

### Policy DS1 Settlement Hierarchy

The provision of new homes and jobs will take account of the settlement hierarchy set out in Table 4.2. The majority of development will be focussed on and adjacent to, the existing urban area of Milton Keynes at the locations specified in Table 4.2 and from selective infill, brownfield, regeneration and redevelopment opportunities.

Within the rural area of the Borough most new development will be concentrated within the key settlements of Newport Pagnell, Olney and Woburn Sands. Elsewhere within the rural area new development will occur within villages and other rural settlements at locations identified in made neighbourhood plans.

**Table 4.2 - Settlement Hierarchy**

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

### Policy DS2 Housing Strategy

#### HOUSING STRATEGY

A. Plan:MK will deliver a minimum of 26,500 net dwellings across the Borough of Milton Keynes over the period 2016-2031. New housing development will be focused on, and adjacent to, the existing urban area of Milton Keynes as well as the three key settlements, and will be delivered by:

1. The completion of existing city estates, expansion areas and strategic land allocations;
2. The continued development of Central Milton Keynes including Campbell Park development areas;
3. The completion of existing commitments as outlined in Appendix A;

4. South East Milton Keynes Strategic Urban Extension: the development of a new comprehensive residential-led strategic allocation on the edge of the existing urban area, extending the development boundary of the urban area to potentially incorporate approximately 3,000 dwellings. This development will be delivered as set out in Policy SD11;
5. Land at Eaton Leys: residential development of up to 600 homes, with associated facilities;
6. The delivery of sites already identified in made neighbourhood plans, both within the urban and rural area of the Borough;
7. The development of small to medium sized, non-strategic sites, within the urban area of Milton Keynes, as allocated through Plan:MK, as outlined below;
8. Small to medium scale development within rural and key settlements, appropriate to the size, function and role of each settlement to be delivered through allocations in neighbourhood plans currently being prepared;
9. The regeneration of some existing city housing estates as brought forward by the Council's regeneration programme, subject to local referendums;
10. Regeneration opportunities around the centres of Wolverton and Bletchley;
11. The redevelopment of brownfield sites, vacant or underused sites within the Milton Keynes urban area will be encouraged where such development is in line with other relevant policies in this plan, including design, density, access and connectivity;
12. Land East of the M1: a mixed residential and employment strategic site to the east of the M1, south of Newport Pagnell, is allocated as a strategic urban extension to meet the long term needs of Milton Keynes. Development of this site can commence once the necessary strategic infrastructure required to make the site deliverable, including required connections to the existing urban area of Milton Keynes, is funded and is being delivered; and
13. Permitting development proposals within the defined settlement boundaries where they comply with all other relevant policies of Plan:MK and neighbourhood plans.

B. As part of the wider housing strategy, the provision of additional housing accommodation for older persons and those with specialist needs through bed spaces within residential institutions (Use Class C2) will be supported. The forecast provision over the plan period in the Strategic Housing Market Assessment 2017 is some 1,200 bedspaces and delivery against this projection will be monitored. Policy HN3 of the Plan will inform specific development proposals.

C. As per Criterion 7 above, the following small to medium, non-strategic sites, as outlined on the Policies Maps, are allocated for residential development.

## **Policy SD1**

### **PLACE-MAKING PRINCIPLES FOR DEVELOPMENT**

A. Proposals for new strategic urban extensions, strategic scale development and, where relevant, other development within or adjoining the Milton Keynes urban area should demonstrate that the following place-making principles have been considered:

