

# CALDECOTE FARM

NEWPORT PAGNELL · MILTON KEYNES

## CHAPTER 3

*ENVIRONMENTAL STATEMENT*

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## PLANNING POLICY

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JULY 2021

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## CHAPTER 3

*ENVIRONMENTAL STATEMENT*

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## PLANNING POLICY

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### 3.1 DEVELOPMENT PLAN POLICY

## 3.1 DEVELOPMENT PLAN POLICIES

### MILTON KEYNES COUNCIL LOCAL PLAN – PLAN:MK

- 3.1.1 Local planning policy is set by Milton Keynes Council's Plan:MK. The Plan was adopted in March 2019 and covers the Plan period of 2016 – 2031. Plan:MK sets out the vision and objectives for Milton Keynes over the Plan period. The strategic objectives include:

*“To allocate and manage the development of employment land and pursue a vigorous economic development strategy so that the business sector and local economy are supported, existing firms can expand, new firms are attracted, the level of working skills among the local population is enhanced and the area's resident population can find employment locally.”*

- 3.1.2 The sustainable development strategy identifies that the Council will provide land for a minimum of 30,900 new homes and forecasts around 28,000 to 32,000 additional new jobs.

- 3.1.3 Chapter 3 sets out the Council's Sustainable Development Strategy which reflects the NPPF's 'presumption in favour of sustainable development. Paragraph 3.6 states that the Council will:

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

- 3.1.4 Further, paragraph 3.7 states that the Council is committed to achieving sustainable development and “will give favourable consideration to proposals” to proposals which, inter alia, will contribute to delivering a strong, flexible and sustainable economy. Plan:MK will “need to take advantage of economic opportunities, and meet the needs of existing and future residents, business and visitors, whilst protecting and enhancing the natural and historic environment and addressing the issues of climate change.”

- 3.1.5 Chapter 4 sets out Milton Keynes' development strategy. Policy DS1 sets out the Settlement Hierarchy for Milton Keynes. The highest tier in the hierarchy is Milton Keynes City, which includes 'New Strategic Growth Areas', incorporating 'Land East of the M1' in this group. Newport Pagnell specifically is identified in the second tier as a Key Settlement.

- 3.1.6 Paragraphs 4.26 to 4.28 discuss the context of the Strategic Urban Extension at land east of the M1, stating:

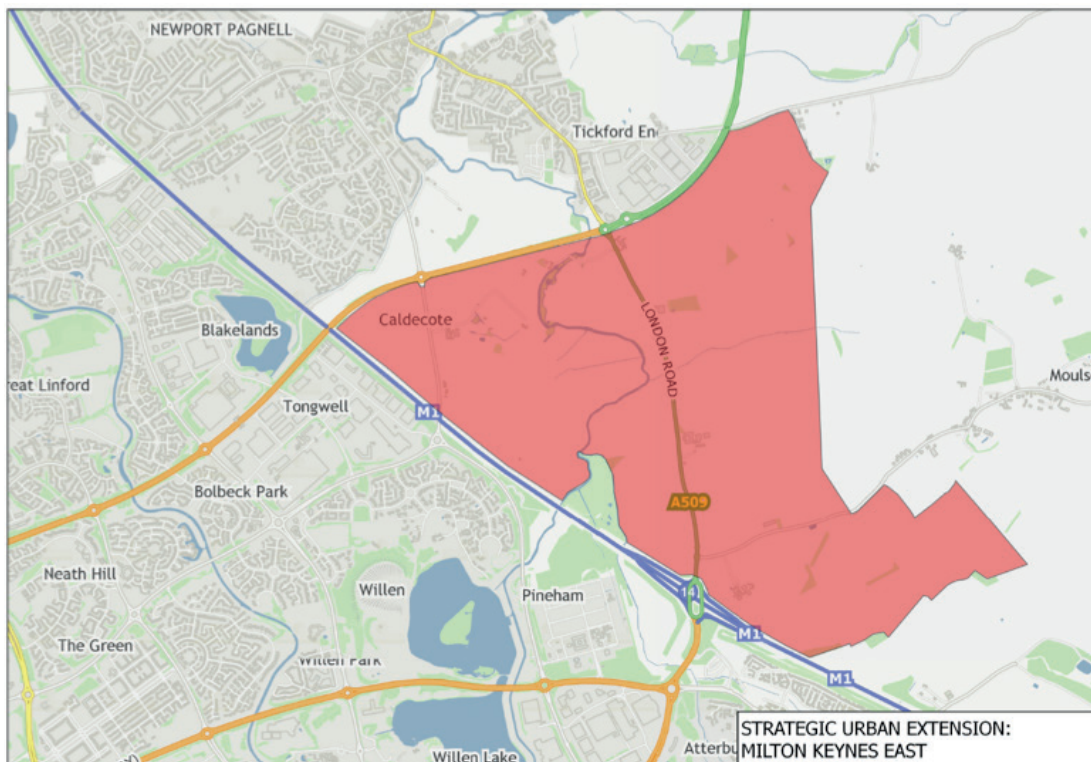
*“Plan:MK allocates land to the east of the M1 motorway, south of Newport Pagnell, for a mixed residential and employment strategic urban extension to meet the long term needs of Milton Keynes. The development of this site is dependent on the necessary strategic infrastructure, required to make the site deliverable before 2031, being funded and delivered up-front. If the necessary infrastructure can be funded and delivered prior to 2031, then the development will be allowed to proceed within the plan period...”*

