

## TOWN CENTRES AND SHOPPING

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### *Background*

**12.1** In terms of shopping provision, Milton Keynes is unlike most other urban areas in several important respects:

- The City has a planned hierarchy of shopping centres, from local centres through to a completely new city centre
- It has been able to accommodate new forms of retailing much more easily than a conventional town
- All centres have been planned to be accessible by a variety of means of transport, not just the private car.

**12.2** The growth of shopping provision - mainly in CMK and the new District Centres at Kingston and Westcroft - has meant increased competition for the older town centres of Bletchley, Wolverton, Newport Pagnell, Woburn Sands, Olney and Stony Stratford. To help regenerate these centres, the Council has encouraged the creation of town centre partnerships and assisted in the production of town centre strategy documents. Bletchley, Newport Pagnell and Wolverton are also benefiting from Single Regeneration Budget and / or National Lottery funding.

### *National, Regional and Local Planning Objectives*

**12.3** PPGs 1, 6, 7 and 13 all include advice on town centres, shopping and local facilities. Key features of this guidance include the need to:

- Sustain and enhance the vitality and viability of town centres
- Promote development in town centres, through planning policies and identifying sites for development
- Adopt a "sequential approach" to selecting sites for development for retail, employment, leisure and other key town centre uses
- Promote mixed-use development and the retention of important town centre uses
- Promote more sustainable transport choices and reducing the need to travel, especially by car.

**12.4** RPG9 encourages town centres to be the focus for retail development.

### *This Local Plan*

**12.5** The Town Centres Issues Paper posed some key questions for the future. Responses identified the need to recognise the importance of the older town centres as focal points for social and community (as well as retail) activities; and in CMK, to achieve a greater diversity of uses and improve accessibility for non-car users.

**12.6** Retail Capacity Studies to consider retail issues in more detail and to assess the need and best location for additional retail floorspace within the Borough of Milton Keynes have been undertaken at regular intervals, with the most recent study

completed in 2003 by CB Richard Ellis. Among the key conclusions of that study were:

- Phased development of the centre:mk would be supportable by growth in available expenditure over the period to 2012.
- There would be sufficient expenditure to support a new Sainsbury superstore and replacement Waitrose store in CMK when coupled with closure of the existing Sainsbury and Waitrose stores within The Food centre.
- There is no need to identify or allocate any additional out-of-centre sites for general retail warehousing in the period up to 2011.
- Retail Capacity forecasts should be kept under regular review.

Further retail capacity studies will be undertaken either by the Council and its partners as part of studies on the long-term growth of Milton Keynes or by developers to accompany individual planning applications.

Retail Uses are defined as Class A1 of the Uses Classes Order 1987 (as amended)

**12.7** PPG 6 (and subsequently PPS 6) encourages local planning authorities to define a retail hierarchy for the purposes of development control. This has been done, having regard to the hierarchy set out in Policy S2 of the adopted Buckinghamshire Structure Plan 1991-2011 and to that set out in Policies SH1-7 (inclusive) of the previous Local Plan. This reflects the differing roles and character of the various district and town centres of Milton Keynes and the priorities attached, to their regeneration or expansion, by the Council. The hierarchy of centres is as follows:

- i) Regional Shopping Centre: Central Milton Keynes
- ii) District Centres: Bletchley, Wolverton, Westcroft and Kingston
- iii) Established Town Centres: Newport Pagnell, Olney, Stony Stratford and Woburn Sands
- iv) Local and Village Centres

## *Policies*

### **CHARACTER AND FUNCTION OF THE SHOPPING HIERARCHY**

#### **POLICY TC1**

Planning permission for retail development will be granted for additional floorspace in the defined shopping centre hierarchy in furtherance of the following objectives and in accordance with the more detailed policies referred to:

- (i) **Regional Shopping Centre:** Central Milton Keynes will increasingly function as a regional centre for comparison shopping and also cater for the daily convenience shopping needs of its increased workforce and the daily and weekly needs of its substantially enlarged residential population. Its function will be enhanced and supported by increased accessibility by public transport and also by the latter's internal priority movement
- (ii) **District Centres:** The District Centres will function as centres accommodating the weekly convenience shopping needs of their respective catchment populations, consistent with the particular objectives of regeneration (in Bletchley and Wolverton) and controlled expansion and

further diversification (in Westcroft and Kingston). Enhanced and preferential access by public transport will be sought in the course of any such future expansion.

- (i) **Town Centres:** The long-established Town Centres will function primarily as local shopping destinations for the daily or specialist needs of their largely static residential catchment populations and in recognition of the constraints placed upon their development and expansion by acknowledged conservation aims and allied considerations.
- (ii) **Local and Village Centres:** The various local centres, existing and proposed will support their local resident populations with regard to daily convenience shopping and service facilities, in order to reduce and minimise car-dependency and to ensure ready access by non car-owning households and other people of limited or impaired mobility.

## VILLAGE SHOPS, PUBLIC HOUSES AND POST OFFICES

### Objectives of policies (VS1 & VS2)

- To maintain and enhance village facilities
- To reduce the need to travel by car to other settlements

**12.8** Village shops, post offices and public houses perform a vital role in rural areas helping to maintain villages as viable communities. They are often the only facilities accessible to people without access to a car. Responses to the Rural Issues Paper identified the village shop as one of the most important facilities in rural settlements.

**12.9** The Council supports the provision of new village shops as long as they are within the village development boundary, provide a local service and do not cause significant problems for local residents.

**12.10** Planning applications that result in the loss of these facilities will not be permitted unless the Council is satisfied that every effort has been made to retain them. Applicants will need to provide financial information (in confidence), such as copies of trading accounts audited by an independent third party for the current and previous trading years. They must also demonstrate that the business has been advertised in local and trade press. Responses to such advertisements must also be provided.

**12.11** The Campaign for Real Ale (CAMRA) has published a Public House Viability Test. This is a useful guide for both the Local Planning Authority and applicants to explore ways of maintaining a viable public house.

## NEW VILLAGE SHOPS

### POLICY VS1

Planning permission will be granted for new shops in villages if:

- (i) The site is within the development boundary of the village, and
- (ii) The shop will provide a local service.

## EXISTING VILLAGE SHOPS, PUBLIC HOUSES AND POST OFFICES POLICY VS2

Planning permission will be refused for changes of use resulting in the loss of village shops, post offices and public houses unless:

- (i) All means of retaining the use have been explored, and
- (ii) The Council is satisfied that the existing use is no longer commercially viable.

## LOCAL CENTRES

### Objectives of policy

- To maintain local facilities, accessible other than by car
- To ensure adequate provision of local facilities in new areas of development

**12.12** Local Centres meet the daily and “top-up” shopping needs of the local population. The definition of Local Centres in this policy differs from PPG6, to reflect the particular circumstances of the new City. 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.

**12.13** The City was planned so that most residents would be within a short walking distance (500 metres) of a Local Centre; this maximises the opportunities for people to walk or cycle to facilities, particularly those without access to a car.

**12.14** New Local Centres will be needed to meet the daily shopping needs of new housing areas, although in some cases this may consist of a single general convenience store. The Retail Strategy Review suggests that, there should be sufficient convenience goods expenditure within 500 metres of a Local Centre to support a small store of about 350 square metres (net). The viability of new Local Centres may also be influenced by their proximity to existing retail facilities. In the City Expansion Areas, new Local Centres should be located to ensure that most new housing lies within 500 metres convenient walking distance of such a centre.

Individual shops may not be shown on the Proposals Map

For further information see “The Milton Keynes Planning Manual” pages 111-112

Refer Retail Strategy Review: Stage 2 (CB Hillier Parker, 1999), p.62

## NEW LOCAL CENTRES POLICY LC1

Sites in the following areas are allocated for the provision of new Local Centres :

1	Broughton	7	Campbell Park
2	Grange Farm	8	Sustainable Residential Quarter, CMK
3	Kingsmead	9	Newton Leys
4	Monkston Park	10	Oakgrove
5	Oxley Park	11	Stantonbury Park Farm
6	Tattenhoe Park		

New Local Centres will also be required as part of the new City Expansion Areas. They should be located so that the majority of all new dwellings are within 500 metres walking distance of a Local Centre.

## DEVELOPMENT IN LOCAL CENTRES

### Objectives of policies (LC2 & LC3)

- To maintain the vitality of Local Centres
- To reduce the number of empty units in Local Centres

**12.15** It is important to protect the shopping function of Local Centres. However, their future success depends on providing a wider range of retail, service and community facilities to meet the needs of local residents. It is also important to avoid vacant shop units in Local Centres particularly as in the long term, they detract from the viability and attractiveness of the centre.

**12.16** Other acceptable uses in Local Centres could include local Council offices, community facilities or take-away food shops. These are generally better located in Local, District and Town Centres, where they are less likely to cause disturbance in terms of parking, traffic and noise, rather than in residential areas. In certain circumstances appropriately designed residential development may be acceptable in Local centres.

**12.17** While improvements to Local Centres are generally supported, it is important to ensure that the expansion of one centre would not adversely affect another. Any additional development should be consistent with the scale and function of a Local Centre, rather than competing with a nearby District or Town Centre.

Retail uses may also be acceptable on some Reserve Sites, designated to meet community needs. See Policy C9 and Appendix C9

Class A5 of the Use Classes Order defines take-away food shops

## NON RETAIL USES IN LOCAL CENTRES

### **POLICY LC2**

Planning permission will be granted for non retail uses in Local Centres if:

- (i) At least one general convenience store will remain in the centre
- (ii) The proposed use would not adversely affect the amenity of neighbouring properties or the surrounding area.

## NEW DEVELOPMENT IN LOCAL CENTRES

### **POLICY LC3**

Planning permission will be granted for new retail and other facilities in Local Centres provided the scale and nature of the proposal is consistent with their role and function as Local Centres.

For Fenny Stratford Local Centre see also Policy TC18, para 12.55 and Table TC1

## KINGSTON DISTRICT CENTRE

### Objective of policy

- To control the expansion of Kingston District Centre in relation to its residential catchment population's weekly shopping needs

- To encourage the diversification of shopping and service facilities in the centre in the interests of securing equality of access by sustainable modes of travel.
- To secure significant modal transfer and trip linkage by means of enhancing public transport accessibility, interchange and preferential internal movement.

**12.18** Kingston is a purpose built District Centre, opened in 1992, which meets the weekly shopping needs of the population on the East Flank of the City. It consists of a large superstore, retail warehouse units, some smaller unit shops, other uses, and extensive free surface level car parking.

**12.19** A greater diversity of community and non-retail uses will be encouraged at Kingston, to improve its role as a social and community focus for the expanding population in the East Flank. This could include leisure and entertainment uses. However, such development should be consistent with the scale and role of a District Centre and comply with the sequential approach in PPG6. Further development will also be dependent upon improvements to public transport services.

