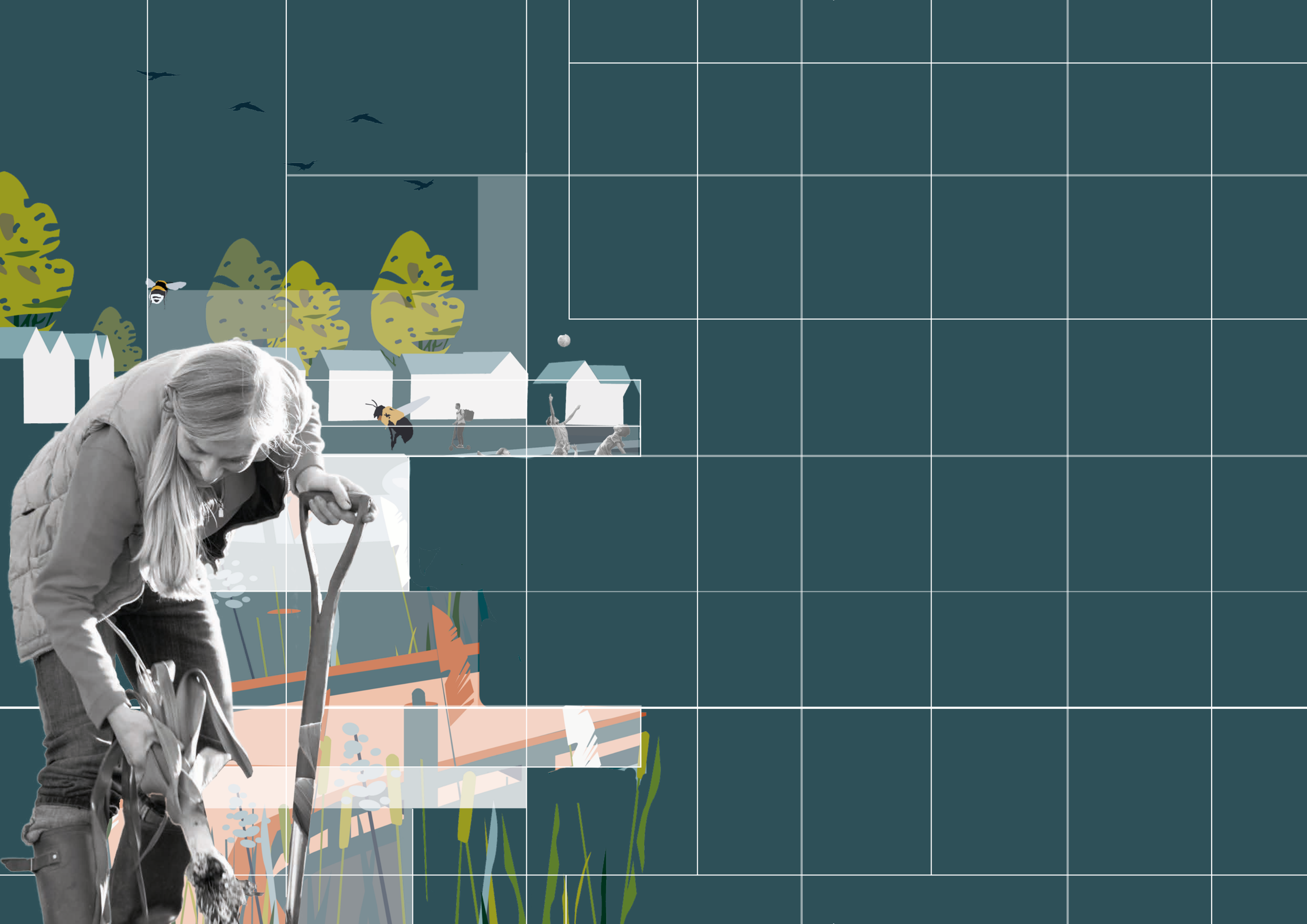


CHAPTER FOUR
DESIGN PROCESS

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.

COMMUNITY & STAKEHOLDER ENGAGEMENT

DEVELOPMENT FRAMEWORK

Milton Keynes Council established the MKE Local Stakeholder Group to enable the local community representatives to inform the preparation of the Development Framework. The Local Stakeholder Group ran from July 2018 to March 2019 and influenced the fundamental principles established in the Development Framework.

In March 2020, the Milton Keynes East Development Framework Supplementary Planning Document was adopted by Milton Keynes Council. This established the vision, disposition of the land uses, development principles and infrastructure requirements to ensure the delivery of a comprehensive new neighbourhood. The Development Framework has helped shape the fundamental principles of the masterplan.

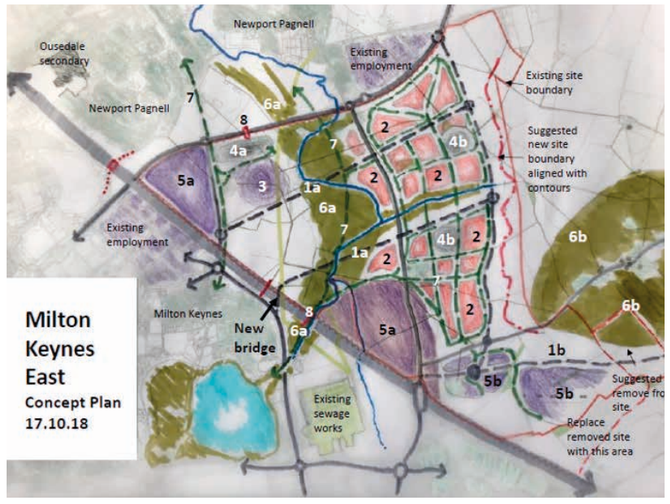
ST JAMES GROUP CONSULTATION

The COVID-19 pandemic presented many challenges and complexities to the Milton Keynes East public consultation process. The proposed consultation strategy was significantly altered during the course of the application's preparation to ensure that as many people were consulted on the proposals as possible. To comply with the relevant rules around public meetings, social distancing and essential travel, the community engagement was predominantly undertaken via virtual channels; including:

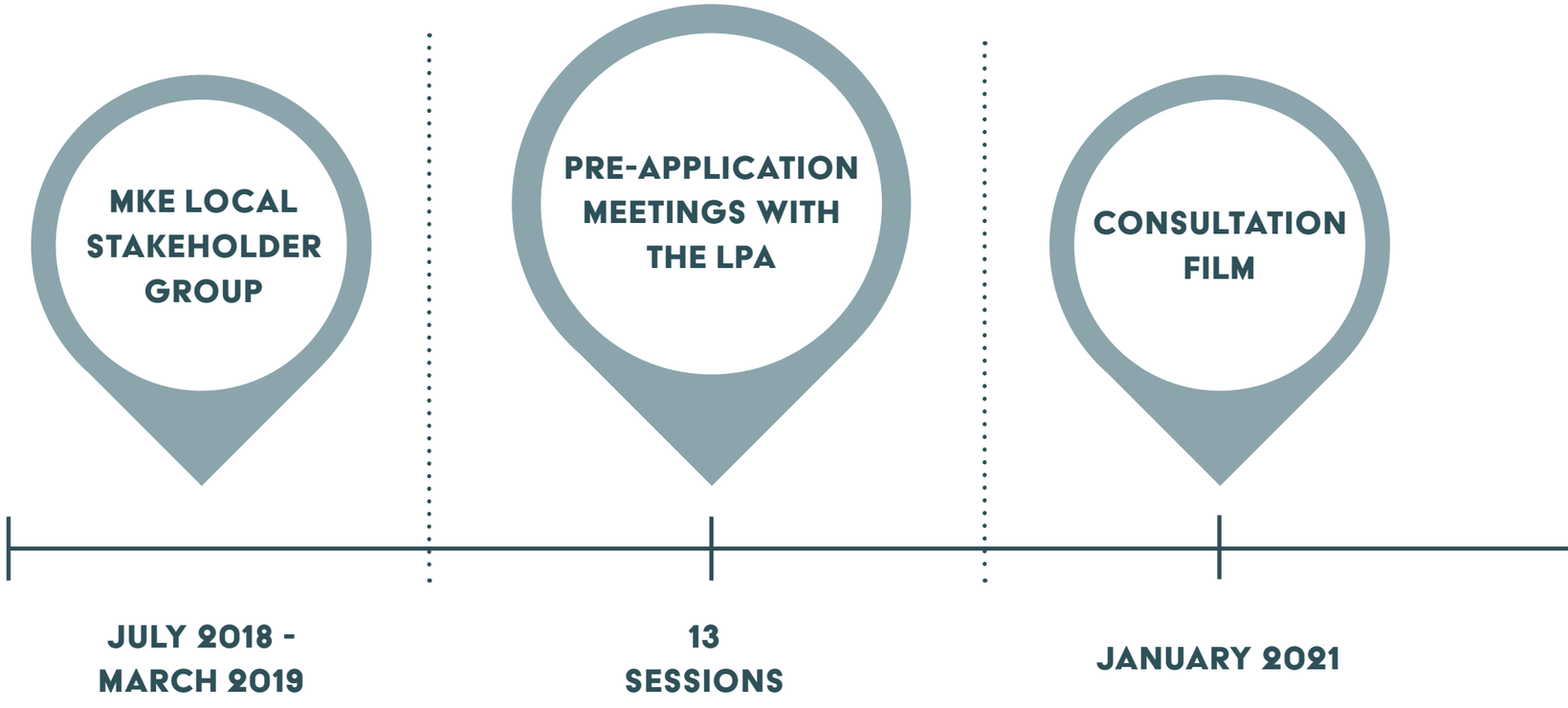
- A Consultation Brochure distributed to +26,500 addresses;
- A dedicated Consultation Website;
- An introductory film showing Berkeley Group's vision and ambitions for the new neighbourhood;
- Virtual webinar events with MKC Cabinet Members, Ward and Parish Councillors, relevant Stakeholder Groups, the local community and Educational Institutions; and
- Presenting the Milton Keynes East proposals at Virtual Forums.

In light of the COVID-19 restrictions, the Berkeley Group have utilised virtual consultation methods and other means to ensure the local community and relevant stakeholders have been extensively consulted on the proposed new neighbourhood at MKE. The MKE consultation will remain open for comment until September 2021.

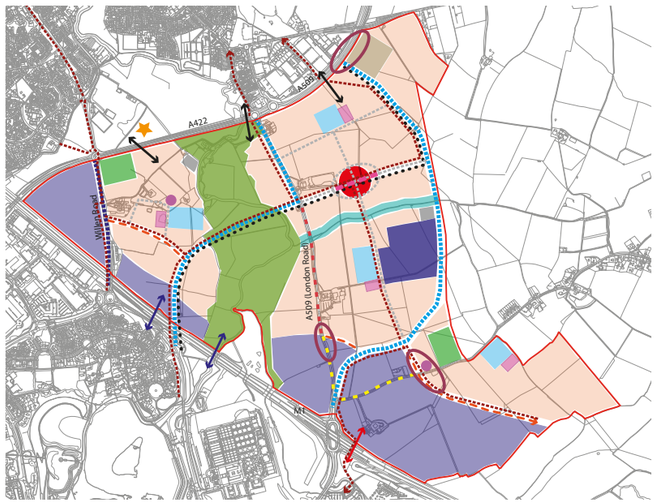
Workshop 2018 / 2019



Workshop (2018 / 2019)



COMMUNITY & STAKEHOLDER ENGAGEMENT



SPD development framework (2020)

Illustrative Masterplan (2021)

CONSULTATION WORKSHOPS
JANUARY & FEBRUARY 2021

CONSULTATION NEWSLETTER
FEBRUARY & MARCH 2021

CONSULTATION WEBSITE
FEBRUARY 2021

MKC DEVELOPMENT REVIEW FORUM
FEBRUARY 2021

PLANNING SUBMISSION
MARCH 2021

ONGOING CONSULTATION
SEPTERMBER 2021

COMMUNITY & STAKEHOLDER ENGAGEMENT

CONSULTEE LETTER

In January 2021, St James wrote to MKC Cabinet members, Ward Councillors and Parish Councillors, stakeholder groups, local educational institutions, local industries and the local community, inviting them to a series of dedicated webinars to discuss the proposals.

CONSULTATION BROCHURE

To involve as many local residents and stakeholders as possible, St James distributed a detailed 20-page consultation brochure to over 26,500 households and businesses in February and March 2021. The consultation catchment area included the three surrounding Milton Keynes Wards (Olney, Broughton and Newport Pagnell).

CONSULTATION WEBSITE

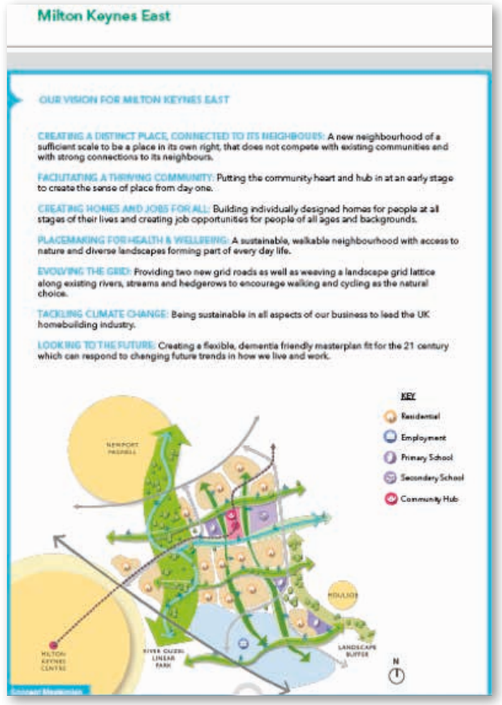
In February 2021, a dedicated consultation website (www.miltonkeyneseast.co.uk) was set up to provide detailed information about the proposals, including background information about Milton Keynes East, details of the virtual consultation events, an introductory film and a feedback section for consultees to share their views.

The consultation website was launched to ensure all the details of the proposals were shared with those consultees beyond the consultation catchment area. In light of the COVID-19 restrictions, the website was used as a tool to collate comments and feedback from the local community on the proposals.

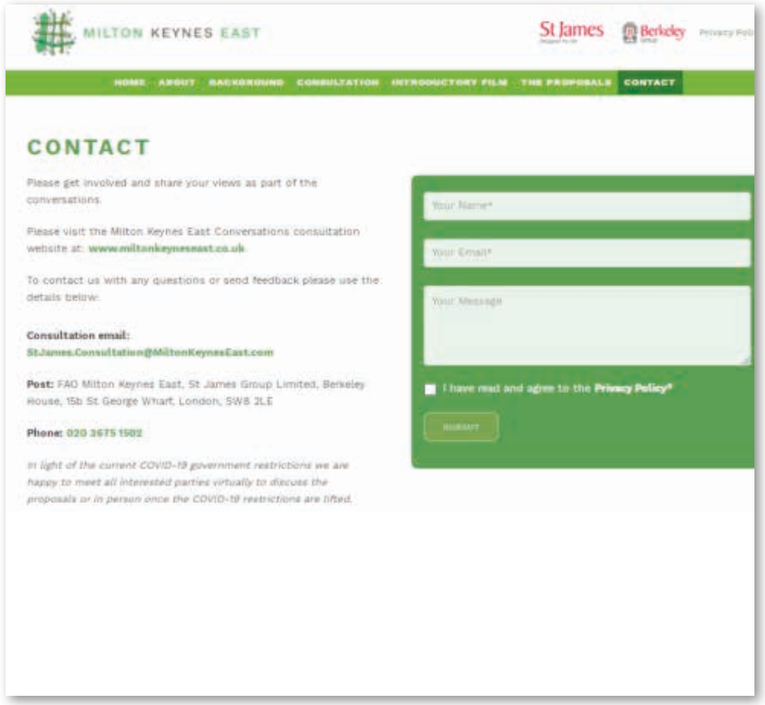
CONSULTATION FILM

In February 2021, St James released an introductory film setting out the Berkeley Group's vision and ambition for the new neighbourhood at Milton Keynes East. The introductory film was shared with consultees via the dedicated consultation website.

The introductory film includes interviews with lead members of the design team and senior St James Group representatives, along with aerial footage and illustrative visualisations of the proposed new neighbourhood.



COMMUNITY & STAKEHOLDER ENGAGEMENT



VIRTUAL EVENTS / WEBINARS

Due to the restrictions caused by the Covid-19 pandemic, St James has been unable to carry out face to face consultation events or public exhibitions. However, to ensure all key stakeholder groups were consulted thoroughly, virtual webinars/meetings were held between these key groups and St James Group.

Virtual events/webinars were held with the following groups:

- Milton Keynes Cabinet Members;
- Broughton Ward;
- Newport Pagnell Ward;
- Olney Ward;
- Milton Keynes Development Partnership;
- Milton Keynes College;
- Newport Pagnell Town Council;
- SEMLEP;
- North Crawley Parish Council;
- Great Linford Parish Council;
- Moulsoe Parish Council;
- Campbell Park Parish Council;
- Milton Keynes Parks Trust;
- Cranfield University; and
- MK Forum.

Virtual Consultation Webinars remain ongoing. St James have opened up dedicated webinars to all interested parties to discuss the proposals, until we can meet in person once the COVID-19 restrictions are lifted.

CONSULTATION TO REMAIN OPEN FOR COMMENT UNTIL SEPTEMBER 2021

MKC DEVELOPMENT REVIEW FORUM

MILTON KEYNES DEVELOPMENT REVIEW FORUM

Date: 1st February 2021.
Applicant Team Attendees: St James, JTP and HTA.
Description: The forum is a public meeting which anyone can attend.

Purpose: An opportunity for developers to present their scheme at pre-application to stakeholders and make any changes in light of comments received.

The format was as follows:

- Presentation by the applicant/agent – 15 minutes
- Questions and views from stakeholders present – 15 minutes
- Response by the applicant to questions/comments – 15 minutes

On 1 February 2021, St James presented the Milton Keynes East proposals at the Milton Keynes Council Development Review Forum. The Development Review Forum was well attended by a number of key local stakeholders. In light of the continued COVID-19 restrictions, the virtual Development Review Forum was an excellent platform to share the Milton Keynes East proposals with local stakeholders during the pre-application stage of the development. The stakeholder attendees provided some valuable, design-related, feedback that St James has responded positively to and which has fed directly into the final Milton Keynes East proposals.

The key themes which emerged from the Development Review Forum were:

- **Public transport:** Ensure fast, unobstructed and attractive public transport routes are delivered.
- **Flooding:** Ensure the linear park is of a suitable size to act as a floodplain and make sure MKE will not negatively impact flooding downstream.
  Connectivity/crossings: Ensure innovative solutions are explored for connectivity towards Newport Pagnell to the north, taking into account areas susceptible to flooding. Importance of connections northwards to Newport Pagnell and consideration of the suitability of pedestrian bridges. Importance of permeability across the Grid Roads.
- **Coordinated development:** Ensure a holistic approach to the site allocation, to make sure a coordinated development is delivered.
- **Sensitivities of Newport Pagnell:** Ensure the local centre is of a sufficient scale to support the new neighbourhood at MKE, so it does not impact the vitality of Newport Pagnell.
- **Maintenance:** Ensure the long term maintenance of open spaces, such as the linear park, are considered.

NEWPORT ROAD

JUNCTION 14

A509

A509 / LONDON ROAD

M1

TONGWELL STREET

A422

WILLEN ROAD

WILLEN ROAD

H3 MONKS WAY

M1

AERIAL IMAGE OF THE CONTEXT OF THE SITE

THE DEVELOPMENT FRAMEWORK SPD

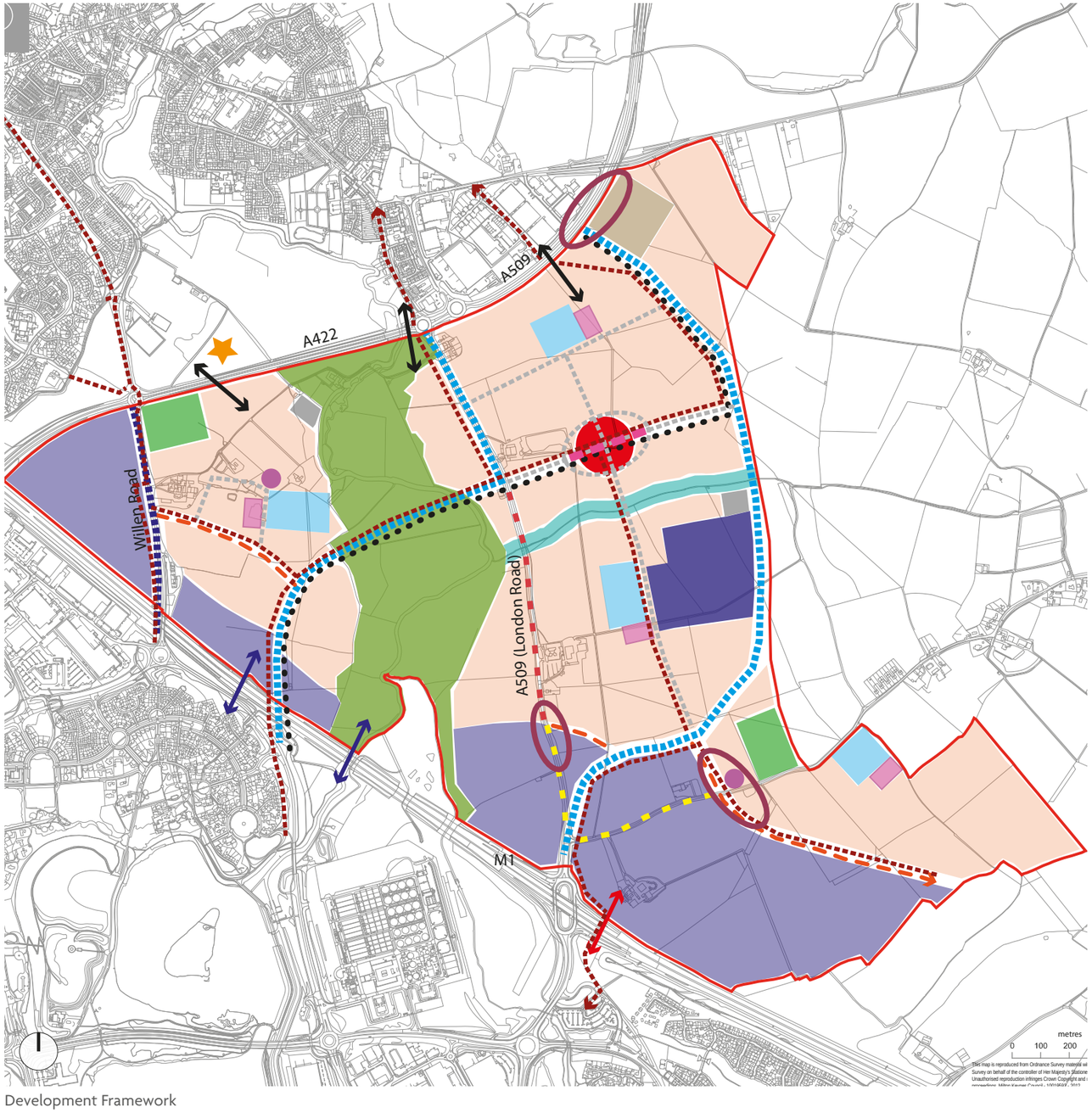
In March 2020, the Milton Keynes East Development Framework Supplementary Planning Document (SPD) was adopted by Milton Keynes Council. This established the vision, disposition of the land uses development principles and infrastructure requirements to ensure a comprehensive new neighbourhood. The SPD has helped to shape the fundamental principles of the masterplan, and it sets out several objectives relating to MKE:

- A linear park based around the River Ouzel corridor;
- A landscape buffer to Moulsoe;
- A mixed use Community Hub at the heart of the main residential area;
- A secondary school close to the Community Hub;
- Four primary schools (one to be provided in Bloor proposal) spread equidistantly around the residential areas;
- A new road bridge over the M1 providing an improved link to MK and reducing pressure on the A422;
- Safeguarded route for a fast mass transit route;
- Employment development along the edge of the motorway;
- Pedestrian/cycle connections across the M1 and A422;
- An outer road to allow through traffic to move through the site without conflicting with housing and the people-centric places within the site;
- Willen Road to be retained and upgraded to a grid road; and
- Downgrade of A509 London Road through the site to avoid it becoming a through route.

