Section 3: Proposals Plan, Implementation & Monitoring

11. Proposals Plan

11.1 This section of the Alliance Plan has three parts.

11.2 **A Plan of the Public Realm Infrastructure** and development sites, showing the protected classic CMK infrastructure, proposed extensions to the infrastructure to complete it as originally intended and sites for further development; together with an **Existing Land Use Plan**, which records the situation on the ground in CMK at the time of preparing this Plan (see Figures 14 and 15). Attention is drawn to the coarseness of the grain of the uses that dominate the land use pattern. Generally speaking, it is only the most recent developments (such as the Hub and Vizion) that show a smattering of mixed uses - indicated here by roughly proportionate stripes of land use colour on developed Blocklets.

11.3 An **Indicative Land Use Proposals Plan**, which indicates the land use mix encouraged by this plan for each undeveloped or under-developed Blocklet where development may reasonably be expected in the life of this Plan, based on current information (see Figure 16). A few sites where development is committed or has recently been completed have also been included as contributors to the aspirations set out in the *Core Strategy*.

11.4 In the present national economic crisis it has not been practicable to carry out a conventional 'hard and soft' analysis in full, through which an assessment is made on a plot by plot basis of the likelihood of change in the plan period ahead. This means that existing development in CMK that has no colour in the Proposals Plan may nevertheless come forward for redevelopment yet there is no specific guidance in this section of the *CMKAP* to assist either the developer of the local planning authority. In such circumstances this Plan assumes redevelopment proposals will at least aim broadly to replicate as a minimum the existing quantity and mix of land uses, enriched in quantity and mix in response to the overall approach for CMK set out in this Plan. In other words, a creative and beautifully designed architectural and development response to this vision is invited and encouraged, without harm to the existing benchmark of economic, social and environmental benefit. 'More, and better, and more varied' are the watchwords.

11.5 An **Indicative Land Use Table**, which schedules the quantities of land use ingredients envisaged for the development recipe for undeveloped and under-developed Blocklets (see Table 4). This information is necessary to allow this Plan to be checked for its degree of fit with MK Council's Adopted *2005 Local Plan* and adopted *Core Strategy*; and following adoption, as an aid to monitoring by MK Council.

11.6 The Indicative Land Use Proposals Plan and associated Table do not include existing planning consents, as these may lapse and existing consents may not reflect the Plan's desired land use mix or policies.

11.7 The Existing Use and Proposals Plans use an urban planning technique to schematically illustrate the predominant land uses and indicative mixed-uses of sites; this is illustrated in Figure 12 below.