## KINGSTON DISTRICT CENTRE

### POLICY DC1

Kingston is defined as a District Centre serving and meeting the weekly shopping needs of the resident population of the eastern sector of Milton Keynes and the daily needs of the resident and working populations of adjacent neighbourhoods.

Further expansion of the District Centre will be related to the degree of retail and services diversification implicit in such proposals and contingent upon the meeting of the relevant overall objectives of Policies TC1 and DC1.

## WESTCROFT DISTRICT CENTRE

### Objectives of policies (DC2 & DC3)

- To control the expansion of Westcroft District Centre in relation to its residential catchment population's weekly shopping needs
- To encourage the further diversification of shopping and service facilities in the centre in the interests of securing equality of access by sustainable travel modes.
- To secure significant modal transfer and trip linkage by means of enhancing public transport accessibility, interchange and preferential movement.

**12.20** Westcroft is a purpose built District Centre, opened in 1994, which meets the weekly shopping needs of the population on the West Flank of the City. It includes a large superstore, retail warehouses, some small shop units, and extensive free surface level parking. Community facilities include a library, day nursery and doctor's surgery.

**12.21** Westcroft opened well before residential development had started in adjoining grid squares. The population around the store will continue to grow as housing development progresses in the West Flank.

**12.22** Further complementary non-retail uses will be encouraged at Westcroft, appropriate to its role as a District Centre. An extension to the superstore was completed in 2002. Before granting planning permission for any further extension of this store, the Council will need to be satisfied that there is a need for the development and it would not harm other town or district centres, or the prospect of improving them.

## WESTCROFT DISTRICT CENTRE

### POLICY DC2

Westcroft is defined as a District Centre serving and meeting the weekly shopping needs of the resident population of the western sector of Milton Keynes as well as the daily needs of the resident population of adjacent neighbourhoods.

Further expansion of the District Centre will be related to the degree of further retail and services diversification implicit in any such proposals and contingent upon the meeting of the relevant overall objectives of Policies TC1 and DC2.

## OLNEY TOWN CENTRE

### Objectives of policies (TC1 & TC2)

- To define the role of Olney Town Centre
- To improve the attractiveness of the town centre

**12.23** Olney is an historic market town with a Conservation Area. It is defined as a Town Centre meeting the daily shopping needs of the local population. The focus is the Market Place, which stages a weekly open-air market. The Town Centre has a wide range of small shops; specialist furniture, antique and clothing shops attract many visitors. There has been little new retail development in recent years apart from the Co-op development at Stanley Court and the conversion of existing buildings in “courts” around the Market Place.

**12.24** The Retail Strategy Review considered there was no overriding need to expand retail facilities in the town centre. Where new development is proposed, it should preserve or enhance the character or appearance of the conservation area.

**12.25** The Olney Development Partnership was established in 1997 by a number of organisations including the Council. A draft business plan for the town identified four main objectives:

- Improve the living improvement / enhance the visual quality of the town
- Strengthen the local identity
- Encourage commercial activity
- Promote tourism

**12.26** A variety of projects have been identified to improve and increase the attractiveness of the town centre. The list of schemes in Policy TC2 reflects current priorities and is not comprehensive. Some of these schemes have been or are in the process of implementation.

See Retail Strategy Review Stage 2 Report para 4.77

See also the Local Transport Plan

## OLNEY TOWN CENTRE

### POLICY TC1

Olney is defined as a Town Centre meeting the daily shopping needs of the local population. Small scale additions of new individual shop units will be permitted within the Town Centre.

Development proposals should preserve or enhance the character or appearance of the Conservation Area.

### POLICY TC2

The priorities for improving the Town Centre are:

- (i) Enhancement of the Market Place
- (ii) Parking improvements
- (iii) Removal of through HGV traffic
- (iv) Improving pedestrian and cycle access and public transport access.

## STONY STRATFORD TOWN CENTRE

### Objectives of policies (TC3 & TC4)

- To define the role of Stony Stratford Town Centre
- To improve the attractiveness of the town centre

**12.27** Stony Stratford is an historic market and coaching town with a Conservation Area. It is defined as a Town Centre meeting the daily shopping needs of the local population. It has few multiple retailers but a number of specialist retailers and service outlets. Pubs and restaurants provide a greater concentration and variety of nightlife and eating places than in other centres (with the exception of CMK).

**12.28** Stony Stratford has a strong individual identity and has been less adversely affected by the growth and development of CMK than other town centres in the City. The Retail Strategy Review considered it was unrealistic to plan for much new retail development in the town, given the historic character of the centre and higher priorities for new development in other older centres (Bletchley and Newport Pagnell). Where new development is proposed, it should enhance the character and appearance of the Conservation Area.

**12.29** The Stony Stratford Partnership Business Plan (1996) set out a vision and strategy to “maintain and develop Stony Stratford as a thriving bright community, a place in which it is a pleasure to live, work and for people to visit.” A variety of projects to improve and increase attractiveness of the town centre have been identified.

**12.30** A review of parking is proposed in the Local Transport Plan. Improvements to signing will also provide benefits for the town centre. Directional signing will reduce the amount of miles travelled by visitors trying to find their destination and other signs will improve road safety in the centre generally.

See Retail Strategy  
Review Stage 2  
Report paras 4.71 –  
4.72

**12.31** One threat to the town centre might arise from new retail development in Old Stratford in Northamptonshire, where there have been several proposals for out-of-centre food stores. The Council will continue to monitor any proposals in Old Stratford and will object if it considers that the scale of the proposed development would undermine the vitality and viability of Stony Stratford town centre.

## STONY STRATFORD TOWN CENTRE

### POLICY TC3

Stony Stratford is defined as a Town Centre meeting the daily shopping needs of the local population. Small scale additions of new individual shop units will be permitted within the Town Centre.

Development proposals should preserve or enhance the character or appearance of the Conservation Area.

### POLICY TC4

The priorities for improving the town centre are:

- (I) A review of parking in the town centre car parks
- (II) Improved signing

## WOBURN SANDS TOWN CENTRE

### Objectives of policies (TC5 & TC6)

- To define the role of Woburn Sands Town Centre
- To improve the attractiveness of the town centre

**12.32** Woburn Sands contains a range of specialist food and non-food retailers, as well as several professional businesses. Parking is limited in comparison with larger modern centres such as Kingston. It is defined as a Town Centre meeting the daily shopping needs of the local population and nearby settlements; this includes adjoining parts of Bedfordshire. The Council is addressing concerns about protecting the core retail function of the town centre by defining a primary shopping area where changes of use from retail to non-retail uses will be restricted.

See Policy TC18

**12.33** A number of schemes are planned to increase the attractiveness of the town centre as a shopping and business destination. A Conservation Area for Woburn Sands was designated in 2003.

See Policy HE7

## WOBURN SANDS TOWN CENTRE

### POLICY TC5

Woburn Sands is defined as a Town Centre meeting the daily shopping needs of the local population. Small scale additions of new individual shop units will be permitted in the Town Centre.

### POLICY TC6

The priorities for improving the town centre are:

- (i) Improved signing
- (ii) Environmental improvements
- (iii) Improved pedestrian, cycle and public transport access

## NEWPORT PAGNELL TOWN CENTRE

### Objectives of policies (TC7 – TC10)

- To define the role of Newport Pagnell Town Centre
- To improve the attractiveness of the town centre
- To identify a preferred site for a food store in the town centre
- To focus new retail development on the core of the town centre and encourage greater diversity of uses elsewhere

**12.34** Newport Pagnell is an historic town centre with a Conservation Area. It is defined as a Town Centre meeting the daily shopping needs of the residents of the town and surrounding villages. Although several multiple retailers are represented in the town, convenience shopping is relatively limited. The town centre has undergone a decline in recent years and there have been some shop closures.

**12.35** Newport Pagnell is affected by its proximity to the City. Much of the expenditure generated in the town is spent elsewhere in Milton Keynes. The Council is seeking to stem this decline by seeking to regenerate the town centre. Where new development is proposed in the town centre, it should preserve or enhance the character and appearance of the town's Conservation Area.

**12.36** A key aspect of the planned regeneration of the town centre was the development of a new food store, as recommended in the 1999 CBHP Retail Strategy Review Stage 2. Planning permission has been granted for a new food store at 77, High Street. This will assist in improving shopping facilities for local residents; attracting back some trade currently lost to other centres; and increasing linked trips to other shops and services in the centre.

**12.37** Proposals that enhance food shopping in the town will be assessed against the criteria in Policy TC9.

**12.38** Other measures are also proposed to enhance the town centre, using funding from a variety of sources. These measures include refurbishing key buildings, improving pedestrian access and traffic flow in the High Street, and new street furniture.

**12.39** The area west of Queens Avenue / Cedars Road has been redefined as a Mixed Use Commercial Area. This reflects the appeal decision in relation to a proposed food store on the former health centre site in Marsh End Road. The appeal Inspector concluded that the site was too far from the heart of the town centre to be considered as "edge of centre", or to bring any benefits (in the form of linked trips) for the centre as a whole.

**12.40** Within this area a variety of uses will be acceptable, but to protect the vitality and viability of the Primary Shopping Area, only small scale retail development will be allowed.

## **NEWPORT PAGNELL TOWN CENTRE**

### **POLICY TC7**

Newport Pagnell is defined as a Town Centre meeting the daily shopping needs of the local population. Small scale additions of new individual shop units will be permitted in the Town Centre.

Development proposals should preserve or enhance the character or appearance of the Conservation Area.

### **POLICY TC8**

The priorities for improving the Town Centre are:

- (i) Increasing the range of shops and services in the Town Centre, including enhanced food shopping provision
- (ii) Preserving and enhancing the historic built environment
- (iii) Implementing traffic management measures
- (iv) Carrying out environmental improvements
- (v) Improving pedestrian, cycle and public transport accessibility

### **POLICY TC9**

Planning permission will be granted for proposals that enhance food-shopping provision subject to the following criteria:

- (i) The site is within or adjoining the Primary Shopping Area
- (ii) The development is designed to encourage pedestrian movement to and from the Primary Shopping Area
- (iii) The site is well related to car parks in the Town Centre
- (iv) The development would not have an adverse effect on the vitality and viability of the Town Centre.

### **POLICY TC10**

The Town Centre west of Queens Avenue / Cedars Way is defined as a Mixed Use Commercial Area.

Within this area, planning permission will be granted for small scale office, leisure and other commercial development as well as housing.

Small scale shopping development will only be approved if it does not undermine the vitality and viability of the Primary Shopping Area.

## WOLVERTON TOWN CENTRE

### Objectives of policies (TC11 - TC13)

- To define the role of Wolverton Town Centre
- To improve the attractiveness of the town centre
- To ensure retail development in Wolverton does not prejudice the Council's wider regeneration objectives

**12.41** Wolverton is defined as a Town Centre meeting the weekly shopping needs of residents in the town and its immediate catchment area. It has a mix of convenience and comparison shops and a number of small scale service uses. Small scale development or redevelopment for retail and commercial uses would enhance the attraction of the town centre and help sustain local businesses.