1. Development promotes good physical and mental health, with places and routes that are safe and perceived to be safe by creating passive surveillance and active frontages.
2. Development integrates well with the surrounding built and natural environments to enable a high degree of connectivity with them, particularly for pedestrians and cyclists.
3. The structure and layout of development is based on the principles that have shaped the original city, especially the grid road system, redways, linear parks and strategic, integrated flood management with employment incorporated as part of the development or located nearby.
4. Development relates well to the surrounding area in terms of density, scale and materials, with positive site features, views and vistas incorporated into and used to structure the new development.
5. The layout, form and detailed design of development adopts passive design measure to reduce energy demand for heating, lighting and cooling, create comfortable and healthy environments for people, and be responsive to predicted changes in climate.
6. Development takes a strategic, integrated and sustainable approach to water resource managements (including SUDS and flood risk mitigation).
7. Development enhances the character of the area within which it is located. Where existing discernible or positive characteristics are lacking, new development creates positive character and identity through high quality and forward looking architecture and urban design to avoid nondescript and 'anywhere' development.
8. New social and commercial facilities and services are provided, and existing facilities improved where possible, to meet the day to day needs of new and existing residents, including schools, shop, health care, and opportunities for employment.
9. Shops, facilities and public transport stops are located in the most accessible locations, with the layout of development and network of routes designed to provide direct, safe and pleasant routes for pedestrians and cyclists.
10. Housing is generally arranged according to perimeter block principles so that the fronts of houses overlook streets and other public spaces, and private spaces are located securely within the block.
11. Where appropriate, different character areas are created through the use of varied densities, high quality landscaping, block and building layouts, architecture and the framing and treatment of open spaces and the public realm as informed by the surrounding context.
12. Development incorporates visual cues to aid wayfaring, particularly from the grid road network into areas of development, through the use of memorable landmarks, architecture, public realm design, and views and vistas.
13. The layout and design of development enables easy, safe and pleasant access for pedestrians and cyclists of all abilities from residential neighbourhoods to the facilities including the redway network, open spaces and play areas, linear parks and the wider network of green infrastructure, public transport nodes, employment areas, schools, shops and other public facilities in order to promote recreation, walking and cycling within the development area and wider area.
14. Routes through the development cater for the needs of all age groups, in particular the elderly, through the provision of benches, shading and simple and clear signage. Opportunities

for community cohesion should be maximised through the creation of permeable environments in new developments that will encourage people to get outdoors for recreation, social interaction, and to move around by non-vehicular means.

15. Impacts on the road network have been thoroughly identified through appropriate technical assessments and appropriate mitigation measures and improvements to the road network and public transport have been identified and incorporated into the development or the wider area as required.

16. Transport solutions maximise the opportunities provided by smart, shared and sustainable mobility solutions to deliver real alternatives to the private car (e.g. connectivity with existing and forthcoming rail services; rapid transit; driverless vehicles; shared vehicle schemes; coaches and buses).

17. To maximise their sustainability, rapid public transport solutions proposed as part of new urban extensions should connect into Central Milton Keynes.

18. New 'Park and Ride' or Parkway sites which provide an alternative to the car for journeys into Milton Keynes and beyond should be provided where appropriate.

19. Development should result in a net gain in biodiversity.

## **Policy SD12**

### **MILTON KEYNES EAST STRATEGIC URBAN EXTENSION**

A. Land is allocated at Milton Keynes East – as shown on the Key Diagram and Policies Map – for a comprehensive new residential and employment development to meet the long-term needs of Milton Keynes. Development 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.

B. Development will be brought forward in line with all relevant policies in Plan:MK, particularly Policies SD1, SD9, SD10 and INF1. A comprehensive development framework for the site will be prepared in accordance with the Policies SD1, SD9, SD10 and INF1 and approved by the Council prior to planning permissions being granted.

C. The development framework and subsequent applications for planning permission will establish the quantum and form of development in more detail, but proposals for development will be expected to meeting the following criteria:

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 and vitality 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 a 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 its removal.

## **Policy HN1**

### **HOUSING MIX AND DENSITY**

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

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

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

C. Net densities of proposals for 11 or more new dwellings should balance making efficient use of land with respecting the surrounding character and context. Higher density development will be encouraged in locations with good accessibility to facilities that are well served by public transport, and where it can be accommodated by existing or improved infrastructure.

D. Net densities for proposals within the following areas should be within the ranges indicated:

1. Central Milton Keynes (excluding Campbell Park): 150 – 500 dwellings per hectare.
2. Area covered by the Central Bletchley Urban Design Framework: 150 – 250 dwellings per hectare.

