

DESIGN & ACCESS STATEMENT

MILTON KEYNES EAST

MARCH 2021



NEWPORT
PAGNELL

A509

A492

WILLEN ROAD

MOULSOE

NEWPORT ROAD

WILLEN

M1

TONGWELL STREET

M1

ILLUSTRATIVE MASTERPLAN





St James Group, a member of the Berkeley Group, are passionate about design quality and believe good placemaking and placekeeping is fundamental to creating well-designed, high-quality, safe and sustainable places which will be thriving communities long into the future.

The new neighbourhood at Milton Keynes East (MKE) will be a thriving community where people will want to live, work and spend time. It will be a sustainable place that is fit and flexible for the 21st century. It will be a place that actively supports health and wellbeing, connects people and nature, and encourages community spirit and a strong sense of belonging, building on the qualities that make Milton Keynes a special and unique place already.

FOREWORD

Milton Keynes is identifiable by its network of beautiful green spaces, parks and lakes, the connectivity of its Grid Roads and Redways, a vibrant economy and strong community spirit. Milton Keynes East (MKE) will build upon and strengthen the qualities that make Milton Keynes a special and unique place already by delivering...



1.

63 HECTARES OF NEW RIVERSIDE PARK, CREATED FOR MILTON KEYNES, linking Willen and Newport Pagnell for the first time, as part of a wider green wildlife network – while opening up over 2km of new riverside walks along the banks of the River Ouzel.



2.

MILTON KEYNES' FIRST BRIDGE OVER THE M1 FOR 50 YEARS, extending Milton Keynes Grid Road and Redway network into new territory, whilst weaving a landscape lattice of multifunctional green spaces throughout the new neighbourhood. **EVOLVING THE GRID FOR PEOPLE AND NATURE.**



3.

The most significant provision of **NEW MIXED TENURE HOMES IN MILTON KEYNES** for a generation. Homes for people of all ages and backgrounds to enjoy a healthy and active lifestyle.



4.

A LANDSCAPE LATTICE of parks, green routes and village greens **WITHIN 5 MINUTES' WALK OF EVERY HOME**, encouraging neighbourliness, everyday chance encounters in **SHARED, SOCIABLE SPACES** and a strong sense of community.



5.

MILTON KEYNES' FIRST DEMENTIA-FRIENDLY NEIGHBOURHOOD. A safe, distinctive and legible environment supplemented by community orchards and allotments. A sensory place with familiar sounds and textures, helping people living with dementia to stay active and live comfortably for longer.



6.

A SUSTAINABLE 15-MINUTE NEIGHBOURHOOD with a Community Hub at its heart, where walking and cycling is the natural choice. A place that **ACTIVELY SUPPORTS HEALTH AND WELLBEING** and encourages community spirit. A neighbourhood that is fit and flexible to accommodate the transport systems of today and **FUTUREPROOFED** for the transport systems of tomorrow.



7.

Tree-lined streets, a new community orchard and woodland planting - restoring and enriching the natural environment. **AT LEAST 50 TREES PLANTED FOR EVERY NEW HOME** - an unprecedented tree-planting initiative that will deliver a net biodiversity gain. A neighbourhood with over 13km of nature enriched spaces on people's doorsteps and **15KM OF RETAINED HEDGEROWS.**



8.

APPROXIMATELY 5,000 NEW JOB OPPORTUNITIES at the epicentre of the Oxford – Cambridge Arc. As the concept of the OXCam Arc is realised, MKE will exemplify its objectives of creating homes intrinsically linked to a wide spectrum of employment opportunities, **STRENGTHENING MILTON KEYNES' STRATEGIC POSITIONING AT THE HEART OF THE ARC.**



9.

New pathways through education, **OFFERING OVER 3,500 PLACES** to primary and secondary school pupils, along with exploring partnership opportunities with higher educational institutions. MKE will support training and apprenticeships to **CREATE OPPORTUNITIES FOR YOUNG PEOPLE IN MILTON KEYNES.**



10.

A place that is more **ENVIRONMENTALLY RESILIENT** to the effects of climate change, holding and gently releasing stormwater while restoring and planting up a landscape damaged by decades of intensive agricultural farming. MKE will deliver **SUSTAINABLE PLACEMAKING FOR THE CONDITIONS OF THE FUTURE,** including low carbon homes. MKE will be 1.5° C aligned.

THE DESIGN TEAM



APPLICANT
St James Group
 Berkeley House
 15b St George Wharf
 London
 SW8 2LE



MASTERPLANNERS
JTP
 JTP Studios
 Unit 5, The Rum Warehouse
 Pennington Street
 London E1W 2AP



EMPLOYMENT ARCHITECTS
Stephen George and Partners
 Waterfront House
 2a Smith Way
 Grove Park
 Leicester LE19 1SX



ENGINEERS
WSP
 Unit 9
 The Chase
 John Tate Road
 Hertford SG13 7NN



PLANNERS & EIA COORDINATORS
Lichfields
 The Minster Building
 21 Mincing Lane
 London EC3R 7AG



LANDSCAPE ARCHITECTS
HTA
 78 Chamber Street
 Whitechapel
 London E1 8BL



ECOLOGISTS & AGRICULTURALISTS
HDA
 Hankinson Duckett Associates
 The Stables
 Howbery Park
 Wallingford OX10 8BA



LANDSCAPE & VISUAL IMPACT ASSESSMENT
Fabrik
 4 Emerson St
 London SE1 9DU



ARCHAEOLOGY & HERITAGE
RPS
 20 Western Avenue
 Milton Park
 Abingdon
 Oxfordshire OX14 4SH



ENERGY & SUSTAINABILITY
HODKINSON
 Trinity Court
 Batchworth Island
 Church Street
 Rickmansworth WD3 1RT

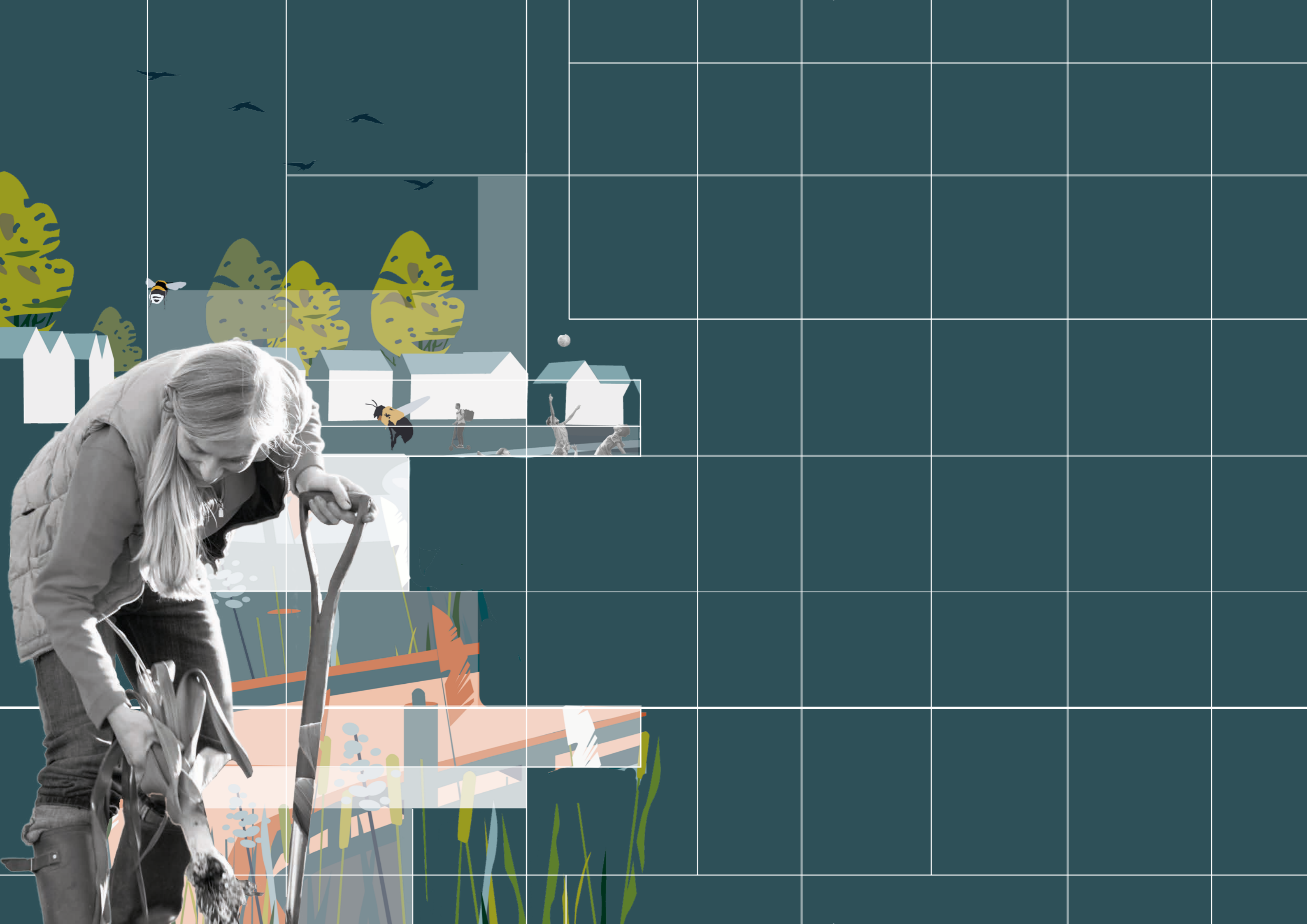
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CHAPTER ONE

INTRODUCTION

This chapter introduces the vision for Milton Keynes East and sets out the purpose of the document. A brief summary of the planning context is given, including the relevant policy and guidance, particularly the Development Framework Supplementary Planning Document (SPD).

1. INTRODUCTION

INTRODUCTION

This Design and Access Statement (DAS) has been prepared by JTP and the design team on behalf of St James Group, part of the Berkeley Group, in support of a hybrid planning application for the creation of a new mixed use neighbourhood at Milton Keynes East (MKE).

The site is adjacent to Moulsoe, Newport Pagnell, Willen and Pineham and bound to the west by the M1 Motorway. In Plan:MK the development area is known as Milton Keynes East Strategic Urban Extension (MKESUE), and was allocated within Milton Keynes Council's Local Plan 'Plan:MK' (adopted March 2019) for provision of approximately 5,000 new homes, 105 hectares (259 acres) of employment land, together with essential infrastructure and strategic open space. This document sets out the design process and provides a detailed explanation of the final outline proposals that this process has culminated in. The planning application is a hybrid, which comprises some elements submitted in outline and some in detail. The contents of the application are summarised in the description of development below:

“Hybrid planning application encompassing: (i) outline element (with all matters reserved) for a large-scale mixed use urban extension (creating a new community) comprising: residential development; employment including business, general industry and storage/distribution uses; a secondary school and primary schools; a Community Hub containing a range of commercial and community uses; a new linear park along the River Ouzel corridor; open space and linked amenities; new Redways, access roads and associated highways improvements; associated infrastructure works; demolition of existing structures and (ii) detailed element for strategic highway and multi-modal transport infrastructure, including: new road and Redway extensions; a new bridge over the M1 motorway; a new bridge over the River Ouzel; works to the Tongwell Street corridor between Tongwell roundabout and Pineham roundabout including new bridge over the River Ouzel; alignment alterations to A509 and Newport Road; and associated utilities, earthworks and drainage works.”

The new neighbourhood at MKE will deliver 4,000 up to 4,600 new mixed tenure homes, 88.5 hectares of land for employment, significant early improvements to social infrastructure, including a new community Health Hub, three new primary schools, a new secondary school, along with other mixed uses set within approximately 90 hectares (222 acres) of green publicly accessible open space, including a new 63 hectare (156 acres) linear park along the River Ouzel.



Milton Keynes' first dementia-friendly neighbourhood



An extension of the River Ouzel linear park, a defining feature of MKE



A landscape lattice woven through MKE

**NEWPORT
PAGNELL**

A492

A509

WILLEN ROAD

MOULSOE

NEWPORT ROAD

WILLEN

M1

M1

TONGWELL STREET

ILLUSTRATIVE MASTERPLAN



1. INTRODUCTION

VISION FOR MILTON KEYNES EAST

The new neighbourhood at MKE will be a thriving community where people want to live and spend time; a sustainable place that is fit and flexible for the 21st century.

It will be a place that actively supports health and wellbeing, connects people and nature, encourages community spirit and a strong sense of belonging, building on the qualities that make Milton Keynes a special and unique place already.



The vision for Milton Keynes East

NEWPORT
PAGNELL

TICKFORD END

INTERCHANGE
PARK

A509

1.

CREATING A DISTINCT PLACE, CONNECTED TO MILTON KEYNES:

...a new neighbourhood of a sufficient scale to be a place in its own right, that does not compete with existing communities and with strong connections to Milton Keynes...

2.

EVOLVING THE GRID:

...adapting the MK grid for the 21st century with green Grid Roads and Redways, weaving a landscape lattice within the grid square along existing rivers, streams and hedgerows to form a natural masterplan framework...

3.

PLACEMAKING FOR HEALTH & WELLBEING:

...a sustainable, walkable neighbourhood with access to nature and diverse landscapes forming part of everyday life...

WILLEN

4.

ENHANCING THE NATURAL ENVIRONMENT:

...protecting and enriching existing distinct natural features to create a place where wildlife and people can live harmoniously...

5.

LOOKING TO THE FUTURE:

...sustainable and innovative solutions at every stage, tackling climate change and adopting a dynamic placemaking approach that can respond to changing future trends...

WILLEN LAKE

ST

COTTON VALLEY
ANGLIAN WATER

RIVER OUZEL

1. INTRODUCTION

PURPOSE OF THE DOCUMENT

THE DESIGN & ACCESS STATEMENT

This DAS forms an important part of the information submitted in support of the hybrid planning application for the creation of a new neighbourhood at Milton Keynes East (MKE). The DAS explains the vision for the new neighbourhood and the design process that has shaped the proposals. The proposals have been shaped through a collaborative engagement process carried out by St James and its project team, Milton Keynes Council and the community of Milton Keynes, including Highways England, Homes England, Environment Agency and Milton Keynes Parks Trust.

The purpose of the DAS is to set out the design process and provide a detailed explanation of the final proposals that this process has culminated in, in addition to fulfilling the following requirements as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015:

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues which might affect access to the development have been addressed.

The DAS is structured as 10 chapters, as summarised on this page. The following Appendices are also included:

Appendix 1: LVIA viewpoints

The DAS does not attempt to describe the environmental effects of the proposed development and should be read and considered in conjunction with the other planning application documents submitted for approval.

1. INTRODUCTION

This chapter introduces the vision for Milton Keynes East and sets out the purpose of the document. A brief summary of the planning context is given, including the relevant policy and guidance, particularly the Development Framework Supplementary Planning Document (SPD).

2. UNDERSTANDING THE SITE

This chapter will demonstrate our understanding of the site at a regional, local and site scale. The analysis summarised here, which includes physical, environmental, social and economic factors, has informed the emerging vision, principles and masterplan framework set out in the remaining chapters.

3. THE OPPORTUNITY

This chapter describes our aspirations for Milton Keynes East and the opportunities presented by the site for its future residents and the existing surrounding communities.

4. DESIGN PROCESS

This chapter summarises the community and stakeholder engagement process for Milton Keynes East and how this has informed the evolution of the masterplan proposals as part of the design process.

5. MASTERPLAN FRAMEWORK

This chapter introduces the layout principles and concepts for the proposals at Milton Keynes East, resulting in the masterplan framework. The masterplan framework is translated into a set of parameter plans which are described here.

6. ILLUSTRATIVE MASTERPLAN

This chapter illustrates the proposals and various strategies which underpin the masterplan, including sustainability and healthy placemaking. The strategies provide details of the types of landscape, public realm, movement corridors and built form to be delivered at Milton Keynes East.

7. PLACEMAKING

This chapter illustrates the character areas and key landscape and public realm areas within the masterplan. These places will shape the experience of residents, employees and visitors and therefore fundamentally characterise the place.

8. ACCESS & INCLUSIVITY

This chapter demonstrates how the site will be accessed and how it connects to the wider context. Inclusivity is addressed through proposals which enable barrier-free access and movement for all. This includes access within the public realm, landscape and built form.

9. IMPLEMENTATION

This chapter illustrates an indicative phasing strategy for the site and how this will be implemented. This chapter also sets out the strategies for the management of the site's assets, including public open space and landscape.

10. SUMMARY

This chapter concludes the Design and Access Statement by revisiting the vision in the introduction to demonstrate how these aspirations will be achieved.

11. APPENDICES

PLANNING POLICY & GUIDANCE

Milton Keynes East (MKE) is allocated within Plan:MK, the local plan for Milton Keynes Borough, adopted in 2019. It is allocated for an urban extension comprising approximately 5,000 new homes, 105 hectares of employment land, essential infrastructure, strategic open space and a mix of other supporting uses. Key to the delivery of MKE is the requirement for new infrastructure, principally a new connection over the M1 motorway; the delivery of which was subject to a successful bid to Government. This application encompasses most, but not all, of the development allocated for MKE, including infrastructure, such as new Grid Roads, which will serve the whole new neighbourhood.

There are a wide range of planning policies and other strategies which have been taken into account and have influenced the design of MKE. Consideration of all relevant planning policy and guidance, including an assessment of the proposed development against planning policy is provided in the Planning Statement, which accompanies this planning application. A summary of this planning context and how it has influenced the design of the development is provided here.



NATIONAL PLANNING POLICY

The National Planning Policy Framework (NPPF) (February 2019) sets out the overarching policy priorities for the planning system. As set out in the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. In order to pursue this purpose, at the heart of the NPPF is a presumption in favour of sustainable development for both plan-making and decision-taking.

Section 5.0 of the NPPF establishes the Government’s objective to: “Significantly boost the supply of homes” (Paragraph 59)

The NPPF sets out how this should be achieved and, echoing many of the characteristics of MKE, goes on to state that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as ... significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.” (Paragraph 72)

At Section 8.0, the NPPF recognises the importance of healthy, inclusive and safe communities. New proposals should aim to promote social interaction through mixed use developments with strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages. Places should also be designed to be safe with high-quality public spaces while also enabling healthy lifestyles through the provision of safe and accessible green infrastructure, cycle and pedestrian connections, sports facilities, and allotments.

Finally, the NPPF emphasises that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve:

“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities... great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.” (Paras 124 and 131)

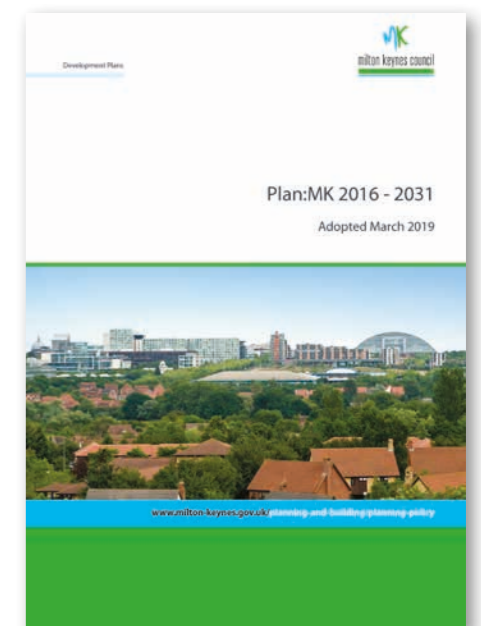
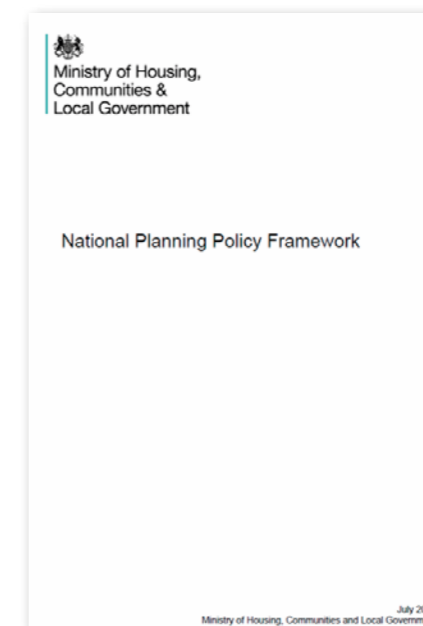
LOCAL PLANNING POLICY

The statutory Development Plan for the site includes ‘Plan:MK 2016-2031’ (Adopted March 2019). Plan:MK provides an overarching strategic plan for how the Borough will accommodate growth in the period up to 2031. It also sets the foundation for strategic growth to 2050 in accordance with other emerging strategies.

Plan:MK policy ‘SD12’ provides the specific site policy for the whole MKE site and the list of requirements for development proposals at the site. It identifies that MKE will need to deliver (among other things):

- Around 5,000 homes;
- Around 105 ha of land for a mix of employment uses;
- Associated community infrastructure including primary and secondary education, health, retail and leisure;
- A network of green infrastructure including the creation of a linear park in the River Ouzel floodplain; and
- The phased introduction of a comprehensive network of transport infrastructure including a new and/or enhanced crossing over the M1.

It also sets out that the development must provide a network of high-quality segregated footpaths and cycleways. Furthermore, land must be safeguarded for a future fast mass transit system and associated infrastructure enabling future connectivity.



1. INTRODUCTION

PLANNING POLICY & GUIDANCE

Plan:MK also contains a range of other policies which are relevant for the development of the MKE site. These range from policies on the design, form and principles of urban extensions in general to policies on the type, mix and tenure of the new homes. There are also relevant policies seeking to ensure high-quality design, sustainable development, infrastructure needs and appropriate open space provision.

MILTON KEYNES EAST STRATEGIC URBAN EXTENSION: DEVELOPMENT FRAMEWORK SUPPLEMENTARY PLANNING DOCUMENT (SPD)

The Milton Keynes East Strategic Urban Extension SPD was adopted by the Council in March 2020 following public consultation. It provides a development framework (in accordance with Plan:MK policy SD10) for the urban extension; setting out the Council's vision and development principles for how the wider development could take shape. The document is a material planning consideration for the Council to use as a guide to determine planning applications at the site. This will ensure the overall aims and vision within the SPD for the site, are achieved.

Section 3.4 of the SPD sets out the 'Core Concept' of the development alongside a 'Concept Plan' (figure 3.1). This identifies 13 core design principles that are then interpreted into a spatial plan for the site. Section 4.0 of the SPD then sets out the development framework which will guide each strand of the MKE design.

All the principles in the SPD are directly relevant to the proposed development and have informed the approach to design for this application. The five strands are:

1. Landscape and Open Space Strategy;
2. Movement Framework;
3. Land Uses;
4. Character; and
5. Sustainability

The adopted SPD establishes the vision, disposition of land uses, development principles and infrastructure requirements to ensure the delivery of a comprehensive new neighbourhood. The SPD sets out how the Council expect the delivery of MKE to be achieved and what next steps are expected of developers to ensure MKE is delivered in a strategic and comprehensive manner. This includes the form of future planning applications, guidance on design and access statements, and an indicative programme for the development.

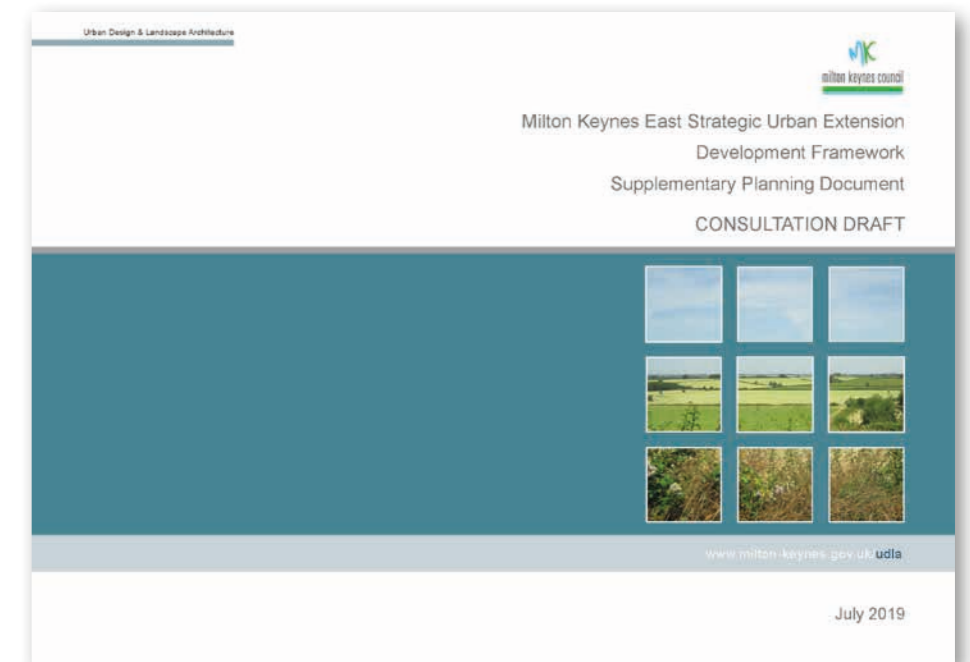
OTHER STRATEGIES

The MKE development also dovetails with several other strategies at both the local and regional level, which have been considered in the design of the place. Milton Keynes lies at the epicentre of the Oxford Cambridge Arc, where Government's National Infrastructure Commission envisages major high-tech industrial developments and more than 1 million new homes delivered by 2050. Milton Keynes Council has also produced a strategy for the future growth of the city.

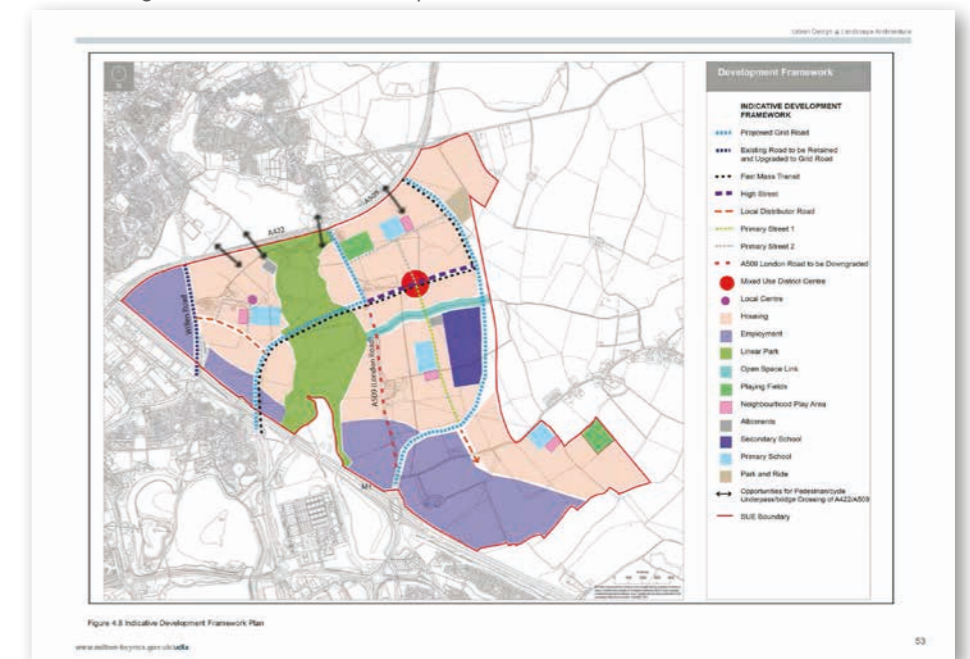
The Milton Keynes Strategy for 2050 is a strategy report which sets a direction for the future growth and prosperity of Milton Keynes. It contains seven big ambitions:

- Strengthen those qualities that make Milton Keynes special;
- Make Milton Keynes a leading green city – by global standards;
- Ensure everyone has their own decent home to rent or buy;
- Build safe communities that support health and wellbeing;
- Provide jobs for everyone by supporting our businesses, and attracting new ones;
- Offer better opportunities for everyone to learn and develop their skills; and
- Make it easier for everyone to travel on foot, by bike and with better public transport.

