities, new and expanding business, a new events arena and a new undergraduate university. This has been informed by an extensive Central Milton Keynes Growth Opportunity Study that has considered the potential to enhance the role of the city centre.
- Aligning growth with the establishment of a new fast Mass Rapid Transit system that allows people to move around the city with ease, alongside maintaining our grid-roads as an integral part of the city's unique design and character. We are preparing an extensive evidence base, and business case, to secure the necessary investment to deliver this network alongside our growth proposals.
- Protecting the defining character of Milton Keynes, which is "better by design", and the separate identity of our numerous rural settlements. It is important that new development respects this diversity and significant proposals for growth around the city are sensitively planned to maximise the reuse of previously developed land and minimise their impact on the open countryside and rural communities.

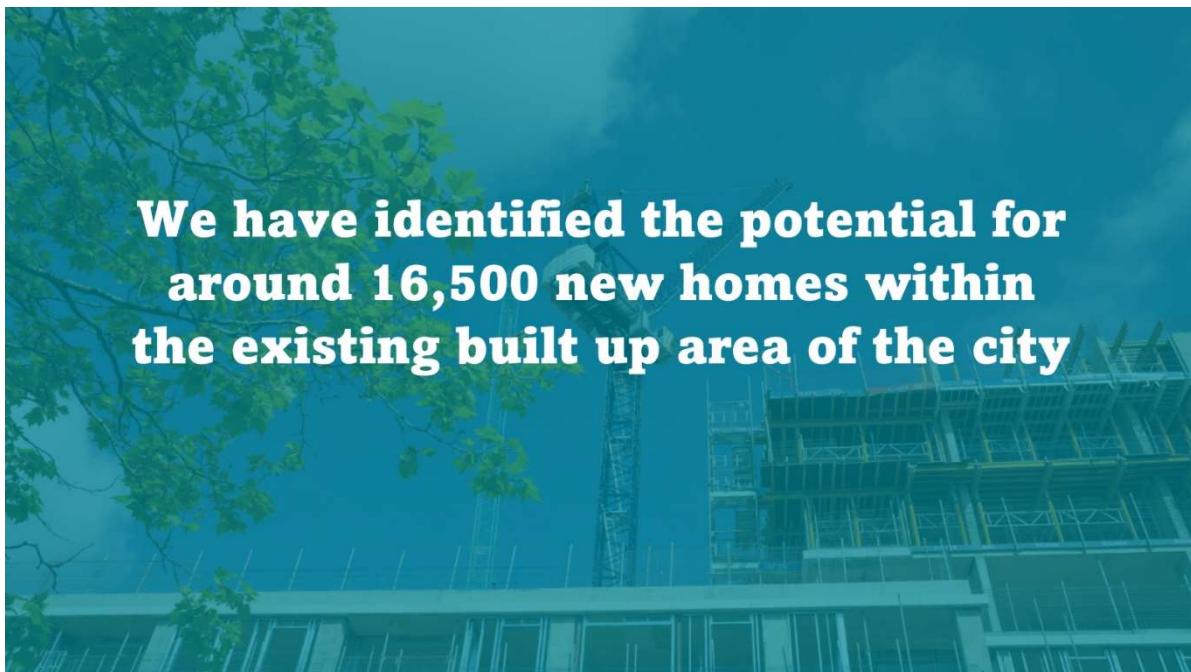
7 Reaching a population of 410k equates to around 63,000 homes between 2022-2050. This is higher than our identified Local Housing Need of 53,245 new homes established using the Government's Standard Method for calculating housing need. As a result, we are proposing that our housing requirement for the MK City Plan 2050 is a range between 53,245 and 63,000 (1,902 – 2,250 homes per annum), with the bottom end of this range (1,902) being used to calculate our five-year housing land supply and Housing Delivery Test. The upper end of the range represents our vision for the growth of the city, but it also provides a buffer on our Local Housing Need of around 18%. The use of a buffer on the identified Local Housing Need is a common requirement of Local Plans to ensure that housing need can be met, accounting for possible under delivery during the plan period. We consider a buffer of 18% to be reasonable.



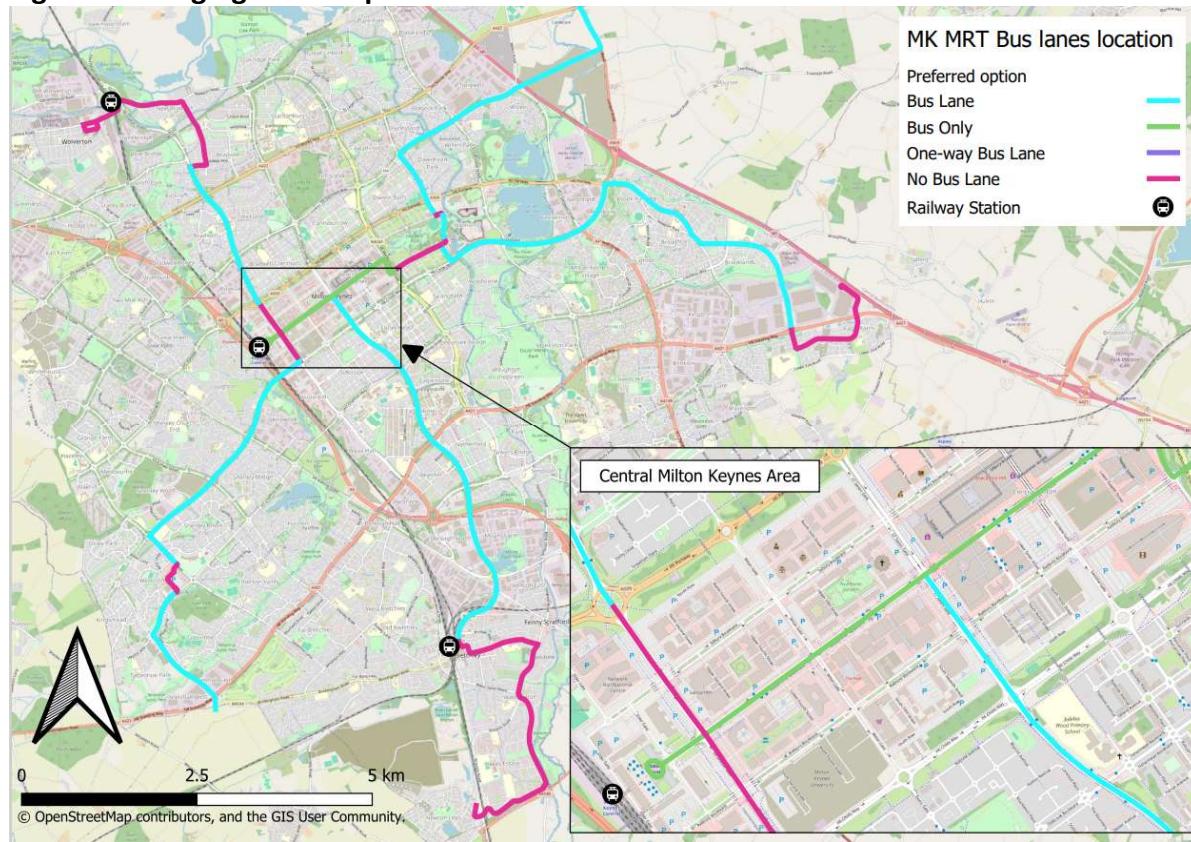
- 8 Through previous local plans, neighbourhood plans and planning permissions we already have close to 29,000 new homes due to come forward by 2050. This means the MK City Plan 2050 will seek to allocate land for a further 24,000 to 34,000 new homes by 2050.
- 9 A recommended growth option was presented in the Strategy for 2050 which would have seen growth directed towards CMK, Olney, east of the M1/Newport Pagnell, west of Cranfield, Woburn Sands and the Brickhills. The recommended growth option was informed by evidence but was still only indicative and these options, together with a range of others, required testing through the preparation of a local plan – the MK City Plan 2050. A wide range of evidence has since been commissioned to inform the preparation of the MK City Plan 2050, including a full Call for Sites, Land Availability Assessment, Central Milton Keynes (CMK) Growth Opportunity Study, Sustainability Appraisal, Housing and Economic Development Needs Assessment, Whole Plan Viability Study, Infrastructure Study and Strategy, Carbon and Climate Study and a range of other environmental studies. The recommended growth option, alongside other options, has been tested in several ways through the evidence base. Our wide evidence base has been complemented by a broad and deep programme of stakeholder engagement to inform what growth should look like and what outcomes it needs to support. Taken together, this work has informed the preparation of a draft strategy for growth set out below. This strategy, and the work undertaken to inform it, is explained further in the ‘Our Growth Strategy Topic Paper’ and has been supported by the Regulation 18 Sustainability Appraisal.
- 10 In preparing the Regulation 18 draft MK City Plan 2050, we have liaised with neighbouring planning authorities through the Duty to Cooperate. This will continue during the consultation period and in preparation for the Regulation 19 plan, with Statements of Common Ground being drawn up as relevant. Proposals for future growth, including those aligned to any new national initiatives or investment, that emerge after the MK City Plan 2050 has been prepared and submitted for examination would need to be addressed either through the review of the plan or the preparation of a Supplementary Plan.

### Maximising opportunities in the city

- 11 This programme of work has now culminated in a draft spatial strategy and set of allocations for the Regulation 18 stage. In line with our evidence and national planning policy, we have sought to maximise growth in the most sustainable locations and have identified the potential for around 16,500 new homes within the existing built-up area of Milton Keynes City. This represents between 48 – 68% of the additional growth to 2050 that the MK City Plan is seeking to allocate.



- 12 Directing growth to locations within the existing city will help us tackle climate change and support residents in accessing opportunities that enable them to lead healthy lives. Our Carbon and Climate Change Study indicates that growth centred around the city, which is also linked to a new Mass Rapid Transit system, will enable us to limit carbon emissions quicker in the future. Alongside securing high levels of energy efficiency through new housing and commercial development, this will help us make a substantial contribution towards tackling climate change.

**Figure 1 Emerging Mass Rapid Transit Routes**

- 13 Through our work to explore opportunities for growth in Central Milton Keynes and Bletchley, we have identified the potential for 12,000 homes during the plan period. Growth in these locations would support our aims for investment and renewal of Central Bletchley and deliver transformational growth in Central Milton Keynes to make the city centre a more vibrant, exciting and liveable place. Aligned with our work on exploring a new Mass Rapid Transit (MRT) system, we have undertaken some initial work to identify what potential there may be for growth located in and around potential new MRT stops or hubs within the existing built-up area of the city, referred to as Transport Hubs. While further work is needed to understand this potential better, we are confident that there is significant scope for growth aligned to MRT and have made an initial estimate for 2,500 new homes to come forward in this way across the built area of the city.
- 14 Given the unique way in which Milton Keynes has evolved as a city, there are few significant brownfield sites or opportunities within the existing built-up area. However, we have identified two opportunities which do represent strategic brownfield opportunities that together could provide around 2,000 new homes – Wolverton Railway Works and Walton Hall Campus. Wolverton Railway Works has long been established as a prime brownfield redevelopment opportunity and already has local support through the Wolverton Neighbourhood Plan. We want this opportunity to be realised to the benefit of Wolverton and the wider city. The other potential opportunity for strategic brownfield redevelopment is the current Open University campus in Walton Hall. The Open University is currently considering the future of their campus and is entertaining the possibility of moving their base into Central Milton Keynes and introducing new undergraduate residential teaching alongside their current distance learning model. The Council would be

supportive of this move as it is aligned with our ambition for a new undergraduate residential university to have a presence in the city centre. Should this happen, the current campus in Walton Hall would represent a unique opportunity to create a new residential community within the city, with around 1,600 new homes alongside a range of community amenities. There is still uncertainty around the future of the Open University's campus and teaching offer, so discussion with the Open University will continue during 2024 on the potential for redevelopment of the Walton Hall Campus.

- 15 We are aware that there may be other significant opportunities for renewal and regeneration associated with some of the original estates in Milton Keynes, such as Netherfield and Beanhill. These could also be locations for new homes, as part of any future regeneration programmes. However, these opportunities need to be explored across the Council together with the local communities to understand what the desired aspirations and outcomes are for these communities. This means we cannot, at this time, indicate how many new homes could come forward in these locations.

### **Expanding the city**

- 16 Several opportunities for sustainable growth beyond the current built up area of the city have been identified and assessed through preparation of the plan, principally through our Land Availability Assessment and Sustainability Appraisal. The conclusion of this work has led to five locations being preferred at this time for inclusion within the Regulation 18 MK City Plan. These represent strategic scale sites which provide the opportunity to deliver a significant number and mix of homes that help meet our identified housing needs and vision for growth, whilst being capable of providing significant supporting infrastructure.
- 17 The largest of these is our Eastern Strategic City Extension which we estimate can provide around 16,000 homes in total (7,500 by 2050) which would represent a major extension to the city, consisting of separate built areas or districts within it. This site would expand the city boundaries beyond the already planned Milton Keynes East Strategic Urban Extension, which was allocated in Plan:MK and has received planning permission. A key characteristic of this growth location would be its transit-oriented layout and design – new homes and community amenities would be built around new Mass Rapid Transit services and new active travel routes, founded upon our people friendly and healthy places principles, to support more sustainable modes of movement. The Eastern Strategic City Extension would also provide additional employment land and an opportunity to deliver much needed Gypsy and Traveller pitches, further helping us to meet our identified needs.
- 18 We are also proposing to allocate East of Wavendon Strategic City Extension which has potential for around 3,000 new homes to be delivered between 2038 and 2050. Delivery of this site is intended to commence once the currently planned growth to the south and south-east of the city is substantially completed and their full effects on infrastructure to be demonstrable and factored into the planning of the East of Wavendon Sands Strategic City Extension. Current planned growth includes the South East Milton Keynes Strategic Urban Extension which has already been allocated in Plan:MK and we intend to roll forward this allocation from Plan:MK. Delivery of East of Wavendon beyond 2038 will also allow us to explore opportunities for cross-boundary growth with Central Bedfordshire, should land adjacent to Milton Keynes in this area be earmarked for development by Central

Bedfordshire Council in their emerging local plan. As with the Eastern Strategic City Extension, this site will also be shaped around new Mass Rapid Transit services, with a route and link through the site, to support more sustainable modes of movement.

- 19 Further to the south we are proposing to allocate another two Strategic City Extensions – South of Bow Brickhill and Levante Gate. Whilst these are smaller strategic sites, of 1,500 and 1,250 respectively, they still represent good opportunities for providing a significant number of homes to meet our needs and vision for growth and are large enough to provide a suitable range of social infrastructure and community amenities. The development of community amenities at Levante Gate will also be of benefit to the new community at Eaton Leys. Our evidence base indicates that the sites are in more sensitive locations in terms of landscape. Growth in these locations will need to be landscape-led, fully informed and shaped by appropriate landscape surveys and impact assessments to ensure the important setting and context of the Brickhills Special Landscape Area are sensitively responded to.
- 20 Our final Strategic City Extension would be at Shenley Dens, southwest of the Western Expansion Area and west of Grange Farm. This site would provide around 1,000 new homes. This site is also within an area of more sensitive landscape. The development of this site would need to be landscape-led, fully informed and shaped by appropriate landscape surveys and impact assessments to ensure the important setting and context of the Calverton Special Landscape Area is sensitively responded to.
- 21 To assist in the delivery of the strategic allocations, we intend to prepare Concept Statements which will be informed by the evidence based and final Infrastructure Study and Strategy and incorporated into the proposed submission Regulation 19 MK City Plan 2050. These will provide guidance on how site-specific issues may spatially impact on the development of an allocation, for example:
  - The potential distribution of uses within the site.
  - How water management or flood risk considerations might direct built development within a site; or
  - The likely access points that would connect the allocation to the surrounding highway network.
- 22 It will also be informed by site-specific viability testing, which will inform the final wording of the allocation policies. This will ensure that the infrastructure requirements necessary to support the development of these sites can be viably delivered.

### **Role of Neighbourhood Plans and small sites**

- 23 As identified in Policies GS1 and GS2 below, we still expect local communities to plan for growth that responds to their own local ambitions and needs through Neighbourhood Plans. This includes communities within the city as well as those beyond, in Olney and villages within Tier 2 of the settlement hierarchy. Where groups want to prepare or review a Neighbourhood Plan, we intend to continue our current approach of recommending a nominal housing figure to plan for (currently, we advise at least one dwelling). We always encourage groups to gain a close understanding of their specific local housing and other

development needs. This should be informed through conversations with the local community about how a Neighbourhood Plan can positively shape and deliver this growth. Through this route, we expect an additional, but unquantified, number of homes to come forward by 2050, complementing the growth locations set out in the MK City Plan 2050.

### **Delivery**

- 24 The Council is exploring access to a wider range of mechanisms that will enable greater democratic control over the delivery of its growth programme, including the timely delivery of infrastructure. The outcomes of this ongoing work will inform the MK City Plan as it develops.
- 25 Within Central Milton Keynes, the Council continues to work closely with Milton Keynes Development Partnership (MKDP). MKDP is the Council's wholly owned development company, which owns a significant amount of land in the city centre which it intends to develop over the coming decades, in partnership with other investors, developers and landowners.

## Our spatial strategy

- 26 This strategy seeks to protect the character of our villages and communities, which are principally located to the north of the city. In these locations the MK City Plan does not propose to allocate sites for strategic new developments. As noted above, we would expect the relevant Town and Parish Councils to identify opportunities to deliver the growth their communities need through a locally prepared Neighbourhood Plan.

### Policy GS1 Our spatial strategy

**Policy type:** Strategic

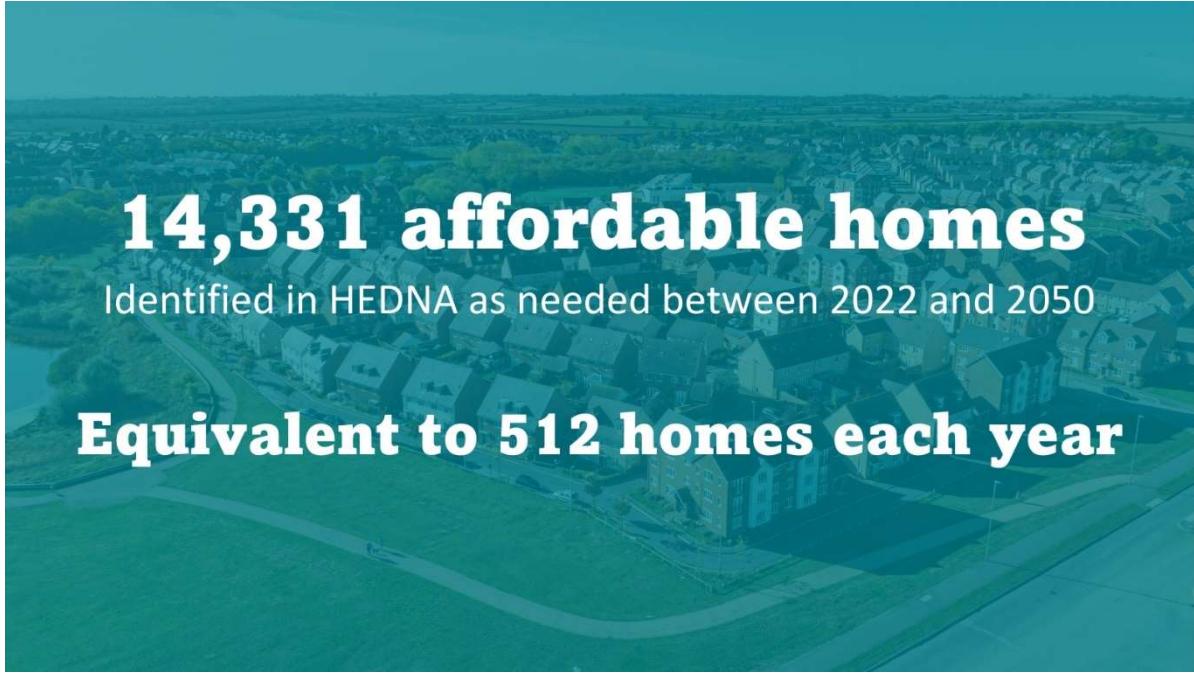
**Objectives:** all

**Site/sub-area:** n/a

- A. The development of land for new homes and employment within Milton Keynes up to 2050 will be directed toward locations in accordance with the following settlement hierarchy.
1. Tier 1 – the designated urban area of Milton Keynes City, as shown on the Policies Map, will be where the considerable majority of development that meets our identified need for homes and jobs over the plan period will be provided.
  2. Tier 2 – development in Olney and rural settlements should focus on meeting local needs and be located within defined settlement boundaries, including locations identified in relevant made neighbourhood plans.

## Delivering on our needs and ambition for homes

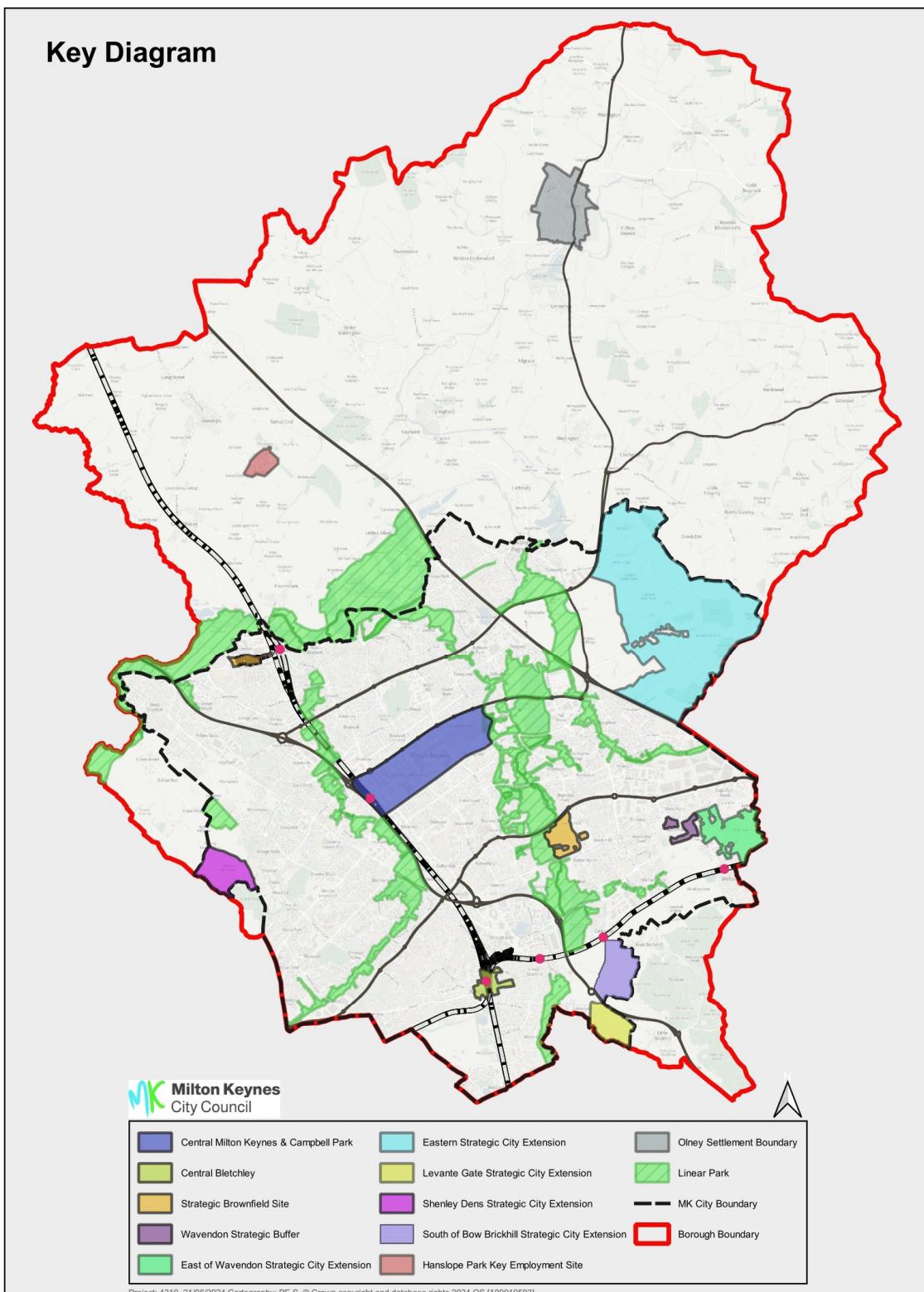
- 27 The MK City Plan seeks to deliver balanced growth across a wide range of different sites which:
- Focuses on regenerating and reusing previously developed land, commonly referred to as brownfield land, to deliver as many new homes as possible.
  - Maximises the delivery of new affordable housing.
  - Delivers growth that enables residents to move around the city via a fast Mass Rapid Transit system while maintaining our unique grid roads.
- 28 The scale of housing growth that will take place through to 2050 will enable us to deliver significant numbers of affordable houses. Our affordable housing requirements are set out in Policy HQH1 and will see our larger urban expansion sites, which are taking place on previously undeveloped land, deliver 40% affordable housing. In total, the plan could deliver 16,827 affordable homes, which is greater than our total identified need of 14,331 affordable homes. This will make a very significant contribution to meeting the housing needs of our residents.



**14,331 affordable homes**

Identified in HEDNA as needed between 2022 and 2050

**Equivalent to 512 homes each year**



<b>Policy GS2 Strategy for homes</b>	
<b>Policy type:</b> Strategic	
<b>Objectives:</b> 9, 10	
<b>Site/sub-area:</b> n/a	
<p>A. To ensure our minimum housing requirement is met, the MK City Plan 2050 will provide for between 53,245 and 63,000 new homes over the period 2022-2050 across Milton Keynes. In line with our spatial strategy within Policy GS1, new homes will be delivered in accordance with the locations set out in Table 1 and through:</p> <ol style="list-style-type: none"> <li>1. The regeneration of existing estates within the designated urban area of Milton Keynes in line with Policy HQH4;</li> <li>2. Neighbourhood plan-led development within or adjoining key settlements, villages and other rural settlements of a scale appropriate to the size, infrastructure capacity and range of amenities of the relevant settlement; and</li> <li>3. The development of small and other brownfield opportunity sites within designated settlements as windfall homes.</li> </ol>	
<b>Table 1 Summary of proposed housing land supply 2022-2050</b>	
Allocation/Location	No. of homes to be delivered by 2050
Completions and Commitments 2022-2050 (includes completions 2022/23 and 2023/24, sites under construction, sites with planning permission, and existing allocations including South East Milton Keynes and Milton Keynes East)	29,075
Central Milton Keynes and Campbell Park	11,000
Central Bletchley	1,000
Transport Hubs (growth around stops and hubs along emerging Mass Rapid Transit routes within the existing built-up area of the city)	2,500
Walton Campus Strategic Brownfield Site	1,600
Wolverton Works Strategic Brownfield Site	400
Eastern Strategic City Extension	7,500
East of Wavendon Strategic City Extension	3,000
South of Bow Brickhill Strategic City Extension	1,500
Levante Gate Strategic City Extension	1,250
Shenley Dens Strategic City Extension	1,000
Other small and brownfield sites (sites providing <10 homes and non-strategic brownfield)	3,000

opportunity sites, providing 115 homes per year for the period 2024/25 to 2049/50)	
<b>Total housing supply</b>	<b>62,825</b>

- A. Proposals for development within strategic allocations outlined in Table 1 will be required to be brought forward in a strategic, integrated and comprehensive manner.
- B. Homes for older persons and those with specific needs will be provided as part of our identified need of 53,245 new homes over the plan period. The primary source of supply will be through Strategic City Extensions as outlined in Policies GS2 and GS14-18, alongside windfall schemes in other locations in line with our spatial strategy in Policy GS1.
- C. Provision of 29 new pitches for Gypsies and Travellers will be made over the period 2022-2040 within the allocated South East Milton Keynes Strategic City Extension and Eastern Strategic City Extension in line with Policies GS14 and HQH14.
- D. Development proposals within defined settlement boundaries will be supported where they comply with the spatial strategy contained in Policy GS1.

## Supporting economic prosperity

- 29 Milton Keynes is an economic powerhouse and one of the fastest growing areas in the UK both in terms of population and jobs. In the decade from 2012 to 2022, job numbers increased by 32,000 (19.7%) to 194,000 jobs in 2022. Milton Keynes has more jobs than its working-age population, providing residents with opportunities to access a wide range of jobs, and this is expected to continue. As the largest settlement in the southeast of England outside London, the city is of national economic importance, with an economy worth £16.2 bn in 2022, larger than the city of Cardiff. Most jobs in Milton Keynes are service sector jobs with a high proportion of knowledge economy jobs. With 30,000 jobs in 2022, the wholesale and retail trade is the largest sector in the local economy, making up 16.7% of jobs. Other major sectors of the local economy include education, logistics and/or warehousing, health and social work, administrative and support service activities, professional, scientific and technical activities, and information and communications.



- 30 As a Council, our focus is on supporting the technology, digital, and creative industries, and we recently adopted the **Milton Keynes City Technology Smart City Digital and Creative Industries Strategy 2024-2029**. One in every three jobs in the city<sup>1</sup> are estimated to be in technology, and the creative industries sector has experienced strong growth in the past ten years. In the tech sector, focusses on data science, artificial intelligence, and high-performance engineering are emerging. Our strategy sets an ambition for a tech, design, and innovation quarter within Central Milton Keynes to establish a physical home for the tech sector within the city. The city is already recognised as a leading UK Smart City, with its unique urban design allowing the city to be used as a testbed for new technologies, including connected and autonomous vehicles, drone deliveries, and advanced communications. This will help contribute towards a thriving city centre that includes a mix of housing, retail, businesses, a new undergraduate university and events arena.
- 31 The logistics industry has exhibited strong growth in recent years, with many large warehouses constructed within the city. In 2022, it employed 17,000 workers, 9.4% of all jobs in Milton Keynes, significantly higher than the Great Britain average of 5%, indicating the Milton Keynes has been a good location for this sector due to the M1 corridor and close to large markets in London and Birmingham. While demand in this sector remains strong, opportunities for further growth in Milton Keynes are diminishing due to the lack of suitable land to accommodate the specific needs of this sector.



- 32 Milton Keynes' specialisation in Information and Communications, employing 12,000 people, reflects its strength in computer consultancy activities. The city also has several national and international companies involved in financial and insurance activities, many of which are located within city centre offices. As demonstrated by Santander who have constructed their new UK headquarters (Unity Place) in the city centre by Milton Keynes Central Station, which also hosts their European data science centre.
- 33 The availability of skilled workers can affect economic growth. Businesses in Milton Keynes frequently raise the lack of skills as one of their largest challenges, with 45% of businesses in the **SEMLEP Business Survey 2023** reporting difficulty recruiting the right skills, albeit this was down from 54% in 2021. At 4.4% in 2022, the number of people in Milton Keynes with no qualifications is now lower than that in the Southeast (4.9%) or in Great Britain (6.8%).



- 34 To maintain a suitably skilled and educated workforce (without over relying on in commuting), the development of institutions that create the skills to meet the needs of local employers must be a priority. The city is the largest in Britain with no residential undergraduate university, which has implications for both skills' development and for the Milton Keynes economy itself. Many young people leave Milton Keynes to go to university, never to return. The MK City Plan 2050 can play a role in helping to deliver a dedicated residential university that supports the development of a skills pipeline (from Further Education through to Post-Graduate), complementing the post-grad distance learning provided by the Open University and the South-Central Institute of Technology skills at MK College in Bletchley. Support for a residential university in CMK is outlined further in the CMK chapter of this plan.
- 35 Milton Keynes has a high start-up rate for new businesses, and most businesses in Milton Keynes are micro-businesses employing nine employees or less. In 2023, there were 10,950 of them making micro-businesses, 89% of all businesses in Milton Keynes. Although hybrid working has increased, the number of micro-businesses in Milton Keynes emphasises the importance of maintaining a supply of affordable business space and start-up accommodation to meet future business needs. Proposals for the provision of accommodation to enable micro and start-up incubators to grow and expand will be supported. Such accommodation could include business incubator units, which are spaces often linked to Universities, Colleges or other organisations that may offer flexible 'easy in-easy out' lease agreements. Some offer shared work space or 'hot-desking' arrangements, usually linked to specialist support or advice from the host organisation and shared spaces for networking and the exchange of ideas.
- 36 Our Housing and Economic Development Needs Assessment (HEDNA) report sets out a quantitative analysis of what employment land might be required to support economic growth over the course of the plan. This has identified several challenges and trends:

- Need to replace and repurpose ageing stock of commercial floorspace (office, industrial and warehousing floorspace) within the area. The amount of floorspace required to replace ageing commercial floorspace is greater than the amount of floorspace forecast to be required by economic growth.
- Forecast need for around 480,000 – 520,000 square metres of office floorspace should be considered in the MK City Plan 2050. Most of this office development, at around 300,000 square metres, will occur in CMK in line with both occupier and policy requirements.
- Forecast need for around 420-580 hectares of land for warehousing and general industrial purposes, most of which is for warehousing. Taking account of land already due to come forward and new employment sites totalling 275.5 hectares, this means a remaining need of 144.5 to 304.5hectares of land.

