

Feedback to the Draft Strategy for 2050

This table sets out the feedback received on the draft Strategy for 2050 during the two engagement periods held in 2020. The first invited comments on the Engagement Draft Strategy for 2050 for an 18-week period between January and May 2020. The second asked for comments about the implications of the COVID-19 pandemic for a shorter period in June and July 2020.

This document provides a short summary of the comments received, grouped by topic area (sorted alphabetically). The table also includes a brief response explaining how the feedback has influenced the final Strategy for 2050 (published November 2020). The shaded rows are the responses to the COVID-19 engagement period.

Topic area	Headline	Summary	Proposed response
Bletchley	Support redevelopment and regeneration proposals for Bletchley but opportunities to go further	<ul style="list-style-type: none"> Victorian terraces should be redeveloped, roads and railway bridges made suitable for modern traffic, additional development to create more Council homes, not private homes to profit housebuilders. Bletchley should be supported by better links with green and blue infrastructure, and developed as an equal but alternative option to CMK as a green transport and technology hub It would be good to see the ambition for Bletchley to be vibrant and active in the day as well as the evening economy. We would like to see the ambition for Bletchley development include culture including more public art. Image and branding of Bletchley needs improving Support growth opportunities at Bletchley, with leverage from EWRail and other improvements, but may not be the place that young people want to be or where investors will want to invest. Is it the right place for a tech hub? Support the aspirations for Bletchley but given the current economic climate and the difficulties experienced by retailers, it is important to ensure that the Primary Shopping Area in CMK remains the key focus as a regional retail destination and therefore the focus of additional retail floorspace Should be clear this is about Central Bletchley rather than Bletchley more widely Opportunities in Bletchley can improve and impact on the wider area Development strategy and green infrastructure proposals show expanded parkland in brickworks area that would be better allocated for employment and commercial use 	<p>Consider relationship with Central Bletchley and CMK. Complementary offer, but how does that work. Update on any new progress on Town Deal</p> <p>Take forward suggestion about combining CMK and Bletchley chapter into wider chapter about Places of Activity or Our Centres... bring in issues for other areas too, especially with renewed focus on local facilities and local high streets. Can also build in arguments about TOD principles, walkable places and people focus as these places are hubs of community activity.</p>
Climate Change Mobility	Should be aiming for transport sector to be zero CO ₂ emissions over plan period	<ul style="list-style-type: none"> MKC's climate change /carbon neutrality aims mean that the transport sector needs to be responding, including reducing car dependency and stricter CO₂ emission targets. There should be greater emphasis on sustainable, walkable communities with facilities closer to residents. Zero carbon target not discussed in relation to MRT Should encourage private cars to move towards electrification (EV charging in all new homes, more EV parking etc) 	Bring sustainability issues more to the fore in the Strategy, including within mobility discussion.

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		<ul style="list-style-type: none"> As a consequence of the COVID-19 lockdown, should take the opportunity to review CO₂ reductions, reduced noise pollution and cleaner air and the impact this has had on health (asthma and other respiratory problems) 	
Climate change	Climate change and sustainability aspirations are not sufficiently embedded through the Strategy or ambitious enough	<ul style="list-style-type: none"> MKC's aspirations to be carbon neutral/negative and be greenest and most sustainable city are not adequately embedded through the Strategy. Growth Study (evidence document) doesn't give enough emphasis to sustainability issues All new homes should be zero carbon/carbon negative; Passivhaus standard insisted upon wherever possible; stronger commitment given to community energy schemes; greater water efficiency; increased tree planting in appropriate locations. More emphasis could be added on the use of water including moving toward water neutrality by 2050 Lack of tangible goals and targets around carbon consumption, for example, so how would we measure success? Should be a bigger commitment to sustainable construction An Energy Strategy needs to be developed to ensure energy consumption is reduced and confined to renewable sources. There is no sign of a commitment to significantly increase the densification of future development; where is the minimum percentage figure for future development to 2050 on previously developed land? Where are the sites designated for green energy production?? Need better collaboration between partners and stakeholders to make green aspirations deliverable Strategy should be based on an annual reduction of 10% in carbon emissions as there is no evidence of being serious about achieving carbon neutral by 2030. MKC is failing to focus on those areas that are within its control or influence, and instead is pledging ambitious targets on behalf of the whole city with no clear strategy for meeting pledges, which depend on other organisations The right ambitions should be to have a completely zero-carbon city - and to work out how much growth that can sustain. Population growth should be a consequence of sustainable growth not the purpose of it Support aim, but need more detail on how it will be achieved The Council is showing collective irresponsibility in its denial of climate change and in its 'business as usual' plans for growth There must be a commitment to a detailed action plan that addresses Climate Change and sustainability and one that demonstrates our resilience and ability to readily adapt to change Cost of decarbonisation not considered, including impact on low income families Little mention of the need to adapt to climate change and ensure that future growth and 	<p>Engagement process has emphasised support for going further on sustainability issues so work to emphasise this in the Strategy.</p> <p>Include...</p> <ul style="list-style-type: none"> Focus on brownfield sites and re-use/redevelopment of existing buildings Role of community energy schemes Passivhaus and sustainable construction standards How is the Council going to set and meet targets Reducing water consumption Discuss the balance between demands of growth and sustainability/climate emergency Health impacts of decarbonisation of transport and sustainability agenda

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		development is put on the right adaptation trajectory. This will necessarily involve taking a 'no regrets' approach, adopting the right policies and investing upfront in measures, technologies and infrastructure intended to minimise future impacts.	
Climate Change Design	Role of building regulations in sustainable construction should be recognised	<ul style="list-style-type: none"> Government approach is to use building regulations to control sustainable construction requirements Government's Future Homes Standards will make it unnecessary to seek higher requirements in local plans 	Include mention of government standards/approach to managing sustainable construction; but we want to go further than the base requirements
Climate change Culture	Re-use of existing buildings supports carbon savings and retains heritage assets	<ul style="list-style-type: none"> Retain older but structurally sound infrastructure and buildings brings carbon savings and can benefit our heritage USP and architectural character Redevelopment of areas is inherently not a green activity, and there is a push towards reusing existing buildings. This trend does not appear to be noted. 	Re-use of buildings for sustainability and heritage; include in discussion about sustainability
Climate Change	Government approach to energy will not deliver carbon neutrality; local policy should go further	<ul style="list-style-type: none"> Green recovery proposals – it would also be timely for MK Council to consider how it will look to embed and retrofit energy efficient measures into housing stock and new developments. It is highly likely that the impact of COVID-19 will lead to a prolonged and deep recession. The way out of that recession should be a Green New Deal More important than ever to pursue carbon neutrality Community feedback shows that people want to be able to live more sustainably but that systemic changes are needed to allow that; transport noted as a key issue, and that policies don't back up the need to address climate change (e.g. expressway or car-centric housing developments) This crisis has shown we are underprepared for the environmental crisis we are facing The country has no strategic energy policy and approaches to decarbonisation do not go far enough. Should have local policies that require all new homes to be carbon neutral Need vast quantities of electric vehicle charging in the city centre More domestic water use during lockdown emphasises the need to do more to promote water efficiency and re-use to reduce potable water use Opportunities to use vertical planting on the outside of buildings which will help support the sustainability and improve air quality 	Role of green recovery and opportunity for green jobs as part of recession recovery
CMK	Develop a comprehensive plan for CMK that considers design, investment, (re)development opportunities, parking and mobility, and	<ul style="list-style-type: none"> Providing park and ride could free up city centre parking areas for development, as well as reducing pollution and congestion. Should develop a coherent plan for the city centre that respects the design qualities and uses the car parking areas behind buildings rather than fronting the boulevards as development locations. Plan should consider how city centre public spaces can be used to support inclusive and diverse cultural opportunities 	Include information about forthcoming CMK framework which will address these issues; provide a coherent plan for the city centre that respects the design qualities and the opportunities that creates, but that addresses

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	takes into account the original city centre principles	<ul style="list-style-type: none"> • Blocks of small bedsit style units could be built to house students and homeless people. Offices above the station could be made into flats for homeless people • CMK appears to be bland and lacking interest in its design and architecture • There is so much exciting new architecture radically reforming city centres and making cities walkable and bikeable. Design cannot be done well by committee, so please invite some radical new companies to define a unifying design for MK and future growth. • Flexibility needed in the make-up of the grid and streets, especially given the width of the boulevards, to assist in linking undeveloped or redundant sites • To encourage walking and cycling for instance throughout Central Milton Keynes, car parking standards should be revised to require a reduction in on-site car parking as a starting point for facilitating this shift. • Strategy should emphasise importance of Primary Shopping Area as location of growth, more jobs and high density mixed use resi-led development to add buzz and vitality. • Consideration should be given to how Station Square and Midsummer Boulevard East can be improved to become more flexible and pedestrianized to add vibrancy through a variety of events and purposes. • Land in the city centre is a valuable commodity. We are not clear that there is a strategy for keeping the balance between competing demands: dwellings, offices, retail, leisure, culture, green space, transport, etc • Mustn't be just about commercial developers; need to reflect importance of home-grown initiatives (e.g. gallery, Stadium:MK). • Higher density development is already catered for by widely-supported planning policies. • People like the city centre; building on the public realm isn't going to solve the problem of workers leaving at 5pm and creating a deadzone • Reduced footfall in CMK since parking charges introduced • CMK was designed to be primarily low rise and with wide boulevards. The encroachment and failure to follow the building line with the hub development should be a warning. We don't want CMK to look like every other city centre • Strategy should explain that taller, mixed-use buildings fronting the boulevards and gates are encouraged as this will continue to respect the classic infrastructure and MK's hugely impressive New Town heritage. • CMK zoning approach in the Strategy is inappropriate, doesn't reflect the geography or need for mixed use development. Green frame needs to be referenced and its role in health and wellbeing • Zoning may be too restrictive. It may work if it is stressed that district has a predominant lead element (eg innovation) but within which other mixed uses can also occur • Some buildings are left vacant and unused and should be brought back into use 	<p>the existing and coming challenges including role of CMK post-COVID... widening leisure and cultural uses to encourage people to visit and spend time, encourage workers back to the city centre. Recognise that footfall may be reduced for some time with more workers working from home, impact on wider city centre economy (e.g. coffee shops) and likely reduced demand for parking. Continued decline in retail and how we respond. Issues about conversion to residential (and other uses?)... article 4 direction to remove permitted development rights. More on cultural role for CMK. Need for outside spaces to gather and events; flexibility in how those spaces are configured. Existing cultural facilities that add to the vitality of the city centre but that there needs to be more. Ways to attract independent sector – post-COVID maybe we have more opportunity.</p>

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		<ul style="list-style-type: none"> • Support principles of redevelopment and regeneration in CMK. • Existing capacity within CMK provides opportunity for housing growth • Support the recognition and role Central Milton Keynes can play in increasing the number of residents and employment opportunities. 	
CMK Culture	Need to reflect the role of the culture sector to CMK and in other locations	<ul style="list-style-type: none"> • We need an increased presence of the culture sector, as well as independent retailers and restaurants in CMK. The contribution of the cultural/independent/education and charitable sector should be valued as part of a stimulating, vibrant city centre. Should talk about culture alongside leisure etc – implies something more active and participative • Cultural and heritage assets and activities across the whole area are also important as destinations and as contributions to quality of life and communities • The Cultural heart of MK has developed in the last few years, but still does not have enough thought through design to create a place for people to congregate or want to stay because car parking and grids have priority. • Role of culture in attracting people to live in CMK and other areas; a strong local arts and cultural offer can play a role in attracting and retaining workers • Should consider flexibility for holding outside events in CMK; infrastructure / furniture / permanent art needs to be minimised or easily removable to afford open spaces with flat access for temporary installations / festival infrastructure etc. with easy access to power and water if possible • Improve references to International Festival, Theatre and Gallery, but also what is missing from provision 	As above – add more emphasis to cultural role in CMK. Needs more focus on culture and role in economy, quality of life, diversity, investment potential etc throughout
Communities	Impact is likely to exacerbate inequality	<ul style="list-style-type: none"> • Rising unemployment will see certain communities of people hardest hit financially and will exacerbate income inequality. We must even out opportunities and ensure MK is a place for everyone to live well, and ensure people are truly involved in designing solution to their issues. Properly funded community development work, VCSE sector organisations embedded in their communities and volunteering and VCSE infrastructure will be at the heart of driving resilient communities 	Need to bring in more about people and addressing inequality throughout; recognise unequal impact of COVID as part of that.
Communities	Importance of community spirit and local support networks. People's priorities have changed	<ul style="list-style-type: none"> • The importance of health, community connections / relationships / support and green spaces and the environment has been recognised as more important than ever. It has highlighted inequality and increased the feeling of collective responsibility to address and eradicate this in our City • There is a definite need for a Community response unit that pulls together all of the charities and stakeholders to improve the efficiency of any community response and to ensure that the vulnerable members of the society are not left out or forgotten or confused by too many "helplines" • Preserve some of the mechanisms that were used locally to help those who need it during lockdown. Review them for effectiveness and preserve the best. 	In new 'Our Centres' chapter, add more about role of local facilities in building and maintaining community spirit and local support networks. Local centres and high streets as places where these networks can have a focus. Recognise how people's lives have changed through COVID and it gives us the opportunity to help

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		<ul style="list-style-type: none"> • Some of the effects of COVID have been good for communities; I hope that this kind of grassroots community action will continue, though I am not sure what the council can do to support it. I think that closer links across the city between retirement homes and infants' schools is an excellent idea post-COVID (though perhaps not immediately). Is this an initiative that the council can support? • Need to have strong community centres and groups in all areas; example of Brooklands Centre in Newport Pagnell • Growing support for jobs and sectors that we rely on (health, logistics, supermarket workers) • I think we are more aware of our neighbours now and those who are more vulnerable; we now support each other where we can. • Missed the feeling of community with the library being closed. How will isolation be addressed? • People are re-evaluating what is important to them, being more collaborative with our friends and neighbours to becoming growers, makers , organisers ... bringing about change for the better in our locality • We need less reliance on a global economy and more on local: sources, suppliers, shops, self- help, communities, caring, etc. • For some, working from home and greater flexibility has improved quality of life and people don't want to lose this; likely to see even more flexibility in working patterns 	<p>build stronger communities</p>
Cross boundary	Growth should be within the Milton Keynes boundary; lack of justification for cross-boundary development. Cross-boundary development unlikely to be deliverable	<ul style="list-style-type: none"> • There is sufficient space within the MK boundary to meet growth requirements and MKC should not be looking to neighbouring areas • Cross-boundary growth likely to be undeliverable so should focus within MK Boundary; delivery of growth across boundaries is not viable. • Level of growth proposed in neighbouring areas amounts to 50% of the total target to 2050, not 30% as suggested in presentations • Growth in neighbouring areas should not count towards the MK housing targets • There is no mandate for cross boundary group • The Growth Strategy proposes growth into a neighbouring authority without extensive and exhaustive research into the options for growth within Milton Keynes own administrative area. This cannot be considered reasonable or best practice. • Strategy doesn't maximise the potential of infrastructure and development opportunities within the Borough. • MK was designated with a large rural area for future growth. • Residents in villages have chosen to live in such places rather than a big town or city. • Growth at Winslow at this scale would irreparably change the town and environment, and its demographics, which has already planned its share of growth through the 	<p>Pull back from what the Strategy says about cross-boundary growth. Still make reference to the fact that there will be growth in these neighbouring areas and that it will be managed through their own local plan processes, but be less explicit about how and where that might happen.</p> <p>Overall growth target will just be for MK borough, but recognise that the greater MK, ie. the area where people might come here to work, spend time, shop, go to school, use services etc will also increase in population; this area is a growing, successful place and in a good geographical location, with</p>

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		<p>Neighbourhood Plan</p> <ul style="list-style-type: none"> • Cranfield village has already seen massive expansion putting severe pressure on schools and medical facilities • The M1 should be considered the boundary of Milton Keynes • Development east of the M1 within MK boundary should be pursued ahead of new satellite communities in neighbouring areas. • Site north of MK within the borough would not impose growth on adjoining authorities or rely on them to secure allocation or delivery. Growth at north MK would be beyond the floodplain, use the landscape as an opportunity, and delivering MRT to a sustainable community. Site for around 20,000 new homes. • Growth north of MK would unlock new infrastructure including a new link road to ease EW road connections and reduce pressure on existing and ongoing growth directions around MK • This is a land grab for land outside MK borough; should be thinking about tower blocks in the city centre and using the space inside the borough. Where is growth going to end? 	<p>great transport connections, and even more attractive as a location for people to live and work in a post-COVID world. Those housing numbers in neighbouring areas don't count towards our target (and never did). We would still want to work with neighbouring areas on growth plans etc</p>
Cross boundary	Ambitious scale of growth cannot be accommodated within the tightly drawn boundary	<ul style="list-style-type: none"> • Recognise boundary constraint to accommodating the scale of growth being promoted, and if it is to be achieved, some development will need to take place in neighbouring areas, which must be done with detailed agreement with those areas 	<p>Support working with neighbouring authorities, especially where our ambitions align so we can work together to develop opportunities</p>
Cross boundary Development Strategy	Approach to working with neighbouring areas is not clear, has been inadequate, does not align with Neighbourhood Plans or Local Plans or meet the Duty to Cooperate	<ul style="list-style-type: none"> • Lack of joined-up thought to planning with neighbouring authorities including local parish councils, or alignment with Neighbourhood Plans. • Strategy doesn't take into account growth pressures already felt from new development in Buckingham. • Insufficient regard has been had to the duty to cooperate. • Approach has undermined cross-boundary relationships • Need better collaborative working, including with town and parish councils • There is no mandate for cross boundary growth • No account taken of visions held by local communities; Strategy does not take account of local neighbourhood plans (including within MK borough) • Growth in Winslow and other places outside of the Borough must be brought forward through much better and closer cross boundary working. • The Strategy is in effect a regional strategy which was made illegal by the Localism Act 2011 	<p>Recognise the role of local plans and neighbourhood plans in managing local development proposals and will work closely with neighbours through the local plan process including as part of the duty to cooperate</p>
Cross boundary	Support a boundary blind, strategic approach but it needs political buy-in from	<ul style="list-style-type: none"> • Support boundary blind approach but needs political buy-in from partners. At the moment, neighbours don't recognise the important role of MK. • Strategic approach helpful in Ox-Cam arc context. • Strong joint working needed especially on delivery of infrastructure across boundaries 	<p>Will engage fully with the OxCam arc process and any wider strategic plan developed for that geography and with neighbouring authorities</p>

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	partners	<ul style="list-style-type: none"> • Potential for joint local plans to be developed across boundaries • MK should take a more proactive leadership role in coordinating growth across the area, working in partnership frameworks and through aligned local plans • Insufficient consideration has been given to the planning of the network of green and blue infrastructure on this strategic level, especially in comparison to the attention given to building development and transport infrastructure • Also need to secure greater buy-in from local MPs so they can be advocates for growth within MK • How will MKC deal with the neighbouring areas' lack of appetite for growth? 	on our local plans through duty to cooperate. Role for joint evidence base on shared issues?
Cross boundary	Any future joint working or development of proposals across boundaries needs to be done on the basis of a shared vision, developed by all partners, and with better understanding of governance structures. Not logical for each council to plan alone, but there has been insufficient agreement in developing the approach	<ul style="list-style-type: none"> • Future joint working needs to be done on the basis of a shared vision, not one that has been laid down by MK alone. • Need better collaboration with neighbours and give consideration to future governance arrangements e.g. Mayoral Combined Authority or city-region status • Potential for future joint plans, especially for edge of boundary growth; role in infrastructure funding and delivery • Whilst this strategy is not intended to be a development plan document, it is disappointing it seems to have been drawn up in more of a complete vacuum, without the active engagement of all of the neighbouring and adjacent planning and highways authorities. • A Statement of Common Ground with neighbouring authorities, Highways England and health providers should have been prepared • Should emphasise the opportunities to provide 'good growth' rather than 'more growth' as a way to engage with neighbours, and importance of a long term spatial framework to give context for local plan making • Coordinating growth and development across borders for everyone's benefit is sensible, rather than neighbouring councils ignoring what each other is doing. But MKC has not adequately engaged with neighbouring authorities about projections and should not have been presented to communities; strategy is too definite about numbers when levels of future growth are far from certain, and doesn't recognise those uncertainties. • Insufficient engagement has happened with neighbours in developing the strategy. • Also need close cross-boundary coordination on biodiversity and green infrastructure network planning • Central Bedfordshire will shortly be publishing their 2050 vision. Will that be complementary? How will their work match up? 	<p>As above... commitment to working closely together on local plans in accordance with the duty to cooperate. Consider opportunities for shared evidence base and closer engagement throughout the local plan process.</p> <p>May be opportunities to consider joint arrangements where it is supported by all parties and provides benefits to all; can be explored in time</p>
Cross boundary	Insufficient regard given to role of Growth Boards and wider arc activity	<ul style="list-style-type: none"> • Insufficient regard has been given to the Central Area and Buckinghamshire Growth Boards and their role in setting the vision and ambition for growth and investment over the wider area. • Why is the MK Strategy for 2050 silent on work of the regional growth boards and the Arc 	Add reference to work happening at wider geography including Central Area Growth Board and OxCam arc. Development of MK is

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		<p>Governance that the Council is party too?</p> <ul style="list-style-type: none"> • Appears to have been little consideration of how growth of MK fits in the wider arc vision • Wider regional context needs to be set in a top-down way, in order that various sub-regional and then Local Plans all fit together. • Focus on EW links risks MK becoming a dormitory for commuters to businesses at either end of the corridor, making homes even less affordable here and contributing to congestion • If the idea of a larger urban area that consists of several towns and cities is being pursued then this needs to be addressed on a regional basis and the implications understood. There is a risk of considering the idea of Metropolitan Milton Keynes in isolation to the growth within the Oxford Cambridge Arc region. • The Government will produce their own, more reliable housing growth figure for the Arc and housing locations. The Council's 2050 draft strategy should only use official Government housing targets for developing strategic growth studies. The draft strategy should be delayed until the Government house growth figures for the Arc are available and the 2050 housing growth strategy redeveloped to match Government requirements within Milton Keynes accountable borders • The Strategy could usefully refer to the OxCam Local Natural Capital Plan and the opportunities likely to arise from it • Support principle of taking a long term approach, but would be helpful if the plan period was consistent with other local plans across the geography • Strategy could talk about the role of MK in contributing to the arc vision 	<p>part of that wider context but don't want to wait until all of those authorities have come to a decision; we will continue to engage in that process but we will still need to move forward in the meantime... local plan preparation won't be able to wait and we want to do the Strategy ahead of that.</p>
Cross-boundary Development Strategy	Growth adjacent to MKC boundary should be transferred to MKC.	<ul style="list-style-type: none"> • Housing or employment growth in areas immediately adjoining MKC's boundary should be transferred to MKC's control so that council tax is paid where residents will use schools and other services. • Would like to see that planning control over this enlarged metropolitan area is vested in Milton Keynes Council. • More people using MK but living in neighbouring areas and paying council tax to their Council will under-power and under-fund MKC • If wholesale boundary changes are politically unacceptable in achieving Metro MK then another MKDC should be established by the government with the powers to 'build out' the Phase 2 of MK. • Boundary Reviews of Parishes within the borough will be required and MKC should support such an approach. Larger town and parish councils can take on greater local governance roles 	<p>No intention for a boundary review to be pursued, however would like to work with neighbours if they had the appetite to consider a wider delivery mechanism. Need to work together on any cross/edge of boundary sites about the planning and delivery of those sites</p>
Culture Principles	Importance of culture not reflected in the	<ul style="list-style-type: none"> • Strategy should maximise opportunities to ensure that MK does offer opportunities for all within the cultural sector to reflect diversity of communities, including much more localised 	<p>Include more in the strategy about the importance of culture for</p>