**12.42** Wolverton Town Centre has been affected by increased competition from other centres such as CMK. The opening of the Tesco store in 1992 was expected to revive the town centre, but failed to benefit more established parts of the centre because of the physical separation and poor pedestrian links between the Tesco store and the existing shopping area.

**12.43** In 1998, the Wolverton Partnership published "Wolverton on the Right Track" which set out short and long term proposals for the town centre. With the exception of the environmental improvements around The Agora and The Square, and traffic calming schemes necessary for integration and movement within the town centre, all the priorities in Policy TC13 either have been or are programmed in the Local Transport Plan. This list is not intended to be comprehensive. Wolverton was designated as a Conservation Area in December 2001. The Council has adopted the Wolverton Regeneration Strategy as Supplementary Planning Guidance. It will consult on an Area Action Plan to bring forward proposals to regenerate Wolverton.

See Policy TC18

**12.44** Following concern about the need to protect the core retail function of the centre, a Primary Shopping Area has been defined. Within this area, there are restrictions on changes of use to non-retail uses.

**12.45** The Tesco store in Wolverton was extended in 2001. Before granting planning permission for any further extension of this store the Council will need to be satisfied that the proposed development would not adversely affect other town or district centres.

See Policy R1

(Policy TC12 was deleted in the adoption process.)

## WOLVERTON TOWN CENTRE

### POLICY TC11

Wolverton is defined as a District Centre meeting the weekly convenience shopping needs of the resident population within its defined catchment area in the northern half of Milton Keynes and any future retail development proposals should satisfy the following criteria:

- i) the demonstrable need for additional floorspace or local services relative to population increase and its available expenditure;
- ii) the extent to which such development would further the aims of regeneration (see Policy KS6);
- iii) the degree of support given to the improvement of multi-modal access to and within the Town Centre.

## POLICY TC13

The priorities for improving the Town Centre are:

- (i) Carrying out environmental improvements around The Agora and The Square
- (ii) Improving pedestrian and cycle access
- (iii) Improving town centre signing and lighting
- (iv) Improving public transport accessibility
- (v) Implementing traffic calming schemes

## BLETCHLEY TOWN CENTRE

### Objectives of policies (TC14 – TC17)

- To define the role of Bletchley Town Centre
- To promote the regeneration of the Town Centre, by encouraging a range of economic activity in and around the Centre
- To improve retailing within the core of the town centre and encourage greater diversity of uses elsewhere
- To improve the attractiveness of the Town Centre

**12.46** Bletchley was the main shopping and commercial centre in the Borough but has declined in importance since the development of CMK. Bletchley has a large food store and a range of shops, including some multiple retailers, in the Brunel Centre and along Queensway.

**12.47** Consistent with the recommendations of the Bletchley Regeneration study (the EDAW report) and the Retail Strategy Review, the role of Bletchley in the retail hierarchy has been redefined. Bletchley is defined as a District centre functioning as a secondary centre within the Borough after CMK meeting the weekly convenience shopping needs of the local population. It is intended that Bletchley will increasingly become a secondary focus for commercial and cultural development within the City. Major development is anticipated on a number of sites in the town over the plan period.

**12.48** An area has been identified for integrated mixed use development at the western end of the Town Centre, within site MK8, close to both the railway and bus stations. Development of this site may require the relocation of the existing bus station.

**12.49** The EDAW report also recommended a number of other complementary measures to make the town centre more attractive to visitors. Proposals in the Local

See Policy TC19

Transport Plan are intended to improve parking and conditions for pedestrians, cyclists, and the disabled and public transport users. These improvements will help to create a safer town centre environment for shoppers and relieve the town centre of through traffic.

**12.50** The areas defined as Mixed Use Commercial Areas are located on the periphery of the town centre. Together with changes to the Primary Shopping Area, they are intended to focus retailer and developer interest on the western end of Queensway, while encouraging greater diversity of uses in other parts of the centre. Within these areas, to protect the vitality and viability of the Primary Shopping Area, only small scale retail development will be allowed.

## **BLETCHLEY TOWN CENTRE**

### **POLICY TC14**

Bletchley is defined as a District Centre meeting the weekly convenience shopping needs of the resident population within its defined catchment area in the southern half of Milton Keynes and any future retail development proposals should satisfy the following criteria:

- i) the demonstrable need for additional floorspace or local services relative to population increase and its available expenditure;
- ii) the extent to which such development would further the aims of regeneration as set out in Supplementary Planning Guidance;
- iii) the degree of support given to the improvement of multi-modal access and interchange within the Town Centre.

### **POLICY TC15**

Land to the north of the Brunel Centre, including Stephenson House and Wetherburn Court, as identified on the Proposals Map (Site MK8), is allocated for integrated mixed-use development, including retail floorspace and some smaller office units and flats. Any further proposals should be designed with the following considerations in mind:

- i) Internal pedestrian movement between new development and Queensway and the Brunel Centre;
- ii) The need to improve or to relocate the bus station at present within the site;
- iii) The provision of future segregated pedestrian links between Queensway and improved rail and bus stations in Central Bletchley

### **POLICY TC16**

The priorities for improving the Town Centre are:

- (i) Strengthening the retail function by the provision of a new food store
- (ii) Encouraging a greater range of retail uses
- (iii) Diversifying the range and size of land uses and activities in and around the town centre
- (iv) Introducing pedestrian and traffic management improvements in Queensway

- (v) Improving pedestrian and cycle links
- (vi) Improving public transport accessibility
- (vii) Carrying out environmental improvements
- (viii) Preparing and implementing a parking strategy for town centre car parks

## **POLICY TC17**

The following areas are defined as Mixed Use Commercial Areas on the Proposals Map:

- (i) Queensway, east of Princes Way / Lennox Road
- (ii) Land east of Saxon Street, north and south of Princes Way, including Dukes Drive

Within this area, planning permission will be granted for small-scale office, leisure and other commercial development as well as housing.

Small scale shopping development will only be approved if it does not undermine the vitality and viability of the primary shopping area.

## **NON-RETAIL USES ON GROUND FLOORS IN TOWN CENTRES**

### Objective of policy

- To protect the retailing function in the main shopping centres of the Borough.

**12.51** Apart from shopping, there is a wide range of other uses normally found in Town Centres; these include uses within the following Use Classes:

- Class A2: financial and professional services - including banks, building societies and estate agents.
- Class A3: food and drink, including cafes and restaurants
- Class A4: drinking establishments, including pubs and bars
- Class A5: hot food take-aways.

**12.52** There is continued pressure for more non-retail uses to be located within the town centres; however shopping facilities are the main reason why people visit town centres and it is important that a balance is maintained in favour of retail units. In some centres the Council feels that the balance has moved too far in favour of non-retail uses. Table TC1 sets out the restrictions on the proportion and location of such uses within the primary area of these centres.

**12.53** Changes of use from non-retail to retail use will generally be encouraged; however, where Listed Buildings and Conservation Areas are concerned, some properties may be better suited to non-retail use because of the harmful effects of inserting a new shopfront.

**12.54** Fenny Stratford is included in Table TC1 to clarify that it is not subject to Policy LC2, which limits non-retail uses in Local Centres. This reflects the special characteristics of Fenny Stratford compared to other Local Centres - including its relatively large size; proximity to Bletchley Town Centre; limited number of local

CMK is covered by  
Policy CC6.

convenience stores; and role as a secondary shopping area for Bletchley and location for specialist shops with a wider than local catchment area.

## NON-RETAIL USES ON GROUND FLOORS IN TOWN CENTRES

### POLICY TC18

Planning permission will be granted for non-retail uses in Town Centres if they satisfy the following criteria:

- (i) The general restrictions on the location and proportion of non-retail uses set out in Table TC1
- (ii) They do not create a continuous frontage of 3 or more units in non-retail use within the Primary Shopping Area
- (iii) They would not have a significant adverse effect on any nearby residential property.

Planning permission will only be granted for an amusement centre if it is located in a secondary shopping area or mixed use area away from housing, schools, churches, hospitals and hotels.

## HOUSING IN TOWN, DISTRICT AND LOCAL CENTRES

### Objective of policy

- To encourage more new housing in Town Centres

**12.55** Housing in Town Centres can help to

- Increase vitality and public safety
- Provide opportunities for people to live within walking distance of key facilities, particularly the young, single and elderly
- Reduce the need for development on greenfield sites

**12.56** Planning permission may not be required for the creation of a single flat above a shop or a bank provided certain conditions are met. Owners or developers should check with the Council to see whether these conditions apply and if any other consent, such as Building Regulation approval, is required.

## HOUSING IN TOWN, DISTRICT AND LOCAL CENTRES

### POLICY TC19

Planning permission will be granted for residential use within CMK, Town, District and Local centres in the following circumstances:

- (i) The conversion of upper floors above shops and commercial premises
- (ii) The conversion of outbuildings in Town Centres
- (iii) As part of larger mixed use development schemes

Residential development proposals in these areas should provide fewer on-site car parking spaces than the Council's maximum standards for housing development.

## CENTRAL MILTON KEYNES

**12.57** The strategic objectives for CMK are set out in Policy S5. Together with the more detailed policies that follow, they reflect work that has been carried out on a review of CMK over the last few years, in particular the CMK Development Framework. To ensure delivery of the framework, the Local Plan has been revised to incorporate the main findings and recommendations of this study.

See the CMK development Framework (October 2001) for more information.

**12.58** This framework document reflects both changes in national planning policy - e.g. on sustainable development, public transport, higher density and mixed-use development, as well as evolving local aspirations for the City Centre and public consultation. It has the status of Supplementary Planning Guidance (SPG) and is a material planning consideration in the assessment of planning applications for the development of remaining undeveloped sites in CMK and the redevelopment of existing sites and buildings.

**12.59** For the purpose of these policies, CMK includes the Campbell Park grid square unless otherwise stated.

**12.60** Planning policies for CMK set out below fall into 3 main categories including:

- General Policies for the City centre as a whole.
- Policies for individual Quarters of the City.
- Policies for Priority Development Areas where major change is expected over the next 10 years.

See Policy CC3 for further details.

## GENERAL POLICIES FOR THE CITY CENTRE

### SHOPPING

#### Objectives of policy

- To define the main shopping area in CMK and identify sites where new development is proposed.
- To define the circumstances under which new retail development will be permitted in CMK

**12.61** Most of the remaining development sites in CMK were previously shown on the Proposals Map as Mixed Use sites. This designation reflected outstanding 7(1) consents under the New Towns Act, and the aspirations by the Council and English Partnerships to introduce a greater variety of uses - both horizontally and vertically - on remaining development sites. To facilitate more mixed use development in CMK as envisaged in the CMK Development Framework, the notation for undeveloped sites in CMK has been deleted from the Proposals Map. It has been replaced by new notation reflecting the Quarters designation for CMK.