It includes a strategy for growing Milton Keynes over the long term, with MKE providing an initial building block for delivering the strategy and infrastructure foundations to future proof further growth around Milton Keynes.

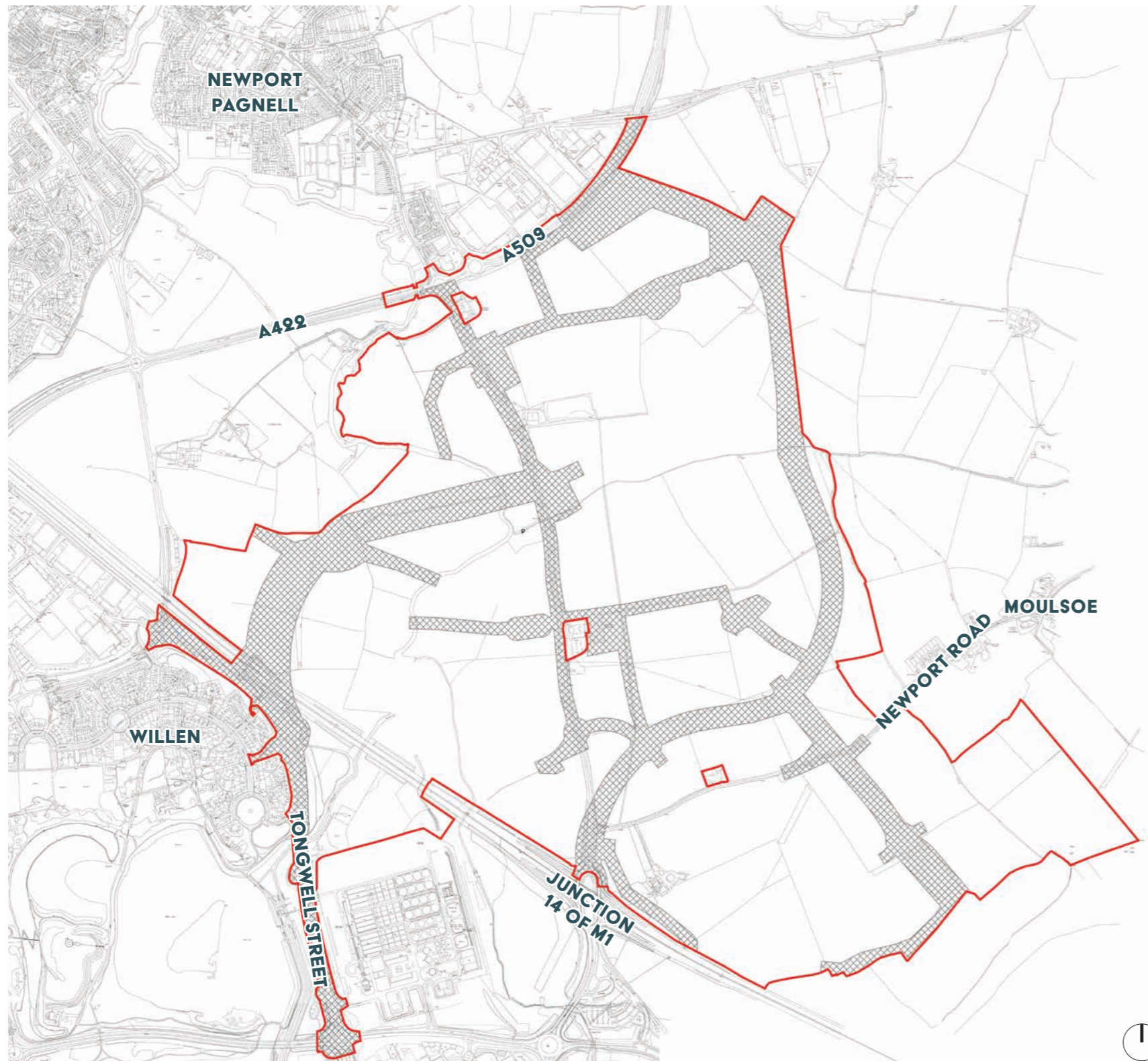


MKE Strategic Urban Extension: Development Framework SPD extract



MKE Strategic Urban Extension: Development Framework SPD extract

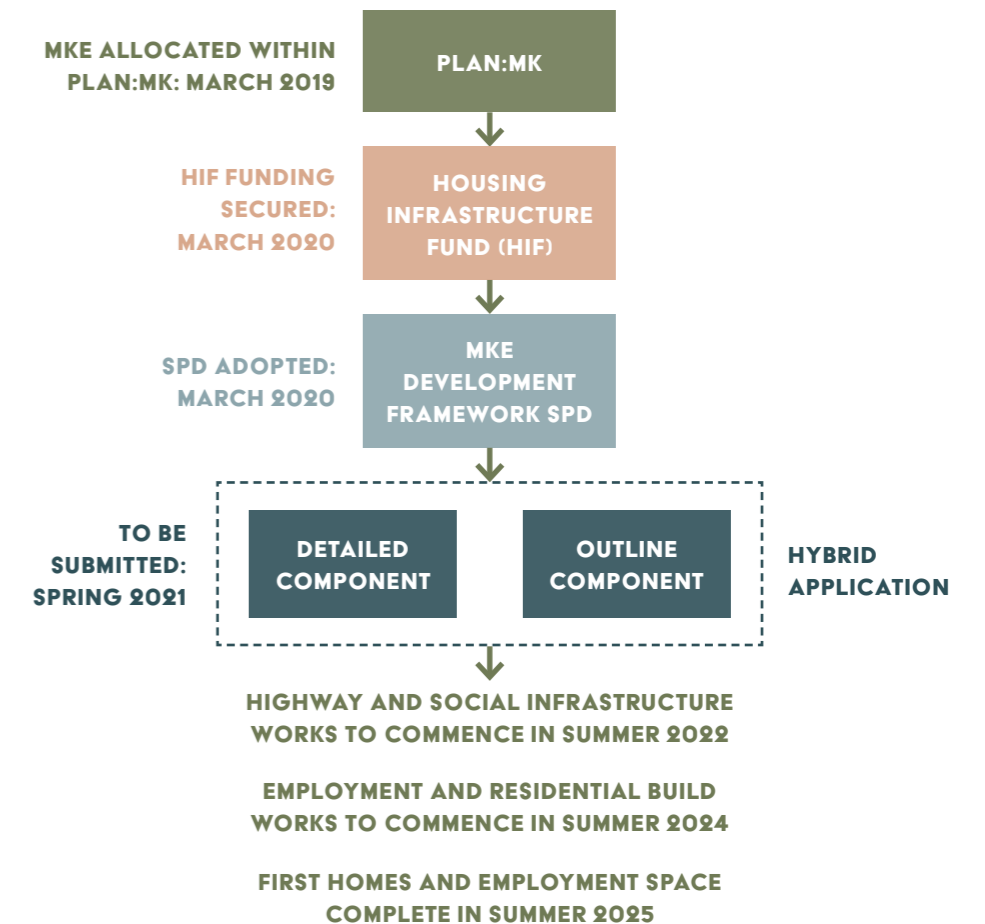
THE HYBRID PLANNING APPLICATION



Detailed element

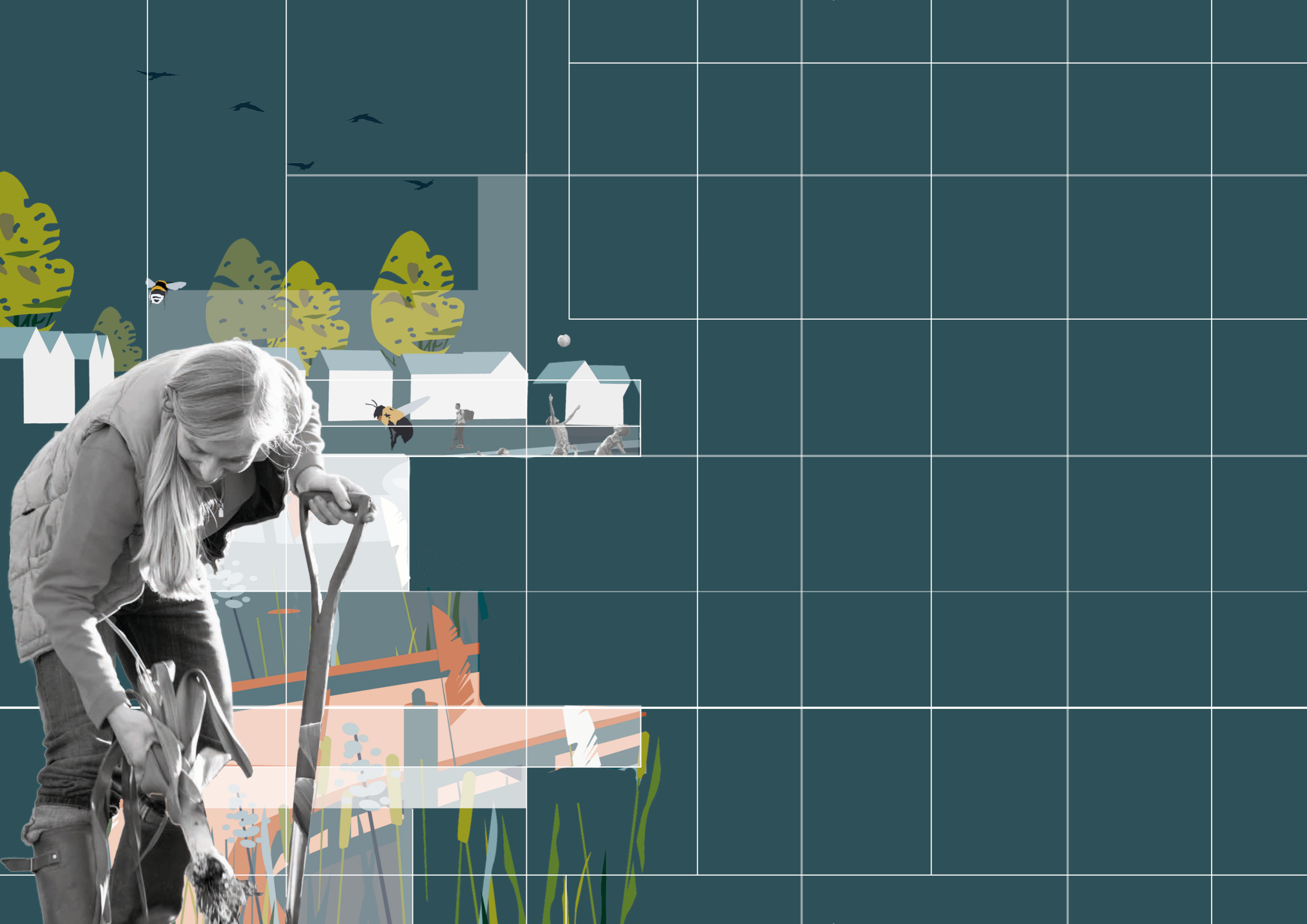
THE HYBRID PLANNING APPLICATION

The hybrid planning application seeks outline element (with all matters reserved) for the new neighbourhood alongside detailed element for strategic highway and multi-modal transport infrastructure within the areas hatched grey on the adjacent plan. The boundary indicated is the planning application boundary. As explained in the Planning Statement, further information illustrating the detailed components of the hybrid planning application are set out in accompanying documents and drawings. The DAS illustrates the strategies which summarise the principles of the detailed components.



KEY

- Planning application boundary
- Application detailed zone



CHAPTER TWO

UNDERSTANDING

THE SITE

This chapter will demonstrate our understanding of the site at a regional, local and site scale. The analysis summarised here, which includes physical, environmental, social and economic factors, has informed the emerging vision, principles and masterplan framework set out in the remaining chapters.



NEWPORT PAGNELL

ALLOCATED LAND TO BE DELIVERED BY OTHERS

ALLOCATED LAND TO BE DELIVERED BY OTHERS

THE SITE

MOULSOE

MOULSOE BUILDINGS FARMHOUSE

PINEHAM NATURE RESERVE

NEWPORT ROAD

JUNCTION 14 OF M1

WILLEN LAKES

WILLEN ROAD

LONDON ROAD (A509)

GOS9

TONGWELL STREET

M1

M1

M1



3

5

7

2

4

6

1

2. UNDERSTANDING THE SITE

SITE LOCATION



1 View from the bridleway (within the site) looking northwards to St Mary's Church on the skyline



4 St Mary's Church, Moulsoe (Grade I)



2 Moulsoe Buildings Farmhouse (Holiday Inn, Grade II)



3 River Ouzel flowing under the elevated M1



5 Milton Keynes BMX Racing Club



6 View from the churchyard of St Mary's Church, Moulsoe (Grade I) looking south towards the site and the urban edges of Milton Keynes (including warehouses at Magna Park)



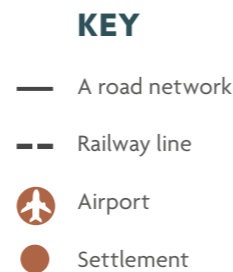
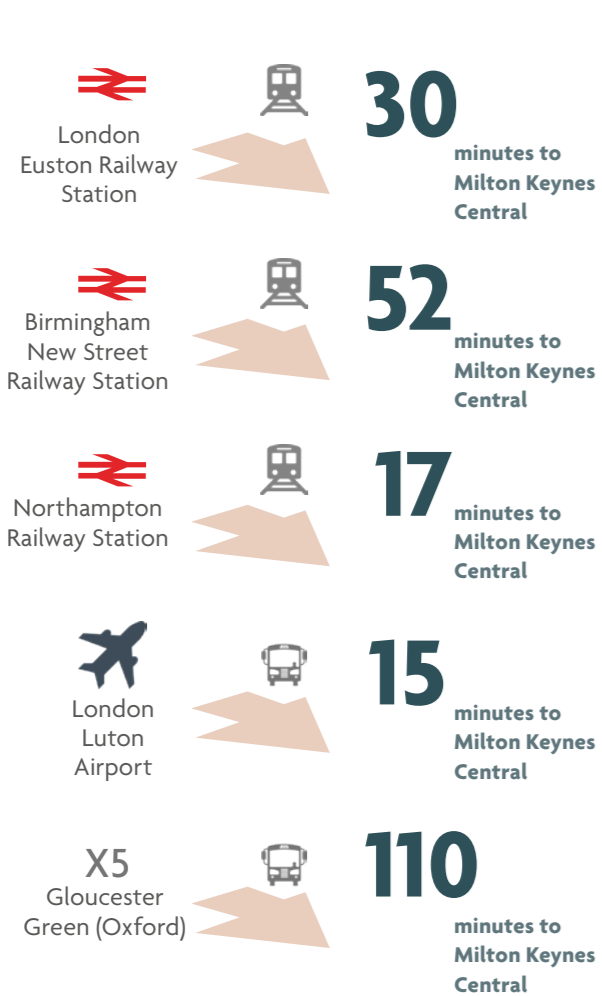
7 North Willen Lake

2. UNDERSTANDING THE SITE

REGIONAL: LOCATION

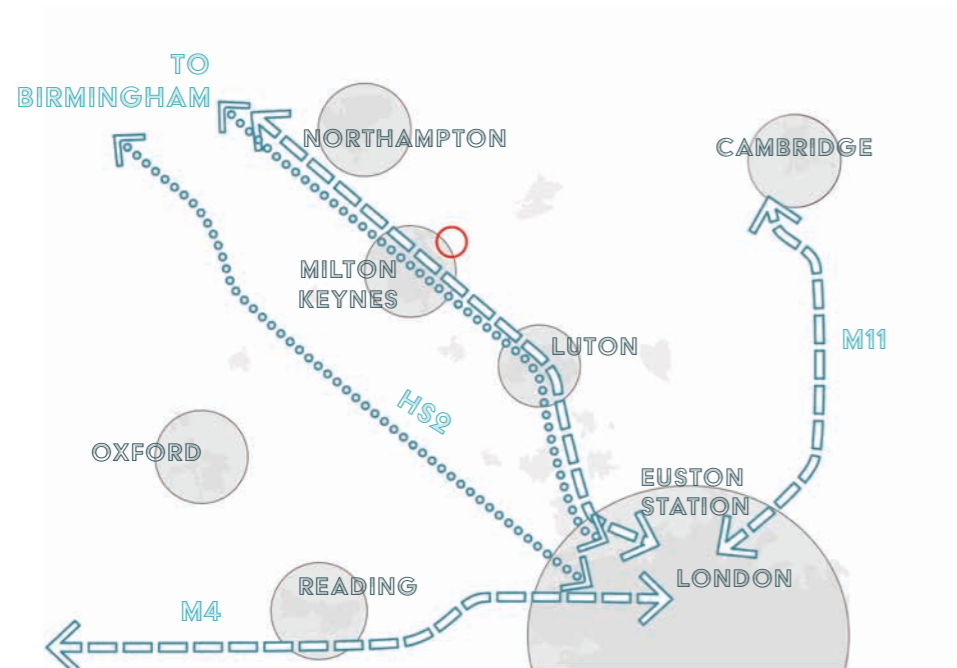
The site is extremely well located regionally, sitting to the east of Milton Keynes on the eastern side of the M1. It is close to regional transport networks, and it benefits from strong north to south connectivity. Milton Keynes itself is towards the northern edge of the South East England region, approximately 50 miles north west of London. It is situated in north Buckinghamshire, but it forms its own district and lies between the towns of Northampton and Bedford.

Milton Keynes straddles key strategic infrastructure, including the M1, A5, and West Coast Mainline, which provides direct routes to London (via London Euston) to the south, and Birmingham to the north. More locally, Milton Keynes has good connectivity to Northampton, Bedford, and Luton via local bus links and train. Luton Airport lies approximately 40 km south east of Milton Keynes and is accessible by direct bus routes.

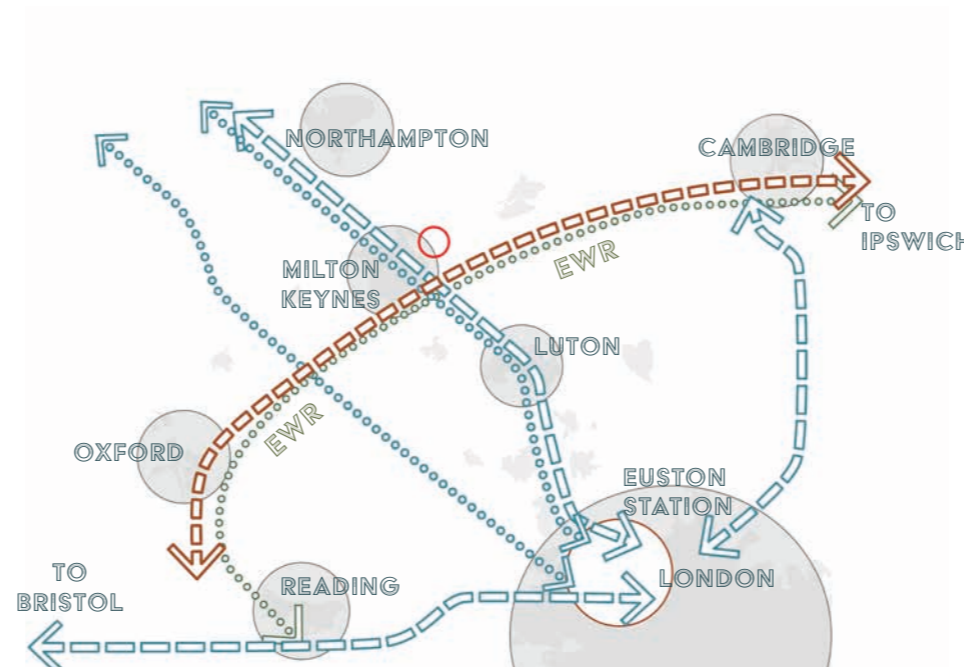


Strategic location diagram

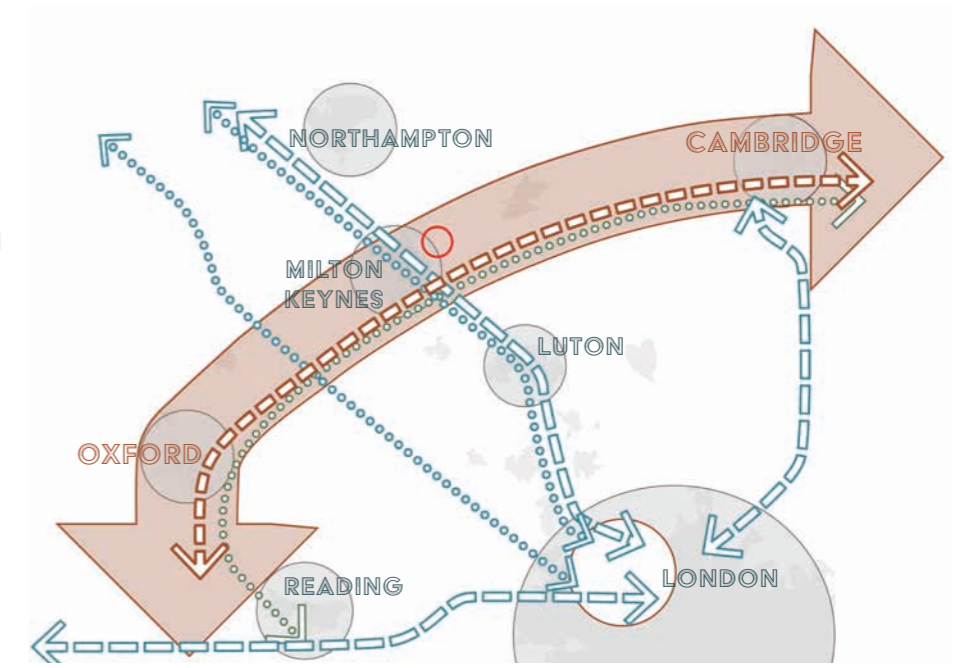
REGIONAL: GROWTH CONTEXT



Disconnected growth corridor



The East West Rail link (EWR)



Oxford to Cambridge Arc: The strategic link

Milton Keynes is ambitious which is looking to grow, underpinned by a vision for Milton Keynes to be one of the greenest and most sustainable places in the world. Milton Keynes fulfils four roles simultaneously; a local centre, district centre, city centre, and a sub-regional and regional centre, and is located at the epicentre of the Oxford to Cambridge Arc (OXCam Arc) a strategic area positioned for growth.

The potential growth of Milton Keynes could see its current population of approximately 270,000 rise to more than 400,000 by 2050. Over the next decade, Milton Keynes' regional role will become increasingly important as the global ambitions of the OXCam Arc are fulfilled. As part of this vision, Milton Keynes's growth will support and enhance the existing network of public transport to enable it to meet the needs of existing and future populations. Central to the OXCam Arc development is the East West Rail project and proposed east to west highway improvements, creating new links. These infrastructure projects will enhance connectivity across the Arc, between Oxford and Cambridge and improve international connections via Heathrow. As part of this vision, the Government aims to support businesses, skills development and connect key strategic landscape areas.

APPROXIMATE DISTANCES FROM MILTON KEYNES:

- Bedford: 20 Km
- Northampton: 20 Km
- Luton: 20 Km
- Cambridge: 40 Km
- Oxford: 40 Km
- London: 85 Km

KEY

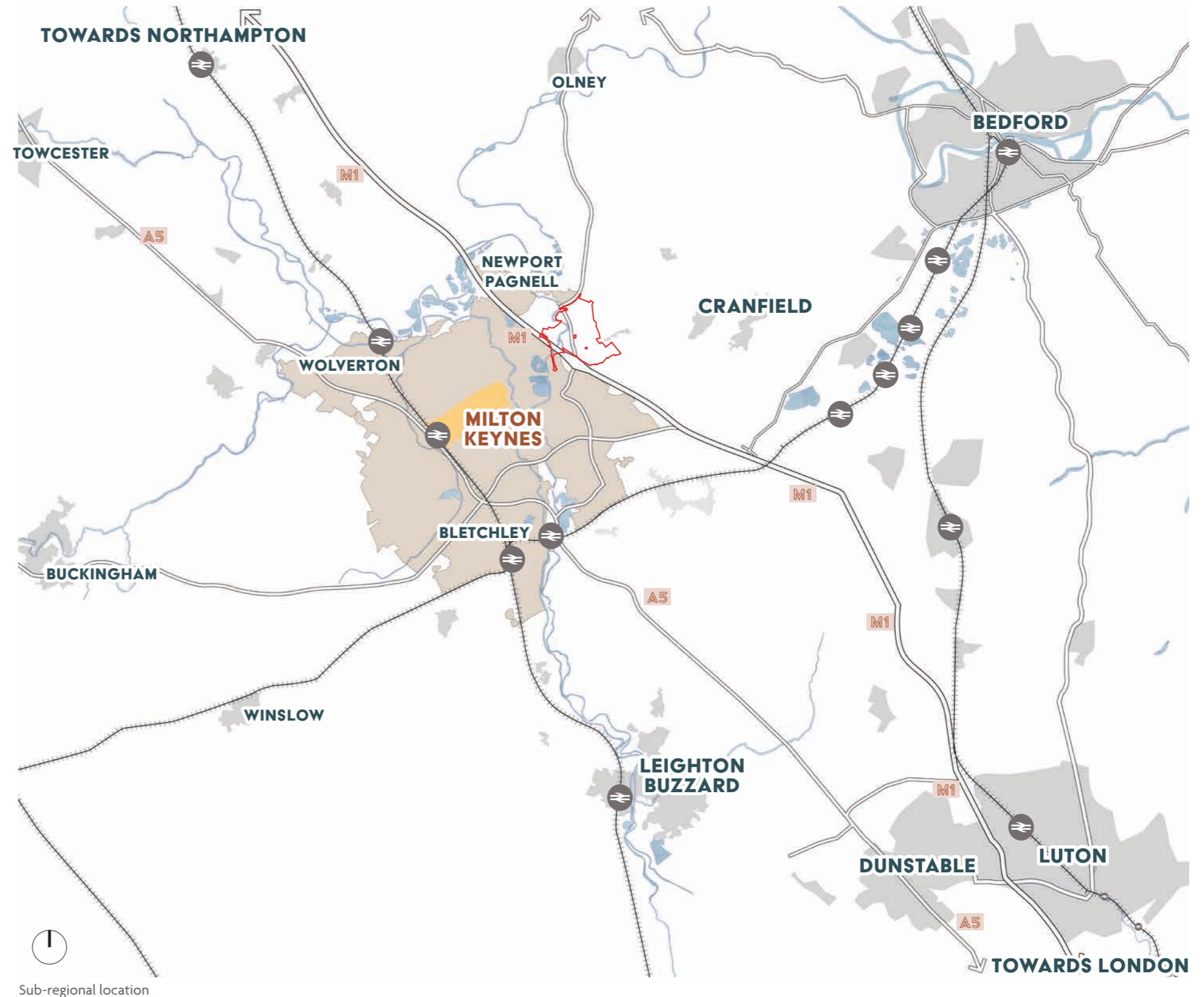
- MKE site
- OXCam Arc
- Settlement area
- Key road
- Railway lines
- EWR

2. UNDERSTANDING THE SITE

SUB-REGIONAL: LOCATION

The site, outlined in red in the diagram to the right, is currently predominately agricultural land. To the east of the area is open countryside and the village of Moulsoe. Approximately 5 km from the site's northern boundary is Newport Pagnell. To the west, across the M1, is the built-up area of Milton Keynes, including the residential areas of Willen and Broughton.

