

5 EVALUATION OF LAND SUPPLY OPTIONS: MILTON KEYNES

Introduction

- 5.1 At the outset we wish to set out the principles upon which we have tested and evaluated new areas for future growth. We have been guided in this by the four objectives for sustainable development which are those set out in the UK Strategy for Sustainable Development (*A Better Quality of Life*). These are:
- Social progress which recognises the needs of everyone;
 - Effective protection of the environment;
 - Prudent use of natural resources; and
 - Maintenance of high and stable levels of economic growth and employment.
- 5.2 Each of these objectives is important and no one objective is pre-eminent to the extent that any other has to be subsumed by, for example, deliberately seeking to restrict the achievement of the realistic potential for high and stable levels of economic growth. A balance will have to be struck. This needs to be recognised quite explicitly.
- 5.3 Moving on from the core principles of sustainable development, and to address these in terms of spatial planning within the study area, PPGs 3 and 13 provide clear guidance which can be summarised as:
- Concentrate trip making activities in town centres and around transport nodes.
 - The planning system is to ensure a choice of new homes in the right place and at the right time so as to enable everyone to have the opportunity of a decent home.
 - Economic growth should not be frustrated by a lack of homes for those wishing to take up new employment opportunities.
 - The priorities for new housing are to be re-use of previously used land or buildings, and then urban extensions, and finally new development around nodes in good transport corridors.
 - In evaluating priorities for land release priority should be given to five sustainability criteria set out in paragraph 31 of PPG3 – availability – location and accessibility – infrastructure capacity – ability to build communities that support services – physical and environmental constraints.
- 5.4 RPGs 8 and 9 set out more targeted guidance for the “old” South East (including Bedfordshire) and the East Midlands. RPG9 contains 12 development principles and RPG 8 sets out a similar number of policies which are effectively development principles. In both regions the spatial development strategies stem from a vision to foster quality of life and promote sustainable development and the guiding planning principles can be summarised under the following six headline themes:
- Promoting urban renaissance and concentrating development;
 - Fostering regeneration and economic competitiveness;
 - Sustaining rural activities and communities;
 - Promoting economy in the use of land;

- Integrating land use and transport; and
 - Protecting and improving environmental assets.
- 5.5 These principles have guided the selection and evaluation of the potential growth areas and the development of the preferred strategy. It is also important to note the strategic nature of this study. We have not undertaken detailed evaluations of each of the potential growth areas, but have carried out sufficient testing and analysis to be satisfied that the strategy is robust and suitable for regional planning purposes. Clearly more detailed planning, transportation and environmental analysis will be required at the local level before any of these sites can be brought forward for development.
- 5.6 Of specific importance in relation to the consideration of alternative directions for the spatial development of Milton Keynes is the need to concentrate development in a way which supports an integrated land use/transportation strategy and to make economic use of land. This approach guided the recommendations set out at paragraphs 5.80, 5.85 and 6.48 of the September 2002 Final Report.
- 5.7 On this basis the focus for our attention in testing the development requirements for Milton Keynes up to 2016 has been to review sustainable development locations within the existing urban envelope of Milton Keynes and locations on the western, eastern and southern edges of Milton Keynes. Development to the north of Milton Keynes was entirely ruled out in the MKSM study and also in the Local Plan because of the potential for flooding of the Great Ouse and has therefore not been considered again in this study.
- 5.8 An important determinant of the future direction of development at Milton Keynes will be the way in which development is integrated with transport systems such as rail, guided bus and bus, which will achieve a modal shift away from the private car and which are capable of being implemented. We have liaised closely with the consultants undertaking the Milton Keynes Public Transport Study, therefore.
- 5.9 As described later in this report there is a direct relationship between the location of Milton Keynes expansion areas, the type of public transport networks that are proposed to serve the expansion areas, and the density of development required to ensure the viability that will justify a plausible business case for investing in public transport. In essence it would be possible to integrate new development in the preferred directions of growth with a guided busway system providing greatly improved public transport serving Milton Keynes and its central area.

Our Approach

- 5.10 The original starting point for the assessment of urban expansion options was the broad locations identified in the earlier MKSM Final report. Subsequently, we have been asked to review this earlier approach to consider a wider range of options so in effect a broad search for urban expansion options has been undertaken all around the periphery of Milton Keynes. We were also asked to apply a consistent approach with the other consultants undertaking parallel studies (terminology and methodology), so that the different studies deliver similar outputs. A common approach and criteria for evaluating growth options has therefore been agreed, based on the following principles:
- The appraisal has been undertaken in a three stage process; Stage 1 will assess broad locations for growth, Stage 2 will examine a long list of land parcels, Stage 3 will assess the preferred scenario.
 - The studies will follow a sequential approach to the identification of land for development i.e. growth will be directed first to the re-use of vacant, lower density and brownfield land in urban areas before greenfield locations are considered.
 - Priority will be given to sites with good accessibility to public transport and local centres.

- The appraisals should be as explicit and objective as possible, but it is recognised that the evaluation process does involve the exercise of judgement. It is suggested that development options are rated according to how well they meet a set of planning/environmental (Sustainability) criteria. Effects should be described as positive, neutral or negative, as described below. The assessment should allow for and identify necessary mitigation measures.
- In assessing sites for development potential, national and international planning/environmental designations which relate to the intrinsic quality of the land should be avoided altogether (e.g. AONBs, SSSI's, ancient woodland, NNRs. Historic Parks Gardens, Ancient Monuments). A summary of the principle environmental designations is provided in Figure MK1 overleaf. In defining boundaries for development parcels, a 100m buffer should normally be applied to these. Locally designated sites (e.g. local landscape) should be avoided where possible, but may be affected.
- All new development will have a high standard of design, incorporate mixed uses, energy conservation measures etc. so these factors will not be relevant to the appraisal criteria.