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	Strategy; should be given greater emphasis throughout and in Ambitions	<p>provision.</p> <ul style="list-style-type: none"> • Strategy should reflect importance of culture for health, well-being and social cohesion, and as a way of attracting investment and economic success. • Should reflect the investment and opportunities that should be pursued to develop and sustain a strong and growing range of cultural organisations, events, venues and spaces • Since at least half of Metropolitan MK is already here, the existing centres of cultural and heritage activity need to be referenced. Basing some hubs on existing town centres could link well with the envisioned transport network and enable people both to access CMK and the other distinctive offers. • Including culture at the top of the strategy will support organisations in current and future funding bids. Without direct reference to culture within the big six (projects or ambitions), investment opportunities to strengthen the sporting and cultural sectors will be severely weakened. It also fails to recognise the strength of current assets like Stadium MK, MK Gallery, Bletchley Park, MK Theatre and The Stables as nationally and internationally renowned facilities. Should include this to build a case for continued investment in the cultural sector that contributes significant economic benefits as well as improving social cohesion, safety, health and well-being • Similar to the section on Green and Blue infrastructure, a section on culture is needed, to state benefits, achievements, challenges, requirements and ambition • “Supporting and developing the unique arts and cultural activities of Milton Keynes” should be added to the big ambitions • An additional big ambition sentence needs to be included that reinforces and celebrates the primary role of the creative arts and culture, and the role that they play in creating a diverse but inclusive society within our city. This wording must support this role and the measures to enhance and enrich the city’s cultural diversity. • The Strategy focusses too much on commercial opportunities within the leisure and cultural sector rather than ways for people to make as well as consume culture. • Public art should be included as part of the qualities that make MK special • Commission’s report reflected the importance of culture but this is not carried into the Strategy; should be mention of the MK Creative and Cultural Strategy • The process of public art commissioning actively engages and involves the community and encourages ownership and connection. Public art projects bring people together and helps to add to local distinctiveness. Should be reflected in placemaking principles 	<p>health, well-being and social cohesion, and as a way of attracting investment and economic success.</p> <p>Reference culture as part of the ambitions and add reference to Big Project 6 on culture.</p> <p>More on culture around placemaking, including the role that existing facilities play in the city</p>
Delivery	Level of growth is not supported or evidenced. Not credible to plan for	<ul style="list-style-type: none"> • Scale of growth comparable to that delivered by MKDC over fifty year period, but to be delivered over a shorter period and without their powers; seems neither credible nor desirable. • 400k across the metro MK area is far more acceptable, and would still deliver growth above 	<p>Pull back from reference to metropolitan Milton Keynes and 500k population by 2050.</p> <p>Add more flexibility about</p>

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	<p>growth at this scale. Growth to a population of 400k is far more acceptable.</p>	<p>the business as usual level suggested by the ORS work. Proposing higher levels of growth puts the power with the development industry with the risk of inappropriate development.</p> <ul style="list-style-type: none"> • Population forecasting points to 400k as per the commission’s proposal • Insufficient evidence for growth to 500k, no consideration of different options considered • 500k looks like an arbitrary figure which is more about hitting targets than achieving the economic, social and environmental benefits that should flow from well-planned strategic growth. • There isn’t public support for population of 500k. Should do less, better. • There should be a referendum on the scale of growth as there is not local support for ongoing growth. • Do not support growing the city to be any larger than it is. • Committing to growth beyond current projections undermines the 5 Year Housing Land Supply position. • Unclear what level of growth within MK borough is proposed, or the urban/rural split • Questionable whether the targets for population and employment in “Milton Keynes” are precisely appropriate, let alone achievable • Approach in the Strategy will perpetuate two-speed city issues • The Strategy does little to explain why continued growth beyond 2030 would make ‘a great city greater’. It does not question the continuing market pressure on Milton Keynes to continue to grow. SE England is reaching limits should be encouraging jobs and prosperity in declining areas of the UK. • No justification for this level of growth here; could be elsewhere in the arc • Level of growth in UK is led by immigration and we should be pushing back on that locally • Growth ambition raises the question whether national or local housing needs should be the main driver and determinant of growth? and how closely should this provision correlate with the local economic need? • The development of Milton Keynes should be limited to accommodate any natural increase in the current population that is projected from its current demographic structure. • Mark 3 new towns had the benefit of scale, including having a regional shopping area and we retain the diversity of retail etc. What are the benefits of doubling in scale? So far looks like greater congestion, time taken to get a proper MRT network.... don’t see the messages about the benefits and advantages of being a bigger place being talked about. Meeting spaces, music venues etc... should be reflected 	<p>timescales... could be 2045/2060 for example, and recognise that there is likely to be several economic cycles in the period to then which will mean delivery won’t be as we predict, but useful to set a scale of ambition to work towards to show what we are trying to achieve.</p> <p>Population of the Borough more likely to be around 400k by 2050 more in line with the Commission recommendation... in reality though this is still similar to the 500k we had previously been discussing when taking into account that wider area because of the existing population and growth in those neighbouring areas. Include reference to natural growth as part of the need for housing growth.</p>
Delivery	<p>Growth target or quality of development is not achievable without a</p>	<ul style="list-style-type: none"> • Growth target is beyond what has been achieved outside of the Development Corporation and under current mechanisms will not be possible, e.g. limited ability to borrow money from Treasury, difficulty in securing agreement from neighbouring authorities, lack of funding for MRT which is central to the Strategy, delays in major regional transport 	<p>Make it clear that we are looking at a more appropriate delivery model for growth as we recognise the value that the development</p>

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	new delivery mechanism. Support consideration of new mechanism	<p>infrastructure.</p> <ul style="list-style-type: none"> • Support the uplift in housing numbers but targets proposed are undeliverable under the current planning regime. The Tariff helped in the past. • No explanation of the delivery team that would be needed • New body needs to be set up quickly before opportunities are lost • A development corporation that works across boundaries would help to give confidence to the development industry and encourage their innovation • The remit of the Development Corporation would be to prepare a plan without regard to local authority boundaries; to supplant local plans where appropriate; to work closely with a regional transport authority; to use some of its resources to buy out developers of land which runs counter to the objectives of the plan • The formation of a NTDC could accelerate growth and therefore is supported, however further information upon how and when this would be applied for is necessary. Consideration of the impact of the formation of other nearby development corporations should be had • Development Corporation approach would stop personal /parochial infighting around grid roads and set our clear guidelines • What does ‘democratic control of development’ mean? • Growth through the Nationally Significant Infrastructure Project regime could be considered 	<p>corporation provided in the early days of MK. However, that model had a high degree of central control by government rather than being locally-led, which is why we need to decide what is most appropriate now. Commitment to good growth that has benefits for all who live here, so having a body that can focus on that task would help deliver that. Working with Homes England and MHCLG about how we take that forward, and recognise that will need close engagement with the development industry as it may result in a change to the current process. Will be carried out alongside the preparation of the local plan</p>
Delivery	Do not support a new delivery vehicle, including with powers outside MK boundary	<ul style="list-style-type: none"> • Reject the need for a new delivery model (esp as part of delivery of a growth area to the north of MK) • If delivery and planning powers are to be through a new development corporation, against the idea that it should have powers outside of the MK administrative area 	<p>Would work with neighbouring authorities about the options but isn’t something that would be forced on them</p>
Delivery	New models should be explored with development industry	<ul style="list-style-type: none"> • New delivery models needs to be considered in partnership with the development industry, and consideration of impact on viability a concern. CIL or S106 should be the first option. • Should focus on aligning local plans across local authorities and consider other public-private partnerships rather than a development corporation. • LPAs are critical of housing delivery rates but aren’t the ones taking on the risk 	<p>Will work with development industry as part of process to consider options</p>
Delivery	Role of Parks Trust supported. A new Civic Trust should be formed for long-term stewardship of the public realm	<ul style="list-style-type: none"> • A new Civic Trust should be formed, similar to the Parks Trust with an endowment to pay for maintenance of public spaces • Establishment and endowment of Parks Trust has been crucial and must continue • Should include the ownership of most of the new green and blue infrastructure by the Parks Trust, a responsibility in exchange for which a financial package would be agreed • Transfer to Parks Trust needs to be legally binding • Strategy must address what kinds of funding mechanisms would be appropriate to finance capital expenditure to establish new green spaces and the ongoing costs for their 	<p>Recognise strong role of the Parks Trust and the benefits that has created for MK and would like to explore opportunities to create similar bodies for culture and public realm; would be part of our work on delivery mechanisms</p>

Topic area	Headline	Summary	Proposed response
		<p>maintenance and management</p> <ul style="list-style-type: none"> Means must be found to purchase land for future parklands and landscapes at close to existing use value, to enable funding of their future management. 	
Delivery	Strategy should be flexible	<ul style="list-style-type: none"> For the proposals in the Strategy to stand the test of time, there should be flexibility in the recommended spatial strategy to ensure development can come forward in the most sustainable and appropriate locations throughout the period to 2050. Strategy should be retained as an overarching flexible master framework delivered by other strategies and programmes Flexible approach to land use and densities, especially in CMK and the existing urban area, will be needed to meet the various strategic objectives and targets End-date of the Strategy should be extended to reflect the UK's financial position post-COVID-19 and the extra time that will be needed to achieve the ambitions Post COVID-19, the ambitious aspiration of MK being zero carbon in the next 10 years is now unrealistic and should be extended to say 2040 The impact of new border controls on economic migration may have a substantive impact on housing demand pressure over the next 10 years and beyond. The draft strategy assumes that the pressure to build new homes will remain constant for the next 30 years, defying all known logic. Housing markets are cyclical and future rates will be impacted by current and future national policies. 	<p>Reiterate that the strategy needs to be flexible to cope with economic cycles; that the growth ambitions may not be delivered by 2050 but it is useful to set a vision of what we want to achieve. COVID will have an impact over short to medium term which we need to be conscious of, but the continued growth and change of the city will carry on through those cycles. This emphasises the role of the strategy and importance of setting a vision. Cover role of Local Plan and other strategies/plans in delivering the Strategy which will be reviewed and updated over time. Housing targets in the Strategy are just broad and deliberately not precise to reflect that they will fluctuate over time.</p>
Delivery Infrastructure	Viability needs to be factored in to development assumptions. Make it clear the Council will pursue Government funding for infrastructure	<ul style="list-style-type: none"> Support the placemaking and infrastructure aspirations but development viability needs to be taken into account. Also cashflow issues of delivering MRT infrastructure up front, and capturing additional land value whilst maintaining viability Range of development contributions may make development unviable. Infrastructure costs created by the site should be covered by the developer, but they shouldn't be expected to cover costs of lack of investment in wider infrastructure Should make it explicit that not all ambitions are affordable if developments are to be viable Need to demonstrate that the Strategy is viable and deliverable Demonstrating delivery of strategic infrastructure – and the way in which it is to be funded and/or cashflowed – will be key in local plan process Where growth will require non-standard infrastructure costs, e.g delivery of MRT, it should be clear that the Council will pursue government funding to contribute to the cost 	<p>Talk about the further work to be done about infrastructure and delivery models which will build in viability, including as part of the local plan process. We recognise that the scale of ambition will need create funding and financing mechanisms and by setting out our ambition, it helps to open up opportunities to discuss this with government and other investors, and be in a position to bid for funding that might become</p>

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> Development can contribute towards infrastructure costs, but it is envisaged that other forms of funding will be required i.e. Government funding through the Housing Infrastructure Fund or a Government Loan to help fund infrastructure projects initially to get them started and which would be repaid over the course of delivering the developments 	available.
Delivery Development Strategy	Lack of targets or detail, including numbers of homes intended in each growth location or type of development	<ul style="list-style-type: none"> There is a lack of quantification in the strategy document, which obscures what is intended. Although some detailed data may be found in the associated background papers, the main document should be indicating the size of growth in different areas, housing density, etc and include a financial overview. The strategy should give examples of the densities of existing estates and the densities of the proposed new growth areas should be aligned with some newer estates like Oakgrove and not CMK. Lack of information about proposed delivery rates; those shown in the Strategy are unachievable by MKC Labour force shortage to deliver homes; it is already causing a problem for delivery rates. Information on numbers of homes from densification and where they will be located should be included. Should deliver low density development to deal with COVID-19 impacts The development strategy is not clear; where will this growth happen and why? What is the balance between expansion and densification. There is no sign of a commitment to significantly increase the densification of future development – where are the figures detailing the dwellings per hectare that these spatial growth options will deliver? Where are the sites designated for green energy production? Where is the minimum percentage figure for future development to 2050 on previously developed land etc etc? There is no map in the Strategy showing the location of the additional houses coming from the local plans for Milton Keynes and the adjacent boroughs. We cannot see what we are growing from nor where the dwellings and jobs are allocated for up to 500,000 people. Assumptions are made about the density of new dwellings in the remaining expansion areas; what density of housing is assumed in these areas and the overall density including the full range of non-residential uses such as offices that are needed to support any new housing development. The principle of building schemes large enough to support public transport is supported as part of the smart growth approach. More information is needed to confirm what the densities will be and what will be the optimum size of development required support public transport Will need to be consistent with national guidance on housing and affordable housing needs 	<p>Deliberately imprecise on housing targets to reflect flexibility and fluctuations in delivery over time, and because the detail of how and when sites will come forward is a job for the local plan process... need to know more detail about the sites, what would be proposed, what phasing would be most appropriate, what other works are needed to deliver those sites etc; it would be premature to provide any detail which would not be accurate at this stage.</p> <p>Should emphasise that we would want to prioritise brownfield development for sustainability purposes, but not provide a specific split between green and brownfield. MK as a new town has a lower proportion of brownfield development sites than some places.</p> <p>Comments include request for more information about density of development; may be useful to show some examples of different densities in MK and what could be achieved, but detail would be for local plan and on site by site basis when producing development frameworks that can respond to the specific context for those sites.</p>

Topic area	Headline	Summary	Proposed response
			Should make it clear that on all major development sites that are shown on the spatial strategy that the 'blobs' are intended to include open space, community, retail, employment facilities etc... they aren't just homes. Focus should be on good design and creating places that give their residents a good quality of life which is achievable at any density
Design Mobility	Design of communities should be more permeable for cyclists and pedestrians and more walkable	<ul style="list-style-type: none"> • Design of some newer estates has seen more culs-de-sac off spine roads which can increase distances and travel times for pedestrians and cyclists, so estates should be designed to be more permeable, including easy access to redways and grid roads/MRT stops. Speed limits in estates should be reduced and some areas pedestrianised. Some car-free developments should be designed, enforced by covenant. Electric-charging points required in new homes and local centres. • Design vision in document is still far too dominated by motor vehicles with priority given over to cars etc, rather than pedestrians or cyclists. • Town centres should be more pedestrian and cycle friendly • We should be de-prioritising roads and ensuring that walking and cycling are in primary place with cars' importance reduced. • Encourage walking to school; will have significant impact on traffic • Direct, overlooked paths are important, but not all should be designed in this way to give options for leisure walking and cycling that allow users to escape the feel of being in the city 	Emphasise importance of designing new communities around walking and cycling rather than dominated by car; similarly for existing places and town/local centres. Can use example of people walking and cycling much more during COVID lockdown and that from a health and sustainability perspective, it is important to maintain this
Design	Do not perpetuate the grid road structure without considering options	<ul style="list-style-type: none"> • Do not continue to elevate the grid road network to be untouchable without recognising its severe limitations in creating communities in MK's history. In the 21st century with a climate crisis continuing to build car-dependent, artificial squares that break up organic developments is difficult to defend. We need more creative, more European traditions of architecture and modern ideas that embrace zero-carbon options that do not rely on cars to navigate. • Reference to 'grid routes' unclear; a grid of routes with the special feature to MKC being the grid? Grid road corridors themselves being special would undermine the ability to deliver more compact urban forms around MRT stops within the existing urban area 	See below re Grid Roads
Design	Universal Design should be a	<ul style="list-style-type: none"> • There are many positive statements about the importance of design taking into account the needs of disabled people or older people with declining mobility, for example, but 	Add reference to universal design in placemaking and importance of

Topic area	Headline	Summary	Proposed response
	requirement for all development and considered throughout	<p>should cover how new development will be designed to meet the requirements of as many users as possible (Universal Design), which must be built in as a requirement from the very start</p> <ul style="list-style-type: none"> • Design also needs to take account of users with a wide range of mobility issues but may not qualify for a blue badge; bus services don't suit if users are unable to get to bus stops 	genuine access for all within mobility network; recognise that walking and cycling not an option for all users, for example
Design Mobility	Transit-oriented development is not deliverable	<ul style="list-style-type: none"> • TOD principles are not deliverable in MK. Development should follow classic MK design principles. Oakgrove is an example of a higher density development within MK grid pattern, not the failure of the Eastern Expansion Area • Mistakes at the EEA and WEA highlight the benefits of the original urban design of MK • Grid network is highly 'transport oriented' – grid roads should be used for public transport rather than buses going through estates 	Add reference to learning lessons from EEA and WEA? Those areas aren't really TOD; still very car dominated
Design	Limited scope for densification in the city. Compact communities mustn't be just about maximising development space and profits; consider 'gentle density'.	<ul style="list-style-type: none"> • Original MK estates allowed access to local facilities without such high density, and with the benefit of plenty of green space. Local centres in newer estates are often hard to access and unpleasant to use. • We can learn from European design models where densely designed housing can still incorporate gardens and green spaces and well-used communal areas and facilities • Opportunities for intensification within CMK and the wider urban area should be on the basis of gentle density • Do not support higher densities in development around existing settlements thus creating the undesirable outcome of higher-density dwellings around the more affluent villages. • There will be another pandemic one day so it pays to plan for it in totality with existing density parameters of circa 37 units /hectare • There must be a much clearer commitment to the values of a medium density city as there is a risk that the pursuit to increase the level of housing in the city including development along the grid road corridors will undermine this very benefit • There is limited scope for densification within the urban area... is density is what people want here; we shouldn't be building on green spaces or grid reserves • Densification of the urban area shouldn't be main focus as it will impact on the character of the city. CMK densities are not appropriate in suburban grid squares • Densification of existing estates should only be on brownfield sites and not on green spaces or grid road verges • We need to protect our green spaces; houses on brownfield sites supported • The densification of Milton Keynes is undesirable and unachievable as it assumes the redevelopment of existing grid squares to a higher density. • Residents require considerable reassurance that their quality of life will not be downgraded as a result of densification or indeed regeneration. Strategy should not assume that additional dwellings will be provided through densification and regeneration. If they are, 	TOD isn't about adding density everywhere, or in places where it would be detrimental to quality of life. But through the local plan, there will be work undertaken to identify locations where some selective and sensitive intensification would be suitable and provide benefits for existing and future residents, where it helps to provide and sustain services, for example. Development and its density and design needs to be appropriate in its context, and is inevitably more sustainable to build at higher density in an area with existing facilities etc than develop at lower density in new greenfield communities so there is the opportunity for a balance between typologies of places. It isn't about building on all of the city's open spaces but reserve sites for example provide great opportunities for development within the city.

Topic area	Headline	Summary	Proposed response
		<p>they should be considered as windfalls and not part of an agreed programme.</p> <ul style="list-style-type: none"> • Densification will reduce flexibility for future generations after 2050 by exhausting spatial capacity • Difficult to see how the planned intensification of development could be done in ways that still retain the green and parkland character of Milton Keynes housing areas, grid-roads, parklands and other main transport corridors, throughout the 'city' 	<p>Need to include discussion about the role of density in pandemic and the issue is about overcrowding, not density in itself.</p>
Design	Should emphasise detail to be determined through development frameworks	<ul style="list-style-type: none"> • The Strategy should emphasise that the detail of any proposed development site should be determined through the preparation of a development framework following further evidence gathering. • Development frameworks should determine the detail of how to deliver transit oriented development and densities • Should also recognise that development frameworks for some existing growth proposals are already underway so need to ensure that those areas coming forward do not preclude the wider vision being achieved 	<p>Add reference to development frameworks and the local plan to provide more detail on sites</p>
Design	Place-making agenda should promote better design, identify and retain MK's unique nature and be sensitive to existing communities	<ul style="list-style-type: none"> • In both new and existing areas of MK, the place-making and healthy living agenda should identify and retain the features that make MK unique (grid squares, roundabouts, redways, integrated open space, landscaping, CMK classic infrastructure and layouts. • Normalising MK would change the very things that have made it so successful • One of MK's strengths is retention of existing traditional settlements and this should be mentioned, about preserving the integrity of existing towns and villages • Future growth should follow original principles • Should reflect role of culture in original principles of MK (e.g. artists in residence, public art...) • Should consider housing design competitions • Role of public art in neighbourhoods should be reflected, including supporting wayfinding and creating landmarks. • We need to build in access to cultural amenities, as well as opportunities for grassroots culture, art and social action • Role of new town heritage esp in CMK is not adequately addressed. Do not support a strategy that ignores the carefully designed structure of MK and the design qualities of the new town buildings • The development corporation's approach to growth helped to create the new town heritage and character by each estate being a bit different. Newer developments could be from anywhere. For future growth we should look to be creating future heritage. • Place-making needs to take account of heritage; needs more substance in the Strategy. Has been some insensitive treatment, for example the Sainsbury's development north of Olney 	<p>Emphasise that growth isn't about changing what has made MK successful or making it like everywhere else, but there are some shared challenges with other places and may be lessons to be learnt from how other places have dealt with those challenges. Add more reference to valuing unique characteristics and heritage of MK and role in placemaking, and opportunity to emphasise quality in new development. Consider garden city principles; useful alternative to placemaking principles?</p>

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • MK has some interesting and unique buildings; this urban landscape should continue with more thought to how they age • There is no focus on beauty, design or functionality. Milton Keynes has little consistency, form or overall design other than concrete grid roads. The new strategy should have beauty and design principles that focus on exciting architecture and creating a coherence in buildings that is currently absent. • Will be good to see more places with their own character again • MK schools should develop a curriculum with topics based on the context of Milton Keynes to reinforce in students the knowledge of Milton Keynes and the sense of it as a place and, thus, to develop commitment to the city • Should consider the impact of new development on existing businesses following The Stables/Abbey Homes application; ensuring existing businesses and facilities do not have unreasonable restrictions placed on them as a result of development permitted after they were established • Placemaking principles too ‘plannerly’; replace with strategy objectives that relate better to the strategy aims, wider than just planning issues • Should use the TCPA Garden City Principles 	
Design	Recent developments have not been sensitive to existing communities or original principles	<ul style="list-style-type: none"> • New development haven’t been sensitive to original principles. • MK has to offer design vision - not just expansion. Very few villages want to see an expansion of MK-style housing. Generic ‘boxes’ crammed together with no communities, no engagement with their village in styles that either ‘mock’ traditional local homes or just clash with architectural styles • Developments around Wavendon and the road/cycle improvements have been acceptable • Other recent developments have created unacceptable sprawl around Whaddon. 	Emphasise importance of being sensitive to existing settlements; add need to learn from experience
Development Strategy Delivery	Planning status of current sites should be made clear; what is already in Local Plans? And why aren’t existing permissions being delivered?	<ul style="list-style-type: none"> • Should be made clear what growth in neighbouring areas is already in Local Plans and what is speculative • Some of the recommended development areas are already at various stages of planning commitment, but the public may think they are all new ideas. Untangling what is really new in the strategy would help. • In 2018, there were nearly 16,400 homes with planning permission within the Borough, significantly more than a 5-year housing land supply. Yet there has been no attempt to urgently bring forward the phasing of the delivery of these homes. The failure to deliver enough homes to meet jobs growth means a further failure to meet true housing need 	Include map of existing allocations to show what is already committed. Make clear those developments in neighbouring areas aren’t being ‘claimed’ by MKC as our housing numbers
Development Strategy Delivery	Existing communities should vote on proposals	<ul style="list-style-type: none"> • If an existing estate is to have additional housing, then the whole estate should vote on proposals. “Red lines” which divide communities should not be allowed. Furthermore, where proposals also impact any adjacent estate, that estate should also be included in the vote. 	Commitment to community engagement through planning process, but don’t anticipate referendum for all developments