The following pages detail how the MKE proposals have evolved through the design process and have reflected the principles set out in the SPD.

KEY

- Proposed Grid Road
- Locally strategic route to be retained and improved
- Fast Mass Transit
- Pedestrian priority street
- Local Distributor Road
- Primary Street
- A509 London Road to be downgraded
- Section of road to be closed
- Redway
- Mixed use Community Hub
- Local centre
- Housing
- Employment
- Linear park
- Open space link
- Playing fields
- Possible off-site playing fields
- Neighbourhood play area
- Allotments
- Secondary school
- Primary school
- Park and Ride
- Pedestrian/cycle underpass/ bridge crossing of A422/A509
- Pedestrian/cycle bridge crossing of M1
- Enhanced existing pedestrian/ cycle underpass/bridge crossing of M1
- New junction (detailed location and form to be determined)
- SUE boundary



Development Framework

EVOLUTION OF HIGHWAYS DESIGN

While the broad principles of the proposed strategic highway infrastructure associated with MKE have remained the same since the site was promoted through the Local Plan process, the layout and alignment of that infrastructure has subtly evolved into the proposals which form part of the detailed element for MKE.

HIGHWAY INFRASTRUCTURE – LOCAL PLAN STAGE

The strategy identified to achieve this was presented during the Local Plan EiP and consisted of a new bridge over the M1 providing a direct connection between the A509 at Renny Lodge Roundabout and Tongwell Street (the M1 bridge link), thereby serving motorists wishing to access Central MK without having to pass through M1 Junction 14.

HIGHWAY INFRASTRUCTURE – HOUSING INFRASTRUCTURE FUNDING STAGE

In early 2019, MKC submitted a bid to Homes England for Housing Infrastructure Funding (HIF) to facilitate the delivery of the strategic highway infrastructure needed to deliver a new road crossing of the M1, alongside a new primary school and Health Hub.

HIGHWAY INFRASTRUCTURE – MKE MASTERPLAN

The SPD sets out the ambition for a network of strategic routes and connections, with traffic taken to the periphery of new development, with new connections alleviating pressure on Junction 14 of the M1.

Following the adoption of the Development Framework, the detailed proposals for MKE and the strategic highway infrastructure which facilitates it have been developed by the design team and St James in close consultation with a number of key stakeholders, including Milton Keynes Council, Highways England, the Environment Agency and Milton Keynes Parks Trust. This consultation accompanied by the detailed technical work undertaken by the design team has resulted in the layout of the strategic highway infrastructure presented within the masterplan.

This infrastructure is complemented by a new, realigned A509, which connects M1 J14 with the A509 in the north east corner of the site. This link is referred to as the Eastern Perimeter Road, which predominantly serves two key functions:

- A strategic link serving traffic wishing to access the motorway network at M1 J14; and
- Its southern section serves the proposed MKE employment areas which are focussed around M1 J14; and
- Providing the initial section of the possible future Cranfield link which also serves part of the employment and residential parcels of MKE and connects to Moulsoe Village.

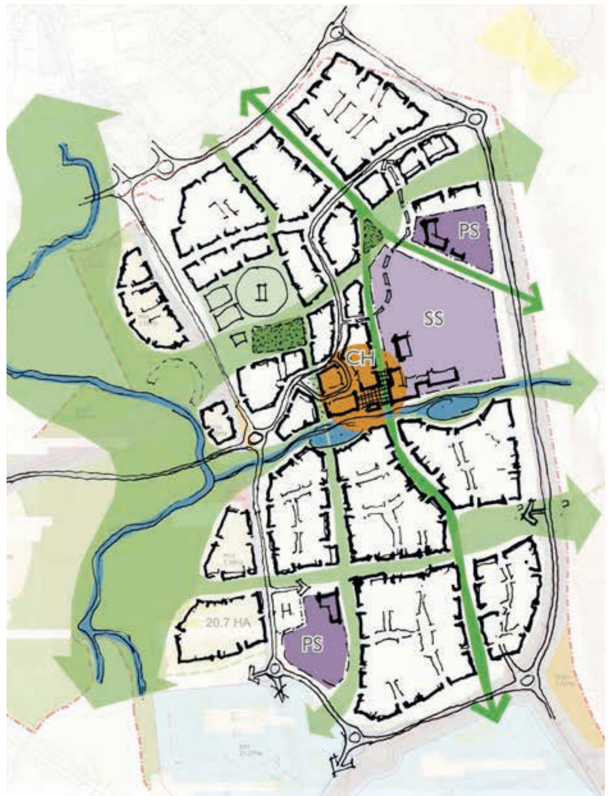
It can be seen that the proposed strategic highway infrastructure reflects what is shown in the Development Framework but has been refined such that the alignment:

- Is fully cognisant of land ownership;
- Accords with national and local highway design geometry standards as appropriate;
- Provides the appropriate level of road capacity needed to cater for predicted levels of traffic and in recognition of the infrastructure's primary focus which is to help re-route through traffic away from M1 J14;
- Recognises the topography of the site and in doing so, aims to try and achieve a cut/fill balance such that the quantum of material needing to be brought onto or taken off of site is minimised;
- Is futureproofed to accommodate potential Mass Rapid Transit (MRT) route through the site;
- Avoids archaeologically sensitive areas;
- Recognises the constraints of the River Ouzel floodplain and in ensuring that the new link across the floodplain does not increase flood risk;
- Maximises the retention of hedgerows across the site;
- Acknowledges the corridor widths required for Grid Roads; and
- Is contiguous with the proposed non-motorised user strategy, including Public Rights of Way.

REFLECTING THE SPD: THE LANDSCAPE FRAMEWORK

The landscape and open space proposals at MKE have developed in response to the development principles set out in the SPD:

- The River Ouzel linear park will be the defining feature of MKE, with surrounding uses and residential density responding to this as a key feature;
- The Moulsoe Stream corridor, connecting east to west, has developed as an integral part of the landscape strategy;
- A landscape lattice has formed the framework of the masterplan and integral to the proposed open space strategy. A comprehensive network of footpaths and cycleways will be delivered along the landscape lattice, providing a permeable new community;
- A landscape buffer to Moulsoe and along planting along sensitive edges;
- Additional areas of planting along the eastern edge, including the ‘Moulsoe New Woods’, have developed as a response to the sensitive eastern edge;
- While the Development Framework located the playing fields towards the south eastern edge of the site, it is important they are located in the most accessible location for the highest number of residents possible. In response, it is proposed the playing fields are located adjacent to the Community Hub and the highest density areas of the site, allowing direct access for more residents as well as the nearby primary school. It is also envisaged that the secondary school’s sports pitches would form a key part of MKE’s formal sports provision.



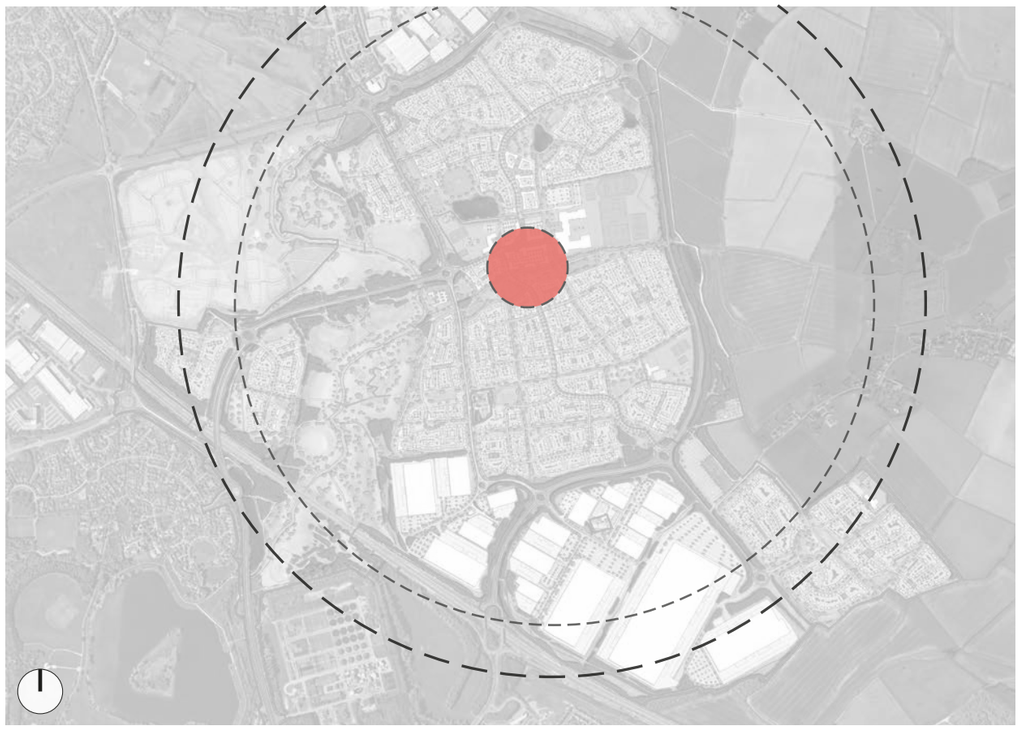
Indicative location of landscape and green infrastructure elements within the Illustrative Masterplan

KEY

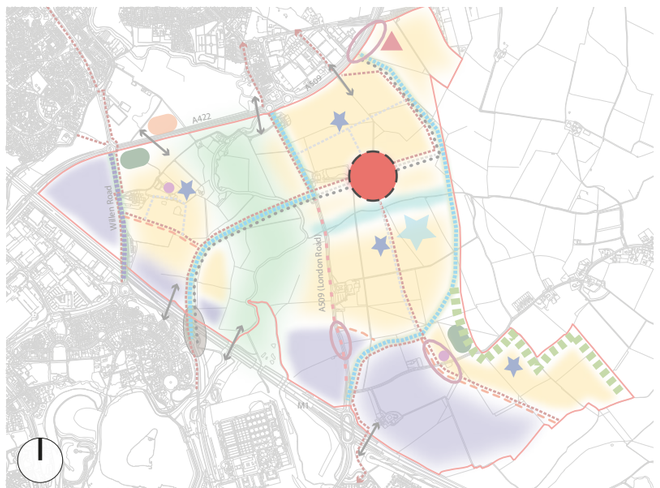
- River Ouzel linear park
- Key landscape corridor
- Landscape lattice
- Playing fields
- Sensitive edge landscape buffer
- Isochrones: 12 min walking distance

Development Framework Concept Masterplan

REFLECTING THE SPD: THE COMMUNITY HUB



Indicative location of the Community Hub within the Illustrative Masterplan



Development Framework Concept Masterplan

KEY

- Community Hub location
- Isochrones: 12 min walking distance
- Isochrones: 15 min walking distance

The Community Hub location and its relationship to its surrounding uses was a key consideration in the development of the masterplan at MKE.

The SPD sets out the following ambitions for the Community Hub:

- The mixed use Community Hub will form the heart of the community;
- It will be located on a pedestrian priority street;
- It will be served by an MRT boarding point;
- It will be located at the centre of high density housing;
- A mix of uses and pedestrian-friendly public realm, and an area of civic space, will be designed to create an active vibrant centre;
- The scale of the Community Hub should be sufficient to meet the day to day needs of the new community at MKE;
- It will provide a mix of uses, including convenience shopping, housing, small scale employment and community uses; and
- The co-location of facilities and shared use of parking will be actively encouraged.

The Community Hub's proposed location is within the centre of the site, with the adjacent primary and secondary school forming an integral part of the hub, which will increase footfall and provide activity in the hub throughout different times of the day and week.

REFLECTING THE SPD: MASS RAPID TRANSIT (MRT)

The SPD sets out the ambition for a potential MRT:

- A sustainable movement & rapid transit route: accessible, frequent and high-quality public transport to serve key hubs in the community, with a route safeguarded for a potential Mass Raid Transit (MRT) as part of Milton Keynes wider system and the Council's Mobility Strategy;
- The MRT route to enable fast connections between MKE and CMK;
- The road network and new bridge over the M1 to be designed to enable the future provision of an MRT system;
- The safeguarded route to allow for maximum flexibility;
- MRT boarding points within the Community Hub, and at the Park and Ride site, in addition to a boarding point serving the development area to the west of the linear park.

As part of the design process, several MRT options were tested, including Grid Road only routes and routes through the neighbourhood, with segregated and non-segregated options tested. Options were tested in terms of their respective journey times, placemaking merits, proximity, and accessibility of homes and residents to potential boarding points. Other considerations included the highways infrastructure impact on the masterplan and future flexibility for delivery.

The preferred option is for the MRT to pass through the centre of MKE and the Community Hub, with the potential for a mobility hub or transport interchange within the Community Hub. The advantages of this option are set out in the table below.

Indicative route of MRT within the Illustrative Masterplan

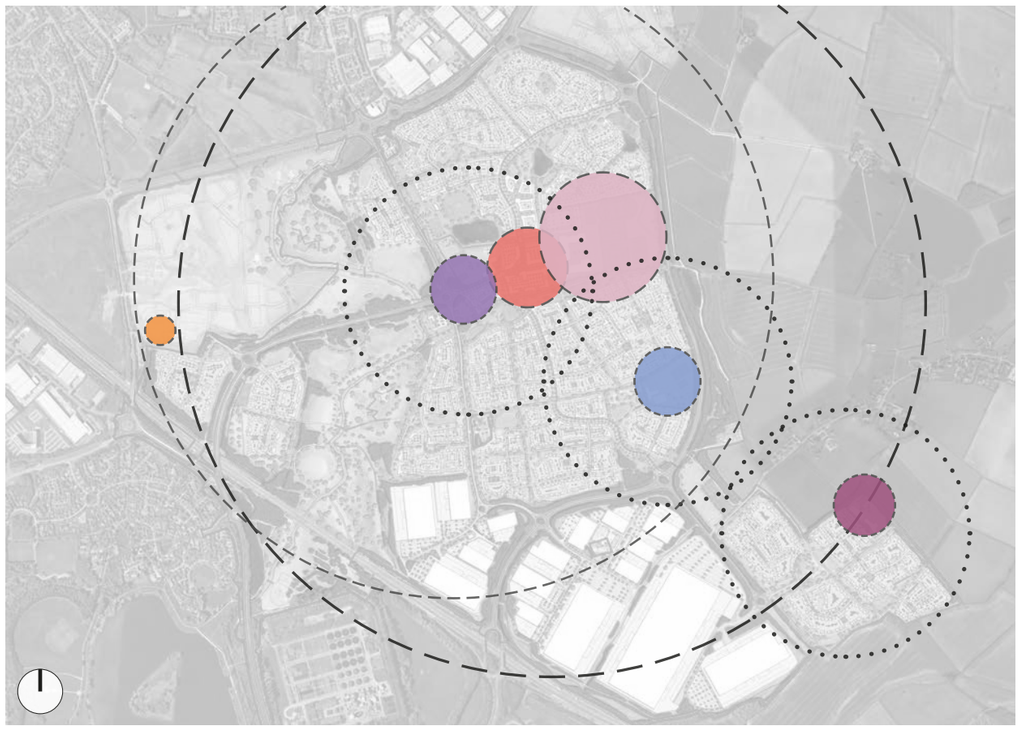
CATEGORY	ADVANTAGES
RELATIONSHIP WITH MKE CRITICAL MASS	• The proposed route for the potential MRT passes directly through the most dense areas of the site, with the proposed MRT boarding point located in the centre of the masterplan, easily accessible and visible from residential neighbourhoods via direct pedestrian/cycle routes along key green corridors.
COMMUNITY HUB & OTHER KEY USES	• The proposed MRT route passes through the Community Hub, where the proposed boarding point is located. • The MRT boarding point location can serve the heart of the new neighbourhood and key uses such as the primary and secondary schools and Health Hub with the potential for a mobility hub to integrate modes of transport in one central place.
HIGHWAYS INFRASTRUCTURE IMPACT ON MASTERPLAN	• The MRT can use the proposed Grid Roads and Primary Street; therefore, delivering new, dedicated infrastructure is not required.
FLEXIBILITY FOR DELIVERY	• The proposed MRT route could pass through neighbourhoods to the north and loop round to the potential Park and Ride, or pass south towards Cranfield. Both of these routes can be safeguarded with minimal impact to the masterplan. • There will limited impact on the masterplan if the potential MRT is not delivered.

KEY

- Community Hub location
- Potential MRT route
- Proposed boaring points
- Isochrones: 12 min walking distance
- Isochrones: 15 min walking distance

Development Framework Concept Masterplan

REFLECTING THE SPD: DISTRIBUTION OF SCHOOLS



Indicative location of schools within the Illustrative Masterplan

Development Framework Concept Masterplan

KEY

- Community Hub location
- 3FE primary school 1 (PS1)
- 3FE primary school (PS2)
- 2FE primary school (PS3)
- Secondary school (SS)
- Primary school witin Bloor Masterplan
- Isochrones: 5 min walking distance
- Isochrones: 12 min walking distance
- Isochrones: 15 min walking distance

The location and siting of schools within the masterplan is a critical consideration in creating a sustainable community. Schools play a key role in mixed use communities and can help support other non-residential uses by clustering activity in the right places. Schools also need to be highly accessible, promoting active transport through safe and direct routes from residential neighbourhoods.

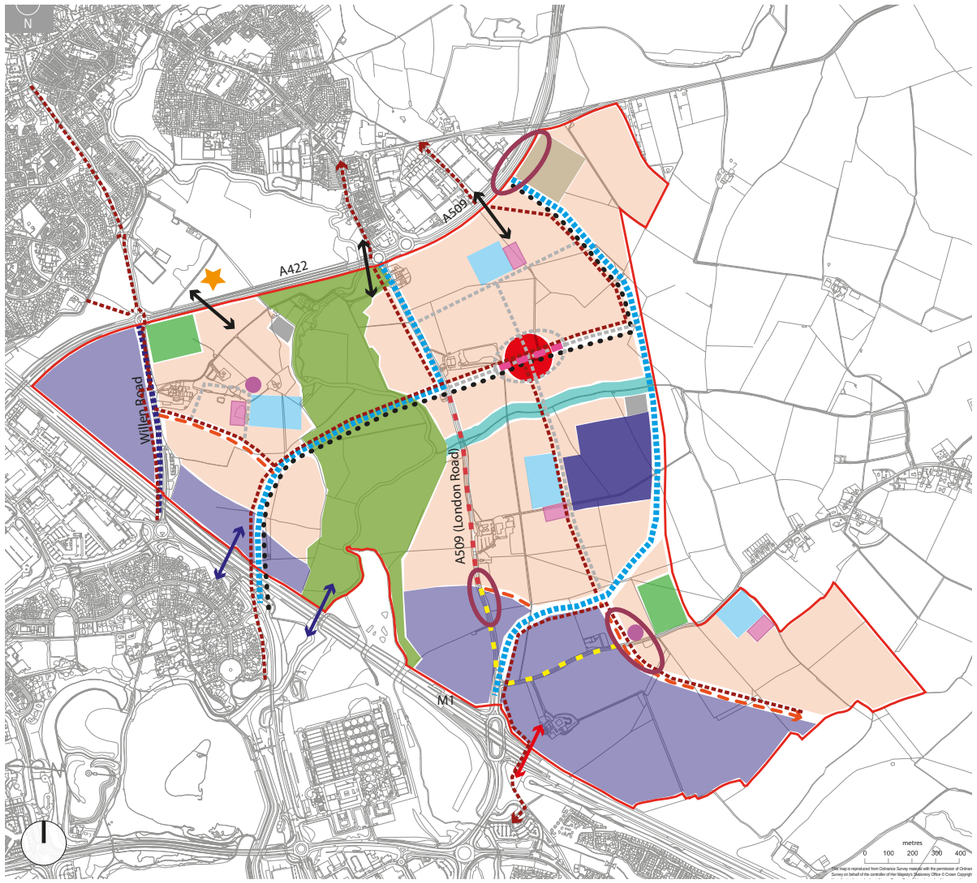
The SPD sets out the ambition for the location of schools:

- A secondary school close to the Community Hub; and
- Four primary schools (one to be provided in Bloor proposal) spread equidistantly across the residential areas.

The location and distribution of schools have evolved through the design process, with a number of options explored. The proposed option is detailed below.

CATEGORY	ADVANTAGES
ACCESSIBILITY	• The location of the first 3FE primary school (PS1) allows a school to be delivered early as part of the proposed phasing sequence and will help to establish a sense of community from the beginning. The main access to the secondary school (SS) allows parking to be separate from the school door. • SS & PS1 are in close proximity to the MRT stop and Primary Street, which will carry public transport facilities. This will support reductions in car-based journeys for pupils and staff by providing excellent public transport connections to the rest of the neighbourhood and wider context. • PS1, PS2, SS are all strategically located on the two north to south green corridors, which directly serve residential neighbourhoods with safe walking and cycling routes. This will encourage active travel and reduce the need for traffic during peak school run times.
SITING WITHIN MASTERPLAN	• PS1 and SS are centrally located within the masterplan and will support higher density residential neighbourhoods close to the Primary Street / A509 to the west. The schools will support the mixed uses in the Community Hub by bringing a critical mass of children, workers, and families to the new neighbourhood's heart throughout the week. The schools will generate a significant level of footfall and activity within the Community Hub to help support uses such as cafes, shops and other facilities to encourage a thriving neighbourhood centre. • The location of the remaining two primary schools (PS2 & PS3) are distributed evenly across the masterplan to make sure they are within 12 minutes walk of all homes, located along green corridors. • PS3 is located within the rural edge and will allow a significant landscape buffer along the sensitive edge to Moulsoe, with the potential for the building to be set back.
FRONTAGES / BOUNDARIES	• The schools utilise boundaries along dual carriageway frontages which may be less desirable for residential development. PS1, in particular, helps to create a green landscaped edge as part of the gateway from the River Ouzel linear park crossing. • The northern boundary of the SS allows the housing to back onto the boundary, negating blank frontage. • PS1 adjacent to the playing fields and existing woodland, allows for outdoor learning and recreation.
RELATIONSHIP WITH OTHER USES	• PS1 & SS form a key part of the Community Hub, with their entrances adjacent to the civic square. An increase in footfall to the Community Hub from schools will support the viability of all uses. • PS & SS are close together, with the potential to share facilities, e.g. sports pitches and parking. • SS & PS2 entrances are on the north-south green corridor, promoting walking/cycling to school. • PS2 location provides the opportunity to create a strong residential eastern gateway, with homes providing natural surveillance to the adjacent footpath. PS2 also has a strong relationship with the neighbourhood play area to the west, clustering community uses together.
IMPACT ON EXISTING FEATURES	• The school plots do not interfere with existing hedgerows or streams and utilise some existing features as natural boundaries to their site and retain hedgerows within school plots.