37 The MK City Plan 2050 can play an important role in supporting the economy. Principally, it can do this by facilitating the redevelopment and intensification of employment land or buildings, the provision of a range of new employment land, and the protection of existing employment sites from change of use to ensure variety in the location, scale and type of land that can cater to a wide range of sectors. The MK City Plan 2050 can also support the delivery and expansion of education and skills activities and promote the development of supporting infrastructure (particularly communication infrastructure, including transport). In previous plans, it is evident that the bulk of new land that has been allocated has been for logistics and warehousing due to the significant demand for growth in this sector. As noted above, opportunities to continue this trend are very limited. There must be a wider consideration of how other sectors and businesses of different sizes and maturity can be supported to maintain Milton Keynes' economic success through a variety of sectors and specialisms. Our proposed approach for achieving this is set out in Policy GS3 below. This includes clear support for the creation of smaller units or workshops to help ensure there are affordable and appropriate business premisses for start-ups and smaller businesses.



38 CMK is the main location for office development within the city. As a main town centre use, in line with the sequential approach, office development will be focussed there. Many firms prefer to be in CMK because of the benefits of being in a central, easily accessible location with access to shopping, leisure and entertainment facilities and proximity to other businesses. However, the city has a legacy, firstly, of employment areas being developed for offices at various locations outside CMK for example Caldecotte, Linford Wood and Knowlhill. Secondly, a legacy of sites within employment areas being allocated for office use amongst other uses such as research and development, for industry and storage or distribution uses, now use classes E(g)(i-iii), B2 and B8.

- 39 While some office floorspace is often provided within industrial and warehouse buildings ancillary to the main use of the building for industrial and warehousing purposes. Not all firms prefer to be in an office within the city centre, they may have reasons why they prefer a location within an employment area. A good example of this was Volkswagen Financial Services at Tongwell, this office could not be accommodated within the city centre as it required an extensive area for vehicle parking and storage. However, it could be accommodated within an employment area within the city. In cases where firms seek an office development on an employment area in line with the sequential test in Policy ECP3, applicants for planning permission must provide evidence why their office development cannot occur within a town centre.

### **Policy GS3 Strategy for economic prosperity**

**Policy type:** Strategic

**Objectives:** 12

**Site/sub-area:** n/a

- A. Over the plan period the development of employment land, as shown on the Policies Map, that supports our economic prosperity will be directed to locations outlined below to help meet our identified needs for employment land:
1. Around 300,000 square metres of office, education or research and development uses will be provided within Central Milton Keynes, and in particular the 'Downtown' business quarter consisting of Blocks A1-4, and B1-4 in line with the Central Milton Keynes Development Framework Area Policy.
  2. Provision is made for approximately 275.5 hectares of land in the designated urban area of Milton Keynes City as shown in Table 2.
- B. To help support the sustainable reuse of buildings, development proposals for the refurbishment of existing buildings to enable their continued use for employment will be supported, with strong support for proposals within the 'Downtown' quarter of Central Milton Keynes.
- C. Development proposals related to the operation and/or expansion of further and higher education institutions will be strongly supported.
- D. Development proposals associated with other training, learning or skills development will be strongly supported.
- E. Development proposals associated with the provision of superfast broadband and wireless communications will be supported.
- F. Development proposals associated with maintaining, improving or delivering new mass rapid transit, public transport and/or active travel modes will be strongly supported.

- G. Proposals which provide additional floorspace associated with research and development uses, and/or intensify employment uses within the boundary of existing employment sites, will be strongly supported.
- H. Proposals providing flexible employment floorspace, business incubator units, ancillary workshops, and serviced office accommodation will be supported.

**Table 2 Proposed MK City Plan 2050 Employment Land Supply**

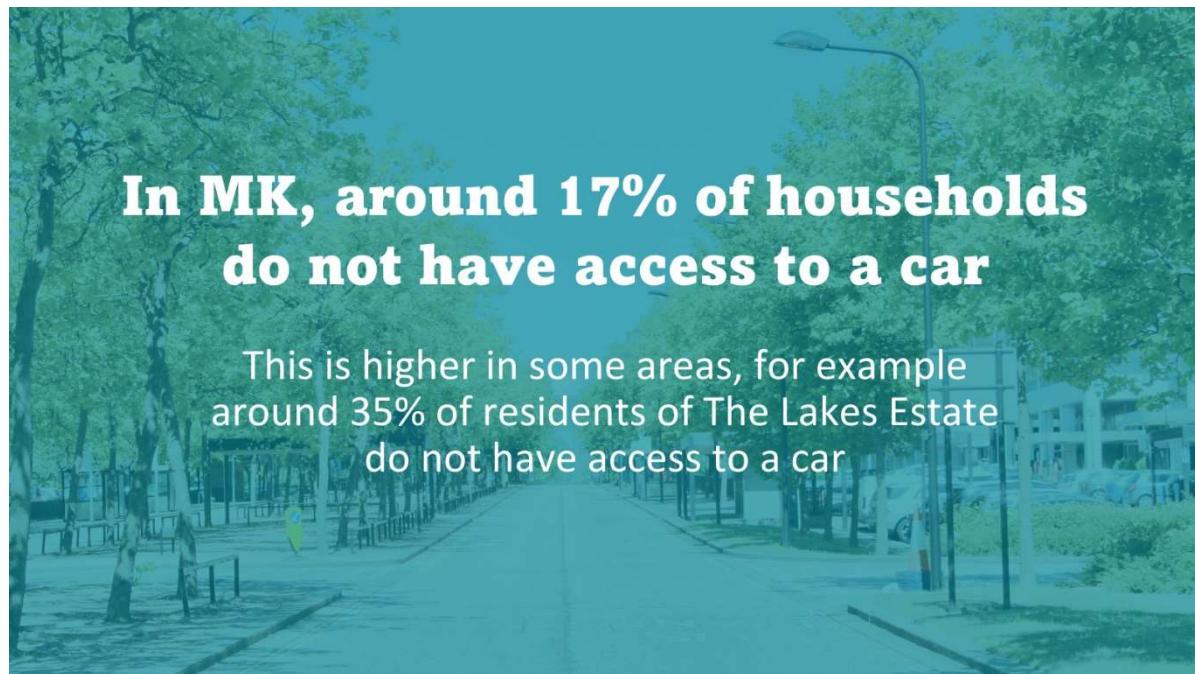
<b>Location</b>	<b>Remaining supply (hectares)</b>	<b>Specific permissible uses within Class E and classes B2, B8, and C2</b>
Bletchley Brickfields/Newton Leys	2.4	Offices, Research and development and Industrial processes; General Industrial, Storage or distribution
Crownhill	1.2	
Fox Milne	1	
Knowlhill	2.9	
Milton Keynes East	105	
Mount Farm	1.9	
Walton	2.2	
Western Expansion Area	17	
Wolverton	2.6	
Wolverton Mill East & South	3.6	
Elfield Park	7.7	Offices, Research and development and General Industrial, Storage or distribution
Pineham	10.9	General Industrial, Storage or distribution
Redmoor	1.7	
South Caldecotte	56.8	
Caldecotte	0.6	Offices, Research and development and Industrial processes; Storage or distribution; Residential institutions- Training Centre
Linford Wood	3.2	Offices, Research and development and Industrial processes
Shenley Wood	9.7	Offices, Research and development and Industrial processes; General Industrial, Storage or distribution; Residential institutions- Training Centre; Provision of education
Snelshall West	5.1	Offices, Research and development and Industrial processes. General Industrial, Storage or distribution

Eastern Strategic City Extension	40	Offices, Research and development and Industrial processes
<b>Total</b>	<b>275.5</b>	

N.B. Land for mixed use development in Central Milton Keynes excluded.

## Creating people friendly and healthy places

- 40 Planning has a strong influence on people's health. It can promote healthy and safe communities and enable and support healthy living, especially where this would address identified local health and well-being needs.
- 41 Overall health in MK, including average life expectancy, is broadly like England as a whole. However, there are distinct inequalities in health outcomes across our communities, which the MK City Plan 2050 can help address.
- 42 While people tend to think of physical activity as involving intense exercise, the most important form of activity for most people's health is walking. Walking as part of day-to-day activities will form most of the activity for most adults. Levels of walking as part of travel are low in MK. Around 19% of adults undertake some walking as part of their journey to or from work, compared to 29% for England as a whole. Walking for travel, as part of everyday life, is frequently not consciously planned by individuals and is heavily influenced by people's surroundings.



- 43 Compact urban design and mixed land uses (i.e., mixing residential areas with shops, workplaces and leisure facilities), provide many things for people to do within walking distance of where they live and work. They also help make public transport services viable, which also supports people to be active. Evidence shows there is a positive link between denser urban areas and higher levels of physical activity and lower levels of obesity. This

pattern was seen after accounting for other important factors, including age, ethnicity and deprivation.

- 44 The provision of parks, green and blue spaces, as well as leisure centres and community buildings, create opportunities for further physical activity and supports mental health. The overall layout of MK was designed with the car in mind (e.g. the grid road network, and extensive areas of parking within CMK). However, there are surprisingly high levels of people who do not have access to a car (around 17% of households in MK do not have access to a car), which increases noticeably in some parts of the city (around 35% of residents on the Lakes Estate do not have access to a car). Not having access to a car makes people more reliant on walking, cycling and public transport, and can lead to greater isolation of those residents.
- 45 There are also ways in which the MK City Plan can shape people's options to eat healthily, by promoting access to healthy food options, limiting access to less-healthy options (e.g. takeaway food outlets) or preventing 'food deserts' – neighbourhoods without any local shops or supermarkets selling groceries. The MK City Plan will influence how MK develops and can affect these factors.
- 46 There are important links between planning and health. To help embed this in the plan, we have developed an overarching strategic policy to guide our strategic allocations, which other policies in the MK City Plan expand upon and help deliver. It may be that this policy evolves further to capture all development proposals and fully embed health into development of all scales, which we would welcome views on.
- 47 One of the main levers planning has to help create people-friendly and healthy places is by ensuring new development contains the appropriate range of community amenities, in the right locations, and delivered in a timely manner. This help create the people-friendly and health places described in the box shown, supported a framework of catchment distances provided as guidance in Table 3.

## People Friendly and Healthy Places

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

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

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

- 48 Each community has unique needs, and this will affect the types and scales of active travel and other transport connections which are most appropriate. We are proposing a framework of **community amenities** and **catchment distances** for the majority of new homes within a development to guide the design and consideration of development proposals. This framework could also be used to guide other development proposals or transport interventions that increase accessibility to these community amenities.

**Table 3 Proposed framework of community amenities and catchment distances**

Community amenity	Catchment distance from amenity for majority of new homes (metres)
Bus stop, and active travel stands	400m
Mass Rapid Transit stop/hub	600m
Open space	Various based on type (see Open Space Standards in Annex B)
Grocery shop	800m
Primary health care facility / pharmacy	800m
Pre-school / Primary school	800m
Indoor/outdoor recreation centre	800m
Allotments	800m
Cafe	800m
Hairdressers/barbers	800m
Library	800m
Community Facility (Meeting places/halls, cultural buildings, and places of worship)	1,000m
Places of Worship	1,000m
Cultural Buildings	1,000m
Public House	1,000m
Employment floorspace/co-working spaces	1,000m or within 400m/600m of bus or Mass Rapid Transit stop with services to/from employment areas

- 49 The catchment distances outlined within Table 3 are based on a literature review of good practice and guidance on creating neighbourhoods that are people friendly, walkable and healthy. It is not proposed to require all homes to be within the specified distances. However, it will provide useful guidance for applicants and decision-makers when

considering the appropriate mix and distribution of amenities, as outlined in Policy GS4, which help meet the everyday needs of new residents.

### **Policy GS4 Strategy for People Friendly and Healthy Places**

**Policy type:** Strategic

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

**Site/sub-area:** n/a

- A. Strategic development proposals will be required to promote good physical and mental health by:
  - 1. Providing an appropriate mix and distribution of social infrastructure and community amenities in line with Table 3, and Policies GS9, PFHP2 and PFHP3 to help meet the majority of everyday needs within a short walk, cycle, wheel or scooter of their homes;
  - 2. Providing transport and movement solutions within a movement hierarchy that firstly prioritises active travel modes, secondly maximises public transit and transport, and finally accommodates other modes;
  - 3. Providing safe, direct and accessible routes for active travel, including walking, cycling, wheeling and scooting, to everyday services and facilities;
  - 4. Creating places that relate well to the surrounding area in terms of density, scale and materials;
  - 5. Creating a public realm that is safe, attractive and which promotes social cohesion and inclusivity;
  - 6. Providing accessible, well-designed and affordable housing including for people with specific needs; and
  - 7. Being resilient to a changing climate, maintaining or improving air quality and noise pollution, and neighbourhood amenity.

## **Meeting our retail needs**

- 50 Milton Keynes is a major regional centre for retail and leisure, drawing people in from midlands, east and south-east regions. At the heart of this is the Shopping Centre within CMK, but our other centres around the city are equally vital to this success.
- 51 Changes to shopping trends and national planning policy on town centres and retail use classes present a major challenge to planning for retail and high streets, which has resulted in the nature of high streets and shopping destinations evolving considerably since Plan:MK was adopted in 2019.
- 52 In forecasting how much retail floorspace development is required in the future, a distinction is made between convenience floorspace (for essential items like groceries) and comparison floorspace (for items not brought on a less frequent basis, for example televisions and white goods).

- 53 Two sets of forecasts in the Retail and Commercial Leisure Study (RCLS) have been produced based on different assumptions about housing growth. Scenario A assumes housing growth of 1,902 dwellings per annum with a 2050 population of 384,000, and Scenario B assumes housing growth of 2,265 dwellings per annum with a 2050 population of 410,000. The study also forecasts the capacity for new convenience (food or grocery) and comparison (non-food) retail floorspace in CMK and in the rest of the MKCC area outside CMK.
- 54 Our evidence on the future growth of retail indicates that, under scenarios A and B, there is no capacity in terms of expenditure to support additional convenience floorspace in CMK until after 2050. There is potential for comparison goods expansion from 2026 to 2050 under both scenarios. At 2030, this is estimated as being between 8,090 and 12,713 square meters net (Scenario A) or between 9,355 and 14,669 square metres net (Scenario B). At 2050 capacity for comparison goods is estimated in CMK as being between 37,348 and 58,690 square metres net under Scenario A or between 42,125 and 66,196 square meters net under Scenario B.
- 55 For the rest of the MKCC area outside CMK, there is capacity by 2026 to support additional convenience floorspace under both scenarios. By 2030, under scenario A, this capacity is forecast at 3,059 to 4,188 square meters net; under scenario B this requirement is 3,484 to 4,769 square metres net.
- 56 Across Milton Keynes, it is not until 2030 that there is demand for additional comparison floorspace (e.g., department stores and non-food retail) when the forecast indicates a requirement of between 6,678 to 10,494 square meters net of floorspace under scenario A and 8,203 to 12,891 square meters of floorspace under scenario B. At 2050 capacity for comparison goods is estimated in the rest of the MKCC area as being between 42,227 and 66,356 square metres net under Scenario A or between 48,083 and 75,558 square meters net under Scenario B. The authors of the Retail and Commercial Leisure Study stress, given economic uncertainties and pressures on the retail sector, the need to treat long-term forecasts with caution. Pressures for new retail development will be accommodated within centres listed in the retail hierarchy below. In the case of CMK, short term pressures for additional comparison floorspace may be accommodated by the occupation of vacant shop units.
- 57 For most categories of leisure provision, the current provision of leisure facilities would support future populations. However, a deficit is projected in the provision of facilities such as restaurants and bars. For the purposes of the policies below and elsewhere in the plan, retail development is class E(a), but some forms of retail development are in a different use class. Shops not exceeding 280 square metres selling essential goods are in class F2(a), and retail warehouses are sui generis- in a class of their own.
- 58 Further details about where people shop and how catchment populations around individual centres are expected to change over the plan period can be found in the Retail and Commercial Leisure study, which is one of the evidence base studies for this plan.
- 59 We expect that most of the future requirements for retail and leisure floorspace will be accommodated within existing centres but an appropriate level of provision of new shops

and restaurants, etc. will be provided to serve the needs of residents within new areas of residential development.

### Character and Function of the Retail Hierarchy

- 60 We are required to define a network and hierarchy of town centres and promote their long-term vitality and viability, allowing them to grow and diversify in a way that is resilient to rapid changes in retailing and the leisure industry. The Retail and Commercial Leisure Study has reviewed our current retail hierarchy in Plan:MK and recommended that no change is needed. The proposed retail hierarchy is shown below, with the city centre of Central Milton Keynes at the top and local centres at the bottom.

<b>Policy GS5 Our Retail Hierarchy</b>		
<b>Policy type:</b> Strategic		
<b>Objectives:</b> 3, 12, 14		
<b>Site/sub-area:</b> Central Milton Keynes (CMK) city centre, town centres, district centres and local centres.		
<p>A. To maintain and enhance the vitality and viability of centres in the retail hierarchy, proposals for additional retail development within the primary shopping area of existing town centres as defined in national policy will be supported. Proposals for other main town centre uses appropriate within town centres will also be supported. The role of each centre in the retail hierarchy is as set out in Table 4 below:</p>		
<b>Table 4 Retail Hierarchy</b>		
Retail Hierarchy	Role	Centres
1. City Centre	<p>The Primary Shopping Area (PSA) within CMK will function and develop as a regional shopping centre for comparison shopping.</p> <p>The remainder of the City Centre will cater for other main town centre uses. The City Centre will provide significant leisure functions, as well as important clusters of civic and public buildings.</p>	<p>The Primary Shopping Area of Central Milton Keynes</p> <p>City centre outside the Primary Shopping Area</p>
2. Town Centres	<p>These will cater for the daily and weekly convenience and comparison shopping and service needs of their catchment populations as well as for the populations of neighbouring suburbs.</p>	Bletchley, Kingston, Westcroft and Wolverton
3. District Centres	<p>These will function primarily as local shopping destinations catering for the</p>	Newport Pagnell, Olney, Stony Stratford, and Woburn Sands

	shopping and service needs of their local catchment populations and surrounding rural hinterlands.	
4.Local Centres	These will provide convenience shopping and service facilities to reduce car dependence and to ensure ready access by non-car owning households and other people with limited or impaired mobility.	Various

## Protecting our open countryside

- 61 As outlined above, our strategy seeks to manage new development within our open countryside and more rural settlements. This includes directing strategic growth to existing brownfield sites within the urban areas of the city or as part of an urban extension.

<b>Policy GS6 Open Countryside</b>	
<b>Policy type:</b>	Strategic
<b>Objectives:</b>	5, 7, 12
<b>Site/sub-area:</b>	Designated Open Countryside
A.	Land outside of settlement boundaries defined on the MK City Plan 2050 Policies Map, and any subsequent made Neighbourhood Plans, is designated as Open Countryside.
B.	Within the Open Countryside planning permission will only be granted for development proposals that conserve and enhance the character of the surrounding landscape and satisfy the following criteria:
1.	The development would satisfy the essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
2.	The development is for agriculture, forestry, countryside recreation, creation or enhancement of green or blue infrastructure, highway infrastructure, or other development which can be demonstrated as requiring a location within the Open Countryside;
3.	The development would represent the optimal viable use of a heritage asset or would be enabling development to secure the future of heritage assets;
4.	The redevelopment or reuse of non-residential brownfield land, and/or redundant or disused buildings, to a similar built footprint and volume of built form to that which already exists and enhances its immediate setting;
5.	Development of limited extensions or ancillary structures to existing buildings provided that their scale and visual impact do not have a detrimental impact on the open character of the countryside;

6. The development would involve the subdivision of an existing residential building; and/or;
7. New or replacement isolated homes in the Open Countryside where the design of the proposal would:
  - i. be compact and retain sufficient space around the dwelling to provide an attractive setting and protect the character of the countryside;
  - ii. not create a visual intrusion on the skyline or on the open character of the surrounding countryside; and
  - iii. be of similar scale to the existing dwelling it intends to replace; or
  - iv. be of exceptional quality, in that it:
    - a. is truly outstanding, reflecting the highest standards in architecture;
    - b. would help to raise standards of design more generally in rural areas;
    - c. would significantly enhance its immediate setting; and
    - d. be sensitive to the defining characteristics of the local area

## Strategy for renewable and low carbon energy generation

- 62 Based on analysis as part of the Carbon and Climate Study, commercial-scale wind turbine development and solar PV farm development provide the greatest potential for large-scale contributions to renewable energy generation in Milton Keynes. Small-scale renewable and low-carbon energy proposals such as, but not limited to, microgrids and community energy networks are anticipated to play a significant role as well. However, the principle for proposals such as these will be established by Policy CEA6.
- 63 To facilitate the delivery of such schemes, we are designating areas of search for wind turbines and solar development. These areas are based on an analysis of the suitability of land within the rural parts of the MKCC area, and discounts land in flood risk zone 3, as well as a range of designated sites (e.g., SSSIs) that are important for the natural habitat they provide, as well as consideration of best and most versatile land, ancient woodlands, priority habitats, scheduled monuments, MOD installations, public green spaces, urban/built-up areas, inland waters, and all woodland areas. With respect to wind turbines specifically, we have excluded areas within buffer zones around existing residential dwellings due to the likely amenity impacts of wind turbines.
- 64 The minimum power output considered viable to enable commercial solar farms to come forward is usually 5MW, due to schemes above this size qualifying for the Contracts for Difference scheme. Standalone wind turbines typically have a power rating of around 3MW (based on a typical Vestas turbine). However, this policy will apply to any standalone (i.e., not ancillary to another use on site) wind turbine or solar PV farm development within the areas specified, which will only export electricity to the grid.
- 65 We will support solar PV in other locations where they are consistent with other policies in the development plan. This will include measures that are directly aimed at tackling climate

changes through requiring sustainable construction and delivering energy-efficient homes in Policy CEA1.

### **Policy GS7 Wind Turbine and Solar PV Spatial Strategy**

**Policy type:** Strategic

**Objectives:** 6

**Site/sub-area:** Solar Farm and Wind Turbine Areas of Search

- A. The preferred areas for solar farm development (with a minimum size of 5MW) are those designated as a Solar Farm Development Area of Search, as shown on the Policies Maps.
- B. The preferred areas for wind turbine development are those designated as a Wind Turbine Development Area of Search, as shown on the Policies Maps.
- C. All proposals for solar farm and wind turbine development will be supported if it can be demonstrated that the proposals would not have unacceptable impact on the availability of best and most versatile agricultural land and would accord with other relevant policies in the Plan.
- D. Proposals involving the provision of solar PV panels and canopies above open-air and/or on multi-storey parking and on other buildings, will be strongly supported where they do not conflict with other policies in the Development Plan.

## **Hanslope Park**

- 66 Hanslope Park is a strategic location of national security importance, being home to the Foreign, Commonwealth & Development Office (FCDO) including FCDO Services, His Majesty's Government Communications Centre (HMGCC) and a number of other Government departments. Together, FCDO, FCDO Services and HMGCC deliver a range of critical IT, digital, security and logistics services to HM Government and further afield. Hanslope Park employs over 3,000 staff, making it one of the largest single employers in Milton Keynes.
- 67 The viability of Hanslope Park to play this critical role partly depends upon the suitability of the estate within the campus. Parts of the estate are decades old and may require consolidation or redevelopment, while other spaces within the campus may need to be reconfigured to allow more efficient use of the campus. There may also be the need, longer term, to expand the campus to accommodate additional or changing needs, and there is prospect of a wider masterplan and/or potential Local Development Order being prepared to guide how the campus can grow and change. To support this within the MK City Plan 2050, we are proposing to remove the current Hanslope Park campus and recently permitted car parking area from the Open Countryside designation, reconstituting it as a key employment site, as much of the intent of our Open Countryside policy is not relevant to this established, built-up estate in the rural area. This will make the process of

(re)developing the campus over time less bureaucratic while adequately managing and mitigating any adverse impacts. The policy below, together with other policies within the plan, is intended to achieve this.

<b>Policy GS8 Hanslope Park</b>
<b>Policy type:</b> Strategic
<b>Objectives:</b> 12
<b>Site/sub-area:</b> n/a
<p>A. Hanslope Park, as shown on the Policies Map, is designated as a key employment site removed from the Open Countryside. Within the designated site, proposals for redevelopment of Hanslope Park facilities will be supported subject to the following criteria:</p> <ol style="list-style-type: none"> <li>1. There is no unacceptable harm to the character and appearance of the local area;</li> <li>2. An acceptable Travel Plan for the proposal that demonstrates how sustainable transport initiatives will be maximised to minimise trips by private car and the need for additional car parking spaces.</li> </ol>

## Supporting growth with infrastructure

- 68 A feature of the approach to development and growth in Milton Keynes has always been the concept of “infrastructure before expansion” to ensure the physical and social structures required for effective growth are in place before the growth happens. This approach has led to the creation of several features unique to Milton Keynes, such as the system of grid roads and linear parks stretching across the city. Infrastructure delivery has been facilitated through the MK Tariff funding mechanism as well as through more traditional planning obligations. This includes ensuring new health facilities, schools, shops and community facilities the city needs are delivered as part of the initial phase of a development.
- 69 Planning for the future infrastructure we need, and investing in its delivery, is a priority for us. Policy GS9 provides the basis for how we will assess the contribution that new development must make towards supporting the right infrastructure, in the right place, at the right time. Other related policies set out provisions for specific sites (GS12-GS19, CMK1 and 2, CB1), and for certain infrastructure types (PFHP1 and 2, PFHP4, CEA1, CEA5-CEA10, CEA12, CEA14, and CEA16). Through the assessment of development proposals, it is important to identify those contributions that would be critical to ensuring a scheme can acceptably mitigate its impacts. Further work on the relative prioritisation of developer contributions will be considered through the Regulation 19 proposed submission version of the MK City Plan 2050.
- 70 The Milton Keynes Infrastructure Study and Strategy (MKISS) sets out a comprehensive view of what infrastructure we need to 2050 (and potentially beyond) and will provide us with an Investment Strategy that we can use to secure its delivery. The MKISS has

generated an initial Infrastructure Delivery Plan (IDP) based on the growth set out in this Plan, our emerging policy standards (specifically those referenced above), and the requirements of those who are responsible for delivering services and related physical infrastructure. The IDP might be impacted in the future by changes in policy (including Neighbourhood Plans), existing infrastructure capacity, development viability, or increases in delivery costs.

- 71 The Infrastructure Delivery Plan will be used as the baseline to assess the infrastructure impacts related to new development proposals, and more detailed guidance will be developed (for inclusion in the Plan) that can be used to calculate contributions to infrastructure.
- 72 Financial contributions from developments to support the delivery of related infrastructure, and any trigger points for its delivery, will be secured through Section 106 Agreements attached to a planning permission. These must always meet the tests set through Government Regulation.
- 73 Strategic City Extensions and large areas for development in the City will require a programme of related infrastructure, as set out in the IDP, to ensure that these areas are brought forward in a strategic and comprehensive manner. Since 2005, we have employed our unique and successful 'Tariff' mechanism to secure funding, land, and infrastructure on strategic sites. This provides a fair and equal approach to securing infrastructure delivery from large sites in multiple ownership. It also allows us to forward fund some important infrastructure so it is there at the outset for new residents.
- 74 In particular, Linear Parks form a key element of the design of Milton Keynes and should be integrated into any future expansion of the city. 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 contribute to the overall quality of life for residents by providing opportunities for formal and informal recreation, improving health and well-being.
- 75 MKISS and the finalised IDP will be used to inform the regulation 19 MK City Plan. This will expand upon the strategic infrastructure policy below (Policy GS9) to incorporate guidance that would be used to inform specific development proposals. This will include:
  - a) Development proposals that provide new and enhanced education and health facilities;
  - b) Delivery of infrastructure related to supporting the cultural wellbeing of residents and visitors;
  - c) Development to support assets that are of a city-wide scale, such as the MK Bowl.

<b>Policy GS9 Supporting Growth with Infrastructure</b>
<b>Policy type:</b> Strategic
<b>Objectives:</b> 3, 11, 12, 7, 13
<b>Site/sub-area:</b> n/a
<p>A. Infrastructure required to support growth will be considered under the following themes; transport, education, health and social care, emergency services, community facilities, green and blue infrastructure, flood risk and water management, energy, waste management, and digital infrastructure.</p> <p>B. New development that generates a demand for infrastructure will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:</p> <ol style="list-style-type: none"><li>1. Already in place and capable of accommodating the identified additional demand; or</li><li>2. Will be delivered to the standards set out in this Plan for relevant infrastructure types and strategic development sites, and in the Infrastructure Delivery Plan, which shows how these standards are applied for city-scale and location specific infrastructure. Any deviation from these standards must be evidence based.</li></ol> <p>C. Development proposals will be permitted to provide the necessary infrastructure and facilities directly, rather than by making financial contributions, subject to meeting the provisions of 2.b above.</p> <p>D. Infrastructure must be phased to meet the demand from the first residents of a new community, which may include funding and delivery in the early stages of a development that reflect the related infrastructure delivery programmes.</p> <p>E. Proposed long-term management and maintenance arrangements for infrastructure must be set out clearly as part of a development proposal.</p> <p>F. Linear Parks should be integrated into any strategic urban extension of the city. These should:</p> <ol style="list-style-type: none"><li>1. Protect and enhance the landscape character of the city;</li><li>2. Protect and enhance features of nature conservation value;</li><li>3. Retain and improve public access to land and water areas for recreation;</li><li>4. Provide flood control and attenuation; and</li><li>5. Protect the setting of any designated heritage asset and interpret areas of archaeological interest.</li></ol>

## Movement and access

- 76 Strategic movement around Milton Keynes is defined by its iconic grid roads and redway network. These provide a choice of routes and methods for people to move across the city. The city has consistently been one of the fastest growing areas in the country over recent years and, with the proposals included in the MK City Plan, it is important that the impact of new development on our highway network is carefully managed. Development proposals need to be supported by appropriate evidence, such as a Transport Assessment and Travel Plan, where a significant transport impact is likely. In addition, our Parking Standards SPD provides the basis for ensuring development proposals consider whether sufficient on-site parking has been provided. Where proposals are located in a high-density area, or within close proximity of a public transport node such as a rail/bus station, a lower level of parking provision may be considered acceptable.
- 77 Grid roads are urban clearways with lay-bys for bus stops, with no direct building frontages and generally no at-grade pedestrian/cycle crossings. Some are dualled, and the remainder normally have land reserved for future dualling or to support the development of a Mass Rapid Transit system. They have substantial landscaping for biodiversity, sound screening and emissions absorption, usually incorporating a redway route for people to walk, cycle and scooter along.
- 78 Through the expansion of the city, the grid road and redway networks will be expanded and fully integrated into the design and layout of new developments. 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.

<b>Policy GS10 Movement and Access</b>
<b>Policy type:</b> Strategic
<b>Objectives:</b> 9, 10, 11
<b>Site/sub-area:</b> N/a
A. New development will be supported where it minimises the need to travel and promotes accessibility by public transport and active travel modes. Proposals must seek to fully mitigate their impact on the operation and safety of the local and strategic highway network, which should include: <ol style="list-style-type: none"><li>1. Provision of safe, suitable and convenient access for all users;</li><li>2. Ensuring that the proposal does not prejudice the future development or design of suitable adjoining sites;</li><li>3. Designing road layouts that provide direct, convenient and safe public transport routes which would be free of obstruction and incorporate public transport priority measures; and</li><li>4. Provision of sufficient on-site parking that is well designed in terms of safety, circulation, appearance and assist access by pedestrians and cyclists.</li></ol>

- A. New development will be supported where it minimises the need to travel and promotes accessibility by public transport and active travel modes. Proposals must seek to fully mitigate their impact on the operation and safety of the local and strategic highway network, which should include:
1. Provision of safe, suitable and convenient access for all users;
  2. Ensuring that the proposal does not prejudice the future development or design of suitable adjoining sites;
  3. Designing road layouts that provide direct, convenient and safe public transport routes which would be free of obstruction and incorporate public transport priority measures; and
  4. Provision of sufficient on-site parking that is well designed in terms of safety, circulation, appearance and assist access by pedestrians and cyclists.

