



GOVERNMENT OFFICES FOR THE  
SOUTH EAST  
EAST MIDLANDS  
EAST OF ENGLAND

# Milton Keynes & South Midlands Sub-Regional Strategy

Alterations to Regional Spatial Strategies  
covering the East of England, East Midlands  
and South East of England



March 2005





GOVERNMENT OFFICES FOR THE  
SOUTH EAST  
EAST MIDLANDS  
EAST OF ENGLAND

# Milton Keynes & South Midlands Sub-Regional Strategy

Alterations to Regional Spatial Strategies  
covering the East of England, East Midlands  
and South East of England



Published by TSO (The Stationery Office) and available from:

**Online**

[www.tso.co.uk/bookshop](http://www.tso.co.uk/bookshop)

**Mail, Telephone, Fax & E-mail**

TSO

PO Box 29, Norwich NR3 1GN

Telephone orders/General enquiries 0870 600 5522

Fax orders 0870 600 5533

Email [book.orders@tso.co.uk](mailto:book.orders@tso.co.uk)

Textphone 0870 240 3701

**TSO Shops**

123 Kingsway, London WC2B 6PQ

020 7242 6393 Fax 020 7242 6394

68-69 Bull Street, Birmingham B4 6AD

0121 236 9696 Fax 0121 236 9699

9-21 Princess Street, Manchester M60 8AS

0161 834 7201 Fax 0161 833 0634

16 Arthur Street, Belfast BT1 4GD

028 9023 8451 Fax 028 9023 5401

18-19 High Street, Cardiff CF10 1PT

029 2039 5548 Fax 029 2038 4347

71 Lothian Road, Edinburgh EH3 9AZ

0870 606 5566 Fax 0870 606 5588

**TSO Accredited Agents**

(See Yellow Pages)

and through good booksellers

© Crown copyright March 2005

Copyright in the typographical arrangements rests with the Crown.

This publication, excluding logos, may be reproduced free of charge in any format or medium for research, private study or for internal circulation within an organisation. This is subject to it being reproduced accurately and not used in a misleading context. The material must be acknowledged as Crown copyright and the title of the publication specified.

For any other use of this material, please write to HMSO Licensing, St Clements House, 2-16 Colegate, Norwich NR3 1BQ Fax: 01603 723000 or e-mail: [licensing@hmso.gov.uk](mailto:licensing@hmso.gov.uk)

Further copies of this document are available on the websites of [www.go-em.gov.uk](http://www.go-em.gov.uk) v [www.go-east.gov.uk](http://www.go-east.gov.uk) the Government Offices for the East Midlands, East of England, and South East. ([www.go-em.gov.uk](http://www.go-em.gov.uk); [www.go-east.gov.uk](http://www.go-east.gov.uk); [www.gose.gov.uk](http://www.gose.gov.uk)).

Cover photo: Wellingborough riverside play area, courtesy of the Northampton Evening Telegraph

ISBN 0 11 753942 2

Printed in Great Britain on material containing 75% post-consumer waste and 25% ECF pulp  
N177311 C20 19585 03/05 301516

---

# Contents

|   |    |
|---|----|
| <b>Foreword</b>   | 6  |
| <b>Introduction</b>   | 8  |
| <b>Part A Statement:<br/>The Strategy for the Milton Keynes-South Midlands Sub-Region</b> | 11 |
| Section 1: The Spatial Framework  | 11 |
| Section 2: Sustainable Communities  | 16 |
| Section 3: Effective Delivery   | 20 |
| <br>  |    |
| <b>Part B Statements: The Strategies for the Sub-Areas</b>                                | 22 |
| Statement for Bedfordshire and Luton (East of England)                                    | 22 |
| Statement for Milton Keynes and Aylesbury Vale (South East England)                       | 29 |
| Statement for Northamptonshire (East Midlands)  | 35 |

# Foreword

The final Milton Keynes and South Midlands Sub-Regional Strategy is a co-ordinated review of policy for the Milton Keynes & South Midlands Sub-Region, which is at the intersection of three regions. The First Secretary of State considers it essential that inter-regional co-operation and joint working continues between the three regional planning bodies, government agencies, Local Delivery Vehicles, local authorities and other partners in the Sub-Region. This is vital both to ensure effective delivery of the strategy and to monitor and review regional policy.

## Status

With a few exceptions Regional Planning Guidance (RPGs) have been prescribed by The First Secretary of State as Regional Spatial Strategies (RSSs) with effect from 28th September 2004. This Sub-Regional Strategy for the Milton Keynes/South Midlands Area (MKSM) constitutes revisions to three RSSs and is not a separate RSS. The three relevant RSSs are:

- East Midlands (published as Regional Spatial Strategy for the East Midlands RSS8);
- East of England (published as RPG6, and such parts of RPG9 that relate to Bedfordshire, Essex and Hertfordshire); and
- South East (published as RPG9, already revised in regard to the Regional Transport Strategy (chapter 9) and the Ashford Growth Area (Chapter 12), and excluding such parts as relate to Greater London, Bedfordshire, Essex and Hertfordshire).

The MKSM Sub-Regional Strategy amends the following sections of the relevant RSSs:

- East of England: it replaces paragraphs 12.35 to 12.41 of RPG 9
- South East: it replaces paragraphs 12.60 to 12.62 of RPG9.

In the East Midlands, the Introduction, Part A and Part B of the MKSM Sub-Regional Strategy have been incorporated in the revised Regional Spatial Strategy for the East Midlands (RSS8).

The South East and East of England Regional Assemblies are currently reviewing their RSSs. The revised RSSs will establish the overarching spatial strategy for the whole of these regions and provide Sub-Regional guidance for some areas not covered by this Sub-Regional Strategy. The draft revised RSS for the East of England was published for consultation in late 2004 and the draft revision to the RSS for the South East was published for consultation in early 2005.

This document sets new house building figures for parts of Bedfordshire and Buckinghamshire. These figures will form part of the new overall housing figures to be included in the revised RSSs for the South East and the East of England respectively, which will also include revised figures

for the rest of Bedfordshire and Buckinghamshire.

For the East Midlands, consequential changes, including changes to the relevant housing provisions for Northamptonshire, have been necessary to bring the RSS fully in line with the Sub-Regional Strategy. The First Secretary of State has published this final version of the Sub-Regional Strategy concurrently with the final version of the revised RSS for the East Midlands.

The Sub-Regional Strategy forms part of the regional policy basis for the preparation of statutory Local Development Documents by the local planning authorities within the sub-region. It is at this stage that detailed site specific and locational proposals will be brought forward to implement the Sub-Regional Strategy. This stage also involves further requirements for public consultation and stakeholder involvement, for example integration with Community Plans, and for the preparation of a Sustainability Appraisal. Joint working and co-operation with Local Delivery Vehicles, regional planning bodies, government agencies and other partners will also be essential at this stage. This should include the joint preparation of Local Development Documents, where this is necessary to implement the proposals in the Sub-Regional Strategy.

Although these changes form revisions to three different RSSs they are published as a single document because it is essential that the proposals are implemented, monitored and reviewed in a co-ordinated way by the regional planning bodies, government agencies and others involved.

## Consultation

The Sub-Regional Strategy has undergone a long period of public involvement and stakeholder engagement which began with the preparation of RPG8 (2002) and RPG9 (2001), both of which referred to the potential for growth in the sub-region and the need for a cross regional study. This was followed by the preparation of the Milton Keynes and South Midlands Study (September 2002) which was managed by a Steering Group made up of representatives from a wide range of local authorities and other public bodies. Several geographic and themed stakeholder meetings were held during preparation of the Study.

The same Steering Group, enlarged to embrace key delivery agencies, also managed the preparation of the Growth Area Assessments for the different growth locations, which tested the feasibility of the MKSM Study conclusions at the local level.

Public involvement and consultation on the draft Sub-Regional Strategy took place over a 12 week period between July and October 2003, producing some 1,600 responses, followed by a Public Examination before an independent Panel. Copies of the Panel Report were sent to all who participated in the Examination and made widely

available on Government websites. There was a further eight week consultation on the Secretary of State's Proposed Changes in the autumn of 2004 before the strategy was finalised and this produced over 400 responses.

There will be further substantial opportunities for public involvement in the preparation of Local Development Documents, which translate the strategic guidance in this Sub-Regional Strategy into site specific proposals at the local level.

Copies of this strategy are available on the websites of the Office of the Deputy Prime Minister and the Government Offices for the East Midlands, East of England, and South East ([www.odpm.gov.uk](http://www.odpm.gov.uk); [www.go-em.gov.uk](http://www.go-em.gov.uk); [www.go-east.gov.uk](http://www.go-east.gov.uk); [www.gose.gov.uk](http://www.gose.gov.uk)).



# Introduction

1. The Regional Planning Guidance for the South East (RPG9, March 2001) identifies the general area of Milton Keynes and the South Midlands as one of four potential major growth areas in the wider South East. The others identified are London–Stansted–Peterborough–Cambridge, Ashford and the Thames Gateway. RPG9 proposed undertaking a Sub-Regional study to investigate what the nature, possible extent and location of future growth might be within the Milton Keynes and South Midlands (MKSM) area.
2. The wider context for the Sub-Regional Strategy is set by the Government’s Sustainable Communities Plan (February 2003). This seeks to accommodate the economic success of London and the wider South East and ensure that the international competitiveness of the area is sustained, identifying a key role for the four growth areas. Specifically, the Sustainable Communities Plan seeks to address a number of strategic challenges facing the South East:
  - to increase housing supply by providing for the region’s growing population, turning around the trend in house completions, improving the match between housing needs and provision, and making better use of land;
  - to make home ownership more affordable;
  - to tackle transport and other infrastructure issues;
  - to address issues concerning skills and the labour market;
  - to tackle deprivation and the need for urban renewal
3. The Sustainable Communities Plan makes clear that where new or expanded communities are needed, these should be sustainable, well-designed, high-quality and attractive places where people will choose to live and work.

## The evolution of the Sub-Regional Strategy

4. The Sub-Regional Strategy has been prepared in response to the Government’s request to the three Regional Planning Bodies whose areas cover parts of the sub-region to develop proposed Alterations to Regional Planning Guidance for the South East, East Midlands and East of England.
  5. In July 2001 consultants were commissioned by the Government and the Regional Assemblies and Regional Development Agencies for the South East, East of England and the East Midlands to study the growth potential of the MKSM area. The final report (The Milton Keynes and South Midlands Study) was published in September 2002. The report concluded that the area had considerable potential for sustainable economic growth over the next 30 years which would be of benefit both locally and nationally.
- Having examined the possible outcome of a number of economic growth scenarios it concluded that the area could grow at the ‘high growth’ scenario. This would generate from 230,000–300,000 jobs by 2031 compared with some 150,000 jobs if current planning policies continued. Without this change in current policy there would have been a worsening imbalance between jobs and resident workers in most parts of the MKSM area, leading to increased commuting by private transport. At a strategic level, the extent of growth identified in the study is not exceptional in relation to past trends.
6. The study evaluated four options for distributing growth: dispersed growth on the basis of existing policies; urban concentration based on four centres (Milton Keynes, Northampton, Bedford and Luton/Dunstable/Houghton Regis); a corridor option based on the Midland Main Line and the West Coast Main Line; and a metropolitan double centre focused on Northampton and Milton Keynes. Evaluation suggested that the 3rd and 4th were most in line with sustainable development principles but failed to address economic development needs in key locations. A ‘preferred option’ was therefore developed, focusing on Northampton, Milton Keynes, Bedford, Luton/Dunstable/Houghton Regis, and Corby/Kettering/Wellingborough. Growth is also identified for Aylesbury Vale. The advantages of this option, as noted at paragraph 6.63 of the MKSM Study, are:
    - the scale of economic growth it delivers;
    - the focus on growth in the main urban centres and prospects for their improvement;
    - a better balance (than other options) between the location of jobs and workers;
    - the potential for regeneration of key centres which are struggling; and
    - the ability to deliver significant improvements to public transport, with real opportunities for achieving a shift away from car borne journeys.
  7. Following on from the MKSM Study, consultants were appointed to carry out individual ‘Growth Area Assessments’ (GAAs) of the main growth points. The purposes of these assessments were to test the feasibility and timing of growth that would be appropriate for future strategic planning to 2021 (2016 in the cases of Milton Keynes and Aylesbury); to provide confirmation of a recommended broad pattern, timing and phasing of development; to determine how much growth is capable of being accommodated in the urban areas; and to provide guidance on how the area could be developed in the most sustainable way. All of the GAAs recommended



a preferred spatial development scenario for their area to 2016/2021 and looked further ahead to 2031 to ensure that there would be potential for the longer term. The collection of individual development scenarios then formed the basis for the Sub-Regional Strategy. For Bedford and the Marston Vale, the Growth Area Assessment concluded that a growth rate closer to the MKSM Study Trend Growth Option is more plausible – at least initially – than the high growth option in the Bedford context, given the historically low rates of delivery and need to address slow economic growth. A trend growth option was also adopted for Kettering to avoid development in areas where it may be likely to have a negative impact.

8. The overall effect of the GAAs has been to demonstrate that there is strategic capacity for growth on the scale indicated by the MKSM study, with certain minor exceptions. The site specific issues now need to be considered through the preparation of LDDs, with any site allocations being identified in Development Plan Documents (DPDs), to take forward the strategic policies of the Sub-Regional Strategy. Where appropriate, the detail provided by the GAAs and the work undertaken for the Sub-Regional Strategy should inform the speedy production of LDDs.

### Purposes of the Sub-Regional Strategy

9. Accordingly, the purposes of the Sub-Regional Strategy are:
  - to provide strategic guidance on the scale, location and timing of development and associated employment, transport, and other infrastructure to 2021 and the necessary delivery mechanisms; and
  - to provide a longer-term perspective for the sub-region to 2031 in the form of uncommitted planning assumptions subject to later review.

The Sub-Regional Strategy will, as revisions to the three Regional Spatial Strategies, also:

- provide the necessary strategic guidance for Local Planning Authorities in preparing Local Development Documents (LDDs) which, together, will provide a clear planning framework for implementing the proposals of the Sub-Regional Strategy;
- inform the preparation or reviews of Community Strategies, the Regional Economic Strategies, the Regional Housing Strategies and other operational plans and policies of bodies responsible for undertaking investment in the public, private and voluntary sectors, including the delivery bodies.

