

MILTON KEYNES AND AYLESBURY GROWTH AREA STUDIES

Final Report

May 2003

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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:

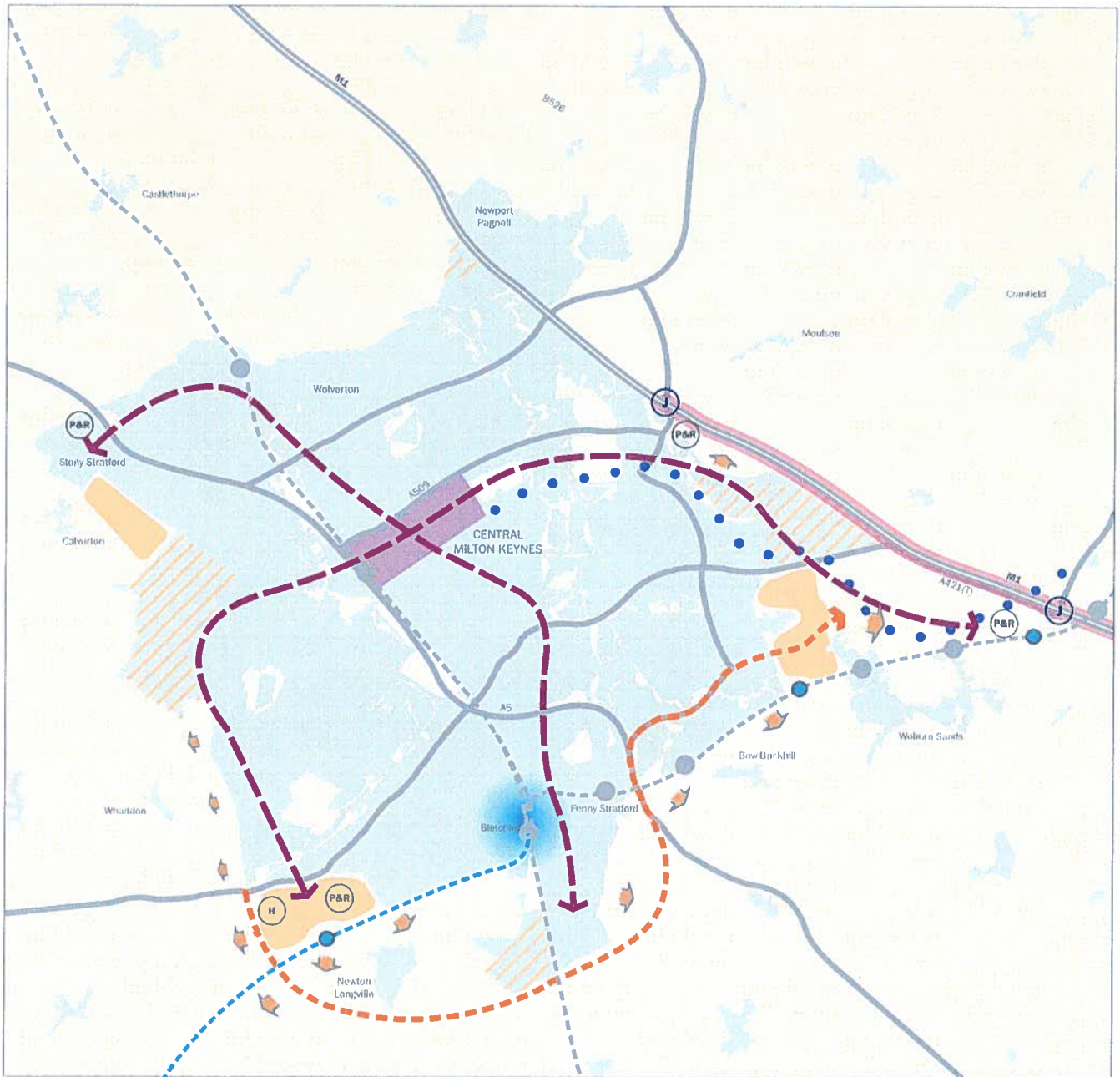
- A new public transport system, including two major transit corridors running north - south and east – west through Central Milton Keynes, which will act as the focus for the redevelopment and intensification of previously developed land and to serve new development nodes
- Development in three principle 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