**Grid roads**

- B. Development proposals should protect and enhance the network of grade separated grid roads and redways.
- C. Proposed extensions of the grid road and redway network should ensure the grid continues to function effectively and sufficient land/corridors are safeguarded for future Mass Rapid Transit links. Grid roads should be designed to:
  1. Incorporate generous multi-functional green infrastructure reservations which are designed to provide for future upgrading to dual carriageways or a Mass Rapid Transit link;
  2. Accommodate main services and landscaping to minimise any noise or visual intrusion impacts;
  3. Designed for use by public transport, with bus laybys at intersections, with pedestrian bridges, underpasses and/or controlled crossings;
  4. Incorporate Grid Road Reserves, which should be 80m in width where there are adjacent residential uses, and 60m where other land uses occur;
  5. Include redways that are setback at least 3m from the carriageway;
  6. Improve pedestrian safety, which could include Local Centres and housing designed to provide surveillance over underpasses or bus stop; and
  7. Support the development of a Mass Rapid Transit network that incorporates higher density development located around transport hubs, as set out in Policy GS2.

**Redways**

- D. Development proposals should create direct, safe, well lit, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services. This should include incorporating measures that give priority to pedestrians and cyclists.
- E. Where it is proposed to crossover or remove an existing section of a redway, a safe crossover or convenient alternative route should be provided, which safeguards the existing network and does not impede or comprise the safety of highway users.

## **Principles for Extensions to the City**

- 79 It is expected that development proposals on the edge of Milton Keynes are likely to have significant impacts on the infrastructure and services of Milton Keynes, particularly given the significant attractor Milton Keynes will be for any future residents. This includes cross-boundary applications where the extension to the City is accessed from the highway network within the city or where adjacent green space would facilitate walking or cycling access to nearby services and facilities. In these instances, it will be necessary for the Council, as Local Planning Authority, to assess the environmental effects of the whole

proposal when determining that part of the proposal that falls within Milton Keynes City Council's administrative area.

### **Policy GS11 Principles for Extensions to the City**

**Policy type:** Strategic

**Objectives:** All

**Site/sub-area:** n/a

- A. 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 service providers, to achieve a coordinated and well-designed development;
  2. A sustainable, safe and high quality urban extension is created which is well integrated with, and accessible from, the existing city and has a structure and layout that respects the principles that have shaped the existing city, especially the grid road system, redways and the linear parks;
  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 city;
  5. Linear parks should be extended into the development where possible to provide recreational, walking and cycling links within the development area and continue the city's extensive green infrastructure and redway network;
  6. The traffic impacts of the development on the road network within the city and nearby town and district centres and adjoining rural areas, should be robustly assessed to identify necessary improvements to public transport and 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; and
  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.

## Our strategic allocations for growth

### Strategic Brownfield Sites

<b>Policy GS12 Redevelopment of Wolverton Railway Works</b>
<b>Policy type:</b> Strategic
<b>Objectives:</b> 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13
<b>Site/sub-area:</b> Wolverton Railway Works
<p>A. Wolverton Railway Works is allocated as a strategic brownfield site to provide a mixed- use residential development of around 400 homes, as shown on the Policies Map. Development of the site should be in accordance with the relevant allocation policy contained within the made Wolverton Neighbourhood Plan, other relevant policies in this plan, and the following criteria:</p> <ul style="list-style-type: none"> <li>1. Incorporate a range of house size, type and tenure, including affordable homes, in accordance with other policies in the Plan.</li> <li>2. The layout, design and range of densities that meet public transit-oriented, people-friendly and healthy places principles.</li> <li>3. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal.</li> <li>4. Incorporate a range of other community amenities, including open space and play provision, and active travel and public transport infrastructure.</li> <li>5. Incorporate an integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale that enables the site as a whole to achieve carbon emission targets and policies set out elsewhere in the Plan.</li> <li>6. Provide or enhance active travel routes and infrastructure that integrates well with Wolverton and existing active travel and public transport networks.</li> <li>7. Deliver infrastructure and traffic management measures to mitigate impacts upon the wider highway network.</li> <li>8. Be informed by appropriate surveys of built heritage and ecology with appropriate mitigation of impact as consistent with other policies of the Plan and the NPPF.</li> </ul>

### Walton Campus Redevelopment

<b>Policy GS13 Redevelopment of Walton Campus</b>
<b>Policy type:</b> Strategic
<b>Objectives:</b> 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12,
<b>Site/sub-area:</b> Walton Campus
<p>A. In support of, and contingent upon, the Open University's current proposal to relocate to Central Milton Keynes, Walton Campus is allocated as a strategic brownfield site to provide a mixed- use residential development, as shown on the Policies Map. The</p>

Walton Campus Strategic Brownfield Site is required to provide a comprehensive mixed-use development that makes an important contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of people-friendly, healthy and climate sensitive places.

- B. Development proposals within the Strategic Brownfield Site must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted Walton Campus Strategic Brownfield Site Development Framework Supplementary Plan/Supplementary Planning Document.
- C. Development proposals will be required to meet the following criteria:
  1. Delivery of around 1,600 new homes, through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
  2. Layout, design and range of densities that meet public transit-oriented, people-friendly and healthy places principles.
  3. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal.
  4. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, and active travel and public transport stops and hubs.
  5. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP2.
  6. A strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
  7. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
  8. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
    - i. New segregated routes and/or enhancements to existing routes for active travel that integrates well with the surrounding area and public transport networks.
    - ii. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
  9. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact.

## Strategic City Extensions

### Eastern Strategic City Extension

#### **Policy GS14 Eastern Strategic City Extension**

**Policy type:** Strategic

**Objectives:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14

**Site/sub-area:** Eastern Strategic City Extension

- A. The Eastern Strategic City Extension is a major new mixed use residential district allocated to the north and east of the city, as shown on the Policies Map. The Eastern Strategic City Extension is required to provide a comprehensive mixed-use development through a network of public transit-oriented neighbourhoods that makes a significant contribution toward meeting our identified need for homes and our ambition for long-term growth of the city.
- B. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted Eastern Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.
- C. Development proposals within the Strategic City Extension will be required to meet the following criteria:
  1. Delivery of around 16,000 new homes, with 7,750 new homes within the plan period, through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
  2. Provision of land and planning obligation funding to deliver two separate sites to accommodate 22 pitches for Gypsies and Travellers in accordance with Policy HQH7.
  3. Around 40 hectares of land for employment use with a focus upon the provision of small to medium scale business premises to support SMEs and start-ups associated with research and development and professional services, complementing the role and function of CMK.
  4. Layout, design and range of densities that meet public transit-oriented, people-friendly and healthy places principles.
  5. Appropriate buffers, setbacks and landscaping to successfully protect the character, heritage assets, and sense of place of Moulsoe village as separate rural settlement.
  6. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal.
  7. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, and active travel and public transport stops and hubs.

8. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP2.
9. A strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
10. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
11. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
  - i. Segregated routes for active travel that integrates well with Milton Keynes East, Moulsoe village and proposed network and routes for Mass Rapid Transit and public transport.
  - ii. Dedicated routes and dedicated infrastructure for Mass Rapid Transit. A network of MRT routes that are segregated from general traffic would be strongly supported.
  - iii. Routes for strategic movement of general traffic, including potential new grid roads.
  - iv. New and/or upgraded active travel and vehicular crossings of the M1 to ensure appropriate connectivity with land west of the M1 and the new Strategic City Extension, connecting into and improving where necessary existing routes and network.
  - v. Infrastructure and traffic management measures to direct trips originating within and beyond the Strategic City Extension away from Moulsoe village whilst retaining appropriate vehicular access to Moulsoe village for residents, businesses, community groups and visitors.
  - vi. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
  - vii. Futureproofing and safeguarding of routes and land to enable future connections east and north beyond the Strategic City Extension, including to adjacent sites in neighbouring local planning authorities.
12. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact.
13. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

East of Wavendon**Policy GS15 East of Wavendon Strategic City Extension****Policy type:** Strategic**Objectives:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14**Site/sub-area:** East of Wavendon

- A. The East of Wavendon Strategic City Extension is a new mixed use residential-led strategic development allocated to the east of Wavendon and north of Woburn Sands, as shown on the Policies Map. It is required to provide a comprehensive mixed-use development that makes a significant contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of people-friendly, healthy and climate sensitive places.
- B. Commencement of residential development within the East of Wavendon Strategic City Extension will not be permitted to occur prior to 2038. In combination with Policy GS9, development proposals for the East of Wavendon Strategic City Extension will be required to provide a comprehensive infrastructure assessment. This would need to account for both the allocation's own demands upon infrastructure and those of other development sites within the wider area once they are substantially complete, notably but not limited to the Strategic Land Allocation, Church Farm and South East Milton Keynes.
- C. The layout and design of development and infrastructure within the Strategic City Extension should take into account linkages with potential future growth on land adjacent to the allocation within Central Bedfordshire to enable development of adjacent land within both local authority areas to occur in as comprehensive and cohesive a manner as possible.
- D. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted East of Wavendon Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.
- E. Development proposals within the Strategic City Extension will be required to meet the following criteria:
1. Delivery of around 3,000 new homes through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
  2. Layout, design and range of densities that meet public transit-oriented, people-friendly and healthy places principles.
  3. Use of layout and design to achieve an appropriate response mix to protecting and enhancing the character and sense of place of Woburn Sands and Cross End.

This may include a mix of sympathetic integration with existing built development or separation using buffers, setbacks and landscaping.

4. Conserve and enhance designated and non-designated heritage assets within the site and wider area that may be affected, including Wavendon House and the Registered Park and Garden, in accordance with Policy ECP4.
5. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal.
6. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, and active travel and public transport stops and hubs.
7. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP2.
8. Incorporation of a new District Park at least 12 hectares in area as part of a strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
9. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
10. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
  - i. Segregated routes for active travel that integrates well the surrounding network of active travel routes, route(s) for Mass Rapid Transit and public transport.
  - ii. A dedicated, and if feasible traffic-segregated, route and infrastructure for Mass Rapid Transit connecting from Keightley Gate and through the site, with appropriate protection and safeguarding to allow onward extension or connection to land east of the Strategic City Extension into Central Bedfordshire.
  - iii. Routes for movement of general traffic with the primary access connecting into Keightley Gate and secondary accesses onto Newport Road and Cranfield Road, with appropriate protection and safeguarding to allow onward extension or connection to land east of the Strategic City Extension into Central Bedfordshire.
  - iv. New and/or upgraded active travel connections to and crossings of Newport Road and Lower End Road to ensure appropriate connectivity with existing communities and community amenities.
  - v. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
11. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact.
12. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

- 80 In light of a proposed change to the settlement hierarchy, the city boundary would be extended to incorporate built-up areas of Newport Pagnell and Woburn Sands. In doing so, certain open areas surrounding Wavendon, which do not currently benefit from any other designation, would be considered as vacant land within the city. To ensure these areas of land are not inadvertently and inappropriately developed, we are proposing new strategic buffers around Wavendon as below. Proposals for SEMK will still be required to incorporate landscape buffers within that site in a complementary fashion to the newly proposed Wavendon Strategic Buffer to the south of Wavendon.

### **Policy GS16 Wavendon Strategic Buffers**

**Policy type:** Strategic

**Objectives:** 8, 13

**Site/sub-area:** Wavendon Strategic Buffers

- A. Wavendon Strategic Buffers are designated as shown on the Policies Map. Development within these areas will be refused in order to maintain the existing open character between Wavendon and surrounding built development and retain Wavendon's character as a distinct and historic settlement within the wider built-up area of Milton Keynes city.
- B. Development proposals that enhance the open space function and landscape quality within the Wavendon Strategic Buffers will be supported, providing they do not result in the encroachment of built development into the buffers that adversely impacts their openness.

### South of Bow Brickhill

### **Policy GS17 South of Bow Brickhill Strategic City Extension**

**Policy type:** Strategic

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

**Site/sub-area:** South of Bow Brickhill

- A. The South of Bow Brickhill Strategic City Extension is a new mixed use residential-led strategic development allocated to the south of Bow Brickhill and east of Brickhill Road, as shown on the Policies Map. It is required to provide a comprehensive mixed-use development that makes a significant contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of people-friendly, healthy and climate sensitive places.
- B. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted South of Bow Brickhill Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.

- C. Development proposals within the Strategic City Extension will be required to meet the following criteria:
1. Delivery of around 1,500 new homes through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
  2. Development of the site must adopt a sensitive
  3. Landscape-led approach to the layout and design of development that satisfactorily protects or mitigates impacts upon the valued characteristics of the Brickhill Special Landscape Area in accordance with Policy CEA12
  4. Layout, design and range of densities that meet people-friendly and healthy places principles.
  5. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal.
  6. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, Mass Rapid Transit infrastructure, and active travel and public transport stops and hubs.
  7. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1.
  8. Incorporation of a strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
  9. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
  10. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
    - i. Segregated routes for active travel that integrates well with Bow Brickhill village, the Greensand Ridge, Bow Brickhill Railway Station, the surrounding network of active travel routes, and networks or routes for public transport.
    - ii. Routes for movement of public transport and general traffic through the sites, with the primary access taken from either from Brickhill Road or new/enhanced junction improvements to the Brickhill Road/Station Road associated with South East Milton Keynes Strategic Urban Extension.
    - iii. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
  11. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact.
  12. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

Levante Gate**Policy GS18 Levante Gate Strategic City Extension****Policy type:** Strategic**Objectives:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14**Site/sub-area:** Levante Gate

- A. The Levante Gate Strategic City Extension is a new mixed use residential-led strategic development allocated to the south of the A5 and east of the A4146, as shown on the Policies Map. It is required to provide a comprehensive mixed-use development that makes an important contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of people-friendly, healthy and climate sensitive places.
- B. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted Levante Gate Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.
- C. Development proposals within the Strategic City Extension will be required to meet the following criteria:
1. Delivery of around 1,250 new homes through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
  2. Development of the site must adopt a sensitive landscape-led approach to the layout and design of development that satisfactorily protects or mitigates impacts upon the valued characteristics of the Brickhill Special Landscape Area in accordance with Policy CEA12.
  3. Layout, design and range of densities that meet people-friendly and healthy places principles.
  4. Incorporate plans for primary and secondary education and health, as appropriate to the scale and nature of the development proposal and to support access to a wider range of community amenities for residents of Eaton Leys.
  5. Incorporate a range of other community amenities, including open and play spaces, convenience and service retail units, and active travel and public transport stops and hubs.
  6. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1.
  7. Incorporation of a strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.

8. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
9. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
  - i. Segregated routes for active travel that integrates well with Eaton Leys and the surrounding area and network of active travel routes, and networks or routes for public transport.
  - ii. Routes for movement of public transport and general traffic through the sites, with the primary access taken from the A4146.
  - iii. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
10. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact as consistent with other policies of the Plan and the NPPF.
11. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

### Shenley Dens

#### **Policy GS19 Shenley Dens Strategic City Extension**

**Policy type:** Strategic

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

**Site/sub-area:** Shenley Dens

- A. The Shenley Dens Strategic City Extension is a new mixed use residential-led strategic development allocated to the west of Grange Farm and south of the Western Expansion Area, as shown on the Policies Map. It is required to provide a comprehensive mixed-use development that makes an important contribution toward meeting our identified need for homes and our ambition for long-term growth of the city, and embodies the principles of people-friendly, healthy and climate sensitive places.
- B. Development proposals within the Strategic City Extension must be in accordance with guidance, incorporating phasing of development and timely infrastructure delivery, contained within the Council's adopted Shenley Dens Strategic City Extension Development Framework Supplementary Plan/Supplementary Planning Document.
- C. Development proposals within the Strategic City Extension will be required to meet the following criteria:

1. Delivery of around 1,000 new homes through a comprehensive masterplanned approach providing a range of house size, type and tenure, including affordable, older persons and specific needs housing, in accordance with other policies in the Plan.
2. Development of the site must adopt a sensitive landscape-led approach to the layout and design of development that satisfactorily protects or mitigates impacts upon the valued characteristics of the Calverton Special Landscape Area in accordance with Policy CEA12.
3. Layout and design of the site should seek to sustain, and where possible enhance, the setting and heritage value of the grade II listed Shenley Dens Farmhouse.
4. Layout, design and range of densities that meet people-friendly and healthy places principles.
5. Incorporate plans for social infrastructure including primary and secondary education and health, as appropriate to the scale and nature of the development proposal.
6. Incorporate land and buildings to accommodate a range of community amenities and services, including open and play spaces, convenience and service retail units, and active travel and public transport stops and hubs.
7. The location, scale and phased delivery of social infrastructure, services and community amenities is planned to ensure they are in place to support new communities from the early phases of development in line with Policies GS4 and PFHP1.
8. Incorporation of a strategic green and blue infrastructure framework and open space strategy to meet strategic and local requirements.
9. An integrated network of low and zero carbon energy infrastructure from building scale to neighbourhood or district scale.
10. The phased introduction of a comprehensive network of transport infrastructure that follows the movement hierarchy set out in Policy GS4 to include:
  - i. Segregated routes for active travel that integrates well with Whitehouse, Grange Farm and the surrounding network of active travel routes, and networks or routes for public transport.
  - ii. Routes for movement of public transport and general traffic through the sites, with the primary access taken from Portway with appropriate retention and segregation of the MK Boundary Walk route, and secondary access from Tattenhoe Street (Western Expansion Area).
  - iii. Infrastructure and traffic management measures to mitigate impacts upon the wider highway network.
11. Be informed by appropriate surveys of archaeology, built heritage and ecology with appropriate mitigation of impact.
12. An archaeological field study, including a Geophysical Survey where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, proposals should seek to retain below ground archaeology in situ.

## 4. Central Milton Keynes

### A thriving city centre

- 81 There is a lot to be positive about Central Milton Keynes (CMK) as it is today, but we cannot be complacent about our future or ignore the challenges that the city centre currently faces. We must learn from the past and balance our desire to celebrate the unique qualities of CMK while adapting to new opportunities, priorities and demands.
- 82 The draft MK City Plan 2050 sets out our objectives for CMK and provides a policy framework to guide decisions about the sort of place the city centre should be in the future and how things could and should change over the coming decades. The Council will lead this future, and work with Milton Keynes Development Partnership as a major landowner in the city centre, other investors and our local communities to create a positive future, with CMK at the core of the agenda.
- 83 We firmly believe that the future of the city centre is fundamental to the success of the city as a whole and is one of the areas that will see the most change over the coming decades. We have worked closely with some of the country's best urban designers to think about the future of Central Milton Keynes to understand how new development proposals can create lasting, positive change that improves the way the city centre works for the people who spend time here, continues its economic success and makes it fit for the future.
- 84 Building upon the work undertaken in the CMK Growth Opportunity Study, we have set out through these policies a series of placemaking principles that new development proposals will be expected to meet. These principles work with the modernist grid put in place through the original plans for Central Milton Keynes, using it as the structure for future changes. They will enable the evolution of a place that is maturing and intensifying, and that must adapt to make sure it meets its full potential.
- 85 The framework and policies set out a coherent yet flexible approach that recognises the huge potential that the city centre has, both due to its sheer scale and because of the ambitions of the place to become an even stronger centre on the national stage. Change is coming to Central Milton Keynes, and our framework puts in place the parameters that will make sure it can be delivered in the most effective way for all our citizens.

## Our objectives for Central Milton Keynes

### Central Milton Keynes Objectives

**CMK1** A thriving centre for innovation, learning and culture, with all the things you'd expect to find in a city: shops, businesses, restaurants, cafés, bars and entertainment.

**CMK2** Bringing nature, streets, and buildings into harmonious balance, providing a new townscape setting for public life, play, health, and wellbeing.

**CMK3** Inviting new communities to make their home in CMK, with all the services and facilities they need within easy walking distance.

**CMK4** Safeguarding CMK's unique public art, its modern design, and its classic infrastructure for future generations to appreciate.

**CMK5** Attracting people to live and work in the city with high-quality jobs and inward investment and making it easier for people to get in and around.

## A Development Framework for Central Milton Keynes

- 86 To guide the future development of Central Milton Keynes, to ensure the city centre maintains and develops its position as a regional centre and the driver of the city's economy, and to provide further interpretation of the MK City Plan 2050 policies, a CMK Growth Opportunity Study has been prepared.
- 87 This covers the area shown in Figure 2, which is the area bounded by the West Coast Mainline, the Grand Union Canal, H5 Portway and H6 Childs Way. When referring to CMK, we mean Central Milton Keynes or the City Centre including Campbell Park and the blocks immediately adjacent to it between the H5, H6 and Grand Union Canal. The references to individual blocks or blocklets use the naming convention as set out in Figure 2.

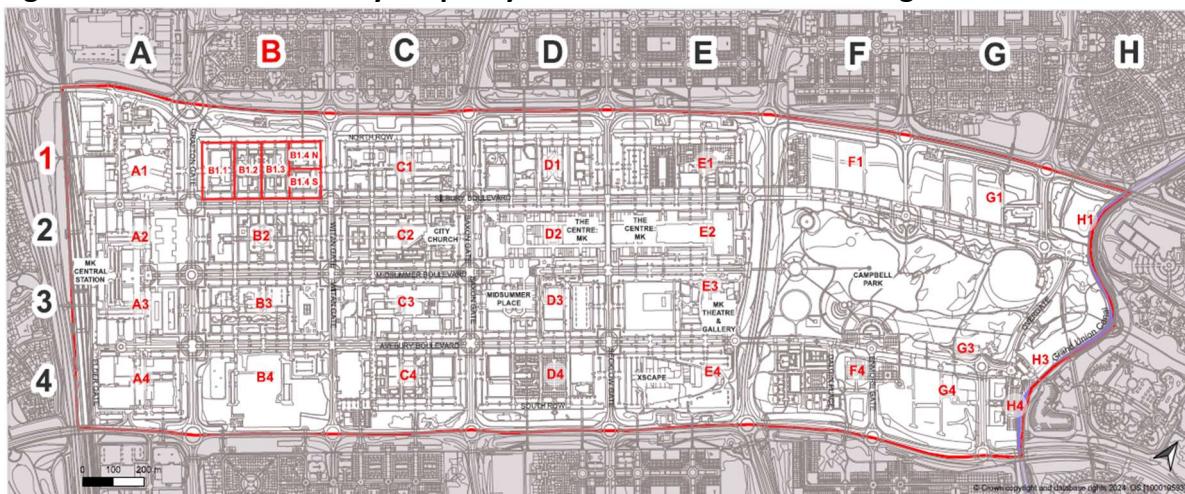


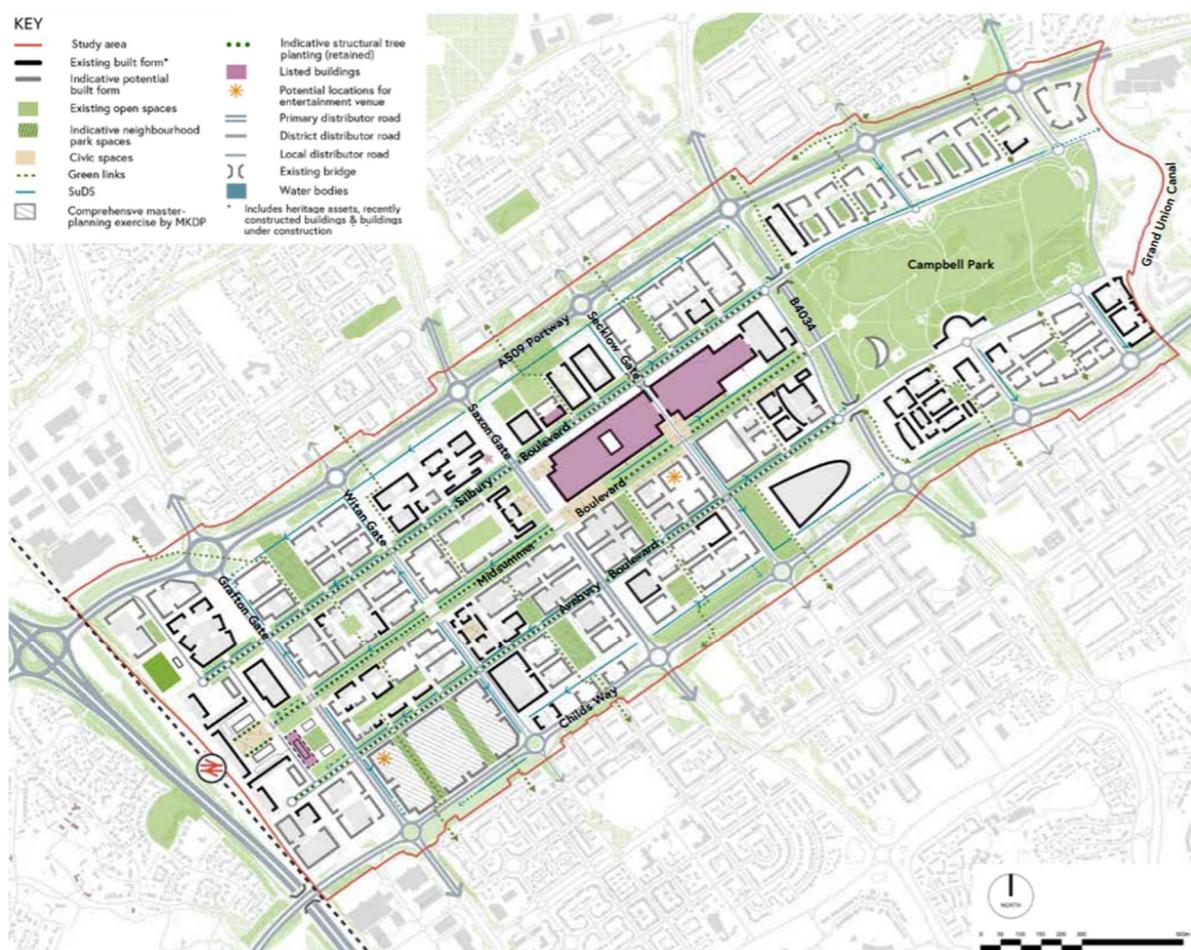
88 The CMK Development Framework shown in Figure 3 will promote more intensive use of land where development would benefit the townscape, provide complementary land uses and new amenities, and provide for an enhanced public realm. This includes:

- a) Reconfiguration of Station Square to provide for increased development and higher quality public realm;
- b) Creation over time of a new high-quality active travel route and area of public realm along Midsummer Boulevard linking Station Square with the Shopping Centre, and onwards to Campbell Park.
- c) Partial development of the existing surface car park at the Old Bus Station to provide for limited development and new public realm;
- d) Comprehensive masterplanned development of Block B4 as the last remaining undeveloped city centre block;
- e) Opportunities for partial development of land currently used as surface-level car parking and green space lying between North Row and Portway (A509) and land lying between South Row and Childs Way;
- f) Partial development on land currently used as surface-level car parking facing onto the Gates; and
- g) Development of parcels north and south of Campbell Park.



**Figure 2 – Central Milton Keynes policy and framework area showing blocks and blocklets**



**Figure 3 – Central Milton Keynes Development Framework**

## Placemaking principles for Central Milton Keynes

- 89 The Development Framework for CMK (Figure 3) represents the output of significant investigation that has taken place into the potential for future growth within CMK. This has included:
- Placemaking Principles Review (March 2023) prepared by Allies and Morrison to bring together the learning from previous plans and strategies covering CMK.
  - Masterplan Framework (April 2024) prepared by Corstorphine & Wright that embeds these principles into a future strategy for the growth of CMK.
- 90 These placemaking principles have been incorporated into Policy CMK1 to provide a clear direction for the consideration of new development proposals within CMK.

**Policy CMK1 Central Milton Keynes Placemaking Principles**

**Policy type:** Strategic

**CMK Objectives:** All

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

- A. Development proposals for Central Milton Keynes will be supported where they address the following placemaking principles.

**Land Use**

- B. Promote a mix of uses and diversity of spaces, while maintaining flexibility to adapt to changing priorities and available opportunities.
1. Four mixed-use city quarters with a distinct sense of purpose and character for each.
  2. Promote mixed-use urban blocks with a diverse range of flexible and adaptable building types to populate the city centre.

**Movement**

- C. Facilitate the delivery of a sustainable public transport system (MRT), encourage active travel and prioritisation of people over cars.
1. Route proposed MRT along Midsummer Boulevard via interchanges at Station Square and the shopping centre and rerouting City Bus routes along Silbury and Avebury Boulevards to maximise accessibility across the whole city centre.
  2. Free up Midsummer Boulevard as a greenway that promotes active travel and provides the free-flow of safe pedestrian and cycle movement, as well as creating new opportunities for pop-up uses, biodiversity enhancements, mental wellbeing and sustainable drainage.

**Parking**

- D. Manage the level of parking needed to support a vibrant city centre, while maintaining high levels of convenience.
1. Coordinate the phased reduction of 'front of house' surface car parking areas along boulevards with introduction of MRT, promotion of green routes for active travel and other pedestrian improvements.
  2. Gradual reduction of surface car parking as new development comes forward.
  3. Reduce parking requirements in tandem with improved public transport provision. Manage retained parking areas to allow flexible usage to meet different demand profiles.

**Block & Grid Structure**

- E. Respect the grid structure and street hierarchy established by CMK's classic infrastructure.
1. Retain and reinforce the established historical building line along the long side of the blocks fronting Silbury and Midsummer Boulevards.
  2. Comprehensive masterplan approach to B4 may follow building lines established by recent and adjoining developments on Avebury Boulevard.
  3. Allow the building line along the short sides of the blocks fronting Gates to flex in order to make more efficient use of land.

### **Streets & Pavements**

- F. Prioritise ground floor frontages along the Boulevards as places where activity looks out onto the streets, making them feel safe and pleasant to use.
1. Set out key locations and nodes where we want activity to face out onto the street at the ground floor. Minimise inactive ground floors (e.g. bike & bin storage) along other frontages, including Gates.
  2. Take a pragmatic and structured approach to the retention of classic infrastructure that is part of CMK's heritage and identity. Ensure new public realm design respects coherence of legacy design in terms of materials and street furniture.
  3. Retain underpasses serving Midsummer Boulevard junctions while providing at-grade crossings along desire lines and from Station Square and following Midsummer Boulevard axis (facilitated by stopping Witan and Saxon Gates to cars at Midsummer Boulevard).

### **Gardens, Parks & City Squares**

- G. Enhance the green character of CMK, encouraging better use of green spaces and improved access to Campbell Park.
1. Incorporate some of the district level open space functions that are missing from CMK's Green Infrastructure network, in order to maximise accessibility to open space.
  2. Reconfigure Station Square as a civic place of arrival, and create a new amenity space adjacent to the former bus station/proposed MRT interchange, with potential for both spaces to be activated by new buildings.
  3. Provide an enhanced physical and visual connection to Campbell Park in the form of a 'green bridge'.
  4. Pepper local and neighbourhood pocket parks throughout CMK to serve local communities and provide enhanced north-south green links.

### **Density & Height**

- H. Use height and density to promote the sustainable use of land in ways which reinforce CMK's existing urban structure and character and impart a distinctive skyline.

1. Allow higher buildings in vicinity of public transport nodes and corridors, stepping down to peripheral low-rise neighbourhoods.
2. Consider 'gateway' higher buildings at key locations including Midsummer Boulevard, Station Square and Campbell Park.
3. Encourage adaptive reuse of existing buildings recognising it may be preferable to demolish buildings in some circumstances to unlock more sustainable overall use of land.

### **Building Design**

- I. Deliver sustainable buildings with a clear distinction between 'public' fronts and 'private' backs, while continuing to support high quality innovative and forward-looking design.
  1. Promote more efficient perimeter block typologies incorporating a diverse range of building types that clearly distinguish between fronts, backs and sides.
  2. Consider limiting the proportion of north-facing flats and setting an overall limit to the quantum of single aspect residential units permitted by any given planning application.
  3. Prepare a Design Code for CMK that will set out mandatory requirements and advisory guidance to ensure a consistent approach to design quality, while also engaging Design Review Panels (DRPs) to vet individual development proposals.