### Format and content of the Sub-Regional Strategy

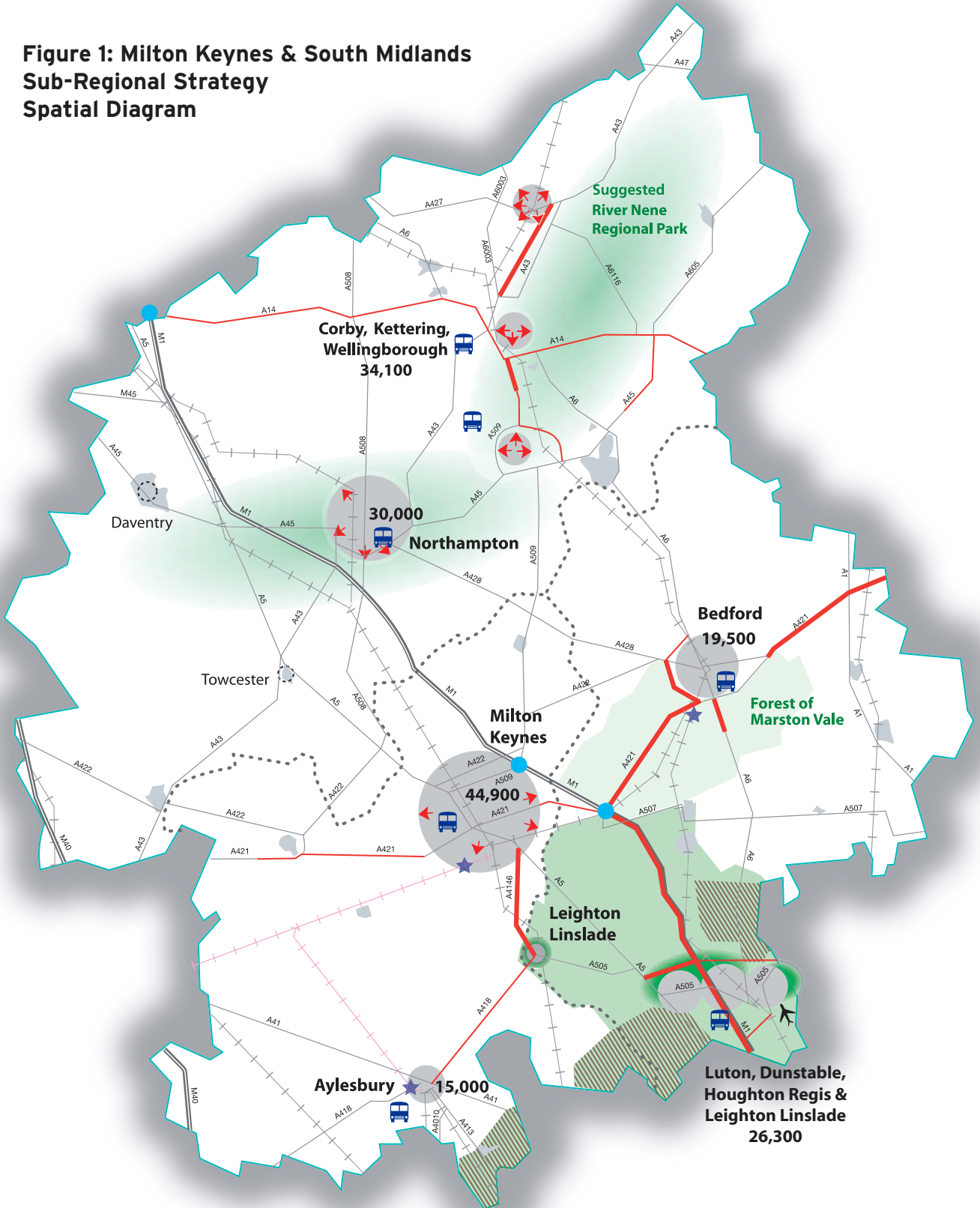
10. The Sub-Regional Strategy comprises an overarching strategy and key spatial diagram for the whole of the Sub-Region (Part A) and a set of separate statements providing more specific guidance for all of the growth towns (Part B).
11. The Sub-Regional Strategy is focused on these growth towns and does not seek to duplicate other topics covered in national or regional guidance.

### Key characteristics of the Sub-Region

12. The MKSM Sub-Region is located in southern central England, between London and the wider Midlands. It has a population of 1.5 million and covers 4,850 sq. km. Its largest urban centres are Milton Keynes, Northampton, Luton – Dunstable – Houghton Regis and Bedford – Kempston. The Sub-Region straddles three regions: the East of England, the East Midlands and the South East.
13. Some of the key characteristics of the Sub-Region are:
  - there is no dominant focus or urban centre;
  - economic growth rates have been high, but uneven, with Milton Keynes and Northampton developing more balanced economies while difficulties in achieving structural changes have held back growth in other centres, particularly Bedford, Corby and Luton;
  - there is a need to improve transport and community infrastructure: for example the transport network has weak east-west links, public transport is in need of substantial improvement and there is a need to expand the capacity of health and social care services and higher and further education provision;
  - there is a need to diversify the sub-region's local economies and attract new economic sectors and grow local and Sub-Regional clusters. This should include higher value knowledge-based activities and there is a need to raise the skills of the local workforce to meet these opportunities; and
  - the Sub-Region contains environmental assets of national importance (e.g. the Chilterns AONB), as well as features of regional interest (e.g. the Nene and Great Ouse Valleys and Marston Vale and Rockingham Forests), and its countryside and rural settlements have a rich and varied character.

# Part A Statement: The Strategy for the

**Figure 1: Milton Keynes & South Midlands Sub-Regional Strategy Spatial Diagram**



# Milton Keynes-South Midlands Sub-Region

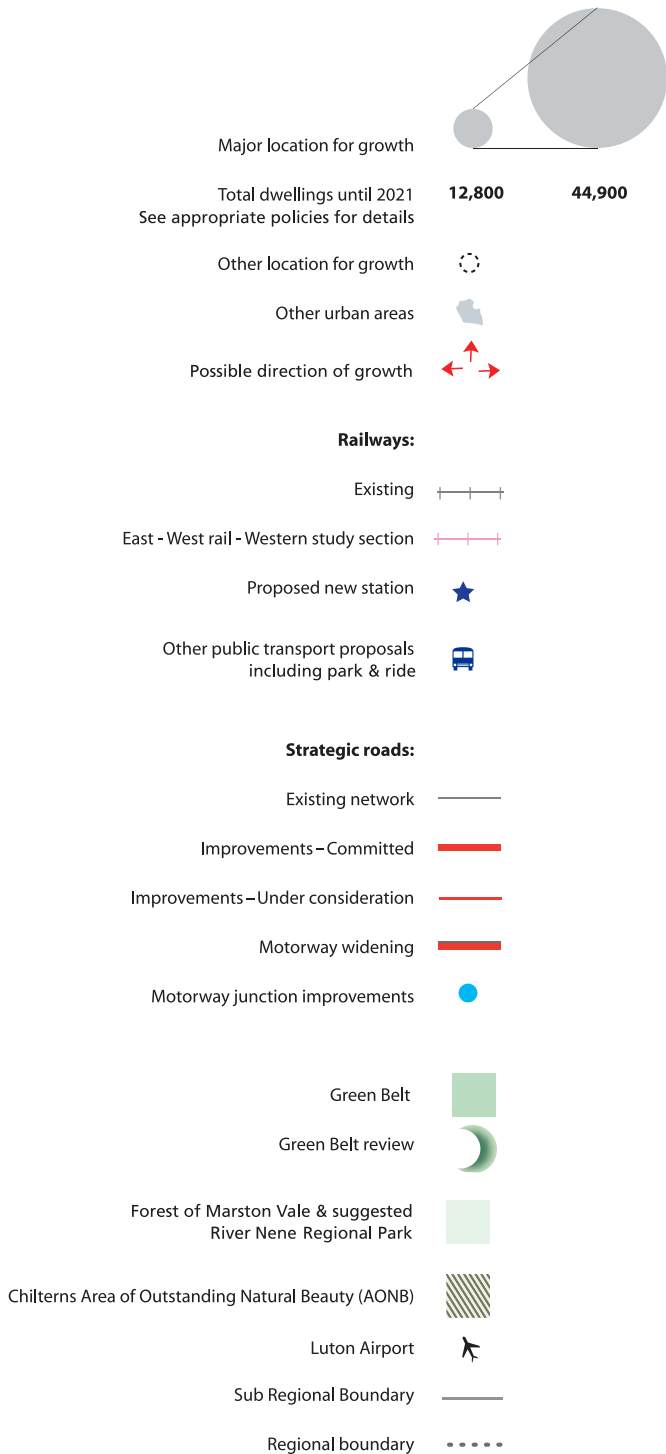
## Section 1: The Spatial Framework

### Objectives of the Sub-Regional Strategy

14. The objectives of the Sub-Regional Strategy are:
- to achieve a major increase in the number of new homes provided in the area, meeting needs for affordable housing and a range of types and sizes of market housing;
  - to provide for a commensurate level of economic growth and developing skills in the workforce, particularly in the high value, knowledge-based sectors;
  - to locate development in the main urban areas to support urban renaissance, regeneration of deprived areas, recycling of land and sustainable patterns of travel;
  - to ensure that development contributes to an improved environment, by requiring high standards of design and sustainable construction, protecting and enhancing environmental assets (including landscape and biodiversity) and providing green space and related infrastructure (green infrastructure);
  - to meet existing infrastructure needs and provide for requirements generated by new development, by investing in new and improved infrastructure, by planning to reduce the need to travel and by creating a shift to more sustainable modes of travel; and
  - to create sustainable communities by ensuring that economic, environmental, social and cultural infrastructure needs are met in step with growth.

### Locations for growth

15. To help achieve the above objectives the majority of development in the sub-region will be focused at the following towns:
- **Aylesbury**, which should grow through strengthening and extending its traditional role as a county and market town, including urban renaissance of the centre that will allow it to meet the demands of a larger population. In parallel Aylesbury should provide high added value employment opportunities to complement its growing population.
  - **Bedford/Kempston/Northern Marston Vale**, where the emphasis should be on strengthening the role of this key centre through economic regeneration and growth. Priorities will be urban renaissance, improved economic performance and harnessing the potential of the northern Marston Vale;



All site boundaries and road alignments are purely indicative

© Crown copyright all rights reserved Government Office for the South East. GD272671. 2005

- **Corby, Kettering and Wellingborough**, which will grow in a complementary way, while retaining their separate identities. At Corby the emphasis will be on the regeneration of the town centre. At Kettering and Wellingborough the emphasis will be on managing growth and job creation in a sustainable way that realises their potential;
  - **Luton/Dunstable/Houghton Regis**, where the emphasis should be on building the principal growth towns into a vibrant, culturally diversified conurbation with a major improvement in the local economy and skills base, and capacity to meet housing need. This should be achieved through economic regeneration across the urban area, making the most of its location close to London and other economic drivers in the South East and its good transport links. **Leighton Linslade** will absorb a proportion of the growth allocated to Luton/Dunstable/Houghton Regis in a way that complements these aims and makes the most of its location between Luton/Dunstable/Houghton Regis and Milton Keynes;
  - **Milton Keynes**, which will embrace its growth potential to mature as a major regional centre, particularly through the substantial development of its central area, supported by a significantly enhanced public transport system to facilitate and support growth in major development areas;
  - **Northampton**, which will continue to grow in stature as an important regional centre with a key emphasis on renaissance of the town centre and major enhancement of the public transport network.
16. At all of these towns growth and development will be underpinned by the more effective use of previously-developed land; the building of a range of high quality housing in sustainable locations; the attraction and provision of a range of good quality jobs; the provision of necessary services in the fields of education and training, health and social care, recreation, and other community activities; and the provision of high quality green infrastructure of all kinds. Underpinning all this will be an integrated approach to accessibility, aiming at reducing dependence on private car use through an improvement in public transport provision (including movement within and between the main centres), walking and cycling.
17. Levels of growth to 2021 will require the commitment of substantial levels of resources to deliver many kinds of necessary strategic infrastructure, both to serve the new developments and to make good a number of existing deficiencies. Appropriate contributions will be required from many sources, both in the private and public sectors. Unless these needs are met it may not be possible to provide the levels of housing and economic growth set out in the Sub-Regional Strategy. This will be an important matter for review by the Regional Assemblies and the delivery bodies.

### Strategic Policy 1: The Spatial Framework – Locations for Growth

The majority of development in the Sub-Region will be focused at the following growth towns. Provision is encouraged to be made from the urban areas including sustainable urban extensions well served by public transport. The figures stated below are for new homes at the main towns only, they do not cover the whole of the administrative area(s) in which the towns are located.

|   | Sub-Regional<br>Total 2001-2021 |
|---|---------------------------------|
| Aylesbury   | 15,000                          |
| Bedford, Kempson and Northern Marston Vale                | 19,500                          |
| Corby, Kettering & Wellingborough                         | 34,100                          |
| Luton/Dunstable & Houghton Regis (with Leighton Linslade) | 26,300                          |
| Milton Keynes   | 44,900                          |
| Northampton   | 30,000                          |
| <b>MKSM Growth Town Total</b>                             | <b>169,800</b>                  |

[All figures are rounded to the nearest 50]

**Other Locations in the Sub-Region**

18. Although growth will be focused at the above locations, there will continue to be some development in other parts of the Sub-Region, such as Daventry and Towcester. Some limited reference is made to this within the strategy under Part B Statements, but most will be a matter for local determination through LDDs within overall District allocations. Following further cross-boundary investigation, it will be for future reviews of Regional Spatial Strategies to identify any key areas that may lie just beyond the growth area boundary, but that are sustainable and with the potential to contribute to housing delivery.

**Employment**

19. Housing growth at the six main towns to 2021 will be monitored against progress in moving towards achieving the following overall net levels of employment growth by the same date:

|   |        |
|---|--------|
| Aylesbury Vale District<br>(for Aylesbury growth town)  | 12,690 |
| Bedford Borough and Mid Beds District<br>(for Bedford growth town)                            | 19,800 |
| Corby, Kettering, Wellingborough Boroughs,<br>and East Northants District                     | 43,800 |
| Luton Borough and South Beds District<br>(for Luton/Dunstable/Houghton Regis<br>growth towns) | 12,600 |
| Milton Keynes Borough<br>(for Milton Keynes growth town)                                      | 44,900 |
| Northampton Borough and South Northants<br>and Daventry Districts                             | 37,200 |

20. The above employment figures are reference values to be used only for monitoring and reviewing the Sub-Regional Strategy as a whole, not as targets specifically related to individual areas or phases of housing development. The monitoring figures are not intended to be a constraint to economic development and will be subject to review.