- 3.1.7 The Plan continues, stating that there may be further potential for growth in this direction beyond that envisaged in the allocation, but that this would require cross-boundary co-operation and further improvements to connectivity: these will be considerations for the review of Plan:MK, which is defined through Policy DS0 and will take place no later than December 2022.

- 3.1.8 With regard to future employment provision in the Borough, paragraph 4.41 of Plan:MK highlights that Milton Keynes has “a superb geographical location halfway between London and Birmingham and Oxford and Cambridge”. Further, “It is well connected to the rest of the country by the West Coast Main Line and A5, which pass through the city and the M1 motorway to the east of the city. East-west links will improve in the future with the extension of east-west rail services; a new national expressway between Cambridge Milton Keynes and Oxford; and improvements to the A421.”

- 3.1.9 The Plan also identifies that the Borough is one of the fastest growing in the UK, with a large, diverse and dynamic local economy. It identifies that Milton Keynes has performed better than many other parts of the UK because it is dominated by the private sector, with the Borough having around four private sector jobs for every one public sector job. Additionally, *“At £10.5 billion in 2015, the local economy is bigger than that of Northampton and Luton and approaching that of some of England’s major cities such as Leicester and Nottingham.”*
- 3.1.10 Paragraph 4.43 identifies that around half of the Borough’s jobs are in employment within the ‘B’ Use Class for planning, which includes offices, factories and warehouses.
- 3.1.11 Policy DS3 (Employment Development Strategy) sets out the Council’s aspiration to grow and develop the Milton Keynes economy. The Policy cites Milton Keynes’ relationship between London and Birmingham and how it is part of the knowledge-intensive cluster being developed in the Cambridge – Milton Keynes – Oxford corridor. Policy DS3 encourages training and skills development, seeks to attract new businesses and encourages existing businesses to grow.
- 3.1.12 Chapter 5 deals with the Strategic Site Allocations. The introduction to the Chapter (paragraph 5.1) explains that the Chapter provides specific policies to guide strategic development which will help to deliver the Development Strategy, as set out in Chapter 4. There are also policies to guide the ongoing development of the western and eastern expansion areas.
- 3.1.13 Policy SD1 (Place-making Principles for Development) defines a series of principles that need to be adhered to as part of new development, which includes new strategic urban extensions. These principles include measures to promote good health; connectivity; integration; high quality design and architecture (design, scale, materials and layout, including consideration of the principles which shaped the original city, such as redways and integrated flood management); energy reduction; sustainable water management; provision of social and commercial facilities; public transport; landscaping and green infrastructure; public realm; accessibility; improvements to the road network and sustainable travel; and support for park and ride facilities.
- 3.1.14 Policy SD9 (General Principles for Strategic Urban Extensions (SUEs)) requires that proposals for SUEs and the documents produced in line with Policy SD10 (Delivery of Strategic Urban Extensions) to guide their development, should be prepared in accordance with the principles set out in the Policy. Policy SD9 will also be applied to any planning applications for unallocated strategic development sites.
- 3.1.15 The process for the delivery of SUEs is set out through Policy SD10, which states:
- A) *“To ensure that Strategic Urban Extensions are brought forward in a strategic and comprehensive manner, planning permission will only be granted for land within Strategic Urban Extensions, following the approval by the Council of a comprehensive development framework, incorporating any necessary design codes, or phasing of development and infrastructure delivery, including green infrastructure delivery, for the Strategic Urban Extension as a whole.*
  - B) *Development frameworks will be produced by the Council in conjunction with and with the support of the developer(s). Development frameworks will also be prepared in partnership with landowners, adjoining local planning authorities, parish or town councils, infrastructure providers, regional and local agencies and services, statutory consultees, the Parks Trust and other stakeholders. Development frameworks will be prepared in consultation with the local community. The Council will adopt development frameworks as supplementary planning documents to guide future planning applications.”*
- 3.1.16 The application site lies within a wider site area which is allocated for development through Policy SD12 (Milton Keynes East Strategic Urban Extension). Policy SD12 allocates the SUE for *“a comprehensive new residential and employment development to meet the long-term needs of Milton Keynes”*.
- 3.1.17 The Site Allocation Plan, overleaf, identifies the extent of the SUE:

### Site Allocation Plan: Milton Keynes East, Strategic Urban Extension



3.1.18 The supporting text for the Policy states that the allocation site is envisaged to provide a SUE after 2031 (the end of the Plan:MK Plan period). However, the reason for this is centred on the need for further infrastructure funding to be in place, the bid for which has been made to Government by Milton Keynes Council. The supporting text confirms that if the bid is successful, then development of the site will be allowed to come forward prior to 2031 and this is confirmed through the Policy wording, which states:

*“Development can commence once the necessary strategic infrastructure required to make the site deliverable is funded and is being delivered. In that circumstance, the development of the site will be allowed to proceed within the plan period as an additional source of housing and employment land supply.”*

3.1.19 Policy SD12 reiterates the requirements of Policies SD9 and SD10 for a comprehensive development framework to be prepared for the delivery of the allocation, with the supporting text identifying that the Council will support a masterplanned approach.

3.1.20 The Policy itself states that the development framework and subsequent applications will establish the quantum and form of development in more detail and lists the criteria which proposed development of the site will be expected to meet, as follows:

1. *“Delivery of around 5,000 new homes, including at least 1,475 homes within the plan period, providing a range of sizes, types and tenures, including affordable housing, in accordance with other policies in the Plan.*
2. *Around 105 hectares of land for a mix of employment uses, complementing the role and function of CMK.*
3. *Associated infrastructure including primary and secondary education, community facilities, health, retail and local services and a hotel. The development should comprise at least one district centre and/or local centre(s), of scale commensurate to the needs of the new community and that would not adversely affect the viability of Newport Pagnell district centre, with a co-location of key facilities.*
4. *The phased introduction of a comprehensive network of transport infrastructure in line with the Local Investment Plan, to include grid road connections to H4/V11 to the west and improved highway connections to Newport Pagnell and Central Milton Keynes (CMK), including new and/or enhanced vehicular crossings of the M1, involving highway works on and off-site.*

5. A corridor of land safeguarded for a fast mass-transit system, and associated infrastructure, enabling connectivity to CMK and other key destinations. The width of the corridor should be sufficient to enable a range of possible transit solutions to come forward whilst also ensuring the efficient use of land for achieving the scale of development proposed within this policy.
6. A network of segregated, and where appropriate grade-separated, new and enhanced footpaths, cycleways and bridleways (including redways) to connect to existing routes beyond the site, including provision of appropriate pedestrian and cyclist crossings of the A422 and suitable safe and attractive crossings of the M1 as appropriate.
7. A strategic green infrastructure framework and network of green spaces to meet strategic and local requirements that follows the guidance in the Council's Landscape Character Assessment and Green Infrastructure Strategy to ensure ecological connectivity, protect the identity and character of nearby settlements and mitigate any significant impacts on the landscape in accordance with Policy NE5.
8. The creation of a linear park through the site that broadly correlates with the River Ouzel floodplain and existing green infrastructure assets of value within and adjacent to it.
9. 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. An archaeological field study, including Geophysical Survey, where appropriate following desk-based assessment, will be required to identify potential below ground archaeology. Where feasible, the Council will expect below ground archaeology to be kept in situ in preference to removal."