### **Culture, Heritage & Community**

- J. Create buildings and spaces that are socially inclusive for both residents and visitors.
  1. Facilitate delivery of a major venue.
  2. Utilise new parks and greenways for meanwhile uses and pop-up uses supported by a programme of events and festivals.
  3. Provide a new cultural attraction within Campbell Park.
  4. Promote a network of local services to serve the existing and incoming residential communities as well as people working in CMK, within easy walking distance.
  5. Ensure the city centre is legible, safe and accessible for all users, including people living with dementia or other cognitive or physical impairments.

## **Uses in Central Milton Keynes**

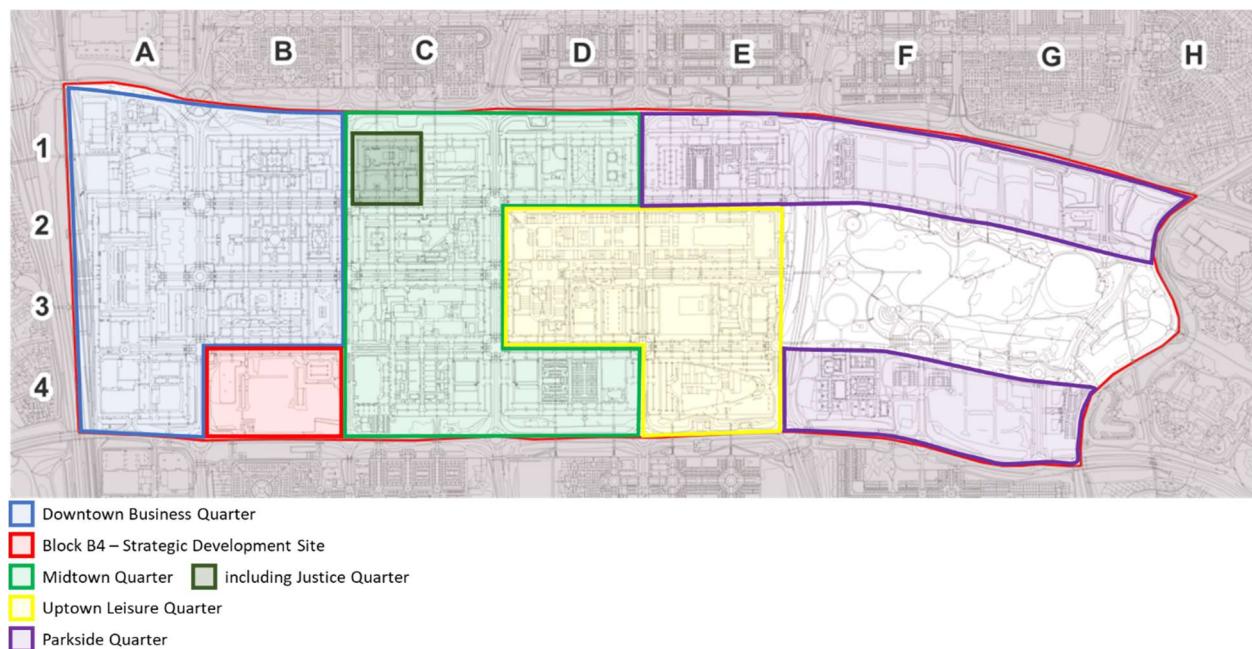
- 91 Central Milton Keynes will continue to be promoted as the focus for retail, office, residential, cultural and leisure activity as part of making the city centre a more people-friendly and healthy place for a range of users. New development should make a positive contribution to improving the vitality of the city centre through a mix of uses, as set out in Figure 4, and securing high-quality design. Alternative uses within these quarters must not undermine the delivery of the focus land use of each quarter.

92 As set out in Policy CMK2, these four city quarters are intended to provide a distinct purpose and character:

- The ‘Downtown’ business quarter will use the benefits of proximity to the central station and existing businesses to reinforce the employment focus of this part of our city centre and provide strong linkages with the proposals to develop an undergraduate university as part of a Smart City ‘Tech and Innovation Area’.
- The ‘Midtown’ quarter will provide a greater mix of uses; residential-led development with office, cultural, retail and civic uses, including plans for much improved justice facilities with a new Crown Court.
- The ‘Uptown’ quarter will encourage a greater focus on retail, cultural and leisure facilities, reflecting the existing mix of uses and activities already taking place here.
- Finally, Campbell Park and the ‘Parkside’ areas adjacent will be mainly residential and provide the opportunity to create a far greater mix of types of homes for future residents of CMK.

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

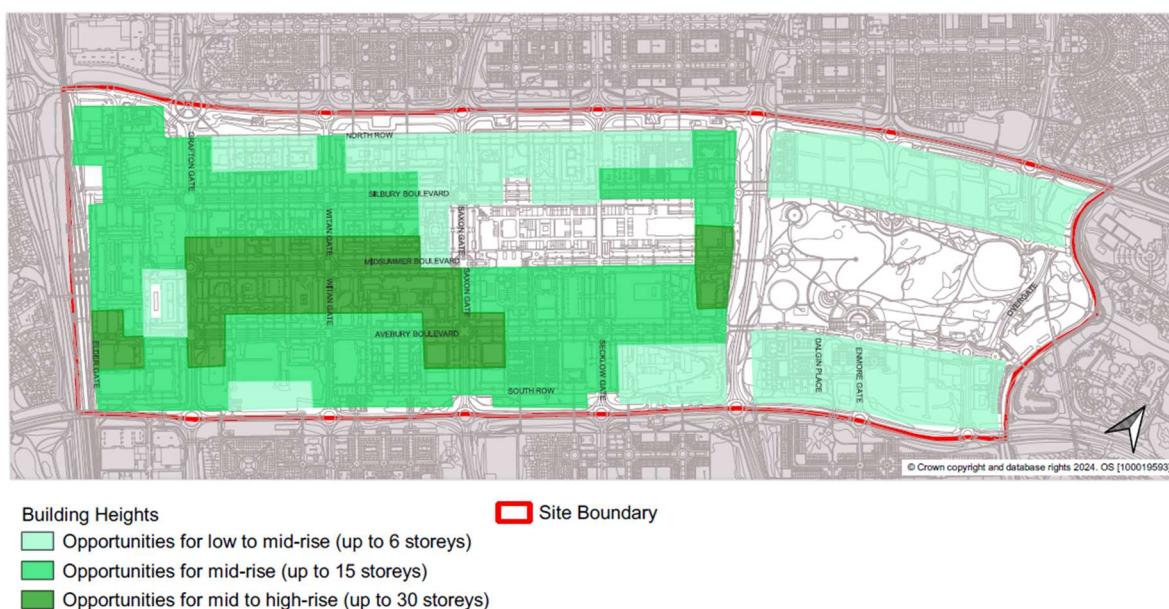
**Figure 4 Central Milton Keynes Quarters**



## CMK design parameters: building lines and heights

- 94 In some parts of the city centre, we will encourage proposals which create a new building line closer to the main carriageway (on the Gates and through comprehensive development proposals on Block B4), as set out in Policy CMK1. All development proposals should make efficient and sustainable use – or reuse – of land and buildings, enhance the vitality of the city centre, create people-friendly spaces and encourage more active forms of movement.

**Figure 5 – Tall Building Strategy**



- 95 The development framework provides a skyline strategy for tall buildings within CMK that takes account of a wide range of sensitivity and suitability criteria. In broad terms, the framework provides for increased height along Midsummer Boulevard, stepping down towards the periphery of CMK. This will:
- Aid the curation of a ‘skyline cluster’ of taller buildings in the central area, and close to the station; and
  - Mitigate transition of scale between the centre and the domestic scale of the established neighbourhoods bordering the city centre.
- 96 Taller buildings should be in the vicinity of public transport nodes, along the Midsummer Boulevard Greenway, and at gateways which contribute to positive placemaking and wayfinding, as shown in Figure 5.

## Housing in CMK

- 97 We will support purpose-built private rented sector proposals that offer a range of homes of different sizes and rent levels, with longer leases of three years or more, to allow residents to put down roots in the city centre and create stable communities rather than a transient population.

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

## Other uses in CMK

### Justice Quarter

- 99 The Council has ambitions for improvements to the city's justice facilities. This includes provision of a Crown Court, improvements and expanded capacity at the County Court, provision of other office space suitable for legal firms and flexible space for visiting legal professionals. It could also include long-term improvements to the Thames Valley Police facilities in CMK. The intention is to create an area focused on justice provision that meets the needs of our growing city. This would be based at Block C1 (mainly Blocks C1.1 and C1.2). The Council has been in discussion with His Majesty's Courts and Tribunal Service, the Ministry of Justice and Thames Valley Police about how the Justice Quarter project could be delivered. By improving justice facilities in a distinctive new quarter, we aim to support the creation of new specialist and high-quality jobs working within this sector.

### Events Venue

- 100 Following the Strategy for 2050, the Council has explored the opportunity for a multi-use events venue in CMK. A feasibility study has recommended an arena with a maximum capacity of 6,000 people, geared towards entertainment events (music, comedy, family shows etc) and conferences/exhibitions. It should also include flexible spaces suitable for conferences and Esports as well as the potential to create an 'immersive experience'. Two main sites have been considered for the venue:

- Block B4, as part of an MKDP-led mixed use scheme; or
- On Midsummer Boulevard East, on or near to the MKDP-owned surface level car park adjacent to The Point.

- 101 It is expected that by the Regulation 19 stage of the Plan, there will be greater certainty about where the Events Venue will be delivered, and we will be able to propose a site allocation.

### University and Tech and Innovation Area

- 102 The Council has a long-held ambition for undergraduate teaching in Central Milton Keynes. We are currently working with the Open University (OU) on their Campus 2030 plans, which could see the OU move their existing operations from Walton Hall to the city centre as well as establishing in-person teaching for students in a new sister institution. It is also possible that MK College will move some, or all, of their operations from their Leadenhall site to the city centre.

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

<b>Policy CMK2 Central Milton Keynes Development Framework Area</b>
<b>Policy type:</b> Strategic
<b>CMK Objectives:</b> All
<b>Site/sub-area:</b> Central Milton Keynes, including Campbell Park
<p>A. Development proposals in Central Milton Keynes will be required to demonstrate that they are in accordance with the CMK Development Framework shown in Figure 3.</p> <p>B. Over the plan period, development in Central Milton Keynes will be supported for:</p> <ol style="list-style-type: none"> <li>1. 11,000 additional new homes.</li> <li>2. 26,900 additional jobs.</li> <li>3. Around 300,000 sq.m. of office floorspace.</li> <li>4. Up to 66,200 sq.m. of comparison retail floorspace.</li> <li>5. Development of higher education facilities, including purpose-built student accommodation.</li> <li>6. Additional food, drink, hotel, leisure and cultural provision.</li> <li>7. A multi-use events venue.</li> <li>8. Community facilities and other services to support a growing city centre population.</li> <li>9. Creation of new and improved public open space and green infrastructure, including an improved connection for active travel modes into Campbell Park from the city centre.</li> </ol>

10. Improved provision for public transport and active travel, including a new Greenway along Midsummer Boulevard which includes space for Mass Rapid Transit.
11. Improved justice facilities including a new Crown Court.

### CMK Quarters

- C. Proposals should use flexible building forms that can be adapted for other uses as needs change and reinforce the existing patterns of land use within the CMK quarters as shown in Figure 4:
1. Development within the 'Downtown' business quarter (Blocks A1-4, and B1-3) will be supported where at least 80% of the active, non-ancillary floorspace is for office, education or research and development use. This includes provision for the delivery of in-person Higher Education teaching, other Higher and Further Education provision, purpose-built student accommodation, office or lab floorspace and/or a multi-use events venue.
  2. Development within the 'Midtown' quarter (Blocks C1-4, D1 and D4) will be supported for a mix of uses including residential-led mixed use development and other community, cultural, retail, office, and civic uses. In Block C1 proposals that improve the city's justice, law and governance provision, including proposals for a Crown Court, will be strongly supported.
  3. Development proposals within the 'Uptown' leisure quarter (Blocks D2, D3, and E2 – E4) will be supported where they are retail, cultural and leisure-led.
  4. Development proposals within the 'Parkside' quarter (Blocks E1, F1 and F4, G1 and G4, H1 and H4) will be supported for residential-led development that provides a mix of homes which meet the needs of new and growing families within CMK, including homes with three or more bedrooms, for future residents of CMK.
- D. Development proposals on sites adjacent to another quarter will be supported where they meet that quarter's primary objective or provides a blend of uses appropriate to both quarters.

### Block B4

- E. As the last remaining undeveloped CMK block, with strategic importance to the future growth of the city centre, development proposals on Block B4 must take a comprehensive masterplan approach for the block as a whole. Development of Block B4 should demonstrate how it enables growth across the Downtown business quarter, in particular technology and innovation uses. As part of the masterplan approach, development that follows the building lines established by recent and adjoining development on Avebury Boulevard will be supported.

### Design and Development Parameters

- F. Development that maintains and respects the grid structure of the city centre will be supported subject to the following:

1. Residential development within the following density ranges:
    - i. Up to 425 dwelling per hectare within the Central Spine (Blocks B1/2, C1/2, D1/2, E1/2) subject to criteria set out in 3.a-c above;
    - ii. Up to 350 dwellings per hectare elsewhere in the city centre subject to criteria set out in 3.a-c above;
    - iii. Up to 135 dwellings per hectare within the Parkside quarter.
  2. Development on Silbury and Midsummer Boulevards must retain the existing, established building lines; and
  3. Building lines may be permitted to extend into existing surface parking areas where they front onto the Gates, subject to it being demonstrated this would be consistent with the Development Framework in Figure 3, including:
    - i. Retention of existing street trees that line the Gate verges;
    - ii. Creation of multifunctional sustainable drainage systems parallel to the retained Gate verges; and
    - iii. Provision of footways and new Redway cycle path(s) running parallel to the Gate(s) running between the proposed building line and the Gates themselves.
- G. Where new building lines fronting Avebury Boulevard or the Gates would compromise the continued usage of existing pedestrian underpasses, proposals to replace underpasses with high-quality public realm including at-grade pedestrian crossings, will be supported.
- H. In accordance with Figure 3 (CMK Development Framework), development proposals on areas of surface level car parks along North and South Row will be supported, where this enhances pedestrian crossings into neighbouring estates and enables a more comprehensive development to be delivered, subject to:
1. improved public and active travel provision being in place; and
  2. suitable alternative replacement parking has been provided elsewhere in CMK, or evidence demonstrates the spaces are no longer required due to lack of demand.
- I. Proposals for taller buildings will be supported where they are in accordance with the Tall Building Strategy contained in Figure 5.

**Policy CMK3 Supporting a thriving CMK****Policy type:** Strategic**CMK Objectives:** All**Site/sub-area:** Central Milton Keynes, including Campbell Park

A. Proposals that create a thriving city centre will be supported where they:

1. Protect premises within the Primary Shopping Area and Primary and Secondary Shopping Frontages of Central Milton Keynes, as defined on the Policies Map, in accordance with Policy ECP2.
2. Create small, flexible premises for retail, leisure or cultural uses to support start-up and independent businesses.
3. Deliver cultural and leisure facilities that diversify the city centre offer and encourages people to spend time in CMK.
4. Deliver new, expanded and/or improved justice facilities in Block C1, based around the existing County and Magistrates Court.
5. Deliver development and interventions associated with other infrastructure projects in the city centre as identified through the Milton Keynes Infrastructure Study and Strategy including Mass Rapid Transit.

## 5. Central Bletchley

### Supporting investment in Central Bletchley

- 107 Plan:MK (March 2019) contains strategic policy, Policy SD16, which sets out some high-level principles for the development of the Central Bletchley. This policy framework was then complemented by the adoption of the Central Bletchley Urban Design Framework Supplementary Planning Document (SPD) in April 2022. The SPD provides more detailed advice or guidance on what is expected of development proposals in the Central Bletchley area.
- 108 Since the adoption of Plan:MK and the SPD, the conversation around Central Bletchley has moved on and progress has been made on several fronts. In November 2019, the Government published the Towns Fund prospectus, setting out how it planned to invest £3.6 billion to support over one hundred towns. The Council was successful in securing £22.7 million in April 2021 which has led to seven projects being developed through the Bletchley & Fenny Stratford Town Fund:



1. Transport Hub: To explore opportunities for upgrading Bletchley Railway Station and providing enhanced connectivity to and from the town centre, capitalising on the East-West Rail route.
2. Public Realm Improvements (PRI): To provide improved public realm along the main commercial streets of Queensway and Aylesbury Street.
3. Redway Improvements: To provide new or improved redway links from Bletchley Town centre to the Lakes Estate, Newton Leys, and Blue Lagoon Nature Reserve.
4. Transformation at Bletchley Park: To help renovate facilities at Bletchley Park to provide a new dedicated learning facility, with accessible classrooms and a high specification learning facility.
5. Technology Park Bletchley: To provide hardware and equipment to support digital skills development for the town, helping to upskill residents and students.



6. Active Marketing of Vacant sites: To work with local businesses promoting Bletchley and supporting the development and growth of the local economy.
  7. Revolving Development Fund: A fund to facilitate the acquisition and re-use of key strategic sites around the area. The fund has enabled the acquisition of the vacant Sainsbury's site adjacent to the Brunel Centre.
- 109 Projects 1-4 and 7 are considered to have a strong relationship with the MK City Plan 2050, so the plan is intended to guide and support these initiatives in an appropriate way.
- Brunel Centre Development Brief**
- 110 A Development Brief for the Brunel Centre was approved by the Council in February 2024. The brief outlines how the redevelopment of the Brunel Centre, former Sainsbury's store, Wilko store, and Stanier Square will help achieve the ambition of a more compact Central Bletchley centred around a regionally significant public transport hub. In addition to retail and residential development, a range of complementary "main town centre uses" (as defined by NPPF) including evening economy, community/leisure and cultural uses will be supported.
- 111 The proposed new Central Bletchley policy draws heavily on the projects proposed in the Town deal and the approved Brunel Centre Development Brief.

### **Policy CB1 Supporting investment in Central Bletchley**

**Policy type:** Strategic

**Objectives:** All

**Site/sub-area:** Central Bletchley

- A. Within the Central Bletchley area, as defined on the Policies Map, provision of around 1,000 new homes will be made.
- B. Development proposals within the Central Bletchley area will be guided by the following principles:
  1. Residential-led development proposals should be within a density range of 150-250 dwellings per hectare.
  2. Comprehensive redevelopment of land associated with the former Wilko store, former Brunel Centre, former Sainsbury's store and Stanier Square will be supported where it provides:
    - i. A new convenience store at ground floor level;
    - ii. An appropriate mix of homes; and
    - iii. An appropriate mix of other community amenities, such as a health hub, and main town centre uses that improve the overall provision within Central Bletchley for the evening economy, leisure, culture, offices and community.

3. Other mixed-use development proposals within Bletchley Town Centre must include an appropriate mix of retail, residential, community and other main town centre uses.
4. Mixed-use residential development on the former Police and Fire Station sites will be supported, subject to compliance with other policies in the plan.
5. To strengthen Bletchley Railway Station as a major transport hub, development proposals must not prevent the delivery of improved access and egress to Bletchley Railway Station east of the railway line.
6. Development proposals that improve the connectivity between Bletchley Station and the Town Centre through safe, direct and inclusive active travel routes that embrace people friendly and healthy streets principles will be strongly supported.
7. Development proposals that provide public realm improvements along Queensway and Aylesbury Street and/or enhance or create a network of community and cultural spaces will be strongly supported.
8. Development proposals that maintain or improve the learning and visitor facilities at Bletchley Park intended to enable the renovation and enhancement of this internationally important historic and educational site will be strongly supported.

## 6. People friendly and healthy places

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

### Delivering healthier places

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

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



115 However, there are marked differences in health, or health inequalities, within Milton Keynes. The city overall falls among

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

**140 cases  
of type 2  
diabetes**

**330 cases  
of heart  
disease**

**120  
strokes**

**60 cases  
of cancer**

**570 cases of  
dementia**

**500 cases of  
depression**

**...saving the  
NHS £35m**

the 40% least deprived local authorities in England but, as with most places, this masks the extent of the variation, with some areas of the city falling within the most deprived 10% or 20% of the country. Tackling health inequalities is a priority, both for the City Council and the NHS.

- 116 We will require Health Impact Assessments (HIA) for developments of a scale and type that are likely have impacts on our residents' health. Any HIA must assess proposed developments against the Healthy Place Principles and identified health needs. The HIA must demonstrate that positive health impacts would be maximised and any negative impacts would be minimised. Any mitigation or promotion measures proposed and accepted shall be secured via an appropriate mechanism. Proposals that would have an unmitigated negative impact on population health may be refused.



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

**Figure 6 Factors affecting health outcomes**

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

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

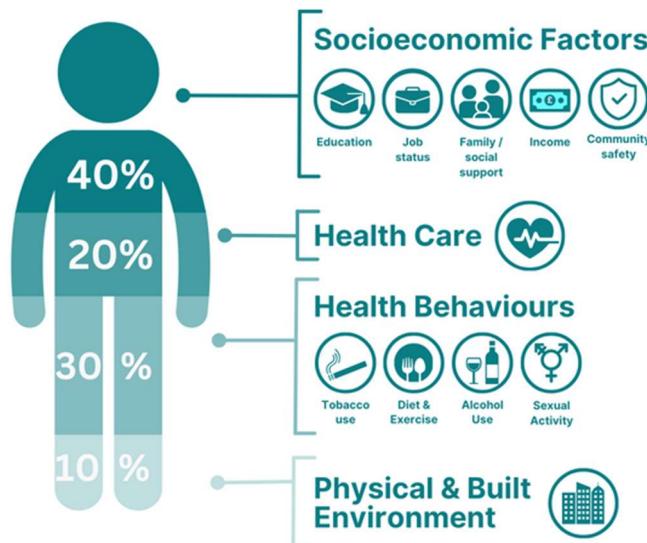


Figure 7 Milton Keynes Healthy Place Principles



- 122 There is evidence to show that certain uses can harm our residents' health and well-being, both directly and indirectly. This can be exacerbated where residents are experiencing deprivation or health inequalities. Certain types of uses can also cause detrimental cumulative impacts because of their concentration or location.
- 123 Where permitted, developments should display information about local credit unions, debt advice services and/or gambling addiction charities, and smoking cessation services, as appropriate.



**Policy PFHP1 Delivering Healthier Places**

**Policy type:** Strategic

**Objectives:** 1, 2, 3

**Site/sub-area:** N/A

- A. Development proposals will be supported where they accord with the Milton Keynes Healthy Place Principles, reduce health inequalities, and address local health priorities.

**Health Impact Assessment**

- B. A Health Impact Assessment (HIA) must be submitted alongside development proposals for:

1. Employment land or sites (Use Class E(g)(I - iii), B2 and B8) of 5 hectares (gross) or more.
  2. Residential development (Use Class C3) of 50 homes or more.
  3. Purpose Built Shared Living including Co-living, Hostels, Large Houses of Multiple Occupation (Sui Generis) providing 50 or more bedspaces.
  4. The following development within Use Class C2:
    - i. Residential Institutions (including care) to be occupied by 25 or more persons.
    - ii. Hospitals
    - iii. Prisons, Young Offenders Institutions, Detention Centres, and Secure Training Centres (Use Class C2a).
  5. Development for the provision of education (Use Class F1).
  6. New or expanded Minerals and Waste sites.
- C. Reserved Matters applications associated with hybrid/outline planning permissions must submit an Addendum HIA to cover those matters for which approval is sought.
- D. Development proposals that would have a demonstrable positive impact on the health of Milton Keynes' population will be supported.

**Age-friendly development**

- E. Development proposals must be designed in a manner that supports occupants and visitors of all ages including those living with dementia and related illness.

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

- F. Development proposals for Adult Gaming Centres/Betting Shops, Pay-day Loan Shops, and Shisha Premises will be carefully assessed against the following factors:

1. The proximity of the development and its catchment area to areas of employment, income and health deprivation as reported within the latest English Indices of Deprivation;
  2. The presence of other similar operators and the extent of clustering of such uses in the local area; and
  3. The implications for community safety, crime, and anti-social behaviour.
- G. Shisha Premises within 400 metres walking distance from any access point of a secondary school or further education establishment will be refused.
- H. Where negative impacts are identified and/or locations assessed to be inappropriate planning permission may be refused for such uses.
- I. Where permitted, developments should display information about local credit unions, debt advice services and/or gambling addiction charities, and smoking cessation services, as appropriate.

## **Community amenities for people friendly and healthy places**

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

125 It is important that community amenities are in places that are easily accessible by walking, cycling, and public transport. Recognising the vital role they play in creating people friendly and healthy places, the protection and provision of community amenities in new developments must be managed in a proportionate way. This is covered by Policies GS4 and GS9 and other specific policies, such as the provision and protection of accessible open space.



### **Policy PFHP2 Provision and Protection of Community Amenities**

**Policy type:** Strategic

**Objectives:** 3, 5, 11

**Site/sub-area:** N/a

**Location of community amenities**

A. Proposals for new community amenities will be supported where they are:

1. In a location that is easily accessible by walking, wheeling, scooting, cycling and public transport; and
2. Well-related to the existing pattern of development and there is no detriment to the character or appearance of the surrounding area.

**Loss of community amenities**

B. Development proposals that involve the loss of an existing community amenity will only be supported where:

1. It can be demonstrated that there is no longer a need for the amenity or any type of community use;
2. Satisfactory alternative provision can be made elsewhere that is equally, or more, suitable in terms of quality, function, and accessibility by walking, wheeling, scooting, cycling, and public transport; or
3. The proposal is for an alternative community amenity for which there is a demonstrable greater local need.

**Policy PFHP3 New Local Centres**

**Policy type:** Strategic

**Objectives:** 3, 5, 14

**Site/sub-area:** N/a

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

1. Eaton Leys
2. Strategic Land Allocation (Glebe Farm/Eagle Farm South)
3. Tattenhoe Park
4. New locations within new strategic allocations.

B. Development proposals for a general convenience store in Conniburrow to address lack of provision and support people friendly and healthy places will be supported.

C. Land and/or buildings for convenience retail use should be located so that most new homes are within 800 metres of the use via active travel routes.

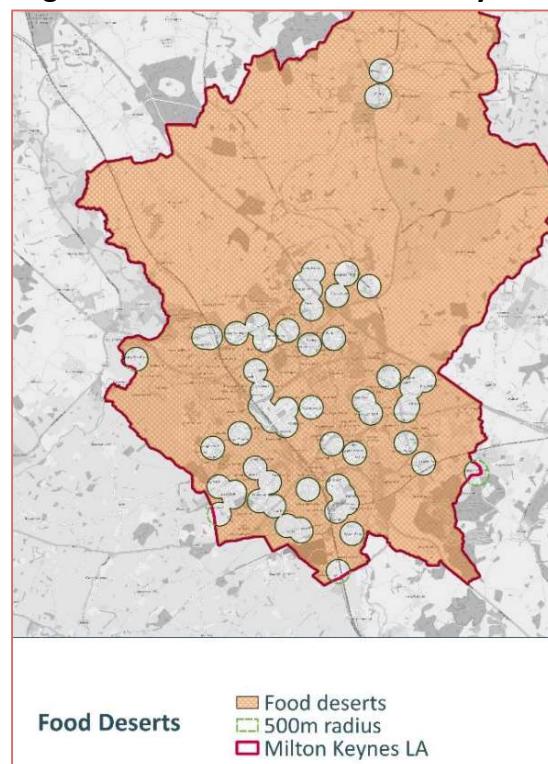
D. The scale of retail and service provision provided within new areas of residential development larger than 1,500 homes should increase the provision of convenience retail use floorspace commensurate with the scale of the proposed residential development. The scale and location of this use will be indicated within Development Frameworks /Master Plans adopted by the Council.

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

## Supporting healthier food choices

- 126 Where we live, work, shop, and learn can affect the food we eat and how healthy we are. This is the food environment, and it includes everything someone experiences in those places relating to food and can help determine overall health in the community.
- 127 Between 2016 and 2024, the number of Hot Food Takeaways in Milton Keynes increased by 32%, from 216 to 298 units. The effects are not evenly distributed across Milton Keynes. Hot Food Takeaways are disproportionately located in our more deprived areas, which are also the areas that have the highest proportion of both adults and children living with obesity.
- 128 Two out of three adults and two out of five 11-year-olds living in Milton Keynes are overweight or obese. Tackling obesity is a key priority for both the Council and the NHS and one of the priority areas of the 'MK-Deal' – an agreement between the Council and the NHS to address key health challenges together. The MK Together Health and Care Partnership adopted an Ambition for Health in Spring 2024. This states that for tackling obesity, our approach will be bold and focused on shaping a healthier city and reducing barriers our residents face in making healthier choices, as well as access to medical treatments as appropriate. Our policies below set out a way of managing the prevalence of hot food takeaways where there are known health and obesity issues in the city. Where permission is granted for hot food takeaways, we may impose restrictions on opening hours.
- 129 However, Hot Food Takeaways don't tell the whole Food Environment story, although they are an important part. 'Food Deserts' are defined as areas that are poorly served by supermarkets and where residents struggle to access healthy food at a good price. Food deserts are not just about the availability of food, but also about the quality and affordability of food. It has been identified that certain areas of Milton Keynes are food deserts. Further work on this will be carried out in preparation for the Regulation 19 plan.

**Figure 8 Food deserts in Milton Keynes**



- 130 Community Food Infrastructure, such as allotments and urban food growing, is also a key component of the Food Environment. It is recognised that access to food growing can improve attitudes towards healthier eating, improve opportunities for fruit and vegetable consumption, as well as improve social connectivity and physical activity. Allotment provision is not evenly distributed across the city, and some of our more deprived areas are also less likely to have access to allotments. Food growing facilities are pieces of equipment that can be used for food growing, such as planters, raised beds, and greenhouses.

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

- A. Development proposals will be supported where they would contribute to an improvement in the food environment through the protection and provision of allotments and urban food growing, reducing areas within food deserts, and restricting the development of hot food takeaways in areas of high childhood obesity.
- B. Development proposals must:
  - 1. Not result in the loss of existing allotments or urban food growing spaces unless it can be robustly demonstrated that these are no longer required or viable for such purposes and it can be demonstrated that other appropriate alternative open space use which allows the site to maintain its value for food growing (such as community gardens or orchards) is not feasible.
  - 2. Avoid negatively impacting on any adjacent allotments and urban food growing land.
- C. Residential development proposals for new homes must provide facilities for on-site food growing by residents through:
  - 1. The provision of balcony, communal, or roof-top food growing facilities in all flatted developments.
  - 2. The provision of adequate private garden space that shall incorporate food growing facilities for all other residential developments.
- D. Major residential development proposals must provide allotment space to the equivalent ratio of 20 allotments per 1000 households (0.25ha per 1000 population) and make provision for community orchards on site or where this is not feasible, through offsite contributions.

**Hot Food Takeaways**

- E. Proposals for Hot Food Takeaways will not be permitted where the following applies:
  - 1. Within 400m walking distance of any entry point to a school;
  - 2. Within a council ward where there are more than:
    - i. 15% of Year 6 pupils are living with obesity, or
    - ii. 10% of Reception pupils are living with obesity; or
  - 3. Within a retail frontage where:
    - i. the development would result in two or more consecutive hot food takeaways next to one and other;

- ii. the use would result in the clustering of uses to the detriment of the character, function, vitality, and viability of the defined centre; or
- iii. it would have an adverse impact on the standard of amenity for existing and future occupants of adjacent land and buildings.

## **Urban design principles for people-friendly and healthy places**

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

132 Design codes can provide a framework for creating high-quality places. The Levelling Up and Regeneration Act 2023 requires local planning authorities to prepare an authority-wide design code. Our approach to creating one is outlined at the end of this chapter. In addition, developers will be required to prepare design codes for large development sites, and neighbourhood planning groups can also prepare design codes as part of their neighbourhood plans. High profile major planning applications will also use a Design Review process to improve the quality of design.