The borough of Milton Keynes is a unitary authority within the north of the county of Buckinghamshire, the remainder of which is administered by Buckinghamshire Council. The counties of Bedfordshire and Northamptonshire lie to the east and west, respectively. Milton Keynes itself represents only 30% of the borough's total area; however, it represents 90% of its population of approximately 270,000.



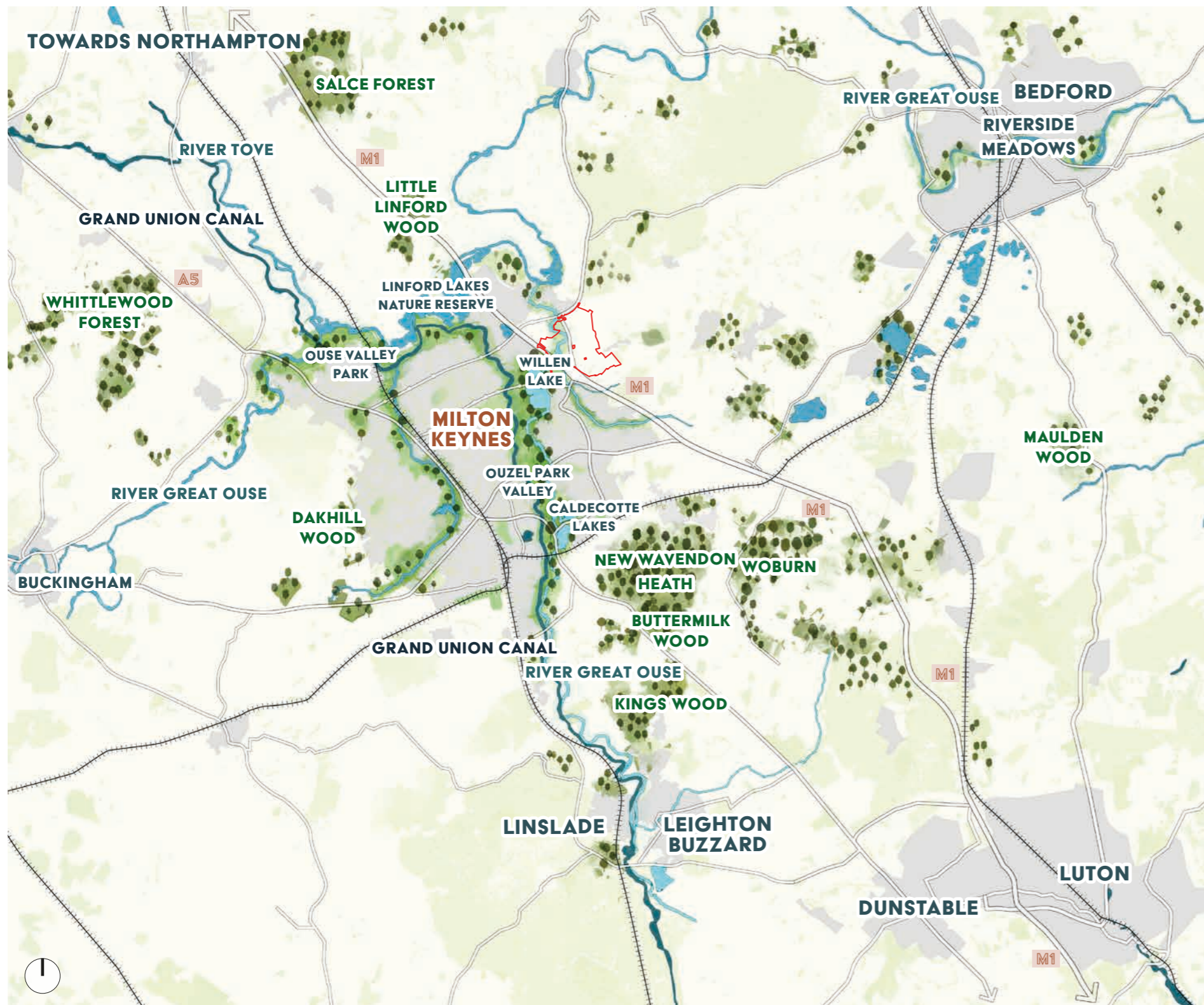
KEY

- Planning application boundary
- Railway station
- Railway line
- Main road
- Milton Keynes
- Central Milton Keynes
- Surrounding settlements



Sub-regional location

SUB-REGIONAL: LANDSCAPE CONTEXT



Sub-regional: landscape context








The River Ouzel is a tributary of the River Great Ouse, one of the longest and most significant rivers in the UK, and just north of the site, at Newport Pagnell, the River Ouzel meets the River Great Ouse.

The River Ouzel flows through Milton Keynes, where it forms the Ouzel Valley Park, a defining feature of Milton Keynes. The Grand Union Canal runs north to south along the River Ouzel valley, and south of Linslade, the overflow from the canal runs down into the river across the flood plain.

The area surrounding the site stands on Oxford Clay, which enabled the brickmaking industry to thrive during the 19th century. The Grand Union Canal was vital as it assisted in the transportation of goods south towards London.

It is thought the name 'Ouzel' derives from a historical association with the dipper bird. The river is heavily vegetated, with small lakes forming protected and quiet areas for wildlife to flourish. Wildlife is a defining feature of the River Ouzel's physical and cultural landscape, providing a significant natural asset for wildlife and nature recovery.

KEY

-  Planning application boundary
-  River Great Ouse
-  River Ouzel
-  Grand Union Canal
-  Settlements
-  Woodland
-  Linear park

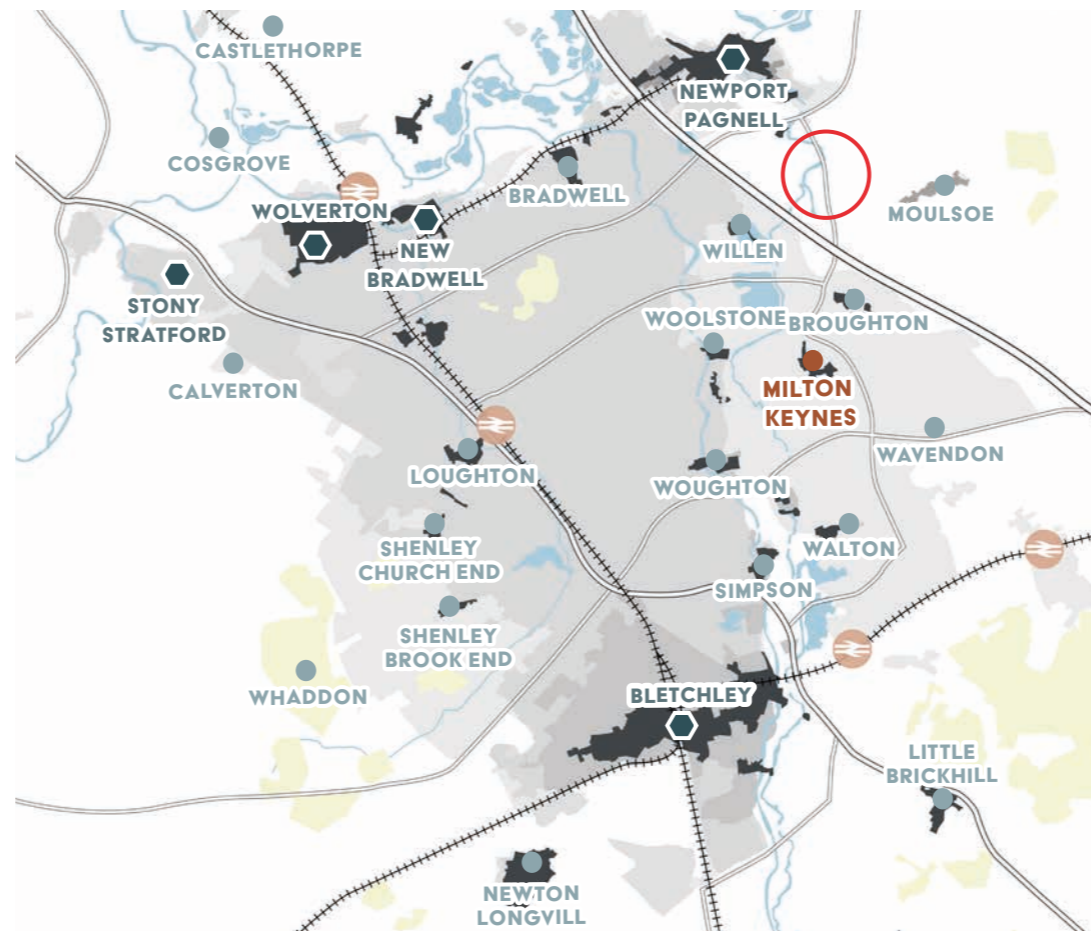
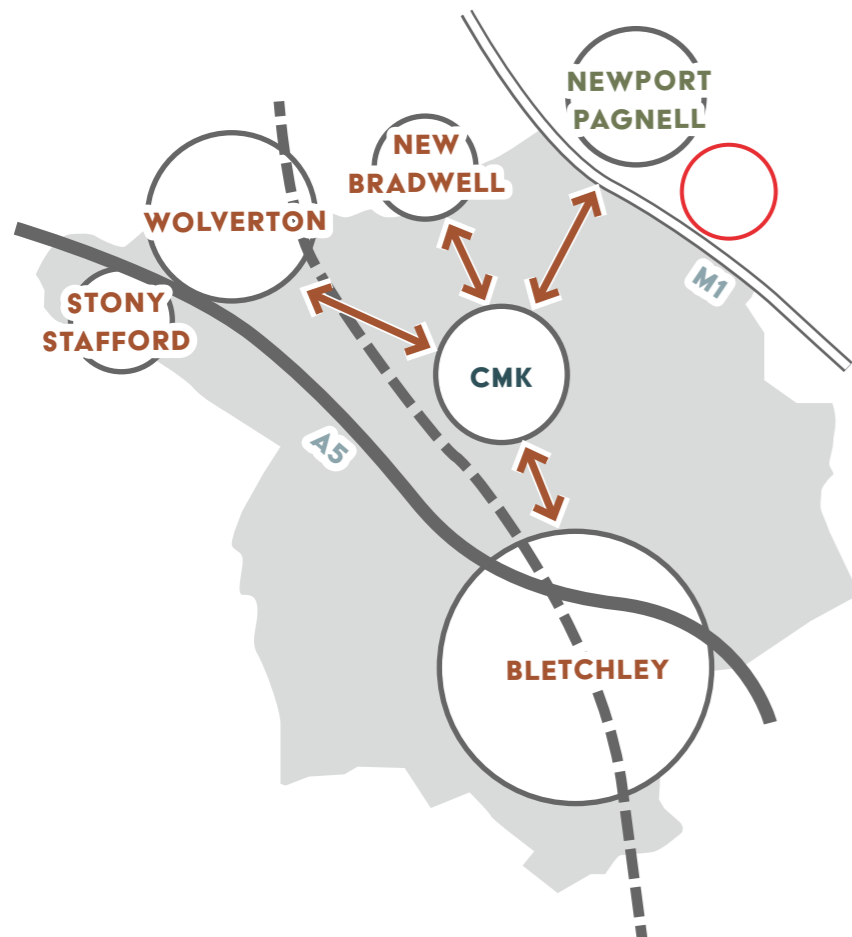
2. UNDERSTANDING THE SITE

LOCAL: HISTORY & GROWTH OF MILTON KEYNES

Most major settlements grow and evolve over hundreds if not thousands of years; however, Milton Keynes, as it is known today, has developed over a relatively short period of time. Before the new town was established, approximately 73% of the area was agricultural land, with limited housing and infrastructure. The Grand Union Canal was first authorised in the 1770s and finally opened in 1815; however, before the development of the new town, much of the area's natural and man-made features were largely disconnected.

In early 1967, 22,000 acres of land was designated for the development of a 'New City', and Milton Keynes Development Corporation (MKDC) was established to create: 'a self-sufficient, regional centre and a centre of growth as an alternative to London'. Several existing historic settlements, including thirteen small villages and four larger settlements (Bletchley, Stony Stratford, Wolverton, and New Bradwell), formed the new town's basis.

Milton Keynes was designed to retain the individual character and identity of these settlements, including the village of Milton Keynes, from which the new town's name originates.



- PRE 1800S**
Agricultural Land
Population: 10,000 (1850)
- 1967**
22,000 acres designated for a 'New City'
Population: 40,000 (1967)
- 1968-1974**
Implementation of Milton Keynes begins
Population: 50,000 (1974)
- 1983**
New facilities, businesses and jobs
Population: 70,000 (1980)
- 1983-TODAY**
Growth
Population: 270,000 (2011)

1815

1815: Grand Union Canal opened, linking London to Birmingham and running through Milton Keynes. Historically, brickworks have been a key industry in Milton Keynes, further propelled by the Grand Union Canal's arrival.

1967: 23rd January 1967, the beginning of Milton Keynes. 22,000 acres were designated for a new town, and the key leaders to deliver the vision were MKDC chairman Lord Jock Campbell and Fred Roche.



LOCAL: HISTORY & GROWTH OF MILTON KEYNES

1979: The Shopping Building opened, which at the time was Europe's largest shopping centre.

2008: University Centre Milton Keynes opens in CMK, affiliated to Beds University CMK Shopping Building becomes Grade II listed.

1970S: Originally farmland, the area for Willen Lake was excavated to provide part of the balancing system to control the flow of run-off into the River Ouzel.

1997: Milton Keynes Council became a unitary authority with independence from Buckinghamshire County Council.

2003: 230 species of birds and 1,000 of wildflowers are recorded in MK.

1960S: The Grid Road System was established – with 21 major roads and roundabouts.

1982: Milton Keynes Central Railway station is opened, with the bus station following in 1983. By this time there are over 40 schools and six health centres.

BY 1992: 80,000 jobs created, 2,900 new businesses, 44,000 houses, 20 million new trees, 100km Grid Roads, 230 km Redways.

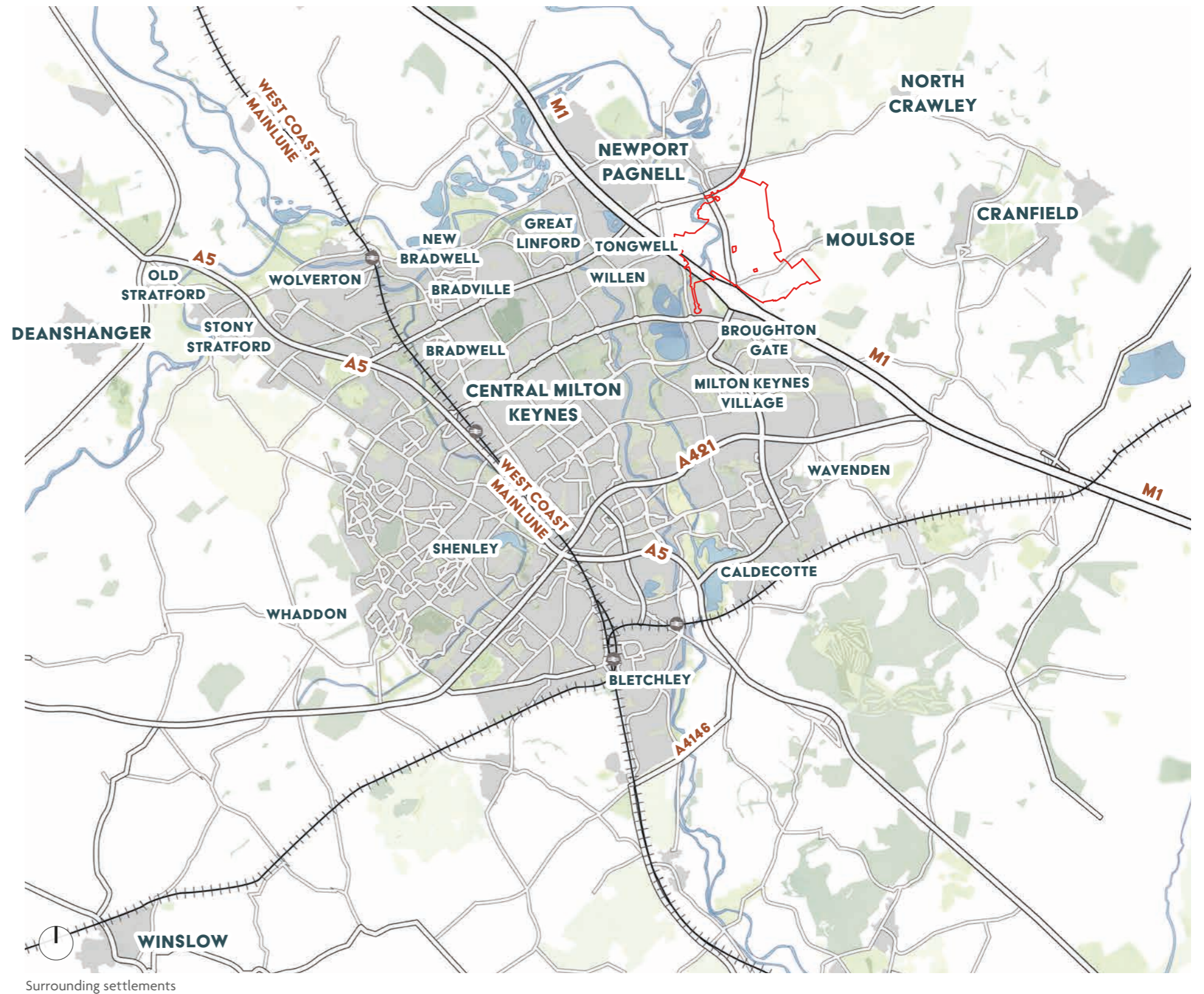
1976: The Redways were open for use, providing over 150 miles of city routes for cyclists and pedestrians.

Bletchley Park Buildings © Marcin Wichary - Flickr
Concrete Cows © Richard Gillin - Flickr
Milton Keynes Station © Tom Parnell - Flickr
Steam Train © Mark Rickaby - Flickr

2. UNDERSTANDING THE SITE

LOCAL: SURROUNDING SETTLEMENTS

The site is located to the east of Milton Keynes on the eastern side of the M1 and comprises a total area of approximately 440 hectares. Countryside sits to the east of the site as well as the village of Moulsoe, to the north is Newport Pagnell, and to the west is the M1 and the built-up area of Milton Keynes.



LOCAL: SURROUNDING SETTLEMENTS



View towards St Peter & St Paul's Church at Newport Pagnell



View towards tower of St Mary's Church, Moulsoe (Grade 1)



River Ouzel running through Newport Pagnell



Buildings at Moulsoe



Newport Pagnell centre



Agricultural building on Newport Road, Moulsoe



Thatched building at Moulsoe



Newport Pagnell centre

2. UNDERSTANDING THE SITE

LOCAL: SETTLEMENT ANALYSIS - MOULSOE

Moulsoe is a small rural village and civil parish in the Borough of Milton Keynes and is located to the east of the M1, east of the site.

Newport Road, its main road, runs through the village from the west, changing to Cranfield Road as it continues east beyond St Mary's Church. The name 'Moulsoe' derives from an Old English language word which means 'Mul's hill spur'. In the Domesday Book of 1086, the village was recorded as 'Moleshou'.

Moulsoe sits on the top of a ridgeline, with the Church of St Mary sitting on a high point, with expansive views to the south and south west. Moulsoe is surrounded by and separated from Milton Keynes by open space and countryside.

At the 2011 Census, the parish's population was 318, down slightly from 330 at the 2001 census. There are eleven listed residential and agricultural buildings within the village. There is an inn, the Carrington Arms, and a village hall, the Millennium Hall.

KEY

— Development boundary

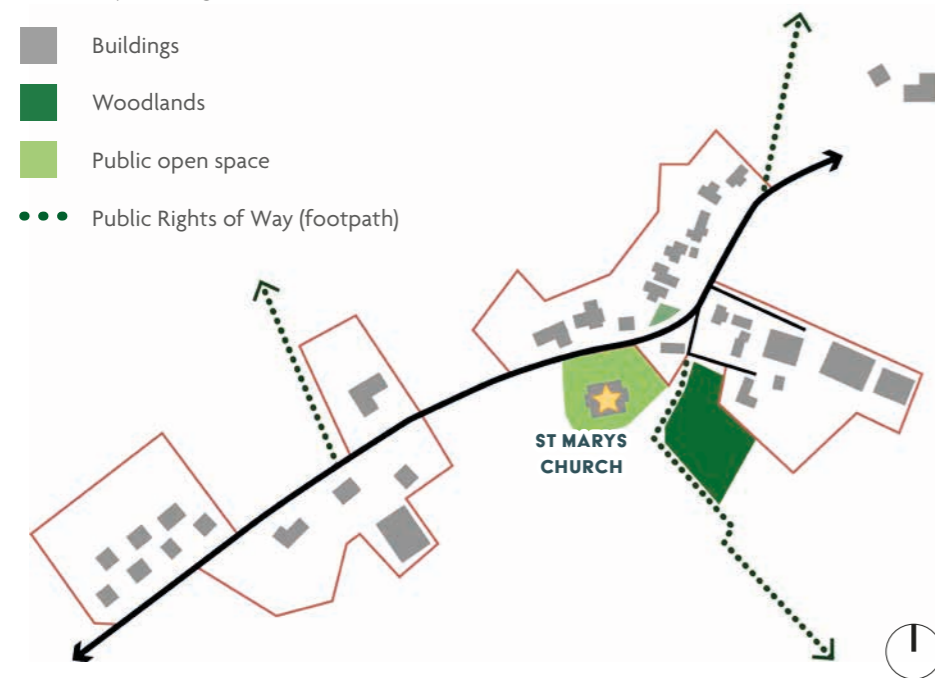
★ Key buildings

■ Buildings

■ Woodlands

■ Public open space

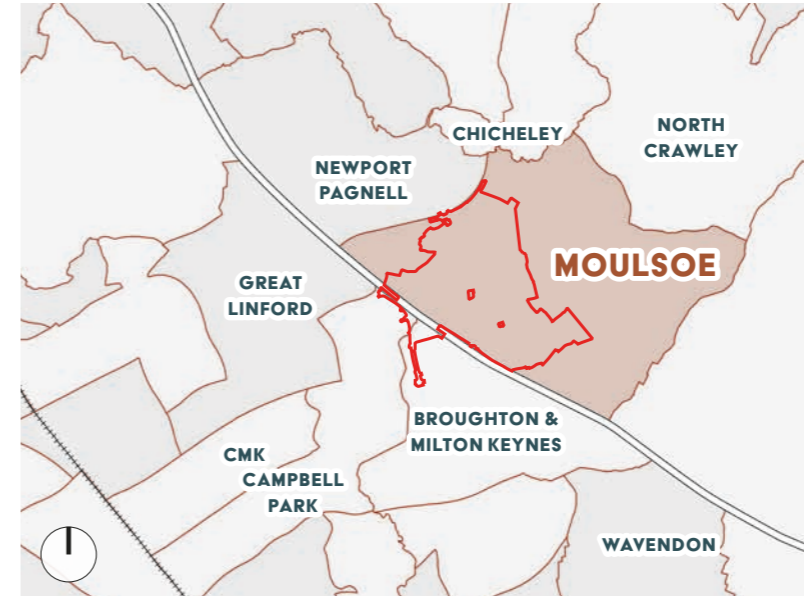
••• Public Rights of Way (footpath)



Layout diagram



Figure ground study



Moulsoe location plan

KEY

■ Development

■ Farms

■ Buildings

■ Listed buildings

■ Woodland

■ Open space

--- Public Rights of Way (footpath)

••• Public Rights of Way (bridleway)

LOCAL: SETTLEMENT ANALYSIS - NEWPORT PAGNELL



Figure ground study

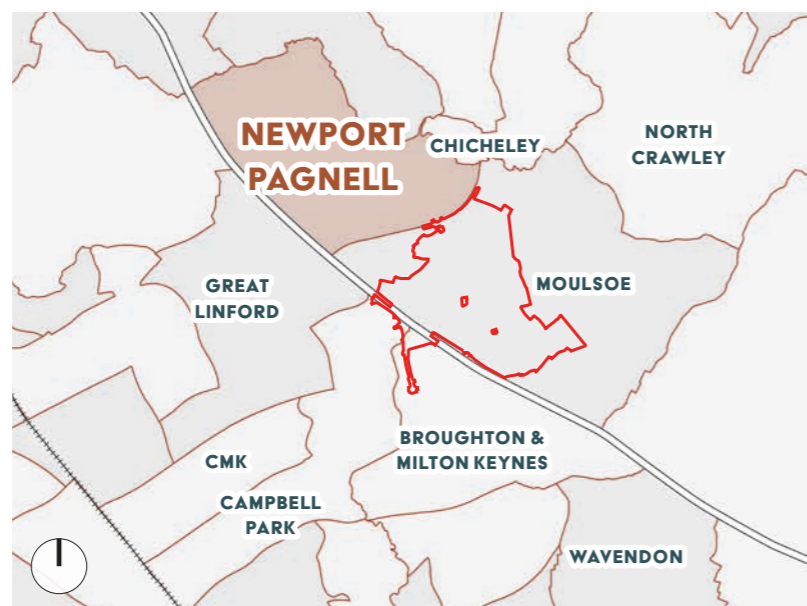


Newport Pagnell is a historic town and civil parish in the Borough of Milton Keynes. The A422 bounds the southern edge of the town, and the western edge of Newport Pagnell is bounded by the M1, which separates the town from the rest of the urban area of Milton Keynes, resulting in a well-contained settlement.

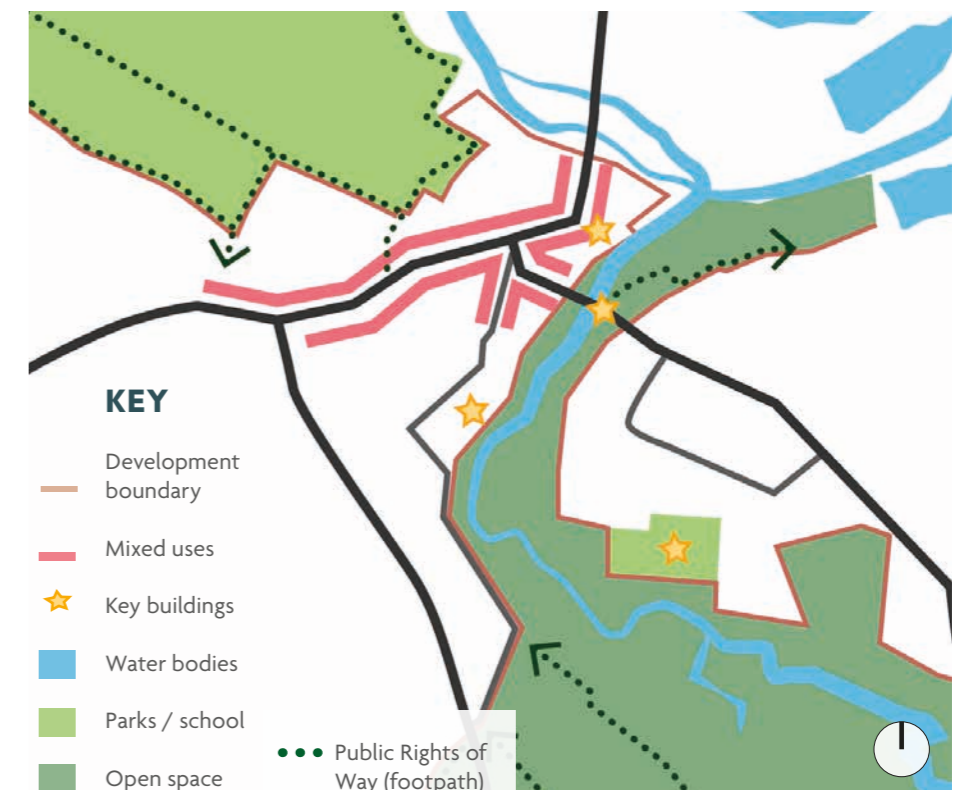


Newport Pagnell is a historic market town with a settlement recorded since the beginning of the Iron Age. The town's siting is very significant as just north of the town centre, two rivers; the River Great Ouse and River Ouzel converge. The River Ouzel bisects the town, separating Tickford End from the town centre, and forming the northern extent of the River Ouzel linear park a wildlife corridor that continues through the MKE site and on to Milton Keynes. The rivers running through Newport Pagnell create a character of bridges and crossings connecting the town.