Topic area	Headline	Summary	Proposed response
Development Strategy	Character of different parts of the area should be reflected, not just all classed as the city	<ul style="list-style-type: none"> • Object to rural areas and villages being included as ‘the city’ when people have deliberately chosen to live in such places • Should recognise the composite identity of city centre, historic towns and villages, new town areas, expansion areas and the clear division of designated area and [rural] borough. Should also recognise the value of these towns and villages in providing culture and heritage • Rural areas add to quality of life for residents • Object to the use of the phrase Metropolitan MK as the settlements outside the city have their own character and do not see themselves as part of MK • MK is a town, not a city, and should be referred to as such. • Impact of city status? What would that give us? 	Use more sensitive wording so that we don’t include all of the rural area or villages as ‘the city’ and that these places all have their own character which adds to the overall attractiveness of Milton Keynes. Add something up front about MK not being a city but having always been referred to as the new city; and we have a “city mentality”
Development strategy	Support development of a variety of sites, including smaller sites in addition to larger development sites	<ul style="list-style-type: none"> • Having a range of growth locations and types of sites, including smaller development areas will make delivery more robust • Important to have diversity of development sites • The Strategy should seek to identify a range of different sizes of areas within the Milton Keynes boundary, where it can be demonstrated that sites are available, deliverable and would result in sustainable development. Without first undertaking a Call for Sites exercise to accurately determine this, the Strategy should not rule out any areas for future growth at this stage. • Provides opportunities for early delivery of sites that are not subject to wider infrastructure requirements or major masterplanning exercises • Smaller sites encourage SME builders, helping to provide variety in designs and styles of homes • Growth should be in places with good connectivity to the existing urban area, e.g. focussing on enhancements to existing growth areas. 	Strategy only includes the major growth locations but these will be supplemented by other developments that will add to the overall development strategy for the coming decades, including proposals in communities that will come through neighbourhood plan process and the local plan. More robust and deliverable to have a range of sites, in terms of types, sizes and locations, and spread over time to allow phasing of development and giving residents different options which meet different needs. Smaller development sites also provides options for small and medium housebuilders to operate alongside volume housebuilders
Development Strategy	Growth at scale provides opportunities	<ul style="list-style-type: none"> • Growth at scale provides the opportunity to fund and deliver on a strategic scale, particularly when combined with alternative delivery mechanisms • Growth focussed in fewer locations would provide better opportunities for meeting transit and sustainability objectives 	Some growth will be in major development areas, e.g. east of the m1 and allows those sites to be planned more comprehensively; part of a wider strategy that uses a range of site types and sizes

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Development Strategy	Focus on CMK and new areas is at expense of dealing with issues in existing communities. Other places and communities are forgotten about	<ul style="list-style-type: none"> • Focus on CMK and new areas at expense of dealing with issues in existing communities • There is not enough consideration of the impact on existing communities and settlements. • Currently, major sources of employment for low skilled workers are in warehousing and industrial estates, and these are well outside CMK, largely located on the periphery of the urban area. It is probable that the majority of such jobs will always be outside the CMK area, and so that area should not be the focus of the strategy. • Where is the commitment to the families who moved to a city of 200,000 people when they find themselves in a metropolis of 500,000 	Expanding CMK and Bletchley chapter to include 'our centres' will help to include more places including how we support local and town centres to support communities. Need to provide more clarity around how growth can share benefits and opportunities with existing communities and residents including investment in infrastructure and services. Comments received around addressing existing problems before tackling more growth; talk about regeneration programme, highways/redways investment?
Development Strategy	Development strategy should prioritise urban development and brownfield sites rather than greenfield and edge-blobbing	<ul style="list-style-type: none"> • Should focus on previously developed land • Should make clear (p11) the importance of more compact / higher densities around MRT stops within the existing city; be clear that sensitive and selective infill development within the existing urban area should be focussed around the MRT stops. • Development within the urban area is supported in principle where it helps to deliver sustainability goals and is agreed by local communities. It should focus around intensification of development at transport hubs, town centres and district centres, and minimise the encroachment onto greenfield sites. • Development within existing estates should balance benefits of increased density with loss of green space that is well-used by residents • Support development within the urban area as focus for new homes, jobs, retail and leisure and infrastructure • Growth in remote locations would miss the opportunity for regeneration and investment within the city • Not opposed to the selective intensification of appropriate sites, provided this is undertaken having assessed the locations using a systematic approach, using comprehensive evaluation criteria, to ensure higher value areas of local green space are not lost and that a strategic approach is taken to ensure the green space network overall is not being diminished. • Should be more explicit about "Sensitive and selective development around primarily MRT stops within or adjacent to existing communities" to make it very clear where this infill 	As above... focus on brownfield development supported, where it is sensitive to existing area and supports services and infrastructure investment. Sustainability argument and creating walkable places

Topic area	Headline	Summary	Proposed response
		<p>development is expected</p> <ul style="list-style-type: none"> • Essential that any new development includes the full range of provision to be found in the new city e.g. community centres, schools, health services, and open space 	
Development strategy	Development on greenfield sites, areas of open countryside and in small villages would irreparably damage those places	<ul style="list-style-type: none"> • Growth on areas of open countryside and in small, historic villages would ruin their character and environmental qualities. • Development on open countryside would ruin biodiversity and natural habitats • Development in these areas would severely impact on quality of life. • Green buffers and strategic gaps must be given long term secure protection; perhaps transfer to Parks Trust or Parish Council for maintenance and safeguarding. • The cavalier attitude adopted by MKC in proposing the development of vast swathes of countryside and the failure to make any attempt to recognise the inevitable adverse effects on the environment, food production, biodiversity, carbon emissions etc etc is inexcusable. • Development in rural areas would constitute sprawl 	Make it clear new development areas would be fully masterplanned and include significant areas of open space and other uses alongside residential development. And through that process, would also provide solutions to protect existing settlements, through green buffers or strategic gaps/reserves that would maintain their amenity. Would also be sensitive to landscape character and need to ensure there is a net gain in biodiversity. The allocation of sites would need to be considered through the local plan process which will need a robust evidence base to take through the examination process.
Development Strategy	Scale of growth is not ambitious enough	<ul style="list-style-type: none"> • Ambitions for growth of MK are too limited, will not maximise benefits • Shouldn't use population target as a limit to growth • Should include all possible development locations identified in the DLA study, not just restrict to those in the draft Strategy • Not ambitious enough if growth is only a modest increase in current levels of housebuilding 	Have to assume that growth will continue beyond 2050; but forecasting the scale and location of that now would be premature. We do have great ambitions, but needs to be balanced with deliverability and trying to meet our sustainability agenda; the scale of growth in the Strategy is the next step in the continued growth of greater MK
Development Strategy	Should consider extensions to villages and other settlements as growth locations	<ul style="list-style-type: none"> • Insufficient coverage of the potential from villages as growth locations. Villages shouldn't be considered as an alternative growth location but as an intrinsic part of the providing sustainable communities that support existing services and facilities. Also provides options within the borough that could be brought forward sooner and with less strategic 	As above, range of development sites that will come forward through the local plan and neighbourhood plans, including

Topic area	Headline	Summary	Proposed response
		<p>infrastructure.</p> <ul style="list-style-type: none"> Should consider non-strategic extensions to settlements as part of the development strategy 	<p>extensions to existing settlements in the rural area. Have not assessed those at this stage but will be part of the mix of development typologies</p>
Development Strategy	Reframe proposed spatial strategy	<ul style="list-style-type: none"> Reference to Locations for Development implies green infrastructure does not form part of the strategy and gives too much definition about locations which needs to be tested through the local plan process. Reference to housing numbers also not helpful in this chapter May be useful to reference Commission's conclusions about distribution of growth as context Growth map needs to be clear that it is culmination of evidence which explains distribution e.g. GI, employment, transport etc Should discuss why other options have been discounted eg separate settlement Be clear that blobs show area within which new growth would be designed, not showing the extend of built development. E.g make it clear that c.50% of areas would be unbuilt Explain why there is a minimum sustainable size of new growth areas (i.e. c.5k people to sustain schools and services, and to build transit patronage) Metro MK map is actually showing functional relationships and sphere of influence. Retitle if retained 	<p>Make it clear that growth locations are about more than just housing development, and that green infrastructure will take up around half of any major allocation. Major sites are at a scale that can support key infrastructure (esp. secondary school and patronage for mass transit). Remove metro MK map. Refer to commission's recommendations about the distribution of growth and discuss why a major new settlement, for example, has been discounted. Perhaps include reference to wider arc work in this context which is looking at new settlements across arc</p>
Development strategy Site specific	Growth should be in places with good connectivity	<ul style="list-style-type: none"> E.g. expansion of the WEA at Calverton Valley Park, which isn't included as a growth option in the assessment. Could deliver c.700 homes in a development knitted with the WEA E.g. development at Eaton Leys for 1,200 new homes within Buckinghamshire, adjacent to the area within MK that is currently under construction 	<p>Add reference to the importance of connectivity as part of development</p>
Development Strategy Site Specific	Support use of Ouse valley as a natural boundary for MK	<ul style="list-style-type: none"> Support the approach of not going north of MK and using the Ouse Valley as a natural boundary for growth of the city 	<p>Noted</p>
Economy	Focus on the local economy and providing access to good jobs as an important route out of poverty, but needs	<ul style="list-style-type: none"> Access to good jobs is an important route out of poverty, but difficulties in access mean a long-term strategic view and a joined-up plan and funding approach for providing support. Focus on supporting the local economy to encourage residents to work locally rather than travelling to other cities will help to tackle inequality. Refer to Preston as good example. Although retaining the young people that graduate from MK's new University is important, it is essential that planned growth is inclusive – benefitting people with different training 	<p>Include reference to child poverty Include reference to the importance of a wide variety of jobs and emphasise access to jobs as a key part of inclusive growth and addressing inequality.</p>

Topic area	Headline	Summary	Proposed response
	strategic view	<p>and skill levels, including people that already live in MK.</p> <ul style="list-style-type: none"> • Child poverty a serious concern in MK due to multiple issues. The solution will need to be cross-fertilisation of practical solutions • The strategy provides minimal vision for the less wealthy members of Milton Keynes, who often have insufficient qualifications to work in the knowledge based industries, and who do not work in the CMK area. • Currently, major sources of employment for low skilled workers are in warehousing and industrial estates, and these are well outside CMK, largely located on the periphery of the urban area. It is probable that the majority of such jobs will always be outside the CMK area, and so that area should not be the focus of the strategy. • Insufficient consideration of how to address child poverty. • Should cover the role of education establishments in closing gaps, raising aspiration and enabling inclusion. 	
Economy	City centre retail already struggling and employment demand likely to be suppressed	<ul style="list-style-type: none"> • Town centres were already struggling with the loss of some anchor chains; old drivers of town centre development cannot be relied upon. Office development also likely to be under threat from increased home-working • Retail changes and impact on the high street not considered 	See below about retail and town centres
Economy Culture	Strategic importance of creative industry for economic growth not reflected	<ul style="list-style-type: none"> • The Strategy doesn't really include anything about the creative industries and their strategic importance in terms of economic growth and importance for delivering cultural vibrancy. Focus on STEM jobs. • Role of night-time economy should be emphasised... The UK's night time economy creates an average of £66 bn per year in revenue adding value to the various industries, including retail, transport, catering and the creative industries • We are not maximising opportunities to bring together the high-tech sector with the creative industries which could help define MK's cultural USP. Should be about STEAM not STEM 	Add more detail about creative industries as part of economic profile and importance to cultural vibrancy
Economy Climate change	No mention of 'green jobs' and the green economy in the Strategy	<ul style="list-style-type: none"> • There are references to the strength of the local economy and in particular the role of the knowledge economy, but not to the contribution of the green economy. This might include jobs in the development of energy efficiency technologies, green engineers, water footprint managers, virtual health support workers, retail energy specialists, living roof and wall gardeners, green call centre advisers, smart travel co-ordinators etc. 	Also below re green jobs. Add reference to role of green jobs and green economy, part of commitment to addressing climate emergency
Economy	Need for an Inward Investment Strategy and Economic Development team	<ul style="list-style-type: none"> • Economic Strategy will need to consider vulnerable (post-COVID-19) sectors and plan to make the local economy more resilient and robust • Delivering the economic vision will need to use our Invest Milton Keynes brand through an Inward Investment Strategy that attracts and retains businesses and opens up new opportunities • Economic Development team needed to provide informed and objective information about 	Include reference to work being done on economic strategy and COVID recovery Strengthen mention of high-skill, high-tech economy

Topic area	Headline	Summary	Proposed response
		<p>local economy and readiness and resilience</p> <ul style="list-style-type: none"> • Should regularly review employment allocations and if no longer needed or appropriate, should be re-allocated and new allocations found; will help to be flexible in the face of competing demands • More emphasis needs to be placed on creating an image of Milton Keynes as a high-skill place, a place that embraces and tests new technology to solve current and future C21 problems. Milton Keynes already has some reputation in this area, and this needs to be strengthened • Given its location in the centre of the Oxford-Cambridge Arc, Milton Keynes has the potential to become the hub of the Arc by growing its knowledge economy and contributing towards the provision of infrastructure to support the wider Arc. 	
Economy	Insufficient regard to wider economic strengths of the area	<ul style="list-style-type: none"> • Insufficient regard to wider economic strengths of the area and how attracting KIBS type companies to MK from elsewhere could have a negative impact on the Buckinghamshire economy. Should link better with wider economic base and Local Industrial Strategies • Should emphasise the importance of north-south transport links where they intersect with the E-W arc and the economic potential of these locations 	Add reference to wider economic context
Economy	Logistics and Knowledge Intensive Sectors may need different sorts of spaces and skills	<ul style="list-style-type: none"> • Knowledge-intensive, innovative, high-tech sectors will need flexible space, including industrial R&D space, clean rooms, testing areas, laboratories etc as well as office space, so this must be factored into space requirements in CMK (and elsewhere) • Increasing automation in logistics is driving a move towards taller big sheds with mezzanine floors. While it will make jobs higher skilled in the sector (to be working with the machinery) it is going to mean lower job density. Land allocated for smaller industrial sites may help to create greater economic diversity and resilience. • Assumptions about logistics and freight sector need testing against possible scenarios • Site at Brinklow may be available in the future for re-development for alternative uses as a result of the changing nature of retail distribution 	Include reference to the need to different sorts of industrial spaces and changes in logistics sector
Economy Principles Housing	Jobs growth over recent years has not been matched by housing growth and Strategy continues to propose targets that are misaligned	<ul style="list-style-type: none"> • Jobs growth over recent years has far exceeded housing growth, leading to many workers having to travel often considerable distances to MK for work. Those homes have had to be delivered in other LPAs. MKC has not met its 'true housing need'. Strategy will perpetuate this issue and continue this imbalance. It has also contributed to housing affordability issues in MK. The 'additional jobs per new home factor' is very significant for the strategy for Milton Keynes, with its amazing ability to generate additional jobs, but as it stands, there is a significant mismatch between proposed housing and jobs figures. • Urgent need for homes now to meet influx of workers. Shouldn't be encouraging commuters 	Include more about need to balance jobs and housing growth
Economy CMK	Focus on CMK as location for new jobs	<ul style="list-style-type: none"> • Supportive of CMK as a location for new homes, commercial floorspace, public realm and infrastructure, but the ambition of 360-460,00 sqm or 30-40k jobs may be over-ambitious 	Needs to be considered post-COVID. CMK will still be focus for

Topic area	Headline	Summary	Proposed response
	should be reconsidered	<p>when MKDP sites are mainly allocated for residential.</p> <ul style="list-style-type: none"> • Shouldn't have CMK as the focus for knowledge intensive jobs at the expense of potential growth and investment elsewhere • Job numbers - what type and where do they go? With MK:U, the city centre will basically be full. What have we done on the details of that, even at a high level? Careful that we aren't aiming for something we can't deliver. • Development of local distribution services needs to involve city centre stakeholders such as the BID to ensure their operational needs are accommodated • Having local employment opportunities within communities will be important, as well as having affordable housing that means that people in a wide range of jobs can live nearby their place of work 	<p>many new jobs, but changes to working patterns and more WFH may mean the need for new floorspace is dampened for some time; although may see demand from companies leaving London. Emphasise that job numbers and floorspace are proposed as a range and further employment work will be needed through the local plan process.</p> <p>May continue to see more WFH and de-centralised working... many of these jobs are in CMK but there will be many others created in other parts of borough too as we see more flexible working</p>
Economy Development Strategy	Focus on logistics may not be appropriate	<ul style="list-style-type: none"> • Emphasis in the strategy on expanding the logistics sector, but warehouses can be incompatible with residential development • Logistics sector is land hungry. Should we focus on more intensive use of land for manufacturing and knowledge industries • Ensure industrial uses and residential areas are kept separate 	New employment sites need to be sensitive to existing communities and uses and suitable sites found for major logistics sites, close to strategic road network
Economy	Need for UK-wide strategic action, but also need to consider changes to local economic structures to build more resilience and focus on new priorities, including green recovery	<ul style="list-style-type: none"> • Economic growth for the sake of economic growth is less appropriate than ever; economic restart should be about closing inequality gap and enabling resilient, fulfilled and connected communities to help people live happy, healthy lives. • Promoting development of a 'Green Economy' would be good but there must be a real concern that any gains made as a result of the lockdown will be completely lost in a rush to regenerate the economy. This may be environmentally self defeating. The crisis could be seen as an opportunity to adapt to reduced consumption and find a more sustainable way of life. Less employment could provide people with more time to take on caring roles and have more leisure time rather than increase unemployment. • It is highly likely that the impact of COVID-19 will lead to a prolonged and deep recession. The way out of that recession should be a Green New Deal • The MK economy has relied significantly on employment in the retail sector which is now badly affected and job losses will impact significantly on low income families and women. This is an appropriate time to explore ways in which the centre of MK could be more than a retail centre and for the council to identify new 'green jobs' that it could support. • We need less reliance on a global economy and more on local: sources, suppliers, shops, 	Add information about importance of local economy and supporting independent sector which has responded and adapted during pandemic. Role of SMEs as part of our economic base and that diversity helping with our resilience. Role of green jobs and green economic recovery as part of that mix

Topic area	Headline	Summary	Proposed response
		<p>self- help, communities, caring, etc.</p> <ul style="list-style-type: none"> • The economy needs a better balance between Local Production for Local Needs, and resilient supply chains for products that are better produced elsewhere. The Council needs to look at ways in which it can support local companies that produce goods and services for the local community. • Many SMEs with directors taking a low salary and then dividends (especially those not having business premises able to get rates rebates) have not been supported like other businesses and the self-employed. • Should be local support for SME businesses as they are engines of innovation • Local businesses have adapted and innovated during lockdown; more online and many small companies learned that they don't necessarily need large or town centre premises to do good business. • The economy of Milton Keynes has been more resilient to economic cycles because it was planned to be based on a variety of sectors with a wide range of small and medium sized businesses, particularly in the emerging electronics and IT industries. Need to give emphasis to smaller industrial and warehouse space for SME's and start ups in balance with major warehousing • 'Good' firms which are linked in the supply chain of impacts sectors such as travel and aviation could be impacted hard, as many SMEs do not have excess capital in the bank and will find work does not continue. Businesses will also need to start to restructure and ensure efficiencies as they look to try to keep operating. • Global supply chains failed during the crisis and local manufacturing changed to provide goods that were unavailable. This will increase the need for 'fat' in supply chains so more items will be stored. This will affect the warehousing needs of the country and MK is well placed to benefit • Recession means the country needs to consider impact of greater taxation and support for those not able to work • MKC will have a massive income reduction due to non-payment of rates (housing and business) • Seeing changes in what businesses want from lease agreements; shorter terms and flexibility to scale up and down • We need more jobs for older people as well to support the economy – a much more flexible approach to coming out of work and to retirement 	
Education	Should consider alternative education models	<ul style="list-style-type: none"> • Children are losing out on valuable education during the pandemic – especially those in poorest families, and parents are not getting the support they need to engage in paid work and develop careers. • We need more educational activities in the many green spaces around MK; forest school 	<p>Support for wider educational models? Recognise disproportional impact of COVID on poorest families</p>

Topic area	Headline	Summary	Proposed response
		<p>movement could provide a model</p> <ul style="list-style-type: none"> • MK's new university and its built environment may need a review to reflect changes in teaching and changes in CMK. This effect may play into the hands of the Open University who have provided remote learning for 50 years. 	
Engagement	<p>Need to consider other methods for true engagement. Solutions need to be driven by citizens and stakeholder specialists</p>	<ul style="list-style-type: none"> • Future engagement will work better if it is not confined to online consultation, often dependent on the Council's clunky and unfriendly website. Successful engagement generally results from the consideration and comparison of concrete options, rather than the discussion of general, often abstract questions • Citizens should be fully involved in the development of solutions • Vital that Milton Keynes Council consults, listens and actually takes notice of citizens' feedback. Under these circumstances, the citizens are the experts in how to deal with this crisis and Milton Keynes Council must not think it has all the answers. • Sectoral stakeholders and specialists will have to be drawn into the process to share their expertise and help devise realistic models and options for discussion. Impact and consequences for health, education, care, culture and other sectors need to be explored in detail from both strategic and operational perspectives 	<p>Recognise importance of engagement of citizens and sectors in developing solutions</p>
Green and blue infrastructure	<p>Green infrastructure issues should be integrated throughout the whole strategy, and be more ambitious. Environmental gains for the city should be included just as they are for transport, skills etc, with a comprehensive landscape and green infrastructure strategy</p>	<ul style="list-style-type: none"> • The Strategy fails to place sufficient weight on the importance of these attributes on the future growth of the city, nor balance them with the other focus areas, namely transport infrastructure, affordable housing and the economy. • Commitments about 'green & blue' open spaces in the 'Strategy for MK 2050' are too vague. More focused objectives are needed to earn confidence in what the Strategy aims to make happen. • The 'Strategy for MK 2050' lacks the substantial basis it needs for strategic planning of parklands and 'Green Infrastructure'. A full research report is needed, comparable to what has been produced about public transport and growth options; should draw in specialist biodiversity and environmental knowledge held in local and national organisations. • To help to deliver the aim of being a global green city, this should be included in the Six Big Ambitions. G&BI section should be redrafted. Standalone chapter needed • The Economy for All section should include reference to the role of natural environment and green character in attracting people to the city. • Mapping should be updated to include a wider variety of GI types and overall Strategy diagram should include a more ambitious vision for green and blue infrastructure. • GI opportunities in and around CMK and a potential V7 linear park alongside an MRT corridor should be included. • The commitment to maintaining and extending Milton Keynes' lakes and open spaces is welcomed however this can only be appropriately enabled and delivered by associated housing development. 	<p>Include standalone chapter on green infrastructure issues to strengthen role within the Strategy and include better references throughout.</p> <p>More information needed on National Park City and/or other work already happening or planned</p> <p>More about biodiversity and net gain</p> <p>Stronger reference to green city in the ambitions</p> <p>Role of our natural/green environment in economy and attracting jobs and workers to the city</p> <p>Role of GI within development areas and make it clear that it must be an intrinsic part of delivery of those places</p> <p>Recognise opportunity that GI and</p>