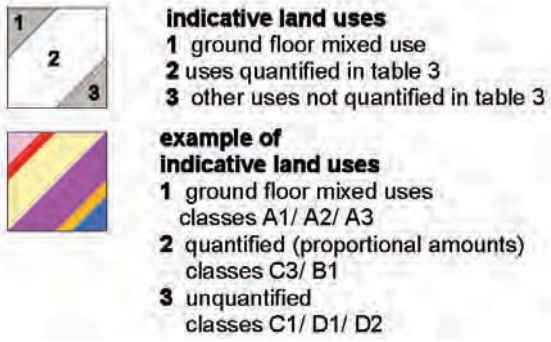


Figure 12: Indicative Land Use Illustration

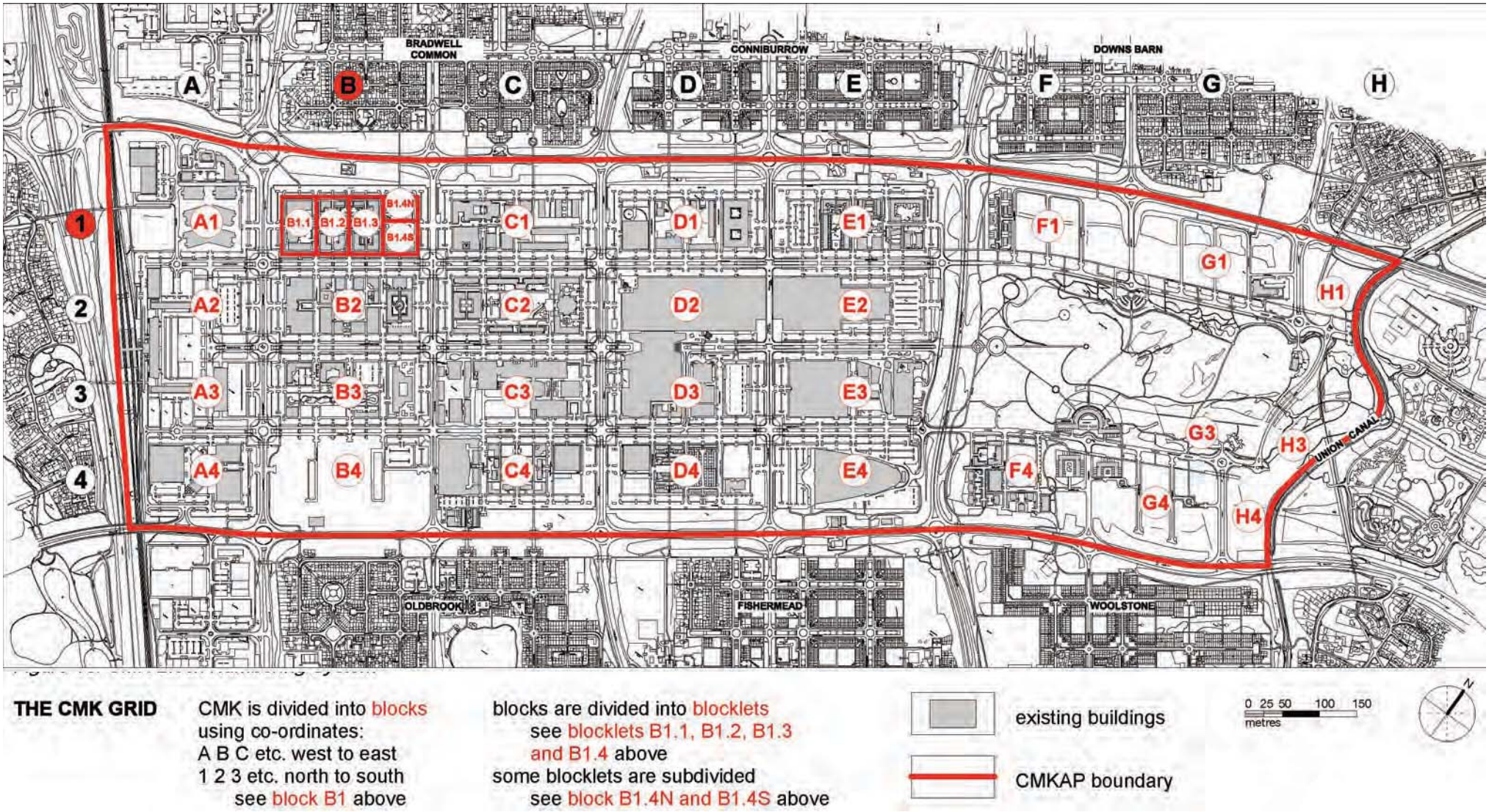


Figure 13: CMK Block Numbering System

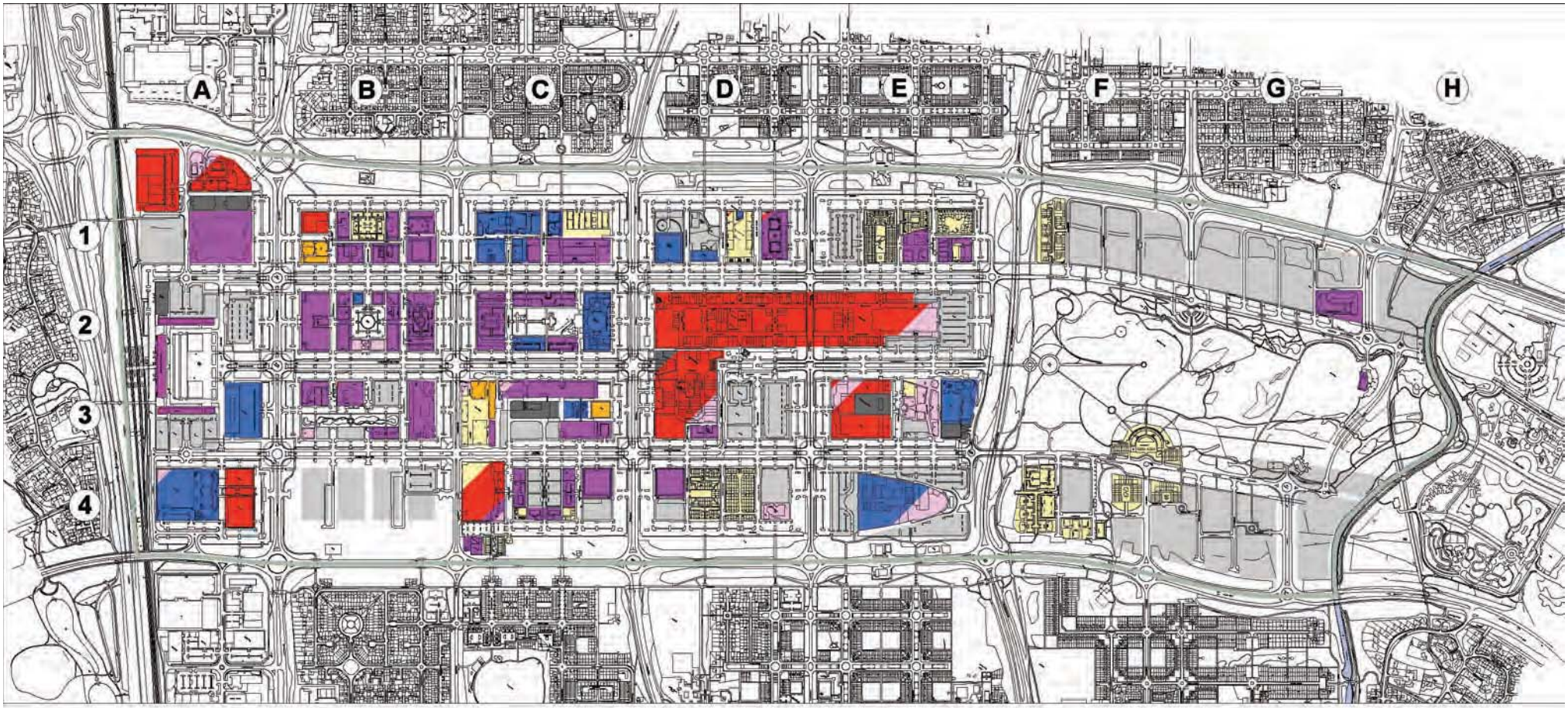


Figure 14: Existing Land Uses (2013)

existing land uses
1 ground floor mixed use
2 predominant uses
3 other uses

example of existing land uses
1 ground floor mixed uses classes A1/ A2/ A3
2 predominant use classes C3/ B1
3 other uses classes C1/ D1/ D2

CMKAP boundary

multi storey car parks

class A1/A2
shops/ financial+ professional services

class A3
food and drink

class B1
offices R&D + light industry

class C1
hotels

undeveloped/ underdeveloped sites

class C3
dwelling houses

class D1/D2
non-residential institutions incl. hospitals, universitie museums libraries assembly and leisure incl. cinema bingo concert hall sports hall

0 25 50 100 150
metres

N

Figure 14: Existing Land Uses (2013)

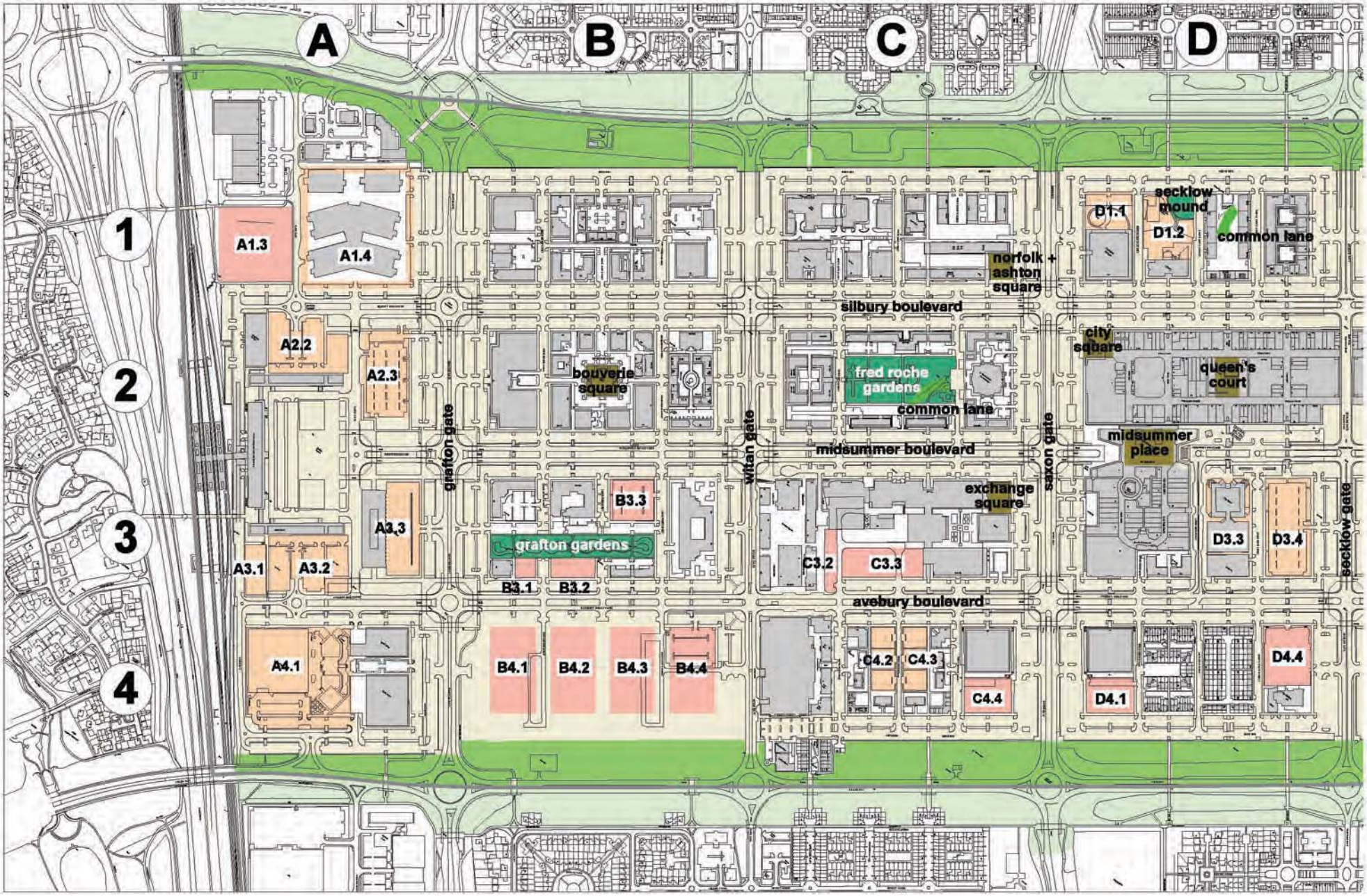
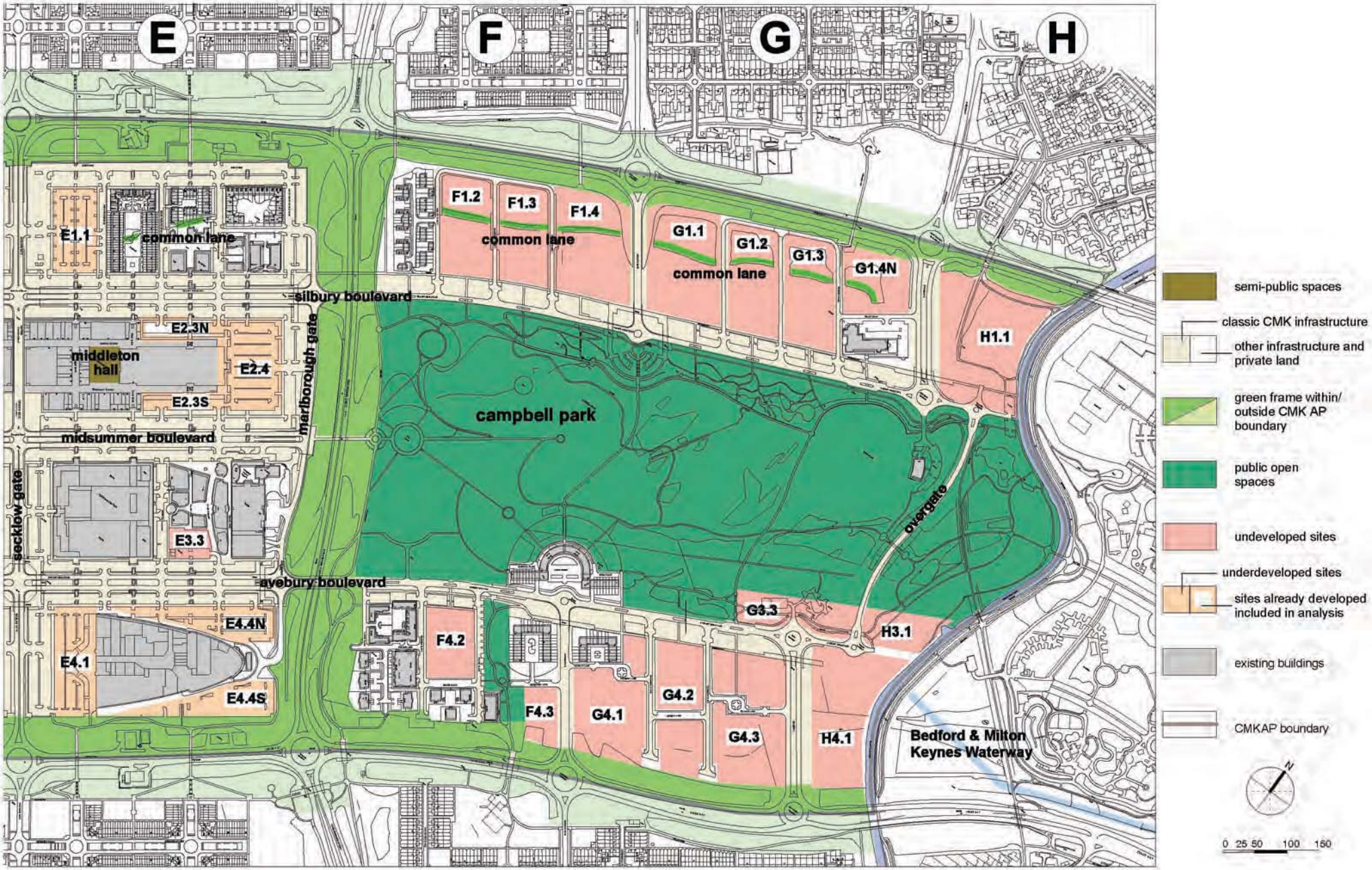