21. Monitoring will also complement the Regional Economic Strategies and support their implementation and review.

**Growth to 2031**

22. Provisional planning assumptions about further levels of housing growth at the above towns in the period 2021-31, are set out below. These are intended to provide a longer term perspective for infrastructure and development planning but are without commitment at this stage and will be subject to future review taking account of such factors as the Barker Review.

|   |        |
|---|--------|
| Aylesbury   | 8,500  |
| Bedford/Kempston/Northern Marston Vale                    | 10,000 |
| Corby/Kettering/Wellingborough                            | 28,000 |
| Luton/Dunstable/Houghton Regis<br>(with Leighton Linlade) | 15,400 |
| Milton Keynes   | 23,700 |
| Northampton   | 17,500 |

**Strategy For Movement**

23. The movement needs of the growth area will increase in future, placing further demands on congested roads and inadequate infrastructure. Consistent with the priorities in the Regional Transport Strategies, the strategy for the growth area will involve:

- encouraging shift towards more sustainable modes of travel;
- taking advantage of major improvements to the capacity, quality and accessibility of key public transport facilities;
- increasingly applying demand management approaches to influence travel behaviour and protect the capacity of the strategic highway network; and
- investing in highway improvements to ensure that strategically important movements are carried efficiently.

24. Notwithstanding the priority for reducing the Sub-Region's dependence on increasing road traffic, and for moving to more sustainable travel patterns, the growth area aspirations will require significant infrastructure investment. If these requirements are not met, additional measures are likely to be required to achieve the levels of housing and economic growth envisaged.

25. The strategic elements of transport infrastructure for the Sub-Region are those that:

- connect the Sub-Region to key urban centres, transport nodes or gateways of a national/ European scale – for example to London and Birmingham as urban centres, or the Haven Ports (Felixstowe/Harwich) and London Airports as gateways;
- connect the Sub-Region and its Sub-Areas to nearby urban centres and gateways outside the Sub-Region – for example to Cambridge, Oxford, Birmingham Airport; and
- connect the growth locations and other centres/gateways within the Sub-Region – for example Milton Keynes with Bedford/Kempston.



26. An indication of investment priorities for strategic transport infrastructure and the timescales for implementation are given below in Figure 2. The Part B Statements detail Sub-Area transport infrastructure priorities.
27. The schemes identified in Figure 2 and in the tables in the Part B statements, which indicate transport priorities for the Sub-Areas, have been categorised into 'committed', 'under consideration' and 'for future consideration'. Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.

### Strategic Policy 2: The Spatial Framework – Strategic Transport Infrastructure

Strategic communications infrastructure will be improved. The key schemes for implementation and/or development to 2031 are set out in Figure 2 and include:

- improvements to east-west movement by public transport;
- improvements to the A14 including its junction with the M1/ M6 motorway;
- improvements to the A45;
- improvements to the A421;
- improvements to the A428 east-west route;
- modernisation of the West Coast Main Line;
- enhancements to the Midland Main Line including Thameslink 2000;
- widening of the M1 motorway;
- a Northern Bypass to Dunstable;
- improvements to the A418;
- improvements to the A4146.

### East-West Rail

28. The growth anticipated in this area means that further proposals for improving public transport will need to be developed and implemented alongside plans for new housing. The Government will support a study by key partners covering transport and growth in this corridor. This study will include examination of the wider and long term private funding options for improving public transport in this corridor. Any decision on the East-West Rail (Western Section) will need to be informed by the outcome of this study.
29. East-West Rail east of Bedford can only be considered in the longer term as one possibility for improving public transport in the Bedford to Cambridge/ Stansted corridor. Other passenger transport options need to be considered that may be more feasible.

**Figure 2: Milton Keynes & South Midlands – Strategic Transport Infrastructure Priorities**

| Scheme   | Delivery | Lead Org. | Status*  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|--|----------|-----------|--|---------|---------|---------|---------|
| <b>Rail</b>                                    |          |           |  |         |         |         |         |
| Midland Main Line Route Utilisation Outputs    | DfT      | NR        | Committed  | ■       | ■       |         |         |
| Thameslink 2000                                | DfT      | NR        |  |         | ■       | ■       |         |
| West Coast Main Line Modernisation             | DfT      | NR        | Committed  | ■       | ■       |         |         |
| East-West Rail (Oxford to Bedford)             | DfT      | NR        | Under consideration  |         | ■       | ■       |         |
| East-West Rail (Aylesbury to Bletchley)        | DfT      | NR        | Under consideration  |         | ■       | ■       |         |
| East-West Rail (Bedford to Cambridge/Stansted) | DfT      | NR        | For future consideration   |         |         |         |         |
| WCML Enhancements to MK & Northampton services | DfT      | NR        | For future consideration   |         |         |         |         |
| Kettering to Corby Passenger Rail              | DfT      | NR        | For future consideration   |         |         |         |         |
| <b>Road<sup>1</sup></b>                        |          |           |  |         |         |         |         |
| M1 Junction 19 Improvement                     | TPI      | HA        | Committed  |         | ■       |         |         |
| A421 M1 J13 to Bedford                         | TPI      | HA        | Committed  |         | ■       |         |         |
| A421 Great Barford Bypass                      | TPI      | HA        | Committed  | ■       |         |         |         |
| M1 Widening J6a-10                             | TPI      | HA        | Committed  |         | ■       |         |         |
| M1 Widening J10-13                             | TPI      | HA        | Committed  |         | ■       |         |         |
| Dunstable Northern Bypass (A5-M1)              | TPI      | HA        | Committed  |         | ■       |         |         |
| A4146 Stoke Hammond to Linslade Western Bypass | LTP      | LA        | Committed  |         | ■       |         |         |
| A421 J13 to Milton Keynes                      | LTP      | LA        | Under consideration  |         | ■       | ■       |         |
| M1 Junction 14 Improvement                     | TPI      | HA        | Under consideration  |         |         | ■       | ■       |
| A14 M1 to Kettering                            | TPI      | HA        | Under consideration  |         |         |         | ■       |
| A14 Kettering Bypass                           | TPI      | HA        | Under consideration  |         |         |         | ■       |
| A14 Kettering to Ellington                     | TPI      | HA        | Under consideration  |         |         |         | ■       |
| A45 Stanwick to Thrapston                      | TPI      | HA        | Under consideration  |         |         |         | ■       |
| A428 A1 to Caxton                              | TPI      | HA        | Under consideration  |         |         |         | ■       |
| A418 Aylesbury to Wing                         | LTP      | LA        | Under consideration  |         | ■       | ■       |         |
| A421 Tingewick to Milton Keynes                | LTP      | LA        | Under consideration  |         | ■       | ■       |         |
| A45 (M1 Junction 15) A43 to Stanwick           | TPI      | HA        | For future consideration   |         |         |         |         |
| M1 Widening J13 – 19                           | TPI      | HA        | For future consideration   |         |         |         |         |
| Key: Targeted Programme of Improvements        | TPI      |           | *Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval. |         |         |         |         |
| Highways Agency                                | HA       |           |  |         |         |         |         |
| Department for Transport                       | DfT      |           |  |         |         |         |         |
| Rail Strategy                                  | NR       |           |  |         |         |         |         |
| Network Rail                                   | NR       |           |  |         |         |         |         |
| Local Transport Plan Major Scheme              | LTP      |           |  |         |         |         |         |
| Local Authority                                | LA       |           |  |         |         |         |         |

Figure 2 does not take account of bids put forward by the Regional Assemblies in early 2005 for Community Infrastructure Fund support in 2006/07 and 2007/08.

<sup>1</sup>The motorway and trunk road network is now broken down into two categories, roads of predominantly national and international importance (i.e. M1 and A14) and routes of predominantly regional importance (i.e. A5, A421, A43 and A45). On the latter category, decisions on most schemes starting after 2007/08 will take account of advice from the regions.



## Section 2: Sustainable Communities

### Sustainable Communities for the Sub-Region

30. As a growth area, the Sub-Region will undergo more change and development than many other areas. Change is key to all aspects of sustainable development. It is important, therefore, that the growth area acts as a driver of sustainable development, rather than running counter to it. The strategy provides many opportunities to do this, through the way development is planned and carried out, and through the resources and activity it will bring to the area.
31. In building sustainable communities, the following are key requirements:
- a flourishing local economy to provide jobs and wealth;
  - good quality local public services, including education and training opportunities, health and social care and community services and facilities, especially for leisure;
  - a safe, healthy local environment with well-designed public and green space;
  - urban areas that relate well to the surrounding landscape and contribute to maintaining and enhancing environmental assets as a cultural and recreational resource, and as resources for biodiversity;
  - sufficient size, scale and density of development, and of the right layout to support basic amenities in neighbourhoods and minimise the use of resources (including land);
  - neighbourhoods which are designed to minimise crime and anti-social behaviour;
  - good public transport and other transport infrastructure, both within communities and linking to urban, rural and regional centres;
  - an urban fabric and individual buildings which can meet different needs over time, which minimise the use of energy, water, and other natural resources, facilitate the reduction, recycling and sustainable management of waste and contribute to improved air and water quality;
  - a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes;
  - a diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it;
  - a 'sense of place';
  - effective engagement and participation by local people, groups and businesses, especially in the

planning, design and long-term stewardship of their community, and an active voluntary and community sector; and

- strong leadership to respond positively to change.

32. These requirements are largely dealt with in national and regional guidance. However, it is important that every aspect of the growth area strategy is focused on delivering them. The following subsections show how this will be approached.

### A Flourishing Economy

33. Being at the heart of two key corridors, London-Birmingham and the 'oxford2cambridge arc', the Sub-Region is well placed, in a national spatial sense, to build its economic prosperity.
34. The Sub-Region is characterised by a diverse economic structure with a mix of employment sectors, some expanding, some in decline. They all have some form of spatial distribution. For all sectors, the development of learning and skills and the sustainable location of jobs will go hand in hand to drive the sector's success.
35. Growth Sectors: There are several dynamic employment sectors in the Sub-Region that will be promoted to secure continued growth. Although together the sectors are key to the Sub-Region's economic prosperity, there will be spatial elements to their growth and retention. The Sub-Region's growth sectors include:
- High Performance Automotive
  - Creative Industries
  - Other knowledge-based Industries
  - Food and Drink
  - Freight and Logistics
  - Health and Social Care
  - Tourism
  - Airport Services
36. Sectors in Transition: Some sectors face structural challenges over the next 30 years but will continue to play an important role in the Sub-Region's economy:
- Aviation Sector
  - Manufacturing Sector
  - Primary Industries (Agriculture and Forestry)
37. The three Regional Economic Strategies, prepared by the Regional Development Agencies, will be the principal strategic means of building prosperity through sector development, focused regeneration activity and improving the employment skills, enterprise, high tech communications and innovation base across the Sub-Region and its Sub-Areas. The

'oxford2cambridge arc' initiative will also play an important role. This initiative aims to develop a knowledge-based internationally competitive sub-region that builds from the centres of research and development excellence at Oxford and Cambridge universities and capitalises on the benefits for economic development to the broad area between them. Its geography coincides with the Sub-Region.

38. In those parts of the Sub-Region where there is an anticipated shortfall in supply of land for employment uses, additional employment land will need to be identified through the LDD process to meet anticipated demand. Although other parts of the Sub-Region appear to have a more than adequate supply of land for employment uses for the period covered by this guidance, all local planning authorities should appraise the quality of employment land to ensure that allocations are of sufficient quality to meet market expectations in relation to the demands of the growth sectors identified above.
39. Co-ordinated marketing, promotion and support activities will be required to help attract and retain the necessary investment and jobs required to realise the Sub-Region's economic potential.

### Sustainable Movement

40. As part of the strategy for improving sustainable transport in the Sub-Region (see 'Strategy for Movement' earlier in document), a local-level priority for each of the six main growth locations will be to develop high-quality, comprehensive public transport systems. Such systems should connect homes and workplaces, town centres, schools and other key attractors, and interchanges to improve access to the inter-urban rail network. These systems should be accompanied by improvements in pedestrian circulation and facilities for cycle use, together with appropriate traffic management measures, in order to achieve a significant modal shift away from car use.
41. Where sustainable urban extensions or other major developments are planned, measures will need to be incorporated from the outset to promote sustainable travel patterns. In particular strong public transport connections to town centres and employment areas will need to be provided. It will also be important for developments to connect into and where possible enhance existing footpath, cycleway and bridlepath networks.

### Community Infrastructure

42. In order both to address the deficit of the past and to ensure sustainable communities in the future, good quality public services will be provided throughout the Sub-Region. The scale and nature of provision will

vary in each area depending on the scale of development, proximity to existing provision and socio-demographic characteristics. The size, scale and density of development should be sufficient, and the layout right, to support basic amenities in the neighbourhood. The costs and land-take implications will vary accordingly. Detailed evaluation of these issues will be necessary by service providers.

Particular emphasis will be placed on the provision of:

#### Education and training

43. The phased provision of primary and secondary education, along with early years and lifelong learning, will be made throughout the Sub-Region, to meet the demands associated with the significant increase in population.
44. Further and higher education resources need to be expanded to serve the increasing education and training needs of the Sub-Region's population, and to provide the increase in skills and qualifications the workforce will need. The effective collaboration of existing institutions is needed to achieve this. Further and higher education provision must be in easily accessible locations and it has a key part to play in the Sub-Region's growth, in the context of increasing its knowledge-based economy, and providing properly resourced university facilities of a scale and excellence befitting a major growth area.

#### Health and Social Care

45. The trend in health and social care is to deliver services as near to the patient's home as possible, reducing the time spent in hospital and promoting independence. At the same time, where hospital care is required, patients are being supported to exercise informed choice from a range of providers in both the public and independent sectors. Over the next thirty years this will require significant changes in the configuration of services. In particular, while secondary and tertiary care will expand, provision should be focused on new and expanded primary and community health and social care facilities.
46. In order to ensure the availability of the trained and specialist staff required, a major expansion of health related training and education will be needed, whether through new institutions or increased provision by existing ones.

#### Community Facilities

47. A full range of community facilities will also be needed throughout the Sub-Region. These include: childcare; community centres; fire and rescue stations; leisure centres; libraries; police stations; social services facilities; and waste and recycling facilities. The scale and nature of provision will vary in each area depending on the scale of development,

proximity to existing provision and socio-demographic characteristics. The costs and land-take implications will vary accordingly. Detailed and early evaluation of these issues will be necessary by service providers.