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • More detail needed on protecting and promoting biodiversity, including a commitment to net gain. Should declare a biodiversity crisis and work with partners to create a suitable response with appropriate resources, including acquiring land for habitat creation and re-wilding • Factors such as biodiversity net gain and the planning and establishment of nature recovery networks should be referenced as opportunities and approaches to be harnessed to drive and support the agenda of green infrastructure further within the city and its environs. Should meet the principle of more, bigger, better, more joined up. • Habitats need to be connected on a landscape scale to arrest declines in biodiversity and enable people to engage closely with areas richer in wildlife. More is required than protection of SSSIs, Protected Species, designated Local Wildlife Sites and nature reserves. They need to be linked together by suitable habitats. • Does not address the Government’s 25 Year Environment Plan to leave the environment in a better place than it was inherited, nor the requirement in the National Planning Policy Framework for all development to achieve a net gain in Biodiversity. • Existing G&BI does not provide good natural ecosystems and biodiversity because of its nature, and linear park networks and paths through them are too formal and bound by grid roads and business parks. This pattern mustn’t continue. • Natural landscapes framing MK have not been valued • Support the strategic approach in defining areas for potential green infrastructure to provide a framework for development but not clear how the spatial arrangement has been derived; further work needed to maximise the opportunities of planning in this way. • An initiative (for example a major new city park or woodland) should be included to match the aspirations being shown for improvements to transport, education, culture etc. Should be part of a wider landscape strategy for green infrastructure that helps local people get behind what is being aspired to, showing how the existing character and qualities are being extended into new areas. This should include how GI is funded and managed. • No explanation of what it means to be a National Park City or how that would be achieved. • Increasing woodland should not be at the expense of other types of habitats • Should be considering biophilic growth that puts nature and wildlife conservation at its heart • Must also consider how surface water management is integrated as part of this. • Insufficient attention given to green and blue infrastructure issues in comparison to MRT. Links between the proposed MRT network and green infrastructure have not been made and opportunities to tie in these elements have been missed. The planning for the Mass Rapid Transport routes beyond the urban boundary appears to be considered in the Strategy as separate from green infrastructure objectives. 	<p>landscape creates to provide character to new developments</p> <p>Principle of more, bigger, better, more joined up</p> <p>GI network shown in strategy is indicative</p>

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> The emphasis is very much on transport infrastructure. A consideration of water services infrastructure at the strategic level is essential, including an analysis of the capacity of existing water infrastructure and future requirements. The planning and delivery of GI should be seen as a parallel priority to the MRT discussions with MHCLG; seeking wider engagement and buy-in from Arc-wide bodies (eg Env Agency, Anglian Water), meeting wider GI objectives and achieving climate change resilience through strategic SUDS as the MKDC plans). 	
Green and blue infrastructure	Canal should be referenced alongside rivers and lakes, and role in place-making, economy and wellbeing, and support given for canal projects	<ul style="list-style-type: none"> The Strategy should mention the role of the canal alongside the rivers and lakes in MK as it also plays a multi-functional GI role. Similarly, the towpath should be mentioned alongside paths and redways. Its role in placemaking and the public realm should be included in the quality principles, its role in the economy (e.g. tourism, catalyst for development, creating SME jobs) and its role in encouraging social and environmental wellbeing The Bedford-MK waterway project should be supported in the Strategy, including its role in providing flood management capacity, and that it can be a catalyst for development. The Buckingham Arm Canal proposed restoration should also be included and impact on delivery of MRT around Calverton/Passenham considered 	Add reference to canal alongside other watercourses/bodies and role in quality of life and placemaking. Add reference to Bedford-MK waterway and Buckingham Arm Canal as local projects
Green and Blue Infrastructure	Avoid development on existing green spaces. New green space needs to be provided to the same quality and quantity	<ul style="list-style-type: none"> Claiming green space for development is a blight upon spaces for our children to grow. The plans will be responsible for the destruction of thousands of trees, ecosystems, wild life habitats and the extinction of even more wild life. MK has excellent green space and importance is well-documented (wellbeing, wildlife etc) so future development must provide the same ratio and high quality. Open countryside for large wildlife and agriculture also important The parklands, landscapes and open spaces within housing and along grid-roads remain fundamental to the attraction of Milton Keynes and should be extended into all 'growth option areas'. Intensification must be based on adequate provision of blue/green infrastructure provision and a commitment to ensure that the environment isn't simply an add-on. Green character should also include trees and planting within estates which has been a defining feature of MK; it isn't enough to rely on local parks. Example street scene should have more greenery included. The commitment to the green framework of the city should be re-affirmed There has been inadequate consideration of the national designation status and Government-sponsored vision for the Forest of Marston Vale in the preparation of this MK Strategy to 2050 Campbell Park has space for hundreds of additional trees to be planted 	Priority will be brownfield development but some areas of existing open space may be developed where it is appropriate and sensitive to existing communities. New green space on the basis of more, bigger, better, more joined up Importance of green space and trees as part of placemaking and making attractive places for people to live
Green and blue	Insufficient consideration given to	<ul style="list-style-type: none"> Insufficient consideration is given to water issues, including water resilience, infrastructure, flood management and strategic level water issues. The strategy is dominated by 	Add reference to water resilience, infrastructure, flooding and

Topic area	Headline	Summary	Proposed response
infrastructure	water issues	<p>consideration of MRT over other types of strategic infrastructure.</p> <ul style="list-style-type: none"> • Building on the MKDC legacy, and delivering ambitious future growth involves understanding and managing the existing network effectively, and delivering the next generation of water management infrastructure. Needs a strategic, holistic approach to all aspects of water management. • Should promote the development of ‘water smart communities’ • A holistic and integrated approach to water management should form part of the Strategy and future Local Plan, to consider how innovation in water use and quality can be implemented in new development proposals. • Unclear if the SUDs shown in Figure 4 are the full extent of what is proposed. The wider infrastructure, including for water, should be considered in new development areas, not just transport links • “Future Water: The Government’s water strategy for England” sets out the Government’s plans for water in the future and Water Resources East (WRE) are working with water users to identify and develop multi-sector collaborative solutions • Need to balance between city-wide strategic flood and drainage systems and the more local provision that is required through Plan:MK; important to have that strategic level view of network that the development corporation was able to achieve • Strategy adequately addresses strategic flood risk. However further emphasises needs to be placed on localised surface water flooding risk as more properties are impacted by climate change. An integrated approach to cross border partnership working will be vital when dealing with flood risk. The paragraph stating that the existing system is nearing its designed capacity limit is unconfirmed. The LLFA have initiated a Lake Capacity Study for Milton Keynes. Until this study has been completed, it would not be appropriate to make any assumptions regarding the capacity of the existing drainage system of Milton Keynes. • The strategic planning of flood management and sustainable drainage systems (SUDS) should be closely integrated with planning of new parklands. • Majority of the watercourses within the borough fail to meet current water quality standards 	<p>strategic water issues; promote water smart communities and need to reduce water consumption as part of sustainability</p> <p>Importance of joint working on flood risk</p> <p>Link between flood management and drainage with green infrastructure planning</p>
Green and Blue Infrastructure	Benefit of open spaces for outdoor recreation in lockdown	<ul style="list-style-type: none"> • Has demonstrated how important the ongoing planning and provision of larger scale destination parkland is; connectivity of destination parks as part of the wider linear parkland network has proved invaluable so residents can walk and cycle using the open space network... must be preserved and extended, with effective public transport, ample parking and facilities • More emphasis and priority given to bringing access to open spaces, water, woodlands and parks into the heart of how we plan cities and places so that more people can benefit from them. 	<p>Recognise the important role our open space network has played during pandemic and how much people have valued nearby open space in which to exercise and spend time, role in promoting physical and mental wellbeing, quality of life, attractive character</p>

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • Strategy should give more emphasis to availability and access to strategic green infrastructure – including green space/trees/water - for active and passive use all through the year and for all ages; add new standalone chapter, commit to preparation of a Green Infrastructure Investment Strategy • Interconnected and accessible parkland across the city has allowed the residents of Milton Keynes to take full advantage of their local environment during the pandemic. Milton Keynes park use was already high, however during lock down this use increased 99% • Very thankful for lakeside, parks and open spaces during lockdown • Increased interest in nature and will continue to value green spaces more post-lockdown • Open spaces are a real selling point and really show MK in its best light to people who don't know the place; helps to counter views that it is all 'roundabouts and dual carriageways' • Not enough trees in new estates; much less greenery than in older areas • MKC, together with the Parks Trust, should consider some additional investment in the Parks to provide picnic and quiet leisure opportunities, especially close to areas of higher density housing or apartments, such as Campbell Park • Defend and promote the 'city of trees'; can be achieved with greater density of housing. Low income families, more susceptible to ill-health, should have as much right to see trees from their windows and not to breathe traffic fumes as high income families. Milton Keynes is well placed to lead a national movement for new regulations for housebuilding that promote – even demand – the inclusion of trees, gardens, and green spaces in any development plan no matter how small. • Large green areas of MK have helped the population with their mental health, there are so many lovely walks in the MK area which have helped massively • Preserve our current green spaces in estates – they are not there for enterprising builders to scoop up – they are what makes MK desirable. Remember childrens' play equipment – continue to make it interesting and adventurous. • Concerned that green spaces are being eroded • Despite huge open space network, some locations far more popular; difficulty in maintaining distancing • Another matter that may become an issue is the advantage of locally grown food and allotments • More benches and seating around lakes and parks would be helpful • Is there an opportunity to create more gardens and squares in CMK and the others town centres in Milton Keynes? • The locations in which people want to live is likely to alter. In particular, demand for already popular locations where accessible high-quality open space for outdoor recreation is available within close proximity of home is likely to increase further. 	<p>to the city. As covered above, expand and emphasise in the Strategy</p>

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • SuDS provide opportunities to create visually attractive landscapes corridors in developments allowing people to connect with water, which can significantly improve wellbeing. COVID-19 has highlighted the importance of such spaces being made available and close to where people live • Litter has become a major problem • More thought should be given to the closing of waste sites as during their closure there was a significant increase in fly tipping 	
Housing	Cost of housing is now out of reach for many, so need to understand alternative models of affordable housing delivery	<ul style="list-style-type: none"> • Affordability of even public housing is now unaffordable to many without housing benefits. Understanding what models are being considered and how to secure genuinely affordable housing for a wider group of people would be beneficial to all partners involved. • Need housing which is “affordable” in relationship to the national minimum wage, not in relationship to local house prices • Doesn’t address how to deal with the affordability crisis and ensuring the right mix of homes • Council housing should be increased to 50% as more will be needed. • A target for truly affordable homes should be included • Simply building more housing will not necessarily increase the amount of affordable housing, (particularly if it is only c30% of a development) or solve any housing problems, because there are other drivers at work. Risk that developers argue viability concerns to reduce affordable housing provision • Affordable housing delivery shouldn’t be used as a means to justify building on green spaces in existing communities or reducing sustainable construction standards • Need to include opportunities for community building 	Include more detail about work already underway and planned around council housing and addressing affordability; recognise that this is one of the biggest challenges facing the city, and may get worse with more people moving out of London post-COVID.
Housing	Housebuilders and Housing Association roles in affordable housing provision not made clear	<ul style="list-style-type: none"> • Housebuilders role in affordable housing provision not made clear – focus is on council’s role. • There is a role for housing associations in providing a range of tenures and meeting different price points. • ‘Affordable housing’ is based on a Housing Association (HA) model but HAs are allowed to sell their ‘affordable’ homes after 5 years on the open market. We need a new model ensuring that ‘affordable housing’ is secured for the long-term, which needs a different mechanism, not housing associations (possibly council houses). 	Include reference to important role of housing associations in providing affordable housing and a range of tenures
Housing	Housing delivery is slow and maintains prices for housebuilders	<ul style="list-style-type: none"> • Even with a large number of planning permissions, housing delivery is slow to maintain sales prices for the builder. Volume housebuilders also avoid meeting high levels of sustainability to maintain prices. Delivery isn’t helping to address homelessness or affordability crisis • There is an optimal level of house build that developers will seek to maintain regardless of the wishful thinking in Milton Keynes strategy 	Role of an alternative delivery model in gaining more control over house building rates to speed up delivery. Range of sites and sizes to expand options

Topic area	Headline	Summary	Proposed response
Housing	Unclear whether the focus is on homes for all or for young people in particular	<ul style="list-style-type: none"> • Should establish requirements for older people’s housing, then monitor against that target and make interventions when needed. • More bungalows should be built, but should be reserved for those that need them • Ambition on housing affordability has a focus on young people, but the rest of the strategy aims to be more inclusive • Need homes for young and old alike 	Emphasise need to provide a wide range of house types, sizes and tenures as need to provide homes for all
Housing	Impact on housing market; already unachievable targets should be revised	<ul style="list-style-type: none"> • Public investment into affordable housing for rent, and investment into a green recovery, will be tightly constrained, with economic growth predicted to be negative and subsequently much slower in the medium term. None of these factors support the increased level of economic activity and house building rates which would be needed to achieve the MK 2050 target of 500,000 population • Uncertainty in labour market will have impact on housing market, and therefore housebuilding. Housebuilding target to reach 500k population was already unrealistic so should be reduced • Government and councils will, quite rightly, want to maintain the rate of housing and commercial development to ensure we mitigate the housing crisis and support the economy. However, fearful of top down, short term decision making that leaves permanent blight on Milton Keynes. All decisions must be in line with PlanMK and Neighbourhood Plans; time should be allowed for both to be updated to reflect the new situation • Resist some of the national drivers to over-develop this area • Housing targets not achievable without widening supply to include more SMEs and allocating more sites in the near term 	Have reviewed housing target following engagement to just cover the borough and a c.400k target, more in line with existing levels of growth but maintain importance of considering alternative delivery models so development is at the quality and pace we want to see. Widening supply to include SMEs
Housing	Opportunities to address housing need and affordability, including roughsleepers	<ul style="list-style-type: none"> • It has taken COVID 19 to prompt government action to get rough sleepers off the street and into temporary accommodation, but these solutions will not last and will require long term accommodation and funding to be found. None has yet been proposed at either national or local level. • If large office blocks closed as people worked from home, then these could converted to flats to be used for homeless or those waiting for council housing • It has been wonderful to see that all the people normally in tents around CMK have been accommodated and one hopes helped to start turning their lives around. We don’t want another batch of people ending up sleeping rough because they’ve lost their job and then home • We have to have more truly affordable housing in MK. • The need for affordable housing is greater than ever, even as the recovery starts and people get back into work, for many any savings they had will have been spent on essentials and just getting by and are less likely to be able to provide a deposit on buying a 	Changes to city centre activity may open up more buildings for change of use to residential but need to ensure that these are of a good quality; article 4 direction will give us more control over that. Recognise the major issue of homelessness and roughsleeping but acknowledge that the issues are complex. However, doing more to address affordability. New units for homeless families?

Topic area	Headline	Summary	Proposed response
		<p>home. For those who are renting, it's possible they are in rent arrears</p> <ul style="list-style-type: none"> • Likely to be increased demand from people moving out of London. Office moves and relocation out of London could have a detrimental effect on the MK housing market which is considerably cheaper; for local residents who already find the housing market expensive in comparison to wages this could have a negative impact, the same for rental properties 	
Housing Design Climate Change	Design of homes should meet minimum space standards, with outdoor space and space for home working	<ul style="list-style-type: none"> • Need to plan for more working from home and for all homes to have outside space • New homes should be designed with a study space included to enable more working from home • All new homes should have outside space, be that a balcony or garden • Should move away from provision of small gardens; also has an impact on biodiversity and trees • Should require homes to meet Nationally Described Space Standards • Should adopt Living With Beauty report and National Design Guide as a quality based design led approach • New homes and development need to be future proofed in terms of their resource use and efficiency, location, design, construction, orientation and access to nature, for instance ensuring roofs are sufficiently strengthened to allow the future installation of solar panels and green roofs. Proximity to trees, other vegetation, ponds and lakes which provide natural cooling and improve local air quality is also important. 	As below
Housing Design	All new homes must have gardens or accessible outside space	<ul style="list-style-type: none"> • All new homes must have access to a garden, balcony or a communal outside space that is accessible without use of a lift • A small balcony – especially if one is older or “shielded” and not allowed out for a walk or if one has young children and no garden for them to play in – is just not sufficient. Communal outside areas for blocks of flats are no good if people are told they can't go and use them because of physical distancing • Property agents indicate increasing interest in homes with private gardens • Larger garden may also provide opportunities for new home office developments • In the post-COVID 19 world there will be increasing demand for dwellings with private outdoor space leading to lower densities, rather than apartment type high density development and avoid the inequality of life choices that such accommodation brings • Should recognise the social role of open spaces at home, e.g. front gardens which allow social interaction at safe distances • Concerned for some time about the internal design quality of blocks of flats (eg space standards, narrow corridors, limited balconies) and the effect it has upon the quality of life for residents, particularly during the pandemic. Locally we should do what we can to improve matters for the eventual residents of schemes, accepting the constrictions of national policy. 	Importance of open space has been heightened by COVID pandemic and lockdown. MK benefits from excellent open space network which has been very well-used. Should continue to support and expand that, and make sure all new homes have easy access to spaces near to where people live; importance of networks of spaces that people can move between. Encourage balconies and private outdoor space in flats, or provision of a residents' outdoor space (roof garden for example)

Topic area	Headline	Summary	Proposed response
Housing Design	New homes should include homeworking space	<ul style="list-style-type: none"> • New houses should be designed with office space, either a separate room (ideally) or at least added space within the living area to enable this to happen • Should be enough space for two people to work from home; space that can be closed off at the end of the working day • May need homeworking space for upto 4 adults considering many young adults are unable to move out of the family home • Work from home spaces aren't designed to meet occupational health standards; who is responsibility is that to make sure work spaces are adequate? Working for 3 months at your kitchen table would in normal times not be considered a healthy working environment. Can local councils find ways to use funds to support individuals to improve this? • Clever design and use of materials will help homes be more flexible in their use, without necessarily increasing their footprint • Residents may increasingly look for additional living space to support home-working, home-schooling and leisure activities, on a regular or occasional basis • Review minimum space requirements for homes, to make home working easier. • Demand for home office space with a pleasant outlook, and with less commuting/more on-demand/active commuting, expect lower car ownership so space used for office space instead of car storage • Need to ensure we have excellent broadband and connectivity to allow effective working from home 	Refer to increase WFH and home schooling and need to consider how homes can include spaces that can be used flexibly for such purposes
Infrastructure	Importance of providing necessary infrastructure at the right time; further work needed to understand what is needed	<ul style="list-style-type: none"> • Plan must be infrastructure-led • Infrastructure needs to grow in tandem with growth, not with a time lag to the detriment of residents • Strategy puts a demand on housebuilding that infrastructure will not be able to keep up with or can be adequately financed. It incentivises shortcuts like building less grid roads and underpasses. It promotes faster building using cheaper, poorer quality material. It leads to unsound concepts like 'City Streets' with built-up congestion, poorer air quality and unhappy residents • Infrastructure should be considered on a cross-regional basis and far more work is required to identify the infrastructure required, ensuring anything proposed is capable of supporting the infrastructure required, and how it will be funded and provided • What work has been done with utilities providers? Can't deliver what is planned now, so how will utilities companies provide moving forward, electricity in particular - especially with increased electrification of vehicles etc. How will we persuade the government to invest more in electricity? • The narrative of the Strategy needs to put much greater emphasis on key infrastructure 	Ensure clear references to importance of infrastructure led development and making sure essential infrastructure and services are in place ahead of residents. Also about investment into our aging infrastructure (responding to the need to address existing challenges) Discuss work that is underway to understand infrastructure requirements and what we do about utilities providers etc

Topic area	Headline	Summary	Proposed response
		<p>requirements to service a marked growth in population.</p> <ul style="list-style-type: none"> • More work needed to understand infrastructure requirements • With such big increases in population, there will need to be a significant increase in infrastructure and services (hospitals, doctors, shopping etc) • Health and social care provision must also be considered, including care home provision, as part of new development • Expansion around existing towns and villages will put further pressure on facilities • Extra capacity is needed at MK Central Station and trains to London to deal with existing overcrowding • Need to think about more than just housing related infrastructure; social infrastructure and arts and cultural venues needs to be considered too as part of developer contributions, not just public art. Opportunity to support a new city centre venue • What about the people and community side of infrastructure development? What do you really mean by infrastructure? Community infrastructure may help to get greater buy in from local communities. • Insufficient land has been allocated for "industrial" infrastructure in the current MK, such as highways and public transport depots and processing plants for waste - this is in short supply in the area. It will also require expansion of the healthcare, education and other sectors of infrastructure. • What land take have we considered in terms of infrastructure? (Particular concern around space for 'dirty industry' and waste planning) 	
Infrastructure	Water infrastructure issues need to be addressed	<ul style="list-style-type: none"> • Instead of waste management, documentation should refer to water recycling infrastructure. This is charged directly to developers rather than through planning obligations/contributions so already covered by established funding mechanisms • Winslow Water Recycling Centre which would serve growth at Winslow does not currently have capacity to serve the scale of development anticipated in the VALP, so further discussion required to consider the impact of additional development. • Discussions about impact of all possible growth locations on existing infrastructure and water recycling centres will be important 	Include reference to water recycling infrastructure as example of infrastructure that needs to be considered
Infrastructure	Importance of broadband not reflected	<ul style="list-style-type: none"> • Strategy does not emphasise the role that broadband and ensuring good IT connectivity will play in growth, including attracting economic investment and also in allowing homeworking etc 	Add stronger references to importance of broadband and IT connectivity, including future 5G network. MK has opportunity to be UK leader in digital innovation; part of being an attractive place to do business etc
Infrastructure	Need to maintain	<ul style="list-style-type: none"> • Needs to be a significant improvement in connectivity so that all parts of Milton Keynes 	As above, stronger reference to IT

Topic area	Headline	Summary	Proposed response
ure	investment in connectivity and enabling high speed broadband	<p>have access to affordable high speed broadband which is also resilient and consistent.</p> <ul style="list-style-type: none"> • There also needs to be consistent and resilient 4G across the whole of Milton Keynes for mobile phone access as well as data access. • Whilst students will be back to school in September, they still need that connectivity within the school and at home when doing homework etc. We are concerned that students in the more deprived areas have not had the connectivity they need nor the equipment to study at home and this must be rectified. • Whilst fibre is being rolled out across MK (quite visibly during lockdown!), ensuring similar levels of provision are built into new development (all types) from the outset is going to be critical. This commitment would confirm MK as a UK leader in digital excellence and innovation, so would be a positive move both politically and commercially • Include reference to the importance of planning for and investing in Digital Infrastructure, with some policy 'hooks' to pave the way for planning policy which requires the building-in of hardware/software, surety of digital capacity and supply and features to support remote working. 	infrastructure
Infrastruct ure	Infrastructure costs may not be affordable. And existing infrastructure requires renewal	<ul style="list-style-type: none"> • The costs of providing grid roads and the MRT routes is more expensive than stated in the MRT study. Concerns that the cost and deliverability of infrastructure including MRT are inaccurate or have not been given sufficient consideration. • Timing of infrastructure delivery a challenge too if being provided by developers or through land value uplift due to cashflow issues • Need consider the existing, ageing infrastructure that can be expected to come to the end of its life cycle mid-way through the strategy. • Water Eaton Road bridge needs to be widened to cope with traffic 	More work planned on assessing infrastructure needs and costs to work through overall viability, including further work on mass transit
Investment	Investment strategy for CMK	<ul style="list-style-type: none"> • There needs to be a focus on supporting independent businesses to flourish rather than squeezing these out in favour of predictable corporate operators in standard formats. There needs to be a strategy that focuses on creating the conditions for the businesses to want to invest in CMK which tackles the ownerships, rents, rates and range of premises • We encourage MKC to seize opportunities for change of use in retail that will be sympathetic and complimentary to the location; should be more mixed use rather than strict zoning • Decline of intu will see tenants move into the shopping building and change shopping patterns. Unless we get to grips with Midsummer Boulevard East as a matter of priority to create an enjoyable and dynamic shopping area to supplement Centre:MK, then the whole CMK retail experience will decline. The Point becomes vitally important because it could act as a centrepiece for the rejuvenation of the area. The Council should take the lead and, together with the owners, look at some way to bring it back into temporary use (eg for small scale retail, entertainment) etc to act as a catalyst for the rejuvenation of the area 	Refer to work on CMK framework that can build in these issues. Remove zoning plan in Strategy or expand explanation further around flexibility of those zones that encourages mixed use development