See Policy CC19; Park Gateway for further details

**12.62** Continuing growth in expenditure is expected to result in capacity for the phased development of additional retail floorspace in CMK. Current indications are

that the first phase of incremental further development of the shopping centre will be appropriate by about 2005.

**12.63** The scale of this potential increase in floorspace will be kept under review by the Council, as the actual effects of Midsummer Place and Xscape are assessed. Subsequent phased improvements to shopping provision in the period 2005 to 2011 may be appropriate if, designed to improve and extend the existing retail offer, rather than create a further major new shopping centre similar to Midsummer Place.

**12.64** In relation to convenience (food) retailing, the report recommended that any capacity for additional floor space would be better located in Newport Pagnell and Bletchley town centres. Two new Local Centres are identified in Policy LC1 to serve the new communities in Campbell Park and the Sustainable Residential Quarter in CMK. Additionally, Block C4.1 in CMK has been identified as a site for an integrated mixed-use development including a large new food store. Significant retail development (Policy CC2) is defined as more than 2500 square metres gross floor space, consistent with the PPG6 threshold for impact studies to be required.

## SHOPPING

### POLICY CC1

Within CMK, the main shopping area is between Silbury Boulevard, Avebury Boulevard, Saxon Gate and Marlborough Gate.

Elsewhere in CMK, with exception of block C4.1, retail development will be small scale and generally part of mixed shopping, office, leisure and housing schemes.

### POLICY CC2

Planning permission for significant additional retail floorspace in CMK will only be permitted if the Council is satisfied that:

- (i) Sufficient retail expenditure exists within the Milton Keynes catchment area to support the proposed additional retail floorspace in a sustainable manner, and,
- (ii) The proposed development would not materially affect the vitality and viability of any District or Town Centres, including those in towns outside the Council's area

## CMK DEVELOPMENT FRAMEWORK

### Objective of policy

- To state the circumstances under which supplementary planning guidance/supplementary planning documents (SPG/SPD) will be prepared.

**12.65** Additional SPG/SPD based on the CMK Development Framework will be produced by both Milton Keynes Council and English Partnerships. This may be in the form of Briefs to guide the development of an individual site, block or quarter within CMK. Additionally, it might cover design advice on the development of high rise buildings at particular locations.

The Planning and Compulsory Purchase Act 2004 replaces Supplementary Planning Guidance with Supplementary Planning Documents

## CMK DEVELOPMENT FRAMEWORK POLICY CC3

Within CMK, Supplementary Planning Guidance based on the Development Framework for CMK will be prepared to guide the development of sites

## OFFICE DEVELOPMENT

### Objectives of policy

- To maintain CMK as the main office centre in the Borough
- To make better use of urban land and encourage a more sustainable form of development.

**12.66** CMK is the largest office centre in the Borough with a significant concentration of office employment located between Saxon Gate and the railway station. The plot ratio is the relationship between the total site area of a proposed development and the total gross floor space of the proposed building. A plot ratio of 3.5 to 1 means the total gross floor space of the building is 3.5 times greater than the total site area.

**12.67** To facilitate a higher density of development and greater intensity of activity within CMK, the plot ratio has been increased, from the maximum plot ratio of 1.75:1 previously applied to office development in CMK to a minimum plot ratio of 2.5:1 or 3.5:1.

**12.68** This means that more floorspace can be accommodated on a particular site, with implications for building height and design, job densities and transport. The focus for tall buildings will be around Station Square, along Midsummer Boulevard and specific locations identified elsewhere. Strategic policy S5 is cross referenced to this policy, which means that higher density development must contribute to meeting the Council's wider objectives for CMK – such as more mixed use development – rather than just leading to larger office buildings.

(Policy CC4 has been moved and is after Policy CC16)

For further information on the maximum plot ratio in CMK, see Policy CMK1, Borough of Milton Keynes Local Plan (adopted January 1995)

## OFFICE DEVELOPMENT

### POLICY CC5

The Council will seek to maintain the role of Central Milton Keynes as the main office centre in the Borough.

Within CMK, planning permission for new office developments will be granted on sites allocated on the Proposals Map provided the minimum plot ratio of the development is 2.5:1 except in the following locations where the minimum plot ratio will be 3.5:1

- i) Station Square
- ii) Sites fronting or adjacent to Midsummer Boulevard
- iii) Any other locations identified in Supplementary Planning Guidance.

## NON-RETAIL USES IN THE CMK SHOPPING BUILDING AND MIDSUMMER PLACE

### Objective of policy

- To seek a balance between retail and non-retail use in the Milton Keynes Shopping Building and Midsummer Place

**12.69** The Shopping Building now known as the “the centre:mk” and Midsummer Place are the focus for comparison shopping in the Borough and are crucial to maintaining the vitality and viability of the city centre as a whole. The policy aims to protect the primary retail function of both buildings while recognising the need for a range of other uses and services, such as restaurants and cafes, banks and building societies. Midsummer Place opened in 2000 providing an additional 39,000 sq. metres (gross) of mainly A1 floorspace. As shopping floorspace in CMK increases, additional non-retail uses can be accommodated without harming the primary role of the centre. Relaxing restrictions on the proportion of non-retail units also assists in diversifying uses within the centre.

**12.70** The policy also reflects the special characteristics and design of both buildings. It is intended to:

- limit the total number of units in non-retail use
- control the extent of non-retail uses within the internal Arcades and Walks
- prevent concentrations of non-retail uses, except within units, which are primarily orientated towards the exterior of the buildings.

**12.71** The overall percentage limit on non-retail floor space is intended to apply to the size of the building at the time a planning application is submitted for an individual unit.

## NON-RETAIL USES IN THE CMK SHOPPING BUILDING AND MIDSUMMER PLACE

### POLICY CC6

Planning permission will be granted for non-retail uses in units that are primarily orientated towards the exterior of the buildings.

In other units, planning permission will only be granted for non-retail uses if the proposal satisfies the following criteria:

- (i) The overall total of non-retail floorspace on the ground floor would be less than 20% of the total ground floor retail floorspace of the particular building, and
- (ii) In the Shopping Building the non-retail frontage in any unbroken frontage to an arcade would total no more than 25%, or to the central section of a walk no more than 40%, or
- (iii) In Midsummer Place, the non-retail frontage in any unbroken frontage to east and west walk would total no more than 20%

## KEY TRANSPORT PRINCIPLES

### Objective of policy

- To ensure that the needs of pedestrians, cyclists and public transport users are given priority in new developments in CMK.

**12.72** CMK is seen as the focal point for achieving changes in travel behaviour in the City. Focusing development in locations such as CMK, which are relatively well served by public transport, reduces dependency on the car. Increasing the density of development in CMK also helps to increase the potential viability and patronage of public transport, and maximises opportunities for securing a high quality public transport system. To encourage journeys to and within CMK by means other than the car, new development should be planned so that it offers safe and convenient access for pedestrians, cyclists and public transport users. Transport interchange points will be developed at key locations in the City centre such as at the Railway Station. A key principle for new development in CMK is that it should facilitate pedestrian movement and activity, creating a public realm with a lively street scene.

**12.73** The ease and availability of parking in CMK has been a major factor behind the success of CMK. The Council recognises parking provision is fundamental to maintaining the attractiveness of CMK. Although additional parking will be developed in CMK, it will be part of a strategy of promoting the use of alternative means of travel.

## KEY TRANSPORT PRINCIPLES

### POLICY CC7a

New development in CMK should reflect the following access and transport principles:

- (i) Create a critical mass of new development and residential population to encourage walking and cycling, supporting and supported by high quality public transport.
- (ii) Protect existing and proposed transport routes, including routes into CMK
- (iii) Reallocate existing highway space in CMK to create a safe, integrated and inclusive public realm, which connects existing and proposed areas of public open space and centres of activity and encourages pedestrian movement and activity
- (iv) Improve interchange between pedestrians, cycles, buses, trains and cars and develop existing and proposed key transport interchange points at Lower Ninth Street /Midsummer Boulevard, Station Square and by the Theatre/Xscape buildings.
- (v) Provide for the parking needs of business, retail, residents and other visitors consistent with maximum parking standards

(Policy CC7b has been moved and appears after Policy CC10)

## POLICY CC7C: KEY PRINCIPLES FOR PARKING

### Objective of policy

- To explain how new parking will be provided in CMK

**12.74** The number of surface level car parking spaces within CMK will be reduced as a consequence of releasing land to maximise development opportunities or for improvements to the public realm. However, as new development proposals come forward, the overall number of parking spaces within CMK will increase consistent with the Council's parking standards. The majority of these spaces will be provided in multi-storey car parks (MSCP).

**12.75** Most new MSCP will be located around the edge of the City centre and accessed directly from the grid road network. In these locations, the MSCP will offer good access to and from the main approach routes to CMK, but without adding to traffic congestion in the City centre. They will be linked by sheltered pedestrian routes to destinations in CMK and connections with public transport services. Additional MSCP will also be developed around the railway station to serve the needs of commuters, and at strategic locations in the City centre to serve the needs generated by new development. MSCP will usually form part of mixed development blocks. Providing spaces in development blocks rather than on street frontages will reduce the visual dominance of the car in the street scene. Planning obligations will be sought from developers to fund public transport and parking provision.

The number of parking spaces in CMK is expected to increase from its present level of around 25,000 to 31,000.

See also the policy on Planning Obligations in CMK - Policy CC10.

## KEY PRINCIPLES FOR PARKING

### POLICY CC7C

Development proposals in CMK should meet the following parking requirements:

- (i) Where development on land currently used for car parking occurs alternative parking should be provided mainly in multi-storey car parks, with limited provision on street or within new development
- (ii) New parking provision will be phased so that its provision does not prejudice the implementation of public transport proposals serving CMK
- (iii) Off-street car parking (including integral garages, surface parking or multi-storey car parks) should be located within development blocks and not on street frontages

## DESIGN AND LAYOUT

### Objectives of policy

- To improve the sustainability of CMK
- To achieve a high standard of design in new buildings
- To ensure public space and public art is provided as part of new developments

**12.76** The design policies have been revised to reflect the CMK Development Framework. Illustrated design statements accompanying planning applications will assist the Council in assessing development proposals.

**12.77** These policies highlight important principles for development in CMK. They are intended to create flexible buildings that can adapt to changing demands and uses over time, and a mix of land uses that helps to sustain activity in the City centre at different times of the day and night. Providing dwellings in CMK also provides opportunities for people to walk to work or to shop.

**12.78** New development in CMK should be more sustainable, create a sense of place, facilitate pedestrian movement and contribute towards the creation of a lively street scene.