- 3.1.21 Transport and connectivity are dealt with through Chapter 8. Policies CT1 (Sustainable Transport Network) and CT2 (Movement and Access) seek to promote sustainable patterns of development, reduce the need to travel and reduce dependence on the private car. Policies CT3 (Walking and Cycling) and CT4 (Crossover on Redways) supports development that enables access to various services, including employment, by walking and cycling and that protects and enhances redways.
- 3.1.22 Policy CT5 (Public Transport) requires that developments meet the needs of public transport operators, whilst Policy CT6 (Low Emission Vehicles) seeks to maximise the use of sustainable transport in developments, including providing electric charging points.
- 3.1.23 Policy CT7 has regard to freight and states that the Council will work with stakeholders to maximise the potential benefits of the East West Rail link and the Oxford to Cambridge Expressway.
- 3.1.24 Policy CT9 deals with Digital Communications and advises that the Council wishes to see all new developments served by digital communication services providing at least superfast broadband speeds, but ideally using fibre technology. It also seeks other forms of digital infrastructure such as facilities to support mobile phones, broadband and Wi-Fi.
- 3.1.25 Parking Provision is considered through Policy CT10. The Policy requires that parking areas are well designed and that employment developments provide electric vehicle charging points.
- 3.1.26 Chapter 9 (Education and Health) identifies the Council's ambitions with regarding to increasing access to education and promoting health through the Plan period. Policy EH7 specifically deals with 'Promoting Healthy Communities'. It states that the Council is committed to reducing health inequalities and increasing life expectancy within the Borough. It advises that development proposals should be designed to achieve this by, inter alia:
- "Creating and enhancing cycling and walking networks and their environments, such as maintaining and extending the redway network into new developments, as well as supporting the connectivity between local centres and attractions."*
- 3.1.27 Infrastructure delivery is dealt with through Chapter 10. With regard to infrastructure and planning obligations, the Chapter reflects the requirements of the NPPF, noting at paragraph 10.4 that planning obligations should meet three tests: they should be necessary to make the development acceptable in planning terms; they need to be directly related to the development; and they should be fairly and reasonably related to the scale and kind of development.