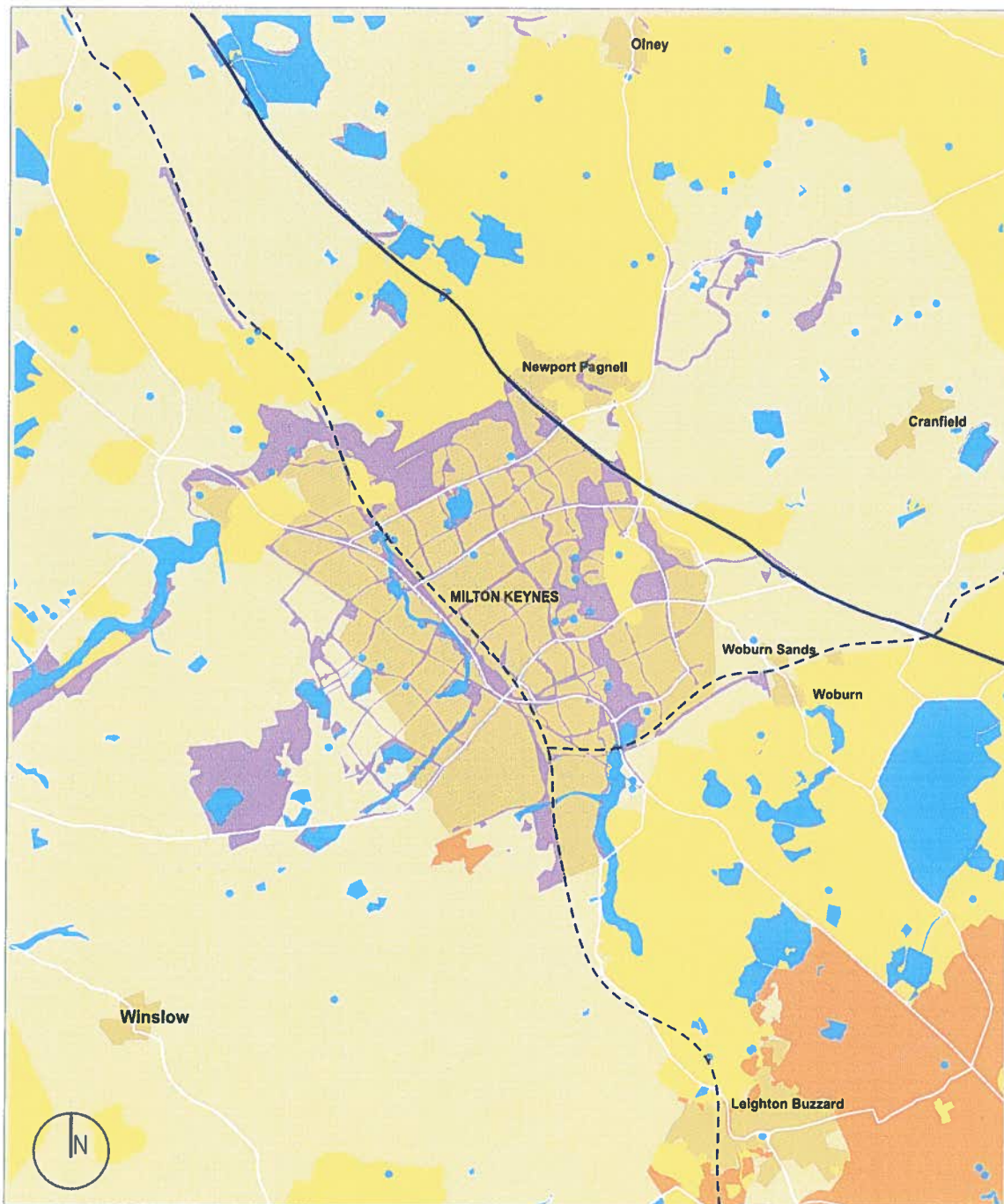
Stage 1 Assessment of Strategic Locations

- 5.11 In Stage 1 we carried out a broad appraisal via a site visit using the appraisal framework outlined in the Appendix D. The Stage 1 appraisal describes the performance of potential development locations in turn as shown on Figure MK2 overleaf, and concludes with a summary statement on if, how and why the particular broad area remains in contention as a development site for the second stage analysis. The results of that initial analysis are described in Appendix E and are summarised as follows:

<i>Location</i>	<i>Stage 1 Conclusion</i>
Area 1 Southwest of Bletchley	Good potential close to railway line and on Bletchley side of Newton Longville. Limited potential for expansion to south east of Whaddon subject to further appraisal. Requires local analysis and testing outside present scope – assume small scale growth for present study purposes.
Area 7 Southeast of Bletchley	Reasonable potential close to railway line and southern bypass if flooding and cultural heritage issues can be addressed. Development here would represent logical edge to Milton Keynes.
Area 2 North of Western Expansion Area	Attractive countryside (but not designated) and villages limit development potential to eastern part of this location.
Area 4 South-East of Newport Pagnell	Poor connections to existing centres, noise and lack of well defined natural boundaries suggests strategic potential here should only be explored once other options have been fully exhausted.
Areas 5 & 6 East of Milton Keynes	This area represents a logical rounding off of Milton Keynes, has good public transport accessibility and offers potential for high density, mixed use development.