### **Policy PFHP5 Designing People Friendly Places**

**Policy type:** Strategic

**Objectives:** 1, 2, 5, 7 ,8,

**Site/sub-area:** N/a

- A. Development proposals must accord with any Design Code, either area-based or site specific, that has been approved for the site or wider area.
- B. Development proposals will be permitted where they:
  - 1. Respond appropriately to the site and surrounding context;
  - 2. Create a place with a locally inspired or otherwise distinctive character;
  - 3. Provide, where applicable, a variety of street types, building sizes and forms, uses and housing tenures across the development;

4. Promote ease of movement by creating places that are permeable and well connected with a safe, attractive and convenient hierarchical network of routes that prioritises active travel;
5. Ensure the fronts of buildings overlook streets and other public spaces, and private spaces are located securely within the block;
6. Integrate well with the surrounding built and natural environments to enable a high degree of connectivity, particularly for pedestrians and cyclists and for access to connected green infrastructure for people and wildlife;
7. Provide recognisable routes, intersections and landmarks to help people to find their way around;
8. Provide soft and hard landscaping that enhances the quality of the public realm, is robust, is appropriate to its context and has arrangements in place for its management and maintenance in line with Policy GS9;
9. Ensure buildings and spaces are designed to be adaptable to changing needs over time; and
10. Create compact forms of development that promote walkable neighbourhoods, make efficient use of land and support local public transport, facilities and services.

## Healthy Streets

- 133 The Manual for Streets defines a street as “a highway that has important public realm functions beyond the movement of traffic.” Streets are typically lined with buildings and are places for people as well as for movement. It is this place function that distinguishes a street from a road, whose main function is accommodating the movement of motor traffic.
- 134 Healthy Streets is an evidence-based approach to improving health and reducing health inequalities through active travel. It uses 10 indicators that reflect the experience of being on the streets. These indicators are based on evidence of what is needed to create a healthy, inclusive environment in which people are more likely to choose to walk, cycle, and use public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.



### Policy PFHP6 Designing Healthy Streets

**Policy type:** Strategic

**Objectives:** 1, 2, 5, 7 ,8,

**Site/sub-area:** N/a

A. Development proposals will be permitted if they meet the following principles:

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

## Well-designed buildings

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

that allow for innovation while being reflective of their place and the time they were built. This is reflected in the building design policies in the Milton Keynes City Plan.

- 138 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.



- 139 The policy below sets out the criteria that should govern the design of new buildings (and extensions to existing buildings) to ensure that they make a positive contribution to the area within which they are located. Where necessary, the Council will require a Landscape and Visual Impact Assessment to be carried out to assess impacts and inform the design.

### **Policy PFHP7 Well-designed buildings**

**Policy type:** Strategic

**Objectives:** 1, 4, 8

**Site/sub-area:** N/a

- A. 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 immediate location or development as a whole;
  2. Progressive, forward-thinking and distinctive architecture is incorporated, unless the existing context suggests an alternative approach would be more appropriate;
  3. Buildings are of 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;
  4. The building's form, massing, rhythm and façade details are carefully designed to create character and visual interest;
  5. Buildings employ high quality and durable materials;

6. The proposed scale and design of extensions to existing buildings relate well to the existing building and plot, do not adversely affect the amenities of adjoining properties and do not detract from the character of the existing building and the surrounding area;
7. The levels of sunlight and daylight within buildings and private amenity open spaces are satisfactory, shadowing of other buildings and open public space is minimised, and uncomfortable micro-climates around the building are avoided;
8. Important views and vistas from within the immediate area and wider surrounding area are protected, and the design of the proposal makes a positive contribution to the wider townscape, skyline and landscape;
9. Servicing, utility infrastructure and storage for bins is located to avoid adverse visual impact on the building frontage and street scene; and
10. Roofs, balconies, ledges, or internal atria incorporate design measures to help prevent deaths by suicide.

## A new MK Design Code

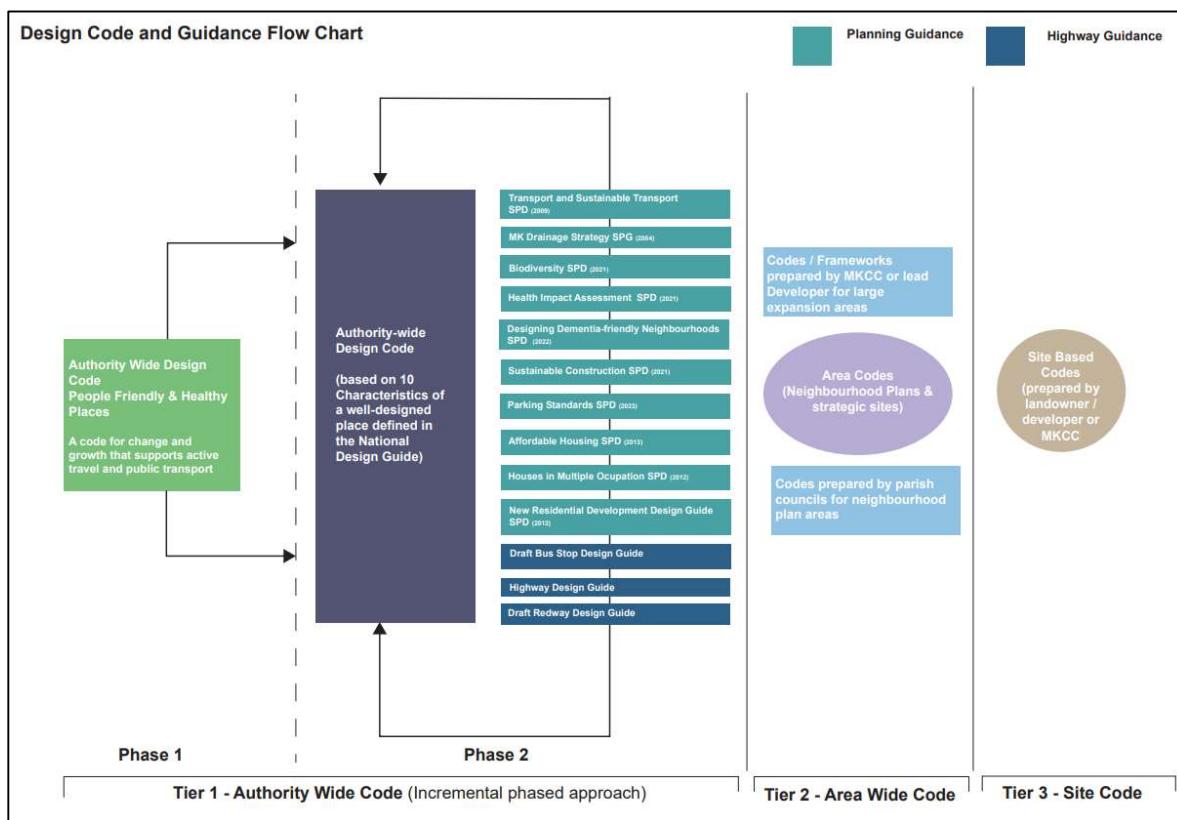
- 140 We intend to prepare a new MK Design Code to help us implement our policies which relate to the design of places, with particular emphasis on creating people friendly and healthy places.
- 141 A vision has been developed in line with the feedback and suggestions received from the public engagement on the [Milton Keynes Design Code Scoping Document from November 2023 – January 2024](#). Generally, there was a good level of support for the code to focus on themes of health and movement, and feedback from the consultation also included support for the design code vision to align with the vision and objectives for the MK City Plan 2050.
- 142 In response to the comments received, the Milton Keynes Design Code will support the ambition to create people-friendly and healthy places, as set out in the MK City Plan 2050. It will achieve this by introducing clear and measurable design parameters to create healthier, safe and inclusive streets and places.

### MK Design Code Vision

A Design Code which delivers healthy and people friendly places that provide more choice for movement and build on the city's legacy of connectivity. These healthier places will prioritise walking, wheeling, scooting and cycling, and support the use of integrated and sustainable transport to achieve accessible and inclusive mobility for all in Milton Keynes

#### Implementing and structure of the new MK Design Code

- 143 The Design Code and Guidance flowchart shows the indicated approach for phasing and tiering the authority-wide code for Milton Keynes. Phase 1 will focus on the measures needed to achieve people friendly and healthy places, it will establish principles across Milton Keynes with a focus on areas of growth or change. Phase 2 will be an incremental phased approach that allows the authority to review, align and incorporate where appropriate existing guidance into the code. It is expected that both phases of the borough wide code will primarily be presented in an interactive digital format.

**Figure 9 Design Code and Guidance Flow Chart**

## Area Types

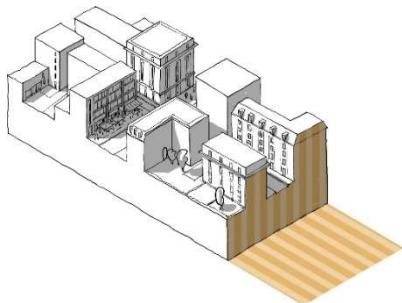
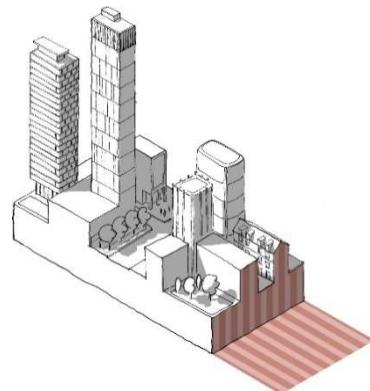
- 144 The National Model Design Code requires the authority wide codes to establish area types to ensure the code is responsive to different contexts. Area types are based both on the existing character of the place and how the local authority and community expect the area to develop in the future. Our draft area types for the code so far are listed below:

**Table 5 Proposed Design Code Area Types**

Milton Keynes Area Types	
City Centre	Rural Area
Town / District Centre	Open Space – Urban Green Space / Linear Park
Urban Neighbourhood	Open Space – Grid Road Corridor
Suburb - Inner	Employment - Industrial Areas
Suburb - General	Employment – Business, Science or Retail Parks
Suburb – Outer	Strategic allocations
Rural Village	Proposed areas of growth – infill supporting MRT / Active Travel

## CITY CENTRE

Taller buildings could apply to parts of the city centres where there would be three maximum height zones. A high density of development and a strong mix of uses.

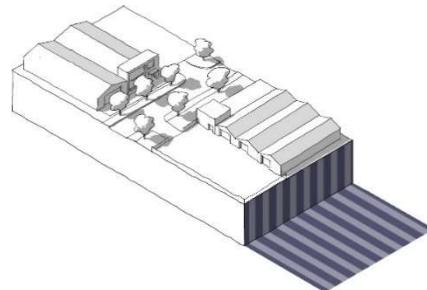


## TOWN / DISTRICT CENTRE

A typical dense town centre typology with over 75 dwellings per hectare (dph) and a strong mix of uses.

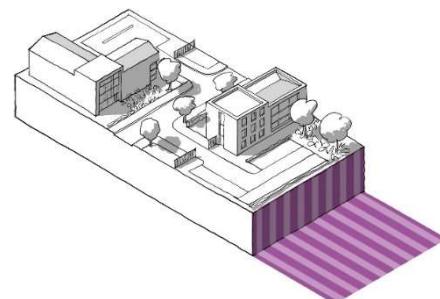
## INDUSTRIAL AREA

Functional industrial areas of manufacturing and storage units. The buildings can be large sheds.



## BUSINESS, SCIENCE OR RETAIL PARKS

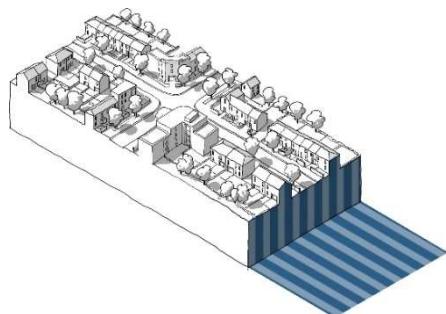
Areas of retail, office development, science and technology parks.



## SUBURBS

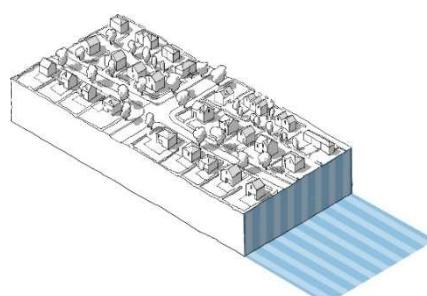
### INNER

Milton Keynes inner suburbs are located within grid squares around the city centre they have a medium density of 30-50dph despite having a mix of terrace, semi-detached dwellings and apartments.



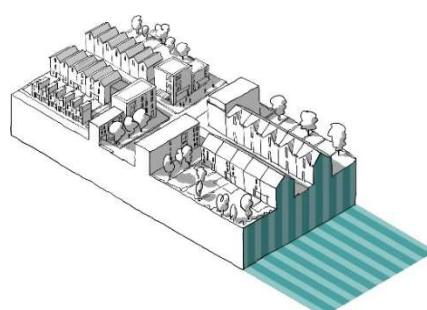
### GENERAL

Lower Density Suburbs mostly located within grid squares with a density of 20-35dph and a limited mix of uses.



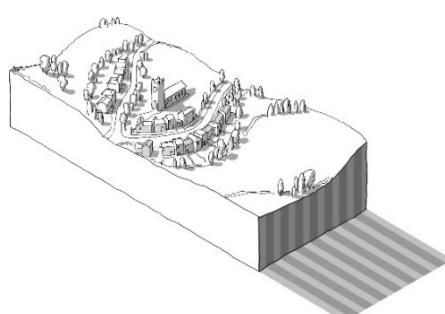
### OUTER

Milton Keynes outer suburbs have the highest suburban density of between 40 and 70dph in order to support local facilities they have a mix of apartments townhouses and detached homes.



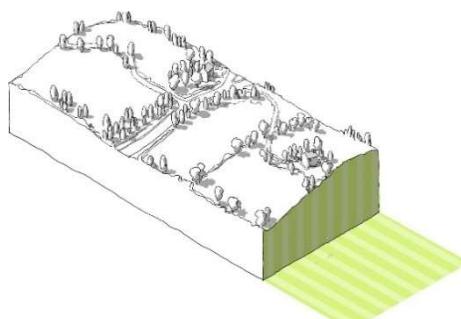
## RURAL VILLAGE

Villages have their own character usually with 2-3storey development and an informal layout.



## RURAL AREA

Rural areas may include rural buildings and settlement types.



## 7. High quality homes

- 145 An essential part of creating people friendly and healthy places is ensuring there is a wide choice of high-quality homes that meet the needs of different people in Milton Keynes. In particular, larger schemes provide significant opportunities to create or sustain inclusive, mixed and balanced communities.
- 146 The Housing and Economic Development Needs Assessment is the Council's latest evidence of need. It recommends the following mix for market and affordable homes:

**Table 6 Summary of our evidence on required housing mix in Milton Keynes 2022-2050**

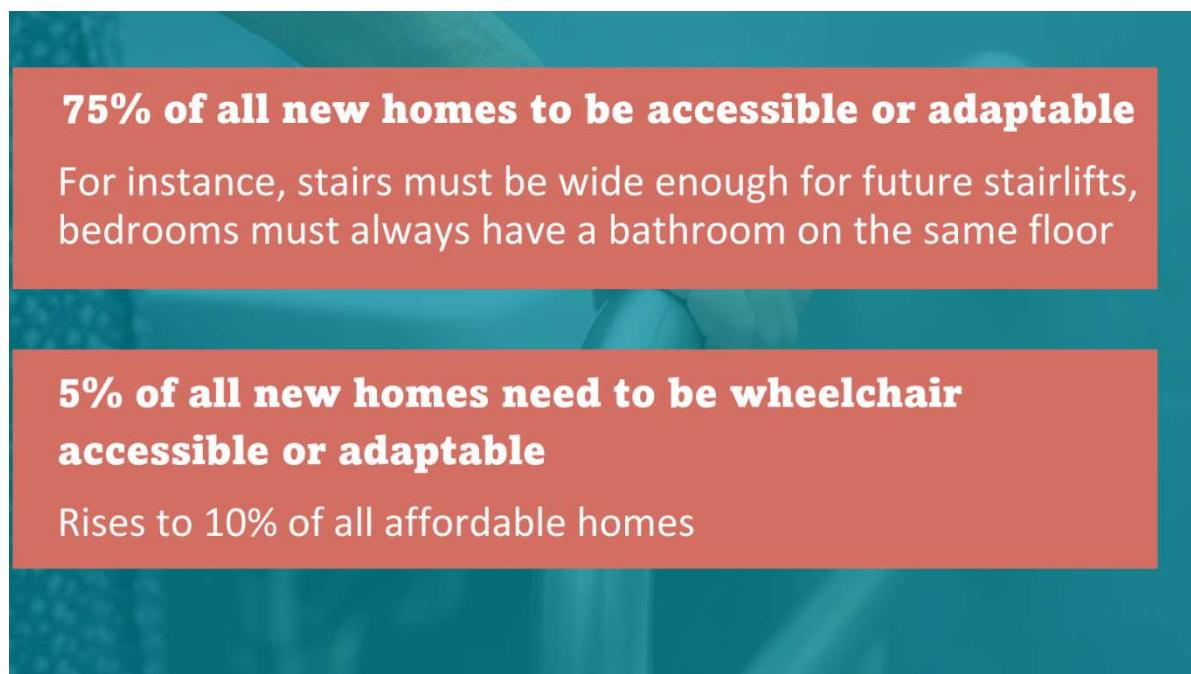
	Affordable homes to rent	Affordable homes to buy	Market homes
<b>1 bedroom</b>	14%	17%	6%
<b>2 bedrooms</b>	28%	43%	8.5%
<b>3 bedrooms</b>	47%	32%	56%
<b>4+ bedrooms</b>	11%	8%	29.5%
	100%	100%	100%

### Healthy homes

- 147 Proposals should seek to meet the above mix of homes wherever possible. It is acknowledged that site-specific factors may mean that meeting this mix is not feasible or appropriate. In these circumstances, the Council will work with applicants to agree an alternative mix of homes.
- 148 A self and custom build register is maintained by the Council and is used as the basis for assessing need for this type of accommodation. The strategic allocations provide a significant opportunity to make services plots available for self-build and custom housebuilding in Milton Keynes that would help to meet this need. The delivery of plots through the strategic allocations will be reviewed in light of site-specific viability evidence that will be used to inform the preparation of the regulation 19 proposed submission MK City Plan.



- 149 New homes should meet the potentially changing needs of people over time. New homes will therefore need to incorporate accessible and adaptable design features from the outset to allow people to remain independent in their own homes and enjoy a good quality of life. The Housing and Economic Development Needs Assessment provides evidence of need for 75% of all new homes to meet Category M4(2) (accessible and adaptable dwellings) requirements, 5% of new market homes to meet Category M4(3) (wheelchair user dwellings) requirements, and 10% of new affordable homes to meet category M4(3) requirements.



- 150 The Council will also require other good design practices to ensure that the internal living environment of a home supports peoples' quality of life, as well as creating flexibility to

accommodate changes in circumstances. As such, the Council requires all new dwellings to be built to the Nationally Described Space Standards.

- 151 The amenity afforded by new development and the protection of amenity within existing developments are also critical to ensuring the creation of people friendly and healthy places. Buildings must be carefully designed to ensure adequate privacy, sun lighting, and daylighting has been achieved.

### **Policy HQH1 Healthy Homes**

**Policy type:** Strategic

**Objectives:** 4, 8, 9

**Site/sub-area:** n/a

#### **Mix of homes**

- A. All new homes proposed must meet the Nationally Described Space Standards as a minimum.
- B. Proposals resulting in the creation of ten or more new homes must meet current and future needs. The mix of size and type of homes should:
  - 1. Reflect the Council's latest evidence of need; and
  - 2. Create and maintain mixed and balanced communities.
- C. Proposals resulting in the creation fewer than ten new homes must seek to provide a mix of size and type of homes to reflect the Council's latest assessment of need.
- D. Should the nature of the development proposal mean that a greater variety of tenure, size and/or types of homes is not feasible or appropriate, the Council will work with applicants to agree an appropriate alternative mix.

#### **Self-build and custom homes**

- E. Proposals that help meet the need for self-build and custom homes will be supported. Proposals involving the development of strategic allocations should provide serviced dwelling plots for sale to custom builders will be required.

#### **Accessible and adaptable homes**

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

3. 10% of all new affordable homes built to Building Regulations Part M4(3) wheelchair accessible standard.

### Amenity

G. All proposals will be required to create and protect a good standard of amenity for homes and surrounding areas, in line with relevant adopted design guidance, and must ensure:

1. The levels of sunlight and daylight within buildings and open spaces, and garden areas in particular, are satisfactory;
2. Homes are dual aspect wherever possible to enable passive ventilation, subject to any noise and air pollution mitigation measures that are required to make the proposal acceptable;
3. External private or shared communal garden space, in its extent and design, meets the reasonable needs of its user(s);
4. 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 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;
5. The outlook and visual amenity afforded from within homes 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; and
6. Shared circulation space and routes to private entrances within flatted development should be of sufficient width, be welcoming, legible, and, wherever possible, be naturally lit.

H. Servicing and refuse storage and collection areas must be provided appropriate to the nature and scale of the development. Such areas must be appropriately sited and designed to ensure they:

1. Are safely and easily accessed by all users at all times;
2. Secure an attractive and coherent street scene and protect visual amenity; and
3. Avoid creating risk to human health or an environmental nuisance.

## Affordable homes

152

Ensuring that we maximise delivery of affordable homes is a critical part of creating people friendly and healthy places and creating mixed and balanced communities. The high cost of homes in Milton Keynes is a key challenge and we will work with key partners to prioritise the delivery of affordable homes.

153 The Housing and Economic Development Needs Assessment (HEDNA) sets out the overall need for affordable homes based on local needs. It also indicates how many of these affordable homes should be provided to rent (including both social rent and affordable

rent, as defined in the NPPF) and how many should be provided to buy. It concludes that there is a need for around 14,300 affordable homes by 2050 and that the vast majority (around 85%) of these should be for affordable rent.



**14,300 affordable homes are needed by 2050 and 85% should be affordable rent**

- 154 National planning policy requires 25% of all affordable homes to be First Homes, however the identified need for affordable home ownership in Milton Keynes is only 16% of the total affordable homes needed. Increasing the percentage of First Homes to meet national policy would reduce the potential for delivery of social and affordable homes to rent. To prioritise social and affordable rent, and ensure delivery of our identified affordable homes need, it is not proposed to provide 25% of all affordable homes to be First Homes.
- 155 As well as considering the need for new affordable homes, we must also consider what is reasonable and viable to require as part of new development proposals. The draft Whole Plan Viability Study has considered the viability of different levels of affordable homes in different locations. It concludes that a variable approach to providing affordable homes is appropriate, with different levels of affordable homes being required in different areas known as 'housing viability sub areas'. These areas are based on the viability of the local housing market and are shown on the Policies Map. Broadly, these range from the newer parts of the city and rural areas where a requirement for 40% of affordable housing can be achieved (this is where most of our growth is being directed in this plan) to the city centre and older areas where it is more challenging to provide affordable homes so lower targets have been set.
- 156 Where development proposals are not capable of meeting the affordable homes and other planning obligations in full, and there is robust viability evidence indicating this, the Council may accept reduced planning obligations elsewhere to ensure the provision of affordable homes and critical infrastructure. In all instances, proposals that do not deliver the contributions necessary to mitigate the impacts of the development are unlikely to be supported.

- 157 The Council will only accept off-site provision of affordable homes in justified and exceptional circumstances. On-site provision is preferred as it provides more certainty about delivery and therefore would create mixed and balanced neighbourhoods in Milton Keynes.
- 158 For Build to Rent schemes, affordable homes for rent are expected to be the normal form of affordable homes provision, as set out in the NPPF. In this context, it is known as affordable private rent. To be considered a 'Build to Rent' scheme, proposals must meet the following definition:
- A development, or block/ phase within a development, of at least 30 units;
  - The homes to be held as Build to Rent under a covenant for at least 10 years;
  - All units to be self-contained and let separately;
  - Unified ownership and unified management of the development;
  - Professional and on-site management;
  - Longer tenancies offered (ideally three years or more) with defined in-tenancy rent reviews; and
  - Property manager to be part of an accredited Ombudsman Scheme and a member of a recognised professional body.
- 159 We recognise the important role that Build to Rent homes can play in local housing delivery. However, we also recognise that the traditional viability model for development makes Build to Rent challenging in terms of securing affordable homes and wider planning obligations. As a reflection of this, the policy sets out that a financial contribution in lieu of providing affordable homes on-site will be accepted, subject to viability. This would provide opportunities to use these contributions to deliver higher levels of affordable housing that better meet the type and mix of affordable properties identified in the HEDNA as being needed. However, whilst we continue to work on evidence for the MK City Plan 2050, we will be exploring alternative ways in which the value generated by Build to Rent developments can be captured to help deliver more affordable home and supporting infrastructure in the future.
- 160 The Council will not accept piecemeal housing development that it considers are being split to fall under the threshold for providing affordable homes.

**Policy HQH2 Affordable homes****Policy type:** Strategic**Objectives:** 9**Site/sub-area:** Housing Viability Sub Areas**Affordable Homes**

A. Proposals resulting in the creation of ten or more new homes must provide affordable homes in accordance with the requirements set out below:

1. The provision of affordable homes must be maximised as follows:
  - i. In Housing Viability Area 1 at least 40% of new homes;

- ii. In Housing Viability Area 2 at least 25% of new homes;
  - iii. In Housing Viability Area 3 at least 15% of new homes;
2. Except where site-specific considerations or the form of development dictates otherwise, the tenure mix of affordable homes must be as follows:
- i. 16% First Homes;
  - ii. 62% Social Rent;
  - iii. 22% Affordable Rent; and
3. The design, siting, clustering and phasing of affordable homes must ensure proper integration with other tenures and timely delivery as part of the wider development, so to contribute towards creating sustainable, mixed, and inclusive communities.
4. Where the required provision of affordable homes would make the development unviable, a robust viability assessment must be submitted to determine the maximum provision of affordable homes that could be delivered. The following requirements will be reviewed to determine the maximum provision that could be delivered:
- i. tenure mix;
  - ii. the size and type of homes;
  - iii. the extent of other site-specific planning obligations; and
  - iv. the amount of affordable homes required.
5. In justified and exceptional circumstances equivalent off-site provision or equivalent financial contributions may be acceptable.

#### **Build to Rent**

- B. Where a proposed development consists of Build to Rent homes, a financial contribution in lieu of the provision of on-site affordable homes will be accepted subject to a viability assessment.

#### **Delivering more than 50% affordable homes**

- C. Other than exception sites as defined in Policy HQH9, proposals resulting in the creation of more than 50% affordable homes will only be permitted where the proposed number and mix of types and tenures:
- 1. Is evidenced by an up-to-date housing needs assessment that clearly demonstrates the need for this development in this location; and
  - 2. Will create or maintain a mixed and sustainable community within the wider neighbourhood.

#### **Adjacent sites**

- D. Proposals resulting in the creation of fewer than 10 new homes will trigger consideration of whether two or more adjacent sites should be treated as one comprehensive site that would trigger the requirement to provide affordable housing. In such circumstances it will be necessary to show that:
1. A previous proposal did not incorporate the adjacent site in whole or in part;
  2. The site is functionally independent and does not rely on a single access or shared open space or drainage;
  3. There is no financial or organisational link between the former and current owners of the site(s);
  4. There is no reasonable prospect of developing both sites together; and
  5. There have been no actions undertaken on behalf of an owner or developer to release the site(s) after an adjacent site has benefitted from a planning permission.

## Supported and specialist homes

- 161 Homes play an important part in the quality of life for older people, people with physical and mental health needs and for carers. The MK City Plan 2050 provides the opportunity to ensure there is sufficient choice of suitable, safe, and appropriate homes to meet peoples varying and individual needs.
- 162 National planning policy and guidance requires local planning authorities to plan for a mix of homes to meet the needs of different groups of people, including older people (including those who need retirement homes, homes with care and care homes) and people with disabilities.
- 163 Specialist and supported homes are provided in a range of ways, including:
- **Age restricted general market homes** – typically for people aged over 55 and may include some shared amenities such as communal gardens. Does not include support or care.
  - **Retirement living or sheltered homes** – usually purpose-built flats or bungalows with limited communal facilities. They do not usually provide care services but do provide some support to enable people to live independently. This could include a warden or house manager and an alarm system.
  - **Extra care homes or homes-with-care** – usually purpose-built or adapted flats or bungalows with a medium to high level of care available if required. Residents can live independently with 24-hour access to support and staff, and meals are available. There are often extensive communal areas. May be known as retirement communities or villages.
  - **Residential care and nursing homes** – have individual rooms within a residential building and provide a high level of care meeting all activities of daily living. They do not usually include support services for independent living. Can also include dementia care homes.

- **Supported homes or homes with support** – for people with severe mental illness, a learning disability, or vulnerable young people.



- 164 The Council's Housing and Economic Development Needs Assessment (HEDNA) indicates that there will be substantial increase in the older population of Milton Keynes by 2050 and models the need for new sheltered and extra care homes, as well as identifying the number of people who may require supported housing or housing with support. The HEDNA is the Council's latest evidence of need and identifies the following needs to 2050:
- 1,400 bedspaces for residential institutions (C2) such as care homes;
  - Around 5,800 sheltered homes for older people (4,500 owned and 1,300 rented);
  - Around 2,100 extra care homes for older people (1,500 owned and 600 rented);
  - Around 500 adults with severe mental illness at risk of requiring supported housing or housing with support;
  - Around 700 people with a learning disability who are at risk of requiring supported housing or housing with support; and
  - Around 1,450 places for young people leaving care.
- 165 New strategic allocations within the MK City Plan 2050 must provide an element of supported and specialist accommodation in accordance with the identified need.
- 166 Due to the importance of maximising the provision of affordable homes, the Council will require proposals for self-contained supported and specialist homes to meet the requirements of Policy HQH3 where applicable.
- 167 The Council is also seeking to support those people and families who urgently require safe and suitable temporary accommodation. It is recognised that occupiers may need good access to support services and facilities, and the accommodation itself typically requires a greater degree of management. As with supported and specialist housing,

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

### **Policy HQH3 Supported and specialist homes**

**Policy type:** Strategic

**Objectives:** 9

**Site/sub-area:** N/a

- A. Proposals for, or which include, new supported and specialist homes will be supported where:
1. The form of supported and specialist homes meets one or more element of the Council's latest evidence of need;
  2. It is in a location that is easily accessible to local services and facilities and public transport;
  3. It is well-related to the existing pattern of development in the settlement and there is no detriment to the character or appearance of the settlement or the open countryside;
  4. It will create or maintain a mixed and sustainable community within the wider neighbourhood and not result in an over-concentration of that type of homes in that location; and
  5. The proposal meets the affordable homes requirements of Policy HQH2 where applicable.

#### **Providing new supported and specialist homes in strategic developments**

- B. New strategic developments must provide at least 17.5% of the total homes as supported and/or specialist homes to meet the Council's latest assessment of need as follows:
1. 9% for C2 care homes;
  2. 67% for sheltered homes; and
  3. 24% for extra care homes.

- C. Where on-site provision of supported and/or specialist homes is not feasible or desirable, financial contributions will be sought to enable provision of supported and/or specialist homes off-site.

#### **Loss of existing supported and specialist homes**

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

#### **Temporary accommodation**

- E. Proposals that provide temporary accommodation for households in emergency or urgent need of accommodation will be permitted where:
1. the units provided would afford a good level of amenity for a range of household sizes or types;
  2. the proposal incorporates, or is in close proximity to, relevant support services, amenities and facilities to enable easy access by occupiers; and
  3. the building would be owned and managed by an organisation(s) with a proven track record of providing, owning and managing good quality accommodation.

## Supporting regeneration and renewal

- 168 Estate regeneration and renewal can play an important role in creating people friendly and healthy places. The Council's vision for estate renewal and regeneration is to build stronger communities, in which every resident of Milton Keynes can live safely, securely and sustainably. The Council's Community-Led Regeneration and Estate Renewal Strategy aims to improve estates and build healthy, safe and sustainable communities.
- 169 To help achieve this, the Council will be supportive of appropriate proposals for regeneration and renewal that meet the criteria set out below.