Topic area	Headline	Summary	Proposed response
Investment	Investment in the city may now be very uncertain and the delivery of the Strategy is even more uncertain	<ul style="list-style-type: none"> • Future investment in CMK and Bletchley town centres will take many years to recover, and will not be the economic driving force it once was. It should not be the basis of the MK2050 strategy until there is greater certainty of the impacts of COVID 19, combined with those of Brexit on economic activity. • There is a concern that the outside perception of the economic impact might be far worse than the impact in reality but if that perception hits inward investment then it will have a much longer term impact • Need to address brand of MK and the towns and villages within it as part of the recovery and in helping to maintain investment • Long term projects should be reconsidered from the perspective of the current situation, not pre-pandemic • Evidence base makes assumptions about high employment and levels of investor confidence for commercial space which we would not recognise as reflecting the current situation. • Housebuilding target to reach 500k population was already unrealistic so should be reduced 	Discuss flexibility in the strategy and importance of having an overall target that we can aim towards, but that there will inevitably be several economic cycles over the coming decades.
Landscape	Inadequate landscape character and capacity assessment, and water-related infrastructure evidence	<ul style="list-style-type: none"> • Planning policies may change over time, but landscape features and good, common sense, planning principles should prevail • Parklands should be defined in relation to existing landscape and habitat features, not simply to fit around built development • The approach to using existing landscape character assessments across the different authority areas which do not reflect the scale of development being considering in this work means that there is an inconsistent and inadequate approach. It also views landscape as a constraint rather than an opportunity that can influence the design of a place and add to its character, for example the green infrastructure within MK • Evidence used to assess growth locations is reliant on existing technical evidence rather than relating to the scale of growth considered in the Strategy, so further work will be needed, and should be done with Anglian Water 	Development and new green infrastructure must respond to landscape character More work needed on landscape character through local plan process
Leadership	Government and local authorities need to give confidence to communities; MKC could take a stronger lead	<ul style="list-style-type: none"> • There will be growing suspicion and conspiracy theories, and the public need to be confident that authorities have control and a clear way forward • Future resilience is a matter for the Government to consider. Clearly better contact tracing, earlier shutdowns and testing both for antibodies and the virus itself are the way forward. We need to take lessons from Germany. Milton Keynes Council could have taken the lead on this, but instead we were advised that this was solely down to central Government • Decentralisation. MK Council needs more local powers to enable it to fulfil a bigger role in looking after its residents. For example, it would be more appropriate for MK Council to do COVID-19 'track & trace' rather than central government. 	Role of leadership by MKC – strategy development as an example. Could include reference to some of the work done during pandemic by MKC and recovery framework, for example

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> I am very impressed with the work that the council has done with the food bank and helpline which have made a real difference to people's lives. People have been so grateful for the support that the council/foodbank have given. Well done MK council! 	
Leadership Funding support	Public Health and Voluntary Sector need proper funding and support	<ul style="list-style-type: none"> The work of the Parks Trust and Milton Keynes Community Foundation is an integral part of the city and it is vitally important we work out how to continue to support them so that they are as integral to the growth of the city as they have been in the past There has been a systematic and short-sighted raiding of the budget for Public Health over the past 6 or so years. All of our health begins with public health provision – ensure that it is better funded and has the proper regard of all Councillors The VCSE sector and volunteering / VCSE infrastructure has been underfunded for many years, making the ability for volunteers, groups and communities to respond effectively much harder than it would have been had these areas been properly funded and robust when the pandemic struck. Need a joined up voluntary and charity service closely working with the council; there are many people that need help and are not supported by the authorities but there are many groups and people who are willing to help but they need the structure and support Should develop a tool to be able to harness the new networks that have been created and people's willingness to volunteer and support their communities; similar to the NHS responder app to help match individuals to roles, either on an ad hoc task basis or for longer term involvement Community spirit needs to be nurtured and those small community action groups that have been set up, and have often brought diverse communities and cultures together, To help communicate about local issues, there is no single location for all information; people use social media, websites, newsletters, radio, local news etc; but not a consistent message need to be supported in some way to continue 	Acknowledge value of voluntary and community sector as part of community spirit, quality of life and particular role during pandemic which we want to support moving forward.
Leisure	Impact on leisure, food and drink, cultural and tourism sectors	<ul style="list-style-type: none"> Fewer office workers and lower retail footfall has already impacted on the lunchtime and after work sandwich, food and restaurant, and coffee shop trade within city centres, resulting in the closures of many outlets. With fewer face to face meetings, the need for hotel accommodation will also fall. Viability of all aspects of the economy will be adversely affected by the lower density of participants, customers, workers, et al. This will need to be considered as a new "normal" and it will not be possible to just raise prices due to the large inflationary consequences and then inequality for all, especially in vulnerable, disadvantaged, disabled, groups We foresee vacant premises caused by those retail, food and drink and hospitality businesses that have not or may not survive the pandemic. In order to repurpose affected premises, Government and local policy will in our view need to facilitate the ability of these properties to change to alternative and more importantly viable uses. 	Refer to CMK framework as considering many of these issues in the city centre in particular... but still see CMK as the focus for much future activity so hope to see recovery in activity over medium term. Finding new ways to attract people into the city centre for a variety of different activities. Opportunity to use the city's assets to encourage local tourism both for local residents and to

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • One hopes restrictions on cultural activities can be overcome without any long term dislocation but with entertainment, heritage and arts events tending to be group activities it is a very real area of concern that such organisations can survive a long drawn out shutdown. • Milton Keynes Council has embarked on a journey to legally control permitted development so that section 106 can be claimed and the evolution can be properly planned to make CMK a great place to live or work. Provided this is done properly, the hospitality businesses should replace their ‘worker’ customers with ‘resident’ customers • The likely growth sector after the pandemic is over, will be sport, recreation and hospitality, but this will take some time to recover • Habits have already changed where people are using more local shops, local suppliers and locally sourced produce so we have an opportunity to expand on that and encourage people to eat locally, visit local attractions including the cinema and theatre or even their local football team as opposed to travelling to ones further afield. • Whilst we envisage that the growth of online cultural performances will continue we think that people will still want to experience the “real thing” and that, in due course, audiences will return to theatres and galleries. Social distancing measures are however likely to be in place for some time and it is therefore vital that such venues are supported in the meantime • Already seen closures of local (high end) hotels and could see impact on local tourism and special events • Could we make use of some of the wider pavements and have more outside seating for cafes including those in the business district and not just those in and around the shopping centre and the Hub. • City centre street art; encourage MKC to be more proactive in this area and be seen as supporters and not blockers for new initiatives. • Should increase the amount of local outdoor leisure spaces, to encourage ‘local tourism’ with residents using facilities like around Willen Lake rather than travelling out of Milton Keynes to go to visitor attractions. MK should promote itself as a destination for ‘staycations’ and build a leisure tourism base 	<p>attract people to spend time here. Increased focus on local centres and high streets as centres of activity</p> <p>More reference to role of cultural activity in the Strategy and include that as another reason for people to spend time in CMK and other centres</p>
Mobility Green and blue infrastructure	Landscape and visual impact of MRT routes must be considered. Similarly with new roads	<ul style="list-style-type: none"> • In determining the routes for the MRT network, the landscape and visual impact must be assessed for urban and rural routes. New mobility routes (for walking and cycling as well as MRT) should be seen as opportunities to strengthen wildlife corridors. • Deciding the route for an Olney bypass should be to the west of the town to avoid impact on Newton Blossomville 	Agree – reference impact of MRT as part of landscape character assessments
Mobility	Strategy isn’t ambitious enough on	<ul style="list-style-type: none"> • As the most car-dependent city in the country, the strategy to achieve the LTP3 aim of having the most sustainable transport system by 2031 needs to be far more ambitious to 	Bring role of walking and cycling more to the fore, especially in

Topic area	Headline	Summary	Proposed response
	<p>mobility including walking and cycling. It won't deliver mobility for all principles</p>	<p>be able to break the current domination of the car.</p> <ul style="list-style-type: none"> • Strategy waters down the approach of the DLA and ITP studies; should mention the Gilligan cycling report, refer to cross-CMK redways and go further on prioritising walking and cycling. • We need to take the opportunity to address some of the failings of the city, e.g. car-domination and over-provision of car parking. To encourage walking and cycling for instance throughout Central Milton Keynes, car parking standards should be revised to require a reduction in on-site car parking as a starting point for facilitating this shift. • Consider a cycle-only day to encourage people on their bikes • To achieve a step change in public transport use, there needs to be a step change in thinking • MRT proposals aren't ambitious enough to deliver real impact • Health opportunities of active travel not adequately addressed • Strategy should deliver against Mobility for All principles/specification; passenger transport authority/statutory quality bus partnership, accessible to all, convenient, reliable, affordable, environmentally sustainable, deliverable, and financially sustainable • Role of micro-mobility, cycling, e-bikes, scooters etc have the potential to provide much greater transformational change in mobility compared to MRT • Claim that redways are excellent, but they are not well used because they are not efficient, attractive, legible etc for many users; Strategy does nothing to address this. • Should be encouraging everyone out of cars, not just providing alternatives for people without a car; shouldn't perpetuate the norm that it is only the poor that use public transport • The mobility chapter needs to include minimising and then removing fossil-fuelled vehicles in MK, whether automobiles, buses, or MRT vehicles. • Technologies already available internationally should be used here sooner • Air travel not discussed; role of Cranfield Airport should be considered and residential development in that area could prevent future expansion opportunities. Also impact of Marshall Defence Group moving to Cranfield? 	<p>post-COVID context and importance for health and sustainability.</p> <p>Will need to demonstrate balance between needing to do something more ambitious around mass transit but recognising that COVID has made people apprehensive about using public transport; impact on viability of service</p> <p>Expand discussion about role of micro mobility</p>
<p>Mobility</p>	<p>Should provide better options for walking and cycling, but redways might not be the answer in all cases</p>	<ul style="list-style-type: none"> • Providing more redways as part of growth to help with mental and physical health. Inconsistency in the priority given to walking and cycling in the strategy. Redways and cycling routes should be extended into other areas including the rural parts of the borough • Better cycling links to the older towns in MK are needed • Improve redway links with Bletchley • Support improvements to the Redway network • Redway network needs to be updated to provide better penetration into and across many of the newer developments, where it seems almost to have been forgotten about, as well 	<p>Need to give more emphasis in the strategy to walking and cycling as the priority in the Strategy. Expand reference to work on redway super route upgrades, work to give redway users priority in transport user hierarchy, and bringing in more 20mph zones to give greater</p>

Topic area	Headline	Summary	Proposed response
		<p>as being upgraded along its extensions to outlying towns</p> <ul style="list-style-type: none"> • Should make roads safer for cyclists rather than relying on improvements and extensions to the Redway network as it is not suitable for higher speeds or commuters • There is an anti-cyclist sentiment amongst some vehicle drivers in MK which is manifest by intimidating and aggressive behaviour towards cyclists. Ironically, the provision of an extensive Redway network probably serves to reinforce the erroneous mindset [i.e. amongst some drivers] that the highway is the sole preserve of the motorist and that cyclists should exclusively utilise Redway routes. • To encourage people to commute by bike, more showering facilities at offices and central locations should be provided • Additional cycle facilities should be provided across CMK, not just at interchange hubs • Cycle facilities should be provided at MRT stops in rural areas (e.g. Emberton) so people can manage the last miles home. • In areas of high footfall in CMK, Boulevards and linkages between them should be enhanced to provide a more domestic scale to encourage visitors and residents to walk. • Many people are confused by which areas within the open countryside are available for public access, so better waymarking should be part of new growth in these areas. • New development across boundaries should have rights of way and redways that extend across boundaries to ensure they are joined up 	<p>safety and less car dominance in residential areas.</p> <p>Discuss the need to look at segregation between bikes/e-scooters and pedestrians in pinch-points and high demand locations (e.g. Willen Lake), improving cross-CMK routes.</p> <p>Grid roads should be safer for cyclists, especially for commuters cycling at higher speeds, but continued concern about road safety</p> <p>Recent funding committed to redway surfacing etc and waymarking.</p>
Mobility	Maintain the grid roads and dual roads where possible, but new mobility options should not be at the expense of car drivers	<ul style="list-style-type: none"> • New areas should be delivered with grid road principles • Should make it clear that the grid layout model offers benefits and should be replicated in new expansion areas • Maintain the integrity of the grid road system making it easy to travel around the city unlike the congestion experienced in other places. Also useful in keeping pedestrians away from high speed roads. • Remaining single carriageway grid roads should be dualled if they are not to be used for the MRT system • MRT shouldn't take grid road space away from cars • A509 route will need to be dualled to accommodate MRT because of congestion at peak times. Should allow priority access for buses and on-demand modes in meantime ahead of MRT • Support the principal of allocating two lanes to the MRT on grid roads that have been already dualled and creating guided bus routes to the side of single carriageway roads with the MRT having priority at all junctions. • Maintain high speed grid roads – too many travel at too low speed between estates when they should be for high speeds. Also better for pollution as cars are more efficient at higher speeds 	<p>Balance of issues around grid roads. Should add more discussion about the role of the grid network as movement corridors; at the moment they are used primarily by cars and other motorised traffic, but that the existing network provides the opportunity to use grid roads as corridors for a wider range of vehicles...</p> <ul style="list-style-type: none"> • we will want to use grid corridors more for mass transit, and we may reallocate lanes or expand roads to provide a lane that is devoted to mass transit in whatever form

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		<ul style="list-style-type: none"> • Cars are only going to increase in popularity and MK needs to accommodate that as well as providing options for people without cars. Dubious about benefits of MRT; expensive, and may impact the high speed road network. • Support alternative modes of mobility, but need to also invest in roads and movement by far, maintain vehicular access to city centre and don't take grid road space away from cars • MRT priority at junctions will hold up hydrogen powered vehicles and delivery vans • MK should be a city for electric cars. • Sustainability is being used as a mask for hostility to private car ownership. The focus should be on changing the fuel not stopping people from driving • Many people will still want the independence and ease of travel provided by private cars. • Removing road space for MRT use will make congestion worst 	<ul style="list-style-type: none"> • the grid corridor should also provide the route for more redways and traffic free routes that can be used by pedestrians, cyclists as well as people using e-scooters or e-bikes but in theory it should be safe to cycle on a grid road for those who wish to; grid roads aren't just for cars • we may want to create priority corridors within the existing grid network for early delivery of improved mass transit • Reduced congestion as a result of COVID lockdown and subsequent higher rates of remote working for those who can, and/or more flexible working patterns and changing commuting methods may give more capacity within the existing road network before we reach gridlock, but this doesn't change the need to move towards more sustainable patterns of movement. In some cases, it may make driving more difficult, but people will still have the option to travel in their own private car... this is about providing more options for everyone.
Mobility	Proposed MRT network needs flexibility and revised routes to reach key	<ul style="list-style-type: none"> • Would prefer to see a tram network but understand need for affordability brought by "rubber on the road" and route segregation. Should be flexibly designed to allow fixed heavy infrastructure in future if appropriate. Would question suggestion that ridership rates on fixed-track and rubber-based systems would be similar; fixed –track tends to be 	Further work to be undertaken on the MRT network to ensure most appropriate routes are covered. Importance of ensuring existing

Topic area	Headline	Summary	Proposed response
	locations. CMK-centric/radial network not appropriate	<p>higher.</p> <ul style="list-style-type: none"> • Mono-centric design will not serve the travel needs of most people living and working in MK today and in the future; should be a poly-centric network approach • MRT network is CMK centric, where the focus is on “knowledge-intensive” jobs and workers. Most residents of the disadvantaged communities in MK work in lower-skilled jobs found in industrial estates and warehousing on the edges of the urban centre, which are not well-served by a CMK-centric MRT approach. • Shouldn’t work on the basis that all roads lead to CMK; MRT using a radial network is not appropriate • More work needed to consider MRT network – premature ahead of further evidence • Proposed network misses some key locations including many employment areas and overly focussed on serving new development areas. Existing residents should be the priority, and all grid squares should be served on at least one edge. Should also allow orbital travel, not just radial routes. • MRT network must not be at expense of bus services, the loss of which would isolate some MK estates • In creating a new public transport network, it should have equal access for all; current proposals perpetuate two-speed accessibility • Modelled routes in ITP report don’t match those in the draft Strategy. • ITP and DLA documents put forward a different layout and spec from the strategy, e.g. route to Hanslope with development there. Their plan also didn’t serve the existing city area – more about the new areas and a greater quantum of development, whereas the strategy is more about the existing area. Which takes precedence? • Key stops and nodes in the system should include education establishments where these are not already close to Local Centres or other main stops. • MRT route from Winslow should connect to main network, not rely on EWR for connection to MK. • MRT should extend to Marston Vale, connect Cranfield with EWR at Ridgmont and provide MRT service along EWR route to support under-served stations between Bletchley and Ridgmont. • Existing development and transport proposals for Marston Vale/Valley need to be considered • Routes shown through Shenley Park are premature before more detailed work is undertaken. • Does the MRT network fit with the MK Innovation Campus concept? Does the proposed transport network make these connections? 	<p>residents are well served, and key destinations.</p> <p>Difference between ITP and DLA report (i.e. didn’t give enough coverage of the existing city so included more routes in northern half of MK). Detailed alignments and decision about nodes etc would need to be done alongside local plan to consider site allocations that would complement the network</p>
Mobility	MRT analysis has not	<ul style="list-style-type: none"> • Mobility analysis should also consider other options, including Very Light Rail or a fully 	No commitment to the exact

Topic area	Headline	Summary	Proposed response
	considered full options or is an inappropriate solution	<p>segregated network (e.g. elevated tracks). Benefits analysis should take into account economic development, journey-time benefits etc for different options as RTV and tram likely to be different, and impact of introducing demand management options.</p> <ul style="list-style-type: none"> • Smaller, renewable energy powered dial-a-bus type vehicles likely to be better value, especially once driverless, and provide a more agile service • Funding should be put towards a fully electrified bus system which could be done more quickly and with minimum disruption, and even with dedicated lanes and flyovers at key locations done far more cheaply • A more ambitious approach is needed to deliver real change • Light rail would give more comfortable and efficient travel; hybrid trolley bus could provide good compromise • Build a standard tram. These gimmicky systems never last and are tied into one manufacturer due to patents. Rails two horses' backsides apart and 750VDC overhead line are an international standard. • More research is required into the role of a micro transit system and our ability to capture the benefits from all types of publically accessible vehicles employing the CAV technologies. • Is MK big enough to support this sort of system when compared to other cities with tram type systems? 	vehicle at this stage but need to balance cost of system and deliverability with level of service provided and benefit analysis.
Mobility	Importance of MRT in place before growth	<ul style="list-style-type: none"> • Delivery of transport infrastructure (ie. MRT) should be ahead of growth to encourage new residents to use that instead of getting used to using a car for journeys. • Development shouldn't be allowed to go ahead without certainty of funding for MRT. • A comprehensive phased plan of where, how and when the MRT will be delivered, ahead of expansion, is needed 	Recognise importance of early delivery to encourage new residents to use services rather than form patterns of behaviour that rely on car use
Mobility Development Strategy	What has changed to now make mass transit deliverable for MK? Need to pilot routes	<ul style="list-style-type: none"> • State that mass transit systems haven't been viable in the past, so what has happened to change that? New higher density developments (EEA and WEA) have not delivered greater user of public transport, and early opportunities to deliver MRT have been missed. • Should pilot some routes to test viability, using some higher density areas 	Propose early pilot of routes Taking a strategic view over coming decades provides an opportunity to think about these long term projects and get commitment for funding etc to help delivery
Mobility Delivery	Further information needed on funding and governance/legislative changes needed to run MRT system	<ul style="list-style-type: none"> • Strategy and briefings have talked about £1.1bn cost and that c.20% could be covered by developer contributions, but no clarity provided about covering remainder of cost of construction or of operating costs. • For rubber-tyred MRT and for proper integration between MRT and local buses, MKC would need to be a Passenger Transport Authority, which is not possible under current legislation • The strategy must explicitly set a goal of achieving the franchising powers that Transport 	Part of the additional work needed on MRT will consider governance and funding regimes. Also linked with work on delivery models

Topic area	Headline	Summary	Proposed response
		<p>Authorities like Transport for London have.</p> <ul style="list-style-type: none"> • A priority that a Passenger Transport Executive be established for at least Metropolitan Milton Keynes • Council is unlikely to obtain the regulatory powers to franchise the MRT routes. Existing voluntary Quality Partnership Scheme should be replaced by a statutory scheme, set up outside of the MKC structure (“Network:MK”). • MKC should aim to secure transport authority powers • Would welcome a collaborative mobility partnership • Should be Council owned and run to encourage affordability for users • Subsidies rather than capital will be biggest financial challenge for public transport, so uplift in land value should be used to invest in commercial assets that are retained to support MRT’s operation and borrowing costs (like Parks Trust model); land around MRT stations should be used as subsidy-generation assets to be retained long-term. • Substantial subsidies will be required to deliver the MRT system and support its long-term operations. • How viable is the MRT scheme and the Strategy in delivering carbon neutrality? If you can’t achieve that, then none of this will work as funding will only be available for infrastructure projects that can demonstrate they will be carbon neutral/negative. Investors (banks, institutional investors etc) are only funding sustainable schemes. 	
Mobility	Should consider free MRT use	<ul style="list-style-type: none"> • In key corridors (V7 for example) and even across the whole network, should explore the potential for MRT use to be free or at least very low cost • Service seems to be less affordable than our current bus system • Provide incentives to use public transport 	Further MRT modelling will need to consider this, but viability of operating the system is likely to make free use prohibitive, but may be possible to incentivise by making public transport more attractive than car use and parking etc
Mobility	Wider mobility network must be considered as a whole	<ul style="list-style-type: none"> • The strategy does not provide a viable transition from the current bus-based network to the proposed MRT network. A properly formulated strategy must offer a clear way to evolve from the existing network. • There is a lack of information covering the details of the feeder network, what provision is going to be made, the extent of this, when and at what cost. • Local services as well as MRT network must be considered together. Important that local buses can use MRT lanes. Vehicles must all be electric or hydrogen powered. • MRT network must not be at expense of bus services, the loss of which would isolate some MK estates • Network should also be flexible to future Mobility as a Service and different modes and 	Provide more clarity about the wider mobility network and commitment to providing a range of options for people to move around the city at all times of the day and evening and throughout the week. add some detail about serving the rural area which might be beyond the MRT network

Topic area	Headline	Summary	Proposed response
		<p>requirements. Electric bikes (including hire scheme) provides cost effective alternative for public transport for mid-range journeys (5-10km). E-scooters will encourage people to use sustainable modes.</p> <ul style="list-style-type: none"> • Should be more recognition of the role of other on-demand services which can be more responsive than MRT and bus services • First-last mile needs more thought, e.g. reliance on walking and cycling in winter not feasible, and need for cycling or car parking at stops if some distance from people’s homes • More general journeys are not catered for • Some key locations in MK, including CMK shops, Hospital and other town and district centres, should be improved as high quality bus interchanges • Need to ensure people can access mobility network outside of work hours to help access night-time economy. Lack of public transport can make it difficult for people to get home after evening events • There should be a Rail freight terminal in or near to Milton Keynes to reduce long hauls by HGV. Possible locations include Ridgmont, Magna Park, Hayfield (adj M1 J13), Wolverton. 	
Mobility	Approach to Park and Ride needs to be revisited including locations. Other traffic and demand management measures needed	<ul style="list-style-type: none"> • Developing park and ride facilities is supported on the basis that there are frequent and regular buses running. • Without restricting car parking in CMK or considering other measures across MK (e.g. workplace levy, congestion charge, or higher parking costs), P&R will make little contribution to modal shift to MRT. • Other traffic and demand management measures are required, including reducing grid road speeds • P&R needs cross-boundary working • Sites shown for P&R need to be reconsidered; e.g P&R shown in Shenley Park when a site is already secured nearby in Salden Chase • P&R north of Olney essential • P&R at Potterspury unacceptable; will focus traffic on the area 	Park and ride needs further consideration through the additional modelling to be done on the MRT network and transport model. Will need to be done in conjunction with thinking about changes to (city centre) car parking and other demand management measures
Mobility	Proposed modal shift combined with population growth will still lead to gridlock and congestion	<ul style="list-style-type: none"> • As with recent increases in bus patronage due to population growth, despite a decrease in percentage of use/trips per person, the level of population growth proposed will still lead to a significant increase in trips and congestion despite the modal shift targets in the First Last Mile Mobility Strategy. The Strategy for 2050 growth ambitions would make this even worse, so the modal shift proposed needs to be much greater to avoid gridlock. Would therefore propose reducing grid road speed limits to 50mph, and allocating a multi-occupancy vehicle lane to encourage shared use vehicles and public transport. • Congestion already an issue, but mainly created by journeys to school; note traffic improvements in school holidays • Gridlock already happening in some locations 	COVID pandemic and changes to work patterns may have created additional capacity within the grid road network as the peak travel times may be more spread out and total load decreased if people are working flexibly or from home. Encouraging walking to school should be part of the strategy and impact that will have on

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • Include a statement that “the design of the city in 2050 will not design in congestion”. • Extending grid roads without mitigation will worsen congestion. Shouldn’t look to build new roads (e.g. Olney bypass) but instead look to reduce the need to travel or green the existing traffic 	<p>congestion (with health benefits etc)</p> <p>Mobility proposals are intended to address congestion by providing alternatives to travel by car, not by providing additional capacity for cars within the network</p>
Mobility	Support the reinstatement of East West Rail with appropriate improvements, but need to understand implications for some settlements/stations	<ul style="list-style-type: none"> • Support development focussed along EWR route • Growth levels are reliant on delivery of EWR • Proposals for future growth of MK need to take account of delays to the opening of EWR. • Re-instatement of the East West Rail line should be expedited, but the missing Bletchley chord is essential to allow trains to travel directly between MK Central and Cambridge without a reversing manoeuvre at Bletchley. • Support EWR and proposals for eastern access at Bletchley and provision of the missing chord • EWR provides opportunities for growth at Bletchley • Level crossings at Woburn Sands and Bow Brickhill should be replaced, and if significant development takes place at Newton Longville/Salden Chase, a new station should be delivered. • Need clarity over which stations will be open; need to address the uncertainty about EWR and the implications for communities of potential station and road closures • No discussion of Wolverton station and connections with EWR 	EWR supported and should include reference to work to determine which stations will be served and what happens with level crossings, and Bletchley chord; any updates?
Mobility	Do not support the East West Expressway	<ul style="list-style-type: none"> • The Expressway would encourage more journeys by road within the E-W corridor and on local roads that feed the expressway, counter to government sustainability policies, with significant environmental damage, undermining the business case for EWR and damaging local amenity for existing residents. • Focus on EW links risks MK becoming a dormitory for commuters to businesses at either end of the corridor, making homes even less affordable here and contributing to congestion. • Funding should be spent on electrification of EWR or local road improvements • The reliance and expectation of the Ox-Cam Expressway being built through existing communities and environment is a jarring inconsistency with the need to be sustainable; jeopardises and overshadows all claims to care about communities and environment. • Still important to resolve issues with the A421 by developing alternative routes, through focusing growth to the south west and creating a scale of development that can sustain a more viable transport solution than is currently in place. • Will people want to live near a major road? 	Check MKC status on expressway. Project has been paused; remove from mapping?