Figure 15: Public Realm Infrastructure and Development Sites


E
F
G
H
E1.1
common lane
silbury boulevard
E2.3N
middleton hall
E2.4
E2.3S
midsummer boulevard
marlborough gate
secklow gate
E3.3
avebury boulevard
E4.4N
E4.1
E4.4S
F1.2
F1.3
F1.4
common lane
G1.1
G1.2
G1.3
G1.4N
common lane
H1.1
campbell park
overgate
G3.3
H3.1
F4.2
F4.3
G4.1
G4.2
G4.3
H4.1
Bedford & Milton Keynes Waterway
semi-public spaces
classic CMK infrastructure
other infrastructure and private land
green frame within/ outside CMK AP boundary
public open spaces
undeveloped sites
underdeveloped sites
sites already developed included in analysis
existing buildings
CMKAP boundary
N
0 25 50 100 150

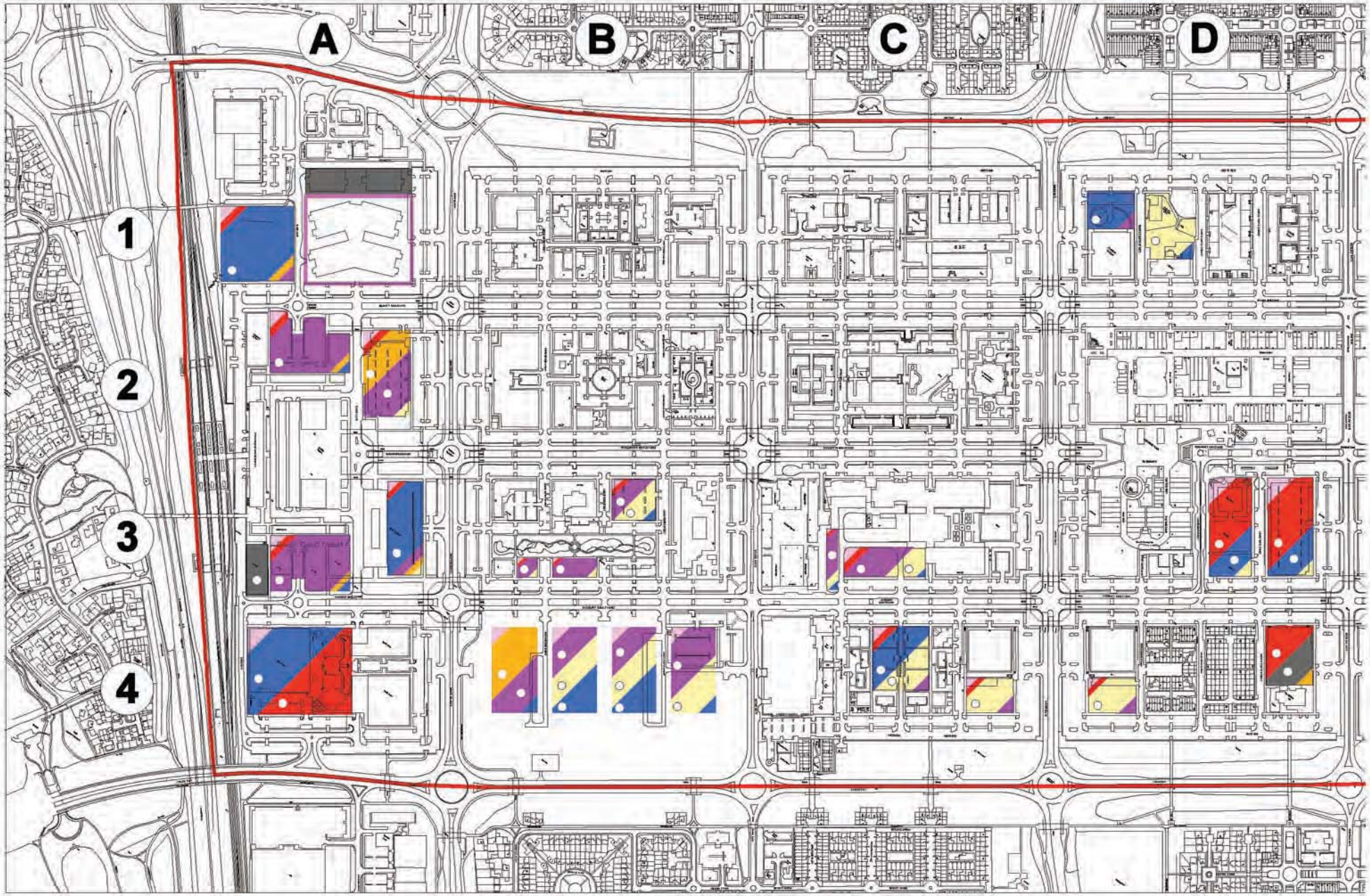


Figure 16: Indicative Land Use Proposals Plan

indicative land uses
1 ground floor mixed use
2 uses quantified in table 3 highlighted with a circle ●
3 other uses not quantified in table 3

example of indicative land uses
1 ground floor mixed uses classes A1/ A2/ A3
2 quantified (proportionally) classes C3/ B1
3 unquantified classes C1/ D1/ D2

CMKAP boundary

multi storey car park

class A1/A2
shops/ financial+ professional services

class A3
food and drink

class B1
offices R&D + light industry

class C1
hotels

class C3
dwelling houses

class D1/D2
non-residential institutions incl. hospitals, universities museums libraries
assembly and leisure incl. cinema bingo concert hall sports hall