### Affordable Housing

48. Development in the Sub-Region should aim to make home ownership more affordable by increasing housing supply of the right type in the right place. The increase in housing supply within the Sub-Region is intended to help accommodate the growing economic success of London and the wider South East and its housing demand. Coupled with this, the provision of affordable housing will be a key element in the development of sustainable communities across the growth area. As with all new housing developments, decisions on the amount of social rented housing and housing for low cost home ownership should reflect assessments of the current and likely future housing needs in the area.
49. One of the main sources of public funding for affordable housing is through the Housing Corporation Approved Development Programme (ADP). Regional Housing Boards (RHBs) identify the priorities used by the Housing Corporation to select bids for funding. In this way the ADP investment is targeted on local and regional investment priorities. The RHBs should reflect this Sub-Regional Strategy when developing their regional housing strategies. Local Delivery Vehicles and local authorities will also work with public and private partners to deliver affordable housing.

### Environment and Green Infrastructure

50. Advantage needs to be taken of the opportunities of the Sub-Region's growth to create advances in sustainability. This will involve promoting the highest standards of environmental performance, not only in the design of new buildings but also in masterplanning and managing development. An integrated approach is required in which resource efficiency, including water use, opportunities for use of renewables, waste reduction, emissions reduction, protecting and promoting biodiversity and creating attractive, healthy and safe places to live are considered at the earliest stage. What is achievable at any given location will depend on local circumstances and the scale of development taking place, but innovative solutions need to be encouraged at every level.
51. The Sub-Region's important environmental and cultural assets, some of which are of national or regional significance, need not only to be protected but also, where appropriate, enhanced. The growth area provides opportunities for this, and for access

and management for the benefit of an increased population.

52. The provision of green infrastructure needs to be addressed in planning development throughout the Sub-Region so as to ensure a net gain to meet the needs generated by growth and, where relevant, help to address existing deficiencies. This may take the form of protection, enhancement or extension of existing resources, or the provision of new or replacement facilities. Green infrastructure includes recreational and sports facilities, pathways and routes, natural and historic sites, canals and water spaces, as well as accessible countryside. A network of multi-function green spaces in urban areas, the countryside in and around towns and the wider countryside needs to be established. It will also be important to ensure that the character and diversity of the wider countryside is protected and, wherever possible, enhanced.

### Utilities

53. The planned growth will result in increased demand for water. Demand management to achieve savings on water usage per property is an essential part of this strategy, with a target saving of 25% on water consumption for new housing. Meeting the demand for water, as part of wider regional needs is likely to entail major development outside the Sub-Region, the impacts of which will need to be carefully assessed. Utilities must work with the Environment Agency and other key stakeholders on water management issues – including supply, wastewater, drainage and river quality – to ensure that environmental standards are not compromised. Progress in providing strategic water infrastructure and managing water resources will need to be monitored as it may affect the rate of growth that can be realised within the Sub-Region.
54. The growth areas will require a strategic approach and investment programme for waste water and surface water drainage management which takes a co-ordinated approach to land drainage, nature conservation, landscape management and open space provision, so that catchment flood risk is not increased and water quality does not deteriorate as a result of the cumulative impacts of development.
55. Utility providers are under an obligation to plan adequately in response to growth and strengthen infrastructure provision as required. However other stakeholders such as the Environment Agency, industry regulators (e.g. OfWAT, OfGEM) and Local Authorities have a significant influence on utility provision. Local Delivery Vehicles should engage with relevant utility providers, and with other key stakeholders if required, as an early priority to ensure that local needs are addressed.

### Strategic Policy 3: Sustainable Communities

Sustainable Communities will be achieved in the Sub-Region through the implementation of development in accordance with the following principles:

- designing attractive cities, towns and public places;
- promoting the highest standards of environmental performance, including all aspects of water resource management;
- ensuring good accessibility and providing better public transport;
- facilitating safe and convenient movement on foot and by cycle;
- reducing reliance on car-based transport;
- maximising the opportunities afforded by growth to facilitate the regeneration of deprived communities;
- protecting, enhancing, and increasing the Sub-Region's stock of strategic environmental and cultural assets;
- providing green infrastructure for existing and expanding communities, including access to green space that promotes healthy lifestyles and can be used for formal and informal recreation and educational purposes;
- ensuring that the countryside in and around towns is sensitively designed to assimilate urban extensions into the landscape and accommodate links to and from the wider countryside;
- improving skills levels, enterprise, and innovation support;
- ensuring a supply of housing of the right types, sizes and tenure, and providing a step change in both the quantity and quality of affordable housing to meet the needs of the Sub-Region;
- providing the social (e.g. primary, secondary, further and higher education, health and social care) and environmental (e.g. water supply and treatment) infrastructure in accordance with current deficits and additional demands;
- managing and reducing demand where appropriate (e.g. demand for water);
- taking advantage of development opportunities for different scales of renewable energy in the Sub-Region;
- providing high quality employment land and premises which meets the needs of growing industries;
- maximising the contribution of previously developed land to the Sub-Region's growth;
- promoting and facilitating community development through the active involvement of the voluntary and community sectors; and
- ensuring improved community safety.

## Section 3: Effective Delivery

### Mechanisms for implementation

56. A new approach is needed to deliver the growth and sustainable communities aspirations across the Sub-Region. This will require strong partnership working, between Government and others, to deliver the necessary investment.

#### MKSM Inter-Regional Board

57. An MKSM Inter-Regional Board has been established to ensure that all agencies deliver the investment and policy commitment to meet the objectives, policies and proposals of this Strategy. Chaired by the sponsor Government minister, it brings together local authorities (at political level), along with Government agencies and other key Sub-Regional stakeholders, including the Local Delivery Vehicles (LDVs).

58. Its terms of reference include securing the timely delivery of infrastructure and services necessary for sustainable growth in the Sub-Region. The Board will establish the infrastructure priorities required to deliver the growth area proposals and monitor their implementation. The work of the Board will focus on the cross-regional investment and infrastructure that cannot be secured by LDVs. A key issue for early consideration will be the need for a consistent and effective approach to developer contributions. Coherence will be enhanced if major proposals are dealt with similarly across the Sub-Region, and competition between the component growth areas should be avoided. It will be for the Regional Assemblies to consider what further sub-regional guidance may be required, and to advise the Board accordingly.

#### Regional Housing Boards

59. Each region has a Regional Housing Board to take forward the Government's Sustainable Communities agenda and each has responsibility for the preparation and updating of a Regional Housing Strategy. Due to the influence of London, it is already acknowledged that the Boards for London, South East and East of England will need to have particularly close relationships. The Regional Housing Boards for the East of England, East Midlands and South East will need to work in a co-ordinated way in relation to housing issues in the Sub-Region.

#### Local Delivery Vehicles (LDVs)

60. LDVs will be established to drive the growth of the area using land assembly, investment and planning roles to create confidence and stimulate private investment. An LDV may cover more than one growth location but different models of LDV will be

established to reflect local circumstances. Each LDV will be expected to pool powers, resources and expertise and strong partnerships with local authorities and others will ensure local accountability.

61. Each LDV is being established for long-term operation but allows for evolution as times change. There will be a Business Plan for each LDV, guided by this Sub-Regional Strategy and emerging LDDs.

#### Local Development Documents (LDDs)

62. Putting in place LDDs to define how growth is to be delivered is a key priority. Where growth includes development across administrative boundaries there should be a presumption in favour of preparation of Joint LDDs. Likely locations for this approach in the Sub-Region are:

- Bedford and Mid Bedfordshire (to integrate plans for the northern Marston Vale);
- Luton, South Bedfordshire and North Hertfordshire (to plan for Luton – Dunstable – Houghton Regis and Leighton Linlade), together with Aylesbury Vale in respect of Leighton Linlade;
- Northampton, Daventry and South Northamptonshire (to help co-ordinate the development of the Northampton Implementation Area and address common issues);
- a combination of Corby, Kettering, Wellingborough and East Northamptonshire (to reflect common issues across this complex growth location);
- Milton Keynes, Aylesbury Vale, and Mid-Bedfordshire (with reference to the Milton Keynes growth location).

#### Master Plans/Strategic Development Briefs

63. A masterplanning approach, developed with appropriate consultation and appraisal, will be required for all the sustainable urban extensions and for other major urban developments, sufficient to (a) demonstrate how the overall development will meet the aims of the Sub-Regional Strategy and (b) provide a coherent framework into which any individual phases of development will fit.

### Resources for Implementation

#### Delivery Agencies

64. National, regional and local agencies will be required to deliver the Strategy. The key agencies will be those delivering in the following areas:

- road and rail infrastructure and public transport provision;
- residential and commercial development, including affordable housing;
- regeneration, the economy and enterprise;



- social infrastructure including the emergency services, primary and secondary education, health and social care services and facilities and provision for leisure, culture and arts;
  - telecommunications networks;
  - water and sewerage infrastructure;
  - energy networks – gas, electricity and renewable energy;
  - environmental technologies and environmental enhancement; and
  - higher and further education and the development of employment skills.
65. Agencies involved in the delivery of the above aspects will be expected to make appropriate contributions to the preparation of LDDs and to the delivery of strategic plans of the Local Delivery Vehicles. Some may be represented on delivery vehicle boards.

#### Funding

66. The proposals and infrastructure requirements identified in Part A and Part B of this Strategy require substantial long-term investment. The MKSM Study estimated a figure in the region of £8.3bn over a 30-year period. Existing funding routes and bidding mechanisms will need to support the aspirations of this Sub-Regional Strategy and new ones will need to be created as appropriate. Some of the new funding routes/mechanisms will need to be specifically tailored for implementation within this Sub-Region. Central and local Government will work, through the Inter-Regional Board and other available avenues, to secure commitment to the funding for key infrastructure and other investment essential to delivering this Growth Area Strategy in a sustainable fashion.

### Targets for Implementation Monitoring and Review

#### Implementation and Monitoring

67. The Part B Statements for the six growth towns provide guidance on the housing and jobs targets and the key infrastructure proposals that need to be developed in more detail in appropriate LDDs for all the growth towns and taken forward in the strategic plans of the Local Delivery Vehicles.
68. The phasing of the development in the Part B Statements is based on the objective of bringing forward the delivery of housing and employment growth as fast as possible tempered by judgments about what are balanced and achievable development trajectories in terms of factors such as infrastructure provision and the housing market.
69. The Regional Assemblies will monitor progress in achieving the main elements of the Sub-Regional Strategy, as developed in more detail by the LDDs, and

as revealed by a range of appropriate indicators, including the following:

- housing completions, including affordable housing;
- net change in jobs totals, including those in defined key sectors;
- commencement/completion of key infrastructure;
- development on previously-developed/green field land;
- changes in skill levels;
- higher and further education delivery indicators;
- health and social care delivery indicators; and
- environment indicators.

#### Review Timetable and Approach

70. Although formally the Sub-Regional Strategy forms part of three different Regional Spatial Strategies, and has no separate status, it has been published as a single document to help ensure proposals are implemented and monitored in a co-ordinated way by the regional planning bodies, government agencies and others involved. In order to maintain the clarity of focus necessary to increase the cohesion of the Sub-Region and implement these long-term policies the Sub-Regional Strategy will be monitored as a single entity with the results of that monitoring feeding into the Annual Monitoring Report for each region as required by planning legislation. Depending on the location and impact of the issues identified, the regional planning bodies will then decide whether any consequent revisions to one or more RSSs affecting policies in the SRS should be carried out by all three, two or just one of those bodies. Given that Part A of the SRS is part of three different RSSs, any future review will normally need to be carried out jointly by the three regional planning bodies.

### Strategic Policy 4: Effective Delivery

Delivery of the Sub-Regional Strategy will be secured through:

- the Inter-Regional Board;
- establishment of Local Delivery Vehicles covering all of the growth locations to drive the sustainable growth of the Sub-Region;
- preparation of Business Plans by each LDV; and
- early preparation of priority LDDs to guide development in areas of change in accordance with Local Development Schemes.

Progress in achieving resources for the Sub-Region and in implementing the Sub-Regional Strategy will be monitored regularly and reported as part of the Annual Monitoring Reports prepared by the Regional Assemblies.

# Part B Statements: The Strategies for

## Statement for Bedfordshire and Luton (East of England)

### The Sub-Area

71. The Bedfordshire Sub-Area comprises the south-eastern part of the Milton Keynes/South Midlands Sub-Region. This Part B statement, however, only covers the identified growth locations of Bedford/Kempston/northern part of the Marston Vale in respect of the north of the county and Luton/Dunstable/Houghton Regis with Leighton Linslade in the south.

### Bedford/Kempston and the northern Marston Vale

72. Bedford/Kempston and the northern Marston Vale form one of the six growth locations in the Milton Keynes and South Midlands Strategy. This strategy provides for urban renaissance at Bedford/Kempston coupled with significantly increased delivery of new housing, economic development and new jobs, and the continued regeneration of the Marston Vale.

73. In order to strengthen the existing role and function of Bedford as a regional centre, key priorities will be the revitalisation of Bedford town centre and the provision of new employment in the town. Significant progress has already been made in recycling previously developed land and buildings for housing and mixed-use developments. Progress has also been made in improving the quality of development, maintaining and improving the environment, and improving town centre safety and security. The East of England Development Agency has identified

Bedford as an Urban Priority Area, and a number of economic initiatives have been supported, including the Priory Park Innovation Centre and Bedford Enterprise Hub. An economic vision for the area is being developed, and Bedford town centre is identified as one of the pilot areas for Business Improvement Districts.

74. In the Marston Vale, development opportunities in the northern part have been brought forward, while environmental improvement and regeneration has been the focus throughout the Vale, with significant progress being achieved by the Forest of Marston Vale. Initiatives such as the Surface Waters Plan, and projects supported by the Sustainable Communities Greenspaces Fund are helping to add to the green infrastructure of the growth area.