EVOLUTION OF THE MASTERPLAN



Development Framework SPD (2020)

Concept Masterplan (June 2020)

The plans on this page illustrate the design process by which the masterplan has evolved, responding to comments from the design team, local authorities and the public and the latest information available. The masterplan has progressed within the context of the design principles set out in the following chapter.

1. A landscape lattice forms the framework of the masterplan, protecting and connecting existing landscape assets and creating the basis of active travel routes, connecting homes to key uses.
2. The Community Hub is located in the centre of the site, with the Primary Street and potential MRT route forming a transport hub at the convergence of key routes.
3. The secondary school is located adjacent to the Community Hub and along a key north to south green corridor.
4. The primary school is positioned along the sensitive edge in the south east corner of the site, allowing a significant landscape buffer to Moulsoe.
5. The playing fields are positioned adjacent to the existing woodlands and Community Hub, including schools.
6. The primary school wraps around the Holiday Inn to form a buffer and ensure an equal distribution of primary schools across the site.

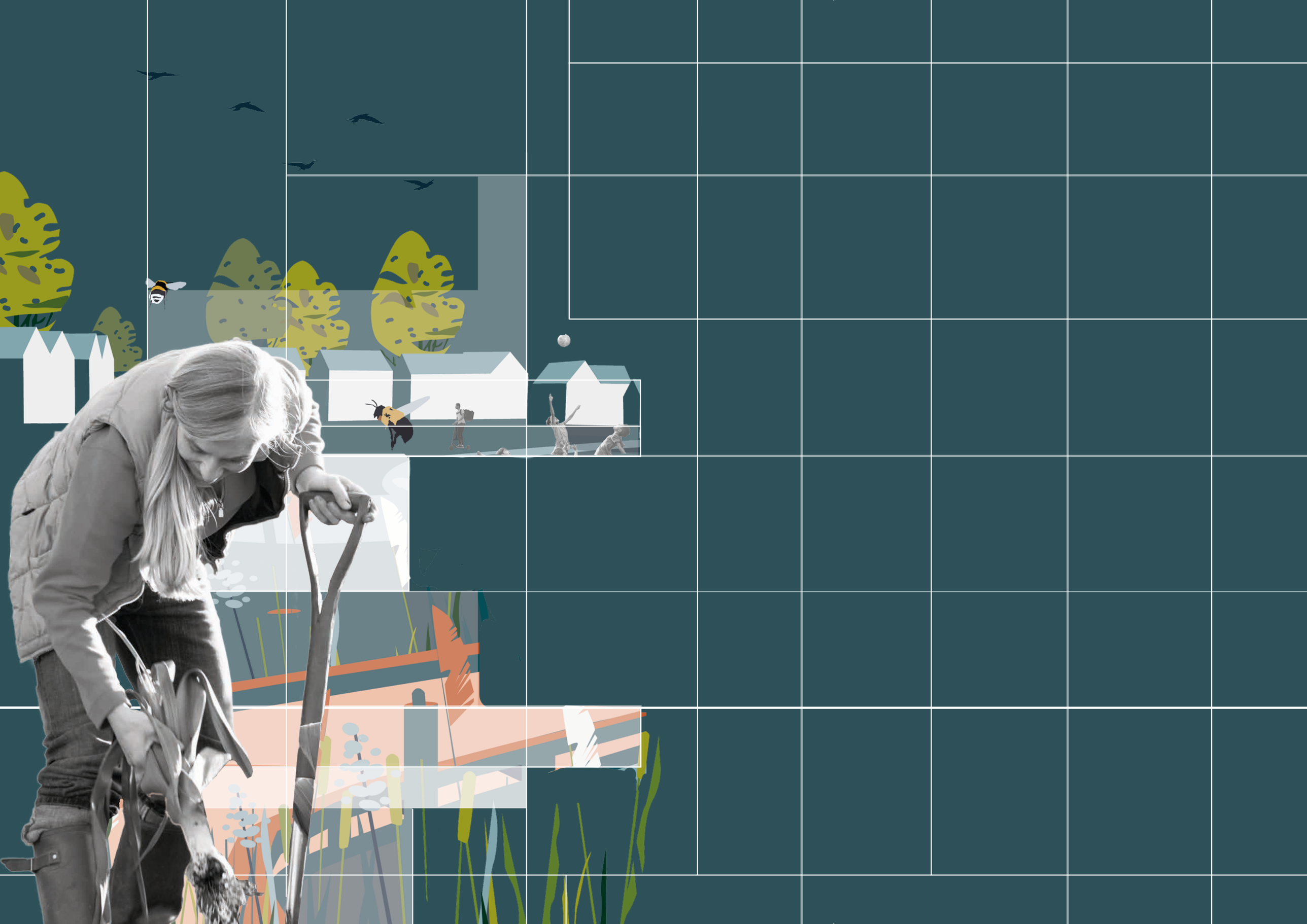
EVOLUTION OF THE MASTERPLAN

Frontage illustrative masterplan (November 2020)

1. The site boundary is expanded eastwards to form a more significant landscape buffer and a community woodland 'Moulsoe New Woods'.
2. The Primary Street is realigned to respond to existing landscape features and hedgerows.
3. The primary school is relocated adjacent to the A509 to form an integral part of the Community Hub and ensure early delivery of community infrastructure. Residential moved to create a landscaped gateway in the north eastern corner of the site.
4. The primary school is relocated to form part of the eastern gateway to respond to the sensitive eastern boundary and allow development to be set back.

Illustrative masterplan (2021)

1. Working with Milton Keynes Parks Trust and Milton Keynes Council, the site boundary is expanded to include an additional section of the River Ouzel floodplain, creating a wider linear park.
2. The first primary school to be delivered, adjacent to the Community Hub, is expanded to a 3FE, with the primary school in the south east corner reduced to a 2FE.
3. Highways alignment updated to avoid potential veteran trees.
4. The masterplan is updated to reflect the latest drainage strategy.
5. The primary school is relocated to create residential frontage adjacent to the eastern gateway.



CHAPTER FIVE

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.

LAYOUT PRINCIPLES

1. THE RIVER OUZEL LINEAR PARK

A defining feature of MKE will be the River Ouzel linear park; MKE provides the opportunity to extend the Ouzel Valley Linear Park northwards, fitting a missing piece of the park into place. Created for Milton Keynes, the linear park will link Willen and Newport Pagnell, forming a hierarchy of proposed leisure and pedestrian and cycle links.

1. 63 ha of linear park, creating a multifunctional public open space with opportunities for recreation activities, informal play, walking and cycling routes and space for enhanced biodiversity to benefit new and existing communities.

2. Opening up over 2km of new riverside walks along the banks of the River Ouzel and creating a network of footpaths and leisure routes through the linear park to encourage running, walking and cycling.

3. Integrating existing watercourses, including the Moulsoe Stream and River Ouzel and its associated floodplain, and establishing connections west to east and south to north and ensuring the flow of water through the site is managed to avoid flood risk.

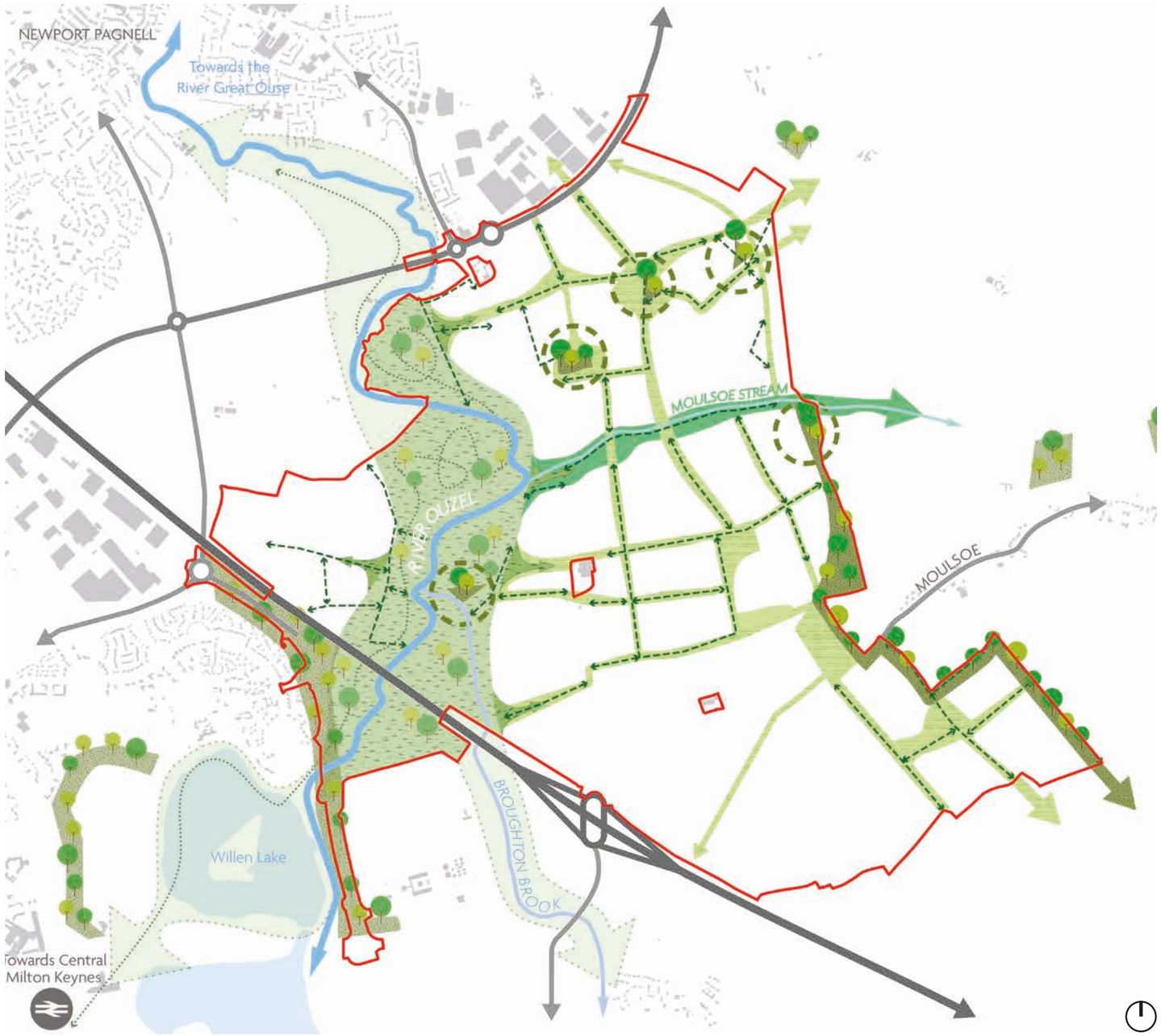
4. Establishing an appropriate density of development to provide natural surveillance and views across the linear park.

KEY

- Landscape corridors (various colours)
- Linear park
- Existing settlements
- River Ouzel
- Moulsoe Stream
- M1
- Existing roads
- Trees / Woodland
- Leisure routes
- Views onto the linear park

Layout principles: Linear park

LAYOUT PRINCIPLES



Layout principles: Landscape assets

2. RESPONDING TO EXISTING LANDSCAPE ASSETS

A key ambition for MKE is to protect, enhance and integrate existing landscape assets and support nature recovery. These existing assets are embedded in MKE with a landscape lattice woven through MKE, retaining existing rivers, streams, hedgerows, and woodlands through a series of connected green corridors.

1. Retaining and enhancing landscape features and embed MKE in its natural context, allowing existing and new habitats to thrive, connecting people with nature.

2. 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. Wherever possible, hedgerows and trees will be retained, with proposed development set back sufficiently to enable them to survive and thrive.

3. Restoring and enriching the natural environment. Promoting the creation of new woodland blocks and copses to strengthen the character of the area.

4. Planting substantial new hedgerows and trees along the eastern edge of MKE, setting development back to form a landscape buffer, protecting the setting of Moulsoe.

KEY

- Landscape corridors
- Moulsoe Stream
- Rural edge
- Linear park
- Existing settlements
- River Ouzel
- Moulsoe Stream
- M1
- Existing roads
- Clusters of trees
- Woodland
- Retaining existing hedgerows
- Pedestrian and cycle connections

LAYOUT PRINCIPLES

3. LANDSCAPE LATTICE

The landscape lattice forms an extensive network of active travel routes through the development, allowing the free movement of people. The green corridors have varying characters and incorporate focal points within the new neighbourhoods to encourage people to interact and develop a strong sense of belonging.

1. Forming a green grid that becomes the natural choice for travel, the easy way to walk or cycle to access day-to-day needs within easy reach, through open-air routes and spaces. Crossing points over strategic routes at following key desire lines.

2. Creating social spaces and areas of activity along the lattice, which are easily accessible, located along the green corridors which connect to residential neighbourhoods. Areas of play at varying scales, evenly distributed across the masterplan and areas of allotments, community woodlands and orchards.

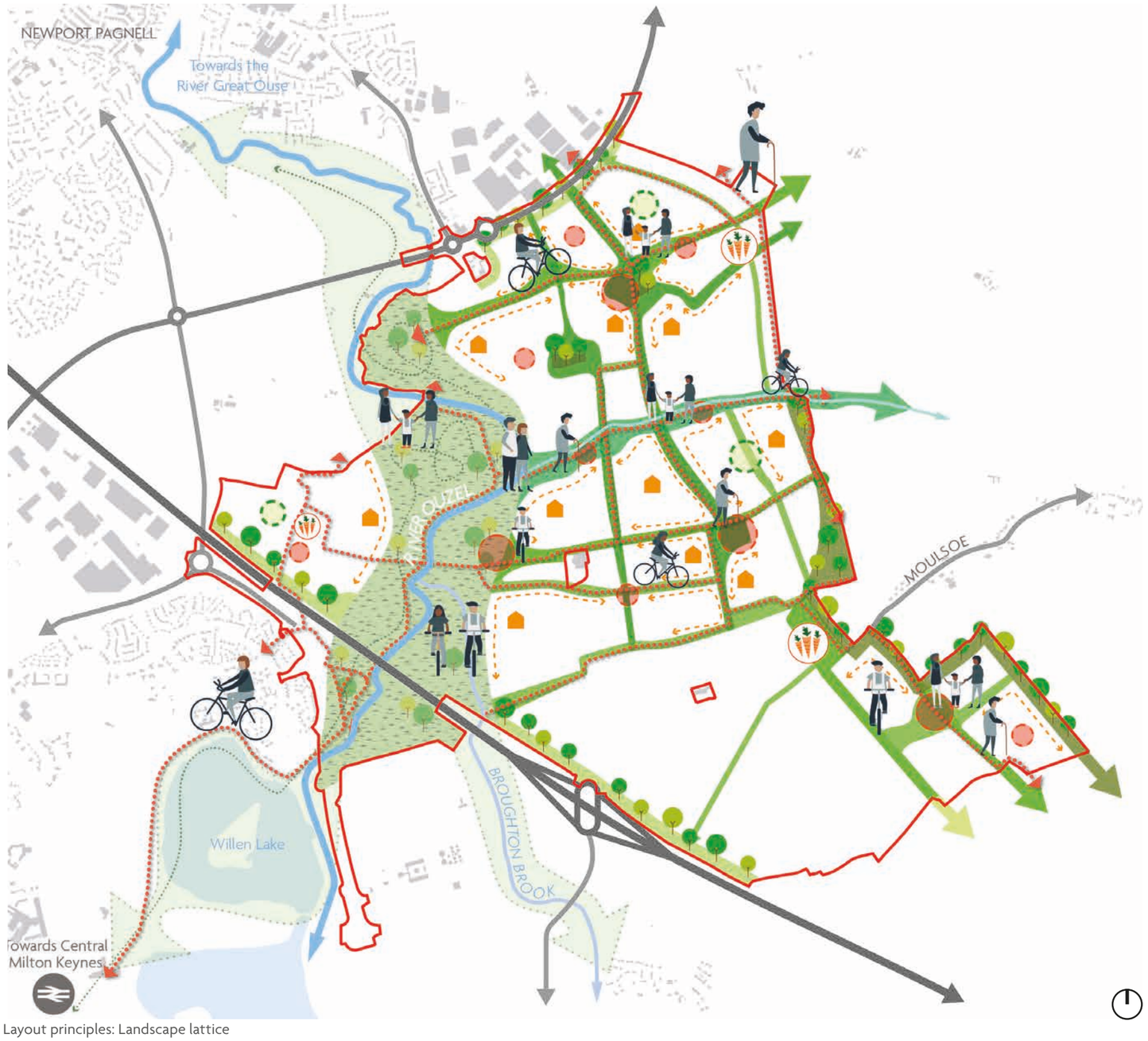
3. Fronting homes onto the green lattice to provide natural surveillance and views across attractive open space.

4. Routes include diverted public footpaths and bridleways, aligned with the proposed green corridors, linking neighbourhoods to landscape destinations such as the linear park. The routes connect back to the existing bridleways and footpaths at the site's boundaries to ensure the proposals are embedded within the wider network of routes.

5. Creating an appropriate green buffer to the M1 to maintain the corridor's wildlife function.

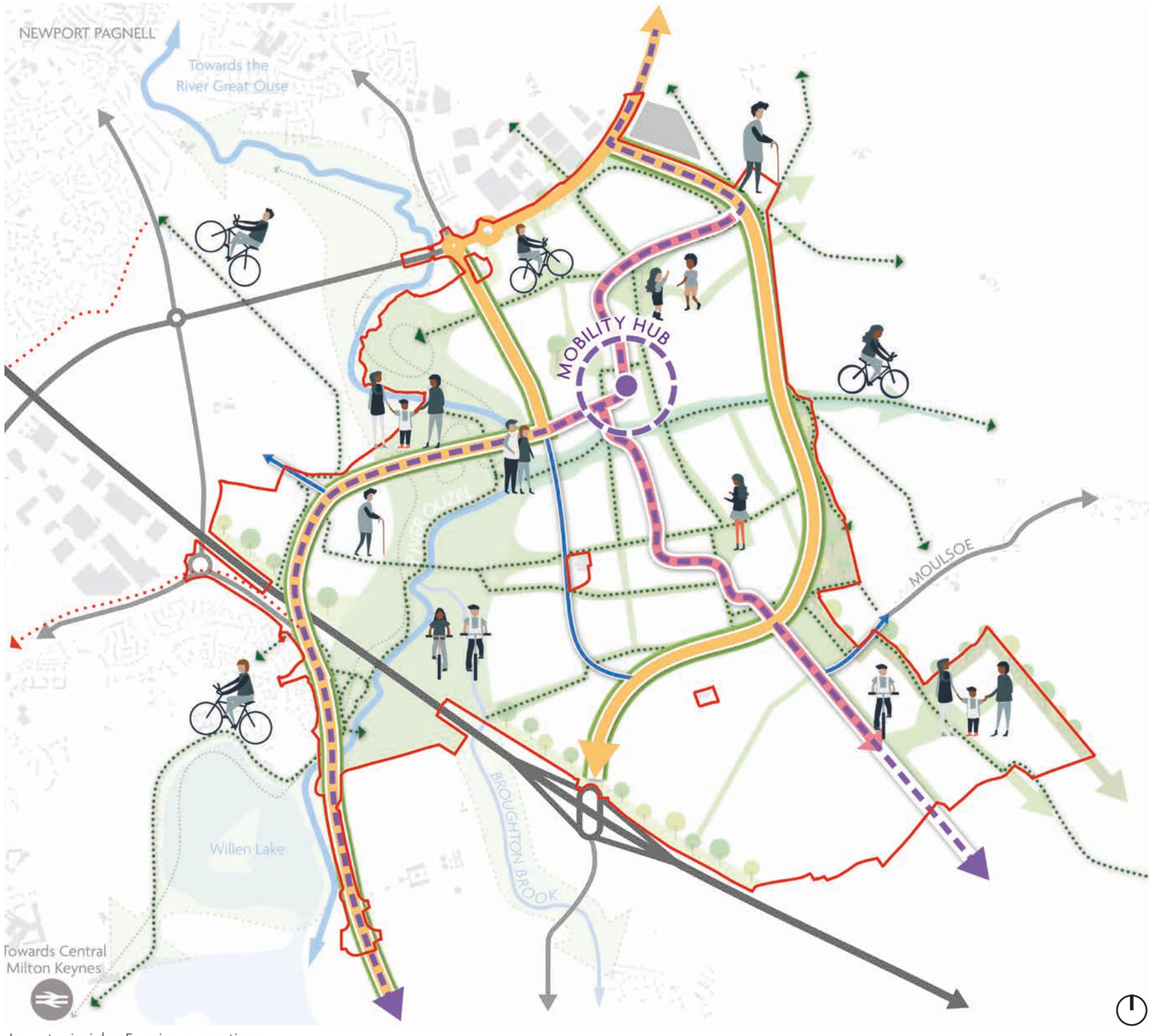
KEY

- Landscape corridors
- Moulsoe Stream
- Rural edge
- Linear park
- Existing settlements
- River Ouzel
- Moulsoe Stream
- M1
- Existing roads
- Woodland
- Homes fronting onto green space
- Village greens / centres of ativity
- Play / areas of activity
- Pedestrian and cycle connections
- Allotments



Layout principles: Landscape lattice

LAYOUT PRINCIPLES



Layout principles: Forming connections

4. FORMING CONNECTIONS

Improving links both to and from Milton Keynes is a key aspiration for MKE. Improved permeability will include new strategic road links, new sustainable public transport links and connections across the M1.

1. The proposed network of Grid Roads are designed to distribute wider vehicular movement around the periphery of the proposed development at MKE. They will be enhanced as ecological corridors as part of the landscape framework.

2. The Primary Street will meander north and south through the site, and distribute local traffic. It will vary in character along its length according to the neighbourhood's character or landscape. Connected to strategic routes, a series of Secondary Streets will distribute movement directly to the new neighbourhoods in MKE.

3. A Mass Rapid Transit (MRT) route is safeguarded to provide a sustainable, fast connection to Milton Keynes. The proposal provides the potential for the system to be brought directly through MKE, to serve the Community Hub. The MRT will be highly visible to residents and mix with localised traffic to ensure minimal severance to the new neighbourhood.

4. The convergence of these routes and the public transport routes proposed on the Primary Street allows for a mixed modal mobility hub to be provided within a civic space in the Community Hub. This brings all modes of travel together in one place, making it easy to transfer from one sustainable transport mode to the next.

KEY

- Landscape corridors (various colours)
- Existing settlements
- River Ouzel
- Moulsoe Stream
- M1
- Existing roads
- New Grid Road corridors including Redways
- Landscape buffer around Grid Roads
- Primary Street including a Redway route
- Downgraded A509 / secondary
- Mobility hub
- Route safeguarded for potential Mass Rapid Transit (MRT)
- Pedestrian and cycle connections
- Existing Milton Keynes Redways
- Potential for future Park and Ride

LAYOUT PRINCIPLES

5. THE COMMUNITY HUB

At the heart of the site, the Community Hub will deliver a range of uses to support the new community's day-to-day needs. It is formed by a cluster of mixed uses, surrounded by higher density homes to maximise the number of people close to public transport and other facilities. The mix of uses create activity throughout the day and week and maximise the viability of businesses and facilities. Uses surrounding the Community Hub will include:

- Residential neighbourhoods of high density;
- A secondary school;
- A primary school;
- Playing fields with a community pavilion; and
- River Ouzel linear park.