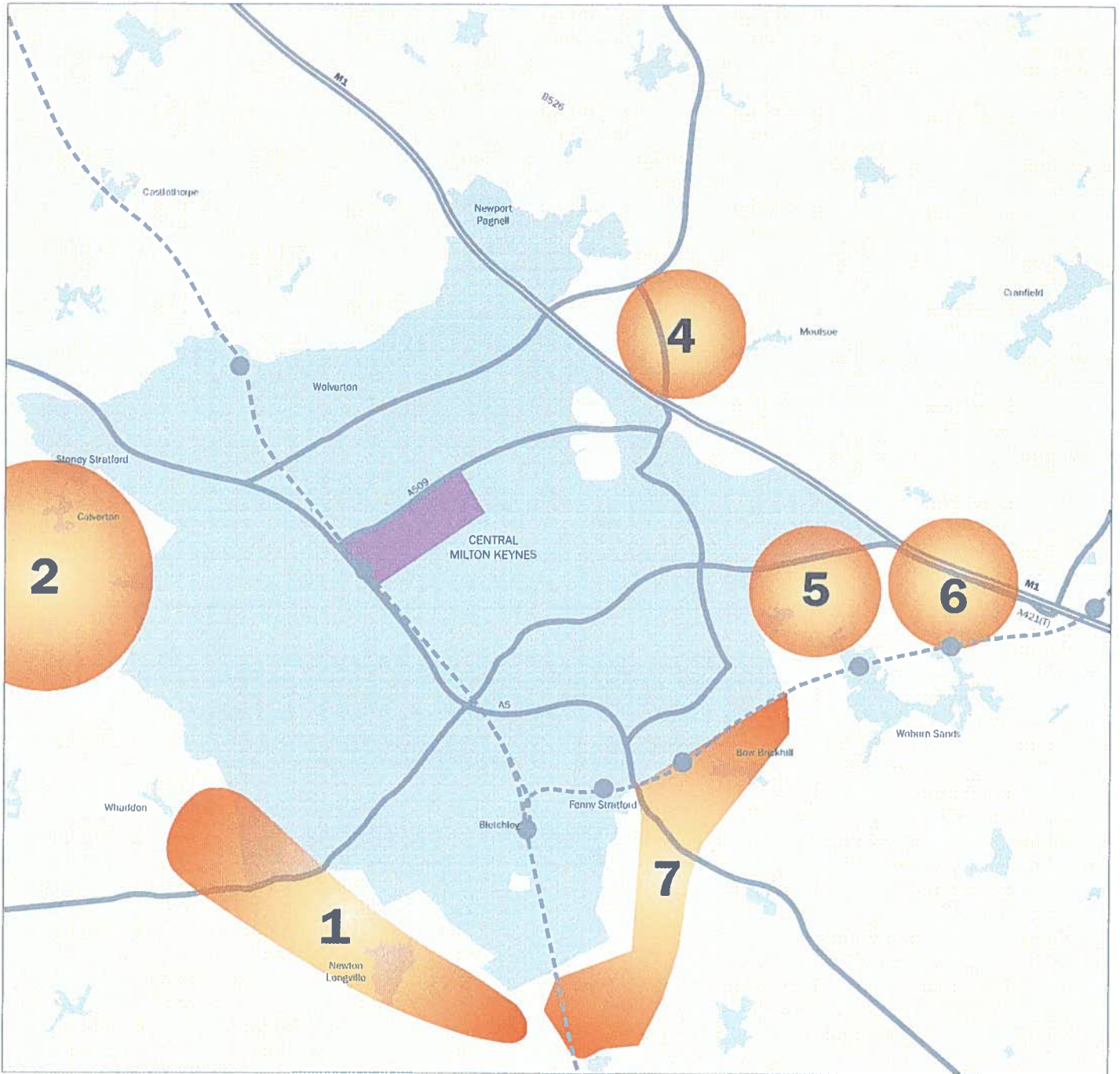
Note: Land to the north of Milton Keynes is liable to flood and this area was consequently excluded from the Stage 1 Appraisal.

**FIGURE MK 1:
ENVIRONMENTAL DESIGNATIONS - MILTON KEYNES**




- | | | |
|--|--|--|
| <p>Group 1 designations
Those that are of international & national importance</p> <ul style="list-style-type: none"> Ancient Woodland Areas of outstanding Natural Beauty (AONBs) Ancient Monuments Historic parks and gardens Fluvial Floodplain Sites of Special Scientific Interest (SSSIs) National Nature Reserves (NNRs) | <p>Group 3 designations
Those that relate to the intrinsic quality of land, and which are of local importance</p> <ul style="list-style-type: none"> Local Landscape Woodland Local Nature Conservation | <ul style="list-style-type: none"> Settlements Motorway/main trunk road Scheduled Ancient Monuments Rail |
| <p>Group 2 designations
Those that relate to the intrinsic quality of land, and which are of strategic importance</p> <ul style="list-style-type: none"> Strategic Landscape County Wildlife Best & Most Versatile Agricultural Land | <p>Group 4 designations
Those whose primary purpose is urban containment</p> <ul style="list-style-type: none"> Green Belt Land Strategic Gaps & Areas of Policy Restraint Local Gaps & Areas of Policy Constraint | |

**FIGURE MK 2:
STAGE 1 TESTING OF LONG TERM GROWTH OPTIONS**

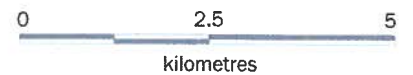


EXISTING

-  Urban areas
-  Motorway
-  Roads
-  Railway line
-  Central Milton Keynes
-  Existing Railway Stations