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Mobility	Expressway pause shouldn't stop development moving ahead	<ul style="list-style-type: none"> The expressway project pause should not be used as a reason to delay or stifle development ; if the project is resurrected it will need to be designed around the plans that are in place at that time Pause to the Expressway should refocus development opportunities away from the EW corridor to the south of the city Should update Strategy to explain change in status of the expressway Long-term strategy means expressway may come back on agenda so should continue to be included 	As above. Reference change of status and uncertainty about proposals in Strategy and supporting document
Mobility	Roads in rural locations wouldn't cope with additional growth	<ul style="list-style-type: none"> Presumption that residents of development at Winslow would use EWR for journeys to CMK is unrealistic and will mean majority of those travelling to CMK would go by car. Roads in this area would not cope with greater traffic; a bypass would be required at the very least. Growth around Olney would increase traffic in nearby villages (e.g. at Newton Blossomville where people try to avoid queues on A509). Should dual A509 from Chicheley to Olney, and use quiet road surface. Bypass at Olney needed only for growth from Northants and Bedfordshire, not to deal with local growth Villages in Central Beds are already seeing increased traffic which will only worsen with completion of existing development areas. Access to new development areas (including existing allocations) must not be routed through existing communities (e.g. Wavendon) where congestion is already a problem. Traffic on A421 needs to be addressed before further new homes added in this area; dualling between Bottledump and Little Horwood junction. There needs to be a conversation as to how to unlock development in the north of the borough in a sensitive manner such as the provision of a bypass around Olney 	More detailed traffic modelling required as part of local plan process to assess traffic impact on whole network. Infrastructure planning to build in necessary road schemes. Need to develop communities in ways that reduce the need to travel by car to lessen the impact of growth
Mobility	Challenges in the public transport sector from need for social distancing reducing capacity, lack of confidence is safety, fewer journeys being made and use of private cars	<ul style="list-style-type: none"> Restrictions on passenger numbers mean public transport services cannot survive; impact on routes serving outlying business areas will have particular impact on manufacturing and service industry which can't WFH but will form basis of demand for public transport as office jobs can often be done from home. If fewer people are travelling to the city centre, is there a need to change bus routes to focus more on leisure/open space? Reduced use of public transport, coupled with higher cleaning costs, will continue to impact on viability, leading to reduced service routes and frequency. Increased public subsidy will be needed to maintain services until a vaccine is found and is widely available, to allow public confidence to return to using public transport. There are some people who are reluctant to follow the rules and wear masks which puts people off going on a bus/train 	Fundamental principle of enabling mobility for all as part of the growth agenda is still right, and pandemic only reinforces that as it has disproportionately impacted our more disadvantaged communities who often also rely on public transport to access job opportunities. Have undertaken review work to assess likely impact on operation in terms of social distancing and reduced demand

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		<ul style="list-style-type: none"> • Insufficient regulation on private hire/taxi drivers as many have been operating without using face coverings; MK has had to rely on them with a contracted public transport network • Sustainability of rural areas can be improved by better public transport but needs effort to thread villages together with high frequency routes that connect to railway stations, MRT and P&R, and development focussed on places that can support these improvements • Likely to see overall continued reduction in public transport use but it is still crucial that public transport is available so there is question with regards to future viability • Trends against densification will impact on the viability of the Strategy's MRT proposals. • Future systems need to be big enough to allow distancing for any future public health crisis • Not clear to what extent businesses will make permanent restructuring decisions about their operations; are changes fundamental or temporary... impact on demand for public transport • Smaller shared on-demand vehicles likely to be less attractive for some time. Potential to repurpose larger vehicles? • In the medium term bus use will increase and the growth strategy should focus more on improving bus provision rather than basing the growth strategy on a new Mass Transit System • Recognise that there may be those who will use the CV19 arguments as a reason for not pursuing investment in mass transit in the Strategy. However, the incidence of CV19 does not change the fact that (a) a significant proportion of MK's population have no choice about using public transport, and (b) there is not enough road space in and through MK to accommodate unrestricted growth in individual vehicles. On this basis, MK cannot simply discount PT/RT as a key enabler of sustainable growth • Whilst those who are able to choose to travel less will do so and personable mobility around local living is likely to be able to use 'micro-mobility', it would be sensible to prioritise future strategic growth areas adjoining the city rather than on more remote locations, reliant on public transport • While there may be an initial reluctance to use public transport, in the longer-term, locations accessible by public transport are likely to be sought by homeowners and renters, providing a sustainable transport option for longer distances where travelling on foot or by bicycle is not practical. • The original principles of MK relating to the grid system, the density and the green space must be respected. In doing that, all transport solutions are possible; cars, buses, a rapid transit system, local ride sharing, clean walking, cycling, e-scooter and whatever new invention comes after that. We must innovate; the layout and density of MK is one of its critical success factors and transport must fit it, not the other way round. 	<p>and intend to prioritise some early deliverable routes which remain viable. Further work to be done on whole network as stated, including route planning etc. Also important to remember that mass transit is part of a wider network of mobility options and we are seeing increases in micro mobility and more walking and cycling taking place during lockdown. Recognise that these options are not appropriate for all users and all journeys, so need to maintain an ambition for an excellent public transport network, whatever vehicle that uses, and notwithstanding the impact of COVID</p>

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Mobility	Impact of more online shopping and how to deal with the 'last mile' of delivery journeys	<ul style="list-style-type: none"> • With increasing online deliveries some arrangement for efficient green last mile journeys is needed to avoid multiple vans constantly travelling around the estates. Could larger autonomous vehicles be the answer; like Starship but larger and multiple carriers? • There will be more small delivery vehicles with implications for traffic and environmental congestion • The increase in online and local buying will create a demand for 'last mile' operations and storage and this will create a demand for land and property to offset reduced demand in other sectors; the layout of MK lends itself to that change. • There are opportunities for supermarkets to become local distribution centres as schemes such as the Amazon groceries through Morrisons become more of the norm. The shift to online shopping is going to increase and so these local centres can support that economy and reduce delivery miles. 	<p>Have seen increased journeys from online deliveries. We have Starship as a solution for some small scale grocery and parcel delivery and may be opportunities to consider larger schemes in the future when the technology allows. DLA evidence talks about urban consolidation centres where deliveries could be coordinated across an area, so that fewer vehicles could then undertake the final drop-off instead of several vehicles covering the same area on a daily basis.</p>
Mobility	Walking and cycling increase may be minimal; requires investment in infrastructure maintenance	<ul style="list-style-type: none"> • There has been a substantial increase in leisure walking and cycling which needs to be translated to walking and cycling to the shops, work and schools. Strategy should include more focus on how to reduce car use and increase cycling and walking. More people are interested in commuting by bike or on foot and this will continue in the future provided adequate support for safe cycle and walking routes are provided and that car space is given over to provide this. • Pedestrian movement needs to be at the heart of the design of new areas with as much as possible • Cycling during lockdown probably mainly for recreation; should be encouraged even if it doesn't convert to more active commuting for its impact on health and wellbeing. Importance of active travel for health as factor in resilience against disease • I hope people have enjoyed their walking/cycling time during lockdown and would want to apply this to their commute and not jump straight back into the vehicles • As do not know when public transport usage would return to pre-COVID19 levels, redirect focus towards improving pedestrian and cycling infrastructure for recreation as well as a sustainable mode of travel for commuters. • Switching to cycling and walking is unlikely to be attractive and sustainable in the winter months, so reliance on the private car will increase for those with access • Redway needs investment in maintenance to address potholes and poor surfaces if we are going to encourage people to cycle more post-COVID. Need to address safety, security and surveillance. Better signage and new routes that connect up some of the places that aren't well connected • Design responses to more active commuting (more showers, cycle storage at both ends of 	<p>Have seen increases in people walking and cycling during lockdown as we took the opportunity to exercise outside. Some of this will translate into alternative methods of commuting but recognise that this is not an option for everyone, or for all journeys, and may not be maintained in bad weather. Support providing more facilities to enable and encourage active travel (secure bike facilities at home, work, shops etc, showers in offices, bike servicing at nodes). Already undertaking redway improvements and better wayfinding Include data on increased cycling/redway use</p>

Topic area	Headline	Summary	Proposed response
		<p>the journey (work and home), bike servicing facilities at key nodes/interchanges), priority over cars and better cycle routes/access through CMK</p> <ul style="list-style-type: none"> • If levels of cycling continue, may need to be some separation on redways between cycles and pedestrians and a code of conduct • Bikes and e-scooters must all be fitted with bells; riders must make their presence known to pedestrians. Many benefits of more people using cycles and scooters but poses a danger for others, young and old who inadvertently find themselves on a collision course with cyclist. Some rethinking of shared footpaths and redways is necessary if everyone continues to share them. • As with the road network, there are places on the redways where traffic volume warrants greater segregation between cyclist and walkers and stronger support for cyclist over cars. Some bottlenecks/pinch points in redway network due to greater use and maintaining distances • New cycling and walking spaces should take into account the likely demand for e-scooters and space requirements. This may have the knock-on benefit of making longer journeys more attractive, if routes into and out of Milton Keynes are provided and connected with neighbouring authorities' schemes • For many groups of people (the elderly, disabled and parents with small children) bikes, scooters etc are not an alternative to public transport • Cycling and walking in rural areas without dedicated paths is far more risky now that car traffic has increased again; mustn't forget about investment outside of the city area especially as these areas also have poor public transport services even at times when people feel safe to travel by bus • Use of parkland network for active commuting has increased 	
Mobility	Changing travel patterns will impact on demand for car parking and the way people use their cars	<ul style="list-style-type: none"> • Demand for car parking spaces in commuter areas will be reduced for some time; opportunity to repurpose some parking spaces, to either improve public transport access, or to increase permeability and route attractiveness for walkers and cyclists. Would encourage use of public transport also reducing pressure on roads passing through neighbouring authorities. • Fewer city centre workers does not necessarily reduce the demand for city centre car parking, as staff may prefer the security of private car travel to public transport. • Paying for parking is putting people off coming to CMK • Parking costs need to be balanced against encouraging visiting and use of CMK in a holistic approach, not just seen as a way of generating revenue for the council, etc. • Perhaps stores will transition to being places to appraise items and perhaps try them out, but that the shopping will then be done online with home delivery. So that people travelling to CMK, etc. do not need to use their cars and need to carry heavy bulky items, 	<p>Recognise that demand for parking has decreased from fewer office workers and shoppers/visitors to the city centre. Info on impact on other centres?</p> <p>For the city centre, this can be considered through the CMK framework work to look at future demand for car parking and potential alternative options for its use, alongside improved wider mobility options.</p> <p>Include explanation of how parking revenue is used (in annex)</p>

Topic area	Headline	Summary	Proposed response
		<p>etc?</p> <ul style="list-style-type: none"> • Before COVID, I also thought that car-sharing was a good idea, and still do, in principle (though now I worry about cleaning between users). I would be willing to give up car-owning, if there were a reliable carpool which I could pay to use when needed. 	<p>Recognise that COVID and concern about safety of public transport means that many will still want to use private cars even when alternative options are available.</p>
Mobility	<p>Changing travel patterns and the impact on commuting levels and congestion; impact on the environment, noise and pollution</p>	<ul style="list-style-type: none"> • Commuter traffic may change significantly if people are working from home and making use of technology for on-line meetings. The need for people to be travelling during what were previously peak times could alter significantly • Greater car use in the shorter term due to fears of public transport; more WFH and online shopping will continue pattern of fewer cars on the road at peak hours (also with flexible working as people work outside normal hours) which may extend the capacity of our existing grid network. • People will continue to travel by car for shopping and leisure • The overall consequence is less commuting and road miles with congestion reduced and previously expected traffic growth levels much lower. The highway infrastructure proposed within the Plan would need to be re modelled to take account of these changes • Fewer commuters may make expressway project redundant • The lack of traffic has been wonderful; should encourage primary age children to attend local schools and to walk there. If parents are going back home to work instead of to an office, walking to school becomes more practicable. • Many people recognise that the environment has benefited from the reduction in all types of transport and travel and so we believe it is important to leverage on this now • The reduction of traffic was the silver lining of the lockdown. The associated reduction in noise and pollution, and the huge improvement to the experience of the public realm was a revelation. 	<p>Too soon to know how working patterns will change in the long term and impact on commuting and congestion, but expect that more working from home and flexible hours will continue for some time. People have appreciated the benefits of reduced traffic on the environment, pollution and noise, so should capitalise on that when encouraging move to more sustainable travel modes.</p>
Offices	<p>Impact of increased home-working and changing need for office space, which may be put to alternative use; opportunities for CMK as a regional office location; need for flexible office/meeting spaces</p>	<ul style="list-style-type: none"> • CMK could benefit directly from any trend towards decentralisation from London offices; despite home working, some businesses will need face to face time. Satellite offices in key commutable locations such as CMK could provide a half way house for companies wishing to reduce costs but maintain a reasonable level of office space. The prevalence of car use to access jobs and facilities in CMK could be seen as a big plus point by users and occupiers, despite its well known limits and disadvantages • Already an increase in enquiries for businesses to open a regional office as companies are moving out of central London; opportunities to encourage that inward investment and establish a regional office • Home-working may be fully embraced and close centrally-based premises, and/or downsize dramatically to a much smaller base with lower costs. • When wage subsidies cease, may see increase in redundancies which further decrease 	<p>CMK issues covered by CMK framework, to consider how to manage change in demand for office space. Opportunities for companies moving out from London etc</p> <p>Need to make CMK an attractive place to return to work and for companies to locate; knock on economic impacts of having workers spending time in the city centre on retail, leisure and cultural sectors.</p>

Topic area	Headline	Summary	Proposed response
		<p>office space requirements</p> <ul style="list-style-type: none"> • May see continued WFH; it has shown that there is no drop in productivity • The council could lead by example in flexible working and truly free up office staff to complete their contractual hours wherever and whenever they can • Workers who still need the social interaction of the work place may prefer to work in shared service offices. There are also important benefits of knowledge sharing, building relationships and so on. Organisations are likely to set up small, shared service regional hubs so workers can meet without long commutes • Need more flexible spaces, suitable for meetings rather than normal office space as people will work from home more. Allows shared use of printing or meeting space facilities • For those who have a need for an employment location away from their homes the influence of social distancing will increase the amount of space that workers will find acceptable leading to an increase in demand for such floorspace, rather than becoming redundant and available for conversion to other uses • There should be a review of longer-term plans for building new office space, as employees working from home will require companies to review their current and future potential needs for office space • May see increased conversion of office to residential; means shorter commutes/active travel to city centre workplaces 	<p>Should consider ways to provide alternatives to regular office space, so places where people can come for meetings or have more flexible arrangements.</p> <p>Consider impact of potential change of use to residential development which may not make for suitable homes and reduces our availability of office accommodation; although more residential development in the city centre is also important as another element of increasing vitality and activity</p> <p>Need to revisit our employment projections. Still would anticipate the same growth in jobs, but recognise that they may not be located in a traditional office environment? Also important to remember the wide range of jobs and sectors we expect to see growth in; reference to economic section</p>
Placemaking	Original principles for MK have meant the city has fared well compared to other places during the pandemic, and those principles should be maintained	<ul style="list-style-type: none"> • Any planned growth of MK must be based on the same principles on which it was planned and built, low density well planned housing, extensive open space and landscaped public realm, a network of cycling and walking routes. In short any growth should be sustainable in areas where the grid road and bus and redway network can be connected. Growth should be sustainable and not drain investment from the existing urban areas of MK • We will change the way we live, particularly around working more flexibly, shopping differently and will possibly base our leisure activities outdoors rather than in the conventional way in pubs, clubs, gyms, cinemas and theatres. MK is already well adapted for these changes and must ensure that strategic planning halts the current poorly planned and served new housing areas. Future growth areas should have links to grid roads, good cycling and walking routes, 40% public open space and high quality design and landscaping. • Regardless of the type of 'vehicle' or mode of travel (bike/bus/AV), the need to plan for, reserve and build in new resilient strategic-scaled transport infrastructure ('corridors' and 	Recognise the value of the principles of MK and intention to retain that within the existing city, and that the design of the city was intentionally flexible to be able to sensitively adapt to new circumstances. Open space, high quality design, prioritisation for walking and cycling in accessible, walkable communities, better provision for public transport, adapting to the demands of the climate emergency etc are all

Topic area	Headline	Summary	Proposed response
		<p>'links' incorporating new 'roadspace') to support growth has not gone away.</p> <ul style="list-style-type: none"> The "MK grid" network is proving one of the most flexible green and grey infrastructure networks. The concept of MK 'grid corridors' remain relevant (arguably even more so now) as they are about so much more than traffic. The benefits of MK communities accessing and using the MK green/grey grid have been greatly reinforced through CV19 activity. On this basis, the policy commitment to reserve space for and/or create new multipurpose links/corridors [whatever they are called] as the backbone of future growth plans which support, extend and/or complement the MK infrastructure network should be strengthened in the Strategy and placed at the heart of any new growth plans. Should undertake a study of the resilience of MK to assess how the original principles of the city have fared in comparison to other places. Should include a risk assessment of the impact of different emergencies on the old areas built before Milton Keynes was designated, the gridded areas of the New Town and the less rigorous layout of the New Town extensions 	<p>about good planning and are central to the strategy.</p>
Placemaking	Importance of local facilities near to people's homes that provide a range of services; growing importance of local high streets and hubs	<ul style="list-style-type: none"> Redraft Chapter 6 as a new "Places of Activity" or "Our Centres" Chapter. The current emphasis on CMK and Bletchley is valid (transport nodes and spare capacity for new development) but also to look at the function of the other centres of Stony Stratford, Newport Pagnell, Woburn Sands/Fenny Stratford and Wolverton, plus district/local centres and how these are the focus of day to day activity for many residential communities but are also centres of wider 'experience' – where communities of different ages/cultures congregate and interact. Also, schools/health hubs/places of worship are also places where people meet and socialise and where "community" is brought into focus. Residents really value their high streets and local hubs to access local, independently run businesses and enterprises that they are unable to access in CMK. It is important that these are prioritised in terms of support to thrive moving forward, and help MK build more local, sustainable and resilient enterprise. If as envisaged more people work from home there may be a need for greater social interaction through local cafe/business hubs. Could be a bigger role for local facilities in each area to form a hub/meeting place that people are able to come together safely in; potential re-use of vacant buildings Amenities within walking or cycling distance of home will likely continue to be sought, potentially including workspaces for occasional meetings if people are working from home more New centres as part of strategic growth should be planned to be resilient and adaptable based on 'local living' with many of the new permitted development rights removed where land is not in the control of a local authority Importance of local facilities within walking distance of homes, including in new 	<p>Local centres and high streets have become more important to people's day to day lives during lockdown. Reframe chapter to include more on other centres in addition to Central Bletchley and CMK. Emphasises importance of walkable neighbourhoods, where people have facilities and services within easy access of homes, without needing to use a car for day to day activities. May have increased role as employment or flexible working hubs in some places too, with more WFH but still a need for some centralised space at times.</p>

Topic area	Headline	Summary	Proposed response
		<p>development areas; should use transit oriented development principles with appropriate densities and mix of uses</p> <ul style="list-style-type: none"> • Expect manufacturing and storage to be increasingly integrated into neighbourhood and district centres, for smaller family and community businesses to make the products that they sell direct to local people. These places can become more vibrant and interesting by allowing affordable workshop space to co-exist with other uses. • If the High Streets all fail, the sense of community spirit will be lost. Loneliness will become a much bigger factor, which in turn will increase national health bills • Access to public toilets whilst out walking – with no pubs or coffee shops to nip into as they have been closed, this has been a problem. Availability of publically accessible toilets all over MK is something that needs to go into the futures strategy, especially with an ageing population. 	
Placemaking	Opportunities to change the use of existing buildings, but potential impacts on quality of life, including impact of density of development and need to maintain city centre vitality	<ul style="list-style-type: none"> • Although COVID-19 has raised issues relating to high density in city centres, it is important to remember that the alternative is wide scale urban sprawl through diffuse suburban estates with few key services. This is especially true for Milton Keynes, given the relatively diffuse urban layout compared to other cities. The impact of COVID-19 should not lead to further widespread expansion of cities into green space and fertile agricultural land • MKC currently consulting on an Article 4 Direction that will in effect, protect existing offices within the central business district of Central Milton Keynes from being converted to residential accommodation; will assist in maintaining the economic vitality of CMK • The conversion of buildings such as offices that do become redundant should focus on alternative employment opportunities rather than residential uses without sufficient private open spaces as introducing piecemeal residential uses into town centres will prevent comprehensive redevelopment; support for Article 4 direction to stop permitting development conversions • Introducing more residential communities that involve a mixture of commercial uses to CMK should still be the priority to facilitate both the daytime and night-time economy • Unused shop, office space and car parking could be utilised or re-purposed to meet the housing need or turned over to more open space, which is needed within a densely populated city. Although this is an opportunity, it may also be a risk, as CMK becomes vulnerable to poor quality homes being delivered through Permitted Development Rights • With less need to commute, people are moving out of town centres to places they can afford, eg. home with a garden or outside space even if much further from work; plans for increased density and city centre homes may need to be reconsidered. • May see increased conversion of office to residential increasing city centre density; means shorter commutes/active travel to city centre workplaces • Higher densities and infill building were always going to ruin MK as a unique place to live, 	<p>Recognise that changing demand for office space may increase change of use for vacant premises, but need to ensure that homes that are created are to a good standard; article 4 direction to help prevent inappropriate development.</p> <p>Important that appropriate alternative uses are found that help to support the vitality and vibrancy of the city centre and other local centres</p>

Topic area	Headline	Summary	Proposed response
		<p>perhaps now we can call a halt to this urban vandalism. Plans for the built environment need to be radically overhauled with the presumption that space matters</p> <ul style="list-style-type: none"> • Higher density development may be harder to achieve with greater requirement for open space and gardens • With the demand for higher density development potentially reducing and potentially higher densities also becoming less desirable, additional development land will be required if sufficient housing is to be delivered to meet identified need. • Should require housing densities similar to those found in the established housing areas of MK and less flats which should not include family dwellings and ideally be 3/4 storey without the need for lifts • Developers must innovate to create great places to live, especially for those who need affordable homes. Rush building terrible, cramped, ugly blocks of two bed flats won't work. Densities are heading in the wrong direction to mitigate the permanent impact of COVID 19. • The drive for high standards of affordable housing is accepted and needs to be reflected in lower densities where people can have their own private outdoor spaces. 	
Placemaking	Need spaces in the public realm that allow people to come together	<ul style="list-style-type: none"> • Have got used to meeting online, but we need enough physical spaces to do things together safely. Spaces that are flexible and multipurpose – with structures in them that are also flexible and adaptable to the many challenges – not just COVID but climate change - that are coming our way. • Should be a focus on public realm and urban design that provides something special and unique. Milton Keynes already has an advantage of being designed in a modernist and rational way and this could be a springboard for a reinvention that celebrates this, which encompasses events and festivals. 	Need for flexible spaces in the public realm that can be used for a variety of purposes. Link with cultural and creative agenda that needs to be strengthened in the strategy
Planning regulations	Changes to the national planning system are likely to have an impact. Also need local guidance on how spaces could be adapted	<ul style="list-style-type: none"> • Expect a culture shift in terms of planning over the next 30 years, away from a sequential approach trying to direct most office uses into town centres and away from strict use class zoning. Instead of trying to micro-manage where businesses can locate, we would expect a liberalisation of development management, to focus on the big picture in relation to trends in technology and lifestyles. One of the key strands in this shift will be genuine localism, with communities being able to choose the planning framework that meets their needs rather than everything being squeezed into a one-size-fits-all top-down approach. • Local Plans need to acknowledge the recent pattern changes and encourage the further advancement. This however should not mean immediate restrictive policies which make development less attractive, but policies which are ready to respond to the technology changes by seeking to provide for flexibility in design and layout so future changes do not become cost prohibitive. • The government's proposed relaxation to change of use, knock down and rebuild without 	May be changes to the planning regime that impact on local plan making or decision making, but role of the Strategy is important to set out the ambition for how growth and development should happen to provide a context for future plan-making, in whatever form that takes.