- 3.1.28 In this context, Policy INF1 (Delivering Infrastructure) sets the criteria for infrastructure delivery.
- 3.1.29 The Policy states:
- "A. New development that generates demand for infrastructure, facilities and resources will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:*
- 1. Already in place; or*
  - 2. There is a reliable mechanism in place to ensure that infrastructure, facilities and resources will be delivered in the most appropriate places and at the earliest opportunity, to the required minimum high standards demanded by this Council and its partners. This might include improvements for highways schemes such as bus and rail provisions and enhancement for walking and cycling facilities, or the provision of improved and better connected green infrastructure, local health, shopping and recreational facilities.*
- B. The Council will prepare a new Planning Obligations Supplementary Planning Document to cover infrastructure and service requirements, including site-specific infrastructure to be delivered through Section 106 agreements. Where a developer delivers early infrastructure in advance of, or prior to development, then the 'abnormal' costs of this infrastructure provision will be credited against future planning obligations for the site.*
- C. Where appropriate, the Council will permit developers to provide the necessary infrastructure and facilities themselves as part of the development proposals, rather than by making financial contributions, provided that these included funded proposals for long term management and maintenance.*
- D. If applicable, the Council will give consideration to the likely timing of infrastructure provision, As such, development may need to be phased either spatially or over a period of time to ensure that the provision of infrastructure is delivered in a timely manner and to meet the Council's expectations. Therefore, conditions or a planning obligation may be used to secure this phasing arrangement. All infrastructure provision should ensure that it is provided to meet the needs of future growth into account external growth of the site.*
- E. In the case of a number of developments in close proximity, the Council will seek voluntary agreements from developers to contribute towards the costs of jointly required infrastructure, therefore improving the accessibility of the development, reducing the need for statutory S106 contributions and enhancing the attractiveness of the development to potential buyers.*
- F. The above policy should be read in conjunction with Policy SD10 which outlines the Council's requirements for providing infrastructure provision for strategic urban extensions."*
- 3.1.30 Chapter 11 has regard to managing and reducing flood risk. Policy FR1 (Managing Flood Risk) requires that all new developments incorporate a surface water drainage system, to demonstrate that capacity is available to accommodate the proposed development. The Policy states that Plan:MK will seek to steer all new development towards areas with the lowest probability of flooding, reflecting the NPPF's sequential test approach. Where appropriate, developments will be required to provide a Flood Risk Assessment to support the proposals, this includes all sites within Flood Zones 2 and 3 and all sites of above 1 hectare located in Flood Zone 1.
- 3.1.31 Policy FR2 (Sustainable Drainage Systems (SUDS) and Integrated Flood Risk Management) identifies that Plan:MK advocates the continuation of a strategic, integrated approach to managing flood risk, seeking to ensure that the management of surface water is planned at the largest appropriate scale new developments and is incorporated into the site at the earliest opportunity. The Policy sets out the Council's expectations in this regard, including the need to design in an allowance for climate change. It also highlights the opportunity which SUDS present to maximise environmental, biodiversity, social and amenity value of developments.
- 3.1.32 Environment, Biodiversity and Geodiversity is dealt with through Chapter 12. Policy NE2 (Protected Species and Priority Species and Habitats) seeks to protect statutorily protected species and their habitats, whilst Policy NE3 (Biodiversity and Geological Enhancement) aims to maintain and protect biodiversity and geological resources and, where possible, enhance biodiversity in accordance with the vision set out in the Buckinghamshire and Milton Keynes NEP.