75. Key priorities for Bedford and the northern Marston Vale include:

- achieving the revitalisation of Bedford Town Centre and enhancing retail, cultural and leisure facilities. This will involve completing a range of redevelopment, refurbishment and environmental improvement projects;
- developing the local economy to provide a significant increase in employment, by identifying and fostering a range of growth sectors, particularly in high value knowledge-based sectors, with appropriate effort going into business support and skills development. This will include creating a focus for offices in the town centre, through the provision of a range of accommodation;
- securing a significantly higher rate of housing delivery in the area principally through the implementation of existing commitments;

### Bedfordshire and Luton Policy 1: Bedford/Kempston/northern Marston Vale

Dwelling provision in the Bedford/Kempston/northern Marston Vale growth area will be as follows:

|                            | 2001-2006 | 2006-2011 | 2011-2016 | 2016-2021 | Total<br>2001-2021 |
|----------------------------|-----------|-----------|-----------|-----------|--------------------|
| <b>Total</b>               | 3,750     | 5,250     | 5,250     | 5,250     | 19,500             |
| <b>Annual average rate</b> | 750       | 1,050     | 1,050     | 1,050     | 975                |

The proportions of the growth area total to be provided within Bedford Borough and Mid Bedfordshire District should be determined through LDDs. Existing Local Plan allocations suggest that Bedford will provide 16,270 and Mid-Bedfordshire 3,230 of the 19,500 additional dwellings up to 2021.

Achieving these rates of dwelling provision will require an acceleration of the economic performance of the area and delivery of key local infrastructure. If monitoring shows that this is being achieved, it may be appropriate to revise upwards the figures for period 2011-2021. Any such revision should be brought forward and tested as part of a review of this Sub-Regional Strategy.

The levels of development proposed are based on the need to plan for an increase in employment of 11,400 jobs in Bedford Borough and 8,400 jobs in Mid Bedfordshire District in the period to 2021. The forthcoming review of the RSS for the East of England (The East of England Plan) will provide the earliest opportunity for these figures to be reviewed.



# the Sub-Areas

- reducing the need to travel by private vehicle by integrating land use and transport planning, achieving a step-change in the attractiveness of public transport, including quality bus corridors and park and ride schemes, improving the attractiveness of walking and cycling, and implementing travel demand management measures. Priorities will include revitalising the Bedford Bus Station area and creating improved interchange arrangements, including convenient and attractive access to railway stations;
  - developing cultural and heritage-focused tourism in Bedford by enhancing existing – and providing new – cultural and heritage facilities and attractions, and by providing a cultural quarter near the town centre and an increased range of centrally located overnight accommodation;
  - supporting a continued strategy of environmental regeneration in the Marston Vale and the creation and enhancement of green infrastructure, notably through the Forest of Marston Vale. This includes resolving land use and environmental conflicts which may have an impact on the growth area strategy.
76. Beyond 2021, it should be assumed that development will continue at broadly the same rate as in the period 2011–2021, i.e. approximately 10,000 additional dwellings in the period 2021–2031. This should be regarded as an uncommitted planning assumption which should be reviewed in future reviews of this Sub-Regional Strategy, in the light of monitoring and further studies.
77. The area has sufficient land already committed for housing development to meet the requirements identified up to 2021, as a result of existing planning permissions and local plan allocations. These include opportunities within the existing urban area and urban extensions south-west of Bedford and in the northern part of the Marston Vale. To address any non-delivery of existing commitments (or additional provision that may be required for post 2011 needs), opportunities within the urban area (e.g. arising from regeneration, re-use of employment land, intensification and mixed-use development) should be considered first, followed by further sustainable urban extensions. Further work will be required to identify locations for any such additional extensions, and depending on the outcomes, consideration should be given to the need for a joint LDD prepared by Bedford Borough Council and Mid Bedfordshire District Council. Such a joint LDD should apply the principles for creating sustainable communities set out in Strategic Policy 3.
78. Existing commitments also include sufficient land to meet estimated employment development in

quantitative terms. In terms of quality, consideration should be given to the needs of business and the development required to facilitate economic growth. This may lead to additional land being required to provide for the right quality and type of development in sustainable locations. The stock of employment land should be kept under review, so as to offer an appropriate range of type, size and location of sites, and to ensure that land which is surplus to employment requirements is recycled for other uses including housing and mixed-use development.

## Luton/Dunstable/Houghton Regis and Leighton Linlade

79. Although still perceived by some as three separate towns, Luton, Dunstable and Houghton Regis have coalesced into a single conurbation forming the largest urban area in Bedfordshire. Administratively they are split with Luton as a unitary authority, built up to its boundaries, and Dunstable and Houghton Regis together forming the largest urban area in South Bedfordshire District.
80. With its favourable location on the M1 motorway and Midland Main Line rail corridors, the presence of London Luton Airport, and proximity to London, the Luton/Dunstable area is well located in terms of the national economy. It is successfully emerging from a period of major economic restructuring, following the contraction of manufacturing, particularly in the motor industry. The proposals in the Airports White Paper for London Luton Airport to grow to 30 million passengers per annum by 2030 will ensure that the airport will continue to be a major driver of economic regeneration.
81. However, unemployment in the urban area is above the national and regional averages and the skills base is poorly matched with key economic growth sectors. Consequently the towns have been recognised in RPG9 (2001) as a Priority Area for Economic Regeneration and currently have Assisted Area status. There is a need for concentrated efforts to support the continued regeneration of the economy, to achieve urban renaissance and regeneration, to transform the image and townscape of the urban area, to relieve the severe levels of congestion, and to improve the quality of development.
82. While some of these aims can be met within the present confines of the urban area, others cannot. The Green Belt forms a tight boundary all around the towns so that, in recent years, it has become increasingly difficult to meet locally-generated needs, especially for housing of the relatively young population. Development has been diverted north of the Green Belt to other parts of Bedfordshire and

beyond, sometimes to locations less inherently sustainable than Luton/Dunstable/Houghton Regis.

83. Although it will be essential to release the development capacity within the towns, this will be substantially less than is needed – even to meet local needs – nor will it provide sufficient scope to allow the conurbation to capitalise on its locational advantages and contribute to the wider housing needs of the South East envisaged through the Sustainable Communities Plan. These exceptional circumstances require a review of the Green Belt around Luton/Dunstable/Houghton Regis to provide headroom for potential development needs to 2031 and specifically to accommodate sustainable mixed-use urban extensions which support the continued regeneration of the existing urban area. Environmental and landscape considerations, including proximity of the Chilterns Area of Outstanding Natural Beauty (AONB), will need to be carefully evaluated.
84. Leighton Linlade has much merit as an additional

location for growth. The urban area of Leighton Linlade lies roughly midway between Luton and Milton Keynes and comprises the two towns of Leighton Buzzard and Linlade on opposite sides of the West Coast Main Line. The towns have developed steadily to a population of approximately 34,000 and would benefit from a continuing and appropriate level of growth to improve their economy, functioning and infrastructure. This growth would contribute towards the overall SRS provision for Luton and South Bedfordshire. To achieve these objectives, the Green Belt will be reviewed around Leighton Linlade to provide the town with scope to increase its sustainability and make an appropriate contribution to the Growth Area. The required level of development will depend on the scale of growth to be accommodated within urban extensions to Luton/Dunstable/Houghton Regis.

85. Proposals for compensating Green Belt extensions should be brought forward through the Regional Spatial Strategy for the East of England.

### **Bedfordshire and Luton Policy 2(a): Luton/Dunstable/Houghton Regis and Leighton Linslade**

The Local Development Schemes for Luton Borough Council, South Bedfordshire District Council, North Hertfordshire District Council and Aylesbury Vale District Council (in regard to Leighton Linlade) should identify and make provision for the timely preparation of a set of LDDs. These should meet the regeneration, economic growth, infrastructure and housing needs of the Luton/Dunstable/Houghton Regis conurbation, and Leighton Linlade. Provision should be made for joint working where necessary.

The LDDs should review Green Belt boundaries around the Luton/Dunstable/Houghton Regis conurbation and Leighton Linlade so that in combination sufficient land is made available to meet the land use needs of this Sub-Regional Strategy to 2021. Subject to testing through LDDs, sufficient areas of safeguarded reserve land should also be excluded from the Green Belt to meet needs to 2031. In the case of Luton, Dunstable and Houghton Regis, the review should focus on two areas of search which would exclude the Chilterns AONB: from west of Dunstable to the A6 in the north; and to the east and south east of Luton, south of the A505 and east of the B653. In the case of Leighton Linlade, there should be a comprehensive review of the Green Belt and of all the options for urban extensions. Proposals for compensating Green Belt extensions should be brought forward through the Regional Spatial Strategy for the East of England.

The LDDs and Local Transport Plans for

Luton/Dunstable/ Houghton Regis and Leighton Linlade should set firm guidelines for proactive inter-agency approaches that should:

- meet the requirements of Strategic Policy 3;
- develop proposals for enhancing the character of and public access to the surrounding countryside;
- maximise opportunities for recycling redundant and under-used urban land;
- upgrade the qualities of the town centres and the facilities which they offer;
- achieve a better quality of new development throughout the urban area, including strategic improvements to the public realm;
- provide an adequate choice of high-quality employment sites, making a realistic assessment of the prospects for continuing use of older sites and recycling suitable sites for other uses, including housing and mixed-use development;
- reduce the need to travel by private vehicles by integrating land use and transport planning, achieving a step-change in the attractiveness of public transport within the conurbation, implementing park and ride schemes, improving the attractiveness of walking and cycling, and implementing travel demand management measures;
- establish the location, role and broad distribution of uses and transport provision to serve sustainable urban extensions and provide guidance on their phasing and early implementation; and
- review, and if necessary, set new targets for the provision of affordable housing.

86. Positive action across Luton/Dunstable/Houghton Regis and Leighton Linlade by the local authorities and other parties will also be required on a number of short and medium term priorities. The initial focus will be on:

- accelerating the recycling of urban land;
- increased housing delivery from within the built up area;
- increasing the attractiveness of the town centres for retailing, cultural and other activities, and raising environmental quality;
- tackling congestion and providing better public transport;
- achieving better quality development;
- providing a better choice of employment sites, to attract a wider range of companies, including those in the high-value knowledge-based sectors; and
- ensuring the early delivery of sustainable urban extensions (which should complement and support the continued regeneration of the existing urban areas) mainly, but not exclusively, after completion of the M1 widening and the northern bypasses, expected to be in 2011.

87. The Green Belt reviews should take into account the need to accommodate urban extensions and build on previous work, which emphasised the potential for urban extensions to the north of the conurbation. Phasing proposals should establish which urban extensions are dependent on major infrastructure, such as the widening of the M1 and the proposed bypasses to the north of Dunstable and Luton, and which can be developed in advance of such infrastructure.

88. The priority for LDDs is to determine quickly the extent and location of the Green Belt releases, areas of safeguarded land and urban extensions, and the phasing of the urban extensions. A possible approach would be through a strategic joint LDD covering Luton/Dunstable/Houghton Regis and Leighton Linlade and adjacent areas. Any such strategic LDD should be submitted for public consultation as soon as possible with a set of Area Action Plans covering the urban extensions prepared in parallel, starting as soon as the Inspector's Report into the strategic LDD is received. The objective is to ensure that construction can start at one or more of the urban extensions by 2009.

89. The housing figures in policy 2(b) relate only to the Luton/Dunstable/Houghton Regis and Leighton Linlade growth towns (including any areas within North Hertfordshire identified for growth associated with Luton/Dunstable/Houghton Regis and within Aylesbury Vale associated with Leighton Linlade).

Residual growth levels in other parts of South Bedfordshire and Luton/Dunstable/Houghton Regis not linked to parts of North Hertfordshire will be identified through the Regional Spatial Strategy for the East of England.

### Bedfordshire and Luton Policy 2(b): Luton/Dunstable/Houghton Regis and Leighton Linlade

Together, the LDDs for the area should provide for total growth in the period 2001–2021 as follows:

#### Dwellings (Luton/Dunstable/Houghton Regis)

|                            | 2001-06 | 2006-11 | 2011-16 | 2016-21 | Total<br>2001-21 |
|----------------------------|---------|---------|---------|---------|------------------|
| <b>Total</b>               | 3,500   | 6,500   | 8,000   | 8,300   | 26,300           |
| <b>Annual average rate</b> | 700     | 1,300   | 1,600   | 1,660   | 1,315            |

The rates to 2011 reflect likely implementation constraints, and include any housing arising from the Luton/ Dunstable/ Houghton Regis/ Leighton Linlade growth area provided in North Hertfordshire or Aylesbury Vale. However, given the urgent importance of raising housing output, LDDs should ensure that these rates can be achieved and consider if and how it would be possible to achieve a faster build up during these years.

The levels of development proposed require a significant increase in employment and will be monitored against an increase in employment of 12,000 jobs in Luton Borough and 600 jobs in South Bedfordshire District in the period to 2021. The forthcoming review of the RSS for the East of England (The East of England Plan) will provide the earliest opportunity for these figures to be reviewed.

Subject to testing through LDDs, land should be safeguarded for a further 15,400 houses and 7,400 jobs in the period 2021-2031, although allowances should be made within these figures for continuing recycling of urban land after 2021. These longer-term figures should be regarded as uncommitted planning assumptions purely for the purpose of the Green Belt reviews and will be subject to further review at an appropriate future date.

### The Town Centres

The role of each town centre is expected to remain distinct and complementary:

- **Dunstable:** Priorities will be to enhance retail provision, services and cultural facilities, reduce the impact of traffic, enhance the public realm and public transport accessibility, and increase residential provision;

- **Houghton Regis:** Priorities will be to develop a diverse range of quality services to serve the town, reduce the impact of traffic, enhance the public realm and public transport accessibility, and increase residential provision. The potential for Houghton Regis to function as a town centre for the adjoining urban extensions should be considered;
- **Leighton Linlade:** Priorities will be to consolidate the town centre to provide for the retail, service and cultural needs of the growing town and enhance public transport accessibility, while conserving and enhancing its townscape.
- **Luton:** Priorities will be to consolidate the town centre as the conurbation's principal focus for retailing, service functions, cultural activities and office development; to improve the quality of development and the appearance of the public realm; to increase residential provision; to enhance accessibility by public transport; and to improve public safety and security;

### London Luton Airport and potential urban extensions to the east of Luton

90. London Luton Airport is a key driver of the economic development of the Luton/Dunstable conurbation. In consultation with partners, the Airport's owners will be developing a master plan for the Airport's growth in the months following publication of this Strategy. The strategic LDD work required through this Strategy will consider whether land should be released for urban extensions to the east and south east of Luton. Any transport proposals and development proposals in Area Action Plans will need to cater both for the urban extensions and for the growth of the Airport.