### Policy HQH4 Supporting regeneration and renewal

**Policy type:** Strategic

**Objectives:** 1, 2, 3, 4, 7, 8, 9, 10

**Site/sub-area:** n/a

- A. Proposals for regeneration and renewal of estates in the urban area of Milton Keynes City will be permitted where they:
1. Increase the overall supply or quality of affordable homes;
  2. Provide a mix of homes that reflects the Council's latest evidence of need and create and maintain mixed and balanced communities;
  3. Enhance access to, and provision of, accessible open space, active travel opportunities, and community facilities and services;
  4. Protect and enhance the nature, green and blue infrastructure network by conserving and enhancing on-site biodiversity and habitats network within and adjacent to the site;
  5. Provide greater walking, cycling and other non-motorised accessibility, linking the neighbourhood with nearby shops, facilities and open spaces;
  6. Contribute to an improvement in the food environment through the protection and provision of allotments and urban food growing, addressing food deserts and restricting the development of hot food takeaways in areas of high childhood excess weight; and

7. Increase the attractiveness of the area to businesses, including improving the public realm, retail and commercial space.

## Co-living and Houses in Multiple Occupation

- 170 Recognising the role of the MK City Plan 2050 to provide a range of homes to meet peoples different needs, this policy sets out the criteria for assessing proposals for co-living. For the purposes of this Plan, the term 'homes for co-living' encompasses both large-scale purpose-built shared living and purpose-built student accommodation. Large-scale purpose-built shared living homes are non-self-contained homes, usually made up of at least 50 private individual rooms, communal spaces, and facilities. They usually provide accommodation for single-person households who cannot, or choose not to, live in self-contained homes or homes in multiple occupation.
- 171 Recognising the emerging proposals to bring forward in-person university education to CMK, there is likely to be a need to provide purpose-built student accommodation in CMK to support the new higher education provision.
- 172 Whilst the Housing and Economic Development Needs Assessment (HEDNA) projects a decline in single young people, allowing for the provision of homes for co-living in certain circumstances could have a role in providing short term homes for groups such as recent graduates looking to establish themselves in Milton Keynes.

### Policy HQH5 Homes for co-living

**Policy type:** Non-Strategic

**Objectives:** 9

**Site/sub-area:** n/a

A. Proposals for homes for co-living will be permitted where they:

1. Are in highly accessible locations by walking, cycling and public transport
2. Are within the existing development boundary of a settlement;
3. Make a positive contribution to the character of the area;
4. Create or maintain a mixed and sustainable community within the wider neighbourhood and not result in an over-concentration of that type of homes in that location; and
5. Would not, on their own or cumulatively with other similar developments in the area, result in significant adverse impact on the amenity of residents and/or local communities.

- 173 Houses in multiple occupation (HMOs) form an important part of the housing stock, providing a valuable supply of privately rented accommodation for a variety of households. Rents are generally cheaper than those charged for self-contained dwellings and are

therefore usually one of the more affordable forms of accommodation within the private rented market.

- 174 The Housing and Economic Development Needs Assessment (HEDNA) indicates that single person households represent only a small proportion of the overall household growth. However, it also indicates that the increase in 'other' households represents 23% of the projected growth (an increase of 11,700). Other households include multi-generation living, student households and homes in multiple occupation.
- 175 Therefore, HMOs are likely to be a continued part of the supply of homes to meet peoples' needs. It is therefore considered appropriate for the MK City Plan 2050 to include policies that will help to manage the growth and development of homes in multiple occupation, alongside guidance contained within an adopted Houses in Multiple Occupation Supplementary Planning Document.

#### **Policy HQH6 Houses in multiple occupation**

**Policy type:** Strategic

**Objectives:** 9

**Site/sub-area:** n/a

- A. Proposals for houses in multiple occupation or sub-division of existing dwellings into flats will be permitted where they:
1. Fall within an existing settlement boundary;
  2. Contribute positively to the character and amenity of the surrounding area; and
  3. Create or maintain a mixed and sustainable community within the wider neighbourhood and not result in an over-concentration of that type of homes in that location.

## **Accommodation for Gypsies and Travellers**

- 176 The Planning Policy for Travellers Sites (PPTS) requires that Local Planning Authorities demonstrate an up to date, 5-year supply of deliverable Gypsy and Traveller sites. Gypsies and Travellers are protected as distinct ethnic minorities under the Equality Act (2010) and therefore have the right to culturally appropriate accommodation. Additionally, the Housing and Planning Act (2016) requires consideration of the need to provide sites on which caravans can be stationed.
- 177 Our Gypsy and Traveller Accommodation Assessment (GTAA) (2021) identified a need for a further 29 permanent pitches across the period up to 2040. This figure includes households which meet the planning definition of Gypsies and Travellers, as defined by the recent update to the PPTS. The PPTS definition was updated following an appeal decision in 2023, and now includes Gypsies and Travellers who have ceased to travel permanently or temporarily due to factors like education, health, or old age. Our current supply of permanent pitches for Gypsies & Travellers consists of 18 pitches, located at our two public sites: Calverton Lane (12 pitches) and Willen Road (6 pitches).

- 178 The Council will seek to meet our identified need through the allocation of new Gypsy and Traveller sites within strategic sites in Newton Leys, South East Milton Keynes and the Eastern Strategic City Extension. These sites will be required to be brought forward within early phases of these new strategic developments.

### **Policy HQH7 Pitches for Gypsies and Travellers**

**Policy type:** Strategic

**Objectives:** 9

**Site/sub-area:** n/a

- A. 18 pitches at the following existing Gypsy and Traveller sites will be safeguarded from redevelopment and changes of use:
1. Calverton Lane (12 existing pitches)
  2. Willen Road (6 existing pitches)
- B. The full identified need of 29 permanent pitches for the period up to 2040 will be provided on Gypsy and Traveller sites in the following locations, and be required to be delivered as early as possible within the development:
1. Eight pitches within Newton Leys;
  2. Seven pitches within South East Milton Keynes Strategic Urban Extension; and
  3. 14 pitches within the Eastern Strategic City Extension.
- C. New allocated Gypsy and Traveller sites, or extensions to an existing lawful site, shall be safeguarded for such use. 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 or has been provided elsewhere.
- D. New permanent and transit Gypsy and Traveller sites and extensions to existing lawful sites will be permitted where:
1. The number of pitches on an individual site is limited to no more than 15;
  2. A genuine need for the site or extension has been demonstrated;
  3. The site is reasonably accessible to shops, schools, health and other local services and community facilities;
  4. The site has suitable access to public transport connections;
  5. Sites must have suitable access and be well related to the major or strategic road network;
  6. There is space within the site for the provision of essential amenities and facilities, including parking and landscaping; and
  7. It can be demonstrated that the site would not have an unacceptable impact on a site of nature conservation interest.

## Accommodation for boat dwellers

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

### Policy HQH8 Accommodation for boat dwellers

**Policy type:** Strategic

**Objectives:** 1, 2, 7, 9,

**Site/sub-area:** n/a

- A. Proposals for new permanent (residential) and temporary (leisure) moorings on waterways will be supported where all the following criteria are met:
1. They do not interfere with, or have negative impacts on, navigation and navigational safety or operational requirements of the waterway;
  2. The biodiversity of the water, its margins and nearby wildlife corridors will be maintained or enhanced;
  3. There is adequate access for emergency services to ensure safety;
  4. Sites have adequate accessibility by walking, cycling and public transport to facilities and services including shops, healthcare, education and employment;
  5. There is adequate access to or provision of facilities and servicing, including water supply, electricity and disposal facilities for sewage and waste. Any new refuse and sewage disposal points should be sited so as not to detract from the canal or river scene;
  6. The use of any adjacent paths will not be impeded;
  7. The proposed development will not restrict public access to the waterways; and
  8. They do not cause environmental damage or nuisance.
- A. Proposals for moorings in the Open Countryside will only be acceptable where they are incorporated into a sustainably sited recreational mooring basin and where all the following criteria are met:

1. In the case of development involving the loss or change of use of existing leisure moorings, ensure at least 50% of the moorings at the site are retained as leisure moorings;
2. Moorings integrate successfully with the surrounding landscape and/or townscape and make a positive contribution to the canal side environment;
3. Moorings are located close to existing services and amenities and exploit opportunities to make the site more sustainable by, where feasible, promoting or improving alternative means of transport;
4. Moorings are served by an adequate road access and do not result in a significant adverse impact in terms of traffic generation or highway safety and convenience;
5. The historic or visual character of the canal and its nature conservation value is preserved and where possible enhanced;
6. Not impede navigation and/or the use of the towpath;
7. Only provide essential external lighting;
8. Include sufficient amenity space at the site in a communal area for essential facilities such as bin storage, showers, laundry and WCs;
9. Provide adequate pedestrian and service vehicle access;
10. Not have individual garden areas, sheds, storage units or parking areas adjacent to each mooring – car parking and other facilities should wherever feasible be provided in a communal area, or be designed out of the proposal; and
11. Include landscaping to a high standard.

## Exception sites

- 181 A significant part of Milton Keynes is rural in nature with many smaller settlements and communities which, in accordance with the proposed spatial strategy, would not be appropriate for the allocation of strategic scale developments, which would normally be expected to deliver a proportion of affordable homes. Nevertheless, it is likely that there will continue to be a need for affordable homes in those communities.
- 182 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 and First Homes 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.
- 183 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.
- 184 This policy therefore allows 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 HQH9 Exception sites**

**Policy type:** Strategic

**Objectives:** 9

**Site/sub-area:** n/a

**Rural exception sites**

A. Rural exception sites bringing forward affordable homes will be supported where they meet the following criteria:

1. The site does not exceed 0.5 hectare or ten homes;
2. The site is located adjacent to the existing settlement boundary of the village;
3. The site will not lead to coalescence with an adjacent settlement;
4. The proposal is supported by an up-to-date housing needs assessment that clearly demonstrates the need for this development in this location and for the types and tenures proposed; and
5. The homes are reserved for local affordable homes needs in perpetuity through secure occupancy controls.

B. No more than 35% market housing within a site to assist with viability will be supported if it can be demonstrated through open and transparent viability evidence that such housing would ensure the delivery of affordable homes to meet local needs.

**First Homes exception sites**

C. First Homes exception sites will be supported where the following criteria are met:

1. The site does not exceed 0.5 hectare or ten homes;
2. The site is located within or adjacent to the existing development boundary of the settlement;
3. The site will not lead to coalescence with an adjacent settlement; and
4. The homes are reserved for local needs in perpetuity through secure occupancy controls.

D. No more than 35% market housing within a site to assist with viability will be supported if it can be demonstrated through open and transparent viability evidence that such housing would ensure the delivery of affordable homes to meet local needs.

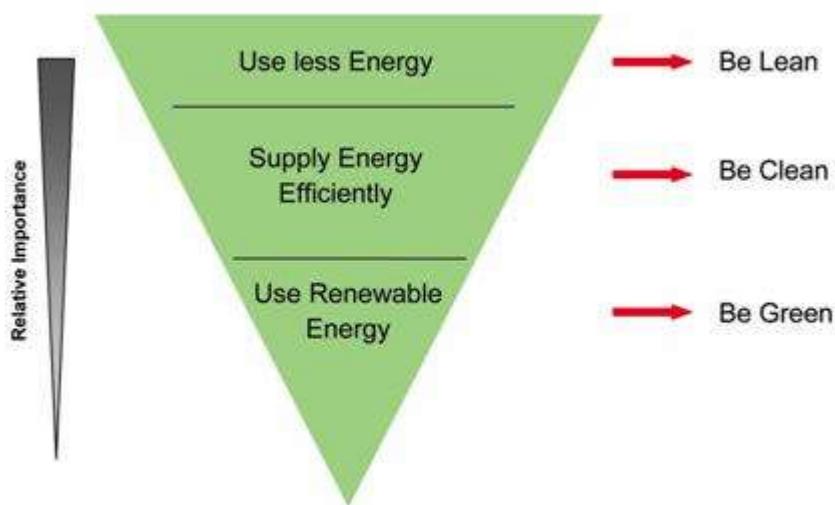
E. Where significant local need exists for one or more other type of affordable home(s), the Council will consider altering the proportions of affordable homes to include a small amount of other affordable homes products. This need must be supported by an up-to-date housing needs assessment that clearly demonstrates the need for this development in this location.

## 8. Climate and environmental action

- 185 There are a range of issues relating to the physical environment, climate change, and sustainable travel in Milton Keynes. These are all interconnected and link into, and influence, the wider climate environment at the regional, national, and global scales. Action on these issues at a local level will improve the situation locally and contribute to reducing these climate change and environmental issues on a global scale. To help us better understand the challenges and opportunities the MK City Plan 2050 faces on this front, we have prepared significant and pioneering evidence. This includes our Carbon and Climate Study, which provides a comprehensive assessment and set of policy recommendations on how we can help achieve our ambitions to be carbon negative by 2050. We have also prepared our Nature, Green and Blue Infrastructure Study to consider, in an integrated and holistic way, the best approach to planning for nature, biodiversity, and access to nature for our communities.
- 186 However, it is important to note that not all these issues are solely within the control/remit of the planning system, and the work of stakeholders is also covered by other legislation. For example, local water quality is, to a large extent, influenced by the activities of Anglian Water and the Environment Agency. However, to ensure the MKCP 2050 grasps the opportunities to respond to climate change and improve the environment, a range of policies have been prepared to maximise the opportunities available to us through the planning system.

### Sustainable buildings

- 187 Building new developments so that they mitigate and are adaptable to climate change is a key objective of the planning system and this plan.
- 188 During the plan period to 2050, we expect total carbon emissions from the built environment and transport sectors to slowly decrease. However, the rate at which this is expected to occur, based on national Government climate change policies alone, is not fast enough to achieve our international obligations as set out in the Climate Change Act (2008). The MK City Plan therefore seeks a step change in how buildings are designed and located, how people travel, and how energy is generated, to ensure Milton Keynes can do its part to reduce carbon emissions and achieve climate related goals.
- 189 Consideration of the energy hierarchy is key to ensuring that new developments minimise energy use and, consequently, carbon emissions. Our policy approach is predicated on the basis that it is beneficial to reduce energy demand before considering ways in which energy can be supplied cleanly and from renewable sources. The Energy Hierarchy offers an effective framework for making the energy system more sustainable. Energy savings from each level should be maximised before considering actions at the next level. It is summed up as follows: 1. Be lean (use less energy), 2. Be clean (use localised energy sources), 3. Be green (use renewable energy).

**Figure 10 Energy Hierarchy (Source: BREEAM Passive design - Designing Buildings)**

- 190 Minimising the whole life carbon emissions of developments is key to ensuring we meet our net zero targets. This means not just looking at operational emissions but considering carbon emissions from the production of materials and components, the transport of materials to the site, and the reuse, recycling, or disposal of materials at the end of a development's lifetime. Accordingly, for major developments, we have set embodied carbon targets. These will need to be achieved through consideration of circular economy principles and assessments carried out in line with the whole lifecycle carbon assessment guidance available on the [RICS website](#). We will introduce local guidance as part of the update to the Sustainable Construction SPD. Furthermore, proposals for the demolition and redevelopment of existing buildings must be based on a sound analysis of the embodied carbon within an existing building and a comparison of the whole life carbon implications of demolition and rebuilding versus retention and retrofit. This analysis will also be required to be carried out in line with the RICS methodology.



- 191 The Milton Keynes Carbon Offset Fund was established in 2008 and enables operational emissions from new developments to be offset by investment in energy reductions and renewable energy installations elsewhere in the city. More details are available in our **Sustainable Construction SPD**. Policy CEA1 continues this approach. Until now, we have used a carbon price of £200 per tonne of CO<sub>2</sub> for payments into the Fund. However, based on updated Department for Energy Security and Net Zero (DESNZ) carbon pricing data for 2024 (£294 per tonne) and emerging sector best practices of taking into account the expected lifetime of development services (25 years as established by BSRIA), we are testing whether a higher carbon price of £7,350 per tonne of CO<sub>2</sub> would be appropriate and viable.
- 192 The development of schools or other proposals associated with not-for profit organisations will be exempt from the Carbon Offset Fund requirement as they are not-for-profit. An exemption will also apply to developments for halls and meeting places for the principal use of the local community (currently falling within use class F2(b)). Where floorspace within this use forms part of a mixed-use development, the exemption will apply only to residual emissions associated with the community use.
- 193 In-use monitoring of building performance is a practice that is growing in importance on the basis that historically, due to a wide range of factors, new buildings have not performed as well (in terms of energy efficiency, heat retention, and carbon reduction), as they were predicted to during the design process. This issue is colloquially known as the performance gap. To combat this issue, we will require developers to implement construction quality assurance processes and in-use monitoring of building performance, to first prevent the causes of the performance gap and, secondly, identify any cases where the performance gap has persisted to raise awareness and understanding of the issue. The LPA cannot recommend any company undertake monitoring to maintain our impartiality. However, professional bodies such as the Building Research Establishment and the Chartered Institute of Building Services Engineers provide lists of building performance assessors who may undertake monitoring as required by this policy requirement.
- 194 The Sustainable Construction SPD (2021) will be updated to provide further guidance on implementing the policies where required. The Planning Application Validation Requirements will provide guidance on what will need to be submitted alongside an application to ensure these criteria are met.

### Policy CEA1 Sustainable Buildings

**Policy type:** Strategic

**Objectives:** 4, 6, 7, 8, 9

**Site/sub-area:** n/a

A. To achieve net zero carbon buildings, all new build dwellings and new non-residential developments must be designed in line with the Energy Hierarchy, take a ‘fabric first’ approach to reducing operational carbon emissions, reduce whole lifecycle

- (embodied) carbon emissions, and include the latest net zero energy generation technologies and smart demand control measures.
- B. Proposals to demolish and redevelop existing buildings must be informed by an assessment of the whole life carbon costs of retrofitting the existing building alongside those of the proposed development.
- C. Major developments creating new floorspace must meet the following on-site targets:
1. Major residential development must achieve a:
    - i. Total Energy Use Intensity (EUI) of 35 kWh/m<sup>2</sup> /year (GIA) for operational energy, excluding renewable generation; and
    - ii. < 625 kgCO<sub>2</sub>e/m<sup>2</sup> as whole lifecycle carbon requirement.
  2. Major non-residential development must achieve a:
    - i. Total Energy Use Intensity (EUI) of 55 kWh/m<sup>2</sup> /year (GIA) for operational energy, excluding renewable generation; and
    - ii. < 750 kgCO<sub>2</sub>e/m<sup>2</sup> as whole lifecycle carbon requirement
  3. After minimising the energy use intensity of major residential and non-residential buildings, 25% of electricity demand must be met by on-site low/zero carbon energy generation. Where roof-top solar PV panels are used, these should be focused on buildings where green roofs are unfeasible, such as residential buildings with pitched roofs and industrial buildings with low structural loading capabilities.
- D. Where robust viability evidence shows that achieving the standards in 3.a-c would not be viable, after accounting for other necessary planning obligations and development costs, residual regulated carbon emissions from major developments will be offset as far as is viable via payment into our Carbon Offset Fund, secured by a legal agreement.
- E. Major residential developments will implement EUI, overheating, and indoor air quality monitoring in 10% of dwellings for the first five years of occupation to assess any disparity between the “as designed” and “as built” building performance.
- F. Development proposals for new dwellings and non-residential development in excess of 100 square metres of gross internal area, should reduce whole life-cycle carbon emissions and resource use by applying the below circular economy principles:
1. Be made from components and materials that can be reused or recycled;
  2. Be designed to be flexible and adaptable to changing requirements and circumstances over their lifetime; including changes to the physical environment, market demands and land use;
  3. Use of durable materials components with short-term lifespans which avoids the need for undue replacement;
  4. Enable ease of deconstruction, and ensure that building materials, components and products can be disassembled and reused at the end of their useful life; and
  5. Maximise the re-use and/or recycling of all waste arising from construction, demolition and remediation works.

- 195 Green roofs and green walls play a crucial role in enhancing the sustainability and resilience of urban environments. Serving as integral components of green infrastructure, these features contribute significantly to mitigating the adverse effects of urbanisation. For new development, they provide additional opportunities to mitigate urban heat island effects, and improve air quality and contribute to biodiversity, enhancing the wider landscape and ecology along with gardens, parks, street trees, and waterbodies. Their functions in natural insulation and reducing energy consumption are key to helping buildings achieve Net Zero objectives.
- 196 However, it is recognised that green roofs and walls may not be feasible, viable, or appropriate in some circumstances. For example, this may be due to the structural loading capabilities of the proposed development not being sufficient to support the weight of a green roof or wall. Also, roofs that are not flat or shallow tend not to be suitable for installation of green roofs as the growing medium can be lost over time due to gravity, unless the design mitigates for this possibility. Furthermore, green roofs and walls may not be appropriate where development proposals would affect a heritage asset. Development proposals will need to be supported by an explanation of the reasons why green roofs and walls have/have not been included, with reference to technical/engineering/viability evidence from a qualified professional.

### Policy CEA2 Green Roofs and Walls

**Policy type:** Strategic

**Objectives:** 4, 6, 7, 8

**Site/sub-area:** n/a

- A. Where feasible and viable, green roofs and walls must be provided on new residential apartment blocks, offices, and non-residential buildings. They must be designed to:
1. Position green roofs and/or walls so that they optimise solar gain;
  2. Integrate rainwater collection for irrigation;
  3. Incorporate a variety of plant species;
  4. Enable public access and participation where the type of green roof permits;
  5. Incorporate drought resistant plant species;
  6. Maximise habitats and food source for pollinators;
  7. Integrate bat and bird boxes;
  8. Include a green roof and/or wall maintenance and management plan;
  9. Incorporate low maintenance plants;
  10. Automate irrigation to reduce labour costs; and
  11. Use simple hardscape materials.

- 197 The risk of overheating in new dwellings is addressed by Part O of the Building Regulations. However, to ensure that the risk of overheating is thought of in a holistic manner, alongside related design factors such as landscaping, we will set out those requirements that new residential developments must consider. The Chartered Institute of Building Services Engineers (CIBSE) provides a detailed methodology for assessing the overheating

risk within the living rooms, kitchens, and bedrooms of new dwellings. This is set out in their TM59 design methodology and further guidance on implementing this assessment is available in our [Sustainable Construction SPD](#).

- 198 Indoor air quality is an important health matter central to people's enjoyment of home and their wellbeing. Therefore, developers would be required to carry out an air quality assessment of proposed buildings, in line with the CIBSE KS17 methodology, to ensure optimum levels of indoor air quality are achieved. Guidance on implementing CIBSE KS17 is available in the Sustainable Construction SPD.

### **Policy CEA3 Resilient Design**

**Policy type:** Strategic

**Objectives:** 6, 8

**Site/sub-area:** n/a

- A. Major development proposals for new dwellings must be designed to mitigate the risk of overheating and do so in line with the CIBSE TM59 design methodology or its equivalent successor. Subject to consideration of heritage related impacts, appropriate design measures must include:
  - 1. External blinds and/or shutters to windows of each habitable room;
  - 2. Cross-ventilation by use of dual-aspect designs;
  - 3. Positioning buildings to take advantage of passive solar shading & ventilation;
  - 4. Tree planting to provide natural shading; and
  - 5. Use of materials with low thermal mass and light colour schemes, where they will be exposed to direct sunlight.
- B. New dwellings and non-residential buildings must be designed to improve indoor air quality, in line with the CIBSE KS17 design methodology or its equivalent successor.
- C. Major developments must be built in accordance with an accredited construction quality regime.

- 199 While the most direct opportunity for the planning system to make the built environment more sustainable is by setting stringent targets for new development, we will also support proposals to retrofit existing buildings where they result in improvements to their energy efficiency, longevity, reduce operational carbon emissions, and comply with other policies in the development plan. In line with Paragraph 164 of the NPPF, we will "give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings, both domestic and non-domestic".

### **Policy CEA4 Retrofitting**

**Policy type:** Strategic

**Objectives:** 4, 6, 8

**Site/sub-area:** n/a

- A. Proposals which would improve 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.
- B. Retrofit proposals directly affecting a heritage asset, or its setting, must take account of:
  - 1. The context of the heritage asset and its setting;
  - 2. Construction, including the unique functional performance of materials used in historic buildings, how this affects air and moisture movement, and how adjoining historic buildings were designed to function as one thermal unit;
  - 3. The condition of the heritage asset;
  - 4. The historic and architectural significance of the heritage asset; and
  - 5. An understanding of all the factors that affect energy use.
- C. Where retrofit proposals would improve energy efficiency and/or lower carbon emissions, these will be identified as a public benefit when assessing development proposals affecting a heritage asset.

## Water efficiency

- 200 Milton Keynes is in the Ruthamford South Water Resource Zone, which is described as an area of the Anglian region that is most water stressed. As such, improving water efficiency in new buildings is seen as an important method of reducing water scarcity, as per [Anglian Water's Water Resource Management Plan](#) to reduce water deficits. The level of water stress in Milton Keynes demonstrates the need to adopt the optional higher water efficiency standard of 80 litres per person per day in major developments, and 100 litres per person per day. These standards have been tested by the Whole Plan viability Study and considered to be achievable. A range of rainwater harvesting systems can help to reduce the water deficit and should be incorporated into new developments where feasible and viable. If viability and/or feasibility is an issue, then we will require evidence of advice from the project surveyor/engineer/architect on the reasons why any/all of these requirements have not been included within the proposal.

### Policy CEA5 Water Efficiency

**Policy type:** Strategic

**Objectives:** 6, 8

**Site/sub-area:** n/a

- A. Proposals for new dwellings will be required to meet the following water efficiency criteria:

1. Proposals for development of less than ten dwellings must achieve a 100 litres per person per day water efficiency standard for potable water;
  2. Proposals for development of ten or more dwellings must achieve a 80 litres per person per day water efficiency standard for potable water; and
- B. Subject to viability and feasibility, new dwellings and non-residential floorspace developments must incorporate:
1. Rainwater collection butts;
  2. Integration of surface water run-off systems into multifunctional Sustainable Drainage Systems (SuDS); and
  3. SuDS tree pits where street trees are proposed.
  4. Rainwater harvesting.

## Reducing and mitigating environmental pollution

- 201 Provision of renewable and low carbon energy generation during the plan period will provide many benefits, in terms of reducing carbon emissions, increasing energy security, and reducing energy transmission costs. Proposals for renewable and low carbon energy sources must ensure they are delivered in a way which would not have any unacceptable social, environmental, and economic impacts.
- 202 Combined heat and power (CHP) is a highly efficient process that captures and utilises the heat that is a by-product of the electricity generation process. By generating heat and power simultaneously, CHP can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via a boiler and power station. The final version of the plan will be accompanied by a map of local heat networks to aid implementation of Policy CEA6 (3). This will be updated on an annual basis as part of work on our Authority Monitoring Report.
- 203 Alongside statutory functions of the Council's Environmental Health department and the Environment Agency, the plan will play a key role ensuring that new developments do not pollute local environments through land, soil, water, air, noise, odour, and light. To do so development must take account of a wide range of design and sensitivity criteria, based on technical analysis carried out by a competent person. Proposals which may result in pollution to the local environment include a wide range of development types, such as (but not limited to) industrial, waste, bad neighbour, and housing developments.
- 204 Sources of air pollution which could present a significant risk to human health are defined as Part A facilities under the Pollution Prevention and Control system. See Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions (integrated prevention and control).
- 205 We view supporting the rollout of electric vehicles (EV) as a key part of our Sustainability Strategy Action Plan (2024). In line with this, we are including policy requirements for the

rollout of EV supporting infrastructure, such as charge points and grid upgrades. Detailed standards are set out in our Parking Standards SPD and it is expected that ongoing responsibility for maintaining chargers will reside with the landowner.

### **Policy CEA6 Low and Zero Carbon Energy Provision**

**Policy type:** Strategic

**Objectives:** 4, 6, 8

**Site/sub-area:** n/a

#### **Low Carbon and Renewable Energy and Supporting Infrastructure**

- A. Low carbon and renewable energy developments will be strongly supported where it can be demonstrated that there will not be any significant negative social, economic, or environmental impacts associated with them.
- B. Proposals to develop low carbon and renewable energy sources (including community energy networks) and infrastructure needed to facilitate the green energy transition (e.g. grid and sub-station upgrades) will be supported, unless there would be:
  - 1. Conflict with other policies within the development plan.
  - 2. Unacceptable harm on air safety, in terms of the risk of incidents on approaches/departures from local airfields/airports, as well as radar interference.

#### **Combined Heat and Power**

- C. Proposed new dwellings and new non-residential buildings within the same/adjacent parish as infrastructure linked to an existing or proposed combined heat and power (CHP) network, combined cooling, heat and power (CCHP) network, or local energy network, must connect to the network unless it can be demonstrated that:
  - 1. A better alternative for reducing carbon emissions from the development can be achieved;
  - 2. Heating and/or cooling loads of the scheme do not justify a CHP connection; or
  - 3. The feasibility of a connection would not be possible or viable.

### **Policy CEA7 Mitigating wider environmental pollution**

**Policy type:** Strategic

**Objectives:** 4, 5, 6, 8,

**Site/sub-area:** n/a

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

**Contaminated Land and soil pollution**

- B. Proposals for new dwellings and new non-residential development must demonstrate that they would not be at risk from any ground, groundwater, or gas contamination with particular regard to:
1. Land formerly used for industrial, commercial or utilities purposes;
  2. Land which is potentially contaminated or impacted by adjacent contamination; and
  3. Land where the proposed use is particularly vulnerable to the presence of contamination.
- C. Proposals which risk contributing to soil and water pollution will be required to demonstrate how this risk will be avoided or mitigated to an acceptable level.

**Air Quality and Odour**

- D. Impacts upon air quality arising from airborne emissions, dust and odour will be considered when determining planning applications. Proposals that would result in unacceptable impacts to human health and/or the natural environment through air pollution or would prejudice compliance with national air quality objectives, will be refused.
- E. Major development proposals will be required to demonstrate 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. Minor development proposals will also be required to demonstrate this if any of the following apply:
1. The development is likely, due to the nature of the proposal, and through in-combination effects, to give rise to significant air pollution;
  2. The site is within an Air Quality Management Area;
  3. The site is within 50 metres of a major road or heavily trafficked route, including the A4146, A421, A422, A428, A5, A509, A5130, and M1;
  4. The site is within proximity to a source of air pollution which could present a significant risk to human health; or
  5. The type of development would mean its occupiers would be particularly sensitive to air pollution, such as schools, health care establishments or housing for older people, children's care, or adult social care.
- F. Development proposals must address any impact upon odour levels, or their sensitivity to prevailing sources and levels of odour.

**Noise and Vibration**

- G. 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 sensitive to noise and/or vibration.
- H. Proposals that would result in, or be subject to, noise pollution and/or vibration that is disruptive and would have a significant adverse impact on residential amenity, human health and/or the natural environment and/or the tranquillity and enjoyment of the countryside will be refused. Permission will only be granted in such circumstances where 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.
- I. Proposals adjacent to, or within 100m of, existing or proposed major roads and railways will be required to include mitigation to protect the amenity of users of the development from noise pollution and vibration in ways that are in line with other policies in the development plan.

### **Light pollution**

- J. Proposals that include external lighting schemes, including floodlighting, will be approved where it can be demonstrated through a Lighting Assessment that all the following criteria can be satisfied:
1. The lighting scheme is the minimum required for security and operational purposes;
  2. Glare and light spillage are minimised;
  3. The amenity of residential areas is not adversely impacted;
  4. 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;
  5. The visual character of historic buildings and conservation areas are not adversely impacted;
  6. There would be no dazzling or distraction of drivers using nearby roads; and
  7. There would be no unacceptable adverse impacts on species, habitats, or the wider natural environment.
- K. Brightness of illumination and/or hours of illumination will be controlled by condition where appropriate.

### **Water quality**

- L. All major development proposals will be required to demonstrate how they will mitigate the potential impacts of new development on local water quality and nutrient neutrality.

### **Electric Vehicles**

- M. Support will be given to proposals which contribute to the roll-out of low and zero carbon public and personal transport modes such as electric cars and buses, provided:
1. New facilities for low emission vehicles are integrated into new major development schemes where local centres are proposed.
  2. All new developments include electric charging points in line with standards set out in the Milton Keynes Parking Standards.
  3. Proposals for rapid and fast charging points will be supported where they are sensitively located and designed in the key locations of Central Milton Keynes, employment sites, railway stations, major retail and visitor destinations, outside schools, district, town and local centres, and car parks.
  4. Long-term maintenance and management plans, secured via condition or legal agreement, are agreed for Electric Vehicle chargers provided by developments of new dwellings and non-residential floorspace.