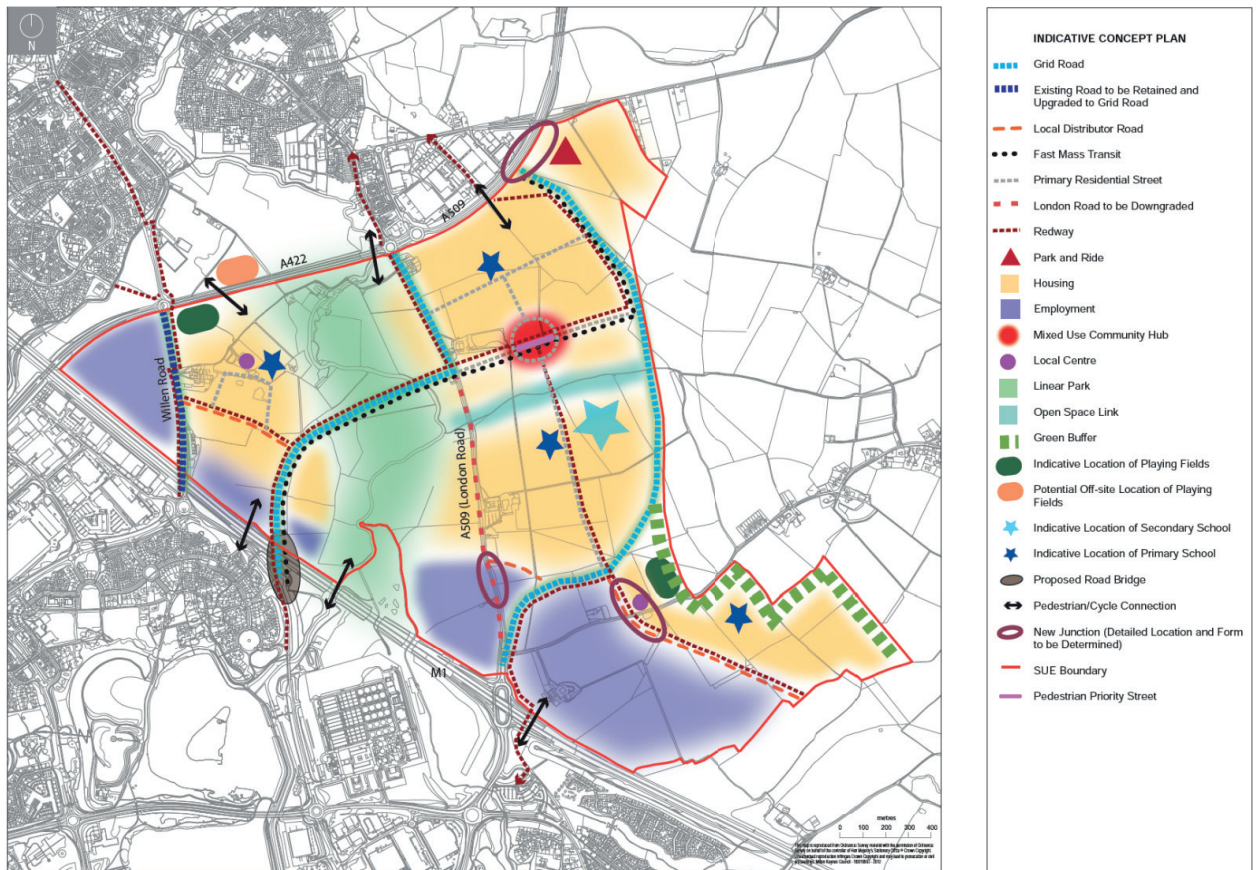


- 3.1.33 Policy NE4 (Green Infrastructure) seeks to protect and enhance the network of Green Infrastructure for its biodiversity, accessibility, health and landscape value and for the contribution it makes towards combatting climate change.
- 3.1.34 Policy NE6 (Environmental Pollution) seeks to ensure that developments do not have an unacceptable impact on human health, general amenity, biodiversity or the wider natural environment, having regard to contaminated land, air quality, noise and vibration and light pollution.
- 3.1.35 Design is dealt with through Chapter 15. Policy D1 (Designing A High Quality Place) advises that development proposals will be permitted provided that they satisfy a series of objectives/principles, including the need to respond to the site context; to locate buildings to face the street or public space; to maximise surveillance of the public realm; to provide landscaping and suitable boundary treatments; and to ensure the ease of movement by creating places which are permeable and well connected, delivering connectivity and legibility.
- 3.1.36 Policy D2 (Creating a Positive Character) requires that developments are appropriately designed in terms of layout, massing/scale, boundary treatments and landscaping, allowing for visual interest.
- 3.1.37 The design of buildings is dealt with through Policy D3, which sets out the criteria for securing high quality design in new development. The Policy aims to ensure that the appearance of buildings contributes to a positive character, with distinctive architecture and is of appropriate scale/massing.
- 3.1.38 Policy D5 (Amenity and Street Scene) reiterates the requirements for a good standard of design with regard to both the built element and open space aspects of schemes.
- 3.1.39 Chapter 16 deals with culture and community with Policy CC1 (Public Art) stating that a minimum of 0.5% of the gross cost of proposals for non-residential development of 1,000sqm or more should be subject to viability and allocated towards cultural wellbeing. This includes public art, which the Policy states can enhance the cultural offer and appearance of developments. However, the Policy does not advise as to how these contributions will be sought.
- 3.1.40 Chapter 17 sets out the Council's policies for sustainable construction and renewable energy. Policy SC1 (Sustainable Construction) states that where non-residential developments of 1,000sqm or more do not achieve a BREEAM Outstanding rating, the Council's construction requirements for dealing with materials and waste, energy and climate and water apply.

**Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document**

- 3.1.41 In March 2020 Milton Keynes Council adopted their Development Framework Supplementary Planning Document (SPD) for the whole of the SUE.
- 3.1.42 The SPD is designed to complement and supplement Policy SD12 of the Local Plan, through providing the guiding principles and framework.
- 3.1.43 The document provides the detail of how the Council expects the development of the SUE to progress and sets out their ambitions for the whole site allocation. It describes the allocation site and its context, the development principles and the framework within which all development of the SUE should fit, establishing land use and development delivery protocol.
- 3.1.44 The land use and development delivery are clearly identified through the document's Concept Plan, which is contained overleaf. The Concept Plan identifies Willen Road and demarcates the separate employment and housing zones within the SUE. The application site is identified as purple (for employment), on land to the west of Willen Road.