E. Where no or low levels of parking are proposed, they will be required to demonstrate the site has good accessibility to frequent public transport services to public transport nodes, district/town/local centres, schools and employment areas.

F. Where the amount of proposed open space would be below that required by other policies in the plan, proposals will be required to:

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

## **Policy HN2**

### **AFFORDABLE HOUSING**

A. Proposals for 11 or more homes should provide at least 31% of those homes as affordable housing.

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

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

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

D. In seeking affordable housing provision the Council will have regard to the current viability of developments, including land values and other development costs. Where it has been

demonstrated to the Council's satisfaction through the submission of viability evidence, which is open and transparent, that the provision of affordable housing in accordance with the above levels and tenure mix would deem the scheme unviable then the Council will take a flexible approach to achieving viability as follows:

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

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

F. Where a development is proposed that complies with the outlined Milton Keynes definition for Build to Rent, the full 31% affordable housing offer can be provided entirely as discounted market rent (DMR) to be managed by the Build to Rent provider. Alternatively, a financial contribution in lieu of the provision of on-site affordable housing will be accepted. In this case, the financial contribution to be provided would be subject to a viability assessment.

G. For affordable housing provided at DMR, the Council will require rent levels (including service charges) to be set at no more than 80% of market rents or the Local Housing Allowance rates, whichever is the lowest.

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

I. The preparation of the Council's Affordable Housing SPD will assist in the implementation of this policy.

## **Policy HN5**

### **SELF-BUILD AND CUSTOM HOUSEBUILDING**

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

B. To further support prospective custom builders, the strategic growth areas allocated within Plan:MK, and any proposals for further strategic residential development, will be required to provide 1 hectare of the site for serviced dwelling plots for sale to custom builders to contribute towards meeting the evidenced demand for self-build and custom housebuilding in the Borough.

C. Self- build plots being delivered under Policy HN5 will be expected to be marketed for a minimum period of 12 months once made available. If, once plots have been marketed for the minimum period, they have not sold they may then remain on the market as self-build plots, be offered for purchase to the Council or partner Housing Associations, or be built out by the landowner as appropriate.

## **Policy CT2**

### **MOVEMENT AND ACCESS**

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

1. Integrate into our existing sustainable transport networks and do not have an inappropriate impact on the operation, safety or accessibility to the local or strategic highway networks;
2. Mitigate impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, through the provision of, or contributions towards necessary and relevant transport improvements including those secured by legal agreement;
3. Ensure that development proposals do not prejudice the future development or design of suitable adjoining sites;
4. Provide safe, suitable and convenient access for all potential users;
5. Provide on-site layouts that are compatible for all potential users with appropriate parking and servicing provision in line with the Milton Keynes Parking Standards Supplementary Planning Document (January 2016);
6. Do not result in inappropriate traffic generation or compromise highway safety;
7. Offer maximum flexibility in the choice of travel modes, including walking and cycling, shared transport, and with accessibility for all potential users;
8. Protect and where possible enhance access to public rights of way;
9. Provide a public transport connection to the main points of service provision including nearest district or town centre, or community facilities; and
10. Where possible incorporate the use of shared transport and low carbon “green” travel modes such as electric vehicle charging capacity.

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

## **Policy CT3**

### **WALKING AND CYCLING**

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

1. The layout of the external environment, including links to adjoining areas should provide attractive, convenient, direct, safe, secure and easy-to follow pedestrian and



cycle routes that are well connected to the existing network. Primary cycling routes such as those to Central Milton Keynes and public transport hubs should be as direct and uninterrupted as possible, e.g. along grid road corridors;

2. Incorporate measures to minimise vehicle speed and give priority to pedestrians and cyclists;

3. Create safe, well lit, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services. Locations that are a deterrent to pedestrians and cyclists should be improved, including crossing points at roads;

4. A Transport Statement or Transport Assessment should be undertaken to ensure that the impact of proposed new development at existing level crossings is assessed by developers, and suitable mitigation incorporated within the development proposals;

5. The existing redway, footway and right of way network should be retained, improved and extended to the current Redway design standards;

6. Provide supporting facilities including wayfinding, pick up points, secure cycle parking, electric bike charging facilities and, where necessary, shower and changing facilities;

7. Facilitate cycle hire schemes through the provision of land and/or planning obligations, where relevant, to ensure the provision of sufficient capacity;

8. The Council's priorities for improving access and conditions for pedestrians and cyclists are:

- i. Routes from nearby settlements to Milton Keynes City.
- ii. The Redway Super Route Network.
- iii. Routes to and within Central Milton Keynes and Town Centres.
- iv. The National Cycle Network.