## Providing and protecting our valued green spaces

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

208



Recognising the important role open spaces play in creating people friendly and healthy places, new residential developments must provide new open spaces and formal outdoor playing pitches and/or make contributions towards improving the accessibility or capacity of existing open spaces or playing pitches. Annex B sets out the quality and accessibility standards for open space provision. These are informed by the Council's Open Space Assessment Open Space Assessment which considered

quantitative and qualitative deficiencies and surpluses in open space provision. The different types of open space are described in Annex A.

The loss of existing open space and formal outdoor playing fields will be resisted unless it is demonstrated that the provision is surplus to requirements, or equivalent or better provision is to be made elsewhere.

**Policy CEA8 Provision and protection of accessible open space**

**Policy type:** Strategic

**Objectives:** 1, 2, 3, 7, 8

**Site/sub-area:** N/A

**Provision of new accessible open space**

- A. All new development proposals, where appropriate, must maintain and enhance the quality and connectivity of access networks, integrating with active travel routes and recreation routes, into the wider nature, green and blue infrastructure network.
- B. New residential development proposals must provide new open spaces and formal outdoor playing pitches and/or provide contributions towards improving existing open spaces and formal outdoor playing pitches to meet:
  1. Open space standards in relation to quantity, accessibility and catchment area for the provision of open spaces; and
  2. Formal outdoor playing pitches in line with the quantity, quality and accessibility standards as defined in Annex B and the most up to date Playing Pitch Strategy.
- C. The provision, management and maintenance of open spaces and formal outdoor playing pitches must be an integral part of the new residential development proposals where provision is required. Proposals that include provision of new open space and formal outdoor playing fields need to outline:
  1. Details on proposed design and layout including access;
  2. Management and maintenance strategy including ownership details;
  3. Details of future ownership and the responsible maintenance body (e.g., Parks Trust/ Private operator); and
  4. Details of achieving future management, maintenance.
- D. Open space provision will be sought in line with Annex A and B.

**Protection of existing open space and formal outdoor playing fields**

- E. Development proposals that result in the loss of open space will only be permitted where:
  1. An assessment has been undertaken to review current provision of open space as per standards provided in Annex B which shows that the provision is surplus to requirements; or
  2. The loss of open space resulting from the development would be replaced by equivalent or better provision of open space in line with Annex B requirements.
- F. All new development must not result in loss of undesignated open space that is bigger than 0.2ha.

G. Planning permission will not be granted for proposals involving loss of formal outdoor playing pitches if the remaining existing provision or proposed reprovision does not meet requirements of the latest adopted Playing Pitch Strategy and criteria specified in Annex A and B.

### **Development within Linear Parks**

H. Development for leisure and recreation uses, or related ancillary uses, within Linear Parks will be supported unless they would:

1. Lead to an unacceptable visual impact;
2. Detract from the principal use of the Linear Park as publicly accessible open space;
3. Be incompatible with any existing use of lakes or other water areas;
4. Have an adverse impact on the flood plain; or
5. Undermine opportunities to link wildlife areas and provide for biodiversity corridors.

### **Biodiversity and habitats network**

209 Biodiversity Net Gain (BNG) is an Environment Act requirement for new development to deliver a minimum 10% increase in biodiversity after development, compared to the level before. It can provide an investment mechanism for both on-site and off-site green infrastructure and will be achieved by either enhancing existing habitats or creating new ones. BNG can therefore be used to both raise the quality of existing green and blue spaces (such as river restoration) and provide new green infrastructure.



Local Nature Recovery Strategies (LNRSs) will also be used to identify how habitats can deliver wider environmental benefits, which may also improve people's access to green infrastructure.

### **Policy CEA9 Biodiversity and Habitats Network**

**Policy type:** Strategic

**Objectives:** 7, 8

**Site/sub-area:** N/A

A. Development proposals that provide a higher than 10% net gain in biodiversity will be strongly supported provided the proposed habitat types/species selected are

appropriately integrated with the wider landscape proposals and suitable to the end use of the development.

- B. All new development must avoid a loss of habitat present on site. If loss of habitat is unavoidable than proposals must include:
1. Creation of habitat off-site; or
  2. If creating habitat off-site is not possible, developers must buy statutory credits and provide evidence for using this option.

### **Protection and enhancement of environmental infrastructure network, Priority Species and Priority Habitats**

- 210 Nature, green and blue infrastructure (NGBI) is a strategically planned network of natural and semi-natural areas with other environmental features. It can deliver a range of ecosystem services. Ecosystem services is an umbrella term for the range of services and benefits people derive from nature (our natural capital), such as clean air and water, regulation of risks (floods, droughts, overheating), health and well-being benefits, food and energy.
- 211 The Milton Keynes Nature, Green and Blue Infrastructure (NGBI) Strategy reviews current and future needs for NGBI up to 2050. The Strategy includes a comprehensive description of the typologies of NGBI in Milton Keynes, which are summarised as follows:
- **Parks and gardens** including linear parks, local parks, country parks and private gardens
  - **Amenity greenspaces** including common land, village greens and paddocks
  - **Natural and semi-natural greenspaces** including woodlands, grassland and hedgerows
  - **Traffic-free access networks** including redways, footpaths and bridleways, and other leisure routes
  - **Transport networks** including roadside grass verges and railway corridors
  - **Outdoor sports facilities** including recreation grounds, golf courses, ball courts and sports pitches
  - **Religious spaces** including cemeteries and churchyards
  - **Food growing areas** including allotments, orchards and community growing areas
  - **Blue infrastructure** including canals, rivers, lakes, ponds and wetlands
  - **Architectural features** including green roofs, blue roofs, living walls and balcony gardens
  - **Civic spaces** including market squares, flower beds and ground level planters
  - **Heritage features and the historic environment** including scheduled monuments, conservation areas and listed buildings.

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



- **International designations**  
including RAMSAR sites, Special Areas for Conservation and Special Protection Areas
- **National designations** including Sites of Special Scientific Interest, National Nature Reserves
- **Irreplaceable Habitats** (as defined in the NPPF) including ancient woodlands and veteran trees
- **Local designations (sites of countywide or local importance)** including local nature reserves and MK Wildlife Sites

213 The mitigation hierarchy requires the highest priority to be given to avoiding or reducing harm to biodiversity, and where this is not possible, reduce the extent of the impact. Where this is not possible, mitigation or compensation will be necessary.

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

### **Policy CEA10 Protection and enhancement of environmental infrastructure network, Priority Species and Priority Habitats**

**Policy type:** Strategic

**Objectives:** 7, 8

**Site/sub-area:** N/A

#### **Protection and enhancement of Nature, Green and Blue Infrastructure network**

- A. All new development must protect and enhance the Nature, Green and Blue Infrastructure Network in line with Milton Keynes Nature, Green and Blue Infrastructure Strategy by conserving and enhancing on site biodiversity and habitat networks within and adjacent to the site.
- B. Development proposals which would likely cause harm to the nature conservation of geological interest of internationally important sites (RAMSAR sites, Special Areas of Conservation and Special Protection Areas) will not be permitted unless:

1. There is no suitable alternative site to accommodate the development;
  2. All reasonable possibilities for mitigation have been considered;
  3. There are imperative reasons for overriding public interest; and
  4. Compensatory provision in line with mitigation hierarchy will be secured.
- C. Development proposals which would likely cause direct harm to a National Nature Reserve, Site of Special Scientific Interest or irreplaceable habitat, will not be permitted unless:
1. There is no suitable alternative site to accommodate the development;
  2. The benefits of the development, at this site, clearly outweigh the adverse impacts on the site;
  3. All reasonable possibilities for mitigation have been considered; and
  4. Compensatory provision in line with the mitigation hierarchy will be secured.
- D. Development proposals which would likely cause harm to the biodiversity or geological conservation value of a site of countywide or local importance<sup>2</sup>, will only be permitted where:
1. The local development needs significantly outweigh the biodiversity or geological conservation value of the site;
  2. All reasonable possibilities for mitigation have been considered; and
  3. Compensatory provision in line with mitigation hierarchy will be secured.

### **Protection of Priority Species and Priority Habitats**

- E. Development will not be permitted unless it has been demonstrated that it will not result in a negative impact upon protected species and priority habitats.
- F. Development proposals, on sites which contain priority species or habitats, must promote priority species preservation, restoration, expansion and/ or re-creation in line with Policy CEA9(1).

### **Urban greening factor and Urban Tree canopy cover**

- 215 Nature, green and blue infrastructure, particularly through trees providing shade and evapotranspiration, can help reduce daytime temperatures in urban areas and provide health benefits by cooling during heat waves. Trees which give shade to buildings can also reduce the need for air conditioning, saving carbon. They also play a vital role in improving air quality by reducing pollution through absorbing harmful gases and particles in the air. The role of trees and urban greening to mitigate adverse effects of climate change and development, and the benefits they can equally provide, has been considered in detail within our Nature, Green and Blue Infrastructure Strategy and informs our policy approach set out below.

<sup>2</sup> Including MK Wildlife Sites, Wildlife Corridors, Local Nature Reserves, Ancient Woodlands, Traditional Orchards, Local Wildlife Sites, Biological Notification Sites, Biodiversity Opportunity Areas and Local Geological Sites.

- 216 The Urban Greening Factor has been developed as a planning tool to improve the provision of green infrastructure and increase the level of greening in urban environments. Natural England have published a User Guide to provide detailed guidance on the purpose and practice of applying urban greening factors through the planning, design and development process. All new major development proposals must meet the urban greening factor standards as set out in the policy.
- 217 Tree planting has been an integral part of environmental management in Milton Keynes since its inception. Planting trees within developments have many benefits for carbon storage and improving air quality, but also through flood risk management, biodiversity, and improvements for mental health.
- 218 The Urban Tree Canopy Cover standard promotes an increase in tree canopy cover in urban environments. Trees are vital for capturing carbon and can mitigate flood risk as they absorb excess water during flooding incidents.
- 219 Guidance from the Urban Forestry and Woodland Advisory Committee Network<sup>3</sup> suggest that 20% tree canopy cover can be a good aspiration for towns and cities.
- 220 The network of open spaces, parks, woodlands, lakes, canals and rivers, linked by paths and redways, provide beautiful, accessible places for people to exercise and spend time which provides mental and physical health benefits.
- 221 All new development proposals must protect existing woodland. In addition, all new major development must meet The Woodland Trust's Woodland Access Standard. Accessible woodland is defined as "any woodland that is permissively accessible to the general public for recreational purposes" including access that is fee-payable or limited to certain hours.

### Policy CEA11 Urban greening, trees and woodland

**Policy type:** Strategic

**Objectives:** 7, 8

**Site/sub-area:** N/A

#### Urban greening factor

- A. All new development proposals must meet the Urban Greening Factor (UGF) standard to achieve or assist in maintaining or reaching an average green cover of 40% in the applicable residential neighbourhood.
- B. All new development proposals must not result in the net loss of green cover in urban neighbourhoods.

<sup>3</sup> The Urban Forestry and Woodland Advisory Committee Network. England's Urban Forests. Using tree canopy cover data to secure the benefits of the urban forest. Available at: <https://www.forestryresearch.gov.uk/tools-and-resources/fthr/tree-canopy-cover-leaflet/> [Accessed 05/05/23]

- C. All new major development proposals must meet the core Urban Greening Factor (UGF) Target Score outlined in the Urban Greening Factor Standard as follows:
1. commercial developments must achieve an UGF Target Score of least 0.3;
  2. residential developments must achieve UGF Target Score of at least 0.4 and of 0.5 for residential development on agricultural or other greenfield land.

#### **Urban tree canopy cover**

- D. All new residential and commercial development proposals within defined settlement boundaries must meet the urban tree canopy cover standard of at least 19%.
- E. Development proposals resulting in the creation of new residential or commercial floorspace, or hard surfaces, must seek to retain existing landscape features and trees unless it can be demonstrated that replacement tree planting elsewhere on the site would be preferable.

#### **Protection and creation of woodland**

- F. All new development proposals must protect and, where possible, enhance existing woodland within the site.
- G. Major residential development proposals must contribute to meeting the Woodland Trust's Woodlands Access Standard in line with the Milton Keynes Nature, Green and Blue Infrastructure Strategy, through either provision on site or offsite contributions that:
1. Increases the provision of accessible woodland that is greater than two hectares in size within 500 metres of the proposed development site; and/or
  2. Increases provision of accessible woodland that is greater than 20 hectares in size within 4 kilometres of the proposed development site.

- 222 The network of open spaces, parks, woodlands, lakes, canals and rivers, linked by paths and redways, provide beautiful, accessible places for people to exercise and spend time, which provides mental and physical health benefits.
- 223 All new development proposals must protect existing woodland. In addition, all new major development must meet The Woodland Trust's Woodland Access Standard.

## **Landscape**

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

management and planning of landscapes. This approach has been taken in updated Milton Keynes Landscape Character Assessment (2022).

- 225 The Milton Keynes Landscape Character Assessment (LCA) identifies the distinctive characteristics of the landscapes in Milton Keynes. It provides the basis for their protection and enhancement, plus guidance for future policies on development, restoration and management in the MK City Plan 2050. Development proposals will need to take account of the Milton Keynes LCA when preparing their proposals.
- 226 Three Special Landscape Areas (SLA) are shown on the Policies Maps. These were established following a review of former Areas of Attractive Landscape in Milton Keynes and were informed by the findings of the LCA. Where landscape has been designated as an SLA, it is recognition of the ‘special’ qualities of that landscape which make it of higher sensitivity and value. This policy requires new developments to conserve and, where possible, enhance the special character and key landscape qualities of the SLAs in addition to conserving and enhancing landscape character in wider areas.
- 227 Any Landscape Visual Impact Assessment (LVIA) must be undertaken in accordance with the standard method set out in Guidelines for Landscape and Visual Impact Assessment by the Landscape Institute and IEMA, 3rd Edition 2013 (GLVIA3), or later edition.
- 228 Statements of Significance are available within the Milton Keynes Review of Local Landscape Designations May 2024.

<b>Policy CEA12 Conserving and Enhancing Landscape Character/Special Landscape Areas</b>
<b>Policy type:</b> Non-strategic
<b>Objectives:</b> 7, 8, 13
<b>Site/sub-area:</b> SLAs
<b>Conserving and Enhancing Landscape Character</b>
A. Development proposals must demonstrate that the following aspects of landscape character have been conserved and, where possible, enhanced through sensitive design, landscape mitigation and enhancement measures. Proposals should take into account: <ol style="list-style-type: none"><li>1. The key natural and man-made characteristics and features that contribute towards the landscape character and its quality;</li><li>2. The historic setting and structure of the villages and hamlets;</li><li>3. Important views, including local landmarks; and</li><li>4. The tranquillity of the area and the need to protect against intrusion from light pollution, noise, and motion.</li></ol> B. Where a site-specific landscape and visual impact assessment is required as part of a planning application, this must be prepared in accordance with the standard method

A. Development proposals must demonstrate that the following aspects of landscape character have been conserved and, where possible, enhanced through sensitive design, landscape mitigation and enhancement measures. Proposals should take into account:

1. The key natural and man-made characteristics and features that contribute towards the landscape character and its quality;
2. The historic setting and structure of the villages and hamlets;
3. Important views, including local landmarks; and
4. The tranquillity of the area and the need to protect against intrusion from light pollution, noise, and motion.

B. Where a site-specific landscape and visual impact assessment is required as part of a planning application, this must be prepared in accordance with the standard method

set out in Landscape Institute guidance.

### Special Landscape Areas

- C. Development affecting Special Landscape Areas, as defined on the Policies Map, will only be permitted where it:
1. Conserves and, where possible, enhances the special character and key landscape qualities of the area;
  2. Safeguards important views, features and landmarks;
  3. Safeguards the tranquillity of the area; and
  4. Retains and, where possible, improves public access to the countryside.
- D. Development proposals will be expected to incorporate appropriate measures to mitigate landscape and visual impacts. Proposals should have regard to the Milton Keynes Landscape Character Assessment and the Statements of Significance for each of the Special Landscape Areas, and any other relevant landscape and visual assessments or studies.
- E. A site-specific landscape and visual impact assessment will be required for development within Special Landscape Areas to show how the proposed change will conserve and enhance the special character and qualities of the landscape, including conservation and protection of valued views.

## Flood and water management

- 229 Since its original inception, Milton Keynes has sought to reduce existing flood risk via the development of an innovative strategic water management system and planned green infrastructure provision. It has successfully ensured that the risk of flooding reduced as a result of Milton Keynes' development and provided one of the first examples of sustainable drainage. Furthermore, the balancing lakes and linear parks system incorporate multiple uses, providing Milton Keynes with recreation, wildlife and amenity value. This approach has been instilled in the growth of the city since its inception, through western and east expansion areas and within emerging growth areas to south of the city and east of the M1 motorway.
- 230 Our most recent Strategic Flood Risk Assessment (SFRA) identifies several areas at risk of flooding from various sources. It is expected that, even with no further development, the impacts of climate change are likely to increase this risk, making these areas susceptible to more frequent and more severe flooding in future. A robust and sustainable approach is required to reduce and mitigate the potential impacts that climate change may have upon flood risk. This will ensure that development is future proofed and helps reduce future flood risk where possible, for example through the attenuation of flows, reducing runoff rates, and the use of multifunctional SuDS.



- 231 The ongoing management and maintenance of flood risk infrastructure, and SuDS in particular, is an important consideration to ensure that systems perform over their lifetime, whilst providing wider benefits as intended. The preparation of surface water management strategies will be important to consider how new development proposals incorporate SuDS and take account of relevant guidance, such as 'The SuDS Manual CIRIA C753'. Nature - Based Solutions (NBS), as part of individual developments and wider spatial planning, can provide a major contribution to flood risk management and reduce the need for high-carbon flood alleviation schemes. To achieve this, it is important that applicants engage with and discuss with the relevant responsible bodies, including the Lead Local Flood Authority, The Parks Trust, Anglian Water and the Internal Drainage Board, to inform the design and management arrangements of SuDS systems.
- 232 Reference to the functional floodplain (Flood Zone 3b) in the following policies is identified as 2% Annual Exceedance Probability (AEP) (1 in 50- year) defended modelled flood extents to represent Flood Zone 3b where available from the Environment Agency, and 3a where outputs are not available.

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

**Policy type:** Strategic

**Objectives:** 7, 8

**Site/sub-area:** N/A

A. New development, which is likely to change the drainage characteristics of a site, will only be permitted where they demonstrate strategic, integrated approach to managing flood risk which considers the management of surface water at the appropriate scale and is planned to be incorporated into the site at the earliest opportunity.

B. New development, which is likely to change the drainage characteristics of a site, is required to incorporate SuDS and include a surface water management strategy that meets the following requirements:

1. Flood risk management and SuDS will be provided at a strategic scale (where possible) with SuDS features of different scales performing in an integrated manner;
2. Space will be specifically set aside for SuDS and fluvial flood risk reduction features 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 maximise complementary environmental, biodiversity, social and amenity value;
5. The use of land to provide flood storage capacity must not conflict with required amenity and recreation provision, and protect floodplain habitats;
6. SuDS will be designed with an allowance for climate change and the potential impact it may have over the lifetime of the proposed development;
7. Proposals for development within Critical Drainage Catchments, as identified by the Council, must investigate the potential for the scheme to reduce or mitigate existing risk in the surrounding area;
8. Include full details of the means of achieving future management, maintenance and adoption of the systems, prior to approval of any planning permission, outlining how they will function effectively over the lifespan of the development. This will include details of funding and must be formulated through discussion with the relevant responsible bodies;
9. Development will ensure no adverse impact on the functions and setting of a watercourse and its associated corridor; and
10. Development must avoid building over or culverting watercourses, encourage the removal of existing culverts and seek opportunities to create wetlands and wet grasslands and woodlands and restore natural river flows and floodplains.

### **Policy CEA14 Protecting and enhancing watercourses**

**Policy type:** Strategic

**Objectives:** 7, 8

**Site/sub-area:** N/A

- A. Development proposals must be set back at a distance of at least 8 metres from any main river, 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.
- B. Development that restricts future de-culverting of waterways must be avoided.

- C. Development proposals must not adversely affect the natural functioning of main rivers, ordinary watercourses and wet or dry balancing lakes, including through the culverting of open channels unless this is required for access purposes.

### **Policy CEA15 Managing flood risk**

**Policy type:** Strategic

**Objectives:** 7, 8

**Site/sub-area:** N/A

#### **Consideration of flood risk in development proposals**

- A. Development proposals likely to cause a measurable change to the drainage characteristics of a site must incorporate a surface water drainage system with acceptable flood controls and demonstrate that water supply, foul sewerage and sewage treatment capacity is available or can be made available in time to serve the development. Suitable access must be safeguarded for the maintenance of water supply and drainage infrastructure.
- B. Development proposals must not detrimentally impact upon existing or proposed flood defences, structures, and systems.
- C. Development proposals must seek to reduce the rate of runoff from brownfield sites.
- D. Site Specific Flood Risk Assessments must define the extents of Flood Zone 3b where no detailed modelling exists.
- E. Development proposals must not increase surface water runoff from a site or contribute to cumulative effects at sensitive locations.
- F. Development proposals on land that has not been subject to the Sequential Test through the relevant plan-making process will need to apply a flood risk sequential test using the latest published Strategic Flood Risk Assessment.
- G. Development proposals where the risk of flooding from rivers can be potentially reduced by flood risk management measures or where the standard of protection is not of the required standard (either now or in the future), will be required to make contributions to fund such improvements.

#### **Flood Risk Assessments**

- H. Flood risk assessment (FRA) must be submitted for all development proposals that meet any of the following criteria:

1. Are in Flood Zone 2 or 3;
2. Are more than one hectare in area within Flood Zone 1;
3. Are less than one hectare in Flood Zone 1 and include a change of use to a more vulnerable use where they could be affected by sources of flooding other than rivers and sea (for example surface water or reservoir flooding);
4. All sites highlighted as being at high risk from surface water flooding, or which are located within a Critical Drainage Catchment (CDC) as identified by Milton Keynes City Council will be required to provide an FRA that demonstrates that the development will not increase the flood risk to the CDC and where possible will provide an improvement to the existing situation;
5. Are located in a Critical Drainage Area (CDA); or
6. Land identified in a Strategic Flood Risk Assessment as being at increased risk of flooding in the future.

## 9. Economic and cultural prosperity

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

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



### Protecting employment land and buildings

235 The Council will require clear and robust evidence in support of a change of use, or redevelopment to non-employment uses, of a building or land used for employment uses. This would need to demonstrate that there is no longer a reasonable prospect of the building or land being used for current or other employment uses. It should be provided in a marketing report which contains the following:

- Evidence that the building/site has been marketed for at least 12 months; and
- The building/site has been marketed for an appropriate mix of employment uses; and marketed by a commercial agent or surveyor.

236 It should also detail the appropriate methods used to market the site, which should include:

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

- 237 Where premises are marketed for lease, the length of lease offered should not be unduly restrictive and should include the potential for a short-term lease in appropriate cases. Details of the lease terms offered should be included in the marketing report, along with any changes made to the terms offered during the period of the marketing campaign and the reasons for this.
- 238 The premises/site should be marketed at a price and associated terms that are commensurate with market values, based on evidence from recent and similar transactions. At least three examples should normally be provided of completed transactions involving a similar site or premises and similar terms within the local area within the last three months, or written evidence from an independent qualified valuer on the market values in the local area. All information about price and terms should be provided in a format that enables easy comparison, using equivalent and comparable expressions of price per unit of floorspace. Where the price changed during the period of the marketing campaign, the reasons for this should be recorded and included in the marketing report; and where the flow of enquiries was limited or decreasing, the marketing report should explain the measures undertaken to refresh the campaign over the marketing period.

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



### **Policy ECP1 Protecting Employment Land and Buildings**

**Policy type:** Strategic

**Objectives:** 12

**Site/sub-area:** n/a

- A. To maintain a sufficient supply of employment land and buildings to meet identified needs and provide a diversity of choice for businesses, proposals that would involve their loss will be refused unless the following criteria are met:
1. Robust evidence, including marketing of the building and/or land for a minimum period of twelve months prior to the submission of the proposal, is provided that demonstrates that there is no longer a reasonable prospect of it being used for current or other employment uses;
  2. The proposal does not have an unacceptable impact on the operation of adjoining businesses or undermine the purpose of surrounding designated employment land as an employment location;
  3. The proposal is accessible by means of transport other than the car and has adequate parking and access arrangements; and

4. The proposal mitigates or does not worsen the environmental impacts associated with the existing employment use; and/or
5. The proposed use is one that cannot be satisfactorily accommodated other than in an employment area.

## Supporting the vitality and viability of centres

- 240 The shopping or retail function of town centres is important, but these centres are more than shopping destinations. Leisure and cultural activities and uses such as cafes, restaurants, community, and service uses play an increasing part of the vibrancy of these centres. Many factors, such as increasing costs and competition from the rise of internet shopping, as well as pressures for more non-retail uses to be located within town centres, are increasing the pressure on retailers. These centres will need to evolve and adapt to meet these pressures.
- 241 Changes to permitted development rights and the Use Classes Order, particularly the introduction of class E which groups together, in one class, uses which were previously separate has meant that planning permission is not required in many cases for a change of use from a shop use to another use.
- 242 The purpose of this policy is to support and maintain the vitality and viability of town centres, recognising that a balance needs to be struck between protecting the retail function of those centres and allowing non-retail uses within them. Relaxing restrictions on the proportion of non-retail units in centres can assist in the process of diversifying uses within the centre and can promote more night-time activity outside normal shopping hours. Proposals that would have a detrimental impact on the vitality and viability of the centre, for example through the loss of significant retail floorspace within the Primary Shopping Area, are unlikely to be supported.
- 243 This policy specifies what uses will be permitted in the primary shopping areas of CMK, town, and district centres, and within Kingston and Westcroft, which do not have a primary shopping area.
- 244 Cultural uses can include uses such as galleries, concert halls, a museum and a theatre.



**Policy ECP2 Supporting the vitality and viability of centres**

**Policy type:** Strategic

**Objectives:** 14

**Site/sub-area:** Centres as defined on the policies map and in the plan

- A. Development that enhances the vitality and viability of town centres, district centres and Central Milton Keynes as a regional shopping, leisure and tourist destination, will be supported.

**CMK**

- B. Located within the City Centre boundary, the Primary Shopping Area of Central Milton Keynes comprises the Primary and Secondary Shopping frontages, alongside a secondary shopping frontage in the Xscape building, which are shown on the Policies Map.
- C. Within the Primary Shopping Frontages at ground floor level, development for Retail uses, Food & Drink and Financial, Professional, and other services, gyms, creche, leisure and cultural uses will normally be permitted.
- D. Within Secondary Shopping frontages at ground floor level, development for Retail uses, Food & Drink and Financial, Professional, and other services, gyms, creche, leisure and cultural uses and drinking establishments, medical and health services will normally be permitted.

**Town and District Centres**

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

**Local Centres**

- H. Proposals for the expansion or redevelopment of a Local Centre will be supported where:

1. It would enhance the provision of local floorspace for main town centre uses; and
2. It would not have a significant impact on a Town or District Centre.

## Sequential and impact tests

- 245 This policy aims to give guidance on how the Council will assess proposals for main town centre uses, including retail, leisure, and office proposals outside of a centre. In assessing planning applications for these uses on a site outside of a retail Centre, two tests are applied the sequential test of ‘town centres first’ and the impact test.
- 246 As a Local Planning Authority, the Council is seeking to focus retail development within the Primary Shopping Area of town centres such as Central Milton Keynes. Under the sequential test, it is only if suitable sites for retail development are not available within the primary shopping area that edge of centre locations will be considered, and only if suitable edge of centre sites are not available or expected to be available within a reasonable period, that out of centre sites be considered. For a definition of terms used see the glossary for further details.
- 247 The Council is also seeking to focus on other main town centre uses such as leisure and office proposals within town centres. This helps not only to promote investment and create employment with these centres but also, as the most central places and public transport hubs, these centres are usually the most accessible places to get to by means other than the car.
- 248 The policies map defines the boundaries of individual centres referred to in the retail hierarchy. For example, as previously mentioned in the CMK chapter, the city centre of Central Milton Keynes is defined as the area between the West Coast Mainline, the Grand Union canal and H5 Portway and H6 Childs. With the important exception of retail proposals for which the starting point for assessment is the primary shopping area, the city centre area defined above constitutes the town centre and the starting point for assessing other main town centre proposals.
- 249 Under the sequential test, main town centre uses should first be located within the town centre and then in edge-of-centre locations if no town centre site is available. It is only if no edge-of-centre site is available or expected to become available that out of centre sites should be considered. Small scale rural development and rural offices are exempt from the sequential test.
- 250 To assess the harm that retail and leisure proposals might do to centres within the retail hierarchy, an impact test will be applied to proposals for retail development outside a primary shopping area (PSA) and for leisure development outside a defined town centre area and which are not on sites that are specifically allocated for such uses, provided the proposal is above the threshold of 900 sq.m (gross) in CMK and 350 sq.m in all other centres. As outlined in national planning policy, impact assessments should seek to cover:
- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and

- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).
- 251 For the purposes of policy ECP3 and the application of the sequential and impact tests leisure uses are defined as including cinemas, restaurants, drive-through restaurants, bars and public houses, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls. Cultural and arts uses include uses such as museums, art galleries, exhibition spaces, theatres, and studios.

### Policy ECP3 Sequential and Impact Tests

**Policy type:** Strategic

**Objectives:** 14

**Site/sub-area:** N/a

#### Sequential Test

- A. Proposals for retail uses outside identified primary shopping areas and which are not on sites that are specifically allocated for such uses, will be subject to the sequential test.
- B. Main town centre uses which are outside an identified centre, and which are not on sites that are specifically allocated for such uses, will be subject to the sequential test.

#### Impact Test

- C. Proposals for retail development outside a Primary Shopping Area (PSA) and for leisure development outside a defined town centre area and which are not on sites that are specifically allocated for such uses, will be subject to an impact assessment provided the proposal is above the following thresholds:
  1. Central Milton Keynes - 900 sq.m (gross)
  2. All other Centres - 350 sq.m (gross)

## Supporting a Diverse Rural Economy

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

- 253 It is important that the MK City Plan 2050 seeks to support a strong and diverse rural economy. This includes protecting those facilities, such as village shops or public houses, that are an important asset for the community and help to meet their day-to-day needs locally. Planning applications that result in the loss of a village shop or public house will not be permitted unless the Council is satisfied that every effort has been made to retain them. Such proposals will need to be robustly evidenced with regards to financial and marketing evidence relating to the existing or last use of the facility. They must demonstrate that the business has been marketed for a minimum period of six months.

**Policy ECP4 Supporting a Diverse Rural Economy****Policy type:** Non-Strategic**Objectives:** 1, 3, 12**Site/sub-area:** N/a

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

1. Expansion of an existing business;
2. Diversification of agriculture and other rural businesses requiring a rural location; or
3. Rural tourism and leisure developments.

**And**

4. They involve the conversion or re-use of an existing building; or
5. Involve new buildings that are of a scale and design that respond positively to the character of the surrounding countryside or existing rural settlement and, where practicable, are located in close proximity to existing buildings.

B. The loss of a retail premises or public house, or other community facility, within a rural settlement will only be supported where:

1. Alternative and enhanced provision has already been made, or will be delivered, within the rural settlement; or
2. The existing use is no longer commercially viable and has been marketed for a minimum period of six months.

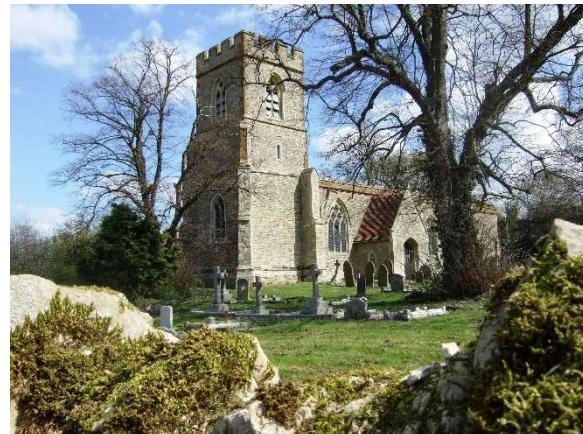
## Heritage and cultural prosperity

- 254 The unique and varied heritage of Milton Keynes is one of the cornerstones of its success as a relatively new and young settlement. New town heritage, including the many public art projects characteristic of Milton Keynes, has helped to create a cultural identity for new communities and places as they have grown. At the same time, the far more historic heritage assets have helped create a connection with the past of the place before it was designated as a new town. We know that retaining this relationship with the past, and creating the heritage of the future as the city grows, are vital for creating cultural prosperity and a sense of place and continuity which communities can feel part of and connected to.