**12.79** Public art can act as a focal point within new development, helping to enliven the appearance of the area and create a sense of place. The Council has produced guidance on its "Percent for Art" policy.

For further details see Policy D4 Sustainable Construction.

See Appendix PO4 for more information on Percent for Art

## DESIGN AND LAYOUT

### POLICY CC8

All development proposals in CMK should achieve a high standard of design and be based upon a thorough analysis of the physical context and constraints of the site. Development proposals should:

- (i) Create a high density built form with a broader mix of uses both horizontally and vertically, within a finer grain of development.
- (ii) Maximise development opportunities by reducing the area used for roads and parking within boulevards, gates and streets.
- (iii) Make a positive contribution to the public realm, including provision or improvement of open space
- (iv) Include an element of public art as an integral part of the design
- (v) Provide safe, attractive and convenient pedestrian through routes within or between buildings, which are accessible to the public 24 hours a day and encourage pedestrian permeability through developments.
- (vi) Minimise the visual impact of private vehicles, parking and servicing areas on the quality of the streetscape
- (vii) Pay attention to detail in terms of lighting, signing, street furniture, decoration and works of art and ensure its provision is co-ordinated and complementary to provision elsewhere in CMK.

See also Policies D2 and D2A

Detailed illustrated design statements to demonstrate how the above criteria and any relevant Supplementary Planning Guidance for the proposal have been taken into account should accompany planning applications.

## DESIGN OF NEW BUILDINGS

### POLICY CC9

New buildings should:

- (i) Incorporate covered walkways on the frontages of all buildings facing Gates and Boulevards and provide sheltered pedestrian routes from multi-storey car parks to Midsummer Boulevard (“The City Spine”)
- (ii) Use a high standard of facing materials.
- (iii) Interact with and contribute positively to their surroundings at street level, encourage pedestrian activity, and contribute to a sense of place and vitality.
- (iv) Generally, have a minimum height of five to six storeys with taller buildings in prominent locations. Residential development should have a minimum height of 3 storeys
- (v) Comply with Policy D4: Sustainable Construction
- (vi) Be designed to maximise the use of natural lighting, and ventilation and solar gain
- (vii) Be designed to be adaptable for a range of different uses

See also Policy D2 (Design of New Development), and – for sites at the eastern end of Campbell Park - Policy D3 (Canalside Development)

## PLANNING OBLIGATIONS (IN CMK)

### Objectives of policy

- To ensure adequate physical and social infrastructure
- To ensure that all development in CMK contributes to the wider objectives for the City Centre, as set out in the CMK Development Framework

**12.80** The delivery of the CMK Development Framework means that development proposals should include adequate provision for infrastructure and community facilities. This may include the protection or enhancement of existing provision, and new measures to mitigate any losses or negative impacts arising from development.

See also Chapter 15 for the Council’s overall approach to Planning Obligations

**12.81** Planning obligations will also be used to achieve the agreed planning objectives for CMK and the wider area. These include the provision of affordable housing; major transport infrastructure including the public transport system and multi-storey car parking; other major infrastructure requirements; open space and improvements to the public realm; and other needs related to the proper planning of CMK.

See also Policies relating to CMK Quarters and Priority Development Areas

**12.82** In considering the need for planning obligations, the Council will also take into account the potential cumulative impact of development proposals and the wider impact of city centre development on areas surrounding CMK and on other centres in the City.

The Planning and Compulsory Purchase Act 2004 replaces Supplementary Planning Guidance with Supplementary Planning Documents

**12.83** The Council adopted Supplementary Guidance on Planning Obligations for Central Milton Keynes in July 2003. It intends to produce more detailed SPG/SPD on the likely requirements of planning obligations in CMK, including Quarters Plans and briefs for development sites.

## PLANNING OBLIGATIONS POLICIES IN CMK

### POLICY CC10

The design and provision of new development will be expected to help achieve the strategic goals and principles of the CMK Development Framework. The Council will seek the following improvements as part of any development proposals in CMK:

- (i) Contributions to the economic, social and cultural infrastructure required to support the realisation of the CMK Development Framework and other policies in the Local Plan.
- (ii) Improvements to, and provision of, community facilities including meeting places, education and childcare, healthcare and recreational facilities.
- (iii) Support for innovation and enterprise including training facilities and other projects that help to develop the skills of the resident workforce and help sections of the community that are disadvantaged in the labour market.
- (iv) Improvements to the pedestrian environment, cycleways, public transport system infrastructure and highways.
- (v) Financial contributions towards the provision of new or improved public transport services and car parking, including multi-storey provision.
- (vi) Provision for the remodelling or upgrading of existing CMK infrastructure, including utilities, communications and other services.
- (vii) Support for the cultural development of CMK, including the provision of public art that enhances the built and natural environment.
- (viii) Provision for new or improved public realm including public open space, leisure and recreation facilities in accordance with the standards in Appendix L3. Where it is undesirable or inappropriate to meet these standards on site, contributions will be sought towards provision elsewhere.
- (ix) 30% of new housing proposed within the category of affordable housing.

The list is not exhaustive and further guidance to developers on detailed requirements will be contained in Supplementary Planning Guidance, including Quarters Plans and Design, Development and Implementation Briefs.

## POLICIES FOR INDIVIDUAL QUARTERS OF THE CITY

**12.84** The City Centre has been divided into eight quarters, their location is shown on the Proposals Map.

These quarters are:

- (a) Midsummer Boulevard, the City Spine
- (b) The Central Business District
- (c) The Sustainable Residential Quarter
- (d) The City Core
- (e) The Station Square Quarter
- (f) The Enterprise and Knowledge Quarter

- (g) The North Western Quarter (Sport and Retail Park)
- (h) Campbell Park

**12.85** The City Centre contains a number of distinct sub-areas (quarters) each characterised by a particular use or activity. Within these quarters different types of development may be proposed. While some of these developments will take place within the period of the plan, other proposals because of their complexity and long lead times will occur beyond the standard 10-year Local Plan period. Therefore it will be necessary in some instances for land to be safeguarded for the development of those schemes in the future e.g. improvements to public transport.

**12.86** The key objectives for CMK including Campbell Park have already been described in Strategic Policy S5. Policies for the development of quarters in CMK set out the principles, aims and aspirations that the development is intended to achieve. These policies will be supplemented where appropriate by SPG/SPD. This will give greater advice and certainty on the development of sites; SPG/SPD may be prepared for each quarter or block or for development projects, which have complex or difficult issues to address.

## MIDSUMMER BOULEVARD “THE CITY SPINE”

### Objective of policy

- To outline the principles for development along Midsummer Boulevard.

**12.87** Midsummer Boulevard is the main route or “spine” through the City centre linking the Railway Station up to Campbell Park. It is the principal route for pedestrians, cyclists and public transport activity within the City centre. A high quality public transport system will run along its length and a route for this scheme is safeguarded on the Proposals Map.

**12.88** The Boulevard will be the focus for high density mixed use development in the City centre. It will feature: -

- Local landmark buildings offering opportunities for innovative architecture.
- Residential development in the form of apartments,
- New development using land created by narrowing the Boulevard and land currently used for car parking.

**12.89** Along the Boulevard, the development of shops, restaurants and services will provide new active street frontages. These together with new public spaces, works of public art and other attractions will contribute towards the creation of a lively street scene and generate pedestrian movement and activity along the street.

### CITY SPINE

#### POLICY CC7B

Development along Midsummer Boulevard should be designed to reflect the following principles

- (i) Create a high density built form of high quality design, incorporating a mix of uses with buildings of at least 8 storeys in height

- (ii) Make Midsummer Boulevard the main focus for pedestrian, cycling and public transport activity in CMK.
- (iii) Develop Midsummer Boulevard east of Saxon Street as a 'high street' where pedestrians, cyclists and public transport users have priority
- (iv) Narrow Midsummer Boulevard and reallocate existing car parking space for redevelopment with alternative parking provided mainly in multi-storey car parks and with limited provision on street or within new development.
- (v) Create a high quality public realm with activity focal points and landmark buildings connected to existing and proposed public open spaces and centres of activity.
- (vi) Create active ground floor frontages contributing to a lively street scene.
- (vii) Feature public art as an integral part of the public realm with pavilions and kiosks in areas of public open space.
- (viii) New residential accommodation should be developed at a net density of 175-275 dwellings per hectare

Facilitate the introduction of a high quality public transport scheme linking the railway station up to Campbell Park and its extension beyond

## CENTRAL BUSINESS DISTRICT

### Objective of policy

- To set out the principles for development within the Central Business District

**12.90** The Central Business District (CBD) is broadly defined by North Row / Portway, Saxon Gate, Avebury Boulevard and Grafton Gate. It includes most of the City centre offices including the Central Business Exchange (CBX Building), plus the City Church, Magistrates Court and Police Station. The majority of buildings within this area are currently single use office blocks surrounded by surface level car parking.

**12.91** Although, most of this area has been developed, there is scope over and beyond the plan period for the redevelopment of some of the existing buildings and for additional infilling. New development opportunities will focus on the third phase of the Central Business Exchange (CBX3).

**12.92** New development in the CBD should reinforce the quality of business space within the City centre as well as strengthen the attraction of CMK as a business location. The CBD includes a section of Midsummer Boulevard, the "City Spine", where opportunities for higher density development have been identified. Although business uses will be the dominant land use in the CBD, residential development, café/ restaurant provision and some limited local retailing would also be appropriate within it.

**12.93** New development sites on North Row should normally only come forward after 2011 and include a major landmark building at the Grafton Gate /Portway entrance to the City centre

For further details on  
CBX3. See Policy  
CC17

## CENTRAL BUSINESS DISTRICT

### POLICY CC11

New development or redevelopment in the Central Business District (CBD) should reflect the following principles:

- (i) Consolidate the CBD as the main business centre in CMK.
- (ii) Provide high quality business space to accommodate a broad variety of new businesses and other uses
- (iii) Develop buildings of at least 8 storeys in height on sites fronting or adjacent to Midsummer Boulevard
- (iv) Provide a mix of uses including residential accommodation together with shops, business services and cafes/restaurants at ground floor level.
- (v) New residential accommodation should be developed at a net density of 175-275 dwellings per hectare as part of mixed use schemes.
- (vi) Include a landmark building at the Grafton Gate / Portway gateway to CMK

## SUSTAINABLE RESIDENTIAL QUARTER

### Objective of policy

- To set out the principles for development within the Sustainable Residential Quarter

**12.94** The Sustainable Residential Quarter (SRQ) is broadly defined by Avebury Boulevard, Saxon Gate, South Row / Childs Way and the railway. It also extends across Avebury Boulevard to Grafton Park, between Grafton Gate and Lower Fourth Street. It includes a large area of undeveloped land (Block B4), the Leisure Plaza and Toys R Us and Argos stores.