- KEY**
- Development
 - Buildings
 - Listed buildings
 - Water bodies
 - Parks
 - Open space
 - Public Rights of Way (footpath)
 - Public Rights of Way (bridleway)



Newport Pagnell location plan



- KEY**
- Development boundary
 - Mixed uses
 - Key buildings
 - Water bodies
 - Parks / school
 - Open space
 - Public Rights of Way (footpath)

2. UNDERSTANDING THE SITE

LOCAL: SETTLEMENT ANALYSIS - MILTON KEYNES

THE GRID NETWORK

A characteristic feature of Milton Keynes is its network of Grid Roads, which are defined by significant landscaping and tree-lined streets and high-speed routes. The Grid Roads system consists of eleven roads aligned roughly north to south ('V') and ten roads aligned east to west ('H'). Roundabouts are located at the junctions of all grid roads, enabling the efficient movement of traffic.

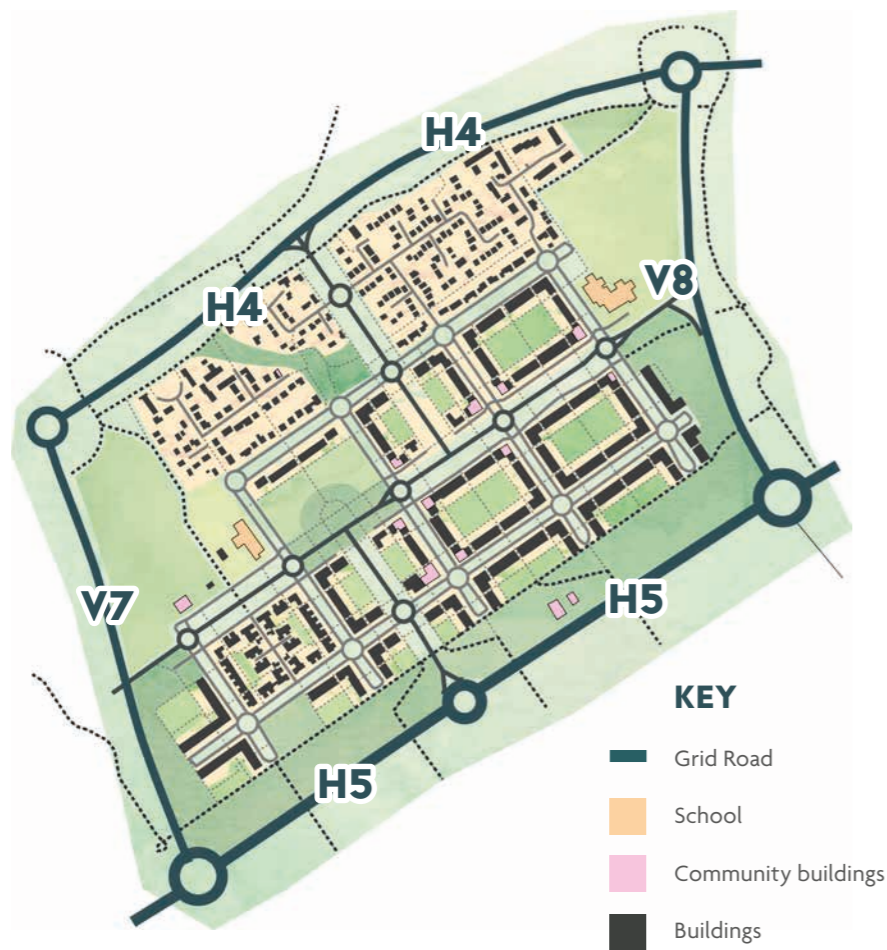
The Milton Keynes grid network was designed to allow the fast and free movement of people, with key nodes dispersed across the grid. Redways provide complementary pedestrian and cycle links, segregated from vehicular traffic, allowing permeability across Milton Keynes.

Key characteristics of the road system include:

- High-speed limits;
- Generous landscaping along routes;
- Pedestrian crossings under or over the grid road;
- Roundabouts at every intersection; and
- No buildings fronting the roads.



LOCAL: SETTLEMENT ANALYSIS - MILTON KEYNES



Regular grid pattern of blocks towards the eastern edge, adjacent to CMK.

The two watercourses form the main feature of the historic village of Woolstone. All green parks and pocket parks are connected to the river through green corridors / footpaths.

Organic form towards the middle and eastern edge.

A formal arrangement of Grid Roads in Central Milton Keynes: Buildings are positioned in the centre of the grid square, also within a grid structure. Tree-lined streets and a significant landscape buffer separate development from the primary Grid Roads.

Secondary roads cross at the midpoint of the grid square with a number of roundabouts to distribute traffic. The landscape buffer reduces the negative visual and acoustic impacts associated with the primary Grid Roads, but creates a disconnect between the Grid Roads and the residential neighbourhoods, with activity pushed to the centre of the grid square.



Key plan

Grid Roads developed to incorporate existing landscape features and historic settlements: Grid Roads integrate the historic buildings of Willen with the surrounding linear park and lakes and connect Milton Keynes to the M1.

There are very few buildings fronting onto the roads, and this layout requires a series of crossings and underpasses as the grid road crosses the River Ouzel Valley Park.



Key plan

The Grid Roads integrate the historic villages within Milton Keynes with newer and a more formal grid layout of Milton Keynes development: The southern grid road crosses the River Ouzel Valley Park, with limited transition in the character of block typologies as it jumps from the strict linear arrangement of CMK to something more domestic. The Grand Union Canal forms the boundary between these two character areas; however, this layout does not sensitively integrate or respond to it.



Key plan

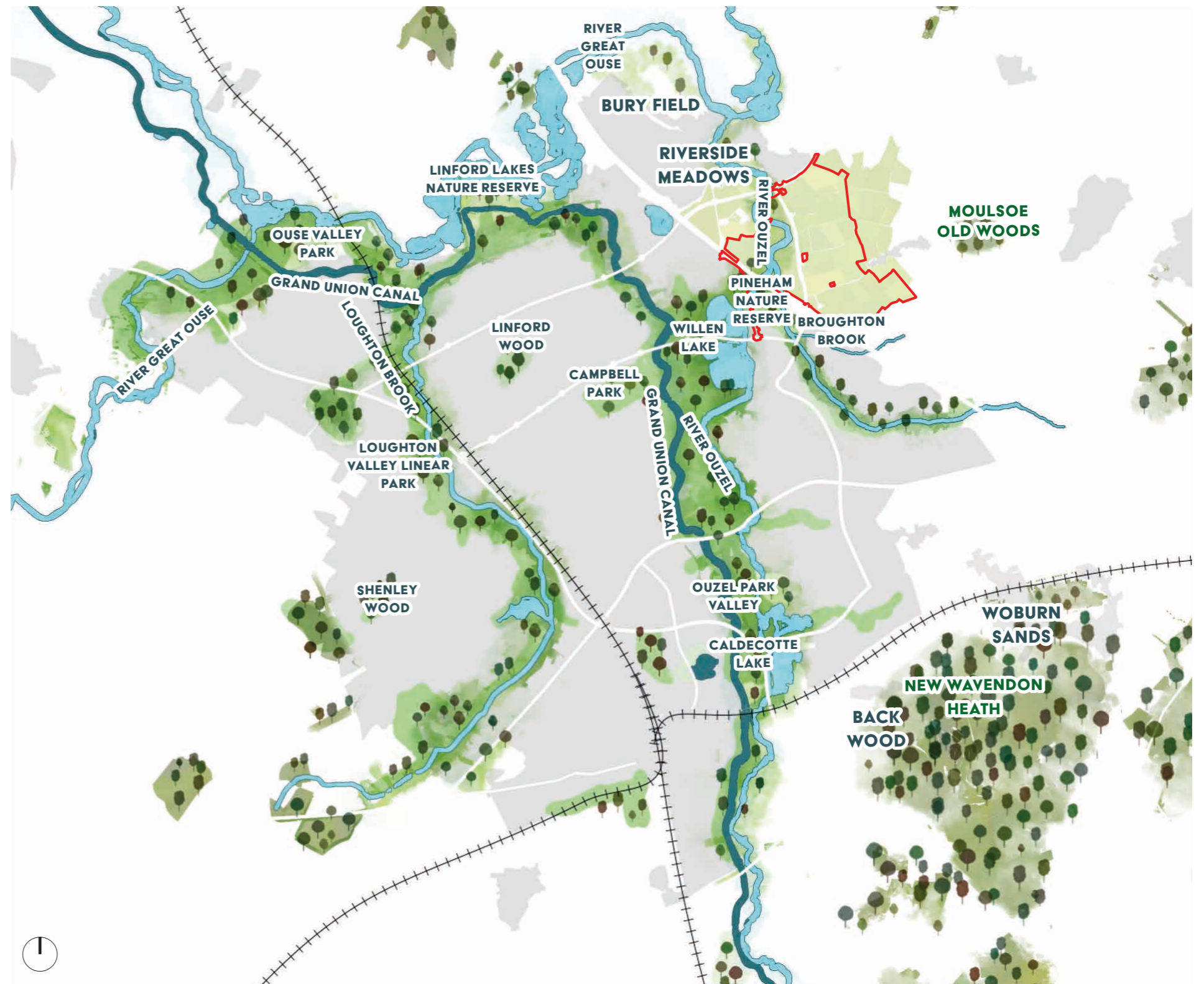
2. UNDERSTANDING THE SITE

LOCAL: LANDSCAPE CONTEXT

Milton Keynes is characterised by an extensive network of open spaces which embed a range of heritage, landscape, leisure, and biodiversity assets, intersecting waterways and woodlands within the region. Extensive linear parks following the River Great Ouse and River Ouzel floodplains and areas beside the Grand Union Canal were the key structuring elements of Milton Keynes' design. As these areas included many archaeological interest sites, the linear parks allowed recreation and conservation areas to be planned holistically.

Several tributaries and brooks, including the Loughton Brook and Broughton Brook, run through the site's southern edge.

Two important balancing lakes manage floodwater on the River Ouzel as it enters Milton Keynes; Caldecotte Lake and Willen Lake. These lakes provide significant recreation areas for local and non-local residents, with sporting clubs for water sports such as rowing. These areas are also key areas for wildlife.



KEY

- Planning application boundary
- Settlement area
- Railway line
- River Great Ouse, River Ouzel and other tributaries
- Grand Union Canal
- Woodland
- Linear park
- Agricultural land within and surrounding the site



Local: Landscape context

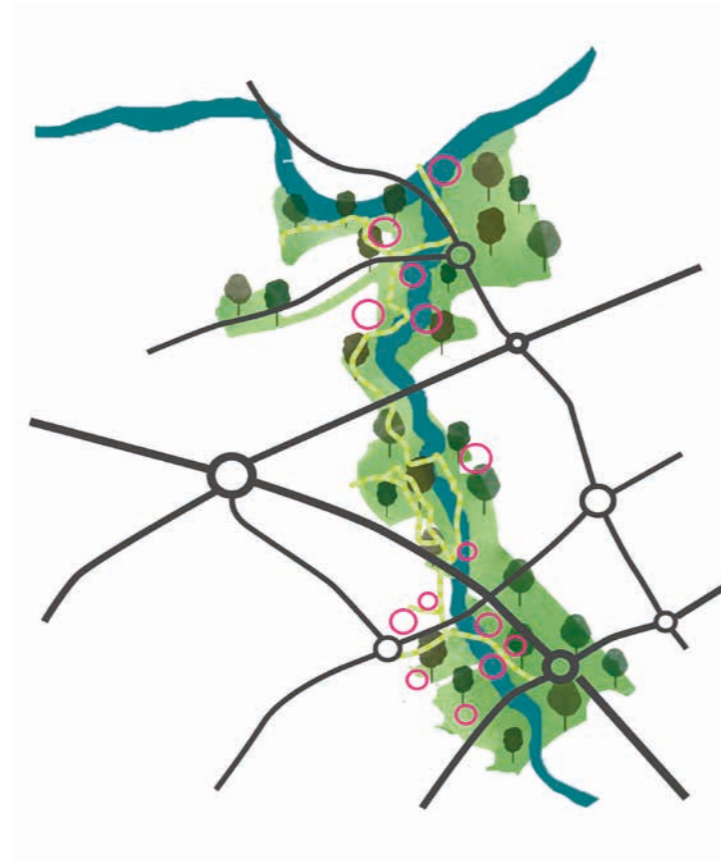
LOCAL: LANDSCAPE CONTEXT



LINEAR PARKS

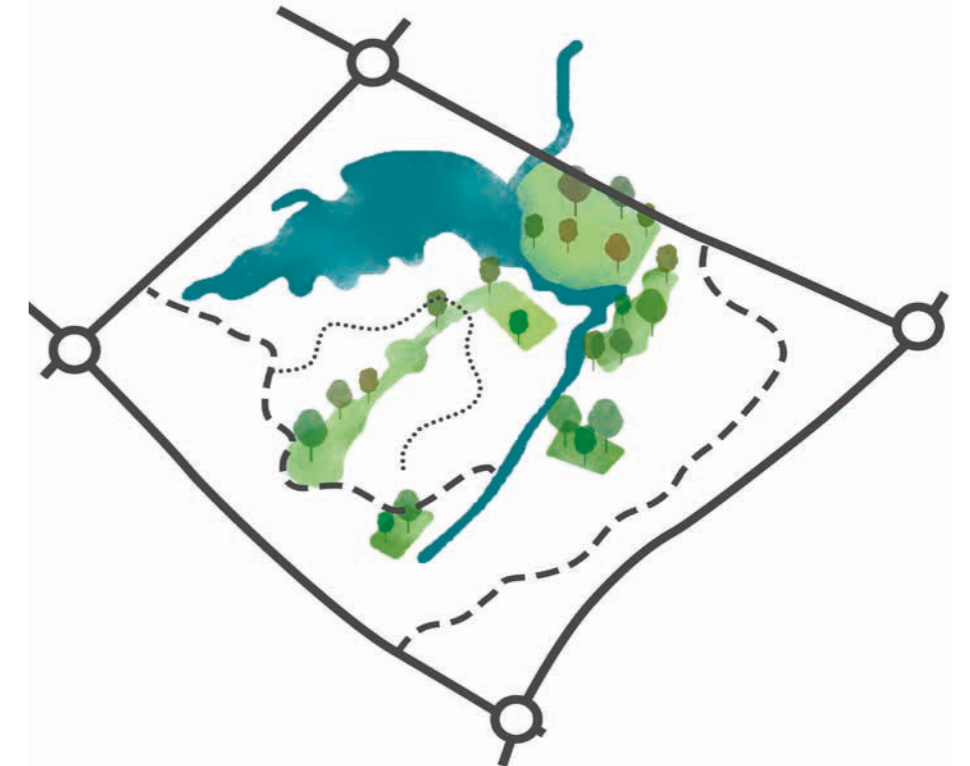
The key green structuring elements of Milton Keynes are largely categorised into three scales; linear parks, district parks and local open spaces, many of which overlap to form a comprehensive open space network.

Linear parks: Run alongside the River Great Ouse streams through Milton Keynes, acting as a significant area for wildlife and key buffer for flooding. They also form local and wider links to various parks and open spaces.



DISTRICT PARKS

District parks: Urban parks with a catchment of approximately 15,000 residents. They are linked to the linear parks system by Public Rights of Way, including footpaths and bridleways, and leisure routes.



LOCAL OPEN SPACES

Local open spaces: These provide play and recreation spaces within residential areas. Each neighbourhood has at least one accessible open space, close to cycling and pedestrian connections.

2. UNDERSTANDING THE SITE

LOCAL: MILTON KEYNES TODAY

DEMOGRAPHICS

Milton Keynes is a fast-growing city with a current population in excess of 250,000. It has a very high population growth rate, with the population growing by 36,100 between 2001 and 2011, representing a 17% increase. Milton Keynes is the 6th fastest growing Local Authority in England* and has a younger age profile than the UK average. It has a diverse and growing community, with approximately a quarter of the population from black or minority ethnic groups.

KEY THEMES:

1. EDUCATIONAL EXCELLENCE
2. DIVERSITY
3. YOUNG PEOPLE
4. INNOVATION & TECHNOLOGY

MILTON KEYNES IS HOME TO OVER
250,000
RESIDENTS



WITH A VERY HIGH POPULATION GROWTH RATE (A 17% INCREASE BETWEEN 2001 AND 2011)

PEOPLE:



MILTON KEYNES HAS A RELATIVELY HIGH AVERAGE HOUSEHOLD SIZE -

2.5 PEOPLE PER HOUSEHOLD
(COMPARED TO 2.36 PEOPLE NATIONALLY)



25% OF THE POPULATION ARE FROM A BLACK OR MINORITY ETHNIC GROUP



22.3% OF MILTON KEYNES POPULATION ARE UNDER 16 COMPARED TO 18.9% IN ENGLAND*

*Source: <http://mkinsight.org> and <https://www.milton-keynes.gov.uk>

LOCAL: MILTON KEYNES TODAY

THE HIGHEST PROPORTION OF POPULATION IN MILTON KEYNES ARE IN THE AGE GROUP OF*

30-39



MILTON KEYNES IS THE **6TH** FASTEST GROWING LOCAL AUTHORITY IN ENGLAND*

SECTORS & KEY EMPLOYERS:

WHICH SECTORS DO MILTON KEYNES' RESIDENTS WORK IN?

FOUR KEY SECTORS:

1. TECHNOLOGY & DIGITAL
2. LOGISTICS & DISTRIBUTION
3. BUSINESS, PROFESSIONAL & FINANCIAL
4. HIGH-PERFORMANCE TECHNOLOGIES

KEY EMPLOYERS:

- THE OPEN UNIVERSITY
- SANTANDER
- GE HEALTHCARE
- THE HOME RETAIL GROUP (ARGOS & HOMEBASE)
- VOLKSWAGEN UK
- MERCEDES BENZ
- RIVER ISLAND
- MILTON KEYNES COUNCIL
- NHS
- NETWORK RAIL

EMPLOYMENT:

76.2% OF MILTON KEYNES' RESIDENTS ARE IN EMPLOYMENT

8.3% OF MILTON KEYNES' RESIDENTS ARE SELF-EMPLOYED

MILTON KEYNES PROVIDES APPROXIMATELY

160,000

 JOBS

MILTON KEYNES IS THE **3RD** IN THE UK

FOR NUMBER OF BUSINESS START-UPS

MILTON KEYNES IS HOME TO OVER **14,000** BUSINESS ENTERPRISES

MILTON KEYNES IS HOME TO MORE THAN 400 HEAD OFFICES, WITH A SPECIALIST WORKFORCE OF OVER

22,000

 PEOPLE

2. UNDERSTANDING THE SITE

LOCAL: MILTON KEYNES TODAY - LOCAL AMENITIES

It is important to analyse the existing provision of local facilities and services in the settlements around the site, particularly Newport Pagnell, Moulsoe and Milton Keynes. MKE should aim to provide facilities and services which support the everyday needs of the new neighbourhood and complement the existing offer in neighbouring communities whilst not competing with the vitality of established local and district centres such as Newport Pagnell.

Newport Pagnell town centre is a district centre and contains a range of facilities including primary and secondary schools, retail facilities, restaurants, pharmacies, a library, and sport and leisure facilities. Moulsoe contains a village hall, play area and a pub. To the north of the site, Interchange Industrial Park provides significant employment close to the site.

The Open University headquarters are located in Milton Keynes, and Cranfield University is to the east of the site. Milton Keynes College provides further education up to foundation degree level and University Campus Milton Keynes, a campus of the University of Bedfordshire, provides some tertiary education facilities locally.

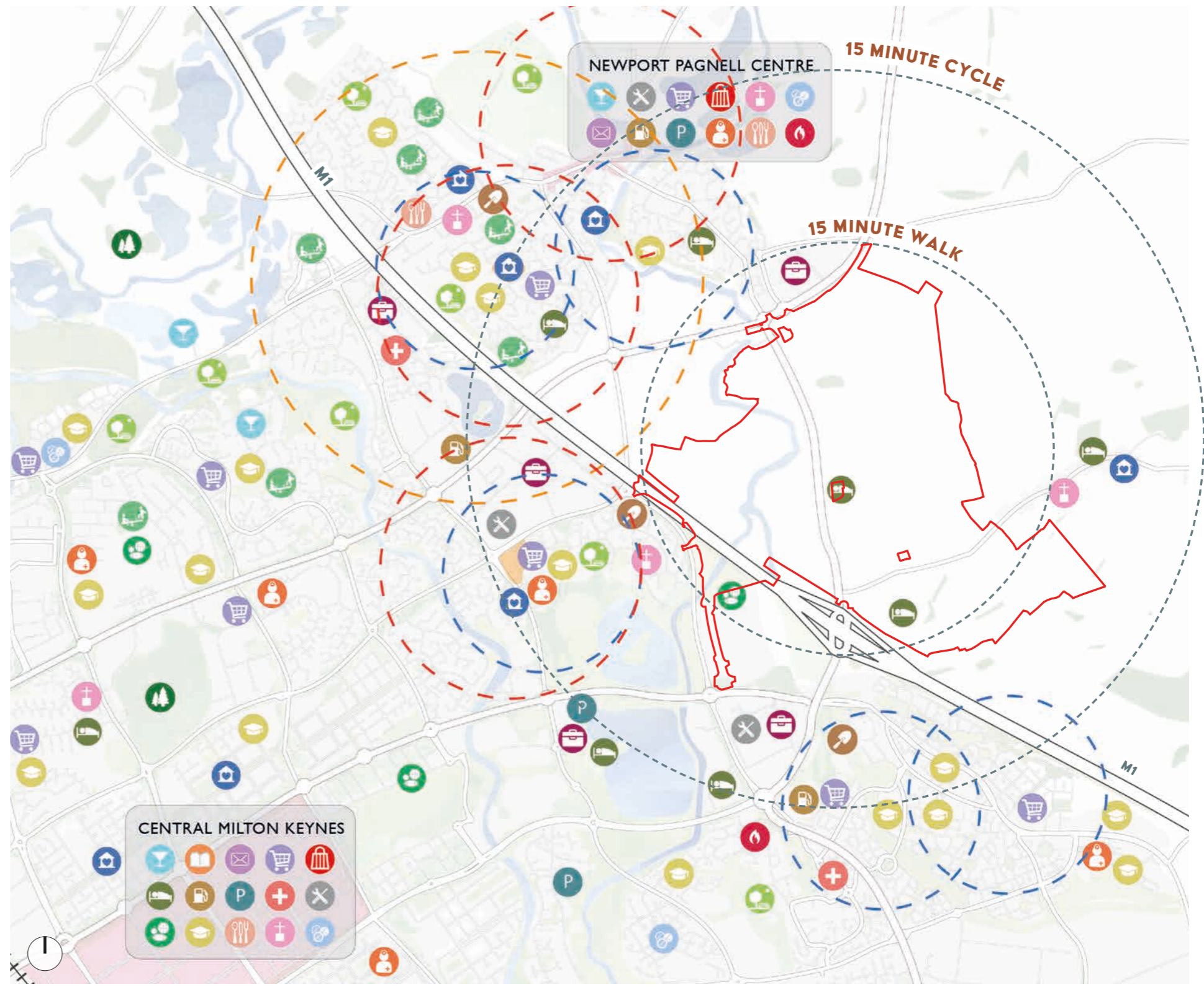
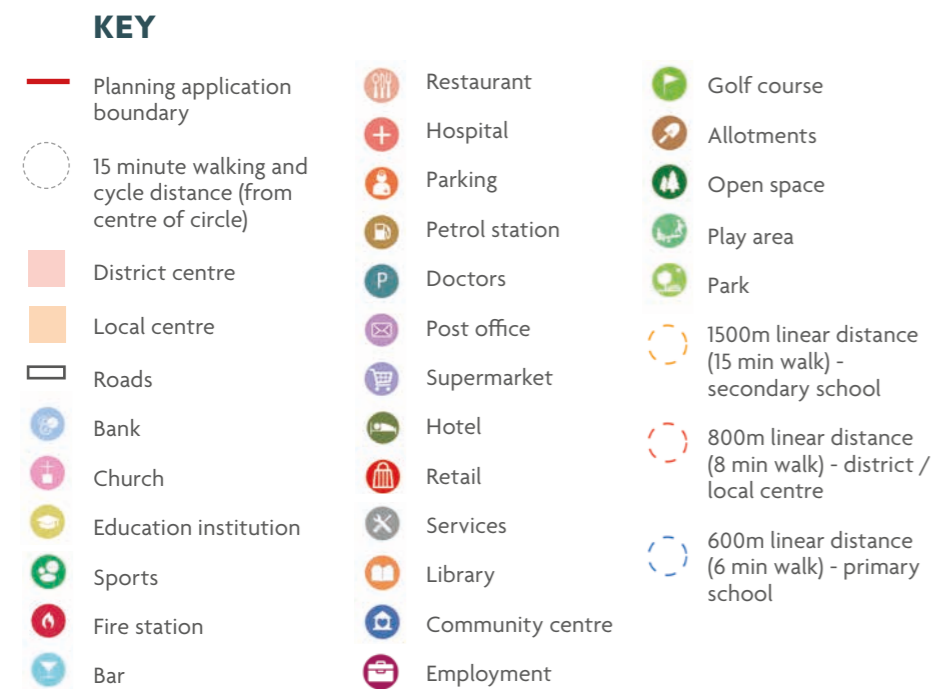


Diagram of local amenities

LOCAL: MILTON KEYNES TODAY - CONNECTIVITY

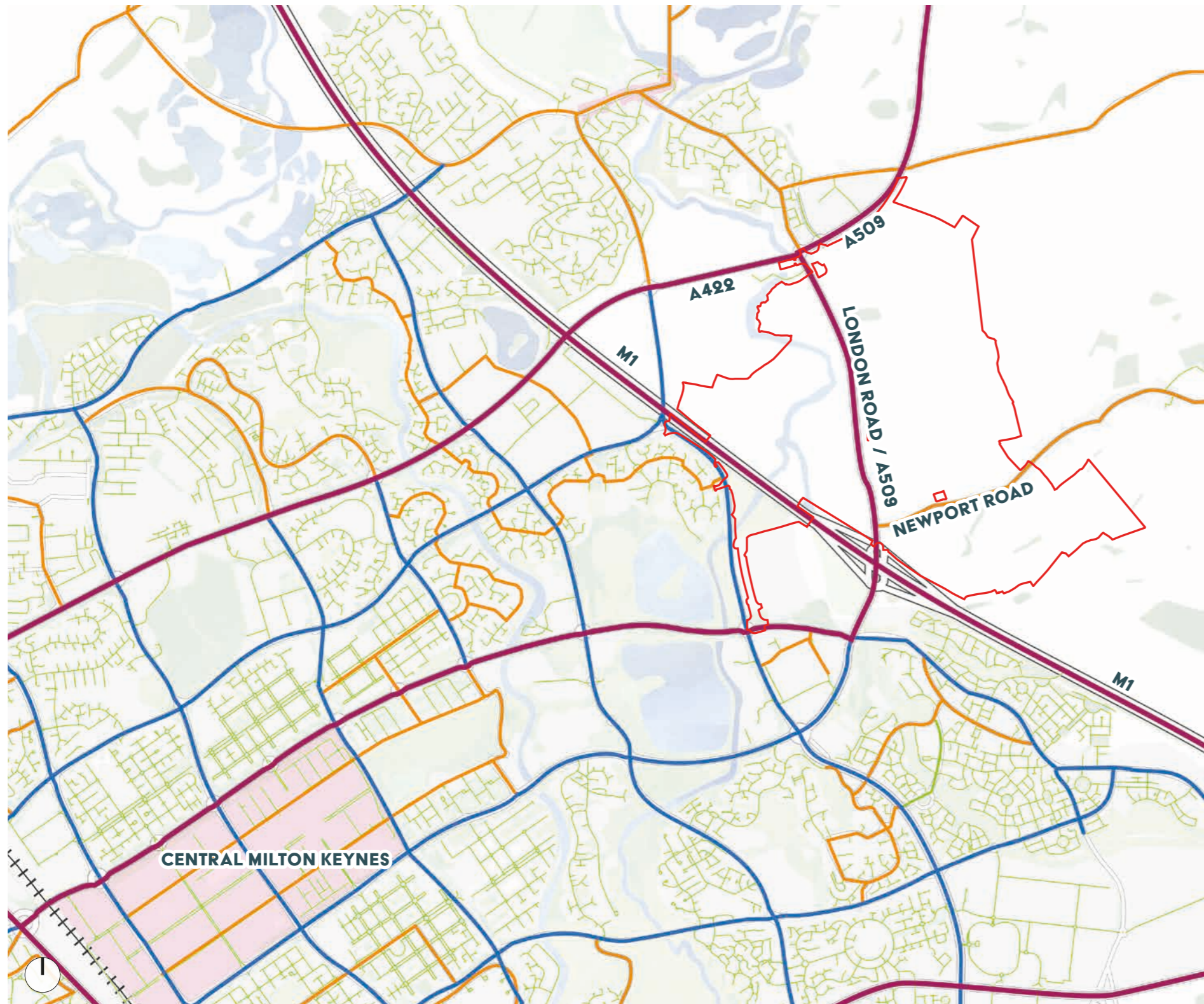


Diagram of existing road hierarchy

EXISTING ROAD HIERARCHY

Milton Keynes, and the site, benefits from good connectivity with the M1 and A5, which connect to the wider motorway network. The M1 forms the site's southern boundary, and there are currently three crossing points along the M1 motorway corridor in this area. Junction 14 of the M1, located at the south eastern corner of the site, suffers from significant traffic congestion.