N

0 25 50 100 150
metres

Site	Approx Site Area (ha)	Plot Ratio	Dwellings (dw/ha)	Retail A1/A2 Leisure A3 (m2)	Offices B1 (m2)	Residential C3 nos. of dwellings	Hotels C1 (m2)	Institutions & Assembly D1/D2 (m2)	Public MSCPs	Other use options shown on Fig 16	Comments
A1.3	1.26	2.50						31,500		B1,C1	major leisure centre
A1.4	2.82	3.50			44,500				600		Network Rail
A2.2	0.90	2.50			22,500					C1 ,D1/D2	
A2.3	0.92	3.50			8,000		24,000			B1, C3	hotel and conference centre
A3.1	0.26								500		additional multi-storey car park for train station
A3.2	1.05	2.50			26,500					C1 ,D1/D2	
A3.3	0.76	1.00						7,500		B1, C1, C3	exhibition / community uses
A4.1	2.19			15,000							ice rink; additional retail space (under construction)
B3.1	0.09	2.50			2,500					C3	
B3.2	0.20	2.50			5,000					C3	
B3.3	0.42	3.50	250		3,500	80				D1/D2	
B4.1	0.93	2.50			6,000		17,500				strategic site (hotel / conference centre / university)
B4.2-B4.3	1.80	2.50	250		15,000	150		15,000			strategic site (headquarters / university)
B4.4	0.90	2.50	250		9,000	140					
C3.2	0.17	3.50			4,000					C3, D1/D2	CBX3 final building
C3.2-3.3 S	0.56	2.50	250		7,000	70				C3, D1/D2	
C4.2	0.37		250			90		1,000		B1	community medical centre
C4.3	0.37		250			90				B1	
C4.4	0.39		250			100				B1	
D1.1	0.41	1.50						6,000		B1	hall and civic rooms
D1.2	0.59		250			100				D1/D2	
D3.3	0.98	2.50		19,500				5,000		C3	community and/or cultural uses
D3.4	1.03	2.50		20,500				5,000		C3	market hall plus community/cultural uses
D4.1	0.40		250			100				B1	
D4.4	0.40	2.00		8,000						C1, D1/D2	
D4.4	0.25								300		

Table 4: Indicative Land Uses

Site	Approx Site Area (ha)	Plot Ratio	Dwellings (dw/ha)	Retail A1/A2 Leisure A3 (m2)	Offices B1 (m2)	Residential C3 nos. of dwellings	Hotels C1 (m2)	Institutions & Assembly D1/D2 (m2)	Public MSCPs	Other use options shown on Fig 16	Comments
E1.1	0.56	2.00		11,000						C1, D1/D2	
E1.1	0.35								400		
E2.3	0.55	1.25		7,000						D1/D2	extending north & south arcades of shopping building
E2.4	1.79	3.50	250	6,500		180	25,000	6,500	700		mixed-use hotel / residential /cultural facility
E3.3	0.30	3.50					10,500			A1/A2/A3	hotel
E4.1	1.17	1.50		14,000						B1	
E4.4N	0.96	1.50		11,500				3,000		C1	community /cultural uses
E4.4S	0.96								600		
F1.2-1.4	1.53		200			310					strategic site (live-work units)
F1.2-1.4	3.07	2.00			30,500			30,500			strategic site (technology campus / university)
F4.2	0.84		200			170					Campbell Square final phase (replan)
F4.3	0.61		200			120					
G1.1-1.4	4.43		200			890					
G1.1-1.3	1.48	1.50			11,000					C1, D1/D2	
G3	0.92		100			90					residential / leisure / community / vsitiors centre
G4.1-4.3 S	4.54		100			450					
G4.1-4.3 N	1.13	1.50			8,500						
H1.1	2.72		200			540				C1	
H3.1	0.67	1.50	200		5,000	130					
H4.1	2.12		200			770		5,000		C1	canal-side marina facilities
BASE	51.11			113,000	208,500	4,570	77,000	116,000	3,100		
10% additional through mixed-use				11,000		460					
TOTAL				124,000	208,500	5,050	77,000	116,000	3,100		
CORE STRATEGY				110,000	180,000	5,000					

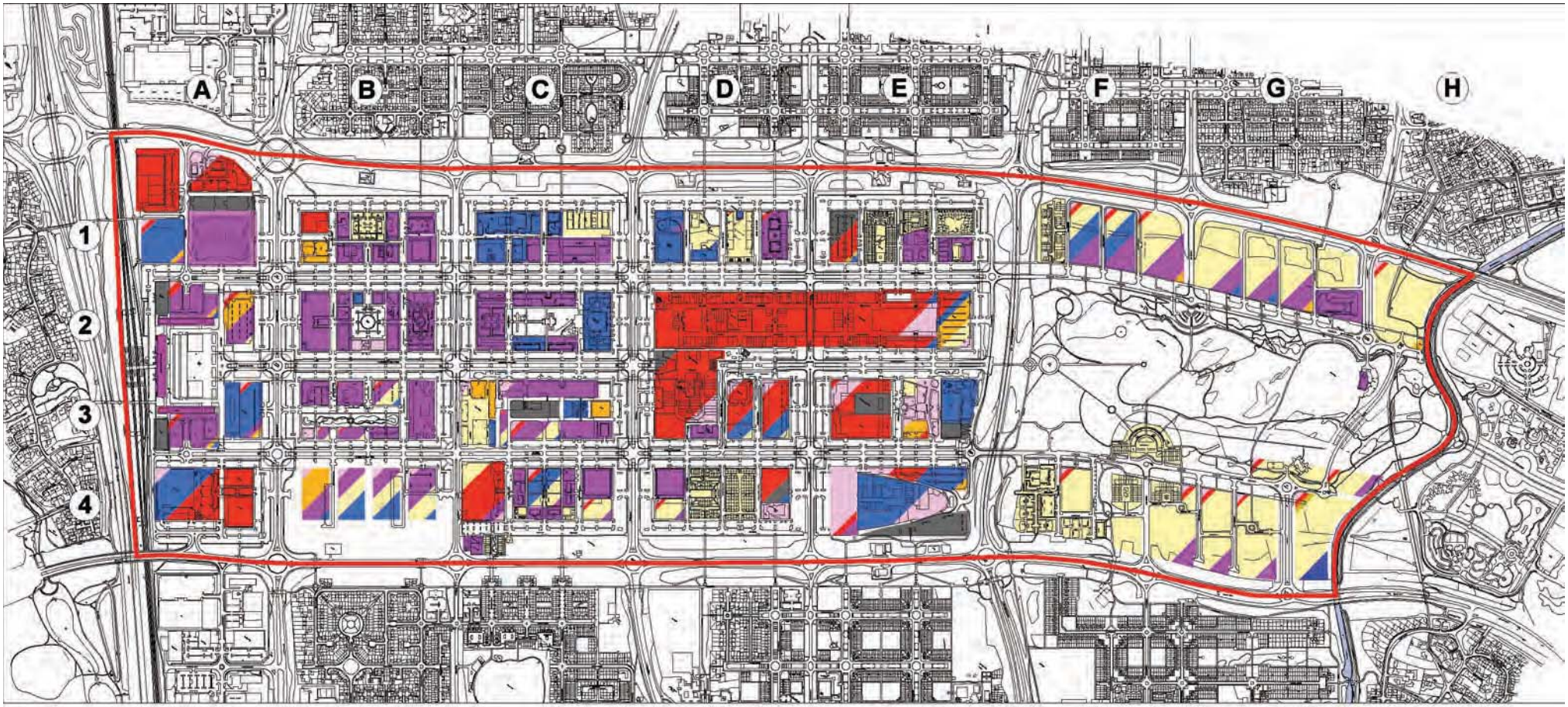


Figure 17: All Land Uses Proposals Plan (Year 2026)

land uses
1 ground floor mixed use
2 predominant uses
3 other uses

example of land uses
1 ground floor mixed uses classes A1/ A2/ A3
2 predominant use classes C3/ B1
3 other uses classes C1/ D1/ D2

CMKAP boundary

multi storey car parks

class A1/A2
shops/ financial+
professional services

class A3
food and drink

class B1
offices R&D +
light industry

class C1
hotels

class C3
dwelling houses

class D1/D2
non-residential
institutions incl. hospitals,
universitie museums
libraries
assembly and leisure
incl. cinema bingo
concert hall sports hall

0 25 50 100 150
metres

N

Figure 17: All Land Use Proposals Plan (Year 2026)

12. Implementation

12.1 This Plan expresses the vision and illuminates the ambitious scale of growth and change that is desired for CMK by the end of the plan period in 2026, as set out in overarching terms in MK Council's adopted *Core Strategy*.

12.2 To help give a sense of proportion to this ambition, this Plan would welcome on average, every three years for the next fifteen years, completed and occupied developments containing:

- about 20,000 m^2 of retail space;
- about 40,000 m^2 of offices;
- about 1,000 dwellings; and
- one to two cultural, sporting or community facilities.