 Areas of testing

N.B All site boundaries and road alignments are purely indicative



Stage 2 Assessment of Strategic Locations

Assessment Criteria

- 5.12 In Stage 2 of the Assessment, suitable strategic locations were divided into land parcels as shown on Figure MK3 overleaf and assessed against a further range of criteria. The Stage 2 appraisal criteria are contained in Appendix D and include:
- Environmental impact - landscape, natural habitats, cultural heritage and community identity
 - Planning issues – land contamination, natural resources (minerals, agricultural land and water) land stability, flooding, proximity to sources of noise, and woodland protection
 - Access – to public transport, services and facilities, employment sites and the highway network
 - Infrastructure – waste water treatment, electricity and water
 - Ease of Implementation.
- 5.13 These criteria are derived from PPG12, para. 31 of PPG3 and reflect the four underlying themes from the UK Strategy for Sustainable Development. In practice it has not proved possible to apply all the criteria because the information is either lacking (e.g. drainage implications) or cannot be evaluated at this strategic level (e.g. community effects). In many cases too the evaluation reveals a neutral classification because the criteria have also been used as a checklist to assist with land parcel definition, and therefore the main environmental assets have been avoided. The comments and the evaluation do reveal where important environmental assets are nearby to potential urban expansion sites, and therefore where mitigation may be required to accommodate environmental interests (for example it is useful to record where sites are outside but close to the floodplain, since with climate change it is possible that boundaries could change). The Stage 2 appraisal is still strategic in nature since the full assessment of environmental implications would involve detailed technical studies outside the scope of this project (e.g. hydrological modelling or Landscape Character Assessment).

Sites Appraised

- 5.14 A total of 20 sites were examined at the interim stage of the study. Following comments received from the Project Steering Group, 4 further sites were included in the appraisal. To the east of Whaddon the Group considered that site MK 2 appeared somewhat isolated and on a limb. Two areas to the north and south of the original site but still to the east of the village (sites MK2a and MK2c) were therefore added to provide a more logical area for appraisal for development potential. The original site MK2 was renumbered MK2b. To the south of the city two small sites (MK 10b and MK 11b) were also added either side of the A5(T) in order to cater for the possibility of a southern bypass not being on the alignment of the existing A4146 but slightly further to the southeast. Sites MK10 and MK 11 were consequently renumbered MK10a and MK11a respectively.

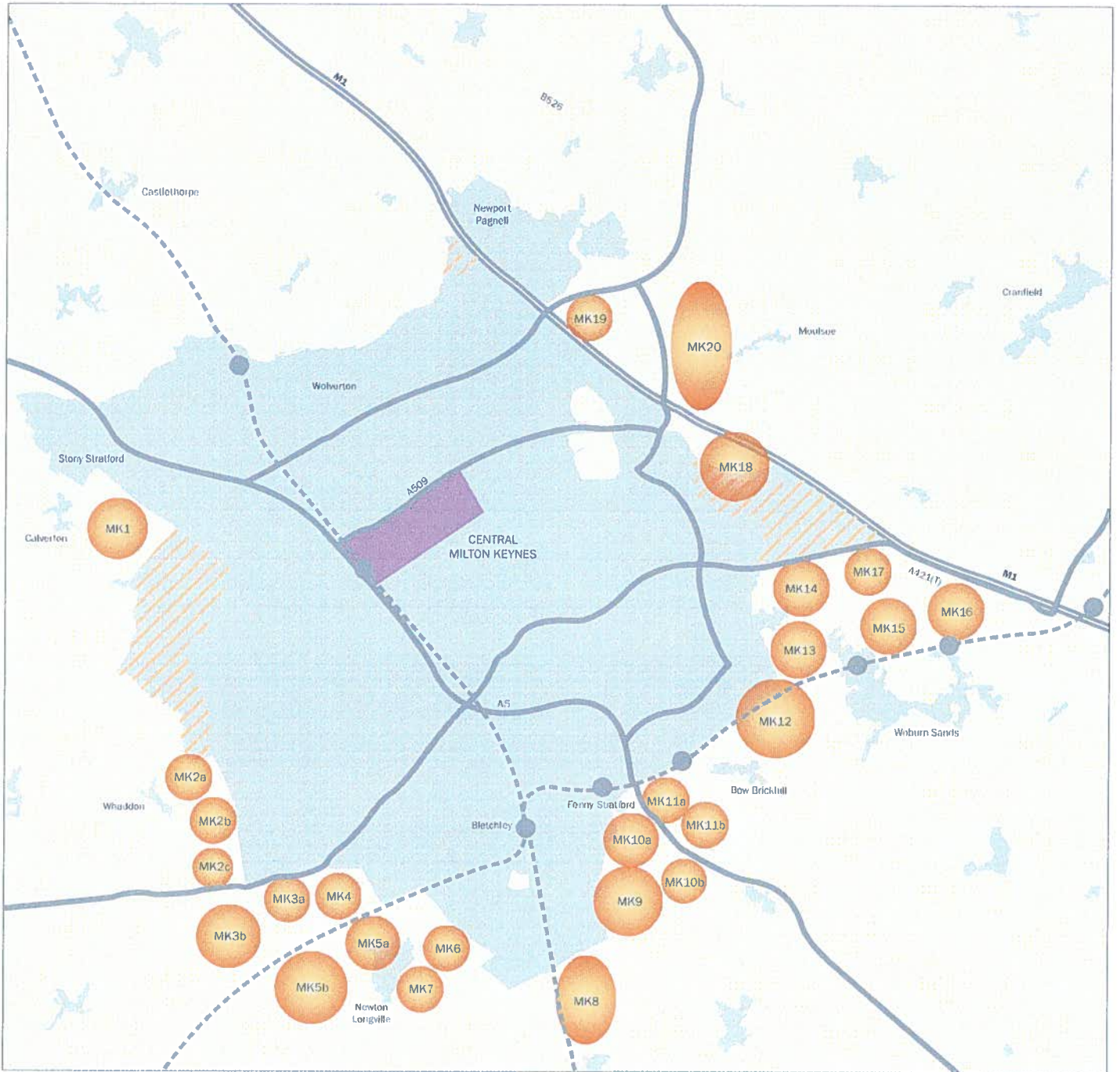
Appraisal Results

- 5.15 Starting in the west of the city, two separate potential development locations were examined. The first site, MK1, lies between Watling Street and Calverton and Upper Weald, immediately north of the proposed Western Expansion Area. Part of the site drops over the ridge and development here would be highly visible from the west. The site contains some valuable agricultural land but no other significant natural resources. The area is very well located in terms of existing development and infrastructure. Provided development was restricted to the eastern side of the site adjacent to Watling Street away