## **Policy CT5**

### **PUBLIC TRANSPORT**

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

1. Road layouts must include direct, convenient and safe public transport routes and be free of obstructive parking;

2. Public Transport priority measures must be implemented, where appropriate;

3. Where appropriate and necessary, all houses and most other developments must be no more than 400m from a bus stop;

4. Bus stops must have good pedestrian access, be open to public supervision and be sheltered where appropriate; and

5. Specific consideration must be given to the provision of public transport services in planning new development.

## **Policy CT10**

### **PARKING PROVISION**

A. Development proposals should meet the following parking requirements:

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

## **Policy INF1**

### **DELIVERING INFRASTRUCTURE**

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

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 highway 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 development proposals, rather than by making financial contributions, provided that these include 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 the provision of infrastructure is delivered in a timely manner and to meet the Council's expectations. Therefore, conditions or a planning obligation may be used to secure

this phasing arrangement. All infrastructure provision should ensure that it is provided to meet the needs of future growth and take into account external growth of the site.

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 acceptability 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.

## **Policy FR1**

### **MANAGING FLOOD RISK**

A. All new development must incorporate a surface water drainage system with acceptable flood control 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 is safeguarded for the maintenance of water supply and drainage infrastructure.

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

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

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

1. "To be supported by a site specific Flood Risk Assessment (FRA) (subject to the triggers set out below);
2. To take into account all forms of flooding including, but not limited to: fluvial, groundwater, surface water and reservoir flooding;
3. To ensure that opportunities to reduce the causes and impacts of flooding to the site and the surrounding area are taken as far as possible, in order to improve the existing situation, taking into account climate change. At a minimum, proposals will need to demonstrate no increase in flood risk to the site or surrounding area;
4. To clearly demonstrate that the benefits of the development to the community outweigh the risk of flooding when applying the sequential test and exception test (where required);
5. When applying the sequential test, to clearly demonstrate that the impacts of climate change are taken into account;
6. To demonstrate the application of a sequential approach to the site design and layout to ensure highest vulnerability land uses are located within areas of the site at lowest risk of flooding;
7. To build resilience into a site's design;

8. To ensure that a site's design and any flood mitigation measures implemented are designed with an allowance for climate change and the potential impact it may have over the lifetime of the proposed development;
9. To provide a safe access and egress route for future users of the development; and
10. To attenuate surface water run-off in line with Policy FR2.
11. To consult the Fire and Rescue Service as to the feasibility of undertaking rescue and recovery operations during and in the aftermath of flooding events.

E. A site specific FRA will be required for:

1. All sites of 1ha or more in Flood Zone 1;
2. All sites within Flood Zone 2 or 3;
3. All sites highlighted as being at high risk from surface water flooding, or which are located within a Critical Drainage Catchment (CDC), as identified in the Milton Keynes Surface Water Management Plan. In this case the FRA will be required to demonstrate that the development will not increase the flood risk to the CDC and where possible will provide an improvement to the existing situation .