12.3 Viewed another way, the objective is to encourage the development of about three hectares (just under nine acres) of undeveloped or under-developed land every year for fifteen years (one Blocklet is about one hectare).

12.4 This scale of development activity has been exceeded in several periods in the last few decades since CMK was begun, and proportionately this scale of planned growth is more manageable and a more credible prospect as the launch pad is now a successful regional centre rather than bare fields.

12.5 However, the scale of CMK that is planned for is more than was envisaged by the original master planners and designers and significant change in transport habits must occur among residents, employees and visitors if ease of access is to remain a major competitive advantage. Public transport must be made so much more attractive that it will be used by at least five times the current levels of passengers, and several thousand more car parking spaces will need to be built.

12.6 Against this background, this section of the Plan explains how its proposals are to be implemented.

The Champions of the Vision for CMK

12.7 Experience has shown that the pressures upon local government are such that MK Council alone cannot realistically be expected to be the lead champion of the vision for CMK as summarised in this Plan.

12.8 It is evident therefore that a coalition of subscribers to the vision is needed to act as champion and to monitor progress. The CMK Alliance, gathered around the elected Town Council and local Ward Councillors, with leaders of the local business community, is seen as the kernel of such a coalition, which should be widened to include civic interest groups and amenity societies and similar organisations with a commitment to the ideas in this Plan.

Statutory Responsibilities

12.9 The statutory semi-judicial role of local planning authority is MK Council and it has the powers and resources under Town Planning and related legislation to apply the policies of this Plan once it has adopted them.

12.10 MK Council has the power and resources - raised from Section 106 planning obligations and the Community Infrastructure Levy (CIL) when enacted - to secure the rounded, high quality CMK to which this Plan aspires. In updating its policy on developer obligations, however, and in devising its CIL scheme, MK Council must be more realistic in setting charges to assist the development of CMK.

At present the demands for education and community facilities, for example, are far too low, particularly when compared to those required for the adjoining residential grid squares. Money collected in recent years for multi storey car parks was too low to be useful and had to be returned (meaning that development has occurred without adequate car parking being created).

Marketing and Pump-Priming CMK

12.11 The dominant owner of development land in CMK has a vested interest in its continuing successful growth because it will drive up the value of land to be sold. Most of HCA's land-holdings in CMK were sold to MK Council and then transferred to the Council's wholly-owned subsidiary, Milton Keynes Development Partnership (MKDP), at the beginning of 2013. MKDP, as the dominant landowner, is accordingly expected to maintain levels of investment in marketing CMK regionally, nationally and internationally, and to continue to invest in the pump-priming infrastructure that will make its development land more attractive (by procuring multi-storey car parks and helping subsidise some public transport services, for example). This is an inescapable real estate management discipline, and it will not be credible for the landowner to be passive and assume that things will happen without focus and the investment of money and effort.

12.12 CMK is the largest planned growth area for employment in the region outside London, and it is expected that the South East Midlands Local Enterprise Partnership (SEMLEP) will use the Government money it is being given for the purpose to help promote CMK and support its development with physical infrastructure and investment in skills training and education to provide not only an attractive workforce but also successive generations of entrepreneurs to sustain Milton Keynes' established record for new business start-ups and small and medium sized business activity. CMK's pivotal location in the Oxford to Cambridge Arc (O2C) remains a great advantage for successful economic development.

12.13 MK Council has an Economic Development Strategy which it is assumed will be implemented, and with its partners in Destination MK and similar organisations can also be expected to invest in marketing CMK as the heart of the whole city.

12.14 Arts and cultural organisations are already providing fabulous programmes of activity to animate the streets and public spaces of CMK - the International Festival (IF) being a prime example - and more complementary programming is underway.

12.15 The businesses of CMK are also the drivers of change for this Plan. Owners of retail and entertainment centres need to ensure a high volume of high quality visitors seeking a longer dwell time and creating a larger per capita spend.

12.16 Service companies need to help sustain a vibrant and attractive CMK to assist staff recruitment and staff retention, and to provide a competitive advantage. The educational sector also makes huge contributions for similar reasons, and this is expected to grow.

12.17 Progress has been made recently in organising business representation in Milton Keynes, with:
- The Business Council, bringing together representational business organisations across Milton Keynes;
- CMK Business Forum, open to any business based in CMK, which appoints the business members of the CMK Alliance Steering Group; and
- Milton Keynes City Centre Management (MKCCM), a membership organisation open to CMK businesses and voluntary organisations, and to the public sector, which has administered and supported the preparation of the Plan.

12.18 The voluntary sector, in part made robust by the existence of not-for-profit organisations unique to Milton Keynes such as the Community Foundation and the Parks Trust, remain essential to the vitality and inclusiveness of CMK. The sector is diverse and has a wide range of interests in the Plan:
- As landowners as well as delivering services in CMK, such as MK Gallery, the Church of Christ the Cornerstone, MK YMCA and MK Community Foundation;
- Occupying property in CMK such as Acorn House and the Buszy;
- Delivering services in CMK, for example Age UK and Citizens Advice Bureau;
- Representing members in the sector, Community Action:MK; and
- Monitoring and campaigning about issues that affect CMK, such as MK Forum, Urban Eden and Xplain.

12.19 The under-developed sector is that of small retailers, artists and crafts persons. This Plan has been explicit about the need to provide affordable accommodation to help growth, and this is to be achieved by cross subsidy from commercial development.

Priorities for the Promoters

12.20 It has been made clear in this Plan that the establishment of a major University in CMK, in either Block B4 or F1, is a major priority.

12.21 Reference is also made to the apparent opportunity to encourage the development of a major business conference or international congress facility in CMK, perhaps with associated exhibition space.

12.22 The importance of the arts and cultural aspect of CMK has been emphasised, and the third priority is investment in additional facilities for the arts and culture.

12.23 The fourth priority is the development of a covered Market Hall to provide a characterful permanent focus for small and specialist traders to leaven the dominance of high street multiple chains in the CMK offer.

Public Transport and Parking

12.24 MK Council as a unitary authority is responsible for transport planning in the city. Its present long-term vision and strategy is the third *Local Transport Plan (LTP3)*, which it is generally acknowledged will not achieve the necessary step change in the use of public transport within the context of the unique attributes of Milton Keynes (such as its dispersed activity centres and grid road network).

12.25 This Plan will contribute to the design of a more appropriate long-term strategy in due course, but the immediate priority is the early establishment of the CMK shuttle service. Current *LTP3* plans to build ever-larger bus stops in CMK and to delay every cross-city bus journey by requiring route diversion along Midsummer Boulevard need radically to be re-thought to save money and avoid destruction of the classic CMK infrastructure. The management of CMK parking to raise revenue must give way to a management regime which is designed to serve the needs of users of CMK.

Maintenance of the Public Realm

12.26 The Parks Trust has been widely appreciated as an organisation committed to the maintenance of the green estate in the whole city of Milton Keynes. It is governed by a charitable Trust Deed, and was gifted with a dowry of cash and investments as a starter fund to encourage it to be self-financing in perpetuity.

12.27 Unsurprisingly, the contrast in quality in the maintenance and promotion of the Parks Trust green estate and that held by MK Council is all too obvious.

12.28 In CMK a similar challenge is presented by the urban estate - the Gates, Boulevards, Streets and public places in CMK. MK Council is not able to maintain them adequately to the detriment of all users and economic development.

12.29 It is proposed that a public debate should take place about the transfer of the public domain of CMK to the Parks Trust or to some similar body created specifically for the purpose.

A variety of public transport solutions are needed

13. Monitoring Framework

13.1 Monitoring this Plan's policies and land use proposals are critical to meeting MK Council's adopted C*ore Strategy* targets and achieving our aspirations for creating a successful and prosperous regional city centre.

13.2 MK Council is responsible for monitoring the effectiveness of local planning documents. The Council's main tool is the *Annual Monitoring Report* (AMR), as required under Regulation 48 of the *Planning and Compulsory Purchase Act 2004*. It contains information on progress of the Local Development Framework (LDF) and the extent to which the policies in the LDF and the Local Plan are being implemented. The *CMK Alliance Plan*, once adopted by MK Council, would form part of the LDF.

13.3 If, for some reason in due course, this Plan was not formally adopted by MK Council, it would still carry weight as a material consideration in MK Council planning decisions commensurate with the degree to which the public has been consulted and have supported the content.