**12.95** The majority of this area will be developed for residential purposes, with some development providing small-scale business premises and opportunities to live and work at home. Other associated uses such as community facilities, shops and services providing for the needs of local residents and workers in CMK will be provided within a new Local Centre or elsewhere in the SRQ. Block C4.1 has been identified as the preferred location for an integrated mixed-use development, including a large new food store. The store will meet the needs of the growing residential population of CMK, as well as the needs of shoppers and workers in the City Centre. It will also replace any food store provision that may be lost if the Food Centre is redeveloped. There will be scope for people living in the SRQ to walk to work or to other activities. The SRQ will cater for a mixed residential community, providing a variety of different housing types and tenures, meeting different housing needs, currently not available in CMK.

**12.96** Higher density development is envisaged particularly in development along Midsummer Boulevard "The City Spine " and at the new local centre, where new residential development will mix with other uses and should be located above active ground floor frontages. The majority of dwellings will be in apartments, which will

be pre-dominantly 6 storeys in height but rise to 8-10 storeys at key locations. Taller buildings will be considered on their merits taking into account the overall design of the building and the impact on the surrounding area. Family housing will be provided by the development of town houses, which will be predominantly 4-storeys in height.

**12.97** The Council adopted SPG providing further guidance on development within the SRQ in September 2003. In May 2004, the Council's Development Control Committee resolved to grant outline planning permission for a new residential quarter on the whole of Block B4 and the southern section of Block B3, comprising 1960 dwellings, together with a primary school, community centre public open space, A1-A3 uses, B1 or D1 uses and a potential combined heat and power plant, subject to referral of the application to the Secretary of State and the signing of a section 106 agreement.

## SUSTAINABLE RESIDENTIAL QUARTER

### POLICY CC12

New development in the Sustainable Residential Quarter is designed to promote urban living in CMK and should reflect the following principles:

- (i) Include a mix of uses and local facilities
- (ii) Provide a broad mix of urban housing types including specialist housing for the young, elderly and key workers, and 30% affordable housing
- (iii) New residential accommodation should be developed at a net density of 100-175 dwellings per hectare
- (iv) Provide small-scale business premises and dwellings designed to facilitate home working
- (v) Provide an integrated mixed-use development including a large new food store on block C4.1, in addition to a range of other shops, services, bars, restaurants, and community facilities provided within a new Local Centre or elsewhere within the Sustainable Residential Quarter.
- (vi) Provide for a Combined School and a small park including children's play facilities

A Master Plan will be prepared setting out the design principles for the development of the Sustainable Residential Quarter. This Master Plan will have the status of Supplementary Planning Guidance

## CITY CORE QUARTER

### Objective of policy

- To set out the principles for development within the City Core

**12.98** The City Core Quarter is broadly defined by Silbury Boulevard, Marlborough Gate, South Row / Childs Way and Saxon Gate. It includes the Shopping Building,

Midsummer Place, The Point, the Food Centre, the Theatre District and Xscape. It also includes part of the car park opposite Lloyds Court. The area is dominated by modern shopping development and is the centre of cultural and entertainment activity in the City.

**12.99** Development in this area is intended to make it the main focus of activity in the City centre, “The Heart of the City”, offering a diverse mix of shopping, entertainment, cultural, civic and residential and commercial development. Major development opportunities exist on temporary car parking areas and around existing buildings or may come forward by the redevelopment and relocation of existing land uses. These all offer the potential to introduce new activity and vitality to the City Centre as well as consolidate its position as the main shopping area and cultural focus.

**12.100** A major feature to make the City core, the Heart of the City is the development of a new public square (Civic Square) and market area following the removal of the Secklow Gate Road Bridge over Midsummer Boulevard. The majority of the new square will be located east of the Point, on the site of the existing temporary car park, between Midsummer and Avebury Boulevard. It will function as a flexible, multi-purpose, public meeting place, where pedestrians will have priority over the car.

**12.101** Around Civic Square, high density mixed uses development will provide: -

- New cultural, shopping and leisure facilities providing active ground floor frontages with residential and commercial development on upper floors.
- a Civic and Community Hub with facilities that could include Open Government, Life Long Learning and Training, and Information and Communication Technology.

This development may necessitate in the longer term, redevelopment of buildings like the Point and the Food centre.

**12.102** As part of the City Spine, Midsummer Boulevard east of Saxon Street will become more like a “High Street” with pedestrians, cyclists and public transport users having priority. The high quality public transport system will run along its length. When appropriate, the Council may exercise its right to run emission free public transport services through the existing covered Boulevard at Midsummer Place. Development of surface level parking spaces for retail and other uses will integrate the Shopping Building (now known as the “the centre: Mk”) to higher density development to the south of Midsummer Boulevard.

**12.103** Other significant developments along Midsummer Boulevard, which will also change its character and encourage pedestrian movement and activity include:

- The removal of Secklow Gate over the current market area. With the relocation of an expanded market to the High street created along Midsummer Boulevard and the Square.
- Improved linkages to Campbell Park by the construction of an enhanced bridge link over Marlborough Street.

- A new public open space enclosed by development between Midsummer Boulevard/ Marlborough Gate and the new bridge into Campbell Park.

Development to east of the John Lewis Building in CMK is also important in integrating Campbell Park into the rest of the City centre. Building heights within the City core will normally be 5 to 6 storeys high although this may be higher for landmark buildings. Residential development will be in the form of apartments.

For further details  
see Policy CC19  
Park Gateway

## CITY CORE QUARTER

### POLICY CC13

The City Core will be promoted as the main destination within CMK and a broad mix of uses will be encouraged including shopping, entertainment, residential, hotels, cultural and civic uses. The design and layout of new development should reflect the following principles:

- (i) Integrate existing and proposed development by breaking down the development block structure and reducing the physical separation between buildings
- (ii) Create a new Civic Square and market area (following the removal of the Secklow Gate Road Bridge over Midsummer Boulevard) to act as a focal point within CMK
- (iii) Create new Civic and Community buildings and development with active ground floor frontages around Civic Square.
- (iv) Ensure that the design and layout of development around the Midsummer Boulevard and Marlborough Gate junction does not prejudice the introduction of an enhanced bridge link into Campbell Park and reconfiguration of engineering infra- structure in this area
- (v) Development with an aspect or elevation fronting Campbell Park should support the creation of a new skyline with high quality, distinctive buildings.
- (vi) Create a new public open space, enclosed by development, between Midsummer Boulevard and the bridge to Campbell Park.
- (vii) New residential accommodation should be developed at a net density of 175-275 dwellings per hectare as part of mixed use schemes.

If the redevelopment of the Food Centre occurs during the currency of this Local Plan, redevelopment should achieve a broader mix of uses and promote a higher density of development. It should be integrated with the Theatre District to improve east-west linkages south of Midsummer Boulevard.

## STATION SQUARE QUARTER

### Objective of policy

- To set out the principles for development within the Station Square Quarter

**12.104** The Station Square Quarter is broadly defined by Silbury Boulevard, Grafton Gate, Avebury Boulevard and the railway. It includes the existing Station Square and the bus and railway stations.

**12.105** The main aims for Station Square are to: -

- Capitalise on the opportunities created by its location by the railway station
- Redevelop this area as a major high-density commercial district at the western end of the City centre
- Integrate it with other parts of CMK

Its role as a gateway to the City centre will be strengthened by the development of a new public transport interchange connecting rail, bus, taxi services and commuter carparks to the new high quality public transport system. As the location where most travellers will gain their first impression of the City, the design of the interchange should be distinctive and functional, providing passengers with real-time information on public transport services as well as clear information and signage to assist legibility for visitors and tourists.

**12.106** The existing Square will be built over and reduced in size to create a modern high profile point of arrival to the City. The remodelled square will be surrounded by hotels, restaurants and shopping facilities so that it becomes a centre of activity throughout the day and the evening. Commercial office development to create accommodation of varying sizes will be developed. These should prove attractive to high profile occupiers requiring good rail access to London. The majority of residential development will in the form of high density urban apartments however, serviced and short-let accommodation will be provided associated with a business hotel. Additional multi-storey car parks will also be developed around the railway station to serve the needs of commuters. SPD will be prepared to facilitate a comprehensive approach to the development of Station Square.

## STATION SQUARE QUARTER

### POLICY CC14

New development or redevelopment should create a new commercial district around the focal point of a remodelled Station Square. The design and layout of new development in the Station Square quarter should reflect the following principles:

- (i) Create a new public space, surrounded by office accommodation of varying sizes incorporating a mix of uses including shops, bars, restaurants, and service uses providing active ground floor frontages
- (ii) Include a hotel and a range of residential and serviced accommodation
- (iii) New residential accommodation should be developed at a net density of 175-275 dwellings per hectare
- (iv) Develop a transport interchange between rail, bus and taxi services and facilitate the introduction of a high quality public transport system
- (v) Create a high density development, with buildings of at least 8 to 10 storeys in height

## ENTERPRISE AND KNOWLEDGE QUARTER

### Objective of policy

- To set out the principles for development within the Enterprise and Knowledge Quarter

**12.107** The Enterprise and Knowledge Quarter is broadly defined by Silbury Boulevard, Saxon Gate, North Row / Portway and Marlborough Street, but also extends across Saxon Gate to include the YMCA and adjoining buildings. This Quarter also includes the Civic Offices, Central Library and Lloyds Court.

**12.108** The aims for this area are to: -

- Create a new residential and enterprise community
- Design new development to be flexible and adaptable
- Build on the existing mix of development within this area.

The types of uses that will be encouraged in this quarter include research and development, education and training, business support services and accommodation for small businesses. In the longer term there may be potential to locate a higher education institution or University within this area. This would assist in enhancing the growth of knowledge based companies in Milton Keynes as well as raising the skills levels of the local population. If this does not come to fruition, then alternatively an element of sheltered accommodation for the elderly will be considered.

**12.109** New residential development should aim to expand the supply of affordable accommodation available within the City centre. The expansion of the YMCA by North Seventh Street (which already plays a key role) onto land used for parking and beyond North Row would assist in this respect. An element of new dwellings in this quarter should also provide opportunities to live and work at home. If redevelopment of existing accommodation occurs, then the mix and quality of replacement dwellings should be of a high standard.

For further details see Cabinet reports and decisions of the Cabinet dated 29 January 2002.

**12.110** The future accommodation needs of the Council are under review and the Council is seeking to develop not only a new Civic and Community Hub in the City Core but also to relocate the Civic Offices and the Library to a more central site. In the longer term both buildings are likely to become available for development.