The A422/A509 runs to the north of the site and connects Milton Keynes with Wellingborough to the north east of Northampton. Willen Road and London Road (A509) connect Milton Keynes to Newport Pagnell and connect to the A422/A509 via roundabout junctions at the northern boundary of the site.

KEY

- Planning application boundary
- Primary Distributor
- District Distributor
- Local Distributor
- Access Road

2. UNDERSTANDING THE SITE

LOCAL: MILTON KEYNES TODAY - CONNECTIVITY

PEDESTRIAN & CYCLE CONNECTIONS

The M1 motorway corridor currently creates a barrier to connecting the site to Milton Keynes, and there is poor connectivity between Milton Keynes and the countryside to its east. Many Redways and leisure routes within Milton Keynes run along the linear parks, but these largely don't connect east of the M1. There are several existing Public Rights of Way which cross or run adjacent to the site, particularly along the eastern edge, including footpaths and bridleways. Several public footpaths are located between the site and Newport Pagnell, including in the north east corner, but the dual carriageway A422/A509 provides a barrier to these connections.

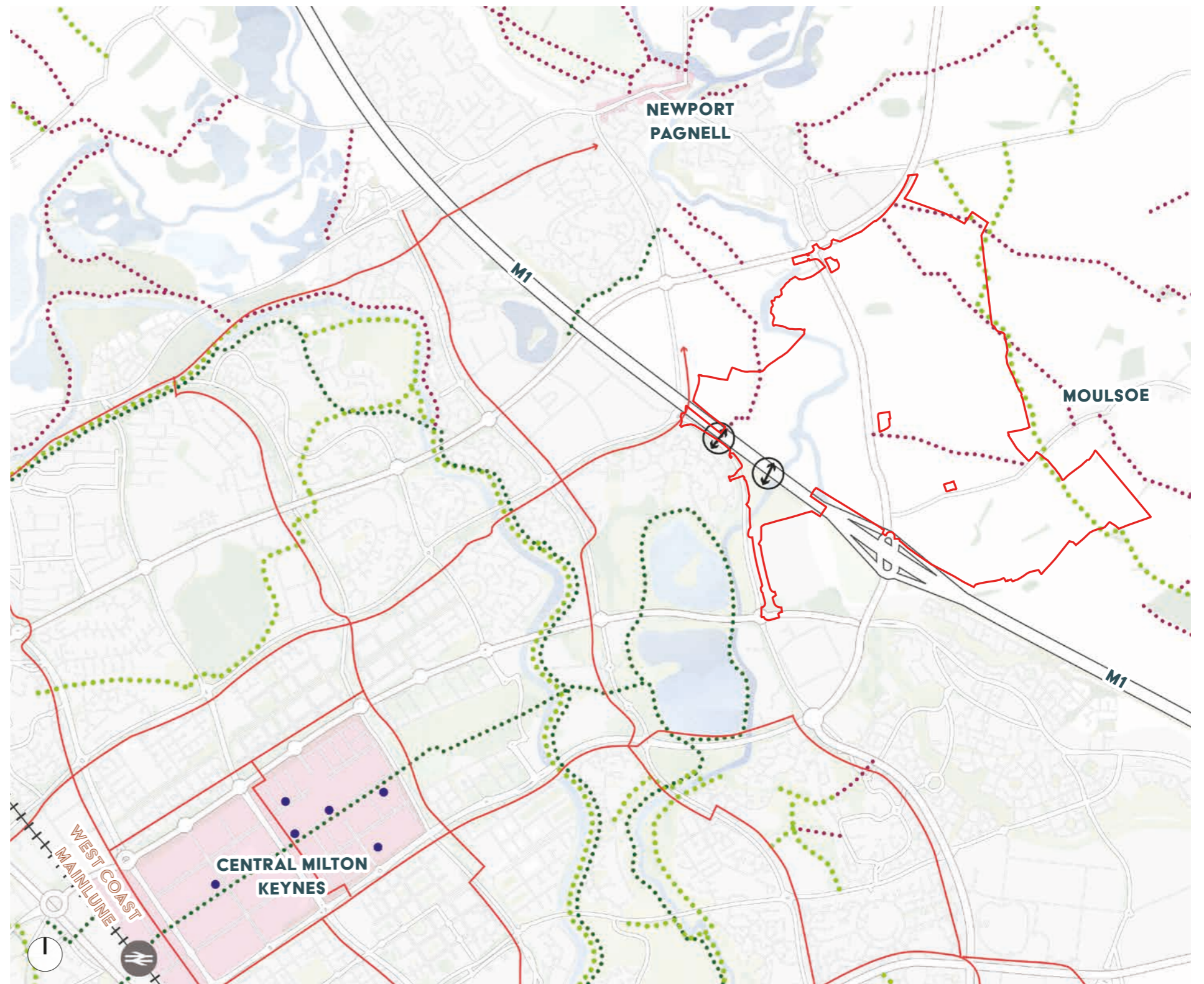


Diagram of pedestrian and cycle connections

KEY

- Planning application boundary
- Railway Station
- Railway line
- Main road
- ⋯ Public Rights of Way (footpath)
- ⋯ Public Rights of Way (bridleway)
- Redway (segregated cycle route)
- Cycle parking
- ⋯ Other pedestrian / cycle route
- Existing pedestrian/cycle underpass or bridge

LOCAL: MILTON KEYNES TODAY - CONNECTIVITY

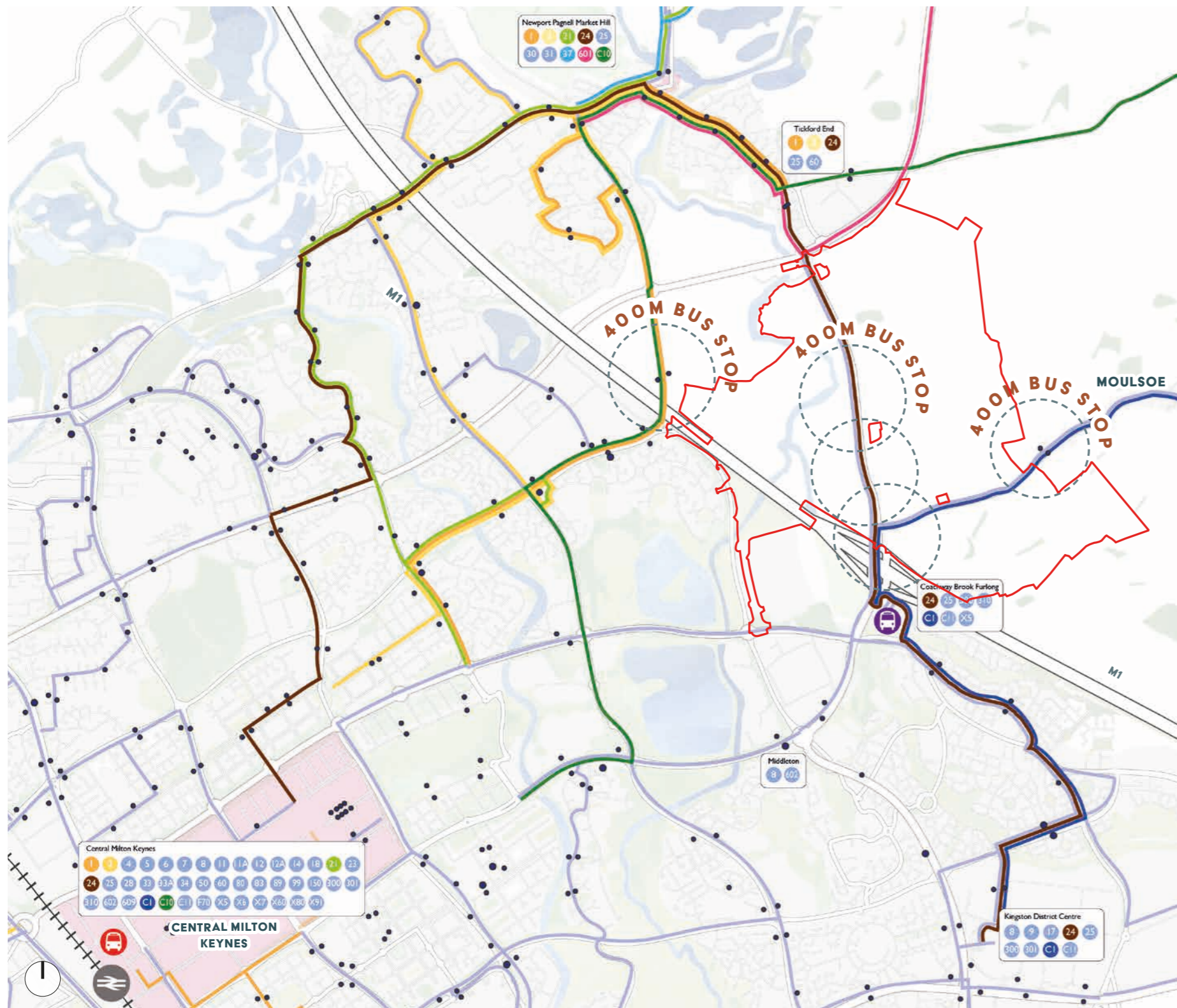


Diagram of public transport connections

ACCESS & MOVEMENT

There are existing bus routes through the site, which run along London Road (A509) and Newport Road, as well as along Willen Road. These bus routes provide connections to Newport Pagnell, Central Milton Keynes and Cranfield.

Milton Keynes Coachway interchange is located south of Junction 14 of the M1 and provides coach services throughout the district.

KEY

- Planning application boundary
- Railway Station
- Railway line
- Main road
- CMK Bus Station
- Coachway Station
- Bus stops
- 400m bus stop linear distance (approximately 4 min walk)

- Local bus routes around site application with frequency of at least one bus per hour:
- Bus Route 1
 - Bus Route 2
 - Bus Route 21
 - Bus Route 24, 25
 - Bus Route 37
 - Bus Route 601
 - Bus Route C1, C11
 - Bus Route C10
- Wider bus service routes (4, 5, 6, 7, 8, 11, 11A, 12, 12A, 14, 18, 23, 28, 30, 31, 33, 33A, 34, 60, 65, 80, 83, 89, 99, 150, 300, 301, 310, 602, 609, 610, CX, F70, X5, X6, X7, X60, X80, X91)

2. UNDERSTANDING THE SITE

SITE: EDGE CONDITIONS

The M1 forms the western boundary of the site and severs Milton Keynes from the countryside to its east, and creates a visual separation.

The A422/A509 is a busy dual carriageway that runs along the northern boundary of the site. London Road (A509) runs through the site, travelling north to south, connecting to Junction 14 of the M1. This section is a single carriageway; however, as it joins the A422 to the north, it forms a dual carriageway as it heads eastwards.

The south eastern section of the site has views across the countryside; however, its attractiveness is reduced by its proximity to the M1. To the south of the motorway lies the Cotton Valley Sewage Treatment Works.

To the west of the site, Willen road passes under the M1 motorway corridor, and to the north of the site, lies Newport Pagnell. To the south east of Newport Pagnell lies a business park, Interchange Park, which contains several large shed industrial buildings. Willen and Brooklands' residential areas are adjacent to the site, although they are separated from the site by the M1 corridor.

To the south of the site is the Ouzel Valley linear park, a wildlife corridor that provides recreation and flood attenuation for the whole of Milton Keynes. To the north of the site, the River Ouzel and its associated floodplain continue to Newport Pagnell. Adjoining the southern edge of the site, adjacent to the M1 and within the planning application boundary, lies a triangle of land alongside the River Ouzel, a nature reserve owned by Milton Keynes Parks Trust.

KEY

- | | | | |
|---|---|----|--|
| 1 | M1 | 8 | Allocated land to be delivered by others (Bloor) |
| 2 | Junction 14 of M1 | 9 | River Ouzel |
| 3 | London Road (A509 - single carriageway) | 10 | Cotton Valley Sewage Treatment Works |
| 4 | A509 (dual carriageway) | 11 | Pineham Nature Reserve |
| 5 | A422 | 12 | Interchange Park (Business Park) |
| 6 | Willen Road | 13 | Residential area (Willen) |
| 7 | Sensitive edge towards Moulsoe | 14 | Residential area (Brooklands) |



Edge conditions

2. UNDERSTANDING THE SITE

SITE: EDGE CONDITIONS



View across the site



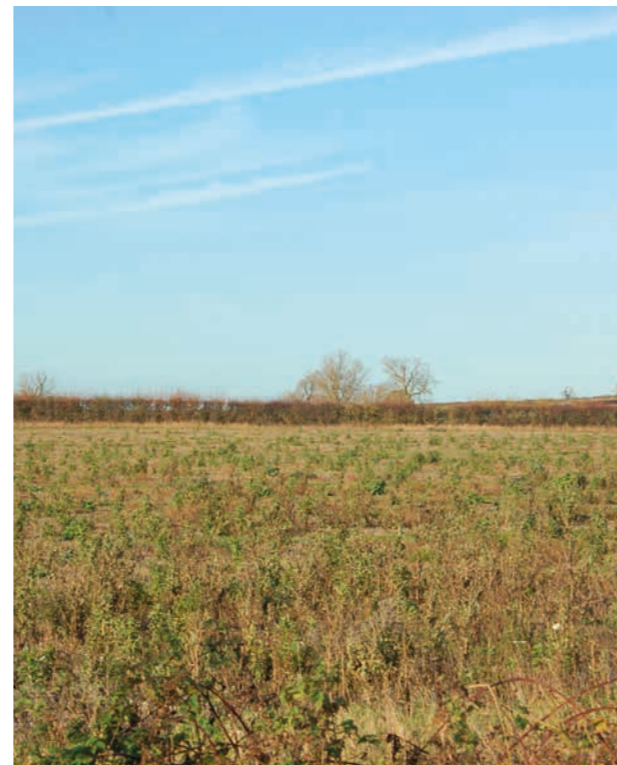
View looking north along Tongwell Street



The River Ouzel



View looking north along London Road (A509)



View towards hedgerows within the site



View from the site towards the M1 motorway

2. UNDERSTANDING THE SITE

THE SITE

The planning application boundary includes sections of London Road (A509) and Newport Road to the north of the M1, with the boundary extended south of the M1 to include Tongwell Street as far as Pineham Roundabout. An additional area of land is included to the immediate south of the M1.

The site is approximately 440 ha in size, comprising mainly of open agricultural land north of the M1. It includes a network of hedgerows and trees which are located along existing field boundaries. There are also several areas of woodland and ponds located across the site. The site's major existing feature is the River Ouzel, which runs south to north through the site, with the Broughton Brook also flowing through the site. Running west to east, a stream, referred to as 'Moulsoe Stream', runs through the site, connecting to the River Ouzel to the west of London Road (A509).

Several roads cross the site, including London Road (A509), which travels through the site on a north to south axis. Newport Road branches off this route and connects to Moulsoe to the east.

The site contains few buildings, although it does include a farmstead and a couple of residential properties in the northern area of the site, adjacent to London Road. A Grade II listed building, Moulsoe Buildings Farmhouse, a Holiday Inn hotel, is located towards the centre of the site, but is excluded from the planning application boundary. An additional building, a furniture warehouse, is located along Newport Road and is also excluded from the planning application boundary.

KEY

- | | | | |
|---|---|----|---------------------------|
| 1 | River Ouzel | 6 | The Old Stables |
| 2 | Moulsoe Buildings Farmhouse - Holiday Inn (Grade II Listed) | 7 | A509 (single carriageway) |
| 3 | Furniture warehouse building | 8 | Farm buildings |
| 4 | Anglian Water Pumping Station and access | 9 | Existing woodland |
| 5 | Newport Road | 10 | Existing residential |



The site

2. UNDERSTANDING THE SITE

THE SITE



View across the site



Milton Keynes BMX track



River Ouzel



River Ouzel



View across the site towards St Mary's Church, Moulsoe

2. UNDERSTANDING THE SITE

SITE: LANDSCAPE & ECOLOGY




















The site is comprised of intensively farmed arable land and is primarily dominated by low-value habitats. Due to its existing agricultural land use, the site supports habitats of limited nature conservation interest.

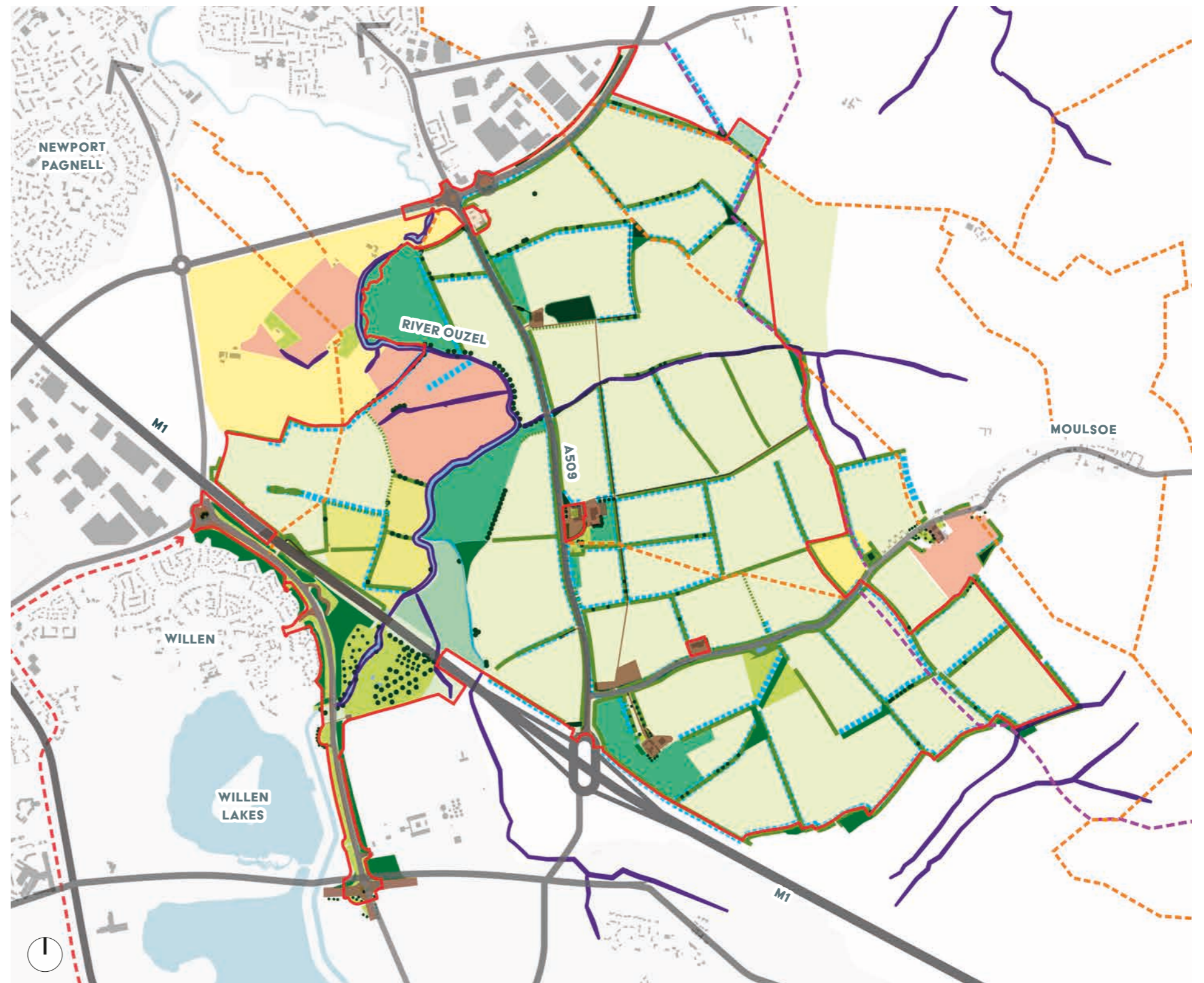
Where habitats of higher interest occur, these are typically established around the site/field margins and include a network of hedgerows, trees, ditches and ponds, several areas of deciduous woodlands, floodplain meadows and species-poor semi-improved grassland.

The site includes wildlife corridors along the M1, River Ouzel and the Broughton Brook.

The site also supports a number of protected species including bats, badgers, otters, water voles, birds, grass snakes and slow-worms and in the southern areas of the application boundary a wider population of Great Crested Newts. Several low-status bat roosts have been recorded in existing buildings and trees, whilst a number of low status 'outlying' badger setts are also present on the site.

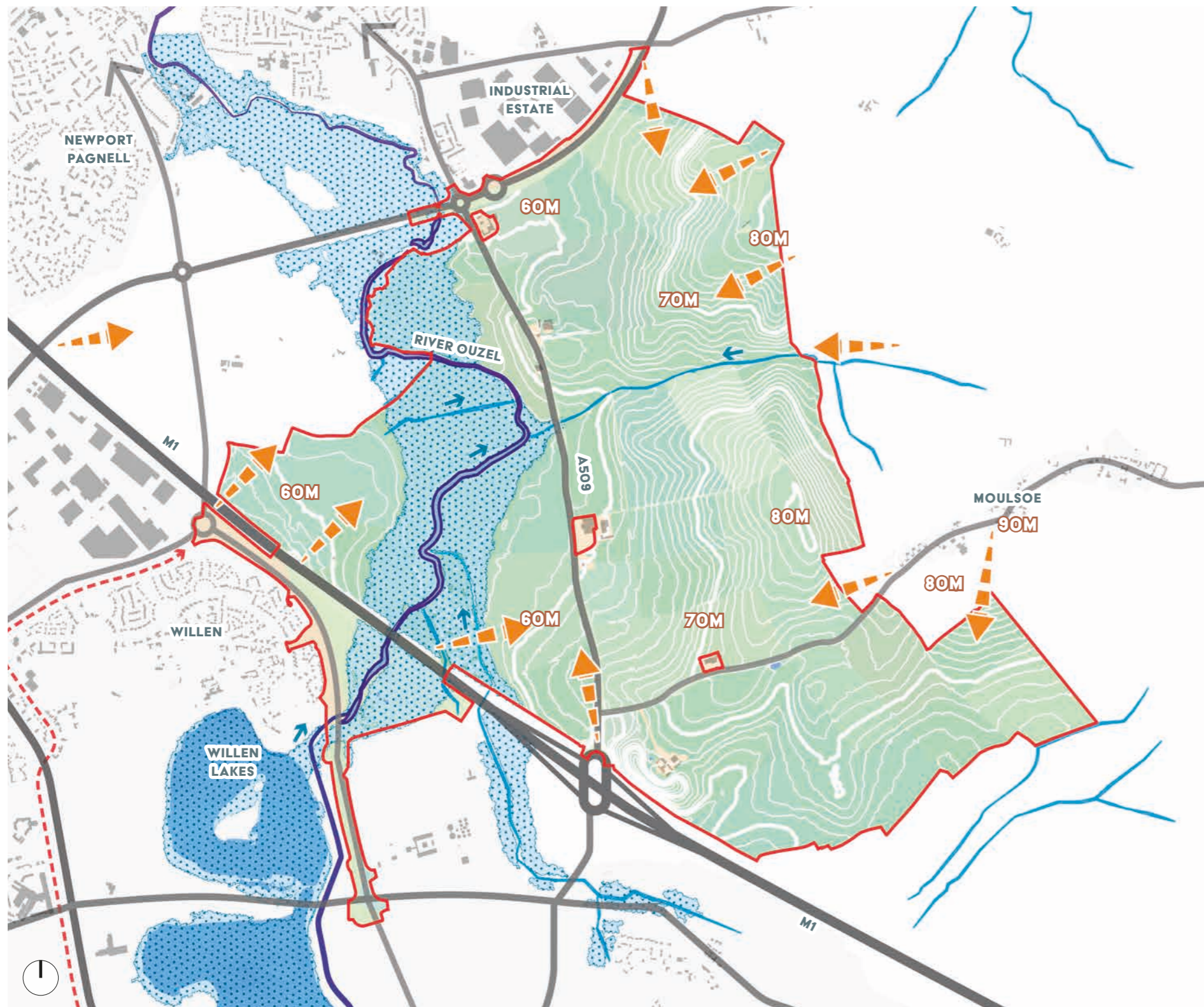
KEY

- | | | | |
|---|---|---|----------------------------------|
|  | Planning application boundary |  | Ditches |
|  | Hedgerows and associated buffer zones (to be retained where possible) |  | Standing water |
|  | Existing woodland (semi-natural broadleaved woodland) |  | Public Rights of Way (footpath) |
|  | Existing woodland (broadleaved plantation woodland) |  | Public Rights of Way (bridleway) |
|  | Scattered trees |  | Hardstanding |
|  | Species-rich semi-improved grassland |  | Existing buildings |
|  | Species-poor semi-improved grassland |  | M1 |
|  | Improved grassland |  | Existing roads |
|  | Amenity grassland | | |
|  | Arable land | | |
|  | Watercourse | | |



Constraints: Landscape and ecology

SITE: TOPOGRAPHY & FLOODING



The site is located within gently undulating lowlands with shallow river valleys.