13.4 The tables below set out more specific indicators to assist MK Council in monitoring progress on the Alliance Plan. Table 5 summarises the policies and suggests key indicators of progress. It is acknowledged that a number of indicators are subject to factors outside of the control of MK Council and the CMK Alliance, such as the effect of the present recession on the economic environment for investment and the demand for housing and commercial property, and demographic trends.

13.5 Table 6 tracks the quantum and distribution of land uses that are being welcomed by this Plan. These enable a 'checks and balance' approach to what has been developed and what has not, and whether the desired broader mix of uses is being achieved across the centre.

13.6 Policy SS4 highlights the need for MK Council to actively manage the *CMKAP's* flexible approach to land uses in order to ensure the spatial strategy is achieved and the quantum of development as set out in the adopted C*ore Strategy* is being accommodated. Where applications are approved for uses that do not meet the indicative uses on the Proposals Plan (Figure 16) and associated schedule (Table 4), it is anticipated that the Council will ensure reciprocal or replacement land uses are allocated to other appropriate sites.

13.7 Monitoring the indicators will not only show whether the vision for the centre is being achieved by the policies in the *CMKAP*, but monitoring will also reveal where policies may need to be reviewed. MK Council's AMR will also demonstrate whether, on balance, the Plan needs fundamental review. As the targets are mostly markers of progress in general direction - navigational aids, so to speak - review of this Plan is likely to be needed only if there is consistent failure to meet targets by a significant margin.

13.8 The CMK Alliance Steering Group is committed to the successful implementation of the *CMKAP*. Following the adoption of the Plan, the Steering Group will meet annually to review progress and monitor results, under the auspices of the CMK Town Council.

Policy		Indicator	Target	Target Date
G1	Public Realm Infrastructure	Loss of items of classic CMK infrastructure including trees	0%	
		Schedule of items of classic CMK infrastructure in need of urgent maintenance or repair	0%	
G2	Heritage Buildings & Public Art	Local list of heritage buildings and public art prepared		Q1 2013
		Local list reviewed		Q1 2018
G3	Landscaping & Open Space	Retention of the quantity and quality of public and semi-public open spaces	100%	
G4	Campbell Park	Number of users at different times of day, different days of the week and at different seasons	n/a	
G5	Green Frame	Incidence of reported crime on bridge and underpass linkages to and from surrounding grid squares	0%	
G6	Mixed Use	Variance from indicative land use proposals in the Plan	less than 20%	
G7	Active Frontages	Proportion of new blocklet frontages facing the public realm that are active frontages	>80%	
		Proportion of new ground floor developments along Boulevards and Gates that are in non-residential use class A1, A2, A3, B1, C1, D1, D2 or sui generis	>80%	
		Proportion of frontage of new development along Boulevards, Gates and Streets that provides continuous weather protection at the same level as the adopted pavement	100%	
G8	Block Structure	Proportion of developments which create a finer grain of development	>80%	
		Proportion of developments which removed a public route without providing an equivalent alternative	0%	
G9	Design of Buildings	Additions to Local List of heritage assets	n/a	

Table 5: Monitoring Indicators

	Policy	Indicator	Target	Target Date
G10	Residential Development	Proportion of completed residential units that are 1-bed	<40%	
		Proportion of completed residential units that are 3-bed	>5%	
		Proportion of permitted residential development which is affordable	30%	
		Proportion of permitted residential development that include communal facilities, such as shared open space, and leases that promote the engagement of residents in management arrangements	100%	
G11	Exceptional Developments	Breaches of the severe tests to be passed before an exceptional development may occur	0%	
SS1	Sites reserved for major opportunities	Progress toward securing major opportunities of strategic value to CMK on B4 and F1	n/a	annual update
SS2	Primary Shopping Area	Increasing quantity and spread of pedestrian footfall, dwell time and spend, by independent survey	n/a	
	Small Retail Units	Increase in small retail units (under 100 m2 Gross Floor Area) in the Primary Shopping Area;	n/a	
	Market Hall	Progress toward realising a covered Market Hall		by 2015
	Leisure, Culture and Community facilities in the Primary Shopping Area	Number of facilities completed with D1 and D2 use classes within the Primary Shopping Area	1	by 2018
SS3	Midsummer Blvd East Inset Area Action Plan	Completion of the Inset Area Action plan by the CMK Alliance		by 1Q 2014
SS4	Leisure, Culture and Community facilities within CMK	Net change in use classes D1 and D2 within CMK and percentage that are not-for-profit	1	by 2018
T2	Public Transportation	Progress toward delivering a second transport hub/interchange in the Primary Shopping Area	n/a	by 2018
		Progress toward delivering an intra-CMK shuttle service		by 2018
T3	Cycling	Progress toward delivering a cycle hub in station square		by 2015

SITE	DWELLINGS DENSITY (dw/ha)	RETAIL A1 / A2 (m2) Leisure A3 (m2)	B1 OFFICES (m2)	RESIDENTIAL nos. of dwellings	OTHER COMMERCIAL (m2)	OTHER NON COMERCIAL (m2)	Public MSCPs	Other use options shown on Fig 15	OTHER USES	Class A1/A2 /A3	Class B1	Class C3 (no. of dwellings)	Other	Original land use transferred to/from which sites?	Application Number	DCC Date of Approval
A1.3						31,500		B1,C1	major leisure centre							
A1.4			44,500				600		Network Rail							
A2.2			22,500					C1 ,D1/D2								
A2.3			8,000		24,000			B1, C3	hotel and conference centre							
A3.1							500		additional multi-storey car park for train station							
A3.2			26,500					C1 ,D1/D2								
A3.3						7,500		B1, C1, C3	exhibition / community uses							
A4.1		15,000							ice rink; additional retail space (under construction)							
B3.1			2,500					C3								
B3.2			5,000					C3								
B3.3	250		3,500	80				D1/D2								
B4.1			6,000		17,500				strategic site (hotel / conference centre / university)							
B4.2-B4.3	250		15,000	150		15,000			strategic site (headquarters / university)							
B4.4	250		9,000	140												
C3.2			4,000					C3, D1/D2	CBX3 final building							
C3.2-3.3 S	250		7,000	70				C3, D1/D2								
C4.2	250			90		1,000		B1	community medical centre							
C4.3	250			90				B1								
C4.4	250			100				B1								
D1.1						6,000		B1	hall and civic rooms							
D1.2	250			100				D1/D2								
D3.3		19,500				5,000		C3	community and/or cultural uses							
D3.4		20,500				5,000		C3	market hall plus community/cultural uses							
D4.1	250			100				B1								
D4.4		8,000						C1, D1/D2								
D4.4							300									

Table 6: Monitoring Land Use

SITE	DWELLINGS DENSITY (dw/ha)	RETAIL A1 / A2 (m2) Leisure A3 (m2)	B1 OFFICES (m2)	RESIDENTIAL nos. of dwellings	OTHER COMMERCIAL (m2)	OTHER NON COMERCIAL (m2)	Public MSCPs	Other use options shown on Fig 15	OTHER USES	Class A1/A2 /A3	Class B1	Class C3 (no. of dwellings)	Other	Original land use transferred to/from which sites?	Application Number	DCC Date of Approval
E1.1		11,000						C1, D1/D2								
E1.1							400									
E2.3		7,000						D1/D2	extending north & south arcades of shopping building							
E2.4	250	6,500		180	25,000	6,500	700		mixed-use hotel / residential /cultural facility							
E3.3					10,500			A1/A2/A3	hotel							
E4.1		14,000						B1								
E4.4N		11,500				3,000		C1	community /cultural uses							
E4.4S							600									
F1.2-1.4	200			310					strategic site (live-work units)							
F1.2-1.4			30,500			30,500			strategic site (technology campus / university)							
F4.2	200			170					Campbell Square final phase (replan)							
F4.3	200			120												
G1.1-1.4	200			890												
G1.1-1.3			11,000					C1, D1/D2								
G3	100			90					residential / leisure / community / vsitiors centre							
G4.1-4.3 S	100			450												
G4.1-4.3 N			8,500													
H1	200			540				C1								
H3.1	200		5,000	130												
H4.1	200			770		5,000		C1	canal-side marina facilities							
BASE		113,000	208,500	4,570	77,000	116,000	3,100									
10% additional		11,000		460												
TOTAL		124,000	208,500	5,050	77,000	116,000	3,100									
CORE STRATEGY		110,000	180,000	5,000												

Glossary

Accessibility – the ability to access places and services, to be able to move to, from and around CMK or to visit specific facilities.