### Supporting Infrastructure

91. Significant improvement in economic performance, ensuring that the Bedfordshire growth locations achieve a suitable share of regional growth, is essential to underpin regeneration and urban renaissance, stimulate housing demand, and provide a sustainable framework for additional housing. Enhanced economic performance will not be enough in isolation and needs to be complemented by:
- delivery mechanisms, to ensure that the growth levels can be achieved, that the necessary funding is available, and supporting physical and social infrastructure can be delivered when it is needed and does not therefore act as a constraint;
  - developing a co-ordinated programme of investment and improvements;
  - reviewing regional and local policy (including

initiatives such as the Bedfordshire and Luton Green Infrastructure Plan) to ensure a consistent and targeted approach to meeting growth objectives; and

- the improvement/extension of existing or the provision of new schools, community and health and social care services and facilities.

### Utilities

92. In terms of water supply infrastructure, Luton, Dunstable and Houghton Regis are relatively well placed. The need for infrastructure improvements to satisfy the addition of a large number of extra properties is likely to require some off-site reinforcement and mainlaying. Enhanced capacity in the north of the county will be required if the proposed levels of growth are to be successfully delivered. To achieve this water companies should update their water resource plans in line with the housing numbers within the Sub-Regional Strategy and continue to work with the Environment Agency to provide sufficient water to meet future demands.

### Transportation

93. Part A of this document identifies those strategic transport schemes that are important for the sub-region as a whole. A number, including M1 J6a-13 widening, the Dunstable northern by-pass and the Stoke Hammond to Linlade western by-pass, are important to deliver the scale of development in the area.
94. The two lists of schemes opposite (Figures 3 & 4) indicate the existing and potential future priorities of the Bedford and Luton/Dunstable/Houghton Regis and Leighton Linlade growth areas within the context of promoting sustainable transport options.

**Figure 3: Milton Keynes & South Midlands – Bedford/Kempston/Northern Marston Vale**

## Key Transport Requirements and Phasing Delivery

| Scheme   | Delivery | Lead Org. | Status*             | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|--|----------|-----------|---------------------|---------|---------|---------|---------|
| <b>Rail</b>                                    |          |           |                     |         |         |         |         |
| New Station at Elstow                          | DEV      | NR        | Under consideration |         |         |         |         |
| <b>Road</b>                                    |          |           |                     |         |         |         |         |
| A6 The Wixams Improvement                      | DEV      | DEV       | Committed           |         |         |         |         |
| Bedford Western Bypass (southern section)      | DEV      | LA        | Committed           |         |         |         |         |
| A421 M1 J13 to Bedford                         | TPI      | HA        | Committed           |         |         |         |         |
| Park & Ride: Elstow                            | LTP      | LA        | Committed           |         |         |         |         |
| Bedford Western Bypass (North Bromham section) | DEV      | DEV       | Under consideration |         |         |         |         |
| Quality Bus Corridors                          | LTP      | LA        | Under consideration |         |         |         |         |
| Park & Ride: Biddenham Loop                    | LTP      | LA        | Under consideration |         |         |         |         |
| Park & Ride: Clapham                           | LTP      | LA        | Under consideration |         |         |         |         |

Key: Targeted Programme of Improvements  
 Highways Agency  
 Department for Transport Rail Strategy  
 Network Rail  
 Local Transport Plan Major Scheme  
 Local Authority  
 Developer contributions

TPI  
 HA  
 DfT  
 NR  
 LTP  
 LA  
 DEV

\*Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.

**Figure 4: Milton Keynes & South Midlands – Luton/Dunstable/Houghton Regis**

**Key Transport Requirements and Phasing Delivery**

| Scheme  | Delivery | Lead Org. | Status*                  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|---|----------|-----------|--------------------------|---------|---------|---------|---------|
| Translink Guided Bus Scheme (Core Scheme)         | LTP      | LA        | Committed                |         | ■       |         |         |
| Park & Ride: Butterfield                          | DEV      | LA        | Committed                |         | ■       |         |         |
| East Luton Corridor                               | LTP      | LA        | Committed <sup>1</sup>   |         | ■       |         |         |
| Luton Town Centre Improvements Scheme             | LTP      | LA        | Committed                |         | ■       |         |         |
| Dunstable Northern Bypass (A5-M1)                 | TPI      | HA        | Committed                |         | ■       |         |         |
| Luton Northern Bypass (M1-A6)                     | LTP      | LA        | Under consideration      |         | ■       | ■       |         |
| Luton Northern Bypass (A6 – A505)                 | LTP      | LA        | Under consideration      |         |         | ■       |         |
| Translink Extension to M1 J10 A                   | DEV      | LA        | For future consideration |         |         |         |         |
| Translink Extensions to northern fringe           | DEV      | LA        | For future consideration |         |         |         |         |
| Luton East Circular Road (North) (A505 – Airport) | LTP      | LA        | For future consideration |         |         |         |         |

Key: Targeted Programme of Improvements  
 Highways Agency TPI  
 Department for Transport HA  
 Rail Strategy DfT  
 Network Rail NR  
 Local Transport Plan Major Scheme LTP  
 Local Authority LA  
 Developer contributions DEV

\*Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.

<sup>1</sup> DfT expects to seek regional advice on the priority of this provisionally approved LTP scheme later in 2005, as part of new arrangements for making future spending plans.



## Statement for Milton Keynes and Aylesbury Vale (South East England)

### Introduction

95. Milton Keynes Unitary Authority and Aylesbury Vale district together make up one of the three sub-areas that comprise the Milton Keynes South Midlands Sub-Region. The purpose of this Part B Statement is to provide detailed and concise guidance focused on implementation to guide the strategic and operational plans of delivery agencies and the preparation of LDDs and other policy documents at the local level such as Local Transport Plans, strategies prepared by economic partnerships and community strategies.

### The Spatial Framework for Milton Keynes

96. Milton Keynes is located within the northern sector of the South East. It is accessible, offering as with Aylesbury, a high quality of life. Inevitably at Milton Keynes, this means that the pressures for new development are intense.

97. Milton Keynes will see a new phase of long-term growth establishing it as a centre of regional importance and adding a high quality public transport system to its unique advantages of modernity and good environment. It is important to the economy of Milton Keynes to accommodate an increase of 44,900 homes in Milton Keynes in the period up to 2021. Development in the rest of Milton Keynes Unitary Authority area will continue to be related to local needs at the same rate.

98. The majority of development will be provided within the existing urban area of Milton Keynes in conjunction with development of the central area, selective urban intensification and the completion of developments already planned. These sources are expected to provide about 19,000 additional homes up to 2016, and more in the period beyond. The remaining requirement of 14,900 up to 2016 will be provided through sustainable urban extensions to Milton Keynes to the west, the south west and the east. Beyond 2016 a balanced programme of urban extensions and opportunities within the urban area should continue.

99. In order to establish details of directions for growth at Milton Keynes up to 2021, beyond those established through the Milton Keynes Local Plan, an appropriate LDD may need to be prepared, considering areas of search around the town. This LDD should be prepared jointly with Aylesbury Vale and Mid-Bedfordshire District Councils in order to ensure that possible directions for growth outside the Milton Keynes Unitary Authority area and other boundary crossing issues are fully addressed.

100. There should be a particular emphasis on development of new public transport nodes and interchanges, well related to new urban extensions and linked with the provision of high quality public transport serving north-south and east-west corridors well integrated with strategic transport infrastructure. This is essential for enhancing accessibility for all and achieving more sustainable travel patterns within the urban area. Work will be needed to establish what form of high quality public transport will best serve travel needs along the corridors. East-west movement by road across the southern part of Milton Keynes needs to be improved. Measures are needed to address traffic problems on the existing A421, to improve access to the M1 and to make space available for enhanced public transport.

### Milton Keynes in the longer term

101. Beyond 2021 Milton Keynes should expect to continue to grow at broadly the same rate, adding at least a further 23,700 homes in the following decade. Over this period Milton Keynes should become a centre of major regional importance, with a population of over 300,000 and some 290,000 jobs. In order to guide this change over the longer term, a vision for 2031 should be prepared, involving Milton Keynes Council, Milton Keynes Partnership Committee (the Local Delivery Vehicle), English Partnerships, its neighbouring authorities, local communities, Government and a wide range of other stakeholders. The vision will provide a platform for major economic and cultural development, for qualitative and quantitative change in primary, secondary, further and higher education, health and social care and other infrastructure, and facilitate long-term investment decisions in the strategic and local public transport system and other infrastructure.

102. The principles of this Sub-Regional Strategy should continue to guide the strategy beyond 2021. The vision should reflect a continuing programme of selective intensification and renaissance of Central Milton Keynes and other urban locations, complemented by:

- sensitively planned urban extensions to provide new homes and workplaces and reinforce public transport, while respecting local context;
- continued development and upgrading of the public transport system, and reducing dependence on car use;
- maintenance and provision of new and existing green infrastructure including parks, greenspace and water spaces within the urban area; and
- the highest environmental standards in design and construction.



### Milton Keynes/Aylesbury Vale Policy 1: Spatial Framework for Milton Keynes Growth Area

Milton Keynes should accommodate an additional 44,900 dwellings over the period 2001–2021, of which 30% should be affordable. Figures include any housing arising from Milton Keynes growth and provided in Aylesbury Vale or Mid-Bedfordshire DC areas after 2011. This will be phased as follows;

|                            | 2001–06 | 2006–11 | 2011–16 | 2016–21 | 2001–16 | Total 2001–21 |
|----------------------------|---------|---------|---------|---------|---------|---------------|
| <b>Milton Keynes</b>       | 7,900   | 15,000  | 11,000  | 11,000  | 33,900  | 44,900        |
| <b>Annual average rate</b> | 1,580   | 3,000   | 2,200   | 2,200   | 2,260   | 2,245         |

New development will be delivered through a combination of urban intensification and the development of new sustainable urban extensions, integrated with the provision of new and enhanced public transport systems and interchanges. Locations for development will be those established through the Milton Keynes Local Plan, and in appropriate LDDs on the basis of areas of search around the western, southern and eastern edges of the urban area. LDDs should apply the principles for creating sustainable communities as set out in Strategic Policy 3.

Sustainable urban extensions should be carefully programmed so as to complement and not undermine the contribution of development and regeneration within the urban area. Both urban intensification and sustainable urban extensions will be planned in such a way as to maintain and extend green infrastructure, and to ensure that issues of impact on landscape character and coalescence of settlements are addressed.

The levels of development proposed will be monitored against an increase in employment of 44,900 jobs in the period to 2021. The forthcoming review of RSS for the South East (the South East Plan) will provide the earliest opportunity for this figure to be reviewed. Key locations for employment related development will be Central Milton Keynes, Bletchley, Wolverton and Newport Pagnell and some locations within new urban extensions at focal points on the public transport system. At present there is sufficient planned employment land supply in Milton Keynes to meet forecast demand to 2016. Both quantitative and qualitative aspects of supply and demand for employment land will be kept under review through the LDD process, to ensure provision of a range of types and sizes of premises to meet the needs of the economy, and that any land no longer required for employment purposes is considered for other use.

Local transport infrastructure will require early development and continued enhancement and upgrades to facilitate the delivery of sustainable growth throughout the period to 2021 and beyond. Key elements are:

- core bus network upgrade across the whole of Milton Keynes;
- high quality public transport serving East-West and North-South Corridors;
- Park and Ride accompanied by appropriate traffic management measures;
- measures to resolve east-west traffic problems across the southern half of Milton Keynes.

New and upgraded strategic transport links will be vital in underpinning the growth of Milton Keynes, including enhanced east-west public transport and possible new parkway stations. Details of strategic transport infrastructure are set out in the Part A Statement.

### Spatial Framework for Aylesbury

103. Aylesbury is the principal town within the district of Aylesbury Vale in north Buckinghamshire. With the exception of Aylesbury town, Aylesbury Vale remains predominantly rural in character with many smaller towns and many dozens of villages and hamlets. The majority of growth will be focused on Aylesbury.

104. The identification of MKSM as a growth area presents considerable opportunities for Aylesbury in terms of the role and functions it will be able to develop in the period covered by RPG9 and beyond. The challenge for the town will be to utilise growth to deliver urban

renaissance, particularly in the town centre, attracting higher value inward investment and encouraging enterprise.

105. Additional growth, over and above that already allocated in local plans, should be focused entirely on Aylesbury urban area. Aylesbury town should seek to accommodate a total of 15,000 homes in the period up to 2021, with the remainder of the district accounting for an additional 3,300 dwellings in total to 2016. These figures exclude any additional housing provided within Aylesbury Vale District to meet the proposals for growth in Milton Keynes urban area as a result of the joint preparation of LDDs.

106. Various alternative options are available for the growth of Aylesbury including the option of utilising the provision of enhanced quality bus corridors and enhanced public transport nodes. A challenge for the town will be to utilise growth to facilitate environmental improvements and to underpin renaissance initiatives.
107. Opportunities should also be sought to promote urban intensification of existing residential areas, and through the redevelopment of redundant employment land, in order to minimise development on greenfield land.
108. Sustainable urban extensions to the north of the town at Berryfields and Weedon Hill have already been identified through the Aylesbury Vale District Local Plan. While every effort should be made to maximise the use of urban land, further sustainable extensions should also be identified through the preparation of an appropriate LDD or LDDs.
109. The level of growth to 2021 and incremental growth beyond will necessitate an emphasis on realising the economic potential of Aylesbury by focusing on the provision of quality employment land and buildings and attracting knowledge-based industries. There is evidence that recent growth may have been constrained by an absence of high-quality employment space and land. The potential afforded by the Aston Clinton Major Development Area (MDA) and the redevelopment of the town centre in relation to the provision of high quality business locations will be an important component of the development strategy in this respect. Proposals will need to provide properly resourced protection from any increased environmental impact on green infrastructure resources of significance such as the Chilterns AONB, and be guided by the LDV.

### Milton Keynes/Aylesbury Vale Policy 2: Aylesbury growth area

An expanded Aylesbury should accommodate a total of 15,000 new dwellings over the period 2001–2021, of which 40% should be affordable. Other parts of Aylesbury Vale District should provide for a further 3,300 new dwellings in the shorter period of 2001–16, excluding any growth directly related to the urban area of Milton Keynes that may be identified through a cross-border LDD with Milton Keynes Council.

|                             | 2001–06         | 2006–11 | 2011–16 | 2016–21 | Total<br>2001–21 |
|-----------------------------|-----------------|---------|---------|---------|------------------|
| <b>Aylesbury Urban Area</b> | 2,400 dwellings | 3,800   | 4,400   | 4,400   | 15,000           |
| <b>Annual average rate</b>  | 480             | 760     | 880     | 880     | 750              |

Development at Aylesbury should be delivered through maximising the use and re-use of land within the urban area and through the development of new sustainable urban extensions integrated with the provision of new and enhanced public transport systems and interchanges.

