

MILTON KEYNES AND SOUTH MIDLANDS (MKSM) SUB-REGIONAL SPATIAL STRATEGY - SUMMARY

Objectives

The strategy has six objectives:

1. To gain significant economic and investment benefit through operating in a more cohesive way across a sub-region that covers parts of 3 larger regions.
2. To concentrate growth at the main urban areas where urban renaissance can be achieved and regeneration needs tackled.
3. To build up east-west communications to balance those that are north-south.
4. To ensure that growth goes hand in hand with quality well-designed development, an enhanced environment, improved infrastructure and with a step change in both affordable housing and in public transport provision that links together the sub-region and improves wider connections.
5. To develop higher value employment and skills across the sub-region to maximise prosperity.
6. To establish the mechanisms and provide the resources to ensure that the necessary investment for infrastructure and services are in place to facilitate sustainable growth.

PART A STATEMENT: THE STRATEGY FOR MILTON KEYNES-SOUTH MIDLANDS SUB-REGION

Spatial framework – Locations for growth

The levels of housing and economic growth seen as realisable in the MKSM Study over the 30 year period to 2031 were:

- Bedfordshire and Luton – up to 97,000 dwellings and 53,000 jobs
- Milton Keynes and Aylesbury Vale – up to 102,000 dwellings and 99,000 jobs
- Northamptonshire – up to 167,000 dwellings and 141,000 jobs

Growth will be concentrated in the main urban areas in the Sub-Region. The majority of development in the Sub-Region will be focused at 6 locations:

Location	Number of dwellings	Year completed
Aylesbury	10,640	2016
Bedford-Kempston-Northern Marston Vale	19,000	2021
Corby/Kettering/Wellingborough (within East Midlands region)	40,000	2021
Luton-Dunstable-Houghton Regis	20,600	2021
Milton Keynes	33,900	2016
Northampton (within East Midlands region)	29,400	2021

Strategic Communications Infrastructure

While east-west links will be the main priority, improvements to north-south connections will focus on improving public transport and addressing acute road congestion. The key schemes are:

East-West

- East-west rail (Oxford to Stansted)
- A14 widening (M1/M6 junction to A1 Ellington)
- A45 improvement/dualling (Northampton to A14 Thrapston)
- A421/A428 improvement/dualling (Tingewick bypass to Cambridge)

North-South

- Thameslink 2000 (London to Bedford)
- West Coast Main Line local improvements (Northampton/Milton Keynes)
- Midland Main Line upgrades
- MML to Corby and beyond rail line re-opening
- M1 widening (M25 to M6)
- Aylesbury to East-West Rail/Bletchley rail line re-opening
- A418/A41416 improvement/dualling (Aylesbury to Milton Keynes)

Sustainable communities

Over and above concentrating growth at main urban areas and building up east-west connections, sustainable communities will be created by ensuring that growth goes hand in hand with quality, well designed development, an enhanced environment, improved infrastructure (including social/community infrastructure) and with a step change in both affordable housing and public transport provision. Higher value employment and skills will be developed across the sub-region to maximise prosperity. The latter will include RDA activity to foster sector development and to ensure that there is an adequate supply of high quality employment land.

Effective delivery

An MKSM Management Board will be established by the end of 2003. This will be chaired by a sponsor government minister and will bring together local authorities (at political level), government departments and other agencies. The Regional Housing Boards for the 3 regions covered by this strategy will need to foster close relationships to address housing issues across the 4 growth areas in a coherent manner.

Local delivery vehicles (LDV) will be established to cover all growth locations by the end of 2003 to drive the sustainable growth of the sub-region. Each LDV will be expected to prepare Strategic Implementation Plans for their area by the end of 2004.

Local Development Documents (LDD) should be in place for the whole sub-region with deposit periods no later than early 2005. These should be supported by Area Action Plans for areas of change.

PART B STATEMENT FOR NORTHAMPTONSHIRE (EAST MIDLANDS)

There are Part B Statements for Bedfordshire and Luton (within the East of England), Northamptonshire (within the East Midlands) and Milton Keynes and Aylesbury Vale (within South East England). Only the Part B statement for Northamptonshire will be summarised here as this will have the greatest impact on the Three Cities Sub-Region.

The majority of development will take place in the principal urban areas of Northampton and Corby/Kettering/Wellingborough, beyond these areas the focus of development will be on smaller urban areas aiming to enhance retail and community service provision`

Housing provision for each local authority area in Northamptonshire (annual average rate)

	2001-2011	2011-2021
Corby	620	980
Daventry	540	390
East Northamptonshire	360	360
Kettering	812	708
Northampton	1255	1385
South Northamptonshire	480	330
Wellingborough	540	960
Northamptonshire Sub-Regional total	4607	5113

Principal Urban Area – Northampton

An increase of 24,900 dwellings will be accommodated at Northampton by 2021 of which 26,400 dwellings will be in the Northampton district, 1,500 dwellings will be in Daventry district and 1,500 dwellings in South Northamptonshire district

- Growth locations – the majority of development will be provided within the existing built up area of Northampton
- Employment – There will be an increase in the quality of employment opportunities through B1 office development with an emphasis on high-value, knowledge-based industries. Campus development and full university status for University College Northampton will be supported
- Northampton Central Area – the revitalisation of the central area will be the highest priority
- Urban Hubs – new urban hubs should be developed for Northampton where this would increase sustainable patterns of movement and not detract from other urban hubs

- Social infrastructure – Services and facilities should be developed to meet needs of both the existing town and the new sustainable urban extensions. These will include schools, healthcare provision, affordable housing, public transport and utilities

Principal Urban Area – Corby/Kettering/Wellingborough

An increase of 40,000 dwellings will be accommodated at the Principal Urban Area Corby/Kettering/Wellingborough by 2021

Corby/Kettering/Wellingborough are identified as a single Principal Urban Area, together with the smaller towns of Burton Latimer, Desborough, Higham Ferrers, Irthlingborough, Rothwell and Rushden, which are within their hinterlands. The smaller towns will act as urban hubs to complement the central areas in Corby/Kettering/Wellingborough.

- Growth Locations – Within these three towns additional development is limited and therefore the majority of development (about 29,600 dwellings) will take place through sustainable urban extensions at the following locations:

	Corby	Kettering	Wellingborough
Total number of dwellings	10,500	8,000	11,100

- Employment – there should be an increase in the range of quality employment opportunities through B1 office development with an emphasis on high value knowledge-based industries. New strategic employment sites will be promoted to add value to the quality and range of sites available
- Social infrastructure – The following services and facilities should be developed to meet needs of all 3 existing towns and the new sustainable urban extensions: education, healthcare provision, affordable housing, public transport and utilities

Sub-Regional Centre – Daventry

Daventry will continue to provide for some growth in the form of one or more sustainable urban extensions. The exact scale of this growth will be determined through the LDD preparation process.

Rural Service Centres – Brackley, Thrapston, Oundle, Towcester

The priority in these centres will be the accommodation of local growth in the population primarily within the towns' existing built up areas.