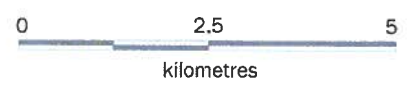
from the ridge and existing settlements, it is considered that the benefits of development far outweigh the loss of the good quality agricultural land.

- 5.16 The other area to be investigated in the west comprises three sites MK2a, 2b and 2c to the northeast, east and south of Whaddon village, respectively. Development of these sites does not appear to pose any significant landscape impacts, provided the existing and attractive woodlands (including areas of Ancient Woodland) which formed part of Whaddon Chase are retained. The earthworks associated with Priory site would also need to be preserved in an appropriate setting. It should be possible to develop these sites without adversely affecting the character of Whaddon village. Although access to the rest of the city is not good at present, the sites are close to the A421. Furthermore the area is currently being examined in relation to a possible passenger transit system which would provide excellent links with CMK and other employment locations.
- 5.17 Seven sites have been examined in the South West of Milton Keynes, running in an arc from the A421 near Tattenhoe Park, via Newton Longville to the West Coast main line near Newton Leys. All of the sites lie within Aylesbury Vale District. Sites MK3a, 3b and 4 are located between the A421 and the unused rail line to Oxford. Like the sites around Whaddon, this area was also part of Whaddon Chase but the remaining areas of Ancient Woodland have been excluded from the potential development areas. Outside these woodlands there are no major environmental or natural resource constraints on any of these three sites and they are both well located in terms of access to existing roads, the proposed southern bypass and the East –West rail corridor. Development of Newton Leys for employment uses would also strengthen the potential of the area.
- 5.18 Sites MK5a and 5b, lie to the west of Newton Longville and sites MK6 and MK7 lie to the east and south east. Areas of Ancient Woodland have been excluded from Site MK5b and none of the other sites contain any protected environmental assets or natural resources. The main environmental issue is the landscape setting of Newton Longville from the east, which may limit development in that direction and the role of the existing strategic gap to the north. Sites MK5a and MK5b have potential rail access but none of the sites could be developed without the provision of greatly improved road access, particularly the proposed southern bypass.
- 5.19 MK8 is located immediately south of the City within Aylesbury Vale between Water Eaton and Stoke Hammond. There are no major environmental or natural resource constraints to the development of this site. The site is reasonably accessible to the rest of the city and employment and cultural facilities. However the area will be rather isolated once the southern bypass is completed and is hemmed in between the West Coast main line and the A4146. It is also rather elongated in shape and development of the whole site could also lead to the coalescence of the city with Stoke Hammond.
- 5.20 Sites MK 9, 10a and 10b and MK 11a and 11b have been investigated in the south side of the City. Site MK 9 is located within Aylesbury Vale but the remaining sites to the north east are within Milton Keynes. To the west of the existing A421, adjacent to the riverside, the landscape is characteristically flat and open. Site MK9 is subject to a local landscape designation but appears to be similar in character to its neighbours, sites MK10a and MK11a. A large part of MK 10a is protected as a Scheduled Ancient Monument, being the site of the former Roman town of Magiovinium. All three sites are close to the River Ouse floodplain. The river is in quite deep cutting at this point but storage areas and measures to control run-off are likely to be required. A flood assessment study would be advisable. Sites MK10b and MK11b occupy the slightly higher ground immediately to the east of the A4146, beyond the floodplain.

**FIGURE MK 3:
STAGE 2 TESTING OF LONG TERM GROWTH OPTIONS**



- | | |
|---------------------------|----------------------------|
| EXISTING | AREAS OF TESTING |
| Urban areas | Areas of testing |
| Motorway | Local Plan Extension Areas |
| Roads | |
| Railway line | |
| Central Milton Keynes | |
| Existing Railway Stations | |