Sustainable urban extensions to the north of the town at Berryfields and Weedon Hill have already been identified through the Aylesbury Vale District Local Plan. While every effort should be made to maximise the use of urban land further extensions will also be identified through the preparation of an appropriate LDD or LDDs.

The LDD or LDDs should provide a strategic long-term framework for the development of the town focusing on:

- identifying land for new housing as above;
- applying the principles for creating sustainable communities as set out in Strategic Policy 3;
- identifying and ensuring the availability of appropriate strategic high quality employment sites;
- identifying and implementing measures to achieve an urban renaissance of the town centre, strengthening its traditional role and heritage as a county town (possibly to be articulated through the preparation of a separate LDD);
- providing for a sustainable transport system for the expanded town, including strategic bus corridors with bus priority measures and good links to the strategic rail network.
- The levels of development proposed will be monitored against an increase in employment of 12,690 jobs in Aylesbury Vale district in the period to 2021. The forthcoming review of the RSS for the South East of England (the South East Plan) will provide the earliest opportunity for this figure to be reviewed.

## Sustainable Communities

110. Delivering sustainable communities requires the integration of new development with a high quality environment, the provision of housing for all members of the community, excellent public services, a full range of community facilities and a prosperous economy. The joined up delivery of these components is the key challenge for the growth areas.
111. The framework for the renaissance of Central Milton Keynes has been published and the assumptions in terms of development capacity have informed this strategy. A similar framework would be helpful to assist with the renaissance of Aylesbury town centre which will need to develop a wider range of facilities to support the level of growth envisaged.
112. Milton Keynes urban area benefits from a well-managed strategic open space resource, which new development should seek to complement. In and around Aylesbury there is a strong amenity need for informal recreational facilities of a much larger scale than has been provided in the past. An allowance for this need should be made in the masterplanning and design processes. The provision of formal recreation and sporting facilities may also need further attention as the population and workforce of both centres increases.
113. Educational attainment and skills levels at Milton Keynes and Aylesbury need to be improved in order to support economic growth and enable local people to participate fully in it. New facilities and programmes will need to be brought forward in step with development. Milton Keynes is home to the Open University and has close proximity to Cranfield and Buckingham Universities, while the 'Unis4MK' collaboration between HE providers in the area is a key interface between the growth and higher education agendas that will raise the profile of higher education and develop a long-term strategy for co-ordinated and targeted high quality HE provision. It will be essential to increase further and higher education provision available to their residents and employees, to support their economic ambitions and attract and foster the development of higher value-added, knowledge-based industries.
114. The implications of growth for the provision of utilities infrastructure is as follows:
- major development and other urban extensions will require significant upgrades in electricity supply on both Milton Keynes and Aylesbury from 2011;
  - large scale growth at Aylesbury may require the construction of a new sewage treatment works to a high standard of treatment in order to achieve adequate water quality standards in the River

Thame. The utility providers have a legal obligation to provide services. Water companies will need to work with the Environment Agency to urgently provide a sustainable solution to achieve adequate water quality standards in the River Thame.

### Milton Keynes/Aylesbury Vale Policy 3 – Delivering Sustainable Communities

The scale of growth envisaged in Milton Keynes and Aylesbury must be harnessed to deliver an enhanced quality of life following the principles of sustainable development. This will necessitate the phased provision of high quality community, economic, environmental and social infrastructure and services, and should include the following:

- affordable housing – significant increases in provision, mix and choice;
- urban renaissance – major public realm improvements and the provision of high quality, and well managed strategic and local open space;
- water – the strategic planning of surface water drainage management to minimise flood risk and avoid adverse impacts of large scale development on water quality;
- waste management – including waste reduction and waste infrastructure requirements;
- healthcare – substantial investment in expanding and modernising primary and community health and social care and secondary healthcare services and facilities;
- school education – additional primary and secondary school provision;
- further and higher education – additional capacity should be sought in Aylesbury and Milton Keynes;
- delivery of the Milton Keynes economic vision and the economic vision for Aylesbury Vale; and
- proportionate increase in other public services e.g. police and fire service.

## Effective Delivery

115. In Milton Keynes the levels of employment growth required to balance the increase in population are similar to those achieved over the past decade. Housing completions have, however, fallen over recent years in large part due to a significant decline in the provision of affordable housing. Quickening the pace of housing delivery will be a key objective for Milton Keynes if the growth targets are to be achieved. Market delivery should be facilitated by a number of major expansion areas and Central Milton Keynes being taken forward concurrently. A second key implementation challenge will be delivery of an

enhanced intra-urban public transport system in parallel with the new development, for which transport accessibility has been a key locational factor, including public transport improvements in Central Milton Keynes. The renaissance of Wolverton and Bletchley town centre will be a further focus requiring investment and intervention, together with the regeneration of the older estates in Milton Keynes.

116. In Aylesbury the enhancements to the local transport system are crucial. The other critical implementation issue for Aylesbury will be the renaissance of the town centre, which will be essential for the attraction of new residents and employers.
117. Figure 5 indicates existing and potential future priorities for transport investment to support

growth in Milton Keynes and Aylesbury. Integrated Area Action Plans should be developed for all new areas of urban expansion or major redevelopment. These should set the framework for the integrated delivery and management of new development, local transport, community facilities, utilities and open space.

118. The pace of development required to meet the growth targets set out in Milton Keynes and Aylesbury will necessitate the operation of specific and effective delivery mechanisms for each area. The overall strategic approach to deliver is set out in Policy 4 of the Sub-Regional Strategy document (Part A).

**Figure 5: Milton Keynes & South Midlands – Milton Keynes and Aylesbury**

## Key Transport Requirements and Phasing Delivery

| Scheme  | Delivery | Lead Org. | Status*                  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|---|----------|-----------|--------------------------|---------|---------|---------|---------|
| <b>Milton Keynes – Road</b>   |          |           |                          |         |         |         |         |
| Bletchley Link Road   | LTP      | LA        | Committed                | [Bar]   |         |         |         |
| Central Milton Keynes Public Transport Access Improvements                                | LTP/GA   | LA        | Committed                | [Bar]   |         |         |         |
| M1 Junction 14 Improvements   | TPI      | HA        | Under consideration      | [Bar]   |         |         |         |
| A421 J13 to Milton Keynes   | LTP      | LA        | Under consideration      | [Bar]   |         |         |         |
| MK Southern Bypass  |          |           | For future consideration | [Bar]   |         |         |         |
| D3 upgrade of A5 (Fenny Stratford to Bow Brickhill)                                       | TPI      | HA        |                          | [Bar]   |         |         |         |
| MK Southern Bypass  | LTP      | LA        | For future consideration | [Bar]   |         |         |         |
| A509 Newport Pagnell Bypass – M1 J14 D2   | LTP      | LA        | For future consideration | [Bar]   |         |         |         |
| Quality public transport services on East-West and North-South Corridors in Milton Keynes | LTP      | LA        | For future consideration | [Bar]   |         |         |         |
| <b>Milton Keynes – Rail</b>   |          |           |                          |         |         |         |         |
| East-West Rail Station at Newton Longville  | DfT      | NR        | Under consideration      | [Bar]   |         |         |         |
| M1 J13 East-West Parkway and P&R  | DFT/LA   | NR        | For future consideration | [Bar]   |         |         |         |
| <b>Aylesbury – Road</b>   |          |           |                          |         |         |         |         |
| Quality Bus Corridors and Urban Transport Hub   | LTP      | LA        | Under consideration      | [Bar]   |         |         |         |
| Aylesbury Southern Distributor Road   | DEV/LTP  | LA        | For future consideration | [Bar]   |         |         |         |
| <b>Aylesbury – Rail</b>   |          |           |                          |         |         |         |         |
| Aylesbury North (to serve Berryfields development) (East-West rail)                       | DfT      | NR        | Under consideration      | [Bar]   |         |         |         |

Key: Targeted Programme of Improvements  
 Highways Agency TPI  
 Department for Transport Rail Strategy HA  
 Growth Area Funding (OPDM) DfT  
 Network Rail GA  
 Local Transport Plan Major Scheme NR  
 Local Authority LTP  
 Developer contributions LA  
 DEV

\*Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.

## Statement for Northamptonshire

(East Midlands)

### Introduction

119. In accordance with the spatial framework set out in Part A, major areas of new development will be concentrated in Northampton (defined as a Principal Urban Area) and in the neighbouring growth towns of Corby, Kettering and Wellingborough.

120. Outside these towns smaller amounts of development will be located at the Sub-Regional centre of Daventry and in other small towns within the county. These include Desborough, Rothwell, Burton Latimer, Rushden, Higham Ferrers and Irthlingborough and the rural service centres of Towcester, Oundle, Raunds, Thrapston and Brackley. In other rural settlements new development will be limited to that required for local needs.

### Northamptonshire Policy 1: The Spatial Framework

The majority of development in Northamptonshire should be concentrated in the Northampton Implementation Area and the neighbouring growth towns of Corby, Kettering and Wellingborough.

Beyond these main urban centres development should be focused at the Sub-Regional centre of Daventry, the smaller towns of Desborough, Rothwell, Burton Latimer, Rushden, Higham Ferrers and Irthlingborough and the rural service centres of Towcester, Oundle, Raunds, Thrapston and Brackley.

In the remainder of the county, the rural hinterlands, development should be limited with the emphasis on meeting local needs and the retention of basic services and facilities.

Housing provision for each local authority area in Northamptonshire for each of the five year phases over the period 2001–2021 should be made at the following annual average rates:

|                        | 2001–06      | 2006–11      | 2011–16      | 2016–21      | Total<br>2001–21 |
|------------------------|--------------|--------------|--------------|--------------|------------------|
| Corby*                 | 560          | 680          | 1,060        | 1,060        | 16,800           |
| Daventry               | 540          | 540          | 540          | 540          | 10,800           |
| East Northamptonshire  | 520          | 520          | 420          | 420          | 9,400            |
| Kettering              | 550          | 810          | 630          | 630          | 13,100           |
| Northampton*           | 1,050        | 1,450        | 1,750        | 1,750        | 30,000           |
| South Northamptonshire | 330          | 330          | 330          | 330          | 6,600            |
| Wellingborough         | 595          | 595          | 685          | 685          | 12,800           |
| <b>Total</b>           | <b>4,145</b> | <b>4,925</b> | <b>5,415</b> | <b>5,415</b> | <b>99,500</b>    |

\*Figures for Corby and Northampton include any provision made in urban extensions across local authority boundaries. Such provision would be additional to the figures for the 'receiving authorities' in the above table.

## Principal Urban Area – Northampton

121. Northampton will develop as a Principal Urban Area for the Milton Keynes South Midlands Sub-Region and the wider region. The Northampton

Implementation Area (NIA) covers Northampton Borough and neighbouring parts of Daventry and South Northamptonshire Districts.

### Northamptonshire Policy 2: Northampton Implementation Area

New development will be delivered through a combination of urban regeneration and intensification and the development of new sustainable urban extensions, integrated with the development of enhanced public transport and new public interchanges. Northampton Borough, and the District and Borough Councils of South Northamptonshire and Daventry should together identify and provide for the timely preparation of an appropriate set of LDDs to put into effect the proposals of the Sub-Regional Strategy for the growth within the Northampton Implementation Area (NIA). This should include joint working on core strategies and a joint LDD to investigate longer term growth options for the NIA.

Together these LDDs should provide for an increase in the number of homes in the NIA in the period to 2021 as follows:

|                            | 2001–<br>2006 | 2006–<br>2011 | 2011–<br>2016 | 2016–<br>2021 | Total<br>2001–2021 |
|----------------------------|---------------|---------------|---------------|---------------|--------------------|
| <b>Total</b>               | 5,250         | 7,250         | 8,750         | 8,750         | 30,000             |
| <b>Annual average rate</b> | 1,050         | 1,450         | 1,750         | 1,750         | 1,500              |

In examining future growth options the longer-term perspective of the Sub-Regional Strategy (for a further 17,500 dwellings in the decade 2021–31) should be borne in mind as an uncommitted planning assumption, and will be subject to future review.

The levels of development proposed will be monitored against an increase in employment of 37,200 jobs in West Northamptonshire (Northampton Borough, and Daventry and South Northamptonshire districts) in the period to 2021. This employment figure is a reference value to be used for the monitoring and review and not as a target.

Taken in combination the LDDs within the LDS should set firm guidelines for proactive inter-agency approaches that will:

- meet all the principles for creating sustainable communities set out in Strategic Policy 3;
- provide for housing growth using both greenfield land and previously developed land, but maximising opportunities for recycling redundant and under-used urban land especially at nodal sites and on good-quality public transport routes;
- provide an adequate choice of high-quality employment

sites for targeted office and high-value knowledge-based industries and for existing key sectors, making a realistic assessment of the prospects for continuing use of older sites and including an appropriate degree of mixed use on suitable sites, both new and existing;

- reduce the need to travel by integrating land use and transport planning, reviewing the need for new orbital and other roads, achieving a step change in the attractiveness of public transport within the urban area, implementing town-wide park and ride schemes, comprehensively improving the attractiveness of walking and cycling, and implementing demand management measures;
- provide for suitable urban extensions (without reference to local authority boundaries) clearly linked, where appropriate, with the completion of any key items of necessary associated infrastructure;
- identify an appropriate number of existing and possible future District Centres (urban hubs) to form sustainable sub-centres for shopping and for the provision of commercial and social services, giving an emphasis to regeneration needs and opportunities for urban renaissance where relevant;
- achieve a better quality of new development throughout the urban area, including strategic improvements to the public realm, and sympathetic design of the edge of the urban area and the surrounding countryside;
- review, and if necessary, set new targets for the provision of affordable housing within the area of the LDD;
- consider the opportunity for the further development of higher education facilities in Northampton;
- provide for additional primary health and social care services within existing primary care outlets, in bespoke new healthcare centres within the sustainable urban extensions and within new and expanded community hospitals;
- expand, reconfigure and modernise secondary healthcare facilities as required to ensure sufficient capacity; and
- make appropriate provision for green infrastructure including the suggested River Nene Regional Park which can play an important role as a strategic recreational resource and offer opportunities to protect and enhance landscape character, biodiversity and cultural heritage.