1. Positioned to maximise the benefits of the 15-minute neighbourhood concept, with the majority of homes will be within 15 minutes walk of this hub. Green corridors provide safe, direct and attractive walking and cycling routes to the Community Hub from surrounding neighbourhoods.

2. A landscape gateway from the A509 and proposed Grid Road floodplain crossing aids transition, screening views and forming a pinch point from which built form and the Community Hub is revealed.

3. The Community Hub to deliver a mix of uses, including homes, the Community Hub will contain formal areas of public realm, and a mobility hub to serve as a transport interchange between modes of sustainable transport.

4. The primary and secondary schools located adjacent to the Community Hub play an important role in supporting the viability of the mixed uses by providing a critical mass of people and footfall at different times of day, drawing activity to the heart of the site.

KEY

- Landscape corridors (various colours)
- Existing roads
- New strategic connections
- Route safeguarded for Mass Rapid Transit (MRT)
- Pedestrian and cycle connections
- Strategic roads
- Landscape buffer
- Mixed use hub
- Mobility hub
- Secondary School
- Primary School
- Higher density homes

Layout principles: Community Hub

LAYOUT PRINCIPLES

Layout principles: Collage of uses

6. A COLLAGE OF USES

A new neighbourhood and mini hubs will create a collage of uses to form a place with its own identity, creating a mixed use place to live, work and play. Spread across the development, these neighbourhoods are positioned adjacent to green corridors and active travel routes.

1. A hive of activity: A mixed use Community Hub forms the heart of the development, clustering a range of uses.

2. Establishing community focal points, including Moulsoe New Wood and a community orchard for the new and surrounding community, as well as allotments, informal play and open spaces and village greens. Playing fields will be provided to the north west of the Community Hub to offer a range of sporting amenities for sport and recreation.

3. Four schools are spread equally throughout the new community, along key active travel and pedestrian and cycle links.

4. Employment land, providing E/B2/B8 uses and forming a buffer to the M1.

The masterplan seeks to define a collection of neighbourhoods, each with a distinct character and identity. These are identified as:

- Central residential neighbourhood
- Primary Street residential neighbourhood
- Riverside residential neighbourhood
- Northern residential neighbourhood
- Southern residential neighbourhood
- Rural Edge residential neighbourhood

KEY

- Landscape corridors (various colours)
- River Ouzel
- Moulsoe Stream
- M1
- New strategic road connections
- Route safeguarded for Mass Rapid Transit (MRT)
- Pedestrian and cycle connections
- Mixed use hub
- Mobility hub
- Secondary school
- Primary school
- Community Hub
- Neighbourhoods
- Employment

QUANTUM OF DEVELOPMENT

The proposals seek to deliver the range of uses, facilities, and spaces required to create a sustainable new neighbourhood as set out in the SPD and as part of the aspirations for MKE. The adjacent table summarises these uses and the quantum of development to be delivered across the site. It is important to deliver the right quantum of uses at the right stages of development, to ensure the new neighbourhood makes sense as a place in its early stages and as it grows, providing much needed social infrastructure for new homes as they come forward and mixed uses to serve the new community that are of an appropriate scale and are in appropriate locations.

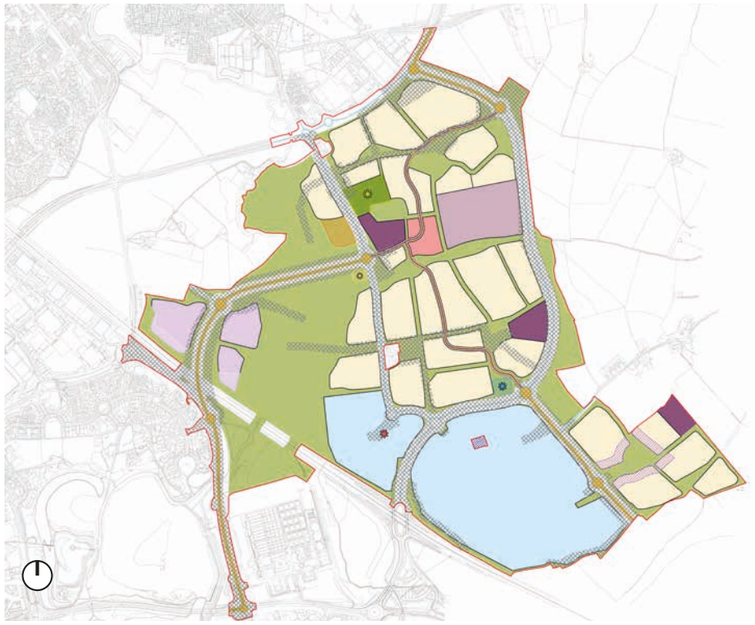
As summarised in the following pages, the masterplan framework aims to provide the flexibility to deliver the range and quantum of development within the table, responding to future trends and needs, whilst retaining the integrity of the masterplan and vision.

The table opposite outlines the uses and quantum of development proposed within the masterplan framework. More detail is set out in the Planning Statement.

QUANTUM OF DEVELOPMENT	
USE / COMPONENT	**DESCRIPTION (MAXIMUM AMOUNT PARAMETER SOUGHT)**
HOMES	**4,000 UP TO 4,600 HOMES (INCLUDING HOUSES, FLATS AND SPECIALIST ELDERLY ACCOMMODATION WITH OR WITHOUT CARE).**
EMPLOYMENT	**403,650 SQM OF WHICH:** - Maximum 37,160 sqm Class E offices/light industrial (within Zone A/R01/R02/R03) - Maximum 92,900 sqm Class B2 industrial - Maximum 403,650 sqm Class B8 warehousing (with ancillary offices)
SECONDARY SCHOOL	**SS1: 10 FORM OF ENTRY**
PRIMARY SCHOOLS (X3)	**PS1: 3 FORM OF ENTRY** **PS2: 3 FORM OF ENTRY** **PS3: 2 FORM OF ENTRY**
COMMERCIAL	**MAXIMUM 10,000 SQM (GROSS)** **CLASS E/SUI GENERIS FLOORSPACE** **IN COMMUNITY HUB OF WHICH MAXIMUM 4,000 SQM OF RETAIL SHOPS, RESTAURANTS, CAFES, SERVICES, PUBLIC HOUSE AND TAKEAWAYS.** **- MAXIMUM 2,000 SQM HEALTH** **-MAXIMUM 2,000 SQM EARLY YEARS NURSERY** **- MAXIMUM 1,000 SQM COMMERCIAL GYM** **-MAXIMUM 2,000 SQM OFFICE USE (WITH MAXIMUM PARAMETER OF 37,160 SQM OFFICES/LIGHT INDUSTRIAL ACROSS ENTIRE SITE).**
	MAXIMUM OF 500 SQM (GROSS) **CLASS E/SUI GENERIS FLOORSPACE,WITHIN A LOCAL NEIGHBOURHOOD PARADE FOR SHOPS, RESTAURANTS, CAFES, SERVICES OR TAKEAWAYS**
COMMUNITY SPACE	Community Hub community space max 400 sqm Class F1/F2 Sports field pavilion/clubhouse max 600 sqm Class F2 Linear park visitor centre max 600 sqm Class F2

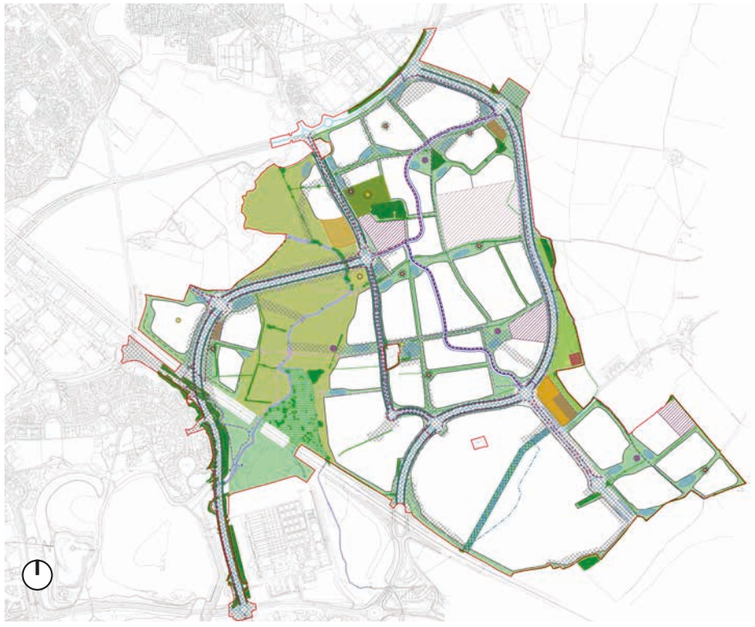
PARAMETER PLANS

The parameter plans summarise the framework for the masterplan, to guide and shape future development and therefore form an important component of the hybrid planning application. Each of the four parameter plans, which this hybrid planning application seeks approval for, are explained in more detail over the following pages. It is these parameter plans that have been assessed in the Environmental Statement that accompanies the hybrid planning application.

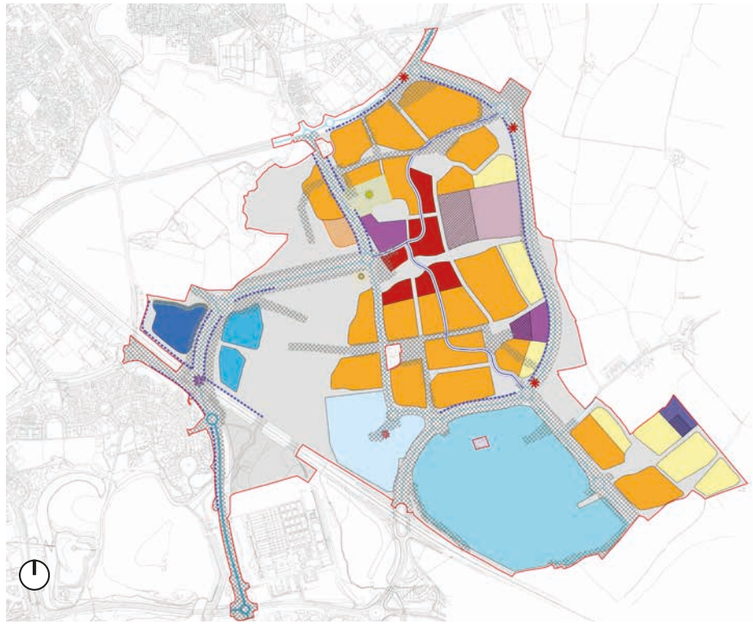


Land use parameter plan

Movement and access parameter plan



Green infrastructure parameter plan



Building heights parameter plan

LAND USE

The land use parameter plan sets out the disposition of uses required to deliver the aspirations for MKE as set out in the SPD. Each of the key uses is explained in more detail here.

RESIDENTIAL

These areas incorporate the mix of new homes to be delivered within MKE and will include a range of typologies and tenures to ensure a diverse, multigenerational community can thrive. The residential areas are predominately located north and south of the Community Hub, with a further pocket of homes located to the south east and to the west of the linear park. The homes west of the park integrate with the wider allocation masterplan, which delivers a further 1000 homes, a primary school and other associated community uses.

As part of the aspiration for a dementia-friendly and multigenerational neighbourhood it is envisaged the provision of an elderly care use would come forward adjacent to, and in close proximity to the Community Hub.

COMMUNITY HUB

At the heart of the site, the Community Hub will deliver a range of uses to support the day to day needs of the new community. It is carefully positioned to maximise the benefits of the 15-minute neighbourhood concept, with the majority of homes being within 15 minutes walk of this hub. As well as delivering a mix of uses, including homes, the Community Hub will contain formal areas of public realm, and a mobility hub to serve as a transport interchange between modes of sustainable transport.

EMPLOYMENT

As part of a truly mixed use neighbourhood, and to deliver approximately 5,000 new job opportunities on the site, a significant area of approximately 88.5 ha of employment is proposed along the M1 corridor to the south west of the site. This Employment Hub has been strategically located to work with the Cotton Valley Sewage Treatment Works odour zone modelling and will deliver a range of E, B2 and B8 uses, with other employment opportunities elsewhere in the site, including within the schools and Community Hub. The land use parameter plan provides the flexibility to bring forward employment in the site's western area.

As set out in the SPD, the employment area also acts as a buffer between the M1 and the residential neighbourhood, providing a transition from strategic infrastructure to new homes.

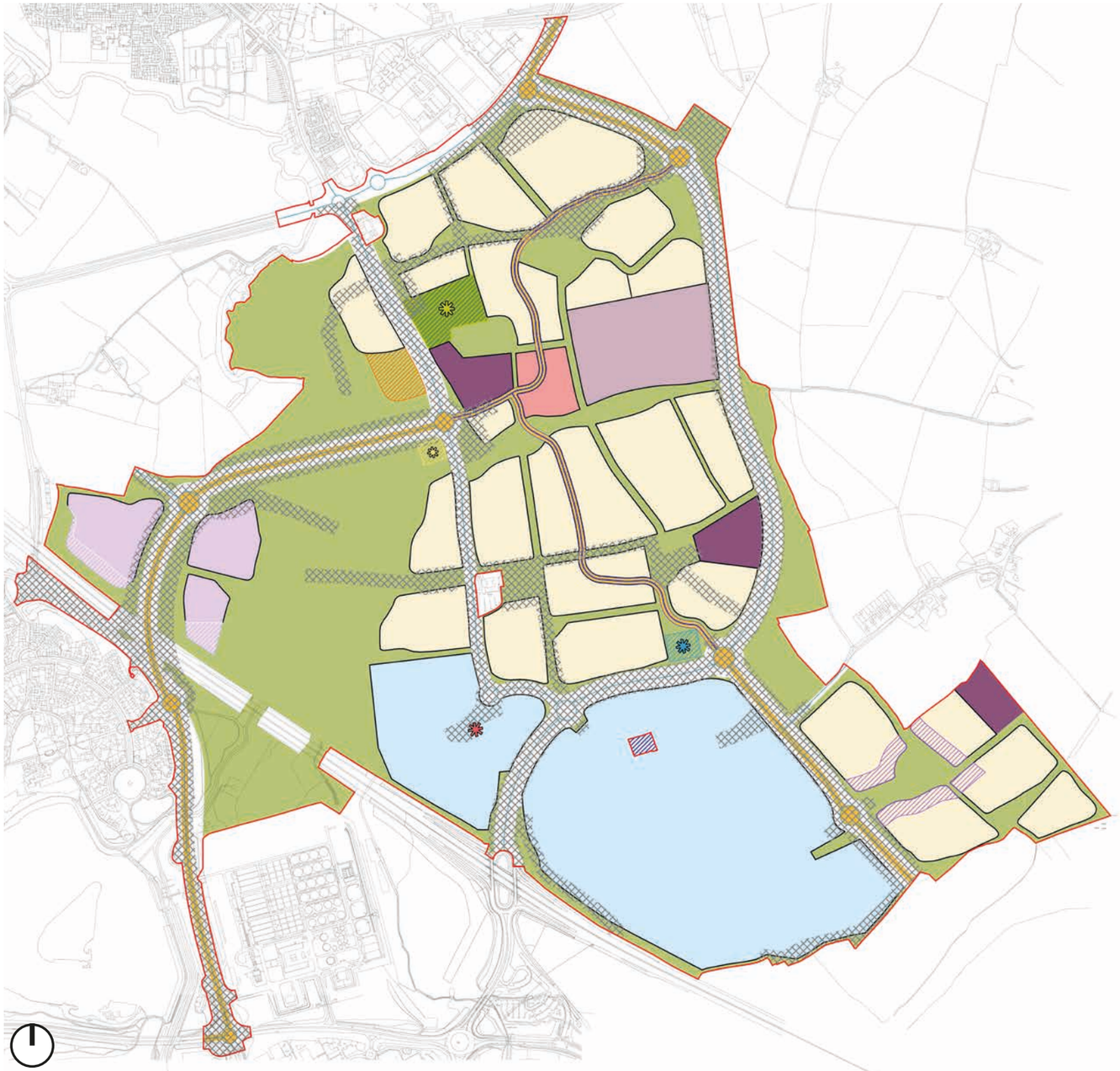
EDUCATION

The site will deliver one secondary school and three further primary schools, to support the educational demands of the new community. The schools are distributed evenly across the site to ensure suitable catchments, encouraging pupils to walk and cycle to school. Schools should be designed as focal points within the community as part of the social infrastructure. The primary and secondary schools located adjacent to the Community Hub play an important role in supporting the viability of the mixed uses by providing a critical mass of people and footfall at different times of day, drawing activity to the heart of the site.

OTHER USES

The land use parameter plan sets out the location for other uses, including the potential for a community building or visitor centre within the linear park. This may include a cafe and a park facilities building, parking and an outdoor area to hold events.

LAND USE



Land use parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 1)
- Residential use (C2,C3) including homes for the elderly, Secondary and Tertiary Streets, footways/ cycleways, incidental open space, drainage features, and children's play areas
- Mixed use Community Hub including residential (C3), commercial, businesses and services (E,F1), Health Hub (E), community hall (F2) and transport interchange
- Zone within which local centre (C2,C3,E) is located
- Employment (E,B2,B8), or residential (C2,C3) including homes for the elderly, Secondary and Tertiary Streets, footways/cycleways, incidental open space, drainage features, and children's play areas
- No residential development within this zone, subject to detailed acoustic testing
- Employment use (E,B2,B8) (potential location for primary sub-station)
- Location of existing furniture warehouse outside of site boundary (access retained from internal estate road)
- Existing pumping station, to be retained or relocated (24/7 access maintained from estate road)
- Zone for location of potential primary sub-station or alternatively, potential primary sub-station located within employment use zone
- Primary school and playing fields (F1)
- Secondary school and playing fields (F1)
- Formal sports pitches and associated parking (F2)
- Zone within which community sports pavilion (F2) is located
- Zone within which community building/visitor centre (F2) is located
- Open space (including waterbodies, drainage features, footpaths/ cycleways, vegetation/planted areas, play areas, retained trees and hedgerows, burial grounds, community woodlands, orchards and allotments, community gardens, and some elements of Primary, Secondary and Tertiary Streets)
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation
- Route safeguarded for possible Mass Rapid Transit (MRT) scheme (with +/- 30m limit of deviation from centre line along route shown)
- Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)
- Road corridor (refer to movement and access parameter plan for detailed information)

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

Note: Access arrangements into the site will need to accord with the approved detailed element drawings.

MOVEMENT & ACCESS

The movement & access parameter plan illustrates the vehicular and non-vehicular movement corridors within the site, demonstrating how these connect to existing routes and infrastructure and highlight the key access points into and out of the site.

STRATEGIC ROUTES

The proposed Grid Road and strategic road network connect the site to the existing Milton Keynes Grid Road infrastructure and allow vehicular traffic to be distributed around the site, away from residential neighbourhoods. The bridge over the M1, connecting to Tongwell Street, and the junction improvements on the M1 Junction 14, better connect the site to Milton Keynes and neighbourhoods west of the M1. The proposed Grid Roads will be landscaped to contribute to the landscape lattice and overall provision of green space, particularly along the eastern perimeter, where planting will help to screen proposed development from views from the east towards Milton Keynes.

NEIGHBOURHOOD STREETS & SAFEGUARDED MRT ROUTE

Connected to strategic routes, a series of Primary and Secondary Streets are indicated on the parameter plan to distribute movement directly to the new neighbourhoods within MKE. These streets are not proposed to carry through traffic and will be of low design speeds to encourage pedestrian and cycle-friendly environments as extensions to the public realm. The Primary Street will vary in character along its length according to the character of the neighbourhood or landscape it passes through.

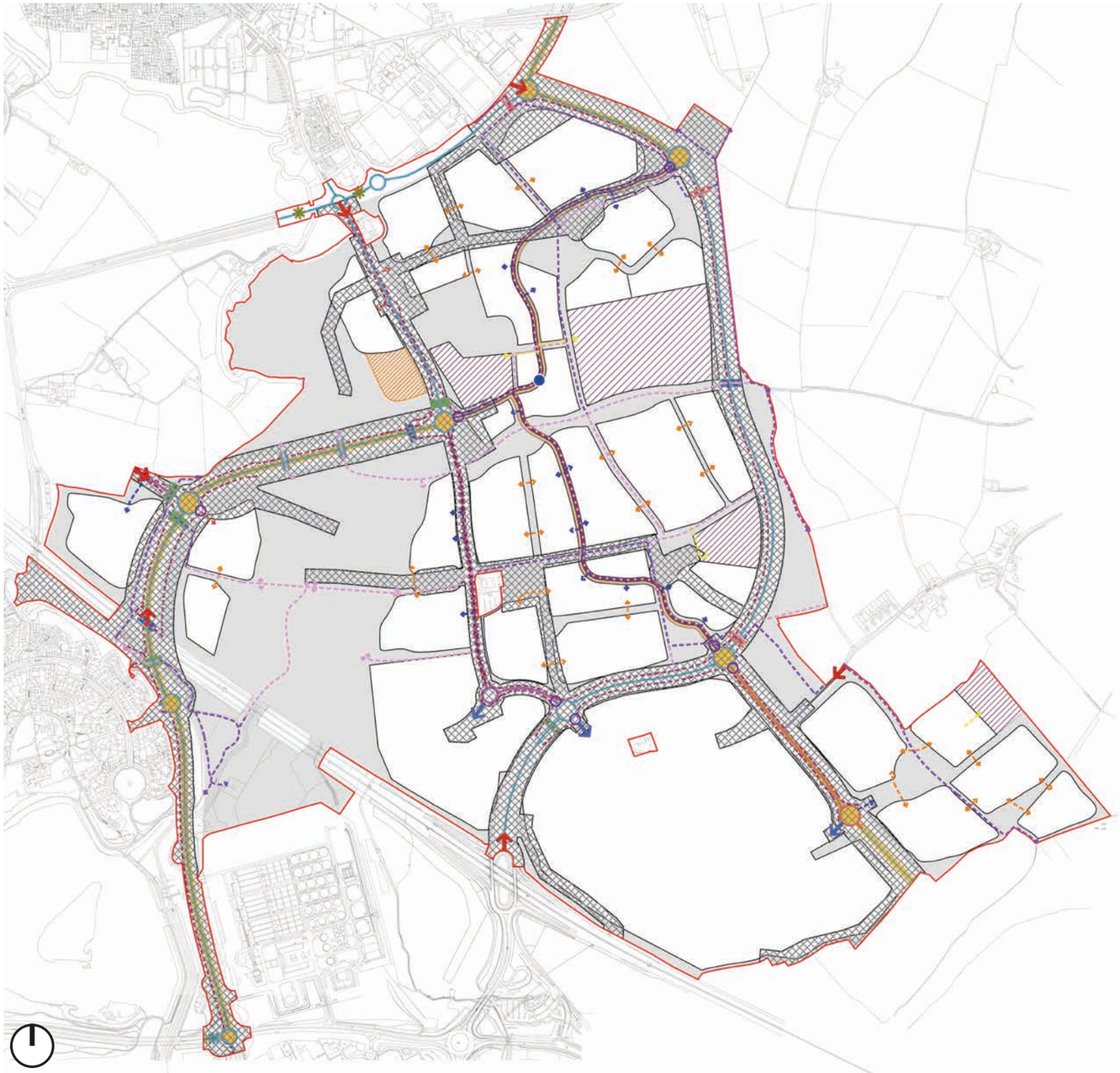
The Primary Street also safeguards a route for the MRT should this be delivered, allowing the MRT to connect directly to the Community Hub and mobility hub at the heart of the site.