N.B All site boundaries and road alignments are purely indicative

- 5.21 A major strength of all of these sites is their relative proximity to the rest of the City and employment sites, a draw back is that the provision of public transport may not be easy. Sites MK9, MK10a and MK10b would require flood protection measures. We have concluded that if this area is to be developed, the sites will need to be planned together, since they share common concerns regarding potential flooding, the protection of the linear park and Roman settlement, the route of the southern bypass and the question of how to provide high quality public transport and community facilities.
- 5.22 MK 12 lies between Bow Brickhill and Woburn Sands and is situated within the Milton Keynes Borough boundary. The countryside here is relatively featureless, in contrast to the hilly land to the south that provides the landscape setting to the City. The site is not constrained by any environmental designations and it should be possible to avoid coalescence with the settlements either side without losing too much development land. The area has good access to the railway stations at Bow Brickhill and Woburn Sands and existing roads could be supplemented by new links to improve access to CMK and employment areas.
- 5.23 MK 13 and 14 lie north of the railway line between Wavendon and Woburn Sands. The area is not subject to any environmental constraints but development of the two sites would encircle Wavendon, although much of its character could be retained by sensitive planning. The area around Wavendon House is excluded from the proposed development sites. The sites are well connected to the existing built up area, employment sites and the railway station at Woburn Sands. The area has potential for much improved public transport. Since the sites lie within Milton Keynes, implementation should not become a major issue.
- 5.24 Sites MK15, MK16 and MK17 lie to the east of Wavendon, between the Bletchley- Bedford rail line and the M1. Only Mk 16 is wholly within Milton Keynes, the other two sites being partly in Mid-Bedfordshire District. The area is open, with few trees and there are no features or areas of nature or cultural heritage importance. The sites suffer somewhat from noise from the M1 motorway. (See Appendix I regarding motorway noise). The sites have no significant natural resources and are well connected to the existing and planned road network. The Kingston District centre and local employment areas are easily accessible. Provided that the issue of motorway noise can be overcome, this area has many attractions for urban growth.
- 5.25 Site MK18 is already included in the Milton Keynes Local Plan as a reserve site. The large woodland has been excluded from the site boundary but elsewhere the site contains no areas of environmental importance. The major constraint to development is the high quality of the agricultural land, since it has been determined that the working of any mineral deposits underlying the site is not viable. Our evaluation confirms that the site is well related to the rest of the city, although it does suffer from noise from the motorway. (See Appendix I regarding motorway noise). Notwithstanding the agricultural land classification, it is considered that the site would be suitable for urban development once measures have been taken to protect the area from noise pollution.
- 5.26 Sites MK19 and 20 lie to the east of the M1. Neither site is subject to environmental designations but MK19 is a proposed sand and gravel extraction site and comprises a large area of good quality agricultural land. Both sites suffer from noise from the M1 motorway, although this is slightly less of a problem for MK20, which is a much larger site and has greater capacity to include extensive noise mitigation measures in any land use or urban design proposals. (See Appendix I regarding motorway noise). At present access to the two sites is limited. Site MK20 suffers particularly from congestion related to Junction 14 of the M1 and could not be developed without improvements to this junction and would most probably also require an additional, dedicated link over the motorway. Site MK 19 is not considered very suitable for residential use but might be considered as a reserve site for other uses once the mineral resources have been worked out.

Conclusions on Site Appraisal

- 5.27 The Stage 2 evaluation represents the latest phase of a sieving process that was begun in the original MKSM Study. Land protected by important environmental designations or subject to major physical constraints such as flooding or clearly unsuitable for development for planning reasons, such as poor access, had already been ruled out of consideration in the previous MKSM Study. The broad areas of search around Milton Keynes were confirmed in the Stage 1 evaluation undertaken at the outset of this Study. At Stage 2 we were therefore looking at sites that in principle would be likely to be suitable for residential development or that were considered worthy of further examination within the context of an evaluation of growth options.
- 5.28 From our evaluation in Stage 2 it is apparent that none of the sites that we examined could be developed without creating some negative impacts but that none are without some positive development potential. All sites were found to possess a varying mix of positive, negative and neutral attributes; frequently the neutral attributes were found to be the most dominant feature and often the negative features only affected part of the site. All of the sites eventually put forward for development would need to be subject to more detailed analysis when the time is appropriate.
- 5.29 In recommending sites for development, particularly in the period to 2016, the key consideration in selecting sites is not just the intrinsic qualities of the site but how it might fit with the wider development of the city. This suggests a sequential approach to the phasing of growth based upon the following principles:
- Location of development where there is existing transport infrastructure, such as good roads and railway stations.
 - Early preference given to sites that can be readily integrated into new public transport infrastructure proposals, and in particular to those that will mesh well with the strategy that is current emerging from the concurrent study in to public transport in the City.
 - Balancing development around the city, to help maximise construction potential and give developers and households a wide choice in housing locations.
- 5.30 On this basis we would suggest that the following sites are considered for development in the period up to 2016:

Table 5.1 Summary of proposed Development Land to 2016

Site	Gross Area(ha)	Net Area(ha)	Comments
MK1	190	70	Development here would naturally round off the north western edge of the city and the relatively small net area allowed assumes that built areas do not cross the ridge line.
MK3a	50	35	These two sites would help anchor the western leg of the new public transport corridor, have good road links to the rest of the city and are well linked to Bletchley.
MK4	90	63	
MK13	110	77	This site would integrate well both with the existing city and Woburn Sands and proposed transport improvements.
MK14	95	67	On the western leg of the proposed key public transport corridor and close to employment zones and a district centre.
Total	535	312	

Note: We have used the 30% ratio of total to developable area except in those sites (see earlier text) where there are other reasons for reducing the developable area.

- 5.31 The total net developable area of the sites outlined above totals 312 ha. This would exceed the development land requirement that we identified in Table 3.5, so would give some flexibility or "headroom" to the market in delivering sites when required. In practice too tight a fit between forecast supply and demand often results in insufficient land being available to the market when required because of a variety of delivery issues.
- 5.32 For the period beyond 2016 we would suggest that the direction of growth should follow the same development criteria outlined above. On this basis we would anticipate development to continue to the south west and the south east, with minor rounding off on the southern edge of the city up to the A4146 (or southern bypass) and between the railway line and the Bow Brickhill – Woburn Sands Road. Further development to the south is not considered sustainable and would infringe upon the landscape setting of the city. Development of site MK8 is not recommended. This site is not well related to the existing urban area and its development would create an isolated community sandwiched between a main road, the west coast main railway line and the southern bypass.
- 5.33 Consideration was also given in the appraisal to the development of sites MK19 and MK20 to the east of the M1. This area has the attraction of being relatively close to CMK and Newport Pagnell and has been considered on a number of occasions in the past, either as a continuation of the existing grid system eastwards or alternatively as part of a linear high density development built around a tramway system running through central Milton Keynes and on to Cranfield and eventually Bedford. We have examined the development of MK19 and MK20 in both contexts but do not consider that development in this area can be recommended at this stage for the following reasons:
- Despite their relative proximity to Newport Pagnell, Sites MK19 and MK20 do not actually relate well to existing settlement patterns or the existing urban form. Neither site could be incorporated into the existing urban area, being separated from any adjoining urban areas by major highways and neither site can be seen as allowing the natural expansions of Newport Pagnell.
 - Development of MK20 would endanger the separate character of Moulsoe, particularly as any residential areas would need to be set well back from the M1 and thus close to or adjoining the existing village.