The lowest point within site is to the west at +56m AOD along the existing River Ouzel, where the land is relatively flat and low lying. The River Ouzel and associated floodplain ranges between +56m and +60m AOD.

The River Ouzel and Broughton Brook flow slowly from the south to north through the centre of the site. As a result, a significant amount of the site sits within Flood Zone 3 and the extents of this is illustrated in the plan opposite. A small east to west watercourse, the 'Moulsoe Stream' runs perpendicular to the River Ouzel, which it joins at its western end and creates a linking feature that divides the site.

The landform gradually rises towards the highest point and ridgeline at +80m AOD, adjacent to the eastern boundary. The neighbouring village of Moulsoe sits above the surrounding landscape at approximately +90m AOD and has views across the site, in particular the south east corner. The site is visible from Newport Pagnell to the north and Willen to the west of the site, although the M1 and A509/A422 form a visual barrier between the settlements.

KEY

- Planning application boundary
- Land within application boundary
- River Ouzel
- Watercourse
- Lake
- ➔ Direction of water flow
- Flood Zone 3
(1 in 100 or greater chance of flooding each year, plus 35% Climate Change)
- Contours every 1m
- Contours every 10m
- ➔ Key views into site
- Existing buildings
- Existing roads

Constraints: Flooding and topography

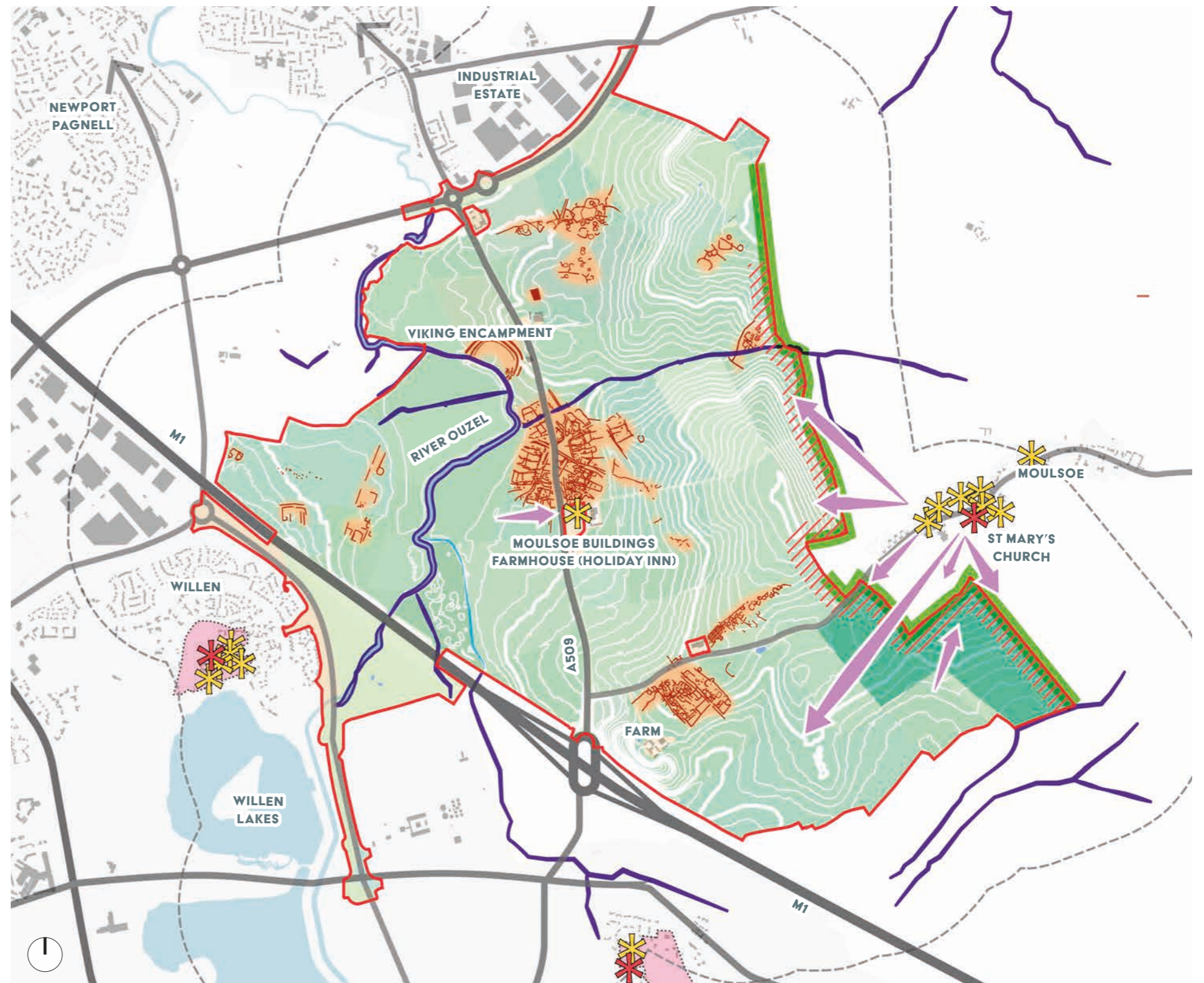
2. UNDERSTANDING THE SITE

SITE: HERITAGE & ARCHAEOLOGY

The site's heritage plays an important role in defining various aspects of the site, with several key cultural elements located within the immediate surrounding context. These cultural elements provide a tangible link with the past and could contribute to the future sense of identity, character and distinctiveness of the proposed development.

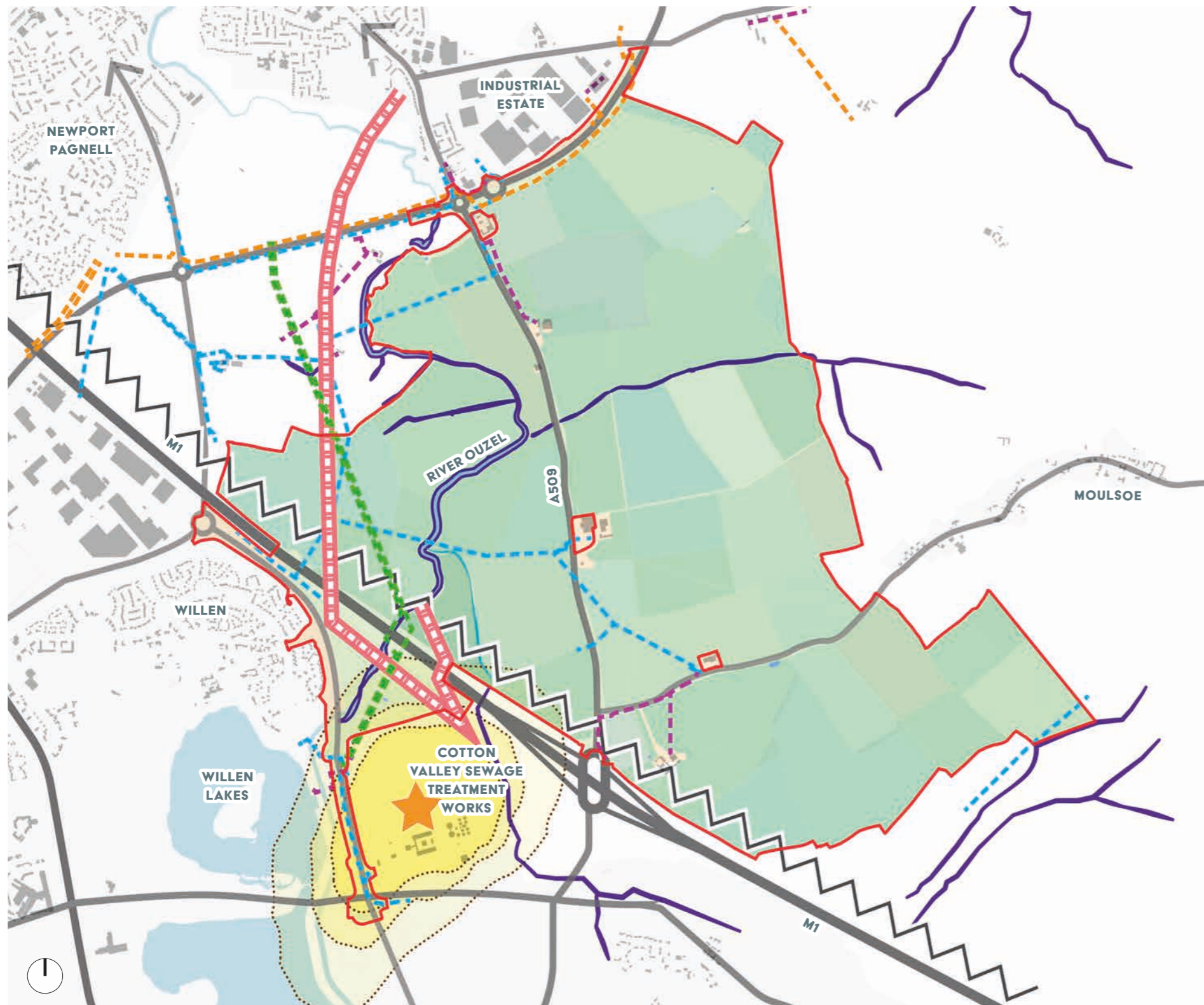
The site surrounds (but does not include) one Grade II listed building, Moulsoe Buildings Farmhouse, which is currently occupied by Holiday Inn. In addition, there are sixteen listed buildings (three listed at Grade I and thirteen at Grade II), two conservation areas and two non-designated heritage assets recorded on the local Historic Environment Record within a 500m radius of the site. The nearest and most significant of these to the site include those at Moulsoe: St Mary's Church, Grade I; First Thatch Cottage, Grade II; Hillcrest Cottage, Grade II; Wisteria Cottage, Grade II; St Mary's Cottage, Grade II; Screen Enclosing Carrington Graves to North East of Church of St Mary, Grade II; The Rectory, Grade II; Yew Tree Cottage, Grade II; Moulsoe Glebe Farm barn, non-designated heritage asset; Moulsoe School, non-designated heritage asset.

There is evidence that suggests there are a number of archaeological points of interest scattered across the site which include a Viking encampment, which was once located along the River Ouzel.



Constraints: Heritage and archaeology

SITE: UTILITIES & OTHER CONSTRAINTS



GAS

Whilst there are no gas mains present within the site, a High-Pressure (HP) gas main does exist to the north-east of the site boundary, beyond Moulsoe.

ELECTRICITY

There are a number of Overhead Lines (OHL) crossing the site, these are mostly concentrated around the northern, southern and western edges of the site. The OHL have the potential to be diverted in the future.

SEWAGE

Located to the south west of the site boundary, lies the Cotton Valley Sewage Treatment Works at Pineham. There is scope to connect the new development back to this facility in the future.

A strategic tunnel sewer run from the sewage works northwards through the site towards Newport Pagnell. A 6.5 metre easement either side of the sewer line will need to be maintained, free from built form. The position of the sewer will need to be realised in the development of the masterplan.

Potential exclusion zones due to odours emitted from the sewage works will also need to be considered.

KEY

- Planning application boundary
- Land within application boundary
- Noise from M1
- ★ Sewage works
- 5.0 odour zone
- 3.0 odour zone
- 1.5 odour zone
- Strategic tunnel sewer / easement
- Overhead HV powerline (with potential to be diverted)
- Overhead HV powerline 33kv (with potential to be diverted)
- Overhead HV powerline 11kv (with potential to be diverted)
- Overhead LV powerline (with potential to be diverted)
- Existing buildings
- Existing roads

Constraints: Utilities and other

2. UNDERSTANDING THE SITE

SUMMARY OF CONSTRAINTS

The physical constraints of the site are summarised in the adjacent plan. These include topography, heritage, landscape constraints as well as existing built features.

The site's topography acts as a constraint, particularly near the River Ouzel and associated floodplain, which will ultimately inform the character of development and landscape areas.


















The elevated position of Moulsoe in the landscape is such that it benefits from wide-ranging views south westwards, towards the site. It is therefore important that any future development will need to reflect this sensitive edge condition.

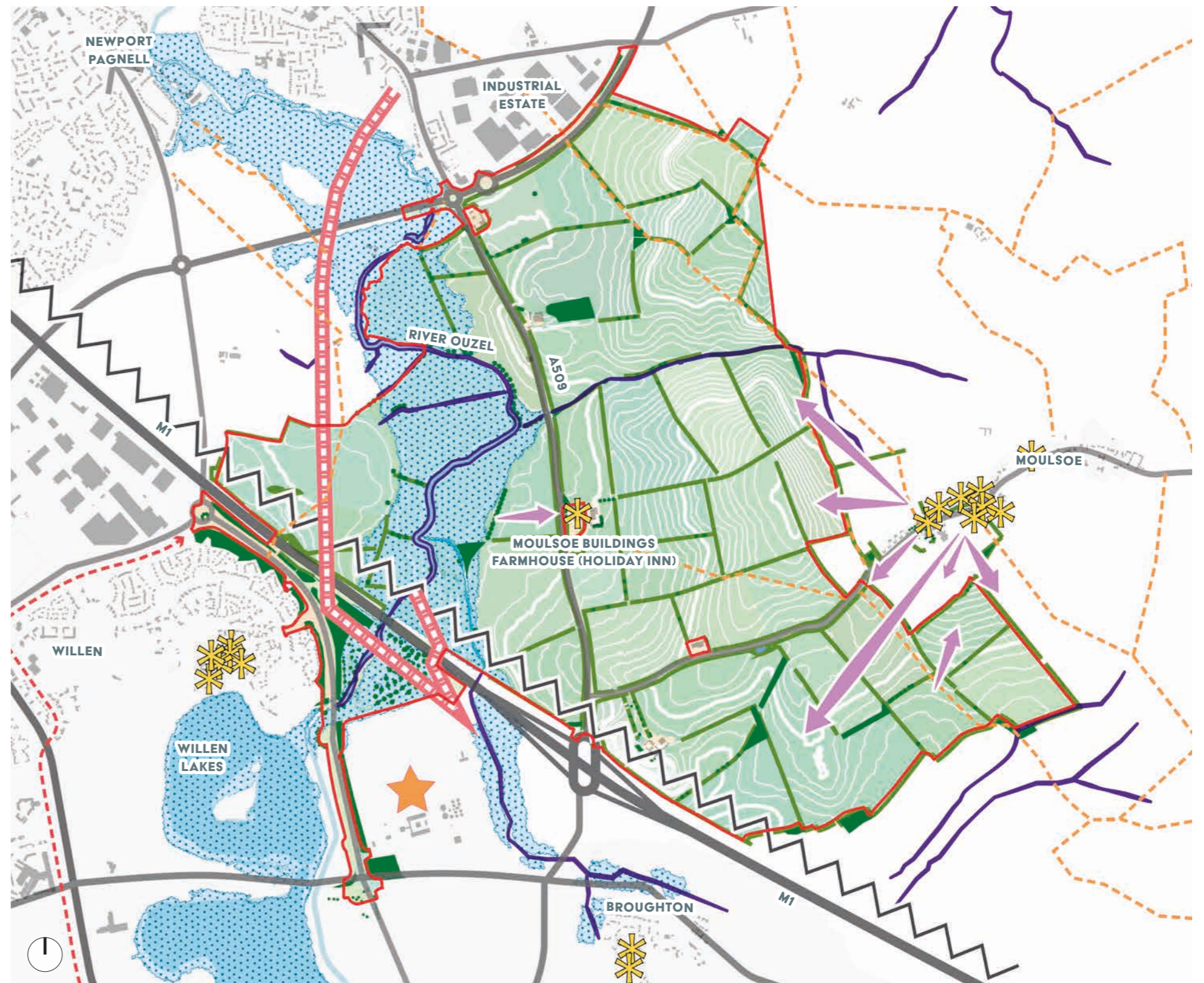
The established landscape, water, and ecology create a habitat mosaic that provides an opportunity to retain and sensitively open up access to the site's landscape and ecology assets. Existing hedgerows, tree belts and woodland create a mature landscape framework within which the development proposals will need to be responded to appropriately.

The M1 is a significant constraint and will require a carefully considered approach to mitigate noise and visual impacts for the proposed development.

There is a Public Rights of Way network, including footpaths and bridleways, within the site and immediately adjacent to it. These will need to be retained or diverted where possible and suitably incorporated into any future proposals.

KEY

- | | |
|---|---|
|  Planning application boundary |  Hedgerows to be retained where possible |
|  Listed buildings |  Woodland |
|  Sensitive edge |  Flood Zone 3 |
|  Sensitive views |  Watercourse |
|  Noise exclusion zone (from M1) |  5m contour |
|  Public Rights of Way (footpath / bridleway) |  Existing buildings |
|  Redway (segregated cycle route) |  M1 |
|  Air pollution source |  Existing roads |
|  Tunnel sewer / easement | |



Constraints plan



MAGNA PARK

MOULSOE

BROOKLANDS

NEWPORT ROAD

MOULSOE FARMHOUSE
BUILDINGS
(HOLIDAY
INN)

COTTON VALLEY
SEWAGE TREATMENT
WORKS

INTERCHANGE
PARK

A509

JUNCTION 14

RIVER OUZEL

WILLEN

A422

WILLEN ROAD

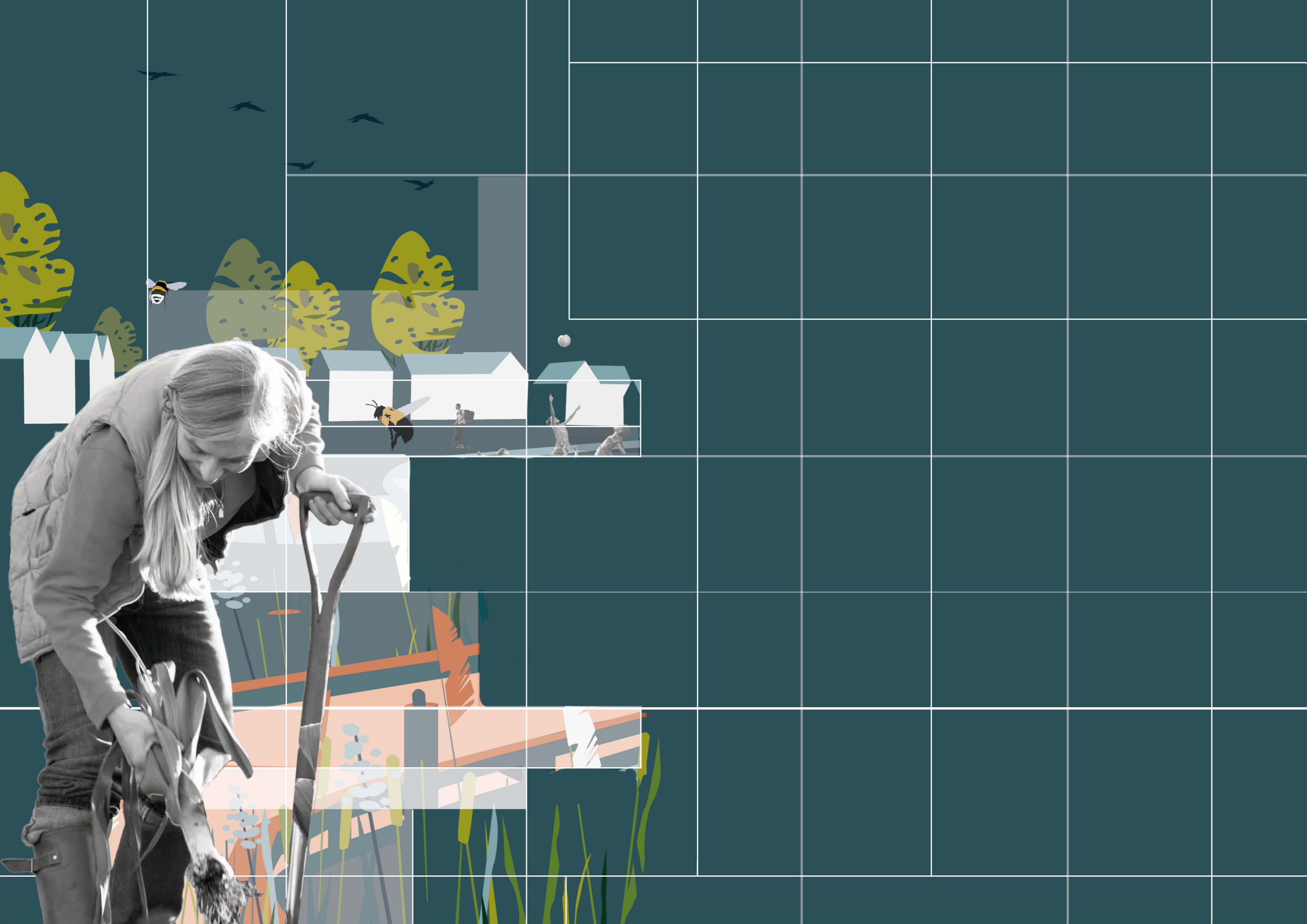
M1

TONGWELL

NEWPORT
PAGNELL

AERIAL IMAGE OF THE SITE IN CONTEXT

TONGWELL
LAKE



CHAPTER THREE

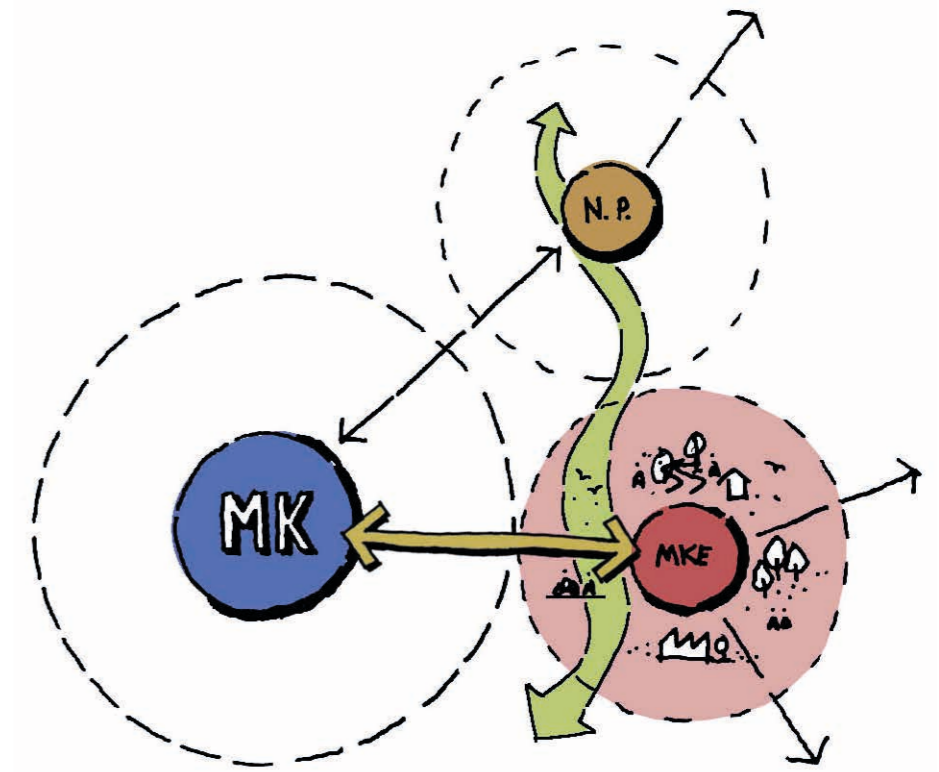
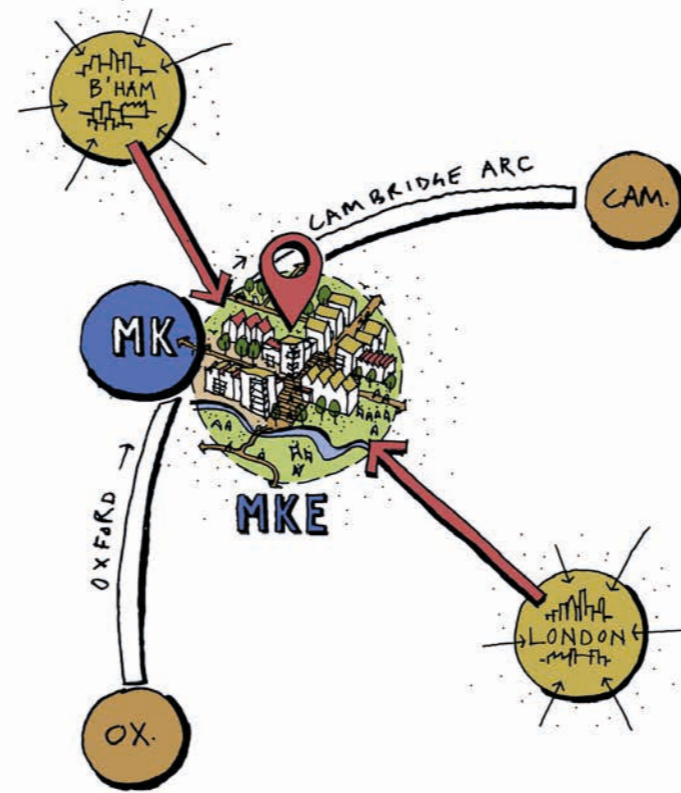
THE OPPORTUNITY

This chapter describes our aspirations for Milton Keynes East and the opportunities presented by the site for its future residents and the existing surrounding communities.

3. THE OPPORTUNITY

WHAT WILL MKE BECOME?

An interrogation of the site and its context, paired with an understanding of the aspirations for MKE as set out in the SPD, starts to shape a vision for MKE. Early exploration of a series of questions around what type of place MKE will become has helped to define the vision for the site, and are set out on the following pages.



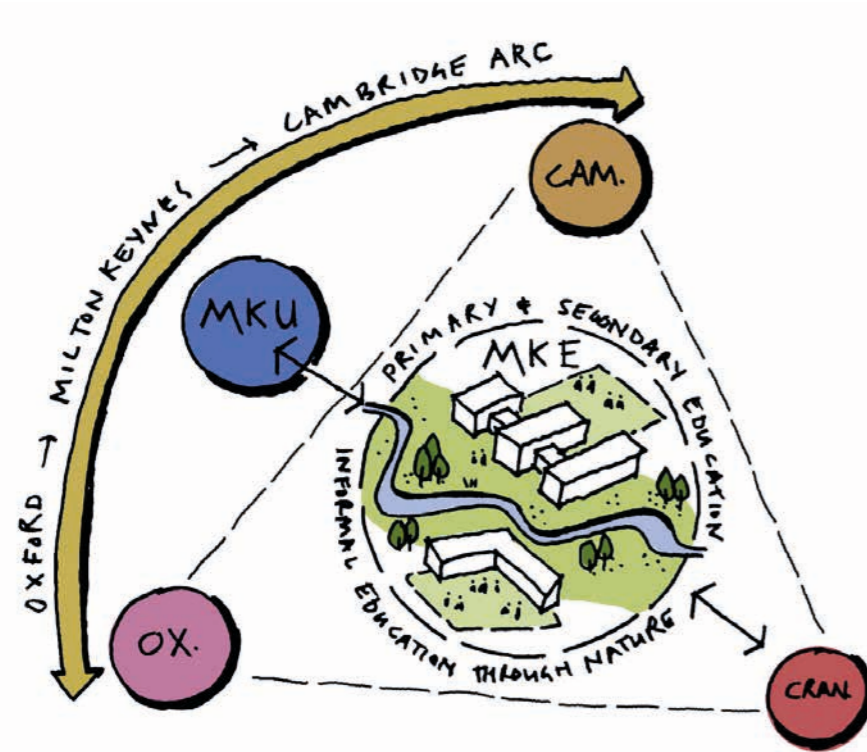
HOW WILL MKE'S STRATEGIC LOCATION INFLUENCE WHO WILL WANT TO LIVE AND WORK HERE?