NON-VEHICULAR MOVEMENT

The importance of providing good connectivity for pedestrians and cyclists is reflected in the wealth of routes and paths for non-vehicular users across the masterplan. The routes include Redways, Public Rights of Way (PRoW), including footpaths and bridleways, and other leisure routes for various activities and movements. These connections are supported by several crossing points over strategic routes at desire lines to make it the natural choice to walk and cycle from the residential and employment neighbourhoods to key destinations.

The routes proposed across the masterplan include diverted public footpaths and bridleways to align these with proposed green corridors, linking neighbourhoods to landscape destinations such as the linear park. The routes connect back to the existing bridleways and footpaths at the site's boundaries to ensure the proposals are embedded within the existing wider network. These routes are set out in more detail in the following chapter.

MOVEMENT & ACCESS



Movement and access parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 1)
- Development area
- School and playing fields (F1)
- Open space
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation
- Transport interchange to be located within the Community Hub
- Route safeguarded for possible Mass Rapid Transit (MRT) scheme (with +/- 30m limit of deviation from centre line along route shown)
- Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)
- Grid Road corridor
- Highway corridor safeguarded for Grid Road status
- Highway corridor safeguarded for future Cranfield bypass (with +/- 30m limit of deviation from centre line along route shown)
- Road corridor (with +/- 30m limit of deviation from centre line along route shown)
- Downgraded A509 road corridor (with +/- 30m limit of deviation from centre line along route shown)
- Existing alignment of Newport Road
- Connection to Newport Road No vehicular access (existing Newport Road)
- Vehicular access points to parcel from Grid Road
- Vehicular access to parcel from other roads (with +/- 100m limit of deviation from centre line along route shown)
- Vehicular link across green corridor (with +/- 100m limit of deviation from centre line along route shown)
- Main vehicular, pedestrian/ cycle site access points
- Main vehicular, pedestrian/ cycle site access points to employment area
- Main vehicular access points to schools (with +/- 100m limit of deviation from centre line along route shown)
- Public routes (retained and/or diverted routes including bridleways, public footpaths and pedestrian and cycle links) (with +/- 30m limit of deviation from centre line along route shown)
- New public routes (arrows denote key access points) (including bridleways, public footpaths and pedestrian and cycle links) (with +/- 50m limit of deviation from centre line along route shown)
- Route of proposed Redways (with +/- 30m limit of deviation from centre line along route shown)
- Location of new subway crossing
- Location of new foot/cycle crossing (with +/- 50m limit of deviation from centre line along route shown)
- Location of new at grade crossing (with +/- 50m limit of deviation from centre line along route shown)
- Location of new flood relief culvert (to also function as a pedestrian/cycle connection)
- Grade separated crossing integrated with bridge structure
- Potential for crossing of A509 / A422
- Roundabout junction to be upgraded

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

Note: Access arrangements into the site will need to accord with the approved detailed drawings.

Note: The site will be served by Demand Responsive Transport (DRT) with services providing pick up and drop off on non-fixed routes.

GREEN INFRASTRUCTURE

The proposed green infrastructure is driven by the landscape lattice upon which the masterplan framework is based. Within the lattice, a wealth of diverse landscapes are to be delivered. The green infrastructure parameter plan sets out the overarching types of open space within the landscape framework, including the retention of existing landscape assets, to support nature recovery.

GREEN & BLUE INFRASTRUCTURE

Embedded within the landscape lattice, the proposed blue infrastructure forms an important element of the landscape. Given the significance of the River Ouzel and its associated floodplain, the proposed drainage strategy ensures the flow of water throughout the site is managed carefully to avoid flood risk. Features such as wetlands, dry and wet basins, swales and channels feature within the landscape framework, connecting back to existing watercourses.

EXISTING LANDSCAPE ASSETS

The location and sizing of the proposed landscape corridors as part of the landscape lattice is partly driven by the retention of existing landscape assets such as hedgerows, trees, woodland and watercourses. Retaining and enhancing these features embeds the proposed new neighbourhood in its natural context and allows existing and new habitats to thrive, connecting people with nature. Wherever possible, hedgerows and trees will be retained, with proposed development set back sufficiently to enable them to survive and thrive.

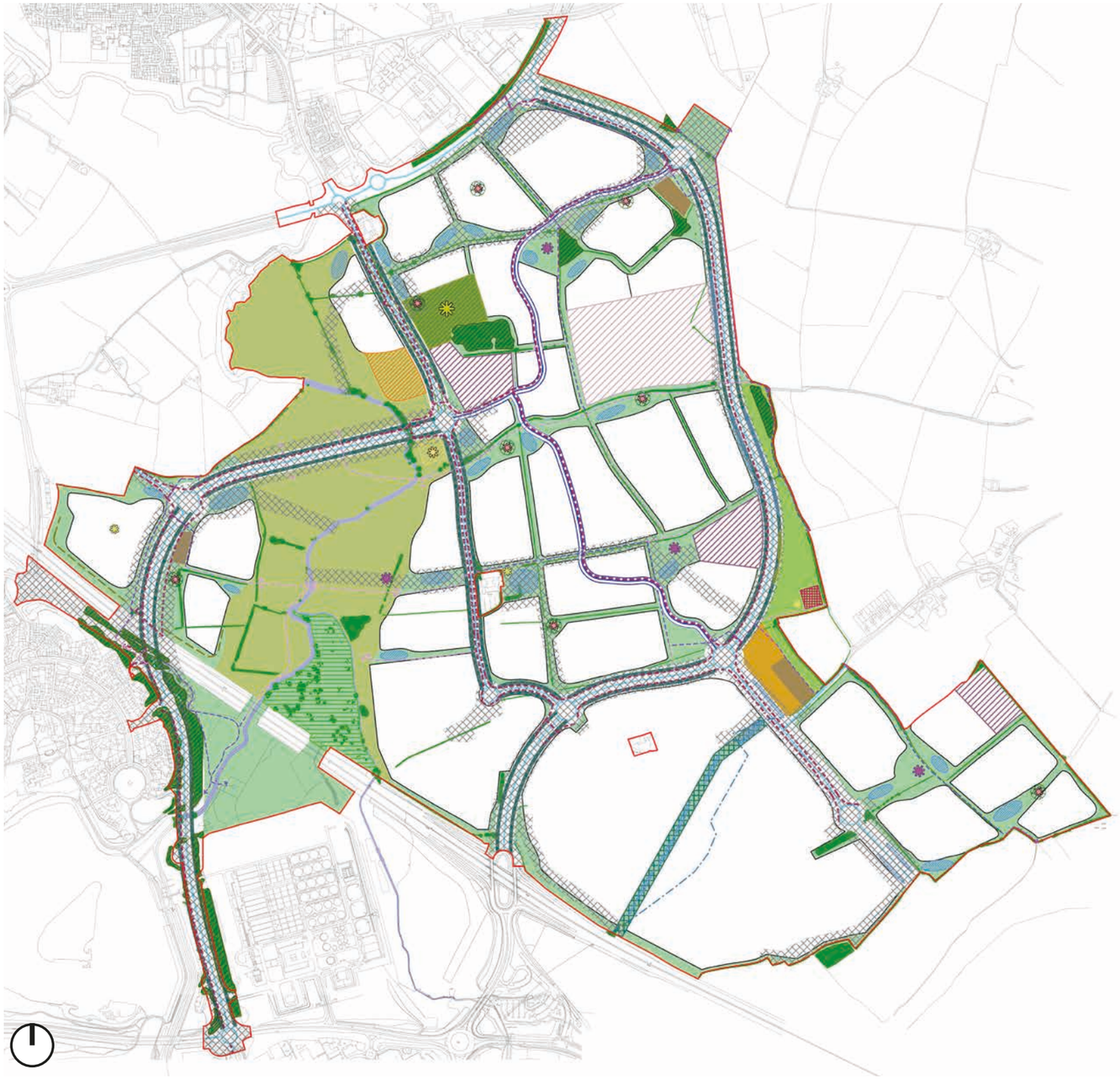
INTERACTING WITH LANDSCAPE

The proposed diverse landscapes within MKE offer a variety of opportunities to interact with nature and landscape. The landscape lattice incorporates areas of play at varying scales, evenly distributed across the masterplan. The proposed play areas will provide focal points for the community and will be easily accessible, located along the green corridors which connect to residential neighbourhoods. Areas of allotments are provided, primarily in three locations, to ensure new residents have access to grow their own food and connect with nature as part of the healthy placemaking approach.

Playing fields will be provided to the north west of the Community Hub to offer a range of sporting amenities for sport and recreation. These will be supported by the playing fields delivered within the secondary school, with the aspiration that facilities can be shared to maximise their use and deliver efficient use of space.

To the eastern perimeter of the site, Moulsoe New Wood will offer a significant area of woodland and a community orchard for the new and surrounding community. This space is connected to the site and surrounding context by the existing and proposed footpaths, cycleways and bridleways to ensure accessibility and connectivity.

GREEN INFRASTRUCTURE



Green infrastructure parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 1)
- Development area
- Primary school and playing fields (F1)
- Secondary school and playing fields (F1)
- Sports pitches and associated parking
- Location of community sports pavilion
- Location of community building/visitor centre (F2)
- Existing woodlands
- Open space (including waterbodies, drainage features, footpaths/cycleways, vegetation/planted areas, play areas, retained trees and hedgerows, community gardens, and some elements of Primary, Secondary and Tertiary roads)
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation
- River Ouzel linear park (including waterbodies, drainage features, informal open space, wildlife habitats, wetland areas, meadow land, wet woodlands, vegetation/planted areas, play areas, retained trees and hedgerows, footpaths/ cycleways, and some elements of Primary, Secondary and Tertiary roads)
- Pineham nature reserve
- Indicative location of temporary tree nursery
- Existing trees and hedgerows to be retained where possible (subject to detailed plot layout)
- Location of local play area with incidental open space (with +/- 25m limit of deviation)
- Location of neighbourhood play area (with +/- 25m limit of deviation)
- Burial grounds or remembrance garden
- Allotments (including parking)
- Community woodlands (including parking and potential allotments)
- Location of community orchards
- Existing watercourses
- Indicative location of surface attenuation (ponds and basins)
- Location of existing watercourse to be diverted
- Alignment of 30m wide zone for diversion of existing watercourse and structural landscape (with +/- 150m limit of deviation from centre line along route shown)
- Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)
- Road corridor (refer to movement and access parameter plan for detailed information)
- Location of strategic landscaping within Grid Road corridors to include woodland and other planting and drainage features
- Public routes (retained and/or diverted routes including bridleways, public footpaths and pedestrian and cycle links) (with +/- 30m limit of deviation from centre line along route shown)
- New public routes (arrows denote key access points) (including bridleways, public footpaths and pedestrian and cycle links) (with +/- 50m limit of deviation from centre line along route shown)
- Route of proposed Redways (with +/- 30m limit of deviation from centre line along route shown)
- Location of landscape noise mitigation feature (required if residential use comes forward in this location)

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

Note: Access arrangements into the site will need to accord with the approved detailed drawings.

Note: The location of existing hedgerows and trees are subject to the latest survey information available, further, more detailed survey information may be required.

BUILDING HEIGHTS

The form and scale of buildings and other structures proposed on the site is an important consideration in shaping the character of new development. The analysis and understanding of the site and its context, including topography, surrounding settlements, views from and towards the site and the understanding of what will be delivered to create a thriving community are all important considerations in proposing the appropriate scale of development.

INTENSITY OF THE COMMUNITY HUB

In principle, the approach to building heights focuses on creating intensity and a critical mass of homes and people towards the heart of the site, around the Community Hub. This will typically require an increased number of apartments, particularly above mixed uses, to support the vitality of the mixed uses. The building heights increasing in this area will help to define the public realm and landscaped spaces such as the Moulsoe Stream Park as the more urban civic and open spaces within the new neighbourhood. The scale of the linear park and its wide, open spaces has driven a response to allow sufficient height for homes along its frontage to frame the landscape space and allow dwellings to benefit from expansive views across the landscape.

EMPLOYMENT HUB

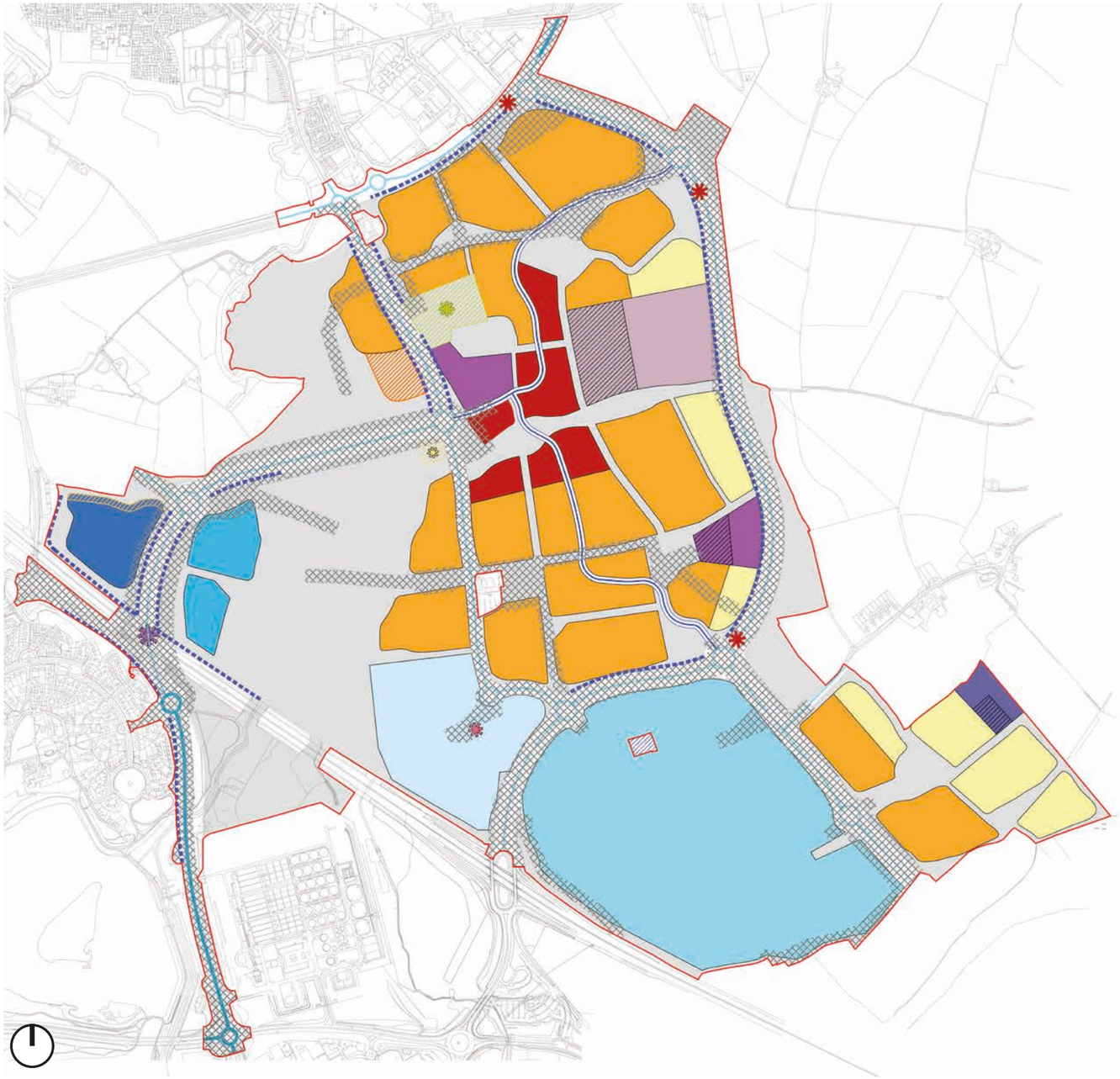
Within the Employment Hub, building heights allow for a range of building typologies of a scale suitable within this location against the M1.
The heights within the northern employment parcel are reduced to allow for a transition in scale between the principal employment site and the residential neighbourhoods. A suitable landscape buffer will be provided between the employment uses and residential uses as part of this transition.

SENSITIVITY TO HERITAGE ASSETS & VIEWS

Building heights are more sensitive towards the eastern periphery of the site due to the rising existing ground levels and sensitivities of views from the east, particularly from Moulsoe. A combination of low building heights, lower densities, and appropriate planting is proposed to soften the site's edge along its eastern boundary.

With regard to the Moulsoe Buildings Farmhouse, the Holiday Inn on the A509, a sensitive approach to built form should be taken to respect the setting of the listed building. The proposed open space proposed immediately east of the Hotel ensures built form will not dominate the setting of the building and give prominence to this important heritage asset.

BUILDING HEIGHTS



Building heights parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 1)
- Up to max. 26m ridge height (from existing ground levels +/- 2m)
- Up to max. 18m ridge height (from existing ground levels +/- 2m)
- Up to max. 12.5m ridge height (from existing ground levels +/- 2m)
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation If residential, up to max. 18m ridge height (from existing ground levels +/- 2m)
- If residential, up to max. 18m ridge height (from existing ground levels +/- 2m) If employment (E, B2, B8); up to 13m max ridge height (+85m AOD +/- 2m)
- If residential, up max. 18m ridge height (from existing ground levels +/- 2m) If employment (E, B2, B8); up to 15m max ridge height (from existing ground levels +/- 2m)
- If residential, up to max. 18m ridge height (from existing ground levels +/- 2m) If employment (E, B2, B8); up to 18m max ridge height (from existing ground levels +/- 2m
- Employment (B2, B8); up to 21m max ridge height (+103 AOD +/- 2m)
- Employment (B2, B8); up to 29m max ridge height (+103 AOD +/- 2m)
- Location of primary school and playing fields (F1) up to 1 storey / max. 8m ridge height (from existing ground levels +/- 2m)
- Location of primary school and playing fields (F1) up to 2 storey / max. 12m ridge height (from existing ground levels +/- 2m)
- Location of secondary school and playing fields (F1) up to 3 storey / max. 15m ridge height (from existing ground levels +/- 2m)
- Zone for school built form (F1)
- Zone within which community sports pavilion (F2) is located Up to 2 storeys / max. 12m ridge height (from existing ground levels +/- 2m)
- Zone within which community building/visitor centre (F2) is located Up to 2 storeys / max. 12m ridge height (from existing ground levels +/- 2m)
- Location of existing furniture warehouse outside of site boundary (access retained from internal estate road)
- Existing pumping station, to be retained or relocated (24/7 access maintained from estate road)
- Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)
- Road corridor (refer to movement and access parameter plan for detailed information)
- Location of bridge over M1 (for detailed elements refer to detailed drawings)
- Location of foot/cycle bridge (up to 10m above carriageway level) (with +/- 50m limit of horizontal deviation)
- Location of noise barriers (for detailed elements refer to detailed drawings, where in outline, maximum height 4m AOD subject to detailed acoustic testing, with +/- 30m limit of horizontal deviation from centre line along route shown)

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

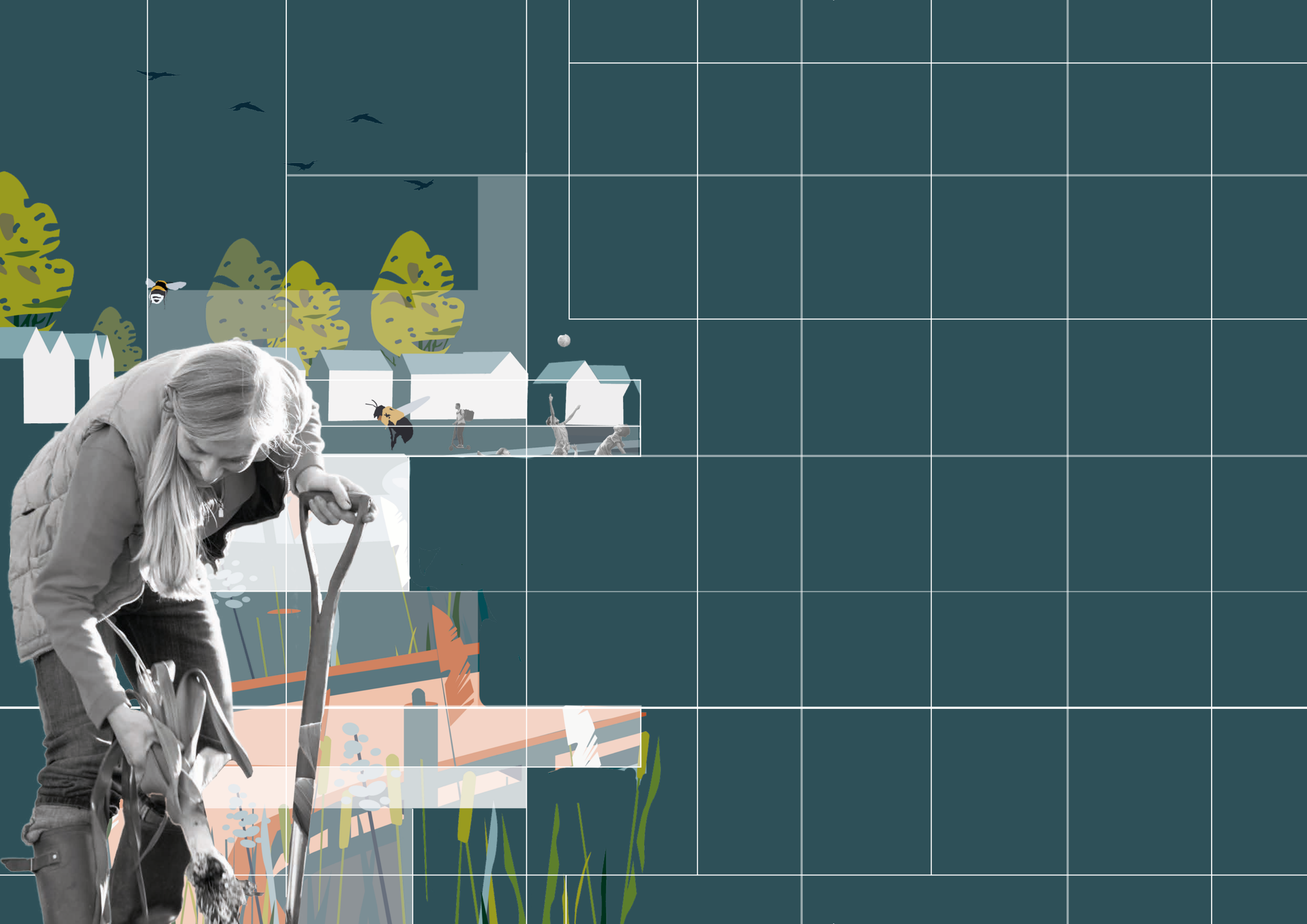
Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

Note: The heights parameter plan prescribes the maximum heights of buildings across the development site. The heights enable the provision of 1, 2, 2.5, 3, 4, 5 and 6 storey residential buildings and non-residential equivalent buildings and allows for a variation in the eaves, ridge heights and roof forms of buildings. The height excludes chimneys / flues.