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

## **Policy FR2**

### **SUSTAINABLE DRAINAGE SYSTEMS (SUDS) AND INTEGRATED FLOOD RISK**

#### **MANAGEMENT**

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

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

1. Flood risk management and SuDS will be provided at a strategic scale and in an integrated manner, wherever possible;
2. Space will be specifically set aside for SuDS and 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 additional environmental, biodiversity, social and amenity value, wherever possible. The use of land to provide flood storage capacity should not conflict with required amenity and recreation provision -floodplains and floodplain habitats should be safeguarded;

5. SuDS will be designed with an allowance for climate change and the potential impact it may have over the lifetime of the proposed development;
6. Proposals for development within Critical Drainage Catchments, as identified in the Milton Keynes Surface Water Management Plan, should investigate the potential for the scheme to reduce or mitigate existing risk in the surrounding area;
7. All surface water drainage proposals for new development must include full details of the means of achieving future management, maintenance and adoption of the systems, prior to approval of any planning permission, to ensure that it will function effectively over the lifespan of the development. This will include details of funding and should be formulated through discussion with the relevant responsible bodies, including Milton Keynes Council, The Parks Trust, Anglian Water and the Internal Drainage Board;
8. Development will ensure no adverse impact on the functions and setting of a watercourse and its associated corridor;
9. Development should 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 NE3**

#### **BIODIVERSITY AND GEOLOGICAL ENHANCEMENT**

- A. Development proposals will be required to maintain and protect biodiversity and geological resources, and wherever possible enhance biodiversity, the structure and function of ecological networks and the ecological status of water bodies in accordance with the vision and principles set out by the Buckinghamshire and Milton Keynes NEP.
- B. If significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for then planning permission should be refused.
- C. Development proposals of 5 or more dwellings or non-residential floorspace in excess of 1,000 sq.m will be required to use the Defra metric or locally approved Biodiversity Impact Assessment Metric to demonstrate any loss or gain of biodiversity.
- D. Mitigation, compensation and enhancement measures must be secured and be maintained for the lifetime of the development. Enhancement and compensatory measures should seek opportunities for habitat protection, restoration and creation to meet the objectives of the UK and Bucks & Milton Keynes Biodiversity Action Plan and aims of the Biodiversity Opportunity Areas. These measures should also create and enhance habitats to help wildlife adapt to the impact of climate change.

### **Policy NE4**

#### **GREEN INFRASTRUCTURE**

- A. The network of green infrastructure throughout the Borough will be protected, extended and enhanced for its biodiversity, recreational, accessibility, health and landscape value and for the contribution it makes towards combating climate change. This is in accordance with the

vision and principles (and the large-scale zone maps of Green Infrastructure Opportunity(39)) set out by the Buckinghamshire and Milton Keynes NEP.

B. Development proposals will provide new green infrastructure or, if it is not possible, will contribute to the enhancement and strengthening of existing green infrastructure to provide wellbeing benefits to people through access to nature.

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

D. Green infrastructure protection, improvements and creation must be prioritised in locations where it can deliver most benefits. It should be multi-functional to deliver as many ecosystem services as the site requires, for example flood mitigation, access to nature (wellbeing benefits), plants for pollinators, carbon sequestration, and habitat for wildlife.

E. The existing network of linear parks and linked parks and green spaces will be extended into the urban extensions and along the Ouse and Ouzel Valleys to the north to provide a well connected network of green infrastructure that:

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

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

## **Policy L4**

### **PUBLIC OPEN SPACE PROVISION IN NEW ESTATES**

A. New housing development will be required to provide new or contribute to improved open space and recreational facilities in accordance with the Council's adopted standards in

Appendix C, the Council's Leisure, Recreation and Sports Facilities SPG and policies in this Plan which support the delivery of a linked network of multifunctional, resilient and sustainable green infrastructure.

B. Policies of this Plan support the delivery of a linked network of multi-functional, resilient and sustainable green infrastructure. Where appropriate the Council will encourage developing play areas, sport and leisure facilities within the existing or proposed parks.

C. The provision, future management and maintenance of open space, parks and any artificial grass pitches or surfaces should be an integral part of new development, which should be considered at the beginning of the design process. Proposals will include a management and maintenance strategy for new or extended open space body, and how long term financially suitable maintenance plan that can be implemented by contractors or organisations.

D. Proposals that include new areas of open space, green infrastructure and parks should include a management and maintenance strategy outlining details of future ownership and the responsible maintenance body (e.g. Parks Trust), and a long term financially sustainable maintenance plan that can be implemented.