- 255 Heritage assets are, of course, important in many other ways. This is why national policy and legislation recognise 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.
- 256 A clear understanding of the significance of a heritage asset and its setting is necessary to develop proposals that avoid or minimise harm. Early appraisals, a conservation plan or targeted specialist investigation can help identify constraints and opportunities arising from the asset at an early stage. Such studies can reveal alternative development or design options, such as more compatible uses or a more appropriate scale of development. Such schemes are more likely to minimise harm and deliver public benefits in a sustainable and appropriate way.

257 Early engagement about forthcoming schemes that affect heritage assets is strongly encouraged. Pre-application discussions will provide applicants with the advice required to bring forward an acceptable proposal. Heritage related schemes that reflect the informal advice will improve the efficiency and effectiveness of the formal decision-making process, by avoiding the submission of unsympathetic schemes that require amendment whilst simultaneously promoting better design, or minimising delays later in the process.



258 We consider it desirable that the significance of a heritage asset should be sustained and enhanced by all proposals. Where proposals cause harm to heritage assets, they will be considered using the criteria, weighing exercises and balanced judgements set out in the policy below and the NPPF, depending on the type of asset and the degree of harm.

259 The risks of neglect and decay of heritage assets are best addressed by ensuring that assets remain in active uses that are consistent with their conservation. 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. Where enabling development is proposed to help sustain or enhance heritage assets, the Council will expect the proposal to accord with Historic England's published guidance.

260 The significance of heritage assets may be affected by direct physical change or by a change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals. Proposals will have regard to the current Historic England guidance on setting. It is not the role of 'enabling development' to reimburse owners or applicants who have paid above the market value of an asset, that value being based on the current condition of the asset.

261 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).

262 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 it will be incumbent on applicants to record and advance understanding of the significance of the affected assets in line with national policy. Recording techniques should keep in step with current best practice. In the case of heritage assets of greater than local importance the results of this recording work should be published in the relevant local or period journal or in book form according to the scale and significance of the assets affected.

Where significant archaeological remains are found, provision shall be made for public open days, exhibitions and/or popular publications/booklets.

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



### **Policy ECP5 Heritage**

**Policy type:** Strategic

**Objectives:** 6, 13

**Site/sub-area:** N/A

- 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:
  - 1. Listed Buildings;
  - 2. Conservation Areas;
  - 3. Scheduled Monuments and non-designated Archaeological sites;
  - 4. Registered Parks and Gardens;
  - 5. Assets on the MK New Town Heritage Register;
  - 6. Non-designated heritage assets identified in neighbourhood plans and other local lists; and
  - 7. Other places, spaces, structures and features which may not be formally designated but considered to meet the definition of 'heritage assets' as defined in national planning policy.
- B. Where development proposals would affect heritage assets, they must provide a robust and objective 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 its fabric;
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; and
6. Where harm is caused by the proposal, explain why such harm is unavoidable or required to deliver public benefits that outweigh the harm caused.
- C. 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 proposal requires significant alteration or structural works, an engineer's report should be submitted as part of the application. Where converting to a new use, the evidence should 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.
- 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. Where a proposal would result in the loss of a non-designated heritage asset on the New Town Heritage Register, the replacement scheme must be of demonstrably equal or greater architectural quality than the asset to be lost.
- H. 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;
  2. Retaining architectural or historic features which are important to the character and appearance of the asset (including internal features) in an unaltered state; and
  3. Retaining the historic form and structural integrity of the asset.
- I. Where ‘enabling development’ is proposed, the applicant will provide accurate evidence to establish that a ‘heritage deficit’ exists.
- J. Proposals containing heritage assets that may be harmed by a long delivery period (such as large housing schemes) must set out a strategy for their preservation in the interim period. This should include:
1. Occupation of the building (where possible), initial works/repairs, security measures and regular condition monitoring;
  2. The repair and restoration of the heritage assets, which will be tied to early phases of the wider development;
  3. Preserving their setting so that they provide an individual, historical focal point, preserving established local character; and
  4. Avoiding a layout and design that causes an adverse impact on the future viability of the heritage assets, particularly in respect of access and retained land.
- K. 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.
- L. Where harm to or loss of heritage assets occurs because 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 caused.

## 10. Glossary

Term	Meaning
<b>Annual Exceedance Probability (AEP)</b>	A term used to express the percentage of likelihood of a flood of a given size or larger occurring in a given year. For example if a flood has an AEP of 1%, it has a one in 100 likelihood of occurring in any given year.
<b>Accessible Woodland</b>	Any site that is permissively accessible to the general public for recreational purposes. This includes sites with unrestricted open access and restricted, but permissive access (e.g. fee-payable, fixed – hours access)
<b>Affordable homes</b>	<p>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <ul style="list-style-type: none"> <li>a) <b>Affordable housing for rent:</b> meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</li> <li>b) <b>Starter homes:</b> is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</li> <li>c) <b>Discounted market sales housing:</b> is sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</li> <li>d) <b>Other affordable routes to home ownership:</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a</li> </ul>

	price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.
<b>Article 4 Direction</b>	A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.
<b>Biodiversity net gain (BNG)</b>	Biodiversity Net Gain is an approach to development and/or land management that leaves nature in a measurably better state.
<b>Biodiversity Action Plan (BAP)</b>	The Buckinghamshire & Milton Keynes Biodiversity Action Plan sets out the main issues impacting on wildlife in the county and some of the measures needed to help our wildlife.
<b>Biodiversity Opportunity Areas (BOA)</b>	A landscape-scale areas which have been identified as opportunities to improve the biodiversity.
<b>Biological Notification Sites (BNS)</b>	A category of sites that are in the process of being reviewed and assessed against the Local Wildlife Sites criteria. Until the programme of review has been completed, they are treated in the same way as Local Wildlife Sites.
<b>Boat dweller</b>	A person who lives aboard a vessel (which may or may not be capable of navigation), that the vessel is used as the main or only residence and where that vessel is either (i) moored in one location for more than 28 days in a year (but may occasionally or periodically leave its mooring); or (ii) has no permanent mooring and navigates in accordance with the statutes appropriate to the navigation.
<b>Brownfield Land</b>	Land which has previously been developed.
<b>Build to Rent/Private Rental Sector (BtR/PRS)</b>	Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.
<b>Bulky goods</b>	Goods of a large physical nature (for example DIY, furniture, carpets ) that sometimes requires large areas for storage or display.
<b>Business Incubators</b>	These are spaces often linked to Universities, Colleges or other organisations that may offer flexible 'easy in-easy out' lease agreements. Some offer shared workspace or 'hot-desking' arrangements usually linked to specialist support or advice from the

	host organisation and shared spaces for networking and exchange of ideas.
<b>Retail capacity</b>	Forecast resident spending within the catchment area with which to support existing and additional retail floorspace.
<b>Central Milton Keynes/CMK</b>	References to Central Milton Keynes in the policies of this plan cover both Central Milton Keynes and Campbell Park – i.e. the area bounded by the West Coast Mainline, Grand Union Canal, H5 Portway and H6 Childs Way. Therefore, references to the City Centre or Central Milton Keynes include Campbell Park and the blocks immediately adjacent.
<b>Circular Economy</b>	The circular economy is a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. In this way, the life cycle of products is extended.
<b>Co-living</b>	Collective term for purpose-built student accommodation and large-scale purpose-built shared living
<b>Community amenities</b>	Principally grocery shops, primary healthcare facilities including pharmacies, open spaces, pre-schools and primary schools, bus/train stops and active travel stands, indoor/outdoor recreation centres, allotments, community facilities, cafés, hairdressers, libraries and public houses
<b>Comparison retail</b>	Shopping for products which are usually higher value and purchased infrequently, for example household items, electrical goods, clothes and shoes, and for which people tend to go to several shops to compare products before buying them
<b>Convenience retail</b>	Shopping for goods which are bought frequently and with little decision-making required, for example at a supermarket or market
<b>Critical Drainage Catchment (CDC)</b>	Area or catchment of greatest risk where multiple or interlinked sources of flood risk were identified. Originally identified through MKCC's Surface Water Management Plan.
<b>Critical Drainage Area (CDA)</b>	An area with critical drainage problems (which has been formally notified to the Local Authority by the Environment Agency) as defined under the Development Management Procedure Order. Within CDAs, proposed development may present risks of flooding on-site and/or off-site if the surface water runoff is not effectively managed.
<b>Design code</b>	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.
<b>Development plan</b>	Includes adopted local plans and made neighbourhood plans
<b>Edge of Centre</b>	For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary.

	For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
<b>Employment Land</b>	Unless otherwise stated, employment land throughout this plan refers to land used for the following use classes: E(g)(i) Offices to carry out any operational or administrative functions, E(g)(ii) Research and development of products or processes E(g)(iii) Industrial processes, B2 General industrial - Use for industrial process other than one falling within class E(g) and B8 Storage or distribution - This class includes open air storage. Sometimes storage and distribution uses are referred to as warehousing or logistics
<b>Employment Uses</b>	Refers to the following uses E(g)(i) Offices, E(g)(ii) Research and development, E(g)(iii) Industrial processes, B2 General industrial and B8 Storage or distribution.
<b>First Homes</b>	First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which: a) must be discounted by a minimum of 30% against the market value; b) are sold to a person or persons meeting the First Homes eligibility criteria; c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).
<b>First Homes exception site</b>	A First Homes exception site is an exception site (that is, a housing development that comes forward outside of local or neighbourhood plan allocations to deliver affordable housing) that delivers primarily First Homes as set out in the First Homes Written Ministerial Statement.
<b>Food Desert</b>	Neighbourhoods without any shops or supermarkets selling food.
<b>Functional floodplain</b>	Functional floodplain (Flood Zone 3b) is identified as a 2% AEP (1 in 50-year) defended modelled flood extents to represent Flood Zone 3b, where available from the Environment Agency and 3a where outputs are not available.
<b>GPDO</b>	The General Permitted Development Order is a law that sets out what <b>permitted development</b> can take place without planning permission.
<b>Greenfield Land</b>	Land which has not previously been developed.

<b>Green Cover</b>	Natural or planted vegetation covering a certain area of terrain, functioning as protection against soil erosion, protecting the fauna and balancing the temperature
<b>Gypsies and Travellers</b>	Defined in the Planning Policy for Travellers Sites (PPTS) (2023) as "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."
<b>Houses in Multiple Occupation</b>	Homes occupied by separate households (usually single people or couples) who share facilities or living space such as kitchens, bathrooms and sitting rooms.
<b>Housing Viability Area</b>	Milton Keynes is split into three housing viability areas which are based on the viability of the local housing market
<b>Health Impact Assessment</b>	A health-specific assessment of the potential cumulative health impacts that a project or proposal might have on the local population.
<b>Impact Test</b>	The purpose of the test is to consider the impact over time of certain out of centre and edge of centre proposals on town centre vitality/viability and investment. The test relates to retail and leisure developments (not all main town centre uses) which are not in accordance with up to date plan policies and which would be located outside existing town centres.
<b>Incubator</b>	A facility designed to nurture and accelerate the growth of new businesses. It typically provides resources such as office space, access to mentors and investors, shared services, and other resources to help entrepreneurs launch their business.
<b>Key settlement</b>	A village or town that the local planning authority has chosen for development
<b>Knowledge economy</b>	The knowledge economy, or knowledge-based economy, is an economic system in which the production of goods and services is based principally on knowledge-intensive activities that contribute to advancement in technical and scientific innovation. The key component of a knowledge economy is a greater reliance on intellectual capabilities rather than on physical inputs or natural resources.
<b>Landscape character</b>	A distinct and recognisable pattern or combination of elements that occurs consistently in a particular landscape, that differentiates one landscape from another.
<b>Large-scale purpose-built shared living</b>	Non-self-contained homes, usually made up of at least 50 private individual rooms, communal spaces, and facilities

<b>Local centre</b>	A small group of shops, usually including a grocery shop and other shops and services of a local nature, to serve daily needs
<b>Local Geological Sites (LGS)</b>	Regionally important geological and geomorphological sites which have been identified as being of great importance locally and protected through planning system.
<b>Local Nature Recovery Strategy (LNRS)</b>	England-wide system of spatial strategies that will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits. Required by law under the Environment Act 2021
<b>Local Nature Reserves (LNRs)</b>	Statutory designations made by local authorities of sites important for people and wildlife. They have features of local biodiversity or geological interest and offer opportunities for learning. They are protected under Section 21 of the National Parks and Access to the Countryside Act 1949.
<b>Local Plan</b>	The main planning policy document for the Borough, containing strategic and site-specific policies and detailed policies to guide the location and nature of development.
<b>Local Wildlife Sites (LWS)</b>	Some of the most ecologically important sites in the county and they are protected through the local planning system. They often support rare or threatened species and habitats that are locally important and distinctive.
<b>Main town centre uses</b>	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
<b>Milton Keynes Development Partnership MKDP</b>	The Council's wholly owned development company. MKDP was established in 2012 to hold and develop land transferred from the Homes and Communities Agency. MKDP are particularly active in Central Milton Keynes where they have significant landholdings which will be developed through the plan period.
<b>MK Wildlife Sites</b>	They are sites equivalent of Local Wildlife Sites in Buckinghamshire and currently being reassessed and where appropriate will be subsumed into the Local Wildlife Sites designation. Special places recognised for having high wildlife value or containing rare or threatened habitats and species.
<b>Nationally Described Space Standard (NDSS)</b>	This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of

	occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
<b>Nature -Based Solutions (NBS)</b>	Are actions to protect, sustainably manage, or restore natural ecosystems, that address societal challenges such as climate change, human health, food and water security, and disaster risk reduction effectively and adaptively, simultaneously providing human well-being and biodiversity benefits.
<b>New Town Heritage Register</b>	A ‘local list’ of assets from the Milton Keynes Development Corporation era (1967-92) which are considered to be locally significant
<b>Out of Centre</b>	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
<b>Open Countryside</b>	Land that is outside of a settlement boundary
<b>Open Space</b>	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’; any land laid out as a public garden or used for the purposes of public recreation or land which is a disused burial ground’.
<b>Out of town</b>	A location out of a town centre
<b>Permitted Development</b>	Types of development, including building and change of use, that do not require planning permission. These rules are set by a Central Government through law called the General Permitted Development Order (GPDO).
<b>Placemaking</b>	An approach to urban planning and design that focuses on the people who use a space, rather than just the physical structures or buildings.
<b>Planning obligation</b>	A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
<b>Purpose-built student accommodation (PBSA)</b>	Accommodation for students, usually simple self-contained units with a range of shared spaces and facilities including communal kitchen(s) and social areas
<b>People friendly and healthy places</b>	Places that are safe, environmentally sensitive, accessible and inclusive. They have a mix of everyday community amenities and uses in the right locations which are provided at the right time in the development process. They exhibit high quality urban design, architecture and public realm and create places with identity.
<b>Pollution</b>	Anything that affects the quality of land, air, water, or soils, which might lead to an adverse impact on human health, the natural environment, or general amenity. Pollution can be caused by a range of

	emissions, including smoke, fumes, gases, dust, steam, odour, noise, and light.
<b>Primary Shopping Area</b>	Defined area where retail development is concentrated.
<b>Primary Shopping Frontage</b>	Primary shopping frontages (PSFs) are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
<b>Priority Habitats and Priority Species</b>	Those Habitats and Species that have been identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP). The priority list is produced by the Joint Nature Conservation Committee (JNCC).
<b>Public Realm</b>	Space that is meant to be used by the general public, can be publicly or privately owned.
<b>Retail Impact</b>	The potential effects of proposed retail development upon existing shops.
<b>Rural exception site</b>	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
<b>Secondary Shopping Frontage</b>	Secondary shopping frontages (SSFs) provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses
<b>Section 106/S106 Agreement</b>	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.
<b>Sequential Approach</b>	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out of centre sites.
<b>Settlement boundary</b>	A line defining the built-up area of settlements, as distinguished from the Open Countryside beyond the built-up area.
<b>Social rent</b>	Homes for rent at a level that is usually significantly below market rent levels

<b>Special Landscape Area (SLA)</b>	A local landscape designation that recognises the particular and special characteristics of certain landscapes which make them of higher sensitivity and value.
<b>Sui Generis</b>	Building and land uses that do not fall within any other <b>Use Classes</b> . Sometimes referred to as 'unique' or 'a class of its own'.
<b>Sustainable Drainage Systems (SuDS)</b>	Drainage solutions are type of drainage designed to manage surface water runoff in a more sustainable and natural way than by conventional drainage such as pipes and tanks. SuDS manage surface water by mimicking natural processes providing benefits through the four pillars of SuDS: water quantity (reducing flood risk), water quality (mitigating pollution through water treatment), biodiversity (wildlife and plants) and amenity value (pleasantness and attractiveness of place)
<b>Supported and specialist homes</b>	Collective term for homes for people with specific requirements. It includes: age restricted general market homes, retirement living or sheltered homes, extra care homes or homes with care, residential care and nursing homes, and supported homes or homes with support.
<b>Tenure</b>	The status describing how people occupy their homes. The most common forms are owning and renting.
<b>Town Centre</b>	Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
<b>Tranquillity</b>	A state of calm and quietude associated with peace, considered to be a significant asset of landscape.
<b>Tree Canopy Cover</b>	The layer of leaves, branches, and tree stems that cover the ground when viewed from above.
<b>Use Classes</b>	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example, an office would be use class E(g)(i) but a shop for the display and retail sale of goods, other than for hot food would be in use class E(a). A 'change of use' can occur within the same Use Class or from one Use Class to another.
<b>Urban Greening Factor</b>	A planning tool, produced by Natural England, used to improve the provision of Green Infrastructure (GI) particularly in urban areas. It is used to increase urban greening and contribute to Biodiversity Net Gain.

<b>Wildlife Corridor</b>	A specific designation to Milton Keynes that represent linear pathways of habitats that encourage movement of plants and animals between other important habitats. These are treated in the same way as Local Wildlife Sites in Milton Keynes.
<b>Woodland</b>	Land under stands of trees, or with the potential to achieve tree crown cover of more than 20 per cent

## 11. Annex A Open space typologies and descriptions

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

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

Typology/ subtypes	Description	Primary purpose	Secondary purpose
		walking. Often provide picnic areas.	
<b>Civic spaces and formal gardens</b>	Formal urban open spaces including civic and market squares	To provide settings for civic buildings, public demonstrations, and community events.	Provide environmental and visual enhancement, health, and social inclusion.
<b>Food growing areas: Allotments, orchards, and community growing areas.</b>	Allotments, orchards, and community growing areas.	To allow public to grow their own produce.	Long-term promotion of sustainable living, health, social inclusion, and biodiversity enhancement.
<b>Cemeteries, churchyards, and other burial grounds</b>	Private burial grounds, local authority burial grounds and churchyards.	To provide burial spaces.	To provide a place of quiet contemplation. Often linked to the promotion of wildlife conservation and biodiversity enhancement. Often preserve archaeology.
<b>Formal outdoor playing fields</b>	Large multi-use natural and artificial playing fields, outdoor sports facilities	To provide surfaces for sport and recreation that are publicly available. To provide facilities supporting the use of outdoor sport facilities such as changing and toilets. Provide social interaction.	May be used for wider community use. Long-term promotion of sustainable living, health, and social inclusion may include spaces for wildlife at margins.
<b>Green access links</b>	Leisure routes and redways often following historical linear landscape features which are providing an active travel corridor	To provide leisure routes for e.g., walking, cycling, running.	Provide environmental enhancement and support biodiversity

Typology/ subtypes	Description	Primary purpose	Secondary purpose
	connection with vegetation managed, provision of litter bins and dog bins and sitting areas.		
<b>Common land and village greens</b>	Common land areas and town and village greens. Legal/national designations. Areas of open spaces privately owned or maintained by local parish where some activities such as walking, grazing may be permitted.	Details of activities permitted are within the Register of Common Land and Village Greens. Most areas allow activities such as grazing, walking, horse riding.	May be used for local public events. Provide social interaction.
<b>Paddocks</b>	Privately owned grazing areas available to rent by the public (not for the purposes of livestock farming). Often linked with bridle paths.	To provide grazing areas for predominantly horses and ponies.	Provide environmental enhancement and may support biodiversity.

## 12. Annex B Open space standards

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
<b>Country parks</b>	<p>Minimum 20ha in size</p> <p>To meet the provision shortage there is a potential to deliver a park West of the City and upgrade larger existing district parks into Country Park Status as per Natural England's accreditation.</p> <p>Nature, Green and Blue Infrastructure Study will further explore possible locations for such strategic land allocation. Funding options to be explored.</p>	<p>Sites to be established in line with requirements set for accredited Country Parks by Natural England (work towards achieving accreditation status and Green Flag award).</p> <p>Parking including disabled parking, available on site.</p>	<ul style="list-style-type: none"> <li>- Public Transport links within 5 min walking distance from site entrance</li> <li>- Linkages via redways/cycleways to be provided to and within the sites</li> <li>- Linkages via footpath/pedestrian routes to and within the site.</li> <li>- All key access points to be fully accessible.</li> </ul>	<p>Strategic facilities that serve wider public across the boundaries.</p> <ul style="list-style-type: none"> <li>- Sites containing at least 20 ha of natural greenspace to be within 2km of residential properties via accessible road network</li> <li>- Sites containing at least 100ha of natural greenspace that are within 5km of residential properties of residential properties via accessible road network.</li> </ul>
<b>District Parks</b>	At least 12ha for pursuits other than playing fields	Attractive landscape with various facilities, off-road parking including disabled parking provided on site.	<ul style="list-style-type: none"> <li>- Public Transport links within 5 min walking distance.</li> <li>- Linkages via redways/cycleways to be provided to and within the sites.</li> </ul>	<p>Residents to be within 1200m of District, Linear Park or 'other' natural and semi natural greenspaces via accessible route network</p> <ul style="list-style-type: none"> <li>- Sites of least 10 ha to be within 1km of residential</li> </ul>

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		<p>Can include public art.</p> <p>Benches, litter bins and dog bins provided on site.</p>	<ul style="list-style-type: none"> <li>- Linkages via footpath/pedestrian routes to and within the site.</li> <li>- All key access points to be fully accessible.</li> </ul>	<ul style="list-style-type: none"> <li>- properties via accessible road network</li> <li>- Sites of least 20 ha to be within 2km of residential properties via accessible road network</li> <li>- Sites of at least 100ha to be within 5km of residential properties via accessible road network</li> <li>- Sites of at least 500ha to be within 10km of residential properties via accessible road network</li> </ul>
<b>Linear Parks</b>	<p>At least 80 % of the site area for primary purpose as per typology description.</p> <p>Opportunities to be explored along the water bodies or other linear features of wildlife value.</p>	<p>Mitigation of flood events, preservation of archaeology, provision of ecological corridors.</p> <p>Provision of pedestrian and cycle corridors.</p>	<ul style="list-style-type: none"> <li>- Public Transport links to key access points within 5 min walking distance.</li> <li>- Linkages via redways/cycleways to be provided to and within the sites.</li> <li>- Linkages via footpath/pedestrian routes to and within the site.</li> </ul>	<p>Residents to be within 1200m of District, Linear Park or 'other' natural and semi natural greenspaces via accessible route network</p> <ul style="list-style-type: none"> <li>- Sites of least 10 ha to be within 1km of residential properties via accessible road network</li> <li>- Sites of least 20 ha to be within 2km of residential</li> </ul>

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
			<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> <li>- Off-road and on road parking available near key access points including disabled parking.</li> </ul>	<ul style="list-style-type: none"> <li>- properties via accessible road network</li> <li>- Sites of at least 100ha to be within 5km of residential properties via accessible road network</li> <li>- Sites of at least 500ha to be within 10km of residential properties via accessible road network</li> </ul>
'Other' Natural and Semi-natural greenspaces	No loss in overall amount	Land should be managed to conserve and enhance the landscape, biodiversity and heritage. Sites to be managed in accordance with their designation and/or management plan	Review opportunities to increase provision through creating new public access to areas not currently accessible by sustainable methods that do not harm the setting.	<p>Residents to be within 1200m of District, Linear Park or 'other' natural and semi natural greenspaces via accessible route network</p> <ul style="list-style-type: none"> <li>- Sites of least 10 ha to be within 1km of residential properties via accessible road network</li> <li>- Sites of least 20 ha to be within 2km of residential properties via accessible road network</li> <li>- Sites of at least 100ha to be within 5km of</li> </ul>

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
				<ul style="list-style-type: none"> <li>- residential properties via accessible road network</li> <li>- Sites of at least 500ha to be within 10km of residential properties via accessible road network</li> </ul>
<b>Amenity greenspace</b>	<p>0.7ha/1000 population of either (order of preference):</p> <ul style="list-style-type: none"> <li>- Local Park</li> <li>- Pocket Park</li> <li>- Amenity Greenspace</li> </ul> <p>of either of the open space types to be provided Size linked to density of the surrounding area. Standard to be developed for key densities:</p> <ul style="list-style-type: none"> <li>- Low density up to 25dph</li> <li>- General residential 25dph-35dph</li> <li>- Frontage and community hubs 35dph-50dph</li> <li>- Hub area 50-100dph</li> </ul>	<p>Designed into developments so that homes face onto it. Design and layout are to ensure that they enhance the appearance.</p> <p>The site must have long term maintenance and management plans.</p> <p>Formal sports activities to be permitted subject to appropriate parking arrangements.</p> <p>Often contain play equipment</p>	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- If formal sports are permitted- Off-road and on road parking available near key access points including disabled parking.</li> </ul>	<p>Residents to be within 710m of either:</p> <ul style="list-style-type: none"> <li>- Amenity greenspace,</li> <li>- Local Park</li> <li>- Pocket Park</li> <li>- Civic spaces and formal gardens</li> </ul> <p>via accessible route network</p> <p>Separate standards for the play areas apply.</p>

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
<b>Local Park</b>	<p>0.7ha/1000 population of either (order of preference):</p> <ul style="list-style-type: none"> <li>- Local Park</li> <li>- Pocket Park</li> <li>- Amenity Greenspace</li> </ul> <p>Over 0.4ha Size linked to density of the surrounding area. Standard to be developed for key densities:</p> <ul style="list-style-type: none"> <li>- Low density up to 25dph</li> <li>- General residential 25dph-35dph</li> <li>- Frontage and community hubs 35dph-50dph</li> <li>- Hub area 50-100dph</li> </ul>	<p>Often include areas primarily for play and social interaction for children and young people.</p> <p>Can include single sports field.</p> <p>Vegetation, pathways, fencing, and equipment is managed.</p> <p>Provision of benches, litter, and dog bins.</p> <p>Actively managed</p>	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- Linkages via redways/cycleways to be provided to and within the sites.</li> <li>- Public Transport links to key access points within 5 min walking distance.</li> </ul>	<p>Residents to be within 710m of either:</p> <ul style="list-style-type: none"> <li>- Amenity greenspace,</li> <li>- Local Park</li> <li>- Pocket Park</li> <li>- Civic spaces and Formal Gardens</li> </ul> <p>via accessible route network Separate standards for the play areas apply.</p>
<b>Pocket Park</b>	<p>0.7ha/1000 population of either (order of preference):</p> <ul style="list-style-type: none"> <li>- Local Park</li> <li>- Pocket Park</li> <li>- Amenity Greenspace</li> </ul> <p>Site under 0.4ha</p>	<p>May include informal play features.</p> <p>Provision of benches, litter bins, and dog bins.</p>	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> </ul>	<p>Residents to be within 710m of either:</p> <ul style="list-style-type: none"> <li>- Amenity greenspace,</li> <li>- Local Park</li> <li>- Pocket Park</li> <li>- Civic spaces and Formal Gardens</li> </ul>

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
			<ul style="list-style-type: none"> <li>- Linkages via redways/cycleways to be provided to and within the sites.</li> </ul>	<p>via accessible route network</p> <p>Separate standards for the play areas apply.</p>
<b>Civic Spaces and Formal Gardens</b>	To be required and assessed on case-by-case basis.	Formal urban open spaces including civic and market squares.	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- Linkages via redways/cycleways to be provided to and within the sites.</li> <li>- Public Transport links to key access points within 5 min walking distance.</li> </ul>	<p>Residents to be within 710m of either:</p> <ul style="list-style-type: none"> <li>- Amenity greenspace,</li> <li>- Local Park</li> <li>- Pocket Park</li> <li>- Civic spaces and Formal Gardens</li> </ul> <p>via accessible route network</p> <p>Separate standards for the play areas apply.</p>
<b>Food growing areas: Allotments, Orchards and Community Growing</b>	<p>To be provided in areas of demand and in discussion with the parish councils.</p> <p>Proposed 0.25ha/1000 population</p>	Opportunities for people to grow their own produce, including allotments, community gardens, community	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- Disabled Parking to be provided</li> </ul>	N/A

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		<p>orchards and growing areas such as fruit trees and vegetable patches.</p> <p>National Society of Allotment and Leisure Gardeners allotment standards: plot size 250m<sup>2</sup>, paths 1.4m wide for disabled access, haulage ways 3m wide. Water supply to be provided.</p>		
<b>Cemeteries, churchyards and other burial grounds</b>	N/A	N/A	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- Off road or on road parking provided.</li> </ul>	N/A
<b>Formal outdoor playing fields</b>	1.2ha/1000	Please refer to latest Playing Pitch Strategy or any	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> </ul>	1,200m from residential development via accessible routes

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
		other relevant up to date guidance.	<ul style="list-style-type: none"> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- Linkages via redways/cycleways to be provided to and within the sites.</li> <li>- Public Transport links to key access points within 5 min walking distance.</li> </ul>	
<b>Green access links</b>	N/A	<p>Seating, resting places to be provided.</p> <p>Can form part of the Redway or equestrian leisure routes</p>	<ul style="list-style-type: none"> <li>- All key access points to be fully accessible.</li> </ul>	N/A
<b>Common land and Village Greens</b>	N/A	N/A	N/A	N/A
<b>Paddocks</b>	N/A	Size to be in line with British Horse Society recommended minimum standard	<ul style="list-style-type: none"> <li>- Provision of any new paddocks should be within access of bridleway where possible.</li> </ul>	N/A

Open Space Typology	Quantity criteria	Quality Standard	Accessibility Standard	Catchment area
		or other up to date best practice guidance. Consideration should be given whether horse shelters will be needed. Sites to have water supply.		
<b>Local Equipped Area of Play (LEAP)</b>	0.25ha/1000 population to be provided on site  To include separation buffer to ensure that play area activities are not located near roads or parking.  Size depending on the density of the housing.	To include equipped play area for those under the age of 8.  Designed to provide 'bespoke' experience and be located within residential development and allow evolution of the site by flexible design	Co-located ideally with either of the following: Local Park, District Park Linear Park Pocket Park. - All key access points accessible to disabled. - Linkages via footpath/pedestrian routes to the site. - - Linkages via redways/cycleways to be provided to and within the sites	Residents to be within 300m of LEAP via accessible route network
<b>Neighbourhood Equipped Area of Play (NEAP)</b>	0.6ha/1000 population to be provided on or offsite via contributions	Equipment appropriate for 8+ group, so less imagination and more dynamic and social -	Co-located ideally with either of the following: Local Park, District Park Linear Park Pocket Park.	Residents to be within 1,000m of NEAP via accessible route network

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		<p>consideration of setting.</p> <p>Equipment is provided to facilitate activity.</p> <p>Designed for unsupervised play. May include youth shelters, multi-games walls. To include min of 8 items of play equipment</p>	<ul style="list-style-type: none"> <li>- All key access points accessible to disabled.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- Linkages via redways/cycleways to be provided to and within the sites</li> </ul>	
<b>Other outdoor play provision (e.g., MUGA and Skateboard Parks)</b>	0.30ha/1000		<p>Co- located ideally with either of the following:</p> <p>Local Park, District Park</p> <p>Linear Park</p> <ul style="list-style-type: none"> <li>- All key access points accessible to disabled.</li> <li>- Linkages via footpath/pedestrian routes to the site.</li> <li>- Linkages via redways/cycleways to be provided to and within the sites</li> </ul>	Residents to be within 700m of other outdoor play provision via accessible route network