- Given the difficulty of integrating sites Mk19 and MK20 into the existing city, the alternative would be to see the sites developed as a self contained settlement. However it would be extremely difficult to create a truly self contained settlement so close to Milton Keynes and PPG3 specifically warns against the development of new settlements that will simply function as a dormitory to an existing larger settlement
- Both sites but particularly site MK20, have inadequate road access and would require major investment to integrate them into the city road network, including bridging the M1 motorway. M1 Junction 14 is already highly congested and requires major investment to cater just for forecast traffic demands based upon existing settlement patterns. Creation of yet more traffic demand at this particular location will only exacerbate an existing problem.
- The proposal for a tramway system to link site MK20 to the city is dependent upon the development of a very much more ambitious scheme to link Milton Keynes with Cranfield, a distance of seven kilometres. To be viable this would need to be developed as a high density, continuous urban corridor from the CMK to Cranfield. We do not consider that such a scheme is feasible on phasing or cost grounds, particularly as it would be located on an entirely green field location. All recent tramway system built in Britain are located in existing urban areas, such as in Manchester, Sheffield, and Croydon, cities which all have existing high population densities and relative low levels of car ownership compared to Milton Keynes.
- Furthermore, there is no evidence of a strong linkage between Cranfield and Milton Keynes which would generate patronage for a tramway public transport system. The economic gain to the City of developing better linkages with the intellectual capital of Cranfield is not dependent on a physical solution. Other types of 'soft' initiatives need to work to draw into the City's economy, spin-off benefits which the proximity to Cranfield offers.
- Noise from the M1 is a major constraint to development near the road. Local topography suggests that the effect of traffic noise affects a large part of site MK19 and extensive parts of MK20. Modern noise attenuation methods can reduce the effect of traffic noise but will limit development options, especially close to the M1. Thus one of the perceived advantages of MK20, its proximity to Central Milton Keynes, is neutralised by the fact that the land closest to the city centre is the least attractive for residential development because of motorway noise.

6 PREFERRED DIRECTIONS FOR GROWTH

6.1 In developing a preferred spatial strategy to 2016 we have also taken cognisance of the need to offer the potential for longer term sustainable development. A short term strategy which performed well in its own right but then failed to address long term growth issues would not be successful. The proposed strategy is based upon the underlying principles set out earlier in this report, which reflect the same basic sustainable development principles that underpinned the MKSM Study. The basis for the strategy to 2031 is to:

- *Use Land Economically by Concentrating Development* – the strategy assumes higher average urban densities of in line with Government guidance and emerging local authority policies. It also seeks to promote the efficient juxtaposition of land uses and maximizes the use of land in close proximity to the City and its facilities. Where greenfield land is taken, it is concentrated in a limited number of locations with the aim of achieving economies of scale.
- *Encourage Urban Renaissance* - by increasing housing and employment in previously developed areas through intensification and selective redevelopment and bolstering growth close to areas in need of regeneration, such as at Bletchley;
- *Integrate Land Uses and Transport* - by concentrating development around existing and proposed transport corridors, notably around new development nodes that can be served by high quality passenger transit systems or high quality bus services. The strategy also seeks to make maximum use of the land around existing or potential railway stations along the East-West railway line.
- *Protect and Improve Environmental Assets* – by avoiding impacts upon valued environmental resources wherever possible, and directing development to those areas that are considered to have the most capacity to absorb change. The strategy emphasises the concept of strategic open space within the City linking with the surrounding countryside.

Short to Medium Term (2001-2016)

6.2 We have identified a requirement for nearly 8,000 additional dwellings over and above those provided in the Milton Keynes Local Plan. About two thirds of these dwellings (5,500) would be located in Milton Keynes Borough and the remaining third (2,500) in Aylesbury Vale close to the City.

6.3 A total of about 255 ha (net) additional land will be required to meet this forecast growth in demand for housing and community facilities by 2016, over and above current Local Plan allocations. No net additional employment land is required but a site is required for a new district hospital to serve Milton Keynes and Northern Buckinghamshire and an estimated 20ha would be required for such a facility. Thus there is total net additional land requirement of 275ha by 2016. A total of 312ha net land area has been identified in the previous chapter as suitable to meet this demand up to 2016, giving a small “reserve” which can be brought forward should difficulties be experienced in developing any of the sites identified in either this Study or the Local Plan allocations. The total gross land requirement for 2016 is about 350ha, which represents a 30% uplift on the net requirement.