### Northamptonshire Policy 3: Northampton Central Area

Northampton Borough Council, in partnership with other relevant bodies, will prepare an LDD to provide a long-term framework for revitalising and upgrading the quality and facilities of the central area, including:

- developing the area around and including the railway station not only as a transport hub for the town, but also as an attractive and vibrant gateway to the town centre and a focus for development;
- improving the range and quality of retail provision by increasing comparison and convenience floorspace, and linking this into a revitalisation of the rest of the central area incorporating attractive links to the railway station

and waterfront areas;

- making the central area the focus of a range of employment opportunities with a particular emphasis on offices, through the provision of large office space through to small office suites in both new and converted accommodation;
- developing cultural/ heritage tourism by enhancing the existing cultural heritage facilities and attractions, and through the provision of new facilities; and
- increasing the range of centrally located overnight accommodation.

### Corby, Kettering and Wellingborough

122. The neighbouring towns of Corby, Kettering and Wellingborough have been identified as locations with the potential for an increased level of new growth. It is important that they grow in a complementary way, while retaining their separate identities. All three are

important retail, business and community centres serving their own individual catchments. This role will continue but the three town centres will need to adapt to cater for increased population and to address regeneration needs.

### Northamptonshire Policy 4: Corby, Kettering and Wellingborough

The Local Development Documents for the local planning authorities of Corby, Kettering, Wellingborough and East Northamptonshire should identify and provide for a joint approach which will apply the principles for creating sustainable communities set out in Strategic Policy 3 and put into effect the proposals of the Sub-Regional Strategy for North Northamptonshire.

This should include a joint core strategy for North Northamptonshire. Within the overall provision made in Northamptonshire Policy 1, an increase of 34,100 dwellings will be accommodated in the neighbouring growth towns of Corby, Kettering and Wellingborough by 2021.

In examining future growth options, the longer term perspective of the Sub-Regional Strategy for a further 28,000 additional dwellings in North Northamptonshire for the period 2021 – 2031 should be borne in mind as an uncommitted planning assumption, subject to review at an appropriate future date.

#### Growth Locations

In all three towns, the capacity of the existing built-up area to accommodate additional development will be utilised to the full, through measures to assess and bring forward surplus employment sites and other previously developed land and, particularly in Corby, through the opportunities

for intensification and mixed use provided by regeneration and redevelopment.

In parallel, proposals will be brought forward for sustainable urban extensions to provide for additional development in each of the three towns. Areas of search for such extensions will include:

- north east, north west, south, south west and west of Corby;
- to the east, west and south of Kettering;
- to the east, north and west of Wellingborough.

All new sustainable urban extensions will require a masterplanning approach developed with appropriate consultation and appraisal.

#### Environment and green infrastructure

Urban extensions should be planned so as to ensure the continued physical separation of the three towns, and to prevent coalescence with smaller towns and settlements within and adjoining the growth area. Opportunities should be taken to enhance important existing environmental assets such as Rockingham Forest and promote the provision of new green infrastructure to enhance the attractiveness of the area and meet the needs of its population.

#### Transport

New development should be planned to take account of the committed transport investment and with further

consideration of other transport provision indicated in Figure 7 and other initiatives, so as to facilitate a significant modal shift towards public transport use, particularly in relation to urban extensions. The new station proposal at Corby and associated train service changes will need to be reassessed in due course, as the town develops further, and will be subject to the usual appraisal and affordability criteria. High quality public transport services should be provided between and within each of the linked growth towns so as to connect key centres of housing, employment and service activities.

### Employment

The levels of development proposed will be monitored against an increase in employment of 43,800 jobs in north Northamptonshire (i.e. Corby, Kettering, Wellingborough and East Northants) in the period to 2021. This employment figure is a reference value to be used for monitoring and review and not as a target.

### Corby/Kettering/and Wellingborough Central Areas

Corby – In order to revitalise Corby as a whole the redevelopment and renewal of the town centre will be the priority. This should include the development of a central boulevard linking the town centre, including high quality retail, housing and employment development, with the possibility of a new railway station.

In accordance with Part A an Area Action Plan (AAP) should be prepared for Corby's central area. This AAP should be developed through the Local Development Document's preparation process, using Catalyst Corby's

Regeneration Framework as its basis.

Kettering – The focus at Kettering will be to maintain the existing role of the town centre. This will be achieved through the promotion and protection of the existing provision of basic comparison shopping, the development of a regionally important niche retail offer and the development of a wider range of cultural attractions including a theatre. In addition, the town centre's role as the focus for services and facilities to serve the town as a whole and its wider rural hinterland should be developed through the enhancement of social infrastructure.

Wellingborough – The existing role of Wellingborough should be strengthened through the continued provision of a diverse range of quality comparison shopping that meets the needs of both the town as a whole and its wider rural hinterland.

### Social Infrastructure

The following services and facilities should be developed to meet the needs of all three of the existing towns and the new sustainable urban extensions:

- education – expand and develop educational provision from primary to higher education in order to improve educational attainment and skill levels across Northamptonshire;
- healthcare – substantial investment in expanding and modernising primary community health and social care, and secondary healthcare services and facilities.

123. The neighbouring growth towns of Corby, Kettering and Wellingborough interact in various ways. There are also important relationships across the boundaries between these three Boroughs and East Northamptonshire District. In order to ensure that development is planned in a co-ordinated way joint LDDs should be prepared involving the Boroughs of Corby, Kettering, and Wellingborough and East Northamptonshire District. Relevant issues include:
- the phasing and scale of the development in the major growth locations;
  - major developments that cross council boundaries;
  - environmental issues and prevention of coalescence between towns;
  - provision of green infrastructure of a strategic scale, including the possibility of a green corridor along the Ise Valley, linking the River Nene Regional Park and the Rockingham Forest area;
  - social infrastructure provision and other development serving more than one town in the area; and
  - transport linkages throughout the area.

## Sub-Regional Centre, the Smaller Towns and Rural Service Centres

### Sub-Regional Centre: Daventry

124. Daventry will grow towards a population of about 40,000 by 2021, seeking to consolidate and extend its role by revitalising and extending the role of the town centre as a Sub-Regional Centre offering improved shopping facilities and a wider range of jobs and services. Sustainable growth will take place both by means of intensification within the present built-up area and expanding onto greenfield sites through one or more sustainable urban extensions. The exact scale, nature and location of this growth will be determined through the preparation of appropriate LDDs prepared by the District Council in consultation with relevant partners.

### Smaller Towns

125. The smaller towns of Burton Latimer, Rothwell, Desborough, Higham Ferrers, Rushden and Irthlingborough will seek to consolidate and extend their roles in providing for local services. These

towns share a common industrial heritage that makes them distinct from the rural service centres and also makes regeneration a key objective. A balanced range of housing, employment and local services and facilities should be secured whilst protecting local identity, including preventing coalescence with neighbouring settlements. Growth will be accommodated in line with the sequential approach within the existing built up areas or in the form of one or more sustainable urban extensions at each town. The exact scale, nature and location of growth and any enhancement proposals will be determined through the preparation of LDDs.

#### Rural Service Centres

126. Towcester, Brackley, Oundle, Raunds and Thrapston will seek to extend their roles in providing local services for their rural hinterlands. Growth will be accommodated in line with the sequential approach within the existing built up areas or in the form of one or more sustainable urban extensions at each town. Any significant growth will need to make provision for the expansion of new employment opportunities and the provision of necessary improved social infrastructure such as primary healthcare provision. The centres of these towns should also be the focus for enhancement proposals and the maintenance of basic services. These proposals should be identified in the respective LDDs.
127. A key consideration in Towcester is the need to regenerate its historic town centre. The sustainable growth of the town will help strengthen retail and essential services. A co-ordinated approach is required to appropriately manage the development of the town and its centre, and to integrate with future changes to the road network. LDDs will need to address these issues. The proposed bypass when completed will enable traffic management measures and other environmental enhancements in the town centre and along the present A5 corridor. The bypass is also necessary to provide for the long term growth of the town. Options for the bypass and for any associated development should be explored through an appropriate LDD.

#### Sub-Area Connections

128. The strategic connections within the Sub-Region need to reflect the existing urban spatial form in addition to that proposed via the associated RSSs and the Sub-Regional Strategy in Part A. The inter-connections between the Sub-Areas are vital for the cohesion of the Sub-Region as a whole. Transport improvements of Sub-Regional significance are identified in Part A of this document. These include important components in terms of delivering the scale of housing development proposed in the Growth Area. Such components include:
- strategic bus corridor development in Northampton and at Corby/Kettering/Wellingborough;
  - improved public transport interchange in Northampton;
  - improved public transport Interchange at Wellingborough;
  - improvements to the A14 at Kettering; and
  - local road improvements to increase capacity between Northampton and Kettering and to improve orbital movements around Northampton.
129. The list of schemes identified below (Figures 6-8) indicate existing and potential future priorities to meet the needs of Northamptonshire both in terms of meeting the growth needs and within the wider context of promoting sustainable transport options.

**Figure 6: Milton Keynes & South Midlands – Northampton Implementation Area**

## Key Transport Requirements and Phasing Delivery

| Scheme  | Delivery | Lead Org. | Status*                  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|---|----------|-----------|--------------------------|---------|---------|---------|---------|
| <b>Road</b>                                       |          |           |                          |         |         |         |         |
| "Getting Northampton to Work" Quality Bus Network | LTP      | LA        | Committed                | ■       |         |         |         |
| Strategic Bus Corridor Development                | LTP      | LA        | Under consideration      |         | ■       |         |         |
| A45 Stanwick to Thrapston                         | TPI      | HA        | Under consideration      |         |         |         | ■       |
| A43 Northampton to Kettering Dualling             | LTP      | LA        | For future consideration |         |         |         |         |
| Northampton Orbital Schemes                       | LTP/DEV  | LA        | For future consideration |         |         |         |         |
| A45 (M1 Junction 15) A43 to Stanwick              | TPI      | HA        | For future consideration |         |         |         |         |
| <b>Rail</b>                                       |          |           |                          |         |         |         |         |
| West Coast Main Line Modernisation                | DfT      | NR        | Committed                | ■       |         |         |         |
| Northampton Station Interchange                   | LTP      | LA        | Under consideration      |         | ■       |         |         |
| South of Northampton Interchange                  | DEV      | NR        | For future consideration |         |         |         |         |

Key: Targeted Programme of Improvements  
 Highways Agency  
 Department for Transport  
 Rail Strategy  
 Network Rail  
 Local Transport Plan Major Scheme  
 Local Authority  
 Developer contributions

TPI  
 HA  
 DfT  
 NR  
 LTP  
 LA  
 DEV

\*Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.

**Figure 7: Milton Keynes & South Midlands – Corby/Kettering/Wellingborough Implementation Area**

## Key Transport Requirements and Phasing Delivery

| Scheme  | Delivery                               | Lead Org. | Status*  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|---|--|-----------|--|---------|---------|---------|---------|
| <b>Road</b>                                       |  |           |  |         |         |         |         |
| Strategic Bus Corridor Development                | LTP                                    | LA        | Committed  | ■       |         |         |         |
| A43 Corby Link Road                               | LTP                                    | LA        | Committed  |         | ■       |         |         |
| A509 Isham Bypass                                 | LTP                                    | LA        | Committed  |         | ■       |         |         |
| Midland Road Bridge Wellingborough                | GA                                     | LA        | Committed  | ■       |         |         |         |
| A509 Isham Bypass to Wellingborough               | LTP                                    | LA        | Under consideration  |         | ■       |         |         |
| Wellingborough East Distributor Road              | DEV                                    | LA        | Under consideration  |         | ■       |         |         |
| A14 Kettering Bypass Improvement                  | TPI                                    | HA        | Under consideration  |         |         |         | ■       |
| <b>Rail</b>                                       |  |           |  |         |         |         |         |
| New Interchange Facilities Wellingborough Station | LTP                                    | LA        | Under consideration  |         | ■       |         |         |
| New Interchange Facilities Kettering Station      | LTP                                    | LA        | Under consideration  |         | ■       |         |         |
| Kettering to Corby Passenger Rail <sup>1</sup>    | DfT                                    | NR        | For future consideration   |         |         |         |         |
| Corby to Peterborough or Leicester Rail Reopening | DfT                                    | NR        | For future consideration   |         |         |         |         |
| New Station and Interchange Desborough            | DfT                                    | NR        | For future consideration   |         |         |         |         |
| Key:  | Targeted Programme of Improvements     | TPI       | *Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval. |         |         |         |         |
|   | Highways Agency                        | HA        |  |         |         |         |         |
|   | Department for Transport Rail Strategy | DfT       |  |         |         |         |         |
|   | Growth Area Funding (ODPM)             | GA        |  |         |         |         |         |
|   | Network Rail                           | NR        |  |         |         |         |         |
|   | Local Transport Plan Major Scheme      | LTP       |  |         |         |         |         |
|   | Local Authority                        | LA        |  |         |         |         |         |
|   | Developer contributions                | DEV       |  |         |         |         |         |

<sup>1</sup>The new station proposals at Corby and associated train service changes will need to be reassessed in due course, as the town develops further, and will be subject to the usual appraisal and affordability criteria.

**Figure 8: Milton Keynes & South Midlands – Connections beyond the Implementation Area**

## Key Transport Requirements and Phasing Delivery

| Scheme                                     | Delivery | Lead Org. | Status*                  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|--|----------|-----------|--------------------------|---------|---------|---------|---------|
| <b>Road</b>                                |          |           |                          |         |         |         |         |
| A428 West Haddon Bypass                    | DEV      | LA        | Committed                |         |         |         |         |
| A5 Towcester Bypass                        | DEV      | LA        | For future consideration |         |         |         |         |
| A45 Flore-Weedon Bypass                    | LTP      | LA        | For future consideration |         |         |         |         |
| A43 Towcester Roundabouts Grade Separation | TPI      | HA        | For future consideration |         |         |         |         |
| A43 Blisworth/Tiffield Grade Separation    | TPI      | HA        | For future consideration |         |         |         |         |

Key: Targeted Programme of Improvements  
 Highways Agency  
 Department for Transport  
 Rail Strategy  
 Network Rail  
 Local Transport Plan Major Scheme  
 Local Authority  
 Developer contributions

TPI  
 HA  
 DfT  
 NR  
 LTP  
 LA  
 DEV

\*Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.