Note: The transition between different height parameters within development parcels can be sufficiently flexible to avoid individual buildings having to step from one height to another.

Note: For details of bridge proposals please refer to the detailed highways drawings.

Note: The maximum height of bridges excludes lighting columns or signage.



CHAPTER SIX

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.

ILLUSTRATIVE MASTERPLAN

The hybrid planning application is supported by an Illustrative Masterplan which demonstrates how the site could be developed in accordance with the design framework and proposed parameter plans set out in Chapter 5. The ambition for MKE is to create an attractive and inclusive new community, providing a range of amenities and open spaces. Key spaces and aspects of the plan are explained in more detail in the following pages and subsequent chapters, but in summary, MKE will deliver:

- 4,000 up to 4,600 new homes across a range of character areas, providing a wide variety of dwelling types and tenures;
- Employment space along the M1 for a range of industries providing approximately 5,000 new job opportunities across the site;
- A secondary school and three primary schools, delivering over 3,500 new school places;
- A Community Hub at the heart of MKE, containing a range of new facilities to serve the everyday needs of the new community;
- A variety of landscaped open spaces and active travel routes weaved through the new neighbourhood, including a new 63ha linear park along the River Ouzel corridor and approximately 90ha of green publicly accessible open space; and
- A network of strategic highways and non-vehicular routes, including Redways, enhancing links and connecting the new neighbourhood to existing infrastructure and Milton Keynes.

MASTERPLAN KEY

1. Community Hub including a Health Hub and a range of mixed uses to serve the everyday needs of the community
2. Potential location for elderly care housing
3. Secondary school and playing fields
4. Primary school and playing fields
5. Employment Hub providing new job opportunities
6. A 63ha linear park along the River Ouzel
7. Broughton Brook
8. Moulsoe Stream Park
9. Playing fields and pavilion
10. Community building/visitor centre
11. Moulsoe New Wood
12. A new bridge over the M1
13. Retained woodlands
14. Allotments
15. Burial grounds or remembrance garden
16. Community orchard
17. Neighbourhood play area
18. Potential Park and Ride

ILLUSTRATIVE MASTERPLAN

6. ILLUSTRATIVE MASTERPLAN

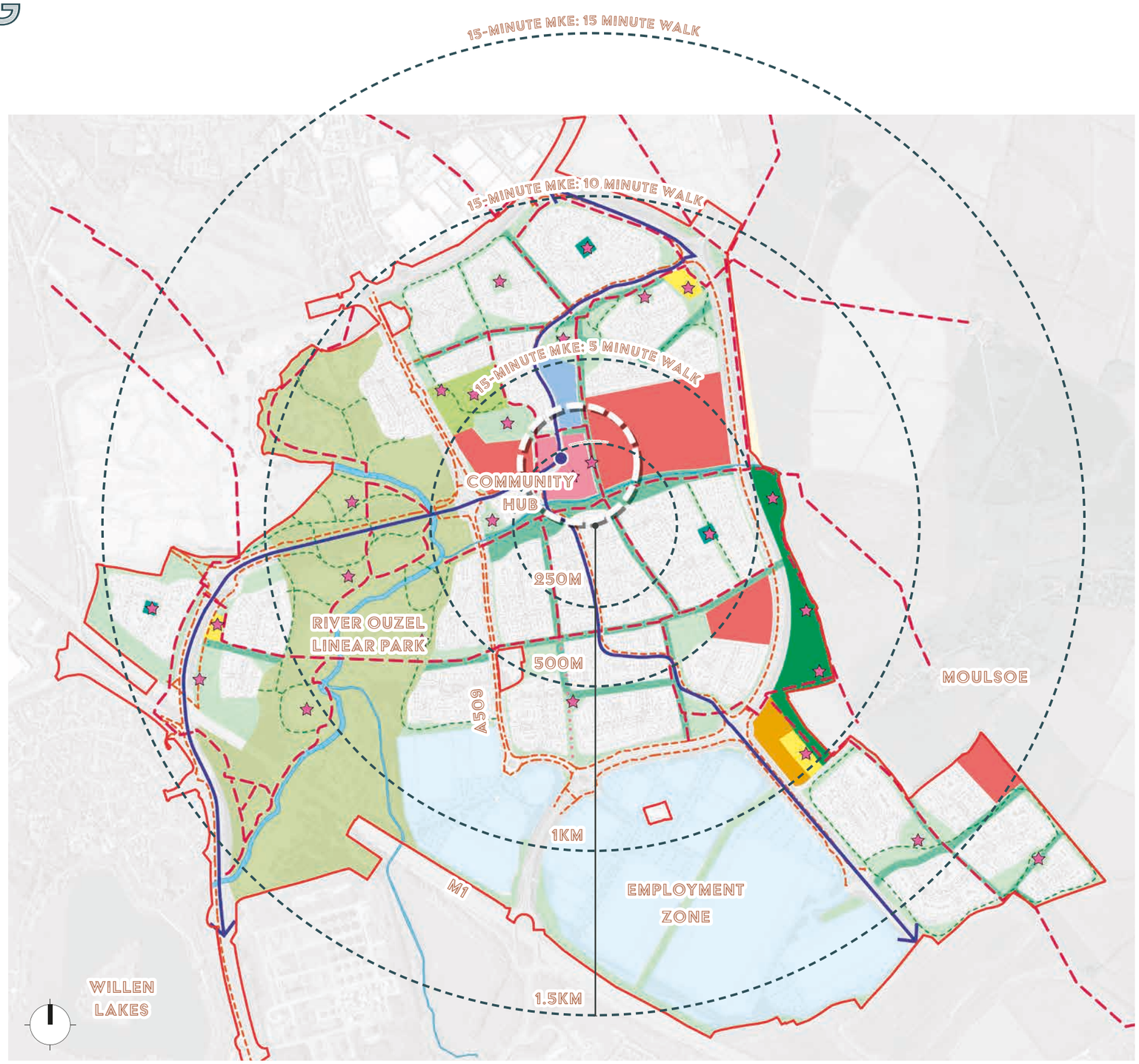
HEALTHY PLACEMAKING

The diagram and table on the following pages demonstrate some of the main health problems positively influenced by good placemaking. It shows how the design of the masterplan has the potential to enable people to lead healthier lives. It also illustrates how the masterplan will help deliver a dementia-friendly neighbourhood and the principles set out in Chapter 3. The health problems and the active ways to address them shown in the table have been identified through research into multiple publications; primary sources which include:

- Halpern, D. (1995) 'Mental Health and The Built Environment'. London, Routledge.
- Jones, R. & Yates, G. (2013) 'The Built Environment and Health: an evidence review'. Glasgow, Glasgow Centre for Population Health.

KEY

- Walking distance from the centre of site
- Mixed use Community Hub: maximum 15 minutes walk from the majority of all new homes
- Education: schools located along green corridors to encourage active travel with safe and direct walking/ cycle/bus links to schools from all homes
- Employment: choice for live / work lifestyle in MKE, connected to all new homes with integrated and safe pedestrian/cycle/bus routes
- Open space: a variety of welcoming open spaces, including squares, parks and playgrounds
- A 63 hectare linear park and over 2km riverside and leisure walks along the banks of the River Ouzel
- Social interaction, community integration and multigenerational activities: central square events, a community and sports pavilion, school, sports facilities, natural open space, community orchards, woodlands and allotments
- A network of green corridors: retained hedgerows and attractive and direct pedestrian and cycle links. Homes fronting onto these spaces and with doorstep access
- An extensive pedestrian, cycle and bridleway network: active travel links to the Community Hub, schools, Health Hub, mobility hub and every day uses
- Segregated Redways, visible, safe and comfortable cycle routes
- Public transport: bus / potential MRT services through the site and connecting with CMK and the wider district
- Mixed-modal mobility hub: makes the transition between different transport modes easy
- Residential neighbourhoods: 20 mph zones, fewer accidents, lower emissions, safe for all
- Community woodlands, allotments, burial grounds or remembrance gardens: opportunities for multigenerational activities, food production, connect with nature and education
- Retained woodlands
- Village greens: immediate areas of green and to aid community cohesion
- Potential for later living homes within 250m of the Community Hub, close to key uses, enabling opportunities for links with local schools



HEALTHY PLACEMAKING

		Main Health Problems	Cardio-vascular disease, Type 2 Diabetes, and obesity, referred to as 'avoidable illnesses'. Several forms of cancer		Respiratory diseases including asthma	Mental illnesses	Transport related accidents		
		Causes	Sedentary lifestyles and lack of exercise	Poor diet and food poverty	Poor air quality	Loneliness, isolation, limited social interaction and fear of crime	Impacts of vehicles and interaction with cycles and pedestrians		
	To what extent do the design proposals meet Healthy Placemaking principles?	Addressing the Causes	Enable exercise in daily life	Provide education, accessible facilities and available green spaces	Limit the causes and effect of vehicular emissions	Community facilities and safe, sociable, productive environments	Good urban and transport design		
Urban Planning		**Active travel is limited when dispersed uses lead to car-dependency**						Existing site	Proposals
Compact mixed use urban structures allow shorter travel distances and easier mobility	MKE is a mixed use development providing residential, commercial, community, and employment uses to reduce travel distances and support active travel for future residents.		🟢	🟢	🟢	🟢	🟢	🔴	🟢
This leads to reduced congestion, better air quality and healthier lifestyles	The number of cars will increase with new occupants, but the masterplan will encourage walking/cycling, supported by new mixed uses located along key green active travel routes. New strategic roads with generous landscaping will take traffic to the periphery of the development and reduce existing congestion.		🟢		🟢		🟡	🟡	🟢
Inclusive, vibrant neighbourhoods generate a sense of community and wellbeing	New housing will support local demand and provide a mix of tenures to enable multigenerational neighbourhoods. Streets and spaces provide an environment for social interaction, including promoting intergenerational activities through community woodlands, orchards and allotments.		🟢	🟢		🟢		🔴	🟢
Walkable Communities		**Motor vehicles, whether in motion or parked, take up too much space in towns**							
We walk or cycle when our daily needs are easy to reach, benefitting from the exercise and saving time	A mixed use Community Hub at the heart of MKE, and a highly visible network of pedestrian and cycle routes will allow short travel distances to daily needs, supporting the 15-minute neighbourhood concept.		🟢			🟢		🟡	🟢
A lively, attractive public realm is stimulating and promotes social interaction	A lively and attractive Community Hub with a range of uses, including homes, will enable a sociable civic space and will create activity throughout the day and week.		🟢	🟢		🟢		🔴	🟢
Health-supporting amenities like fresh food, healthcare and leisure facilities should also be nearby	The Community Hub to include a Health Hub, with playing fields and pavilion and linear park located in close proximity.		🟢		🟢	🟢		🔴	🟢
Neighbourhood Building Blocks		**Poor living conditions and social isolation diminish the quality of our lives**							
Well-designed, well-managed buildings and public spaces generate a sense of security and ownership in the local community	New high-quality private & affordable housing. Homes fronting onto the extensive network of open space, including the linear park and green corridors, providing natural surveillance and encouraging social interaction.		🟢			🟢		🔴	🟢
The combination of mixed uses and dwellings creates a local focus and reference point for adjacent neighbourhoods	A Community Hub in the heart of MKE, to be delivered early on in the development. A clustering of uses including small local shops, a Health Hub and primary and secondary school.		🟢	🟢		🟢		🟡	🟢
Movement Networks		**People in cars tend to think traffic is caused by other people**							
Taking advantage of the many options for sustainable 'active travel', makes getting about safer and breathing cleaner air	A multi-modal transport hub in the Community Hub, at the centre of the site and a safeguarded route for a potential Mass Rapid Transit Route (MRT) will create an active and aligned travel network, serving both the new community and the wider area of Milton Keynes as well as other sustainable public transport modes. A landscape lattice forms the basis for an extensive network of pedestrian and cycle links, which will connect to and enhance the existing network. Dedicated Redway routes, visitor and cycle parking for homes and electric car charging points in the local centre and employment area will also support sustainable travel.		🟢		🟢		🟢	🔴	🟢
Vehicle accidents under 20 mph are unlikely to cause fatalities. The '20's Plenty!' concept is desirable for mixed use streets	20 is typically the maximum speed along new residential roads.		🟢		🟢		🟢	🟡	🟢
Environmental Integration		**Time spent in green space is good for our physical and mental health**							
Parks, play facilities, gardens and allotments are places that improve the quality of our lives and help to build communities	MKE will provide an extensive network of open space, including community allotments, orchards and woodlands. The landscape lattice will be integrated with play facilities, sports pitches and leisure routes.		🟢	🟢		🟢		🔴	🟢
Trees and shrubs contribute to comfortable microclimates and biodiversity; a natural protection from flooding and strong winds	MKE will include tree-lined streets, existing trees and hedgerows to be retained with substantial new trees and hedgerows planted. The proximity of homes to the River Ouzel offers fresh air and encourages an active lifestyle, with pedestrian and cycle routes linking to the wider open space network.			🟢	🟢	🟢		🟡	🟢
Community Empowerment		**Communities become emotionally attached to their neighbourhood's design, enhancing their quality of life**							
Our imagination is captured when we work with our neighbours to improve the places where we live	Online consultations were held alongside meetings with local stakeholders and councillors, and this process is ongoing. Amendments were made to the masterplan following feedback.					🟢		🟡	🟢
This sense of collaboration is a potent force that strengthens social networks, raises aspirations and leads to positive change	New homes and facilities will support the growth of the local community. There are opportunities to create social and multigenerational networks, including between schools and new areas of employment.					🟢		🟡	🟢
Scoring: 🟢 potentially improved 🟡 significantly improved	🔴 currently absent								

SUSTAINABILITY STRATEGIES

JTP utilise their knowledge and experience in assessing each project for potential environmental design opportunities. These measures may range from the integration of passive solar design to the use of active energy-saving technologies.

At the outset of a project, we discuss with our clients what is feasible and where there are cost constraints. We will advise on the most cost-effective methods of achieving an environmentally responsive scheme. Some solutions are very simple; for example, changing the orientation of a scheme to embed passive design principles.

Other solutions may require rounds of testing to determine that they have the desired and anticipated impact.

We have developed an in-house environmental assessment matrix whereby projects are reviewed under the following categories:

- Efficient use of resources
- Energy strategy
- Green infrastructure
- Blue infrastructure
- Movement strategy
- Health and happiness

This assessment tool enables us to capture the degree to which our projects embed the principles of sustainable design. For further information, refer to the supporting Sustainability and Energy Statements.

EFFICIENT USE OF RESOURCES
TREADING LIGHTLY, USING RESOURCES WISELY

- MKE is allocated within Plan:MK, the local plan for Milton Keynes Borough, which was adopted in 2019.
- The site is predominately large open arable and grazing grassland fields, delineated by hedgerows, ditches, tree lines and fencing. These open fields have relatively limited ecology or amenity value.
- The proposed masterplan aligns with the SPD and Plan:MK, which encourage higher densities to be located in areas well served by efficient public transport links and with good accessibility to facilities. The policy allows for low levels of parking to be provided where it would help to achieve densities that realise wider strategic objectives.
- The development will follow the core guiding circular economy principles that promote a regenerative and restorative whole systems approach:
  - Conserve resources and source ethically;
  - Design to eliminate waste; and
  - Manage waste sustainably and at the highest value.
- Where feasible, standardised elements or modular designs for materials and products that enable a reduction in construction waste and easier reuse in the next life.
- Materials from the existing site will be crushed and reused within the landscaping strategy.
- Land within the flood zone along the River Ouzel has been designed as a major linear park.
- Land has been safeguarded for potential incorporation of a Mass Transit Route through the site.

ENERGY STRATEGY
REDUCING ENERGY CONSUMPTION AND CARBON EMISSIONS

- MKE will aim to reduce its impact on climate change and will align with the future homes standard.
- The scheme will be designed to ensure overheating risk is reduced to acceptable levels in accordance with CIBSE TM59:2017 requirements.
- A site wide landscape strategy has been developed which incorporates green and blue infrastructure and contributes to the overall energy performance. For example, extensive areas of tree planting are proposed, providing opportunities for shading, including street tree planting within play areas and a range of species are proposed to respond to different climates. These spaces will be accessible at all times of the year and for all, ensuring an environment resilient to climate change.
- Streets and spaces will be designed to maximise the opportunity for solar gain, orientating houses southwards where possible, while retaining the design intent of the street/space upon which they face.

BLUE INFRASTRUCTURE
REDUCING WATER CONSUMPTION

- The flood regime and extents of the River Ouzel, Broughton Brook and Moulsoe Stream have been established through detailed flood modelling to ensure that the development zones will not be at risk of flooding and the new highway across the River Ouzel floodplain does not increase flooding downstream.
- Surface Water will be managed so that there will be a betterment over the existing greenfield runoff rates, and the retention of this water on site will further enhance the local biodiversity.
- The proposed development will benefit from SuDS, such as living roofs, rainwater harvesting, swales and permeable paving, and some ponds will be designed to be permanently wet so that they form attractive biodiverse features.
- All new homes to achieve an internal water use of fewer than 105 litres per person per day.
- The development will incorporate rainwater harvesting.

SUSTAINABILITY STRATEGIES

GREEN INFRASTRUCTURE
MAXIMISING OPPORTUNITIES FOR NATURE AND BIODIVERSITY

- The ecological and landscape strategies combine to ensure that a 10% biodiversity net gain will be achieved with strong ecological connections across the site and the countryside.
- The new development will include enhancement of over 2km of watercourses, new permanent water features, enhanced woodland, retention of over 3km of hedgerows and diversification of grassland habitat to ensure that MKE will be wildlife-rich, with nature trails so that children are encouraged to play, interact and learn about their environment.
- A new linear park that extends to the Ouzel Valley Park and Willen Lakes in the south and to Newport Pagnell in the north is proposed. It will provide a major new recreational resource focused around the creation of new wetland habitats connected by boardwalks, bridges and causeways to create circular recreational trails as well as tying into long-distance Public Rights of Way, including footpaths and bridleways.
- The linear park provides an opportunity to deliver strategic open space for the new urban extension, Milton Keynes and its wider community on a significant scale. This will be achieved through a strong landscape framework that links into the wider open space network whilst preventing coalescence with existing settlements and screening sensitive views.
- The proposed pedestrian and cycling network is designed to encourage people to walk or cycle to nearby facilities with the local shopping centres, schools, play spaces, and parks being approximately within 15 minutes reach from homes. The proposed footpath network ties into a number of existing Public Rights of Way within and adjacent to the site to connect the new development with its surroundings.
- In addition to improved connections, a series of recreational walks are created, giving residents and visitors access to wildlife and the countryside.
- 4 new neighbourhood play areas will form destination attractions. These spaces will be supplemented with 8 local play areas as well as informal play trails providing 'loose fit' spaces. Furthermore, the design of all the open spaces will also be multifunctional, incorporating imaginative, versatile elements in which children can play, interact and learn. The 'MK:Plan' will be followed to ensure that the appropriate provision will be included and that the required offsets from adjacent roads and homes will be accommodated.

HEALTH AND HAPPINESS
ENHANCING QUALITY OF LIFE

- A 'flagship' employment location offering high-quality employment and training opportunities is proposed within the masterplan.
- A mixed use Community Hub, including a Health Hub is located at the centre of the masterplan and is accessed by green corridors for walking and cycling and will include the multi-modal hub and the potential future MRT stop.
- 3 primary schools are evenly distributed across the masterplan and a secondary school is located close to the mixed use Community Hub.
- Berkeley Group's ambition on every development is to strengthen the local community, improve people's quality of life and have a lasting social impact that can be felt beyond the site boundaries. St James have a commitment to measure the value to society of our developments and are finalising the development of a tool. The tool uses more than 20 indicators to assess the value, on aspects from access to nature to job creation and community spaces to quantify the value to society they will generate each year once they are lived in, each of which is underpinned by peer-reviewed research. This data can be used to make key decisions on what aspects create the most social value on our developments.
- St James will provide the local community with regular engagement opportunities in order to encourage local people and new residents to have pride in the area and a strong local ownership of the development.
- A series of other measures including engagement with the local supply chain, access to high-quality green and public space, good physical and mental health, and local air and water quality will be considered. St James use a healthy home design framework, structured around seven topic areas: thermal comfort, safety and security, noise, indoor air quality, light, adaptability and space and storage. The framework introduces a range of recommendations that could be applied to help create a 'healthier' home.
- During construction St James is committed to ensuring social value by achieving a minimum score of 40/50 in every Considerate Constructors Scheme (CCS) audit, engaging with young people, education providers and employers to transform perceptions of careers in the built environment and setting a target of 5% of our indirect and 5% of our direct employees to be apprentices, sponsored students or graduates on formalised training schemes.

MOVEMENT STRATEGY
CREATING WALKABLE AND ACTIVE COMMUNITIES

- A multi-modal hub will be located within the Community Hub and create a focal point for transport modes at the heart of the site, underpinned by strong walking and cycling connections from all the areas of the development – thus reducing the need to use private transport.
- The active travel network is comprised of green routes crossing the site as well as of infrastructure provided alongside vehicular routes. This way, connection to origins and destinations both off and on-site (including different land uses and links to public transport hubs) has been achieved by providing different type of active travel infrastructure which follows different forecasted desire lines and preferred routes.
- Bus stops will be placed in strategic locations with the aim of maximising the public transport coverage so that all residents are within 400m of a bus stop.
- All roads, streets and public realm will provide safe and convenient routes for pedestrians connecting with a network of routes along green corridors and through green spaces to promote walking for both leisure and day to day journeys. Routes will be safe and easy to use, with appropriate signage and crossing points and natural surveillance from homes overlooking routes.
- Several at grade crossings and foot/cycle bridges will ensure safe pedestrian and cycle connections to existing communities, including Newport Pagnell.