Table 6.1: Summary of Total New Housing Allocations Milton Keynes 2001-2016

	2001-2006	2007-2011	2012-2016
Milton Keynes Borough	12,070	12,070	8,500
Aylesbury Vale District	-	-	2,500

6.4 The key features of the proposed spatial strategy to 2016 are shown on Figure MK4 and include:

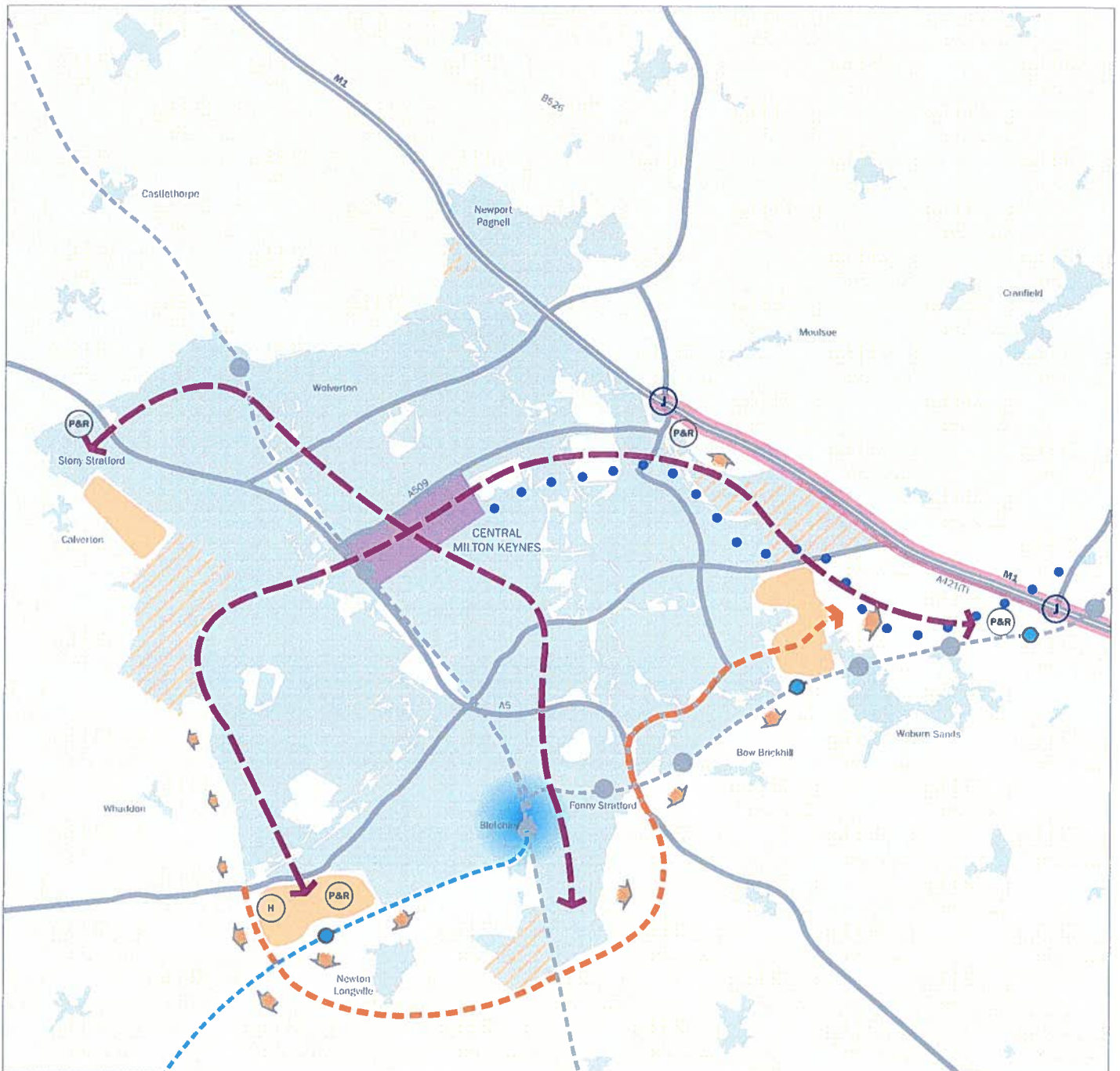
- A new public transport system, including two major transit corridors running north - south and east – west through Central Milton Keynes, which will act as the focus for the redevelopment and intensification of previously developed land and to serve new development nodes
- Development in three principle locations in the north-west, south-west and south-east of the City, linked with improvements to the public transport system. All new development locations are well connected to the existing urban area and represent the natural rounding off of the urban area in the north west or the first stage of new growth, such as proposed in the Wavendon area and west of Bletchley
- Balancing development around the city to offer both variety and choice in housing location and maximises the chances of implementation
- The concentration of development in an arc around Bletchley is also intended to encourage urban renaissance in that area
- Continuing the pattern of strategic open space provision in the new development areas
- Recognising the potential of the proposed Milton Keynes – Bedford Canal.

Longer Term (2016-2031)

6.5 The longer term strategy in the period from 2016-2031 would build upon the directions of growth already established in the period to 2016. We would suggest that this longer term development strategy should continue to develop the city along the key public transport corridors and extend them where necessary. This could involve growth in the following areas:

- An arc of development in the south west of the City, extending east of Whaddon village to south of Newton Longville, based upon the proposed east-west public transport route and the southern bypass.
- South - east of the City up to the M1 motorway and the East - West railway line, again integrating new land uses with existing and planned infrastructure investment, including the proposed Milton Keynes- Bedford Canal.
- There could also be more limited growth south of the Bletchley-Bedford railway up to the Bow Brickhill and Woburn Sands Road in order to maximise the development potential of this transport corridor.

**FIGURE MK 4:
PREFERRED SPATIAL STRATEGY**



EXISTING

- Urban areas
- Motorway
- Roads
- Railway line
- Central Milton Keynes
- Existing Railway Stations

PROPOSED

- Expansion areas in Local Plan
- Proposed Bedford - Milton Keynes Canal
- East-West Rail re-opened
- Motorway Junction Improvement
- Highway Improvements

POTENTIAL

- Additional development to 2016
- Direction of Development 2016 - 2031
- New Rail Station
- Transit Corridor
- East-West Road (A421) Improvement
- Park & Ride
- Hospital
- Town Centre Improvements

N.B All site boundaries and road alignments are purely indicative