## ENTERPRISE AND KNOWLEDGE QUARTER

### POLICY CC15

The design and layout of new development in the Enterprise and Knowledge Quarter should reflect the following principles:

- (i) Promote the creation of a residential and enterprise community
- (ii) Develop buildings of innovative design with a mix of uses, densities and forms

- (iii) Include active ground floor frontages, particularly facing boulevards, streets and pedestrian and cycle routes to and from neighbouring areas
- (iv) Provide small-scale business premises, a business support centre and design dwellings to facilitate working at home.
- (v) Enhance Secklow Mound as an area of public open space.
- (vi) Where redevelopment opportunities occur, improve the quality and mix of residential development.
- (vii) Increase the supply of affordable housing accommodation
- (viii) New residential accommodation should be developed at a net density of 100-125 dwellings per hectare. Higher density development may be appropriate at gateway locations to CMK.

## NORTH WEST QUARTER (SPORTS AND RETAIL PARK)

### Objective of policy

- To set out the principles for development within the North West Quarter

**12.111** The Northwest Quarter is broadly defined by Portway, Grafton Gate, Elder Gate and the Railway. It includes the National Hockey Stadium and adjoining retail warehouse park. Key aims for this quarter are to: -

- Complete the National Hockey Stadium
- Improve pedestrian and cycle links to Station Square and to neighbouring Grid Squares.

**12.112** Development opportunities in this area are limited because most of this area is already developed and unlikely to come forward for redevelopment over the Local Plan period. Development opportunities are largely confined to land between the Railway line and Elder Gate, which is allocated for commercial purposes on the Proposals Map.

**12.113** To encourage visitors to the stadium to travel by means other than the car, development in this area should relate the National Hockey stadium closer to Station Square. A comprehensive network of pedestrian and cycle routes should also be created improving the links from this quarter to surrounding areas.

## NORTH WEST QUARTER

### POLICY CC16

The design and layout of new development in the North West Quarter should reflect the following principles:

- (i) Not prejudice the completion of the National Hockey Stadium

- (ii) Improve the relationship between the National Hockey Stadium and Station Square
- (iii) Improve pedestrian and cycle links to Station Square and Rooksley

## CAMPBELL PARK

### Objective of policy

- To set out the principles for development in Campbell Park.

**12.114** Policy CC4 reflects the design principles proposed in the Campbell Park Master Plan prepared by Terry Farrell & Partners. The master plan was commissioned by English Partnerships and involved consultation with the Council and other key stakeholders. It has now been incorporated into the CMK Development Framework. The design principles are intended to lead to a more inclusive and sustainable form of development, with a broader mix of land uses and development at higher densities. They are also intended to improve links between and integrate Campbell Park more closely with other parts of the City centre and the rest of the City as well as capitalising on its location by the Grand Union Canal. Among the uses proposed in Campbell Park are more housing, employment, community facilities and a local centre. A mixed-use development for leisure and recreation mixing homes, offices with cafes and restaurants is proposed around a new canal basin and marina. The Park area is the largest green space in CMK and will be retained and enhanced. The Council adopted SPG providing further guidance on development within Campbell Park in September 2003. In August 2004, the Council's Development Control Committee resolved to grant outline planning permission for a major mixed-use development, including new marinas alongside the Grand Union Canal, within Campbell Park, subject to referral of the application to the Secretary of State and the signing of a section 106 agreement. The development consists of around 2300 dwellings plus live-work units, A1 retail floorspace, A3 and B1 (Business) floorspace, leisure and community facilities together with associated open space, landscaping, parking and infrastructure.

## CAMPBELL PARK QUARTER

### POLICY CC4

The design and layout of development in the Campbell Park grid square should reflect the following principles:

- (i) Improving pedestrian and cycle links with the City Centre and adjoining grid squares, and creating new urban pedestrian and cycle routes within the new development
- (ii) Extending the Midsummer Boulevard axis up to the park
- (iii) Creating a cultural infrastructure including a significant and prominent cultural building at the western end of the park

See also Policy D3  
:Canal- side  
Development

- (iv) Create a mixed use development and canal basin alongside the Grand Union Canal
- (v) Conserving historic features, including the ancient Portway route and medieval hedgerow between Silbury Boulevard and H5 Portway
- (vi) Developing a distinctive high density built form of high quality design, incorporating a mix of uses within a finer grain of development
- (vii) Protect and enhance the Park as an area of Public Open Space
- (viii) Contribute to the provision of new or improved pedestrian and cycle links, public transport facilities and services and other necessary transport infrastructure within CMK as a whole.

New residential accommodation should be developed at a net density of 100-200 dwellings per hectare.

## PRIORITY DEVELOPMENT AREAS

Priority areas are parts of the City centre where major change is anticipated over the next 10 years, such as the Theatre District, and the third phase of the Central Business Exchange (CBX3)

### CBX 3

#### Objective of policy

- To set out the principles for development of the third phase of the Central Business Exchange (CBX3)

**12.115** CBX3 lies to the south and west of the existing Central Business Exchange, between Midsummer Boulevard, Witan Gate and Avebury Boulevard in the Central Business District. Future development of CBX3 is intended to make it a centre for business with conference and exhibition facilities, a hotel and serviced accommodation. As a development along Midsummer Boulevard the “City Spine”, it is a focus for higher density development and will be served by the high quality public transport system.

### CBX 3

#### POLICY CC17

Development of the third phase of the Central Business Exchange (CBX) should reflect the following principles:

- (i) Integrate with the existing CBX building
- (ii) Provide a mix of uses including an exhibition and conference centre, hotels, bars and restaurants, offices, training centre and business services, small scale retail premises at ground floor level and a range of residential and serviced accommodation

- |       |   |
|-------|---|
| (iii) | Provide parking within the development and/or alternative parking provision elsewhere within CMK  |
| (iv)  | Provide safe and secure routes providing permeability through the development with 24 hour pedestrian access linking Midsummer and Avebury Boulevards |

## BLOCK D4

### Objective of policy

- To set out the principles for development within Block D4

**12.116** Block D4 is defined by Avebury Boulevard, Secklow Gate, South Row / Childs Way and Saxon Gate. It has been largely developed for housing and includes buildings such as Saxon Court and the Garden Centre. The main aims for development in this area are to:

- Tie the area further into the city centre
- Improve pedestrian routes into Fishermead
- Strengthen the local residential community

**12.117** New residential development in the form of apartments and townhouses together with community and local shopping facilities will be encouraged here. If redevelopment of the eastern part of this block occurs including the Garden Centre site, new development should provide a mix of uses to integrate this area with the City Core Quarter to the north.

**12.118** The CMK Development Framework anticipates the development of the vacant site to the rear of Saxon Court will be developed as a landmark residential or commercial building beyond 2011. New development opportunities should create a safe attractive public realm and improve pedestrian routes into Fishermead.

## BLOCK D4

### POLICY CC18

The design and layout of new development of Block D4 in the City Core quarter should reflect the following principles:

- (i) Increase the residential community, by developing new residential accommodation at a net density of 100-175 dwellings per hectare
- (ii) Provide new community facilities and local shops
- (iii) Include a mix of residential, office and entertainment uses in any redevelopment of the eastern part of Block D4
- (iv) Improve pedestrian routes into Fishermead
- (v) The undeveloped site to the rear of Saxon Court (Block D4.1 south) should be developed as a residential and commercial landmark building to mark this

prominent entrance to CMK. Development of this site should be designed to integrate with the redevelopment of Saxon Court

## PARK GATEWAY

### Objective of policy

- To set out the principles for development within the Park Gateway

**12.119** The Park Gateway is broadly defined as the area between Silbury Boulevard, Marlborough Gate, Avebury Boulevard and Lower Twelfth Street. It includes the Theatre and Theatre District and also extends across Midsummer Boulevard to the rear of the John Lewis department store.

**12.120** Development to the north of Midsummer Boulevard and east of the existing John Lewis department store provides a major opportunity to develop distinctive buildings of innovative design on the Park edge. These will serve as visual landmarks. This development will also be important in integrating Campbell Park into the rest of the city centre. Mixed-use development will include new and existing shops and other uses. Additional parking provision will be provided in multi-storey carparks, screened by other development in views from elsewhere

**12.121** New development in the Theatre District between the Theatre and Lower Twelfth Street is intended to diversify the current mix of eating and entertainment uses in this area and introduce new uses. Development of the existing surface level parking areas to the north will assist in:

- Drawing pedestrian activity across Midsummer Boulevard,
- Improving the district's relationship with the Theatre
- Providing an active south-western corner to the new area of public open space enclosed by development north and south of Midsummer Boulevard and Campbell Park.

To the south of the Theatre District towards Avebury Boulevard and the Xscape building, new development should aim to integrate the Xscape building into the city centre.

**12.122** Development to the north and east of the Theatre up to Midsummer Boulevard and Marlborough Gate provides opportunities for the expansion of existing cultural uses such as the Theatre and Milton Keynes Gallery and the introduction of new uses such as a museum. The area could also be a desirable location for a restaurant or similar facility on the south side of Midsummer Boulevard.

## PARK GATEWAY

### POLICY CC19

- (i) **Between Lower Twelfth Street and the Theatre:** Development should be mixed use with a variety of employment premises, entertainment, bars, and

restaurants on the ground floor and residential and office use on upper floors.

(ii) **North and east of the Theatre up to Midsummer Boulevard and Marlborough Gate:**

Development should be for cultural uses including the expansion of the Theatre and Gallery or for restaurants.

(iii) **North of Midsummer Boulevard, between the John Lewis Building (Block E2.4) and Marlborough Gate:** Development should be mixed use including retail, entertainment, cultural activities, restaurants, bars and a multi-storey car park. Buildings should be distinctively designed to act as a visual landmark for visitors.

## OTHER RETAIL POLICIES

**12.123** As well as policies relating to particular centres, the following retail policies apply throughout the Borough.

## MAJOR RETAIL PROPOSALS

### Objective of policy

- To set out criteria for assessing all major new retail development in the Borough

**12.124** The Local Plan aims to strengthen and regenerate existing Town Centres, and locate new retail development so as to reduce the need for travel by car. Policy R1 sets out criteria for assessing the extent to which major retail proposals are consistent with these key policy objectives.

This is consistent with the PPG6 threshold for impact studies to be required

**12.125** Major retail proposals are defined as more than 2,500 square metres gross floorspace. In exceptional cases, the Council may request applicants to submit impact studies for smaller proposals - for example, if there is concern that the incremental or cumulative effect of small-scale extensions to existing shops might adversely affect a nearby centre.