Topic area	Headline	Summary	Proposed response
		<p>out planning permission could have serious unintended consequences for all MK town centres but in particular CMK</p> <ul style="list-style-type: none"> • Concern that the Government’s proposals for “Permitted Development Rights” are likely to be introduced to permit the change of shops into residential use without planning consent and we are concerned about the quality of units that might result • People/Companies may review the properties they own or occupy communally differently; evaluating the adequacy of congregation spaces, separation of entrance and exit, access, social distancing space and flexibility. Planning requirements and guidance from the Council may be able to help wherever new space is provided or existing space is modified. MK could lead the way on this, through close collaboration with occupiers, funders and insurers. 	
Principle	Development strategy should not be developer led	<ul style="list-style-type: none"> • Planning should be driven by long term needs and developments and working towards them, not by developers deciding where new housing should go. Developing a long-term strategy is an excellent idea, but it must be agreed by neighbouring councils and the detail determined at the local level in neighbourhood plans. • MKC should lead on masterplanning, with design codes etc to take the lead on managing growth • Development frameworks needed for growth proposals to determine details • Current ‘field by field’ system is to the detriment of good planning principles • Focus on commercial interests shifts perspective from the welfare of current and future residents • Difficulty of getting the development industry to think on a longer-term basis like we are. We need to be better joined up in thinking about how we work with the development industry to make sure this is delivered as we want it. • Same sorts of pictures that the developers show us, and then what happens doesn’t look like that. Are you going to put your foot down and say we want better? 	Agreed. Role of the Strategy needs to provide the overall framework for future development and intention to pursue alternative delivery models will allow greater control for how development happens, rather than being entirely in the hands of the development industry. Our communities deserve good quality design and placemaking
Principle	There is still a need for a long term strategy for the future of Milton Keynes	<ul style="list-style-type: none"> • Long term MK will still need to grow despite the looming economic and social turmoil, therefore we still need a Growth Strategy, but it needs to be changed to be more resilient and sustainable. We need a sensible population target that can be achieved without damaging the city by drawing investment away from the existing urban areas. More of the growth should be planned to take place inside the existing urban area. MK has successfully grown despite 4 major economic downturns and it will survive this one because the principles of the original Master Plan worked, don’t throw it away with notions of a Metropolitan MK. • It has never been more important to have a Strategy for the future which reflects on how we might emerge both more resilient and more compassionate in how we plan for our growth needs; is explicit in its intention to harness long term development needs as a way 	Agreed; a long term strategy becomes even more important at a time of uncertainty to help build a shared vision. Strategy will need to be flexible to cope with a variety of economic cycles and be resilient to other disruptors, like the public health pandemic we have experienced. The fundamental aims of the strategy, around inclusive growth, mobility

Topic area	Headline	Summary	Proposed response
		<p>of unlocking solutions to wider social and economic objectives</p> <ul style="list-style-type: none"> • At a 'local level', many of the recommendations already made in the Growth Study are likely to increase in importance as a result of CV19 however not all are yet sufficiently prioritised so as to support a robust case for policy inclusion in statutory plans • In the long-term, demand for new development will continue with new homes and jobs sought and new infrastructure necessary to support growth. Consideration of the strategic implications of the COVID-19 pandemic should therefore not involve any reduction of the well-considered growth ambitions for Milton Keynes or the wider Oxford-Cambridge Arc. The COVID-19 pandemic has re-emphasised the need for an ambitious approach to long-term planning if a successful future for Milton Keynes and all of its residents is to be realised. As such, the Strategy should be progressed without delay • As with communication infrastructure and mobility infrastructure, the aims of integrating green and blue space; reduced densities; place-making to improve physical and mental health; supporting home working and learning; and improved carbon efficiency are most easily integrated within new strategic development sites rather than being retrofitted to existing communities. 	for all, dealing with inequality, addressing affordability and responding to the climate change emergency, for example, become even more important post-COVID
Principle	Remain opposed to the Strategy and its principles	<ul style="list-style-type: none"> • Remain opposed to the proposition of growth into neighbouring areas as promoted in the draft Strategy • Trying to predict the full impact of the COVID-19 pandemic on the economic state of the country at this early stage is very difficult. Nevertheless, we wonder whether Milton Keynes Council might in the short-term concentrate on preserving the existing infrastructure of Milton Keynes, especially its city centre, rather than pursuing growth ambitions 	Revised strategy pulls back from how it refers to cross boundary growth and what might happen in neighbouring areas
Principles	Support the Strategy in principle	<ul style="list-style-type: none"> • General expressions of support for the overall Strategy including MRT network, encouraging people to use their cars less, carbon neutral agenda; economy of opportunity for all, role of CMK, approach to transformational opportunities at Bletchley town centre 	Noted.
Principles	Support the Strategy and laudable principles, but success will come down to implementation and ensuring there are benefits for all	<ul style="list-style-type: none"> • Strategy appreciates the strengths of the city and the current challenges, and recognises that future growth needs to be managed by a new body which can invest appropriately to the implementation of the Strategy. • Overall a very ambitious plan, requiring further detail behind proposals • Support the Strategy and laudable principles, but success will come down to implementation and how the potentially competing demands can be balanced. • Delivery and implementation needs to be built into local plans. • Timescale of Strategy brings potential for inconsistencies between the Strategy and the new Local Plan (and government policy) • An indication of timescales for cementing or progressing the ambitions, including through local planning policy will provide a degree of certainty for developers and applicants moving forward. 	Noted. Acknowledge that there is much more work to be done to determine the finer details of how development will be delivered, including through the local plan process, but also with other strategies and plans from the Council and partners. Detail on site specific issues also to be determined through development framework process which involves local communities.

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • Growth should be conditional on the package of benefits that would be achieved... significant public transport improvements, funding to become carbon neutral and adding to national level sports, arts, leisure , community and cultural facilities • To help translate the Strategy into the local plan, could prepare a series of policy papers on each of the chapter topics. Could be updated more frequently than the Strategy without undermining the high level objectives • Make it clear that development proposals will need to be tested through the local plan sustainability appraisal process • Implementation through a range of future strategies and plans across MKC and partners, not just the Local Plan • To get buy in from stakeholders looking for an improvement in what has been built locally in recent years, MKC will need to demonstrate how the Strategy objectives are going to be met – what policy documents and statutory requirements the Council will put in place to ENSURE that the strategy will be followed through and its objectives realised. • All objectives and policy requirements with a spatial or development aspect will need to be include in planning policy. Even if adopted as corporate policy through Cabinet decisions, these policies will have to be successfully justified/defended through the Council’s evidence base and survive an independent Examination. • The Strategy is full of promises that won’t be realised and won’t be any benefit to local people • Where is the guarantee that the citizens of MK will be listened too? Where is the guarantee that MKC will comply with commitments made in its own plans? • MK is good at taking a long-term view, and the strategy should actually look out to 2100. But it should stick with the founding principles of MK, not repeat recent mistakes. Hope that the Six Big Ambitions are achieved. 	
Principles Development Strategy	COVID-19 and recession will impact the underlying evidence and how we will live in the future	<ul style="list-style-type: none"> • COVID-19 will impact the underlying evidence prepared to support the Strategy and may undermine some of the approaches. • The overall Strategy process should be stopped due to COVID-19 and recession as it will no longer be deliverable 	Recognise that current situation creates much uncertainty, but important to have a flexible strategy that sets an ambition that can give guidance over time and through economic cycles
Principles	We need to sort out some of the weaknesses and challenges. Should look after what we already have first	<ul style="list-style-type: none"> • Some of the weaknesses identified in the Strategy need to be remedied ahead of growth as they will be magnified by increasing the size of the population • Should focus on managing and nurturing what we have now rather than pursuing unwanted, inappropriate development. • It will take many years to develop and plan the Mass Rapid Transit Network, and whilst this should remain an option with the safeguarding of all required land, proper funding etc. the 	Strategy is not just about new growth and what happens in new communities and attracting new residents. It is about providing better lives and opportunities for existing residents, looking after

Topic area	Headline	Summary	Proposed response
		<p>short term priority must surely be to improve public transport in the most deprived areas of existing MK.</p> <ul style="list-style-type: none"> • Existing traffic on A421 needs to be dealt with before considering any further growth in this area • Even before the pandemic lockdown, it was obvious that the cost of maintaining the existing public realm was not affordable and there is nothing in the consultation that suggests any remedy. • Some estates are run-down; we mustn't create more of this • Existing challenges in the green and blue infrastructure network which need to be addressed, e.g. lack of maintenance of some areas where the body responsible is under-resourced, or bridleways or footpaths that need to be better linked within the urban area and with the surrounding countryside • Need to address regeneration challenge with great urgency or we'll perpetuate a multi-tiered socio-economic society • High levels of deprivation in MK; Strategy should put affordability at the heart of everything so that low income families are not burdened with additional costs (for example through new transport innovation or decarbonisation technology) 	<p>our existing city and addressing current challenges. Taking a long term approach helps us to secure funding and investment to help deal with our current challenges. Part of growth agenda is about homes for the children and families of our existing residents, and helping to develop more affordable homes for those who need them</p>
Principles	Should encourage self-sufficiency in the country to help with resilience	<ul style="list-style-type: none"> • The country needs to be able to feed itself and serve at least 20/30% of our manufacturing needs to help deal with future shocks or pandemics. Development and economic focus should be on the northern powerhouse rather than this area • Ox-Cam arc will continue to exacerbate problems of unequal treatment of areas within the UK 	<p>Noted. We can address resilience on a local level. As a successful place in the south east of England and without a national policy focussing development elsewhere in the country, we need to respond to demands and the strategy enables a proactive approach to that challenge</p>
Principles	Ambitions need to be reconsidered and better inter-linked. MK Futures 2050 Six Big Projects should also be included	<ul style="list-style-type: none"> • Ambitions could be written about anywhere and do not show enough ambition, they are more like basic expectations • No-one would disagree with the ambitions, but they don't add anything • Ambitions compare unfavourably with the original goals for MK; should be more strategic. Original goals plus "Reduction of emissions that contribute to climate change" and "Creation of greater biodiversity" would be preferable • We would like to see Ambition Six to go much further than carbon zero, and include Biodiversity net gain, as well as potentially world-class blue/green infrastructure and truly sustainable homes. This will take more than reducing the city's natural resources • The Strategy should discuss how the Six Big Ambitions are inter-related and some development opportunities may help to deliver several ambitions. 	<p>Include references to the Six Big Projects from the MK Futures 2050 commission report to give better continuity from that work. Emphasise inter-related nature of the ambitions and ensure they are properly reflective of what we are trying to achieve whilst remaining concise and strategic</p>

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> Realising economic potential needs to be delivered alongside net environmental gain. There should be more integrated planning, information sharing and connection between the MK Futures projects as well as with business as usual Scale of growth should be included as one of the ambitions Should maintain the use of the Six Big Projects within the Strategy Need better links with other strategic, e.g. linking jobs growth with a jobs/economic development/inward investment strategy and delivering the right mix of homes (not just trend-based, more of the same development) 	
Principles	Not enough focus on people, and inclusivity and diversity	<ul style="list-style-type: none"> The Strategy says it puts people at the heart of what it tries to achieve but the focus feels more on infrastructure and development, rather than people and communities. People-centred cities are culture-centred spaces. Culture provides a tool and a platform to deliver social cohesion. Strategy should address challenges of inclusion, not compound them Focus on built infrastructure misses opportunity to secure developer funding for public art and community engagement In terms of inclusivity there is some research to indicate that MK as an inclusive place is not a universal experience and that the experience people had on arriving in MK early days is very different to moving to the city now. Power structures aren't inclusive. People and cultural element really doesn't come through. 	Make sure the strategy gives more focus to people and the value of diversity and inclusivity in the city. Recognise that inclusivity may not be a shared experience and how the strategy can help to improve that (more focus on culture, community focus of neighbourhoods around local centres/high streets...)
Principles	Health and wellbeing should be given more emphasis in the Strategy	<ul style="list-style-type: none"> "Ensuring that all plans for the future development of MK make the health and wellbeing of the people who live and work here a priority" should be added to the big ambitions. This includes ensuring residents have access to areas of open space which has become a priority for people during COVID-19 lockdown and an issue of inequality for those without access to a private garden. The Strategy should also consider health of young people, and enabling older residents to stay in their homes for as long as they wish. Building close to the M1 is a risk to health for those with asthma and other breathing difficulties. The housing need impacts of an ageing population and high levels of ill health need to be considered Role of leisure, culture and creative activity should be included in 'what makes us healthy'; growing evidence of role in maintaining healthy mindset 	Health and wellbeing made more prominent in the ambitions – fits with the principle of walkable, local communities, importance of open space and active travel, community spirit, cultural activity etc
Principles	Crime, safety and policing should be discussed in the Strategy	<ul style="list-style-type: none"> Safety should be considered as part of discussions about mobility within the Strategy (e.g. in relation to road safety, and security issues for users of redways etc), and regarding crime and anti-social behaviour, recognising that MK being 'a great place to live' isn't an experienced shared by all. Road safety for cyclists also an issues 	Safety and fear of crime should be reflected as part of quality of life and health and wellbeing. Safety a particular concern of young people in the city
Principles	MK has the	<ul style="list-style-type: none"> With government focus on new housing numbers, MK has the opportunity to set the 	High quality development and

Topic area	Headline	Summary	Proposed response
	opportunity set the standard for urban living	<p>standard for intelligent, information-driven urban living</p> <ul style="list-style-type: none"> • MK should lead on truly energy and climate friendly housing developments • Milton Keynes aspires to be a forward-looking area, and in the 21st century it should be looking at how it can lead the way in being a zero-carbon, high biodiversity, knowledge based economy, rather than embracing a model of economic development based on an ever-increasing population because this is just not sustainable. • Need a simple way of encapsulating the essence of Milton Keynes, helping MK to stand strong as a city and deliver on its vision. It needs to be more than ‘it’s a nice place to live with affordable housing’ • The measurement of success is not how large a development is, but whether it can support itself and have a good quality of life. A village or a town may be just as successful as a city. Perhaps it is also time to question the aspiration of MK to be a city 	sustainable ways of living should be key deliverables from the strategy, continuing MK’s history of being an innovative and forward-looking place
Principles Mobility	Basing growth strategy around MRT is inappropriate	<ul style="list-style-type: none"> • Designing the growth agenda and new communities around an unfunded, unproven MRT system is risky • Scale of growth shouldn’t be determined by what is needed to make MRT deliverable • What measures have you researched to ensure a rapid transit solution can work effectively without densifying and destroying one of the jewels in MK’s crown? • Would only support a strategy that integrated an MRT system into the current layout of the new city and did not assume demolition and densification to increase demand and justify the cost of the MRT. • To hang the whole spatial strategy off TOD requires an open explanation of how the transport in the TOD is to be delivered • Strategy’s emphasis on Mass Rapid Transit does not take account of the multi-functional environmental infrastructure necessary if Milton Keynes is to grow sustainably in line with government policy and demonstrate improved water resilience and the ability to adapt to climate change • Key role of green infrastructure should be emphasised in delivery section, not just focus on MRT 	Mobility for all is a key ambition for the Strategy as an important part of addressing the existing inequality of access to opportunities in the city. Delivery of an effective mass transit network is a big part of how that would be delivered, but part of a wider strategy, including a greater focus on walkable, healthy communities and economic diversity, for example.
Principles	Seize opportunities created, not just try to return to normal	<ul style="list-style-type: none"> • Opportunities created by the changes brought about by the pandemic need to be seized and exploited rather than concentrating on getting back to how things were or focusing on the issues arising. There is a new "normal" developing that will be very different with the realisation of world issues around supply chains, environmental impact (climate change, plastic pollution, et al) and the possibilities for future pandemics. • It would be unwise to try to recreate the unsustainable pre-pandemic economy that we have had for recent decades. Any measures must contribute towards a Green recovery; Build Back Better. Climate change is just as big a threat as COVID-19 to people’s lives and livelihoods. 	The timing of the strategy alongside the COVID pandemic is helpful, at a time when people are already thinking about changes to the way they live and work, and what their priorities are.

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Principles	Should also think about other behavioural and attitude changes as a result of other calls for change, e.g. BLM movement, as well as impact of Brexit	<ul style="list-style-type: none"> The need to consider changes of behaviour and attitude is not confined to the implications of COVID -19: there have been other significant calls for change, often related to the pressures and insights created by the corona virus. One example is the BLM movement, which may well have a long-term impact on the design of public spaces and monuments The economic impact of COVID 19 will be augmented by the uncertainty of Brexit and the growing likelihood of a No-Deal exit in December 2020 resulting in tariffs on both imported and exported goods and services Strategy seems to ignore the strong possibility of a no deal Brexit and the impact this would have on top of the impacts of COVID-19. Any 2022 post COVID bounce back predicted by Bank of England will be off-set by Brexit. Potential wide ranging changes to the planning system later in 2020; impact on plan-making 	As above, the strategy needs to be flexible to changing circumstances and resilient to future disruptors. Economic work on implications of Brexit??
Process	Growth assessment document includes inconsistencies in conclusions	<ul style="list-style-type: none"> Growth area assessments has inconsistencies in its approach and conclusions Not clear which growth areas are proposed to come forward through the recommended strategy. Total numbers through the assessment and growth study far exceed numbers in the Strategy Inclusion of growth options assessment confusing; high level sieve done in the Growth Study and level of evidence in the full assessment does not fit Local Plan requirements either 	Noted. The assessment was a high level process that will need to be repeated in much greater detail through the local plan process
Process Development Strategy	Premature to prepare Strategy ahead of regional decisions and further evidence	<ul style="list-style-type: none"> Premature to prepare and finalise this Strategy when many uncertainties continue, including around COVID-19 and its impacts, but also decisions around the A421 expressway and wider Ox-Cam arc framework. Changed status of Expressway now undermines the whole Strategy; continued inclusion of the expressway undermines the principles of the Strategy Premature to pursue the Strategy without public support for growth The Government will produce their own, more reliable housing growth figure for the Arc and housing locations. The Council's 2050 draft strategy should only use official Government housing targets for developing strategic growth studies. The draft strategy should be delayed until the Government house growth figures for the Arc are available and the 2050 housing growth strategy redeveloped to match Government requirements within Milton Keynes accountable borders There may be no need for Milton Keynes to absorb additional housing because of Arc development. The strategy must wait until the Government makes a decision on new garden cities. Giving certainty to local communities; how do we do that when there is a lot of uncertainty about many projects that are going on? 	In developing all long term strategies and plans, it is inevitable that there will be uncertainties and new information or changes to policy that come up during the preparation process. It is impossible to wait for clarity around all uncertainties. The Strategy is also intended to be high level, with the detail of things like housing numbers, site allocations, phasing etc determined through the subsequent local plan following the preparation of further evidence. MKC will continue to work with other partners through the arc-level

Topic area	Headline	Summary	Proposed response
			strategic planning
Process	Engagement should have been halted during COVID-19 lockdown	<ul style="list-style-type: none"> The process should have been stopped and only resumed when all residents of affected areas were able to fully engage in a meaningful way 	It is unfortunate that some of the local meetings had to be cancelled due to lockdown. Restrictions on public meetings etc are likely to continue for some time and it is considered inappropriate to wait for an undetermined amount of time to be able to restart work on the Strategy.
Process	Strategy preparation and engagement process has not been appropriate; a new approach is needed	<ul style="list-style-type: none"> Insufficient engagement with local authorities and with local residents has taken place throughout the whole Strategy process, and the duty to cooperate has not been met. Should be Full Council discussion on issues and then a Task and Finish Group set up to cover a Central Arc Strategy to work with neighbouring LPAs and local town and parish councils. Aspirations and the detail on solutions should be separated into different documents. Detail on solutions is premature and should be subject to further engagement Difficult to understand how this work fits with the Local Plan Should focus on preparation of new local plan instead of the Strategy for 2050 A steering/working group with local stakeholder representation should be set up to guide process People's Assembly should be used to consider key proposals in the strategy document Engagement should have been at the idea forming stage, not just publicity of what has already been decided. Strategy has firmed up on approaches before engagement so not clear how people can influence the final strategy. It needs major revision, but the Council won't want to hear that. Should be engaging on a summary of the DLA study Commission report had cross-party support but Strategy for 2050 approach is undermining this. Use of Commission website rather than MKC website is confusing. Early MK Futures work had consensus across parties; if some have moved away from being able to support the Futures work, what does this mean for the longevity of these proposals? Should learn lessons from the experience in south Buckinghamshire around cross-boundary development and duty to cooperate issues Town and Parish Councils cannot be relied upon to engage local residents because they are hamstrung by procedural responsibilities, so direct engagement is needed across 	Engagement on the issues that the Strategy covers has been ongoing for several years, including through the four-day exhibition in July 2019 and two rounds of engagement on the draft Strategy and COVID implications. This supporting statement explains the comments received and provides a comprehensive response to how the feedback has influenced the final Strategy for 2050. Further engagement will take place as the detail of delivery of propositions emerge, e.g through the local plan process – including meeting the duty to cooperate- and with comprehensive public and stakeholder engagement on development frameworks or design briefs for sites.