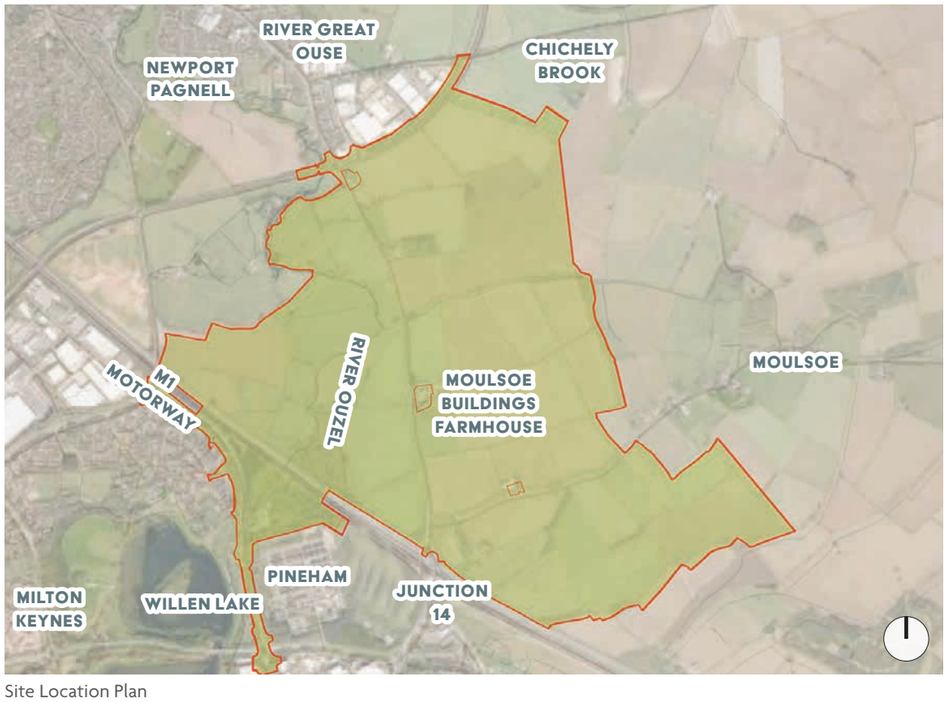
LANDSCAPE STRATEGY

THE SITE & GREEN INFRASTRUCTURE NETWORK

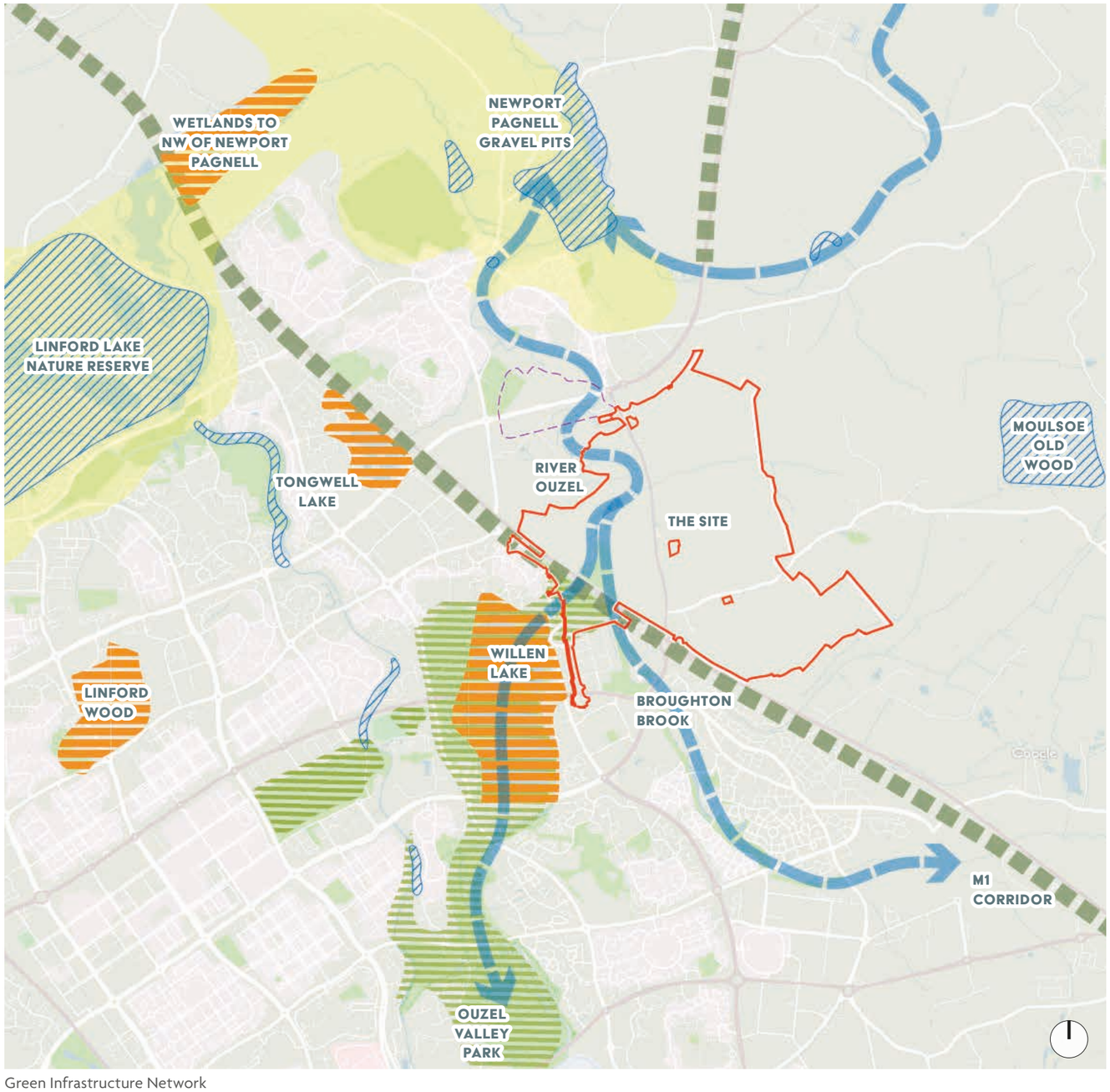
The site is predominately large open arable and grazing grassland fields, delineated by hedgerows, ditches, tree lines and fencing. These open fields have relatively limited ecology or amenity value. However, the existing network of hedgerows, mature and potential veteran trees, woodland copses, ponds, ditches and scrub across the site offers a mature landscape structure, landmarks as well as habitats and wildlife corridors.

The west of the site containing the River Ouzel and its floodplain is relatively flat and low lying. A small tributary of the Ouzel, Moulsoe Stream, runs east to west through the centre of the site. Both watercourses are managed as drainage features. The land rises to the east and reaches a peak of around 80m AOD in an almost continuous ridgeline.

Adjacent to the site, the Moulsoe Buildings Farmhouse is a Grade II listed ex-farm house, currently used as a Holiday Inn. Earthworks that are believed to be the remnants of a Viking defensive settlement are located on the banks of the River Ouzel.

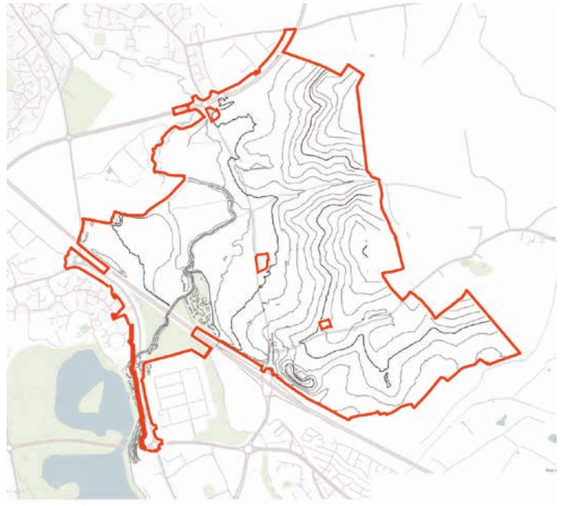


Site Location Plan



Green Infrastructure Network

LANDSCAPE STRATEGY



Topography

Planning application boundary

2m contour

10m contour

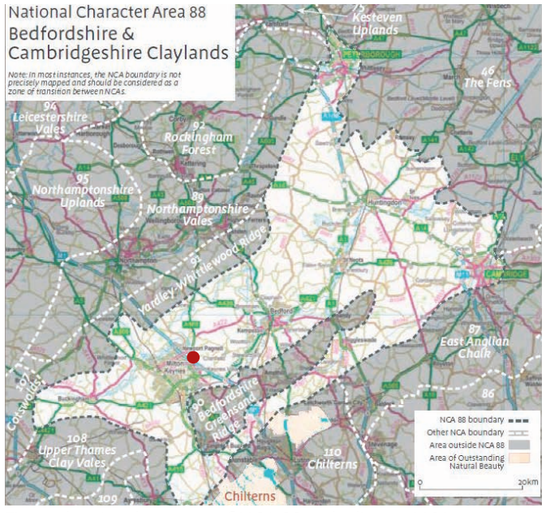
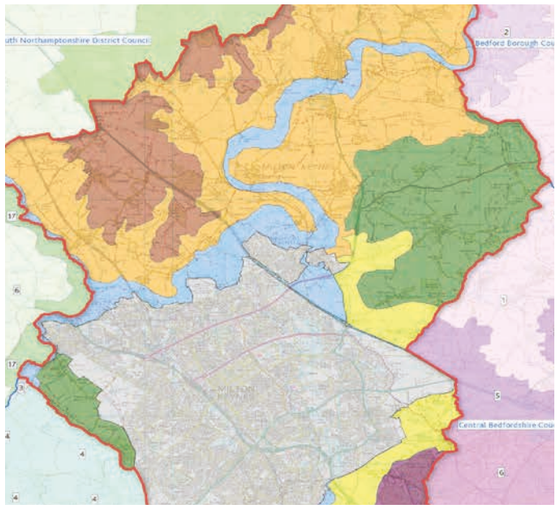


Figure showing the extent of NCA 88 and adjacent NCAs

Site location

Source: Natural England, NCA 88 Beds and Cambs Claylands



Milton Keynes, Landscape Classification

LCT 1 Clay Plateau Farmland

LTC 2 River Valley

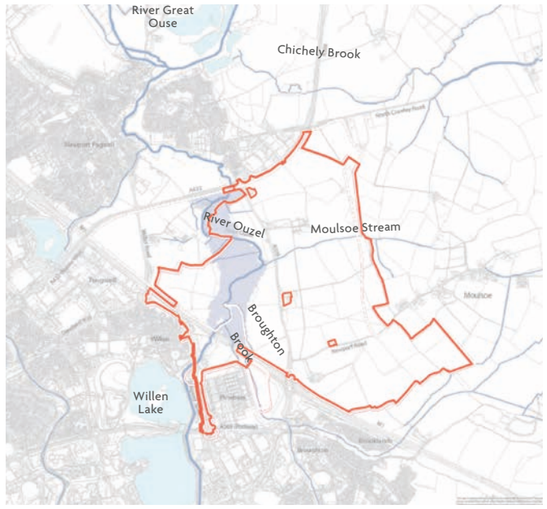
LTC 3 Clay Plateau Farmland with Tributaries

LTC 4 Clay Lowland Farmland

LTC 5 Undulating ClayFarmland

LTC 6 Greensand Ridge

Source: Milton Keynes Council, MK Landscape Character Assessment



Hydrology

River

Minor watercourse/ tributary

Permanent lake

Flood Risk Zone 3

Source: Milton Keynes Council, Milton Keynes East Strategic Urban Extension, Development Framework: Supplementary Planning Document

Topography

The site lies on the north east edge of the County within the Bedfordshire and Cambridgeshire Claylands (National Character Area 88). The overriding topographic features within this area are gently undulating lowlands with shallow river valleys.

The site itself ranges from around 56m AOD to 80m AOD. The lowest point in the site is the River Ouzel and its associated floodplain. The River Ouzel sits around 56m AOD with the floodplain a range between 56m and 60m AOD. The west of the site is relatively flat and low lying. The land rises to the east and reaches a peak of around 80m AOD in an almost continuous ridgeline. The nearby village of Moulsoe sits above the surrounding landscape with a peak of 90m AOD offering views across parts of the site.

Geology

The Bedfordshire and Cambridgeshire Claylands have an underlying geology of Jurassic and Cretaceous clays with Quaternary glacial deposits sitting above. Lime-rich, clayey soils with impeded drainage are the most common soil type, with better drained soils located within some of the river floodplains.

The site is predominantly set within Local Character Area (LCA) 2d 'Ouzel North Urban River Valley' with the eastern extremity of the site set within 4a 'Broughton to Tickford Clay Lowland Farmland'.

Both of these LCAs are characterised by their high proportion of clay within soil strata, lowland plateau form, large arable filed pattern and small isolated tree copses.

Hydrology

A key feature of the site is the River Ouzel and its flood plains that extend over the lowest regions of the site. Just north of the site (in Newport Pagnell), the River Ouzel meets the River Great Ouse. Both the River Ouzel and the River Great Ouse are slow flowing, with wide floodplains and broad riparian habitats.

A small stream (Mousloue Stream) flows east to west through the centre of the site to join the Ouzel creating a linking feature that bisects the site. The River Ouzel is managed by the EA, and the Broughton Brook and the tributary are managed by the IDB for drainage reasons.

On the southern border of the site (in Pineham Nature Reserve), the Broughton Brook flows into the River Ouzel.

6. ILLUSTRATIVE MASTERPLAN

LANDSCAPE STRATEGY

The landscape strategy for MKE is to protect and utilise the existing landscape features including hedgerows, mature trees, copses and waterways, to create a series of linked spaces around which the new neighbourhoods are structured, connection MKE to its surroundings. These are differentiated in character, function and identity to reflect their location and reinforce the character of the wider residential neighbourhoods as follows:

- **Linear Park**
- **Moulsoe Stream Park**
- **Green Corridors**
- **Village Green**
- **Local Greens**
- **Moulsoe New Wood**

These spaces will be described in more detail in the following chapters.

MASTERPLAN KEY

1. River Ouzel
2. Linear park
3. Moulsoe Stream Park, a primary landscape corridor
4. Green corridors
5. Moulsoe New Wood
6. Playing fields and pavilion
7. Village greens
8. Local greens
9. Pineham Nature Reserve (offsite)
10. Burial grounds or remembrance garden
11. Community orchard
12. Allotments
13. Local play area
14. Neighbourhood play area
15. Attenuation basin

ILLUSTRATIVE GREEN INFRASTRUCTURE MASTERPLAN

LANDSCAPE STRATEGY

LANDSCAPE VISION

The site provides an opportunity to deliver new strategic open space for MKE, Milton Keynes and its wider community on a significant scale. This will be achieved through a robust landscape framework that links to the wider open space network whilst preventing coalescence with existing settlements and screening sensitive views.

A defining feature will be the new linear park that extends to the Ouzel Valley Park and Willen Lakes in the south and Newport Pagnell in the north. It will provide a major new recreational resource focused on the creation of new wetland habitats connected by boardwalks, bridges and causeways to create circular recreational trails as well as tying into long-distance Public Rights of Way, including existing footpaths and bridleways.

The linear park design will include the landscape between the Bloor development site and MKE development parcels to the east, as well as enhancements to the landscape south of the M1. This will ensure that the parkland extends from Milton Keynes in the south through to Newport Pagnell in the north, providing a continuous and coherent experience.

The site benefits from a mature framework of hedgerows, trees and pockets of woodland - providing a highly attractive and substantially green place from the outset. This green lattice connects the new neighbourhoods to the linear park and countryside, combining recreational amenity and play with enhanced wildlife corridors and biodiversity.

Biodiversity will be encouraged through the retention and enhancement of landscape features (mature trees, woodland, hedgerows and watercourses) and habitat creation which will include new woodland, wetlands, meadow, grassland and orchards to ensure that the development delivers an overall net biodiversity gain.

A fundamental objective of MKE is to protect and reinforce Milton Keynes East's green legacy and transform it into a place that will be renowned and loved for its great open spaces.

Landscape strategy - The green lattice

ILLUSTRATION OF NEW LINEAR PARK

LANDSCAPE STRATEGY

The landscape strategy draws from the local context and existing green infrastructure to create a network of green spaces for both residents and visitors to the site. It is underpinned by five key principles that will:

1. **Enhance and open up the countryside; bringing nature and people together**
2. **Celebrate the progressive design vision of Milton Keynes and its green legacy**
3. **Enhance and protect the site's existing features and historic assets to reinforce character and identity**
4. **Protect existing communities and forge new ones**
5. **Promote a nature recovery network through habitat creation and an improved green and blue infrastructure network**

1. Enhance and open the countryside to bring nature and people together The site is currently private farmland with limited public access.

The new masterplan provides approximately 90 hectares of publically accessible green open space, including a 63ha linear park. It increases permeability, opening large areas of the countryside to residents and visitors. Habitat creation, blue and green infrastructure enhancements, biophilic design and integration into Milton Keynes' existing green infrastructure will create a place for both people and nature.

2. Celebrate the progressive design vision of Milton Keynes and its green legacy

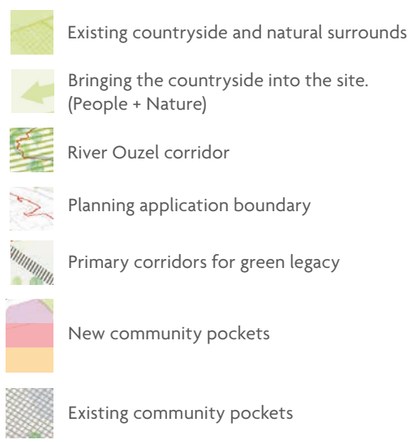
Milton Keynes was founded on six key principles, including: landscape-led masterplanning, flexibility within the framework, and freedom of choice for new residents. Those principles are as relevant today as they were at the formation of the MKDC. The green legacy of this landscape-led approach is 22 million trees, 6,000 acres of publicly accessible parkland and 270km of well-connected Redways.

The public realm proposals for Milton Keynes East celebrate and preserve this legacy through substantial new tree planting, creation of significant extension to Milton Keynes' parkland and the continuation of Redways into the new development.

1: Enhance and open the countryside to bring nature and people together

2: Celebrate the progressive design vision of Milton Keynes and its green legacy

3. Protect existing communities and forge new one



LANDSCAPE STRATEGY

4. Promote a nature recovery network

5. Enhance and protect the site's existing features and historic assets to create character and identity

3: Protect existing communities and forge new ones

The site is nestled between a number of settlements; Milton Keynes, Newport Pagnell and Moulsoe. Each has a distinct character which is protected by the strategic landscape approach and creation of open space buffers and planting whilst forging new connections through the provision of walking and cycling routes.

4: Enhance and protect the site's existing features and historic assets a create character and identity

The locality has a rich heritage that ranges from Viking settlements to Doomsday-Book era manor houses, mills, farming and light industry, which can be celebrated as placemaking devices. Where possible existing hedgerows, mature trees, pockets of woodland and watercourses are retained and enhanced to create a framework around the new neighbourhoods are structured.

5. Promote a nature recovery network through habitat creation and improved green and blue infrastructure

A green infrastructure network will be created with a hierarchy of district parks, linear parks and local open spaces for residents to enjoy. The linear park, existing blue and green infrastructure, Redways, play areas, allotments, copses and new landscape buffers form a green grid that supports the nature recovery network, drawing wildlife into the centre of the new development.

OPEN SPACE, SPORTS & PLAY

OPEN SPACE STRATEGY

The existing landscape infrastructure of hedgerows, mature trees, copses and waterways are utilised to create a series of linked spaces around which the new neighbourhoods are structured and which connect Milton Keynes East with its surroundings. These are differentiated in character, function and identity to reflect their location and reinforce the character of the wider residential neighbourhoods.

The masterplan has been designed in accordance with the Milton Keynes Development Framework SPD, which sets out different open space categories and criteria for each typology as follows:

- **District Parks**
- **Local Parks**
- **Pocket Parks**
- **Other Open Space**
- **Amenity Space**

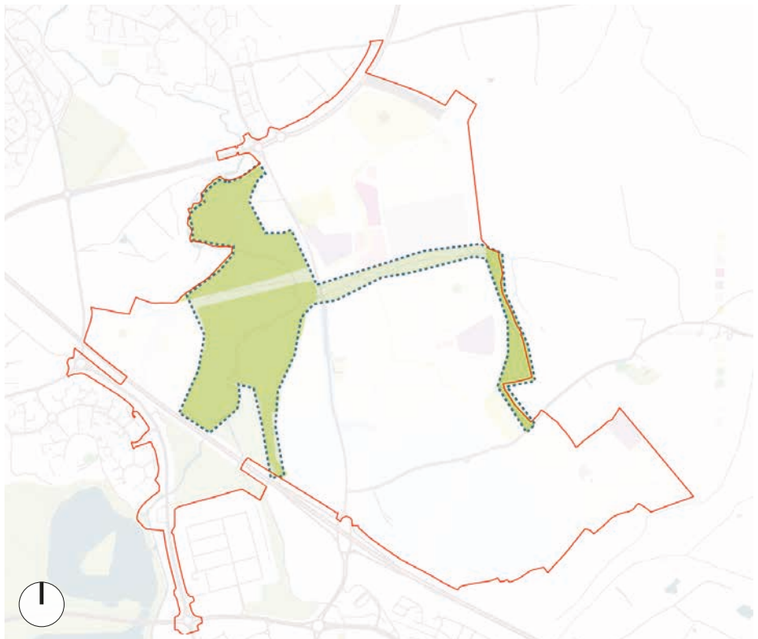
This is set out on the following pages.

OPEN SPACE CALCULATIONS			
OPEN SPACE TYPOLOGY	**POLICY REQUIREMENT**	**MKE PROVISION**	**COMMENTARY**
DISTRICT PARK (RIVER OUZEL LINEAR PARK)	Plan:MK (Appendix C) Size: Minimum 20ha Catchment: 1,200m A linked network of multifunctional open space, including a visitor attraction.	River Ouzel District/Linear Park – 84ha. All housing parcels within 1,200m catchment.	
LOCAL PARKS	Plan:MK (Appendix C) Size: Minimum 1-2ha per park. Catchment: 600m	4 Local Parks: 4 ha. (note +-1 ha per park) All housing parcels within 600m catchment.	Bloor to also provide Local Park.
POCKET PARKS	Plan:MK (Appendix C) Size: Up to 1ha per park. Catchment: 300-400m	12 Pocket Parks: 4.32ha. (note 0.36ha per park) All housing parcels within max 400m catchment.	Bloor to also provide Pocket Park.
AMENITY OPEN SPACE	Plan:MK (Appendix C) Size: Up to 1,000 sqm. Catchment: 400m	Various sizes within the development parcels to be determined as part of the Reserved Matters Applications	
LOCAL PLAY AREAS (LPAS)	Plan:MK (Appendix C) Size: 0.04ha activity area with 20m buffer zone to homes. Catchment: 300m	8 LPAs: 400 sqm minimum each (i.e. 3,200 sqm across the site). Vast majority of housing parcels within 300m catchment.	Bloor to also provide a LPA.
NEIGHBOURHOOD PLAY AREAS (NPAS)	Plan:MK (Appendix C) Size: 0.3ha activity area with 30-40m buffer zone to homes Catchment: 600m	4 NPAs: 3,000 sqm minimum each (i.e. 12,000 sqm across the site). All housing parcels within 600m catchment.	Bloor to also provide a NPA.
PLAYING FIELDS AND OUTDOOR SPORTS FACILITIES	Plan:MK (Appendix C) Size: 5.7ha (0.52 ha per 1,000 people2, excluding school playing fields where not publicly accessible) MKE Development Framework SPD Size: 2 x 3.2ha sites across MKE (1 in this part)	3.2ha + School outdoor sports facilities with element of public use secured via Community Use Agreements.	Bloor to also provide c.3.2ha which will be of use to wider MKE population.
ALLOTMENTS AND COMMUNITY GROWING AREAS	Plan:MK (Appendix C) Catchment: 700 to 1,000m MKE Development Framework SPD Size: 2 x 0.6-0.8ha across MKE (1 in this part)	3 Allotments: 1.7ha. Above standard in SPD to ensure all housing parcels within max 1,000m catchment.	Bloor to provide an allotment.