Adoption – the point at which a planning document becomes official policy.

Affordable housing – housing provided at below market price to meet the identified needs of an area.

AMR – see *Annual Monitoring Report*

Annual Monitoring Report – a yearly report showing how the Council is keeping to their plan preparation timetable and monitoring the effects of their plans.

Business Neighbourhood Development Plans –neighbourhood development plans for areas that are primarily commercial to ensure that the business community is fully represented and engaged in the plan-making process.

Carbon emissions / CO2 – common terms for carbon dioxide, the main 'greenhouse gas' linked to global warming.

Carbon footprint – a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide (CO2).

City Centre – the highest level of centre identified in development plans. In the Borough this is Central Milton Keynes. In terms of retail hierarchies, it will often be a regional centre serving a wide catchment. The centre may be very large, embracing a wide range of activities and may be distinguished by areas which perform different main functions.

CMK Alliance – an alliance of local residents and businesses set up to prepare a Business Neighbourhood Plan for CMK. The alliance is led by a Steering Group, consisting of representatives from CMK Town Council (the city centre parish council), local business leaders and members of Milton Keynes Council.

CMK Alliance Steering Group – see CMK Alliance.

CMK Business Forum – a group of members from the CMK business community who are interested in taking part in the preparation of the *CMK Business Neighbourhood Plan*, as well as other local business matters. The CMK Business Forum elects eight business representatives to the CMK Alliance Steering Group.

CMK Development Framework – a Supplementary Planning Document prepared by Milton Keynes Council focussing on Central Milton Keynes. The *CMK Development Framework* sets out the vision for CMK and includes general design and development principles in order to guide the form and nature of development in the area.

CMK Town Council – the parish council for Central Milton Keynes.

Community facilities – facilities and services which are of benefit to the wider community.

Community involvement – involvement of various individuals, groups, organisations and the general public in preparing planning documents.

Core Strategy – the document setting out the main principles and spatial strategy of the LDF.

Cultural facilities – provision for cultural activities, including arts, media, sports, libraries, museums, parks, and the countryside, built heritage, tourism, and the creative industries.

Density – a measurement of how intensively land is occupied by built development.

Development Framework – a document that sets out the key strategic principles for the development of a whole area.

District Centre – usually comprises groups of shops often containing at least one supermarket or superstore, and a range of non-retail services such as banks, building societies and restaurants, as well as local public facilities such as a library.

Dwelling – a residential property, such as a house or a flat.

East-West Rail – East West Rail aims to restore passenger train services linking Bristol, Swindon and Oxford via Milton Keynes and Bedford, to Cambridge, Ipswich and Norwich.

Evening economy – the business activities, particularly those used by the public, which take place in the evening. This includes pubs, clubs, restaurants and arts/cultural uses.

Examination – an examination of certain types of planning documents, carried out by an independent examiner or Planning Inspector (appointed from the national Planning Inspectorate).

Grain of development – the pattern of the arrangement and size of buildings and their plots in a settlement.

Green Frame – the landscaped corridor around CMK either side of the grid roads H5 Portway, H6 Childs Way and V8 Marlborough Street and the Grand Union Canal.

Grid roads – urban clearways with laybys for bus-stops, with no direct building frontages and no at-grade pedestrian crossings. Some are dualled, and the remainder normally have land reserved for future dualling, or other transport purpose (eg mass passenger transit system). They have substantial landscaping for biodiversity, sound screening and CO2/emissions absorption, usually incorporating a Redway. Collectively, they form a resilient, interconnected network with roundabouts at most grid road intersections, serving both public and private transport.

Ha – abbreviation for hectare.

Hectare – an area of 2.47 acres

Houses in multiple occupation (HMO) – homes occupied by separate households (usually single people or couples) who share facilities or living space such as kitchens, bathrooms and sitting rooms.

ICT – information and communications technology.

Knowledge-based industries – technology based industries, research and development, creative industries and businesses where workers require a high level of skills.

Infrastructure – the basic services and facilities needed for the smooth running of a community.

Indicative land uses – suggested uses for development sites, based on the National land use classification system (e.g. A1 land use is retail, B1 land use is business offices, etc).

Land use planning – a branch of public policy encompassing various disciplines which seek to order and regulate land use in an efficient and ethical way, thus preventing land-use conflicts.

LDF – see Local Development Framework.

Listed building – buildings of special architectural or historic interest, as designated by English Heritage. Permission is required before works that might affect the building's character or appearance can be undertaken. They are divided into Grades I, II and II*, with I being of exceptional interest.

Local centre – commercial areas which meet the daily and 'top-up' shopping needs of the local population. In Milton Keynes they include new purpose-built centres, ranging from individual corner shops, often associated with a meeting place, to larger centres containing 15 to 20 units; and smaller, older centres in the original settlements incorporated within the city. In rural areas, large villages may perform the role of a local centre.

Local Development Framework (LDF) – the collection of documents which together makes up the planning strategy and policies for a local authority.

Local Plan – the main planning document for a District or Borough, including detailed policies to guide the location and nature of development, and also policies and proposals for specific sites.

Local Transport Plan – a five year plan setting out the strategies, priorities and implementation for transport.

LTP – see *Local Transport Plan*.

Modal shift – used to describe the change in the way people travel, from one mode (e.g. the car) to another mode (e.g. public transport).

Neighbourhood Development Plan – a type of planning document introduced by the Localism Act 2011. They are led by the local community with guidance and support from the local planning authority (Milton Keynes Council for our area). When a 'neighbourhood' is parished, the local parish or town council is the lead or 'qualifying body'.

Night-time economy – a term for the business activities, particularly those used by the public, which take place in the evening. This includes pubs, clubs, restaurants and arts/cultural uses.

Oxford to Cambridge Arc (O2C Arc) – Milton Keynes sits in the centre of the Oxford to Cambridge Arc. The Arc promotes the set of educational, research, business, commercial and governmental resources that exist in the area between Oxford and Cambridge.

Parish – the first tier of local government with elected members. Parish or town councils (for areas covering town centres) are independent from the larger Borough Council.

Permeability – the degree to which an area has a variety of convenient and safe routes through it.

Port cochere – 'covered walkways' that were built throughout CMK as part of the original Master Plan at crossing points of Boulevards (and some Gates), as well as entrances to buildings.

Primary Shopping Area – a defined area where retail development is concentrated. In Central Milton Keynes the primary shopping area is defined as the area between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate.

Proposals plan – a map on an Ordnance Survey base which shows the sites and locations to which policies apply.

Public realm – space in a village, town and city (whether publicly or privately owned) that is available, without charge, for everyone to use or see, including streets, squares and parks.

Public transport – comprises passenger transport services which are available for use by the general public, as opposed to modes for private use such as privately owned motor vehicles. Public Transport services are usually funded by fares charged to each passenger. Public transport in the context of Milton Keynes currently consists of buses, trains and taxis (with taxi meaning both 'Hackney' carriage and Private Hire).

Referendum – a ballot or vote. As CMK is a business neighbourhood area, there needs to be two referendums - one for residents (these will be people on the electoral roll) and one for businesses (regulations have not yet been published, but likely to be one vote per non-domestic rate paying business).

Regional hub – a location identified at regional level as a focus for transport services and economic activity. There are 22 identified in the South East.

Regional Spatial Strategy – a development plan which covers the whole region. In this area, the RSS, which is part of *the South East Plan*, was revoked by Government on 15 March 2013.

RSS – see Regional Spatial Strategy.

SEA – see Strategic Environmental Assessment

Section 106 / S106 Agreement – a legal contract under Section 106 of the Town and Country Planning Act 1990 between the local authority and a land developer stating the terms of planning obligations, including financial obligations, imposed by the local planning authority in relation to a planning application.

Sequential approach – a method of considering and ranking the suitability of sites for development, so that one type of site is considered before another.

Slow streets – inter-connected vehicle routes between the parking areas adjacent to the Boulevards and Gates. They were named 'slow streets' in the *Plan for Milton Keynes (1970)*, and allow the Boulevards and Gates to function as urban clearways, since deliveries and parking occur on the slow streets.

South East Plan – the main regional planning document for the south east.

SPG/SPD – see Supplementary Planning Guidance/ Documents.