Topic area	Headline	Summary	Proposed response
		<p>generations to ensure that it is not just the time-rich retired who shape development options, but also teenagers, schools, families and working parents.</p> <ul style="list-style-type: none"> • Process to prepare the Strategy including evidence preparation has been ad hoc and unclear • Engagement events favoured areas on the outskirts of the city • Attended the Winslow public meeting in a venue that was too small for the number of people attending and with inadequate/inappropriate AV equipment • Overall document is too word-heavy, should be in a more personable tone, more images and graphics, so it speaks to the people of MK 	
Process	Support the engagement that has taken place to date	<ul style="list-style-type: none"> • Thank you for seeking views and the scale of engagement that has taken place to date 	Noted
Process	Involvement of David Lock Associates is inappropriate	<ul style="list-style-type: none"> • David Lock Associates have led on the production of the background evidence study for the Strategy which is a conflict of interest as they represent many landowners in the area • Real or perceived conflicts can discredit or diminish the value of a report and effectively waste the time, effort and tax payer money that has been spent on the report. Should provide clarity about 'chinese walls' within the organisation 	A peer challenge was undertaken to assess the work undertaken by DLA to check that the conclusions drawn had not been inappropriately influenced by their other interests. Further, confidentiality agreements were in place with DLA which restricted the other work that could be undertaken during the contract to prepare this work and how they could use any information gathered.
Process	Premature to finalise the Strategy for 2050	<ul style="list-style-type: none"> • Too early to make decisions about the implications on MK's 2050 Plan even though we have short term actions to take as we manage the current situation • Should undertake work to understand how MK has reacted to the COVID-19 outbreak: how our infection and death rates compare with other similar places, whether any conclusions can be drawn that relate back to the overall design and use of the city and how this might influence the plans for future expansion. Should also understand how residents have used the city during the pandemic, e.g. more use of the park network, what has been valued, has cycling increased, and any difference in usage between parks in the new town vs post MKDC areas. • Right now the immediate impacts of the COVID-19 pandemic are far from over, and it is far from clear what the medium and long term impacts of the virus will be on social life, employment, education, retail or any other sectors of life. Only when those impacts become clearer will it be possible to think rationally about the way in which our planned 	As above re uncertainty in long term plan making, however important to set out ambition and have something to aim for. Further work to be done around evidence for the local plan, but recognise that COVID pandemic is likely to create ongoing uncertainty for some time.

Topic area	Headline	Summary	Proposed response
		<p>physical environment may need to change to accommodate the necessary medium and long-term changes. Hold back and consider again how best to create a sub-regional plan in a more collaborative way with your adjacent authorities - but not until the medium and long term impacts of Coronavirus have become clearer to everyone</p> <ul style="list-style-type: none"> • Evidence base makes assumptions about high employment and levels of investor confidence for commercial space which we would not recognise as reflecting the current situation. • A review of the A421 Expressway, and the strategy for achieving the Oxford-Cambridge arc should determine the future growth and shape of development of MK, and should be awaited before publishing a review of MK2050. The strategy should be withdrawn until mid 2021 at the earliest, when the fallout from COVID 19 and Brexit can be more accurately forecast. • To pose these questions is premature and should instead consider how the Strategy document will operate in practice. Should be a living document, reviewed annually until these reviews can be coordinated with statutory Local Plan updates. This will allow the impact of COVID-19 to be assessed over a period of time and only fed into the Strategy when we are fully confident about its significance. Should also be significantly more Member input into the evolution of the Strategy and the Local Plan • Many areas that need further review and monitoring ahead of finalising the Strategy 	
Retail	High street decline will be accelerated and alternative uses found for shops and ways of attracting people to the city centre	<ul style="list-style-type: none"> • Retail trade will be decimated as people have been forced into online buying and deliveries rather than footfall shopping so this will accelerate the trend and our high streets and shopping centres will be under severe pressure • A ‘mixed economy’ on the old fashioned high street model needs to be imported to CMK, with businesses like education moving into some of the now empty retail units. • For people to want to take the trouble to come into a town centre, the quality of the experience and the opportunities to socialise are going to be increasingly important. The advantage of higher order centres will be the range of places to eat and drink, the quality of the environment and the leisure facilities. Those places that cannot provide the excitement and level of entertainment that tourists would expect could suffer. • More online shopping will continue, and people are becoming less interested in “more stuff”; changed priorities in times of job uncertainty • Need less dependence on selling goods and more provision of services and community ventures that encourage people to talk/play/ exercise etc together • Now is an opportunity to re-start CMK in a way that makes room for diversity, variety and soul to make it a truly fulfilling place to be, as well as locally driven - increasing long term sustainability, resilience and community connection. • The reactivation of the redundant spaces in CMK needs to be actively supported to 	Recognise that decline in high street has increased through lockdown as more people shop online, however have seen an increase in use of local shops as people shop closer to home in many cases. Reframe chapter around local centres so can cover other areas beyond Central Bletchley and CMK. Need to encourage alternative use of vacant units which help to maintain vitality and viability of centres, and role of local centres and high streets as community hubs. Work on CMK framework and Bletchley town deal.

Topic area	Headline	Summary	Proposed response
		<p>encourage independent businesses/retailers to quite literally set up shop. This will enhance the offering for the upturn of potential residents in the commercial to residential conversions. Furthermore, these independent retailers will create a diverse vibe and some colour to what is essentially a bland could be anywhere in the world type shopping centre. This extended offer will not only appeal to the CMK residents but MK residents as a whole and an interesting offer regionally.</p> <ul style="list-style-type: none"> • Where larger chain retailers are facing issues nationally, attracting independent retailers and diversifying town centre offer can mitigate those risks. • Need to ensure tenants are adding value rather than maintaining vacant units to avoid competition (e.g. Sainsburys in Food Centre)- need to be attracting consumer and investor interest • Shopping centre has never fully recovered from the last recession and was carrying too many vacant units before the pandemic • Value of retail floorspace has plummeted due to insolvencies of many high street names, and of those remaining demanding downward rent reviews. The combination of higher retail vacancy rates and lower rental income will negate the need for, and profitability of, providing additional retail floorspace for many years to come. Surviving retailers have experienced an accelerated switch to online shopping which will further reduce the need for additional retail floorspace in city centres, but may result in higher demand for warehouse space and distribution methods. • MK Council cannot control the macro changes to consumer shopping habits, but can take a greater role in ensuring the shopping centre remains easily accessible and an affordable place for businesses to rent, i.e. reduce rental fees/introduce agile rental contracts to reduce risk of businesses going bust • Fewer shops means some units could be repurposed for other uses; new homes • In CMK get the old Intu building joined up with Central Milton Keynes shopping Centre – now is the time with Intu effectively in administration. Then the whole shopping experience will be much more pleasant. • May have to find other uses for some of the space in the shopping centre. Could some of that airy, light space become an indoor park, for example, where people can exercise safely all the year round; and perhaps a performance space? • Focus on filling vacant units rather than building new; empty premises engender the wrong impression • The online offer is too accessible and easy and really challenges CMK and all town centres. 	
Retail	Still a need for local food shops and local centres, in addition to	<ul style="list-style-type: none"> • Despite more online shopping, still a need for 'local' shops to cover last minute essential items (particularly food basics); having this within each housing area in Milton Keynes has to be a bonus. 	Agreed. recognise the role that local food shops have played with more people spending time at

Topic area	Headline	Summary	Proposed response
	more online retailing	<ul style="list-style-type: none"> • Some people will still want to go to shops to browse and buy, not just always rely on online shopping. Maybe also demand for delivery locations where you can try on and return unwanted items • Local centres are one of the best things about MK, and it is important that the council continues to support this kind of local community activity. • The strategy should encourage greater provision of local shopping and encouragement of small specialist shops through cheap space and business rate support, especially in Town centres such as Bletchley, Newport Pagnell, Wolverton and Stony Stratford. 	home
Site specific	Do not support additional growth at Winslow	<ul style="list-style-type: none"> • A level of expansion of Winslow of the magnitude suggested would totally change the town and environment • Winslow Neighbourhood Plan already deals with the expansion of the town, and has already grown by 70% over the last 40 years. The draft Strategy is in direct conflict with the plan and would leave to 300% growth from current levels • MK should not be allowed to intrude upon and alter a way of living chosen by its inhabitants • Much of the proposed growth of Winslow would be within Great Horwood parish which also has its own neighbourhood plan – and this growth would be against the policies of that plan, and would lead to coalescence between Winslow and Great Horwood • The re-introduction of the East-West Railway will bring a certain amount of expansion to Winslow, but the extent of the massive expansion, both in accommodation and population, in this MK strategy is unacceptable • Development at this scale in Winslow would engulf beautiful countryside and cause significant ecological and environmental damage. • There are several errors in the spatial options assessment for Winslow • The justifications proposed by MKC for including Winslow as a development location are badly flawed • MKC approach would leave Winslow and other locations becoming dormitory towns for commuters travelling into MK • Development closer to the MK boundary would be more sustainable than growth around Winslow 	Noted. The final Strategy for pulls back its focus to MK Borough and housing/population numbers for just this geography. However, this is done in the context of the wider area and the development that is already planned and that is likely to continue as a result of continued demand for homes.
Site specific	Do not support growth at Cranfield	<ul style="list-style-type: none"> • Proposals would mean huge changes beyond the massive expansion already seen in recent years, which has destroyed the community and put severe pressure on local schools and medical facilities • Cranfield has already experienced extensive new home developments in recent years and further development should be carefully considered, where upon facilities for schools, surgeries and other amenities are under severe strain and can't cope with what we have right now. 	Noted. The final Strategy for pulls back its focus to MK Borough and housing/population numbers for just this geography. However, this is done in the context of the wider area and the development that is already planned and that is likely

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> • M1 provides a sensible green barrier/corridor between MK and Central Beds • Cranfield has seen a number of unwelcome developments forced on the village due to governmental housing issues. These developments have gone ahead without seemingly any consideration being given to infrastructure that has had a consequential effect on our current residential population. • The strategy proposes huge development into Central Bedfordshire, which would impact the visual setting of the conservation and heritage villages of Ridgmont and Husborne Crawley, thereby resulting in harm to the historical significance of these villages, which contain a number of historically rare and important designated heritage assets. • Concern for the loss of wildlife and wildlife habitat which will occur if this expansion goes ahead in the proposed area. There is a diverse range of wildlife including many birds of prey, bats, wild deer, ancient trees and farmland/woodland which would be lost. This would be a huge loss and irreplaceable. 	to continue as a result of continued demand for homes.
Site specific	Do not support growth to the west of MK, including around Whaddon, Lower Weald and Calverton	<ul style="list-style-type: none"> • Growth in areas 10 and 11 (identified in Site Assessment) around Lower Weald would severely impact on respondent's quality of life by further increasing traffic and pollution • This all encroaches too much onto Calverton and pushes right up to the boundary of a historical conservation area with listed properties throughout. Do not want to see a tram or bendy bus route running through the top fields to transport more people from the area of proposed developments in Deanshanger through to the centre of MK • The area around Whaddon (ref areas 7 and 9 in the Growth Options Assessment) is almost entirely open, unspoilt countryside and therefore productive farmland. Development in this location would be against the emerging Local Plan policies which stress that new development in the countryside should be avoided, especially where it would compromise the character of the countryside between settlements and result in a negative impact on the identities of neighbouring settlements or communities leading to their coalescence. 	Noted. Any major development sites within MK borough will need to be considered further through the Local Plan process
Site specific	Lack of growth north of MK is conspicuous	<ul style="list-style-type: none"> • The absence of any proposed strategic growth point between Hanslope Park, Hanslope, and the West Coast Main Line (where one day a station might be created), is geographically conspicuous. 	At this stage, it is not considered that growth north of the city is appropriate
Site specific	Growth shown towards Cranfield and Aspley Guise with infrastructure, but no infrastructure improvements for Hulcote and Salford	<ul style="list-style-type: none"> • Strategy shows significant infrastructure to North East (towards Cranfield) and South from Aspley Guise to Marston Vale, leaving Hulcote & Salford without any infrastructure improvements, no access to Rapid Transport and significantly more cars using country lanes unsuited to current traffic volumes. There is no evidence to support the assertion that additional housing and its residents will use the rapid transit system, putting unacceptable pressure on country roads. Development in this location would also significantly change the rural landscape and green infrastructure 	Further work is needed to assess infrastructure requirements as part of growth options
Site Specific	Support development at Cranfield	<ul style="list-style-type: none"> • Support development at Cranfield which has additional benefits as having the existing driver of the university and growing technology cluster. New growth in this location, away 	Noted

Topic area	Headline	Summary	Proposed response
		from the city boundary, would help to retain the integrity of the grid	
Site Specific	Support further development east of the M1	<ul style="list-style-type: none"> Support growth location 2 as an extension to the MK East site, with links back into MK and well-linked with Cranfield as part of MRT 	Noted
Site specific	Development at Linford Lakes supported	<ul style="list-style-type: none"> Development at Linford Lakes could deliver new housing including affordable housing and the safeguarding of land that would facilitate an extension to existing Green Infrastructure provision providing existing and new residents with enhanced access to the countryside and recreational facilities, and net gain in biodiversity 	Noted
Site Specific	Support growth at New Haversham	<ul style="list-style-type: none"> Support growth at New Haversham, as development area close to Wolverton station, which could be delivered without the full north of MK site. 	Noted
Site specific	Recommend inclusion of small extension to the north of Newport Pagnell	<ul style="list-style-type: none"> Land at Portfields Farm, Newport Pagnell should be included as a location for selective settlement extension, for around 200 homes 	Noted
Site specific	Development at Sherington recommended	<ul style="list-style-type: none"> Propose development at Sherington, which would be linked with the MRT and could be delivered in the short-to-medium term and support local services 	Noted
Site Specific	Support development around Newport Pagnell and Lathbury, and Sherington	<ul style="list-style-type: none"> Site currently subject to minerals extraction at Lathbury will subsequently be available for mixed use residential development with blue and green infrastructure. Land north of Newport Pagnell, south of Sherington would also help to deliver MRT and a significant park and woodland 	Noted
Site specific Green and Blue infrastructure	Development proposed at Calverton ignores flood risk and landscape character	<ul style="list-style-type: none"> Development proposed around Calverton and Lower Weald has not taken account of the significant flood risk in this area and the landscape character 	Noted
Site specific	Support development at Deanshanger	<ul style="list-style-type: none"> Support development of sites at Deanshanger as part of extensions to the existing village, and served by the MRT to deliver transit oriented development Development at Deanshanger would allow expansion of existing infrastructure, especially secondary school Growth at Deanshanger should also include land to the south of the village 	Noted
Site Specific	Support development at Old Stratford/Potterspury	<ul style="list-style-type: none"> Landowner supports the inclusion of the north of Old Stratford/south of Potterspury proposal and need for close cross boundary working with South Northamptonshire to develop sustainable community with rapid transit link to CMK, improvements to the A5 roundabout, and integrated with the strategic park network. Support development around Old Stratford, accessible to Stony Stratford 	Noted

Topic area	Headline	Summary	Proposed response
		<ul style="list-style-type: none"> Proposed site north of Old Stratford between A5 and A508 would fit with Line 8 of the MRT system, also helping to serve existing communities within MK 	
Site specific	Support inclusion of development around Calverton	<ul style="list-style-type: none"> Support inclusion of site around Calverton/H1 as route for MRT. Could provide opportunity for design-led self-build homes 	Noted
Site Specific	Support growth at Olney	<ul style="list-style-type: none"> Support growth at Olney as an opportunity to strengthen polycentric development patterns. But isn't necessary to deliver a bypass as part of development at Olney or should be funded by wider development, not just from local sites 	
Site specific	Do not support growth at Olney as not close enough to the city for sustainable travel	<ul style="list-style-type: none"> Development at Olney is too far away from MK to allow walking or cycling (except by the most committed cyclists) and the costs of providing MRT would be prohibitive Any growth at Olney should be determined through a Neighbourhood Plan 	Noted
Site specific	The strategy shows woodland in an area for development in SEMK site	<ul style="list-style-type: none"> There is a discrepancy between the emerging development framework for SEMK and the area of woodland shown in the Strategy which would undermine the delivery of the urban extension 	Noted
Site specific	Support growth at Aspley Guise triangle	<ul style="list-style-type: none"> Support the inclusion of the Aspley Guise triangle, including opportunity for park and ride 	Noted
Site Specific	Support growth to south east at Wavendon Golf Course and Woburn Sands	<ul style="list-style-type: none"> Support growth to the south east of MK at Wavendon Golf Course which could be delivered as a next phase of the SLA, using the existing transport routes into MK. Land at Woburn Sands should be included in the Strategy and more clearly covered in the growth options assessment 	Noted
Site Specific	Support growth south of the city (Growth Option 6)	<ul style="list-style-type: none"> Support development south of MK in an area within the MK boundary, as a mixed use urban extension 	Noted
Site specific	Development around Newton Longville and Salden Chase supported (SWMK)	<ul style="list-style-type: none"> Development around Newton Longville (Direction 7) supported but needs cross boundary and collaborative working. Justification for excluding the area from the Strategy is not provided. The buffer around Newton Longville is not consistent with other areas of the planned city Could contribute to the regeneration of Bletchley town centre and deliver a Bletchley Southern Bypass. Growth at Newton Longville should incorporate the village sensitively with the wide growth area Growth at SWMK could deliver against all of the placemaking quality principles 	Noted
Site specific	Inconsistent MKC approach regarding	<ul style="list-style-type: none"> MKC objected to an application for the access to the Salden Chase site within Buckinghamshire, despite including it as a development location in the Strategy. 	Noted. As stated in the draft Strategy (footnote 113) "The

Topic area	Headline	Summary	Proposed response
	Salden Chase and Shenley Park	<ul style="list-style-type: none"> • MKC objected to allocation of Shenley Park in VALP Main Mods but show site as growth location. MKC should withdraw or modify their letter of objection to the VALP • Do not support growth at Shenley Park – extension to Eaton Leys would be preferable 	Strategy is showing all allocations that have currently been identified by a neighbouring local authority in their emerging Local Plan. These sites will still need to be considered through the statutory planning process. Their identification in the draft Strategy should not be considered as an expression of support from Milton Keynes Council. In some instances the Council has raised significant concerns related to evidence underpinning an allocation in an emerging plan which would need to be assessed through the examination and adoption of that plan. Should these emerging plans be adopted by a neighbouring authority, the Strategy may need to be updated in due course to reflect the final Local Plan allocation.”
Site specific	Support development at Shenley Park	<ul style="list-style-type: none"> • Support the identification of growth at Shenley Park, but highlights the inconsistent approach by MKC to the VALP 	Noted
Site Specific	Support development west of Newton Leys	<ul style="list-style-type: none"> • Support development south west of MK at the site west of Newton Leys, for c.1795 homes 	Noted
Site Specific	SW of MK should feature more prominently in the Strategy	<ul style="list-style-type: none"> • SW of MK should feature more prominently in the Strategy especially given the need for the new Buckinghamshire authority to look to MK for growth, its proximity to Bletchley with strong EW/NS connections, potential connection through an expressway or delivery of part of that route • Pattern of growth in the DLA study to the SW of MK should have been included in the Strategy 	Noted
Site specific	Support development at Winslow	<ul style="list-style-type: none"> • Support development at Winslow and reference that the East-West Rail station would create an opportunity to development further the already strong community. Support a whole settlement approach for considering growth options at Winslow. • Also support growth north of Winslow linked by MRT along A421 • Support growth north of Winslow as part of the Greenway Project 	Noted

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Site specific	Development of a new settlement at Calvert also a possibility	<ul style="list-style-type: none"> The development of Winslow to the extent envisaged in the Strategy would not be appropriate, given the reasonable alternative of development at Calvert with its potentially superior rail connectivity. Strategy leaves Winslow and areas around it with the MK2050 vision of growth corridors coming westwards from MK, without any regard to the possibilities of a much more significant urban development that might be proposed for (for instance) the Calvert area. It is dangerous to assume that the two will complement each other 	Noted
Site specific	Propose a site north of Leighton Linlade as a growth location	<ul style="list-style-type: none"> AWE own a site north of Leighton Linlade for c.4,500 homes in a sustainable, zero-carbon development, that could link with MRT, provide intergenerational, flexible homes and EV rapid charging facilities on the A5, with local renewable energy production, and delivering against our 12 placemaking principles. Developer has track record of providing high levels of sustainable travel on sites in Leighton Buzzard. 	Noted
Site specific	Growth location at Common Farm, Stoke Hammond	<ul style="list-style-type: none"> Site south of Bletchley in Buckinghamshire at Stoke Hammond provides the opportunity for longer-term development, with good connectivity to MK and the surrounding area 	Noted
Skills Economy	Education system is failing local people. Not enough focus on education outside of MK:U	<ul style="list-style-type: none"> Development of links between education establishments and businesses to broaden the understanding of business in Milton Keynes and the commitment of students to working and living here State education is failing many people, so they aren't gaining the skills needed to work their way out of deprivation. MKC should take the lead on developing skills for local people, not just bringing workers in from elsewhere The aim must be to raise standards at each key stage so that they are above the national average; this must include actions to raise the attainment, aspiration and level of information about future opportunities in higher education and employment in MK for disadvantaged pupils and other key groups which underperform in contrast to their peers. Lack of reference to how improvements will be made to secondary education Improving the overall levels of attainment must be a key aspiration together with the provision of a range career paths particularly for those not entering further education Strategy should be amended to include details of educational and training opportunities for all ages and abilities. Where possible, adult education and training should be delivered in local centres, not in campuses which may not be well served by public transport in the evenings. 	Additional detail about IoT, include more on Learning 2050 work. Recognise the important of jobs and skills at all levels as part of addressing inequality and deprivation. MK:U degree apprenticeships pilot launch.
Skills Economy	Skills and jobs agenda needs to be wider than just knowledge intensive employment	<ul style="list-style-type: none"> Education is the best way to help people up, but we need to also provide opportunities for those that are not academically-minded or able to cover costs of university education; we will need well-trained tradespeople to service the vision and growth Danger of a "two speed economy" with a prosperous section having very good knowledge based employment and disposable income, while another section has limited qualifications 	Recognise broad range of skills that are needed, not all high tech, knowledge intensive roles.

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		<p>and low financial security. The strategy is more inclined to support only the first section.</p> <ul style="list-style-type: none"> • Curriculum needs to deliver construction skills and trade apprenticeships 	
University	Alternative options for MK:U	<ul style="list-style-type: none"> • OU is synonymous with the history of MK and should not be overlooked. OU site has land available and already has a reputation so could consider moving to a traditional teaching offer • Is the MK:U site large enough for the university and will it be able to attract the right academics, build a reputation, provide accommodation for students? • The proposal for the current university envisages teaching of many subjects that can be taught at a distance but which require students to attend in person, thus unnecessarily encouraging travel, with all the environmental impacts that this brings. 	<p>OU had opportunity to be part of MK:U proposal. Importance of city centre location to add to vibrancy and activity in the city centre. Ongoing project with Cranfield University covering these issues.</p>
University	Need to be ready to cater for new demographic of students and graduates	<ul style="list-style-type: none"> • The City needs to be ready to cater for the young entrepreneurial demographic coming from the university, with affordable housing options, and potentially affordable business space. 	<p>Noted. MK:U project considers these issues and need for student accommodation will be part of consideration of housing needs through local plan process.</p>