MKE will be a place that retains its talent - a place with activity, pace and intensity, and a density that adds new life to the edges of Milton Keynes. With excellent connections to Birmingham, London, Oxford and Cambridge, MKE offers many opportunities both on the doorstep and a train's ride away.

IS MKE A PLACE IN ITS OWN RIGHT OR AN EXTENSION TO MILTON KEYNES?

MKE will be a place that defines a character of its own with a critical mass sufficient to support its own unique identity. Its character and form will be shaped by the best of Milton Keynes' ethos of progressive approaches to masterplanning and will respect neighbouring settlements. Strong physical connections between MKE and Milton Keynes will support the city's ambitions as part of the MK:2050 plan.

WHAT WILL MKE BECOME?



WHAT OPPORTUNITIES ARE THERE FOR CAPITALISING ON MILTON KEYNES' EXISTING OFFER OF EDUCATION?

The delivery of a new secondary school and three new primary schools will provide the potential for MKE to become a place of educational excellence, with facilities for all stages of learning, supported by MKE's strategic location close to Oxford, Cambridge, and with connections to the Open University, Cranfield University and MK:U, a new university for Milton Keynes. Further opportunities for learning through nature and the outdoors will play a significant role in raising awareness of the need to protect our environment.

WHO WILL WANT TO LIVE HERE AND WHY WOULD THEY STAY?

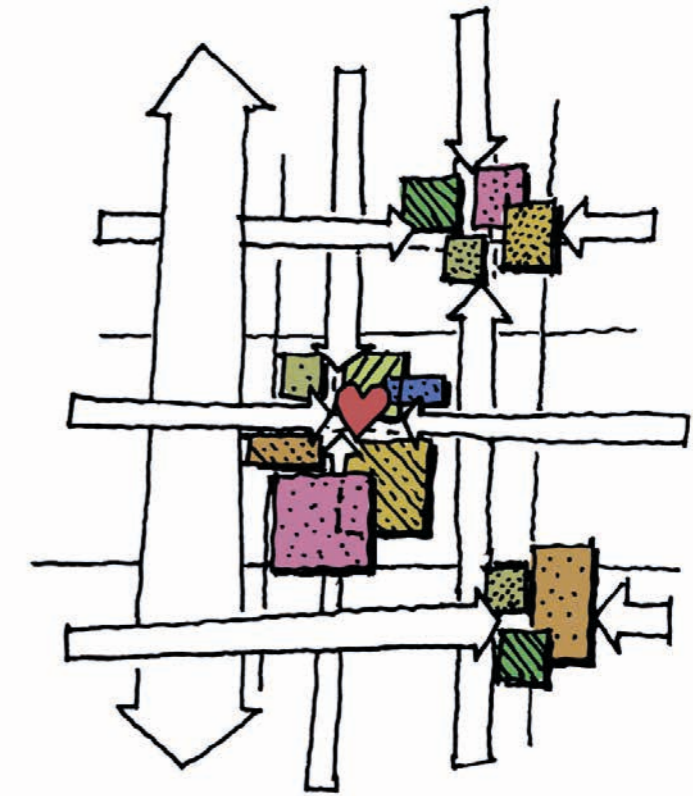
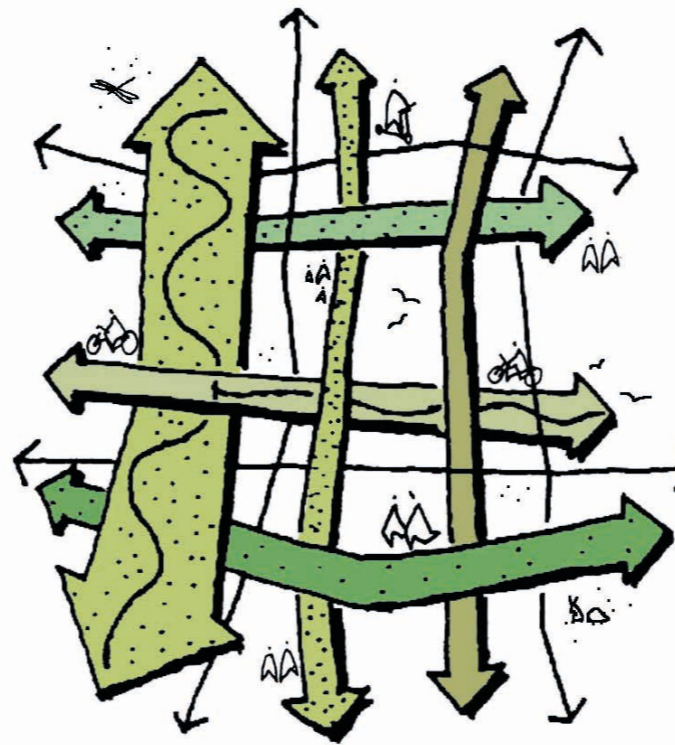
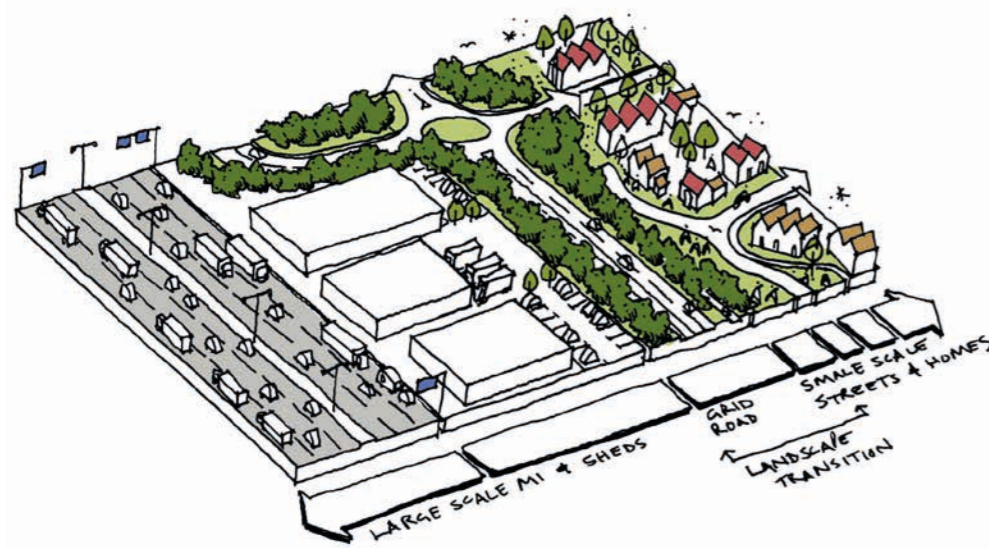
MKE will be a place that delivers homes for people of all ages and backgrounds to enjoy a great quality of life. Places to work, socialise, relax and explore can all be provided on one's doorstep, with sustainable and direct connections to MK and other cities further afield.

HOW WILL WE CREATE STREETS FOR PEOPLE?

Neighbourhoods, streets and the public realm will be designed for people before cars. Streets will be places for social interaction, neighbourliness, and play. Ensuring the right balance of density, innovative parking solutions, and high-quality public realm design are integrated throughout the residential neighbourhoods.

3. THE OPPORTUNITY

WHAT WILL MKE BECOME?



HOW WILL THE PROPOSALS DEAL WITH THE SCALE OF NEIGHBOURING INFRASTRUCTURE?

The landscape will play a critical role in creating a transition between the strategic highway Grid Road infrastructure and the fine grain, human scale new neighbourhoods. The opportunity to green the Grid Roads and provide natural and visual buffers to new infrastructure will support a vision that is landscape led.

HOW WILL MKE INTEGRATE AND PROTECT EXISTING LANDSCAPE ASSETS?

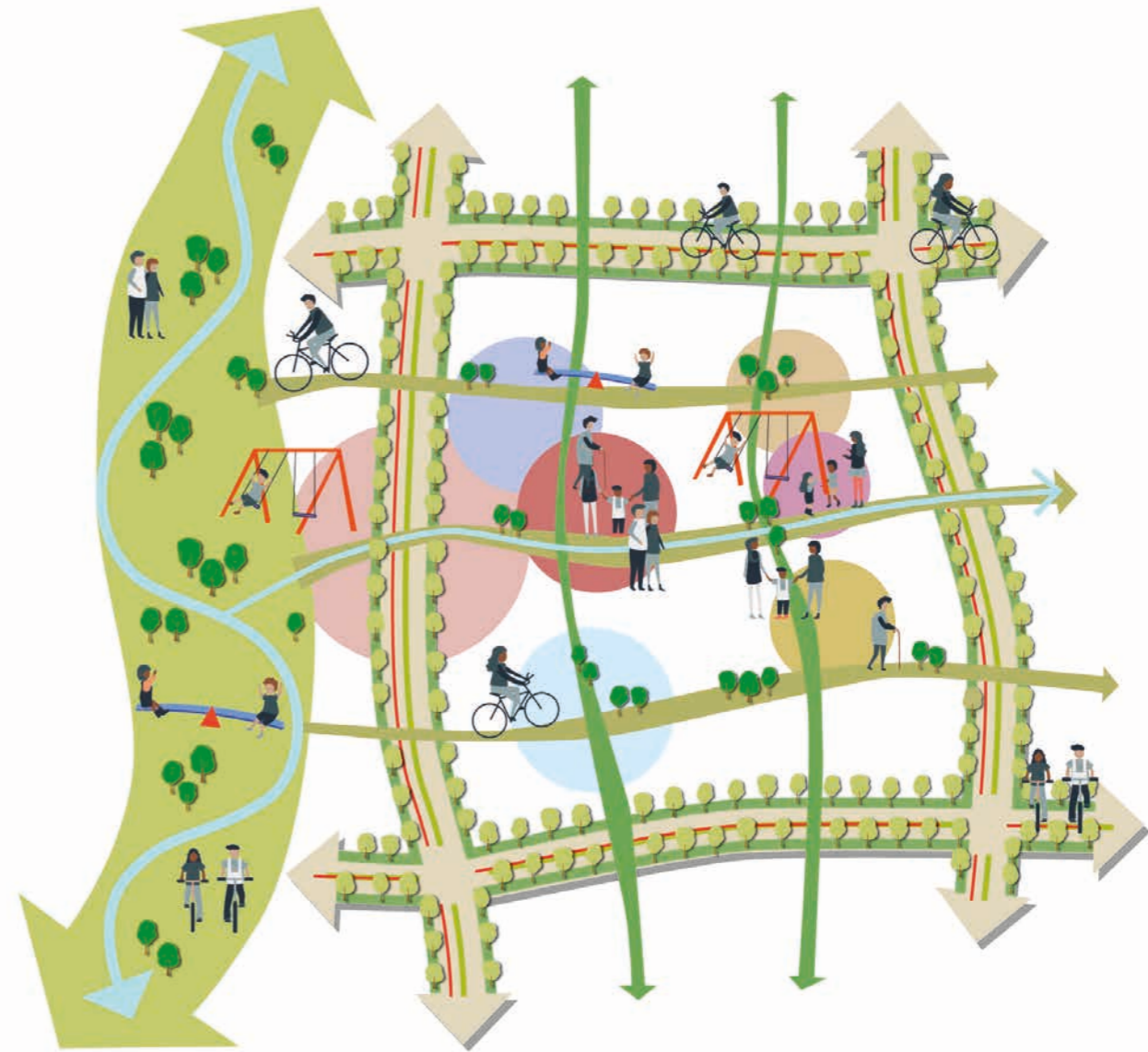
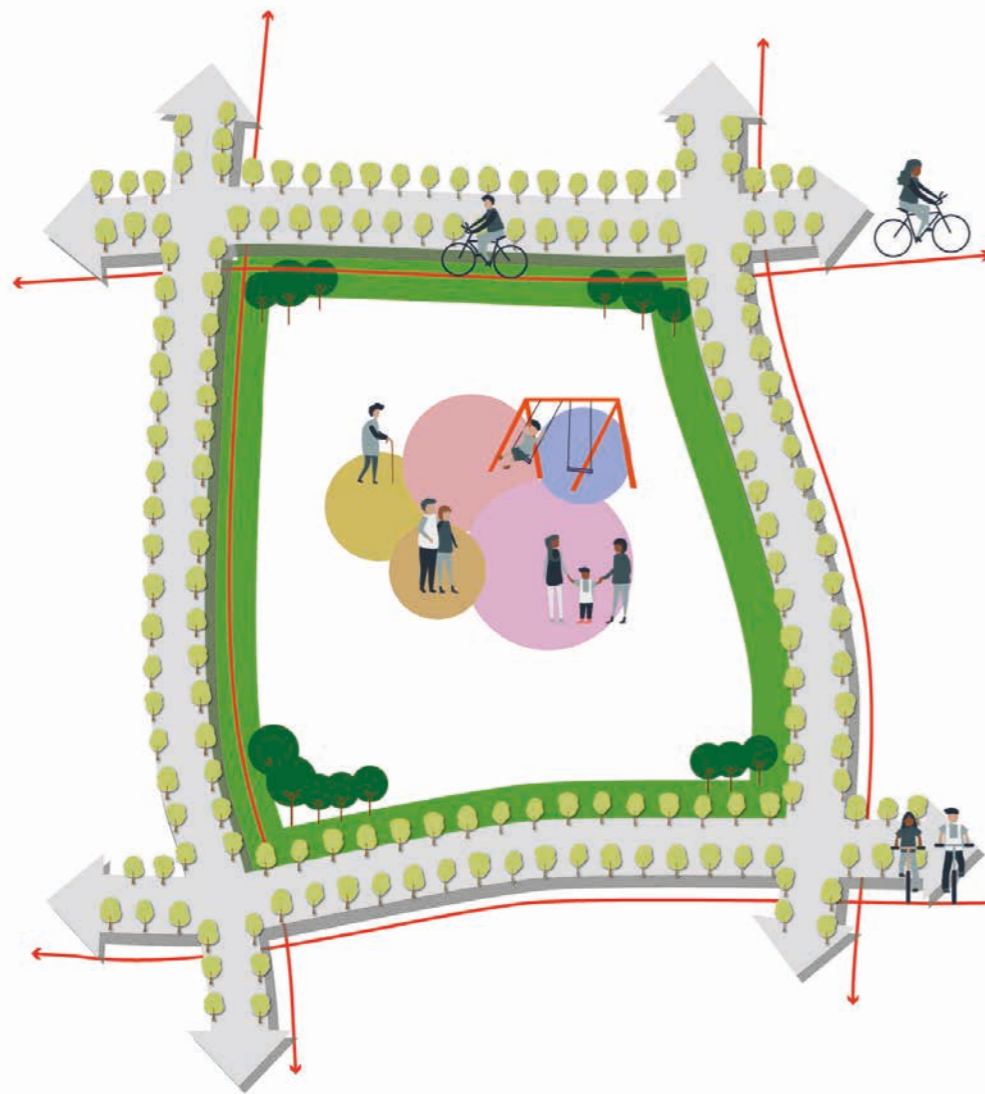
MKE will protect, enhance and integrate existing landscape features as part of a landscape lattice, weaving a connected series of green corridors along existing rivers, streams and hedgerows to connect nature and people as part of a landscape led masterplan framework.

HOW WILL THE CONCEPT OF THE MK GRID BE APPLIED AT MKE?

Building on the concept of a landscape lattice, the mixed uses proposed at MKE will be clustered in the right places to create hubs of activity within the community at different scales. Creating focal points within the new neighbourhoods will encourage people to come together, interact and develop a strong sense of belonging.

3. THE OPPORTUNITY

EVOLVING THE GRID



Grid Roads and large roundabouts are a defining feature of Milton Keynes. They allow the free movement of people along high-speed routes. These tree-lined movement corridors weave through Milton Keynes and are often separated from residential development by a significant landscape buffer, mitigating noise and limiting visual connectivity.

Typically, buildings do not front onto the Grid Roads and as a result, buildings are often pushed to the centre of the grid square, creating a physical and visual disconnection between different uses.

Extensive cycle and pedestrian routes, known as Redways, travel along the Grid Road corridors, however, these segregated routes are not always visible and are relatively underused.

MKE provides an opportunity to evolve the grid concept and create a more permeable, visible and landscape-led approach. By weaving a landscape lattice, a connected series of green corridors along existing rivers, streams and hedgerows, there is an opportunity to connect a mix of uses through a series of active travel routes, to provide direct access and views onto open space, and connect people and nature. The clustering and overlapping of uses allow everyday chance encounters in shared, sociable spaces along the green grid.

A 21ST CENTURY INTERPRETATION OF THE GRID:

1. **Greening the grid:** Creating rich, landscaped ecological corridors along the Grid Road corridors, alongside a network of Redways, connecting to and expanding the current network;
2. **A landscape lattice:** Enhancing natural features and enabling the free movement of people and wildlife along green and blue corridors;
3. **Homes fronting onto the green grid:** Natural surveillance and doorstep access to a network of multifunctional open spaces; and
4. **A mix of uses and informal social spaces:** Connecting a mix of uses along active travel routes, clustering and overlapping uses, and creating informal, shared and sociable spaces along the green grid.

3. THE OPPORTUNITY

NATURE RECOVERY

Nature's decline has taken place over centuries; however, it has significantly accelerated over the last 50 years. Intensive farming practices, urbanisation, climate change and substantial woodland loss have all contributed to this decline.

The impact on our wildlife is evident; Britain has lost approximately 75% of all flying insects, with 15% of all species risking extinction. If this trend continues, it will result in significant habitat loss. In turn, this loss will have severe consequences on our landscapes, including increased flooding, pollution and soil erosion.

Fundamental to the proposals at MKE is a nature-led approach that allows the most valuable habitats to be protected, ecological networks to be enhanced, and access to nature to be improved for all. MKE provides an opportunity to deliver a net gain for biodiversity of 14.5% on broad habitats, by enhancing riparian habitats and creating new meadow grasslands, woodlands, scrubs, and wetlands and encouraging day-to-day interaction between people and wildlife, truly embodying the principles set out on this page.

NATURE RECOVERY

LANDSCAPE LED



An understanding of the existing landscape assets and topography. Responding to these by protecting, enriching and reconnecting existing assets, including remnants of woodland and form wildlife corridors.

LIVING LANDSCAPES



Homes set within a distinctive landscape, and homes fronting onto attractive green corridors. Connecting the community to the countryside.

NATURAL SPACE



Weaving nature into development, giving space to both people and nature.

ACCESS TO NATURE AND WILDLIFE



The landscape as a focal point and a social space, providing access to nature for all. The landscape to offer leisure activities, including nature trails, walking, and cycling routes.

BUILDING AT THE RIGHT DENSITY



Social and walkable neighbourhoods are about getting the density right, providing places with a natural intensity and a mix of uses. This intensity helps to build strong communities and foster social cohesion.

ACTIVE AND INTERCONNECTED TRAVEL

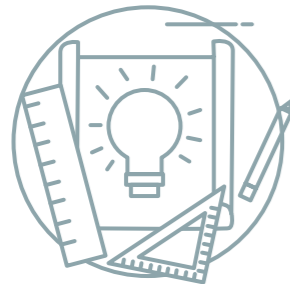


Visible, interconnected, and easy to use modes of transport help people to make better decisions about how they travel, with active networks that link to and align with sustainable modes.

HEALTHY PLACEMAKING

HEALTHY PLACEMAKING

PLANNING



Buildings and shared spaces should work together to meet people's needs for a safe, supportive and comfortable living environment.

WALKABLE COMMUNITIES



In healthy neighbourhoods, the public realm prioritises the needs of pedestrians by creating high-quality, distinctive and stimulating spaces to enable people to meet their daily needs with less than one kilometre of their home.

15-MINUTE NEIGHBOURHOODS



Well connected, mixed use places which enable people of all ages and abilities to reach jobs, services, shops and schools easily and encourage social interaction.

Public health is an increasingly important matter on the agendas of local, national and international policy makers. This emerges in parallel with an increasing realisation that the way neighbourhoods of all sizes are planned and connected has a major part in alleviating a wide range of 'avoidable' health problems. Built form, open space, movement and parking strategies all need to be balanced to create sustainable, liveable, healthy environments. Research shows that well-designed places that encourage regular exercise in daily life reduce our susceptibility to a wide range of diseases, including heart problems, type 2 diabetes and cancers, whilst good air quality limits asthma and other respiratory illnesses.

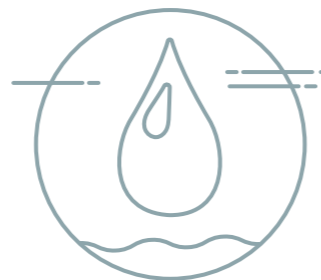
Better health improves life quality and reduces time lost at work, thereby raising the productivity of businesses and the prosperity of employees. Reduced traffic congestion saves time and avoids boredom, tiredness, frustration and 'road rage'. Good placemaking produces convenient and harmonious environments that overcome many of these negative impacts and create healthier, wealthier societies. As architects and placemakers, JTP have developed a set of 6 healthy placemaking principles, the aim of which is to create places that are good for our long term health, these are set out on this page.

ACTIVE TRAVEL



Regular physical activity is essential for good health and places which encourage and enable this as part of a routine, increases the likelihood of that activity being sustained.

ACCESS TO NATURE



Access to green space and water delivers multiple benefits, increasing the quality and value of neighbourhoods whilst supporting physical activity and social interaction.

COMMUNITY EMPOWERMENT



Healthy places are rooted in early and ongoing community involvement. A shared vision from various stakeholders including, residents, local authorities and professionals can help in the delivery of healthy places.

3. THE OPPORTUNITY

POST PANDEMIC

The Covid-19 pandemic has impacted how we live our lives, both at work and in our spare time. It has highlighted the importance of healthy placemaking and access to high-quality open spaces.

MKE has the opportunity to incorporate several fundamental principles that have been brought to the forefront during the COVID-19 pandemic. These principles are detailed on this page.

LEARNING FROM THE PANDEMIC: SPACE TO BREATHE

SAFE TRANSPORT



Support walking and cycling with alternative sustainable modes of public and demand responsive transport to serve the new community.

THE RIGHT USES IN THE RIGHT PLACES



Clustering mixed uses in the right places to ensure neighbourhoods are walkable and cycle friendly, connected by accessible and safe routes for ease of movement.

ADAPTABLE HOMES FOR FUTURE LIVING



Provide homes that can adapt to changing needs of owners over time, providing flexible spaces within an energy efficient envelope. Support homes with alternative flexible spaces for working.

CARBON FOOTPRINT CONSCIOUS



Make cycling and walking the natural choice for travel, whilst also providing essential amenities and facilities within the new neighbourhood to reduce longer journeys. Improved self-awareness of the impact every day activities have on the environment.

ACCESS TO OPEN SPACE



Provide a rich variety of landscapes close to homes, that are connected, to allow people to move freely within the landscape. A contrast of wide, wild open spaces to small, intimate and calm spaces.

PROTECTING PEOPLE'S WELLBEING



In addition to access to open spaces, provide opportunities to socialise safely and feel part of a community, and a sense of belonging. Provide space and facilities for exercise as part of everyday activity.

A DEMENTIA-FRIENDLY NEIGHBOURHOOD

A DEMENTIA-FRIENDLY NEIGHBOURHOOD

A FAMILIAR ENVIRONMENT



Familiar environments allow people to recognise their surroundings, preventing confusion and aiding short-term memory.

A LEGIBLE ENVIRONMENT



Legible environments allow people to understand where they are, helping to alleviate spatial disorientation, confusion and anxiety.

A DISTINCTIVE ENVIRONMENT



Distinctive environments help people to orientate themselves and can assist with wayfinding.

AN ACCESSIBLE ENVIRONMENT



Accessible environments enable people to move freely around neighbourhoods, regardless of physical, sensory or cognitive impairments.

A COMFORTABLE ENVIRONMENT



Comfortable environments allow people to visit, use and enjoy areas of their choice without psychological or physical discomfort.

A SAFE ENVIRONMENT



Safe environments allow people to move around and enjoy neighbourhoods without fear.

The growing number of people living with dementia in our ageing societies is one of the most striking demographic changes facing our towns and cities today. It is predicted that as people live longer, the number of people diagnosed with dementia will also increase. Over the last few years, there has been a national movement towards developing dementia-friendly neighbourhoods and making towns and cities more accessible, enabling people with dementia to live more independently for longer. It is vital to understand how we can develop inclusive neighbourhoods that simultaneously meet the needs of people with dementia and the population as a whole.

Milton Keynes Council (MKC) is committed to putting dementia-friendly design at the forefront of new development. MKE provides the opportunity to establish the principles of dementia-friendly neighbourhoods from the outset. The principles set out on this page are based on research by Oxford Brookes University 'Designing dementia-friendly outdoor environments' and design guidance developed by MKC.

ACCESSIBILITY TO FACILITIES:

Homes for older people should be located close to and with easy access to services and facilities, including easy to use public transport. Homes for older people should be located within 250-400m of local services and public transport and within 500-800m of additional services and facilities. This will ensure people living with dementia can live independently for longer.

BENEFITS OF OPEN SPACE & COMMUNITY SPACES:

As set out in the previous pages, access to open space and nature can significantly benefit mental and physical health. Open space has been shown to have a range of benefits for those living with dementia, including increased mood, concentration and communication.

Neighbourhoods and public open spaces should encourage people to socialise. Multigenerational spaces that enable young and older people to interact at the neighbourhood scale are vital; these may include community gardens, allotments and orchards, and the activation of regular activities for older people, such as collaborative workshops and connections with local schools. Wide, well-defined paths with a clear distinction between the path and the surrounding landscape are essential to allow those living with dementia to move freely throughout spaces and neighbourhoods. Routes should be continuous and pass through distinctive points of interest, providing increased opportunities for social interaction.

3. THE OPPORTUNITY

MILTON KEYNES STRATEGY FOR 2050

The Milton Keynes Strategy for 2050, as introduced in chapter 1, sets out a new vision for Milton Keynes, which builds on the strengths and successes that makes Milton Keynes special whilst also tackling the important issues of wellbeing, climate change, affordability of homes and poverty.

The strategy was developed to respond to the MK Futures 2050 Commission, which Milton Keynes Council established in 2015, and the supporting report 'Making a Great City Greater' published in 2016. This report sets out the following 6 ambitions:

1. CAMBRIDGE-MILTON KEYNES-OXFORD ARC HUB:

Look at opportunities for MK, Oxford and Cambridge and their councils to attract investment and promote growth.

2. MK:IT:

Create lifelong learning opportunities at a new University* for Milton Keynes, MK:IT will offer partnerships on a global scale.