Strategic Environment Assessment – a European directive through which social, environmental and economic issues are integrated into the preparation of planning documents.

Steering Group – see CMK Alliance Steering Group.

Supplementary Planning Documents/ Supplementary Planning Guidance – these documents provide additional detail to supplement policies in Development Plan Documents, but do not have the same weight. The new planning system in 2004 replaced SPG with SPD, but they play similar roles.

Sustainability appraisal – a tool that highlights any significant environmental, social or economic effects of a plan. An SA should be completed for all local development documents at all stages, but is optional for neighbourhood development plans.

Sustainable development – development to improve quality of life and protect the environment in balance with the local economy, for now and future generations

Technology campus – an estate or facility for collaboration of intense high-technology innovation activity, usually associated with an institution, such as a university.

Tenure – relates to the conditions under which a property is occupied (i.e. if it is rented or owned).

Town centre – centres which function as important service centres, providing a range of facilities and services for their catchment area.

Urban clearway - a designation for a road or 'carriageway' where it is illegal to park or stop at any time for loading or unloading.

Urban design – involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes which facilitate successful development.

Use class – there is a list of 13 use classes covering development uses such as retail, leisure, businesses, etc. Planning permission is not needed for a change of use within a single use class.

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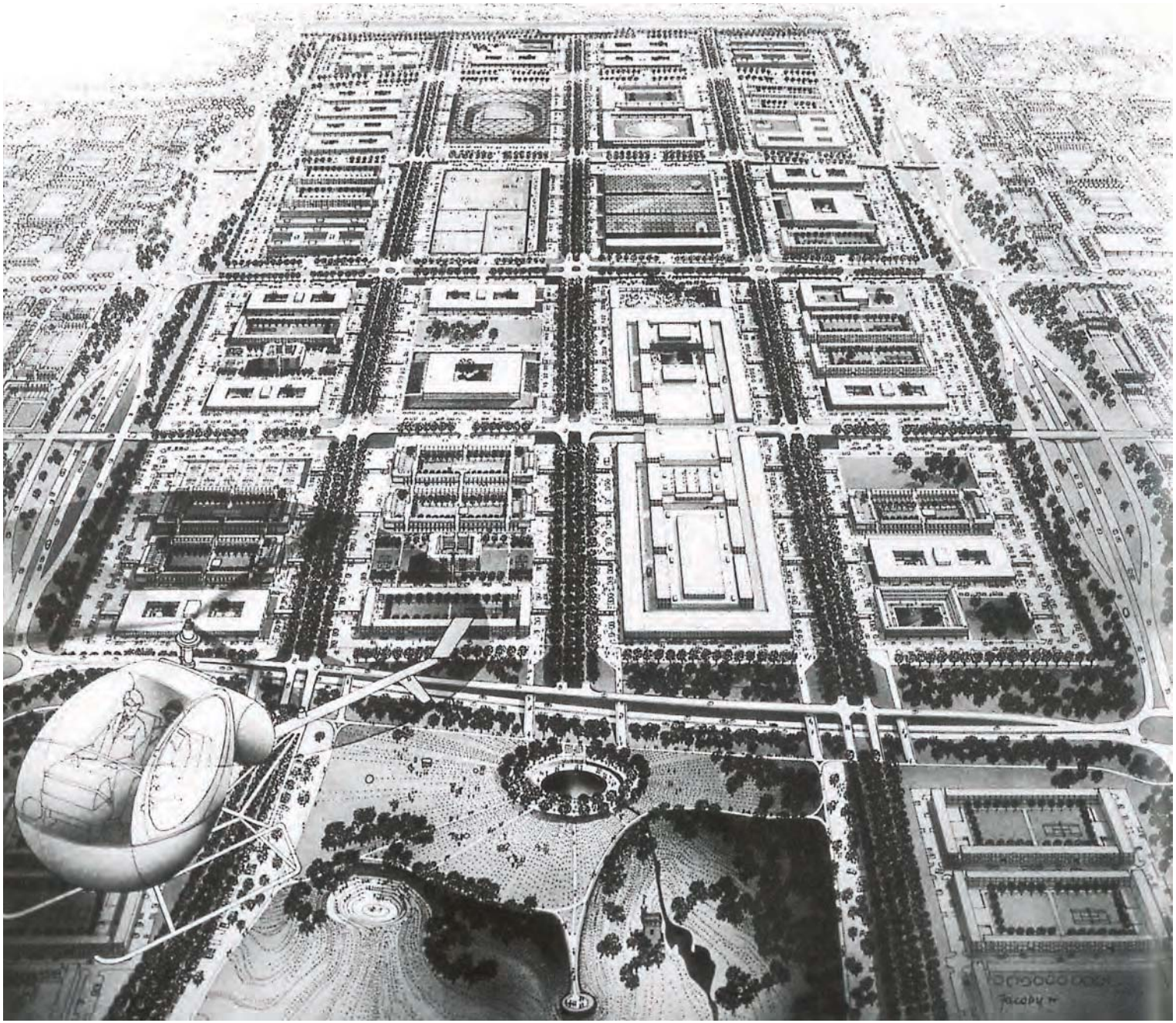
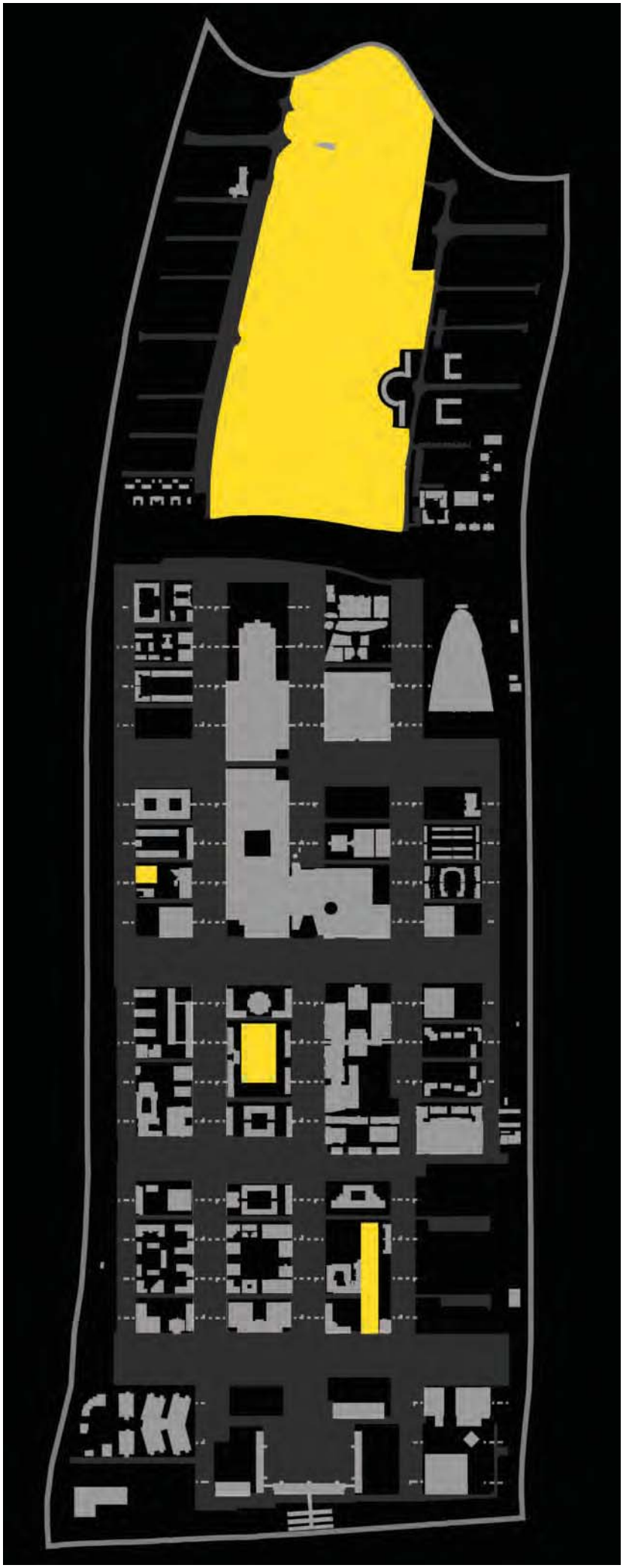
Helmut Jacoby's 1972 vision of CMK as it would be in 1990. This rendering was photographed by John Donat.