**12.126** PPG6 lists the details that applicants must provide for local authorities to assess planning applications for developments over 2500 sq m gross floorspace:

PPG6 para 4.13

- Evidence of a sequential approach to site selection and the availability of suitable alternative sites
- Consideration of economic impact on other centres including cumulative effects of recently completed developments and outstanding permissions
- The accessibility of the proposed development by a choice of means of transport
- Likely changes in travel patterns
- Any significant environmental impacts

## MAJOR RETAIL PROPOSALS

### POLICY R1

Major retail proposals, over and above existing commitments, will only be permitted if they satisfy the following criteria:

- (i) The proposal would not undermine the Council's development plan strategy
- (ii) The proposal, either by itself or with other completed or committed developments, would not harm the vitality and viability of any Town, District or Local Centre
- (iii) In the case of developments within existing centres, the development is of an appropriate scale; and elsewhere, there is a quantitative and qualitative need for the proposal
- (iv) There are no sequentially preferable sites that are suitable, available within a reasonable period of time and viable for the proposed development.
- (v) The proposal would be accessible by a choice of means of transport and be likely to increase opportunities for one journey to serve several purposes.
- (vi) The proposed development would not be contrary to Policy E7 (retailing on employment land)

## RETAIL WAREHOUSING

### Objective of policy

- To control the provision of new retail warehousing and set out criteria for assessing planning applications

**12.127** The 2003 Retail Capacity Study concluded that there is no need to identify or allocate any additional out-of-centre sites for general retail warehouse development in the period to 2011.

**12.128** Planning permission will therefore only be granted for additional retail warehousing if the exceptional circumstances in Policy R2 are satisfied. The Council will keep the issue of additional provision under review as part of a process of updating the Retail Strategy at regular intervals.

**12.129** Planning conditions restricting the range of goods sold to bulky durable goods, and restricting sub-division into smaller units, will be imposed on any new permission. This is consistent with advice in PPG6 and is intended to prevent retail warehousing changing over time and offering a similar range of shops and services to Town Centres. Within the Borough, certain sites such as the former Bus Depot site at Snowdon Drive, Winterhill and the former Dana Automotive Division site at Patriot Drive, Rooksley have planning consent for DIY retail warehousing. Any annotation on the Proposals Map relating to these sites will be consistent with these planning consents and will therefore be restricted to DIY retail warehousing and not for other forms of retail development.

**12.130** Warehouse clubs often share many of the same characteristics of large retail outlets. Where this is the case, planning applications for warehouse clubs will be considered under Policy R2. Where warehouse clubs share some but not many of the characteristics of, large retail outlets they will be treated as “sui generis” uses, although such applications will be subject to criteria (i) to (iii) of Policy R1. A Costco warehouse club opened at Kingston in 2005.

Warehouse clubs: out of centre businesses specialising in bulk sales of reduced priced goods in unsophisticated buildings with large car parks, usually with a limited number of lines and restrictions on access to businesses, organisations and categories of individuals.

## RETAIL WAREHOUSING

### POLICY R2

Land is allocated for retail warehousing at Winterhill. Planning permission will not be granted for additional retail warehousing elsewhere before 2006, unless:

- (i) The site has previously been used for retail warehousing, or the application is for the replacement of out of date floorspace which then goes out of retail use or
- (ii) The criteria in Policy R1 are satisfied

The Council will impose planning conditions on new retail warehouses to restrict their sub-division into smaller shops and to limit the range and types of goods sold to bulky durable goods only.

Proposals for warehouse clubs that share some but not many of the characteristics of large-scale retail outlets will be assessed against criteria (i) to (iii) of Policy R1.

## CAR-RELATED RETAIL USES

### Objective of policy

- To minimise the environmental impact of car-related retail uses

**12.131** Most car dealers now trade from large premises, which involve substantial areas of vehicle parking and deliveries by very large transporters. They are not uses that will be acceptable in older town centres or in housing areas. Car servicing can generate significant numbers of vehicles visiting the site, with problems of traffic, parking, noise and smell. Such uses are best sited away from shops and homes.

## CAR-RELATED RETAIL USES

### POLICY R3

Proposals for car showroom, servicing and other car-related retail uses will be permitted only in the following locations:

- 1 Central Milton Keynes (except for car servicing)
- 2 The District Centres of Kingston and Westcroft
- 3 Employment areas

## FORECOURT SHOPS

### Objectives of policy

- To assess the suitability of forecourt shopping proposals.
- To protect shops in villages and local centres.

See PPG6 para 3.22

**12.132** In recent years, many filling station operators have sought to expand their forecourt shops. In some areas, this can provide a valuable local shopping facility. However, in Milton Keynes, the Council was concerned about the potential impact of a large number of forecourt shop proposals on nearby Local Centres and, in one case, the nearest village shop. An Inspector agreed with the Council's concerns in dismissing 5 out of 7 proposals following a public inquiry. Smaller forecourt shops, which are less likely to impact on nearby Local Centres and village shops, have since been approved at a number of these sites.

**12.133** The Council will also assess applications for forecourt shops against its approved supplementary planning guidance. This covers matters such as the size of the forecourt shop; its distance from nearby centres; and the accessibility of the shop other than by car. The last factor is particularly important in the City where filling stations are mainly located on grid roads, without any pedestrian access from surrounding housing areas.

## FORECOURT SHOPS AT PETROL FILLING STATIONS

### POLICY R4

Planning permission will only be granted for retail uses or enlarged forecourt shops at petrol filling stations if:

- (i) The retail use remains ancillary to the primary use as a petrol filling station
- (ii) The proposal, either by itself or together with other similar proposals or developments, would not harm the vitality and viability of any Local Centres or village shops

Proposals will also be assessed against the Council's supplementary planning guidance on forecourt shops.

## GARDEN CENTRES

### Objective of policy

- To identify locations where new garden centres will be permitted

**12.134** Traditionally, garden centres have been located in the urban fringe, often associated with plant nurseries. However, the size and number of buildings required; the desire to diversify into non-garden related goods and services; and access, parking and traffic issues mean that garden centres can be very intrusive in the open countryside.

**12.135** New garden centres should preferably be in or adjoining the City, where they will be easily accessible to most of the Borough's population. Some locations within the extended Linear Parks may be acceptable.

**12.136** Proposals for new development within existing garden centres, including those in the open countryside, may be acceptable if they are directly related to the operation of the site as a garden centre. All proposals will also need to comply with other relevant Local Plan policies.

## GARDEN CENTRES

### POLICY R5

Planning permission will be granted for garden centres in the following locations:

- (i) Sites allocated or in existing use for retail purposes
- (ii) Where the proposed garden centre is ancillary to the main use of the site as a plant nursery

Planning permission may also be granted for garden centres on sites within the extended Linear Parks, where such proposals would contribute significantly to achieving the objectives set out in Policy S12 (Linear Parks).

## RETAIL USES IN THE OPEN COUNTRYSIDE

### Objectives of policy

- To sustain and diversify economic activity in rural areas
- To complement but not damage retail facilities in nearby settlements
- To protect the rural environment

**12.137** Farm shops can provide additional income for farmers, as well as a valuable service for local residents. Planning permission may not be needed for a farm shop where a farmer sells his own produce from an existing building. However, planning permission will be needed if the shop sells produce imported from elsewhere or requires a new sales building.

**12.138** Where proposals for farm shops and retail activities do need planning permission, they should be small scale, to avoid either harm to village shops or creating out-of-centre facilities that compete with existing centres and are accessible only by car. The floorspace limit corresponds with the size of an average individual shop unit and the threshold used in the Council's supplementary planning guidance for forecourt shops.

**12.139**

## RETAIL USES IN THE OPEN COUNTRYSIDE

### POLICY R6

Retail uses on a farm or elsewhere in the open countryside will only be permitted if:

- (i) The scale and scope of retailing proposed would not harm the viability of any Town Centre or village shop
  - (ii) The proposed use can be accommodated within an existing building without substantial reconstruction, extension or alteration
  - (iii) The retail floorspace of the building does not exceed 75 sq metres net
- Any planning permission for such a use may limit the range or source of the goods to be sold, or both.

**TABLE TC1: NON-RETAIL USES ON GROUND FLOORS IN TOWN CENTRES**

<b>BLETCHLEY</b>	
<b>Primary Area</b> Queensway (west of Cambridge St) Brunel Centre (The Concourse only)	<ul style="list-style-type: none"> <li>Additional non-retail uses may be acceptable within a block of properties, subject to the frontages of all non-retail uses in that block not exceeding 40% of the total frontage of that block</li> </ul>
<b>Secondary Area</b> Remainder of Town Centre	<ul style="list-style-type: none"> <li>No restrictions on the proportion of units in non-retail use</li> </ul>
<b>WOLVERTON</b>	
<b>Primary Area</b> Church Street (8-64 inclusive ) The Agora (only those units with frontages on to Church Street, including the car park ) Stratford Road (1a-21 inclusive)	<ul style="list-style-type: none"> <li>Change of use involving the loss of A1 retail will not normally be acceptable</li> <li>Change of use from one non-retail to another non-retail use may be acceptable</li> <li>Change of use from non-retail use to A1 retail will be encouraged</li> </ul>
<b>Secondary Area</b> Remainder of Town Centre	<ul style="list-style-type: none"> <li>No restrictions on the proportion of units in non-retail use</li> </ul>
<b>STONY STRATFORD</b>	
<b>Primary Area</b> High Street (Wolverton Road to Church Street) Cofferidge Close	<ul style="list-style-type: none"> <li>Change of use involving the loss of A1 retail will not normally be acceptable</li> <li>Change of use from one non-retail to another non-retail use may be acceptable</li> <li>Change of use from non-retail use to A1 retail will be encouraged</li> </ul>
<b>Secondary Area</b> Remainder of Town Centre	<ul style="list-style-type: none"> <li>No restrictions on the proportion of units in non-retail use</li> </ul>
<b>NEWPORT PAGNELL</b>	
<b>Primary Area</b> High Street (17-77, 22-88 inclusive)	<ul style="list-style-type: none"> <li>Change of use involving the loss of A1 retail will not normally be acceptable</li> <li>Change of use from one non-retail use to another non-retail use may be acceptable</li> <li>Change of use from non-retail use to A1 retail will be encouraged</li> </ul>
<b>Secondary Area</b> Remainder of Town Centre	<ul style="list-style-type: none"> <li>No restrictions on the proportion of units in non-retail use</li> </ul>
<b>OLNEY</b>	
<b>Primary Area</b> Market Place	<ul style="list-style-type: none"> <li>Change of use involving the loss of A1 retail will not normally be acceptable</li> <li>Change of use from one non-retail use to another non-retail use may be acceptable</li> <li>Change of use from non-retail use to A1 retail will be encouraged</li> </ul>
<b>Secondary Area</b> Remainder of Town Centre	<ul style="list-style-type: none"> <li>No restrictions on the proportion of units in non-retail use</li> </ul>

## WOBURN SANDS

Primary Area

19-75 High Street inclusive

- Additional non-retail uses may be acceptable, subject to the units in non-retail use not exceeding 15% of all units in the primary area.

**Secondary Area**

Remainder of Town Centre

- No restrictions on the proportion of units in non-retail use

## FENNY STRATFORD

**Local Centre**

No Primary Area defined

- No restrictions on the proportion of units in non-retail use