E. Any open space provision that will be distinctive in terms of its scale or facilities, and therefore likely to attract visitors from outside its intended catchment area, must provide appropriate additional facilities to meet the needs of those visitors and avoid adverse impact on the amenity of nearby residents.

F. As a minimum all residents must have accessibility to natural greenspace to align with Policy NE4. The standards were developed by Natural England and the Forestry Commission to emphasise the importance of communities having easy access to different sizes of natural and semi-natural green space close to where they live.

## **Policy D1**

### **DESIGNING A HIGH QUALITY PLACE**

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

1. The development proposals as a whole respond appropriately to the site and surrounding context.
2. Continuity of street frontage and locating fronts of buildings to face the street or public space.
3. Appropriate framing of space to define public and private areas, with front gardens to be clearly private through appropriate boundary treatments and use of hard surfaces that also maintain an active frontage and passive surveillance of the street.
4. The layout should maximise the surveillance of the public realm, prevention of crime and minimise the perception of crime.
5. Soft and hard landscaping that continues the verdant and green character of Milton Keynes, enhances the quality of the public realm, is robust to the demands places upon the public realm, is appropriate to their context and can be maintained and managed without significant cost. In particular, street trees and planting are incorporated to soften the streetscape and ensure the public realm is not dominated by hard surfaces and boundaries and by parked cars.

6. Landscape and boundary treatments integrate with and/or enhance those of the surrounding area.
7. Ease of movement by creating places that are permeable and well connected with a safe, attractive and convenient hierarchical network of routes that balances the provision for walking, cycling and public transport with that for private motor vehicles.
8. Legibility by providing recognisable streets, districts, nodes, edges and landmarks to help people find their way around.
9. A variety of layouts, street types, building sizes and forms, landscapes, uses and housing tenures across the development.

## **Policy D2**

### **CREATING A POSITIVE CHARACTER**

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

1. The layout, massing/scale, boundary treatments and landscaping of a development and appearance of buildings exhibit a positive character or sense of place for a development.
2. The character of the development is locally inspired where appropriate (for example in or adjacent to conservation areas, or in existing areas with a strong positive character).
3. Where there is no positive built form character on the site or surrounding area, new development is designed to create its own distinctive character or sense of place using existing site features, the layout of the development and the appearance of buildings.
4. The design allows for visual interest through the careful use of detailing, where this is appropriate to the character of the area.

## **Policy D3**

### **DESIGN OF BUILDINGS**

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 of the development or of a particular character area for larger developments.
2. Forward thinking and distinctive architecture is incorporated, unless the existing context suggests an alternative approach would be more appropriate.
3. Where development occurs on both sides of a street, a common character in terms of building appearance is designed/created for both sides of the street, with careful transition between character areas along streets.
4. Buildings are of appropriate scale in relation to other buildings in the immediate vicinity in terms of their height and massing. Buildings of a greater scale than the surrounding context may be acceptable where it is demonstrated that this is necessary



to reflect the development's location and the siting, function and importance of the building.

5. The building's form, massing, rhythm and façade elements are carefully designed to create character and visual interest.

6. Particular attention should be given to the design of buildings along key streets in order to create a strong identifiable character whilst ensuring careful transition in façade treatment between character areas.

7. Buildings are designed to an exemplary standard and employ high quality and durable materials, and materials which reflect the principles set out Policy SC1.

8. The proposed scale and design of extensions to existing buildings relate well to the existing building and plot, and do not detract from the character of the existing building and the surrounding area.

9. In addition to the above criteria, proposals for tall buildings will be required to demonstrate how they meet the requirements and positively address the principles set out below. Where necessary, the Council will require a Landscape and Visual Impact Assessment to be carried out to assess impacts and inform the design:

i. Clustering with other existing taller buildings, or creating the potential for clusters, within the immediate and wider area.

ii. Be a positive addition to the existing skyline, townscape, and landscape in terms of visual amenity, quality of architectural design, coherence with the wider context, and the relationship with existing and proposed buildings of significant in the immediate area.

iii. Protect important views and vistas from within the immediate area and from the wider surrounding area.

iv. Minimise shadowing of other buildings and open public space.

v. Avoid creating uncomfortable or unwelcoming micro-climates and wind tunnelling around the building.

vi. Relationship and interaction with the street to create activity and avoid dead space.