### Milton Keynes East SUE SPD Concept Plan



- 3.1.45 The SPD sets out the Council’s expected standards for the design of the development, including, for example, road widths and infrastructure delivery requirements.
- 3.1.46 The ‘vision’ expressed through the SPD is to create a bespoke masterplan-led new settlement for “the 21st Century that will be sustainable, successful and prosperous in its own right.”

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### 3.2 NATIONAL PLANNING POLICY

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- 3.2.1 The National Planning Policy Framework (NPPF), revised July 2021, sets out national planning policy. The NPPF explains that sustainable development, which comprises three objectives (economic, social and environmental) should be at the heart of planning, through Plan making and decision taking.
- 3.2.2 The NPPF explains (at paragraph 11) that Plans and decisions should apply the presumption in favour of sustainable development. This means that, for Plan making and decision taking, Local Planning Authorities should positively seek opportunities to meet the development needs of their area, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 3.2.3 The Government's commitment to building a strong and competitive economy is set out in Section 6 at paragraphs 81 to 83 of the NPPF. This confirms the policy approach of making sure that the planning system supports growth. It states that significant weight should be placed on the need to support economic growth and productivity.
- 3.2.4 The NPPF covers a range of other matters relevant to this planning application. The relevant sections of the NPPF are discussed in more detail in the Planning Statement that accompanies this planning application. These include those noted above and the following:
- Achieving sustainable development (Section 2)
  - Promoting sustainable transport (Section 9)
  - Making effective use of land (Section 11)
  - Meeting the challenge of climate change, flooding and coastal changes (Section 14)
  - Conserving and enhancing the natural environment (Section 15)
  - Conserving and enhancing the historic environment (Section 16)
  - Facilitating the sustainable use of minerals (Section 17)

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### 3.3 NATIONAL PLANNING PRACTICE GUIDANCE

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## 3.3 NATIONAL PLANNING PRACTICE GUIDANCE

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- 3.3.1 The National Planning Practice Guidance (NPPG) is an online based Government guidance, launched in March 2014. The NPPG provides supplementary and supporting context for the NPPF and is to be read in conjunction with the NPPF. It provides detailed guidance on a range of subject matters relevant to this planning application, including air quality, noise, climate change, transport, design, the natural environment and landscaping. It also provides advice in relation to the preparation of Environmental Statement. This Environmental Statement has been prepared in accordance with NPPG advice.

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### 3.4 SOUTH EAST MIDLANDS LOCAL INDUSTRIAL STRATEGY

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## 3.4 SOUTH EAST MIDLANDS LOCAL INDUSTRIAL STRATEGY

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- 3.4.1 In July 2019 the South East Midlands Local Enterprise Partnership (SEMLEP) published the South East Midlands Local Industrial Strategy.
- 3.4.2 The Strategy provides a framework for the area and identifies how the SEMLEP will achieve the Government's ambitions and long-term plan to boost productivity, investment in skills, industries and infrastructure.
- 3.4.3 Page 7 of the Strategy identifies the SEMLEP's ambitions, which include providing *"an exemplary business environment, with high-quality commercial premises and support for incubator, scale-up, innovation, trade and investment activity within the Arc."*
- 3.4.4 With regard to infrastructure, the Strategy recognises the strategic position the SEMLEP area holds, specifically within the context of logistics development stating:
- 3.4.5 *"As evidenced through the area's high popularity with logistics firms and Future of Mobility innovators, the SEMLEP area is extremely well located in order to connect with key markets in the UK and abroad."*
- 3.4.6 Consequently, the SEMLEP will:
- 3.4.7 *"work with partners to support an extensive and balanced pipeline of employment land and premises in the area, which takes account of market intelligence and strategic infrastructure.....increase promotion of the SEMLEP area to prospective investors, including through the preparation of relevant materials to encourage inward investment, and by working in partnership with local authorities, developers and commercial agents to help march prospective businesses with appropriate employment land."*
- 3.4.8 With regard to commercial premises, the Strategy identifies that *"The lack of suitable employment premises was the third most commonly reported constraint on business growth in the SEMLEP area, with 27 per cent of businesses citing this as a constraint in 2017."*