*Together with Cambridge, Oxford, Cranfield, the Open University and the University of Bedfordshire, this MK University will provide a research and development resource unmatched in Europe.

3. LEARNING 2050:

Improve collaborations between schools, colleges and families and ensuring businesses are a strong source of support.

4. SMART, SHARED, SUSTAINABLE MOBILITY:

All who lives, works, studies and does business in the city will be able to move freely by harnessing the flexibility of the city's grid and Redways.

5. RENAISSANCE: CMK:

(Re)create an even stronger city centre fit for the 21st century.

Provide a home for MK:IT and strengthen CMKs role as a regional commercial centre.

6. THE CREATIVE & CULTURED CITY

Harness the energy and motivation of the city's most important asset – its people.

It is important to understand what role MKE will play in supporting the Milton Keynes Strategy's realisation for 2050. The Strategy defines 7 key ambitions, which are summarised here, alongside how MKE will relate to each ambition.

1. STRENGTHEN THOSE QUALITIES THAT MAKE MILTON KEYNES SPECIAL

Milton Keynes is a unique place to live, and it has great growth potential. The iconic landscapes and city centre, Grid Roads and Redways, and ready supply of homes in vibrant communities attract many people to live and work in the city.

At MKE, there is an opportunity to continue growing the city and delivering new homes for an expanding population. The unique existing landscape assets offer the opportunity to create a diverse and iconic landscape that also evolves the concept of the grid, creating a well connected network of green corridors that allow people and nature to interact and move freely. MKE can deliver significant areas of employment to continue to attract the calibre of industries Milton Keynes is renowned for, to offer new residents exciting places to work.



MILTON KEYNES STRATEGY FOR 2050

2. MAKE MILTON KEYNES A LEADING GREEN CITY – BY GLOBAL STANDARDS

Milton Keynes’ ambition to create a more sustainable and green city targets minimising the need to travel by car, promoting energy conservation, recycling and solar energy generation and investing in and expanding the green and blue infrastructure.

At MKE, there is an opportunity to embrace sustainable transport modes, including safeguarding for a Mass Rapid Transit system. The ability to deliver a mixed use neighbourhood at the right density, combined with a well connected masterplan framework, will lay the foundations for a truly walkable and cyclable neighbourhood, making it the natural choice to travel by sustainable means. The existing landscape assets, both green and blue, provide a unique opportunity to establish a sophisticated and beautiful green and blue landscape framework that can bring people and nature together, promoting health and wellbeing as well as being resilient to flooding.

3. ENSURE EVERYONE HAS THEIR OWN DECENT HOME TO RENT OR BUY

Milton Keynes will aim to deliver truly affordable homes by providing a wide choice of tenures and types of housing, built to a high-quality that will last. This will be delivered both through new homes and through regeneration projects to ensure people can live healthier, happier lives and issues of poverty are addressed.

At MKE, a neighbourhood of over 4000 homes will need variety both in terms of character and types of homes to allow a diverse and multigenerational community to thrive. There is the opportunity to therefore deliver a wide range of dwelling typologies across a variety of tenures to achieve this. As part of a sustainable approach to proposals at MKE, opportunities to explore modern methods of construction should also be sought, with modular homes playing a significant role in the delivery of homes.

4. BUILD SAFE COMMUNITIES THAT SUPPORT HEALTH & WELLBEING

Milton Keynes recognises the significant health and wellbeing benefits of structuring places around people who can easily and safely walk and cycle to everyday destinations, including local facilities and beautiful landscapes.

At MKE, the opportunity to structure the new neighbourhood around the concept of the 15-minute neighbourhood will be maximised, ensuring mixed uses are in the right place, well connected to safe, attractive and direct walking and cycling routes leading to new homes. By encouraging people to walk and cycle through beautiful, landscaped corridors, there is real potential to benefit the physical and mental health of the new community.

5. PROVIDE JOBS FOR EVERYONE BY SUPPORTING OUR BUSINESSES & ATTRACTING NEW ONES

Milton Keynes’ strategic location at the heart of the OXCam Arc and its existing diverse and resilient economy supports a strong foundation for jobs in the city. The ambition to grow this further, particularly in high-performance engineering and innovation, relies on continuing to attract investment.

The significant area of employment to be delivered at MKE provides an attractive opportunity for new investment and businesses to deliver high-quality employment and training opportunities. The employment hub will be designed to create an attractive environment to work, well connected to the residential neighbourhoods within MKE and to existing Milton Keynes.

6. OFFER BETTER OPPORTUNITIES FOR EVERYONE TO LEARN & DEVELOP THEIR SKILLS

The creation of Milton Keynes University and a focus on achieving high standards within schools, providing more STEAM* opportunities will support the development of skills for the younger generations in Milton Keynes.

At MKE, four new schools’ delivery provides a significant opportunity to help develop the younger generation, nurturing talent and creating a strong foundation for further education within Milton Keynes. To further support a diverse range of job opportunities and skills development, the delivery of MKE will span a number of decades, providing opportunities within the construction industry. MKE will not only be a great place to live but also to learn and work.

*STEAM learning applies meaningful maths, science, and technology content to solve real-world problems through hands-on activities and creative design.

7. MAKE IT EASIER FOR EVERYONE TO TRAVEL ON FOOT, BY BIKE & WITH BETTER PUBLIC TRANSPORT

This ambition recognises the need to make a step change in promoting active travel as the preferred choice, moving away from using the car for every day journeys, instead opting for walking and cycling. This is supported by a world class Mass Rapid Transit system (MRT) as part of a public transport network.

MKE provides the opportunity to safeguard a route for the MRT through the new neighbourhood, connecting new residents directly and quickly to the centre of Milton Keynes as part of a comprehensive public transport strategy. With strong public transport links, the new neighbourhood can be planned at the right density to support a sustainable, walkable community. Through new Redways and further walking and cycling routes, MKE can provide a well connected network of routes to make short journeys from homes to every day facilities and the MRT easy by bike, scooter or by foot, as part of a healthy lifestyle.

3. THE OPPORTUNITY

DEFINING THE PLACE

The new neighbourhood at MKE will be a thriving community where people want to live and spend time. It will be a sustainable place that is fit and flexible for the 21st century.

It will be a place that actively supports health and wellbeing, connects people and nature, encourages community spirit and a strong sense of belonging, building on the qualities that make Milton Keynes a special and unique place already.



CREATING A DISTINCT PLACE, CONNECTED TO MILTON KEYNES

...a new neighbourhood of a sufficient scale to be a place in its own right, that does not compete with existing communities and with strong connections to Milton Keynes...



EVOLVING THE GRID: ADAPTING THE MK GRID FOR THE 21ST CENTURY

...adapting the MK grid for the 21st century with green Grid Roads and Redways, weaving a landscape lattice within the grid square along existing rivers, streams and hedgerows to form a natural masterplan framework...

3

PLACEMAKING FOR HEALTH & WELLBEING

...a sustainable, walkable neighbourhood with access to nature and diverse landscapes forming part of every day life...

4

ENHANCING THE NATURAL ENVIRONMENT

...protecting and enriching existing distinct natural features to create a place where wildlife and people can live harmoniously...

5

LOOKING TO THE FUTURE

...sustainable and innovative solutions at every stage, tackling climate change and adopting a dynamic placemaking approach that can respond to changing future trends...

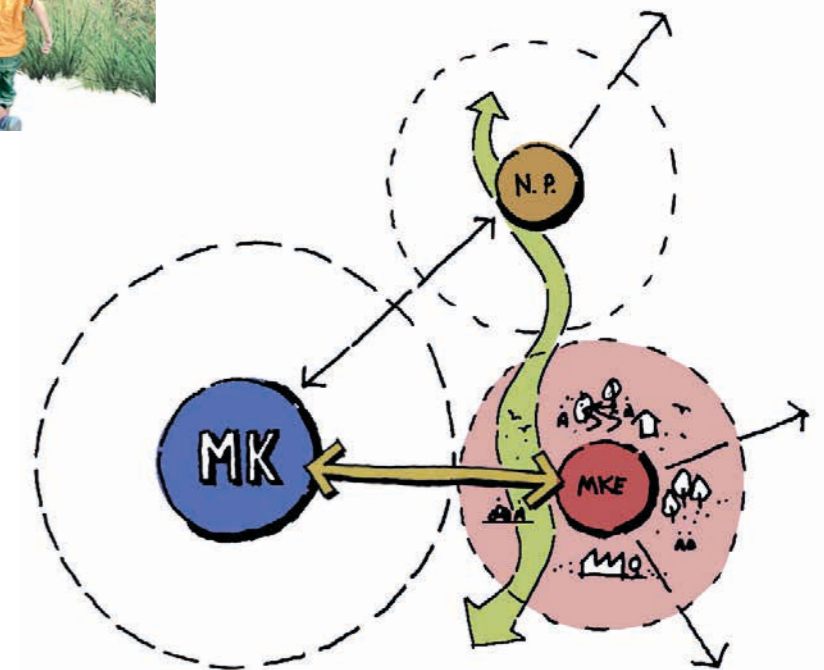
3. THE OPPORTUNITY

CREATING A DISTINCT PLACE CONNECTED TO MILTON KEYNES

A **comprehensively** planned place with a **Community Hub at its heart**; of a scale that is sufficient to support the delivery of a full spectrum of homes and job opportunities for all, to **meet the needs of a diverse community**.



...a place in its own right with strong links to Milton Keynes...



Facilitating a thriving community that will evolve over time to **contribute to the growth** of Milton Keynes; delivering **community infrastructure** from the outset, as part of a staged placemaking process.

▲▲ ...Village greens as focal points and social spaces for fetes, gatherings and play... ▼▼



A focus on **educational excellence** and opportunity, encouraging younger generations to thrive, with space to grow and belong, a place they will want to **live for life**.



A hierarchy of **green spaces** which protect, preserve and enhance the distinctive landscape, all connected to **allow people and wildlife to move freely**.



A series of **characterful neighbourhoods** with density and mixed uses in the right places to support a demand responsive rapid transit system with **direct connections to Milton Keynes**.

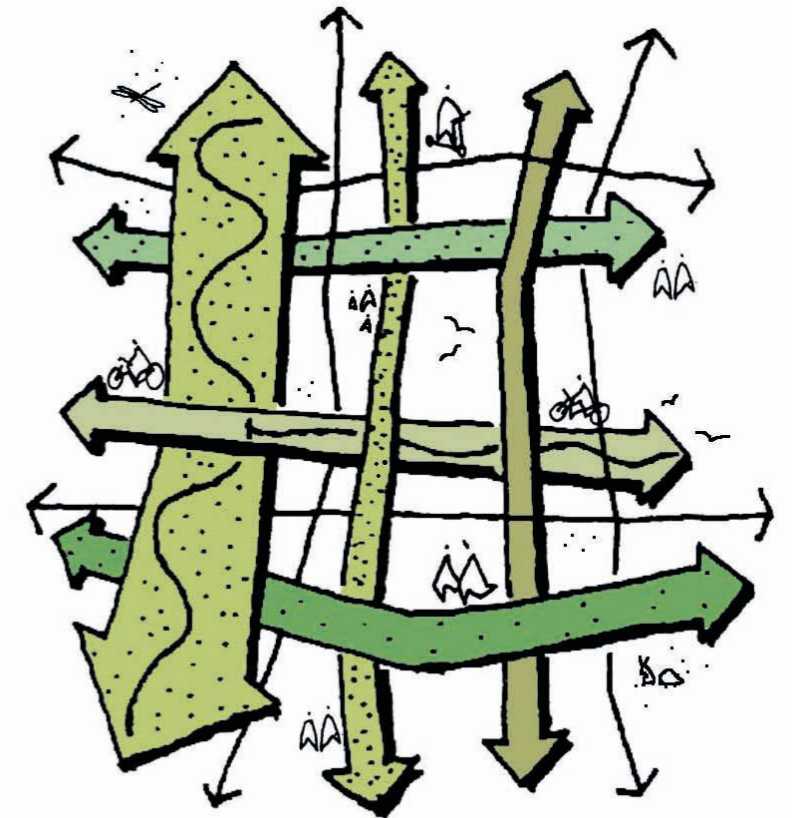
All new homes within a
12 MIN.
WALK
of a primary school,
along safe, green and
direct routes

3. THE OPPORTUNITY

EVOLVING THE GRID

Designing a **landscape led masterplan** which builds on the understanding of the Milton Keynes grid and how it can shape a **new neighbourhood** of the 21st century.

Promoting streets **for people** before cars by carefully planning a street hierarchy that transitions from Grid Roads **to mews streets**, bringing **intimacy**.



Weaving a **landscape lattice** with a hierarchy of green and blue corridors, which connect and **protect** existing distinct landscape features of the site and naturally embed this comprehensive green network in its surroundings.



The proposed Grid Roads have the opportunity to provide at least



of landscaped space, contributing to the wider landscape framework

Greening the Grid Roads to strengthen the landscape lattice with **woodland habitats**, framing these strategic movement corridors with nature.



▲▲ The majority of new homes located within a 15 minute walk to the Community Hub ▼▼

Extending the grid out to the wider context, connecting green corridors and routes with the wider countryside and Milton Keynes for people to **walk and cycle** and for **wildlife to flourish**.

Creating a collage of uses to form **clusters of activity** within walkable neighbourhoods, all **connected** by direct, safe, landscaped **walking and cycling** routes; social infrastructure supports the Community Hub to create a **thriving heart** of intensity and activity.



Embed **social and cultural spaces** within the landscape as part of the grid; play on the way, fetes, community events and food growing promote interaction with people and landscape.



3. THE OPPORTUNITY

PLACEMAKING FOR HEALTH & WELLBEING

Learning from the pandemic and providing generous and diverse landscapes at your doorstep; from intimate, **calm spaces** for retreat and tranquillity, to open, wild spaces for **physical activity** and **exploration**.

▲▲ Increased levels of physical activity have proven benefits for adults and children, reducing the number of chronic and cardiovascular diseases. ▼▼

Laurence Carmichael,
Healthy Placemaking

Exposure to nature reduces risk of serious depressive disorders by more than:

5%



Interaction with nature part of everyday life with easy access to green space through a **connected green framework**, providing proven benefits to physical and psychological health and wellbeing.

People who live in highly green areas or with easy access to nature are:

3X
more likely to be physically active



Learning from the pandemic, offering space for people to **disperse within the landscape**, benefit from fresh air and live in a self-sufficient place that caters for the needs of the community.



A linear park offering a **wealth of activities** to encourage use of the great outdoors; 5 & 10km running trails, cycle rides, picnics, play, and food growing all within easy reach of the new neighbourhood.



If you get it right for people with dementia, you get it right for older people, for young disabled people, for families with small children, and ultimately for everyone

A **dementia friendly** place with legible, distinct and familiar buildings and landscapes which are **safe, accessible** and **comfortable** to be in, helping people living with dementia to stay active and **live well for longer**.

Opportunities for **social interaction** and **community events** throughout the public realm and landscape, avoiding isolation and exclusion, encouraging a **sense of belonging** and **community spirit**.



Dementia Town Planning

Of a sufficient scale to support **sustainable walkable neighbourhoods**, making it the **natural choice to walk and cycle** to school, to work and other everyday destinations using safe, direct and **well-connected paths and routes**, as part of the **15-minute neighbourhood** concept.



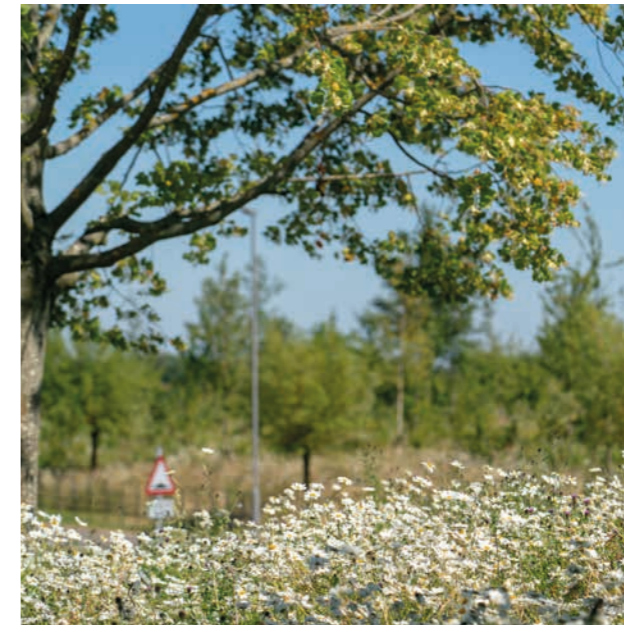
3. THE OPPORTUNITY

ENHANCING THE NATURAL ENVIRONMENT

Deliver **net biodiversity gain** by creating a place where wildlife and people can live and thrive harmoniously, reversing the damage to nature from intensive farming.

▲▲ Built in the right way, in the right place, new housing can make a positive contribution to nature and the health and wellbeing of people who live there. ▼▼

The Wildlife Trust



75%

of all flying insects have been wiped out in Britain.



Protecting, connecting and enriching landscape and wildlife corridors along existing hedgerows, streams and rivers as part of the landscape lattice, delivering the aims of the Milton Keynes Wildlife Corridor project.



Maximise opportunities for wildlife during construction to promote meanwhile habitats through creation and succession of transitory grassland, wetland and ruderal habitats.



▲▲ Nature trails along wetland boardwalks enjoying bird spotting, picnics and fresh air... direct links to the wider Ouzel Valley Park for a great day out! ▼▼



Encourage a sense of ownership and responsibility for protecting wildlife by creating accessible landscapes that people can explore; engaging with and understanding the importance of the natural world.



Plant significant areas of woodland as part of a rich and diverse landscape, including New Moulsoe Wood, and supporting Milton Keynes' ambition of delivering 50 acres of woodland.

Create a linear park as the missing piece to the River Ouzel corridor, providing a diverse landscape including destination wetland habitats, restored floodplain grasslands and woodland to allow native species to thrive and people to get in touch with nature.



Bring nature to your doorstep, integrating habitats and multifunctional landscapes with new homes - flowering lawns, fruit trees and plants for pollinators alongside bird boxes and hedgehog streets.

Enriching the landscape lattice with

3KM

of existing streams and rivers within substantial green corridors

3. THE OPPORTUNITY

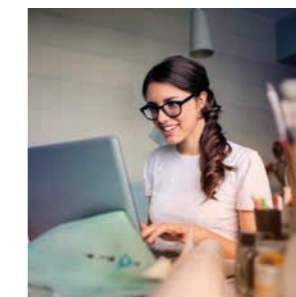
LOOKING TO THE FUTURE

Exemplify how new neighbourhoods can **minimise their environmental impact** by achieving zero carbon status; minimising embodied carbon, energy and water consumption, and developing comprehensive green energy infrastructure.

25 YEARS
years until England will not have enough water to meet demand due to climate change



▲▲ **Natural assets such as woodlands, habitats and well-managed soils capture carbon effectively.** ▼▼



16 
OUT OF
17

of the warmest years have been recorded since 2000

Deliver innovative solutions for places to **live, work and learn**, supporting opportunities for alternative models of housing delivery such as self-build, and providing a variety of tenures and typologies to grow a **diverse and inclusive community**.



Adopt a **staged placemaking approach**, ensuring the new neighbourhood **makes sense** at all stages of its growth, **empowering and engaging** with the community to shape the future of Milton Keynes East and respond to changes in how we live and work.



Develop a robust masterplan framework based on the **evolution of the grid**, to allow the place to **grow and adapt** over time, a masterplan that is flexible, with the ability to embrace future trends throughout its delivery.



1 IN 6

households are currently at risk of flooding

Establish a landscape strategy that is **environmentally resilient** to climate change; incorporate features such as **SuDS** and **wetlands** to mitigate flooding, and protect and connect native species and habitats with a view to the **future climate**.

Embrace and integrate future mobility technologies and innovative **parking solutions**, making it the easy choice to avoid the use and need of the private car; instead opting for public and demand responsive transport, shared services and automated technologies alongside walking and cycling.

△△ A transport revolution in the way people and goods move around will see more changes in the next 10 years than the previous hundred. ▽▽

Ian Robertson
Future Mobility: Urban Strategy DfT



Utilise modern construction techniques such as **modular housing** and support the **training of local people** to develop an exemplar skills base within the construction industry as the new neighbourhood grows.



△△ ...Inspiring the next generation and preparing them for the world of work... ▽▽

Rob Perrins
The Berkeley Group

3. THE OPPORTUNITY

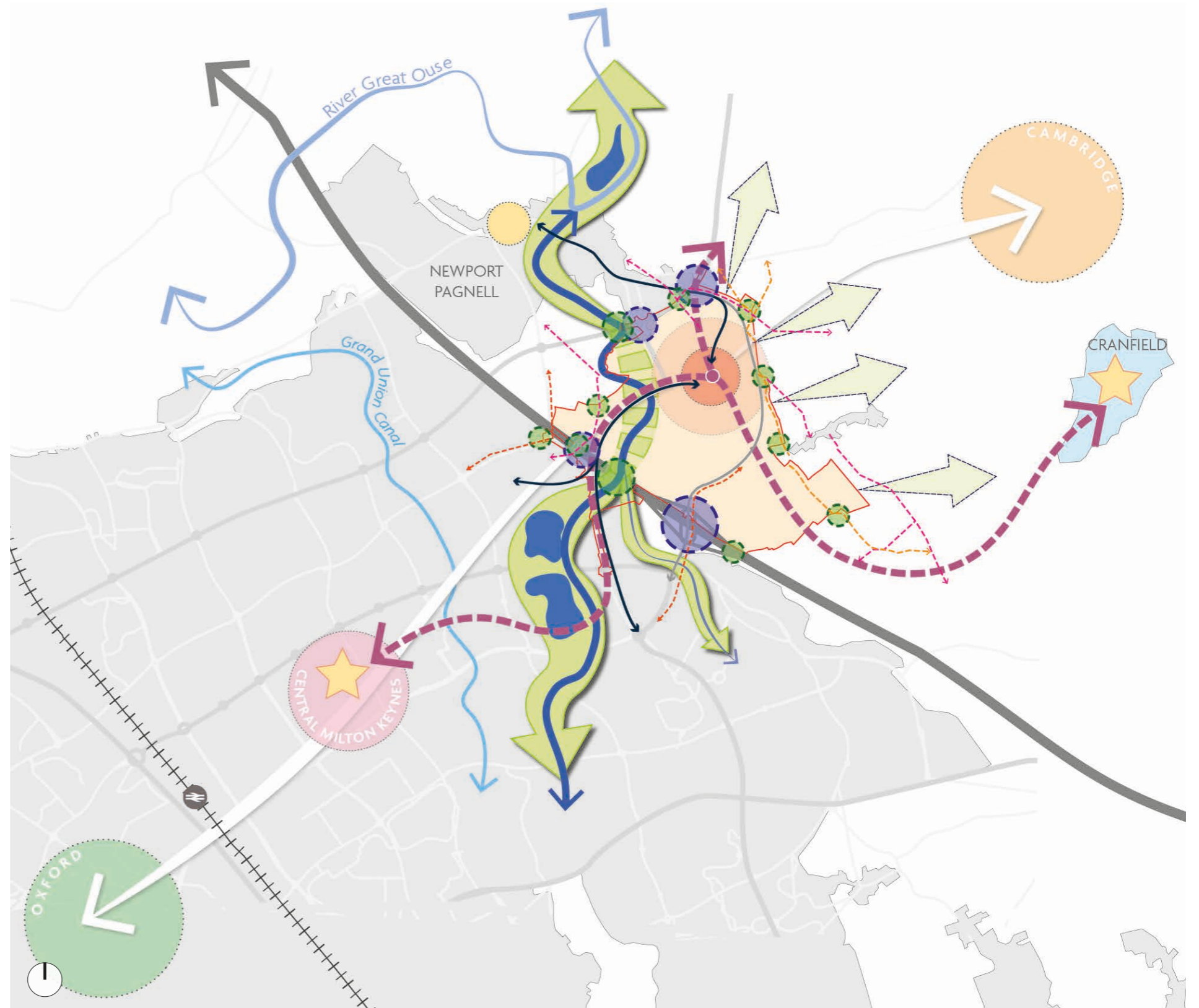
WIDER OPPORTUNITIES

The site provides substantial opportunities to utilise its strategic connections, including its location at the midpoint of OXCam Arc, to tap into the knowledge and innovation network and provide opportunities for those wanting to work closer to home.

The site provides an opportunity to support Milton Keynes' growth, align with the forward-looking MK 2050 vision to provide 4,000 up to 4,600 new homes, approximately 5,000 new job opportunities, primary schools, a secondary school, and a network of multifunctional open spaces. The site provides the opportunity to define its own identity, and at a scale to create a new place.

An opportunity exists to provide the missing piece of the River Ouzel corridor and build on the local ambition for enhancing river corridors and biodiversity. The site provides the opportunity to sensitively connect to the nearby historic town of Newport Pagnell and neighbourhoods in Milton Keynes, including Willen, whilst the development is at a scale that enables complementary and non-competing facilities to be delivered.

Opportunities exist to better integrate Milton Keynes with its wider context and countryside to the east, as well as unlock strategic connections across the M1. MKE provides the opportunity to champion educational excellence, with potential future links to Milton Keynes University (MKU) as well as to Cranfield University. There is also an opportunity to safeguard a future Mass Rapid Transit (MRT) route, connecting the site to Milton Keynes, and with potential connections to Cranfield.



Summary of wider opportunities

3. THE OPPORTUNITY

SITE OPPORTUNITIES



Summary of site opportunities

The site provides numerous assets that can be harnessed as opportunities and integrated into the proposed development:

- The Broughton Brook and River Ouzel and its associated floodplain provide an opportunity to create a linear park with recreation routes along the river to provide natural amenity;
- The Moulsoe Stream corridor provides the opportunity to expand the network of waterways and offer a significant west to east green corridor;
- The existing network of hedgerows, rivers, streams, and woodlands provide the opportunity to create a lattice of green corridors, enabling people and wildlife to move freely across the site and naturally embed this comprehensive green network in its surroundings.
- The lattice can thread a diverse landscape of multifunctional open spaces throughout MKE, with the opportunity for the majority of homes to front onto open space and access high-quality open space within a 5-minute walk;
- A variety of new wetland habitats can be created across the site, including ponds, reedbeds, ditches, and swales;
- The existing pockets of woodlands provide the opportunity to protect and connect these assets as integral elements of the masterplan, with new woodlands and areas of orchard planting;
- MKE provides an opportunity to tie into the existing network of footpaths, bridleways, highways, and Redways, and significantly improve connectivity across the M1, connecting to existing employment opportunities and cultural and leisure facilities in Milton Keynes;
- The scale of the development provides an opportunity to deliver complimentary new facilities which will serve the everyday needs of the new community, such as schools, cafes, shops and community centre, within a hub at the heart of the new community, as well as smaller community hubs within the new neighbourhoods; and
- There is an opportunity to create different character areas to deliver a diverse community and tenure-blind homes for all.

KEY

Planning application boundary	Moulsoe Stream	Higher density living concentrated around mixed uses
Public Rights of Way (bridleways)	Existing hedgerows	Play / village greens
Public Rights of Way (footpaths)	Woodlands	Education
Potential Mass Rapid Transit (MRT) route / Primary Street	Landscape buffer	Community spaces
Strategic roads	River Ouzel	Employment buffer
Green landscape lattice	Existing waterbodies	Employment
	River Ouzel linear park	Views over River Ouzel
	Community Hub	Views across countryside
	Mobility hub	Diverse character areas