## **Policy D4**

### **INNOVATIVE DESIGN AND CONSTRUCTION**

Proposals for 50 or more dwellings will be encouraged to provide 10% of new dwellings that incorporate innovative design features and modern methods of construction, such as modular / off-site construction techniques. Residential proposals which raise the design standard in Milton Keynes through innovation will be supported.

## **Policy D5**

### **AMENITY AND STREET SCENE**

A. All proposals will be required to create and protect a good standard of amenity for buildings and surrounding areas, and in particular should ensure:

1. The levels of sunlight and daylight within buildings and open spaces, and garden areas in particular, are satisfactory.
2. Dwellings are dual aspect to enable passive ventilation, subject to any noise and air pollution mitigation measures that are required to make the proposal acceptable.
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 seek to create spaces that provide opportunities for privacy or seclusion for residents, particularly where residents do not have access to private balconies or other private external space.
5. New development is not overbearing upon existing buildings and open spaces.
6. The outlook and visual amenity afforded from within buildings and private/communal garden areas should be satisfactory, taking account of the relationship with neighbouring buildings and the wider street scene, including the design of parking, street furniture, boundary treatments and landscaping.
7. Shared circulation space and routes to private entrances within flatted development should be of sufficient width, be welcoming, and wherever possible be naturally lit.

B. The siting, layout and design of vehicle and cycle parking, including detached garage blocks, within development proposals will be required to ensure an attractive and coherent street scene is maintained, not prejudice the wider functionality of public and private space, and create an effective functional link and relationship with the buildings and areas they will serve.

C. Appropriate provision of service areas and refuse storage and collection areas should be made according to the nature of the development. Such areas and access to them should be appropriately sited and designed to ensure they can:

1. Perform their role effectively without prejudicing or being prejudiced by other functions and users;
2. Maintain an attractive and coherent street scene and protect visual amenity; and
3. Avoid creating risk to human health or an environmental nuisance.

## **Policy CC2**

### **LOCATION OF COMMUNITY FACILITIES**

A. Planning permission will be granted for:

1. Non-residential community facilities within, or adjacent to Central Milton Keynes, town, district and local centres.

2. Non-residential community facilities at other locations if all of the following criteria are met:

- i. The proposal is accompanied by evidence that demonstrates why it cannot be satisfactorily accommodated at other locations;
- ii. There would be no conflict with existing or potential neighbouring uses;
- iii. The site has adequate parking and access arrangements; and
- iv. The number of places of worship permitted in an area does not undermine its main planning use.

3. Residential community facilities within housing areas preferably in locations well related to local centres. Proposals will need to show that buildings are designed to be adaptable for multi-use.

4. Facilities related to sports and outdoor leisure within or adjacent to parks and open spaces with suitable links to public transport and sufficient parking facilities. Proposals will need to show that buildings are designed to be adaptable for multi-use.

## **Policy CC4**

### **NEW COMMUNITY FACILITIES**

A. Milton Keynes Council will support development proposals where they:

1. Retain and maintain existing facilities which are valued by the community;
2. Improve the quality and capacity of facilities valued by the community; and
3. The site has adequate parking and access arrangements.

B. Proposed developments should also contribute to the provision of new or improved community, sport, leisure and cultural facilities in a way that is not only proportionate to the scale of the proposed development, but also enables usage by residents from across Milton Keynes.

C. The Council will identify standards for the delivery of new facilities in its emerging Planning Obligations SPD and through the Local Investment Plan. We will also work with other service providers on the wider use of buildings and co-location of services.

D. The amenity of the surrounding area will be protected by the use of appropriate planning conditions to regulate hours of operation, numbers of people attending and the range of activities provided.

E. Proposals should also refer to Policy EH1 Provision of New Schools – Planning considerations, and Policy EH6 Delivery of Health Facilities in new development.