ARTIST'S IMPRESSION OF OPEN SPACE

OPEN SPACE, SPORTS & PLAY

DISTRICT PARKS



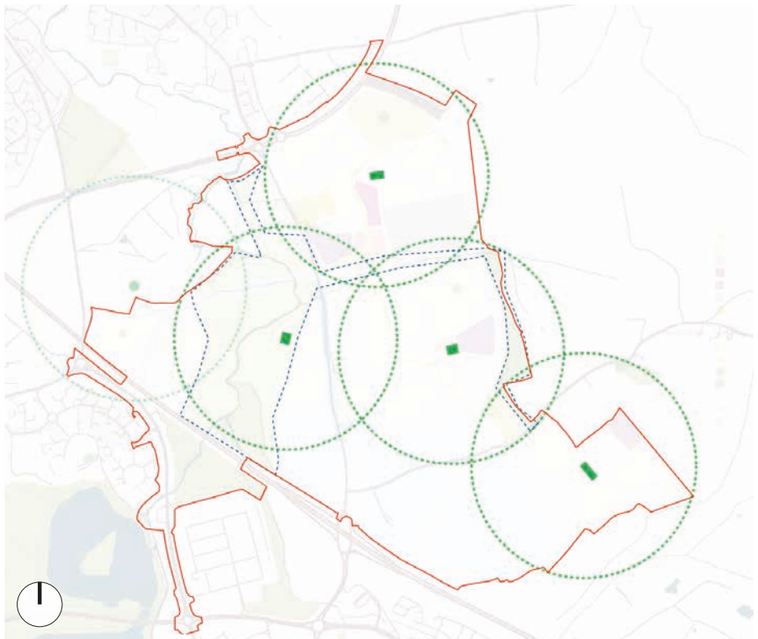
The District Park will comprise the linear park, Moulsoe Stream Park and Moulsoe New Wood to create a substantial new public open space and recreational resource that connects the new development to Moulsoe, Newport Pagnell and Milton Keynes along existing watercourses. It contains a destination play space as well as new wetlands.

Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document requirements:

District Parks

- 20ha minimum (MKE linear park approx. 63ha)
- 1200m catchment
- Actively attract visitors - typically from further than 10km
- Needs to include major visitor attraction
- Good public transport
- Parking

LOCAL PARKS



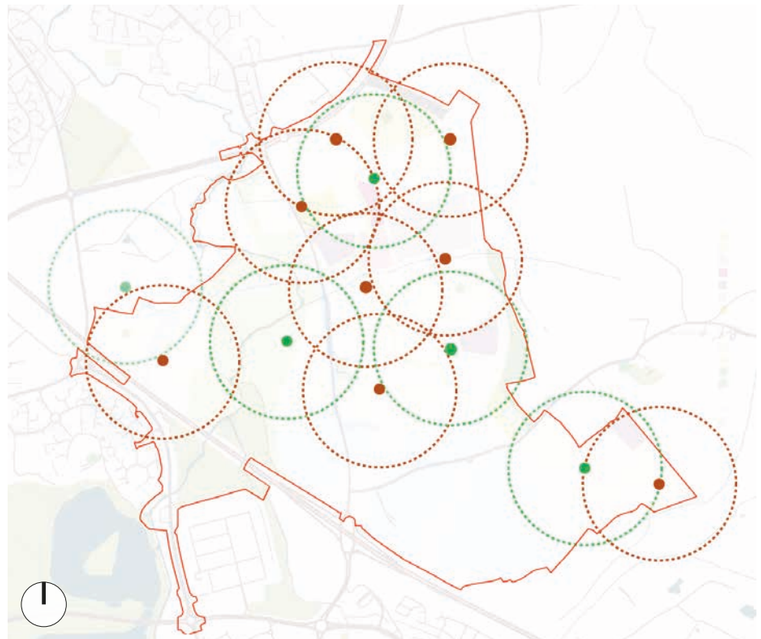
The Local Parks correspond with Neighbourhood Play Spaces. These spaces will be multifunctional providing amenity and play within the heart of the development.

Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document requirements:

Local Parks

- 1-2ha minimum
- 600m catchment
- informal recreation and community events
- May also include play/kickabout
- Linked to network of multifunctional open space
- Wildlife features encouraged
- Good access and public transport
- Housing on at least 1 side

POCKET PARKS



The Pocket Parks correspond with Local Play Areas and are widely distributed throughout the masterplan providing the focus to neighbourhood blocks. Their treatment will be differentiated to complement the different character areas within the masterplan

Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document requirements:

Pocket Parks

- Up to 1ha
- 300-400m catchment
- Small areas with coherent landscape design
- Informal play and passive recreation
- Seating
- Formal play no more than 50% of area
- Linked to wider network
- Wildlife features encouraged
- Overlooked

OPEN SPACE, SPORTS & PLAY

ALLOTMENTS/COMMUNITY ORCHARDS

Allotments and orchards provide a resource, help foster community spirit, encourage interaction with the environment and healthy lifestyles.

Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document requirements:

Allotments

Orchards

- Catchment for allotments of 700-1000m
- A minimum of two areas should be provided in order to ensure that the majority of residents can easily access allotments
- Each area of allotments should be a minimum of 0.6-0.8 ha in size

OTHER OPEN SPACE

Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document requirements:

Linear Parks

- No min size
- 3,200m catchment
- Key structural component of MK usually following waterbodies, preserving archeology, pedestrian and cycle routes, ecological corridors
- Only required where urban extension incorporates significant watercourse

Green Access Links

- Depends on existing site features
- Green corridors along road (not Grid Roads) PROW, hedgerows

Areas of Wildlife interest

- Depends on existing site features
- Existing wildlife sites used to structure development

AMENITY SPACE

Amenity open space will be incorporated into the development parcels to create interest, relief and incidental spaces. This may be to retain an existing feature such as existing trees or to provide a seating area or doorstep play.

Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document requirements:

Amenity open space:

- Up to 1000sqm
- 400m catchment
- Predominantly grass areas
- Space for informal activity close to home and visual amenity to break up built form
- Can be used to incorporate on street parking
- Accessible
- Overlooked

OPEN SPACE, SPORTS & PLAY

SPORTS & PLAY STRATEGY

The masterplan offers significant opportunities for children of all ages to play, interact with nature and learn about the environment. A total of 11 play areas are shown on the masterplan. They are evenly distributed through the residential areas, with a standalone play space in the linear park.

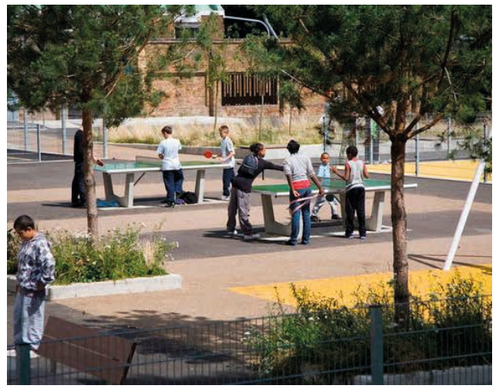
There are community playing fields to the north of the site next to an area of existing woodland with additional sports provision being delivered in close proximity to the site as part of the Bloor Development. 4 new Neighbourhood Play Areas (NPAs) will form destination attractions. These spaces will be supplemented with 8 Local Play Areas (LPAs) as well as informal play trails providing 'loose fit' spaces. Furthermore, the design of all the open spaces will also be multifunctional, incorporating imaginative, versatile elements in which children can play, interact and learn.

One of the major play spaces will be located in the centre of MKE, where it will be close to the proposed school, playing fields and local facilities, and the other within the District Park, where it provides a focal point and destination at the terminus of the residential green link. Arts and informal play trails will lead through the green lattice and linear park to form circular routes encompassing the neighbourhoods and linking the play spaces. These clusters of informal equipment provide an exciting experience that interplays with the landscape to encourage children to walk and be active.

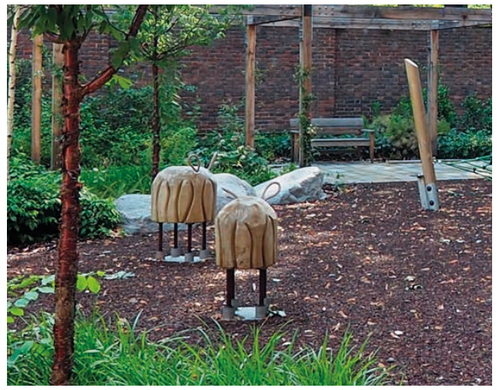
Play space will be distributed so that every child is within the 'MK:Plan' recommended catchments. Wheeled parks will be co-located adjacent to the equipped play spaces, providing a wide range of activities. The design of these different spaces will vary depending on the neighbourhood character so that there is a complementary offer and children can visit alternative locations to gain a variety of experiences. Doorstep play will be located within the local spaces so that younger children can play outside near their homes. In addition to the doorstep play, the majority of the new homes will have private gardens.

In developing the detailed design of the play and wheeled spaces, the 'MK:Plan' will be followed to ensure that the appropriate provision will be included and that the required offsets from adjacent roads and homes will be accommodated. Their design will be integrated into to the wider open spaces, so that they are a coherent part of the landscape.

NEIGHBOURHOOD

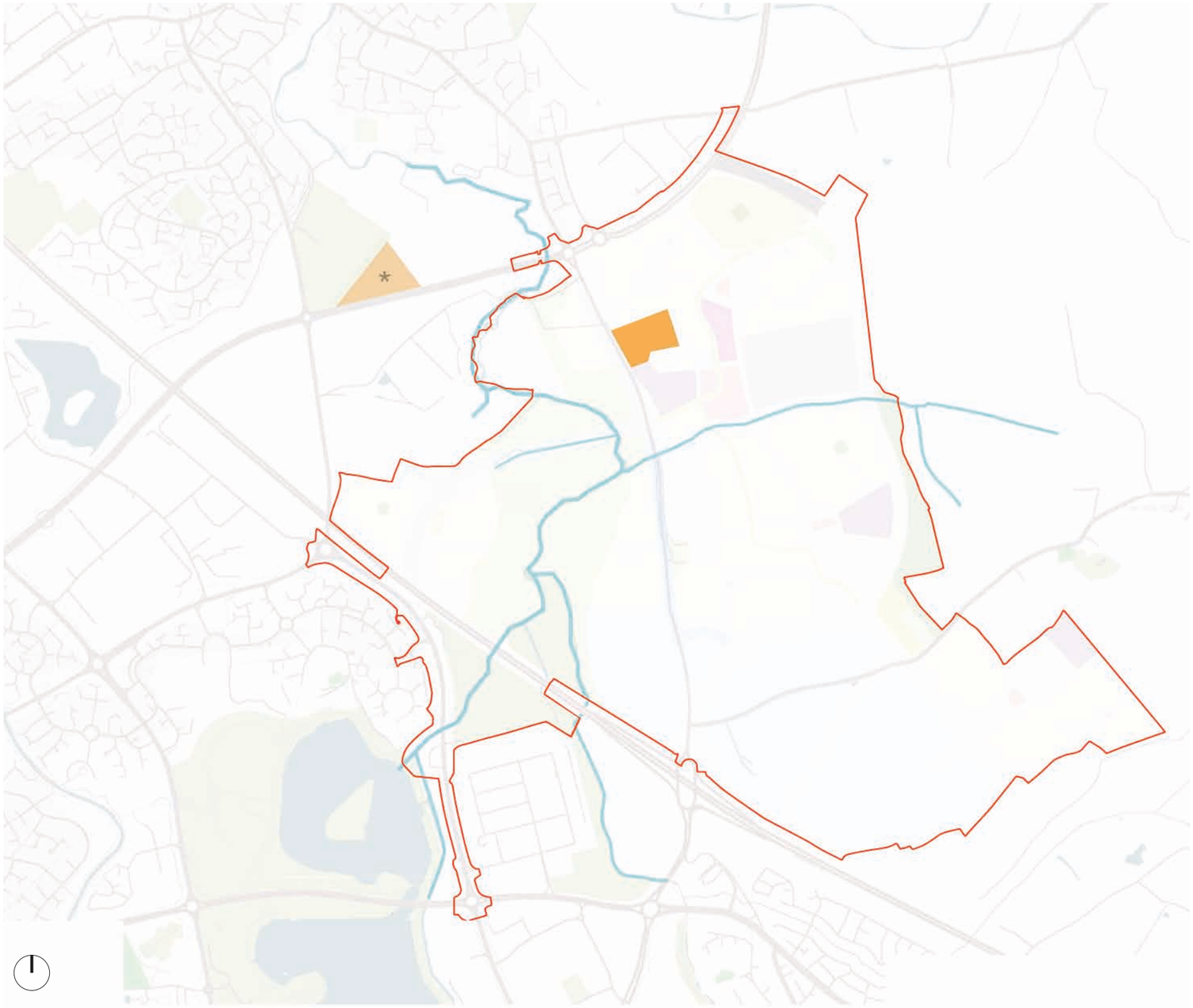

LOCAL


ACCESS TO NATURE



OPEN SPACE, SPORTS & PLAY



SPORTS PROVISION

There are playing fields to the north of the site next to an area of existing woodland with additional formal sports provision being delivered in close proximity to the site as part of the Bloor Development.

In addition, the Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document (SPD) states that the dual use of school facilities for community use is encouraged. The proposed secondary school should provide an artificial grass pitch and indoor sports hall that can be used by the community out of school hours.

Community playing fields adjacent to the Community Hub

KEY

- 3.2 Ha sport provision within site
- 3.2 Ha off-site sport provision

OPEN SPACE, SPORTS & PLAY

NEIGHBOURHOOD PLAY PROVISION

Neighbourhood play areas are defined by 'MK:Plan' as being a minimum size of 0.6 ha and serve a 600m catchment area with a 40m separation buffer provided between the activity zone and residential properties.

- Min 8 items of play equipment and ballcourt area/MUGA, goal wall, skateboard/cycle areas and teenage shelters; and
- Activity zone to be at least 40m from residential property boundaries.

NEIGHBOURHOOD PLAY		
QUANTUM WITHIN APPLICATION BOUNDARY	ACTIVE PLAY AREA (SQM MIN.)	TOTAL (SQM MIN.)
4	3,000	12,000

Neighbourhood Play - 600m catchments

ARTIST'S IMPRESSION SHOWING PLAY INTEGRATED INTO OPEN SPACES

OPEN SPACE, SPORTS & PLAY

NEIGHBOURHOOD PLAY PROVISION

Key Principles

- 0.3ha activity zone
- 600m catchment
- For all children but emphasis on 8+
- Min 8 items of play equipment and ballcourt area/MUGA, goal wall, skateboard/cycle areas and teenage shelters
- Activity zone to be at least 40m from residential property boundaries

Location plan

KEY

1. Wheel Park
2. MUGA/ playing courts
3. Equipped play area
4. Pond hedge buffer
5. Biodiversity rich planting
6. SuDS pond

Indicative spatial arrangement

Play space integrated into landscape

Equipped play

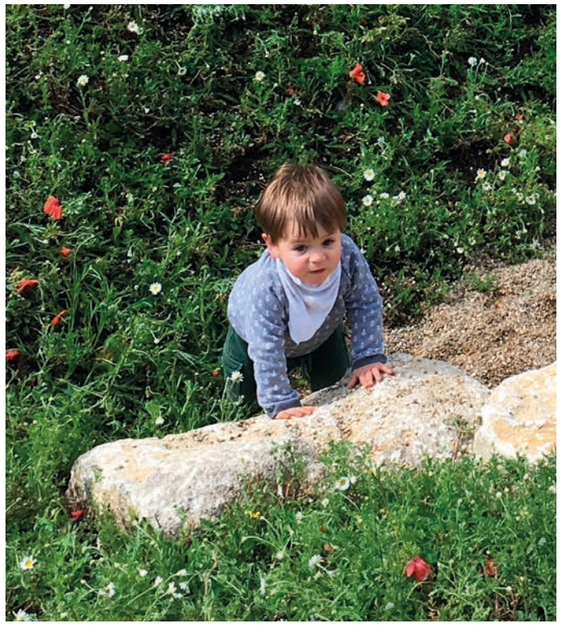
Ball court - surfaced or informal subject to location

OPEN SPACE, SPORTS & PLAY

PLAY PROVISION: AN INTEGRATED APPROACH TO PLAY & LANDSCAPE








OPEN SPACE, SPORTS & PLAY

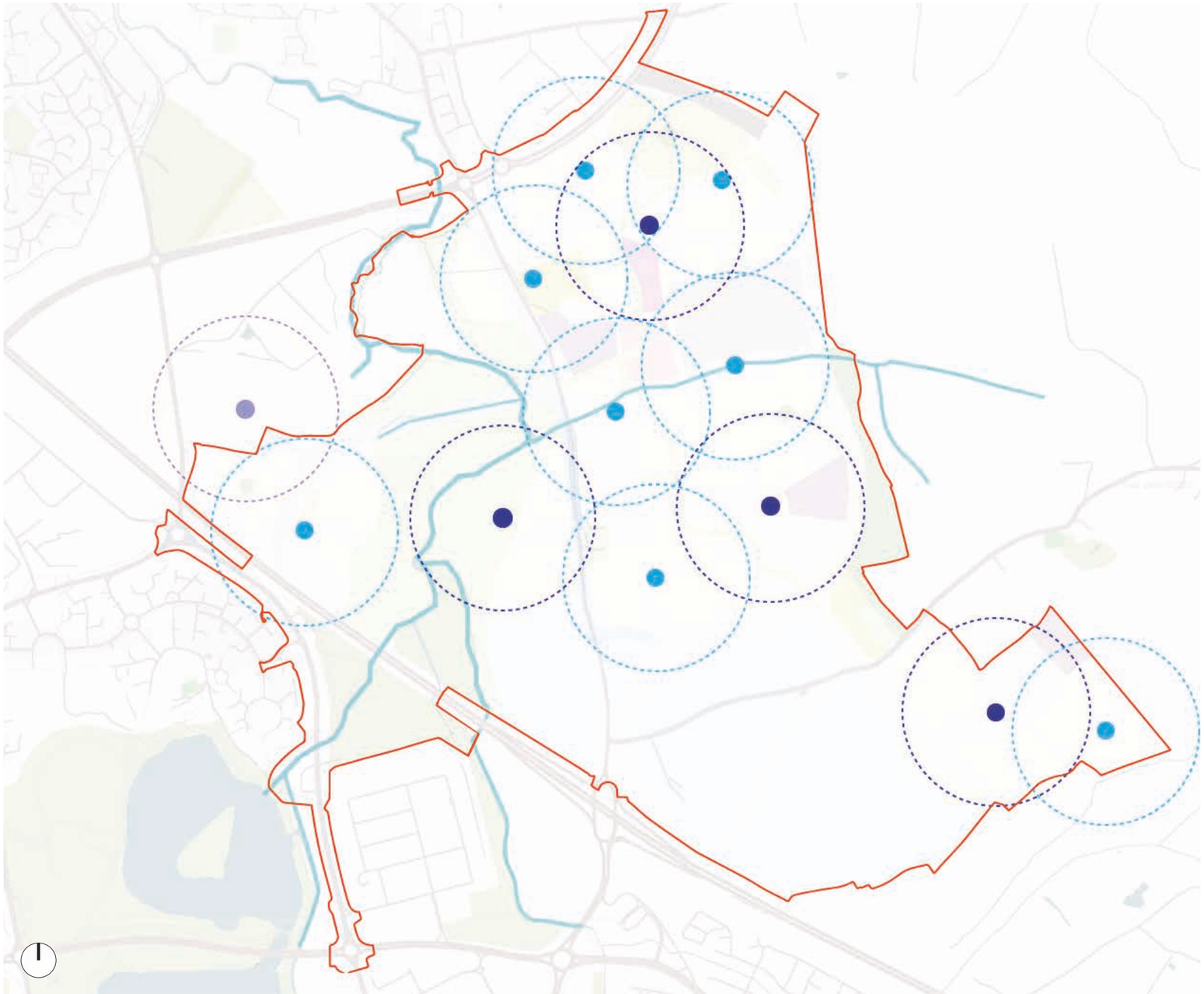
LOCAL PLAY PROVISION

Local play areas are a minimum size of 0.3.5 ha with a 20m separation buffer between the activity zone and residential properties.

Key Principles

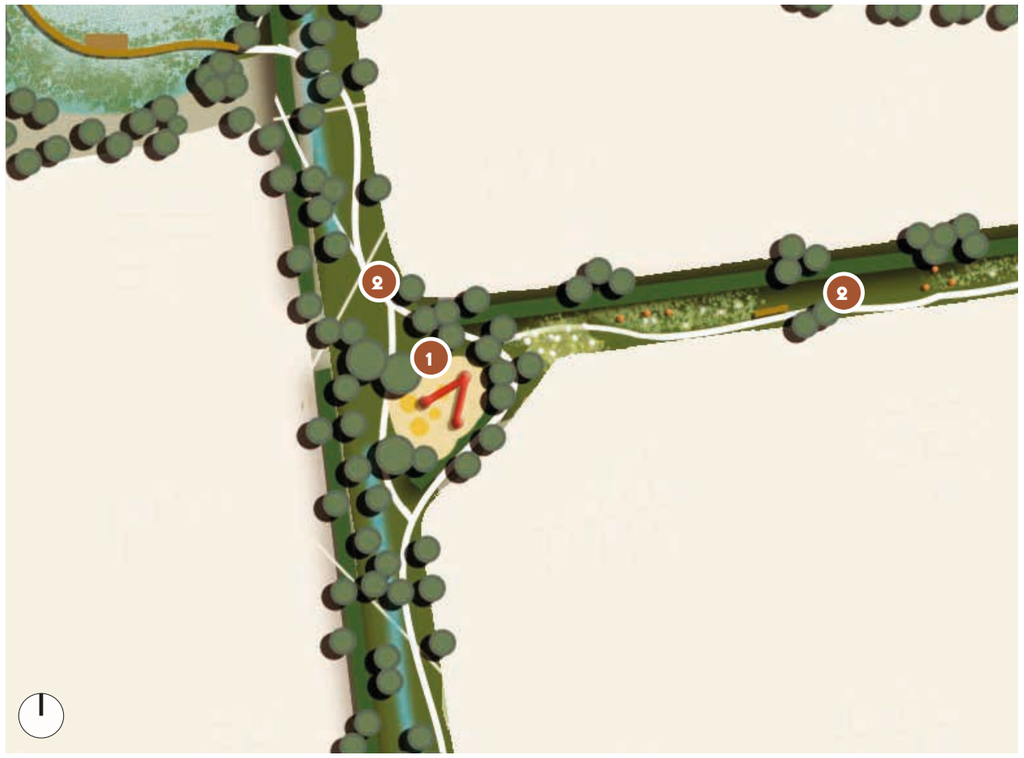
- 0.04ha area
- 300m catchment
- Predominantly for those under 8 years
- Min 5 items of play equipment and small games area.
- Activity zone to be at least 20m from residential property boundaries

LOCAL PLAY		
QUANTUM WITHIN APPLICATION BOUNDARY	ACTIVE PLAY AREA (SQM MIN)	TOTAL (SQM MIN)
8	400	3,200



Local Play - 300m catchments

OPEN SPACE, SPORTS & PLAY



Indicative spatial arrangement

Location plan

KEY

1. Equipped play
2. Green corridor

OPEN SPACE, SPORTS & PLAY

SUSTAINABLE WATER MANAGEMENT

Located outside of flood zones, a series of wetland basins, scrapes and promontories have been introduced at strategic low points to attenuate surface water drainage and wider rural catchments from the new development and provide attenuation during heavy rainfall events. These are distributed throughout the masterplan to collect water via surface water conveyance channels of various forms (including open channels, swales and pipework) from the different neighbourhoods. Some of these ponds will be designed to be permanently wet so that they form attractive biodiverse features, fringed with marginal planting and with timber decks, seating and bird screens located at strategic points to create interest and stopping-off points. Where possible, ponds will be located within wider open spaces so that there are integrated within the broader landscape design to create visual amenity and additional habitats for increased biodiversity.

Surface Water will be managed in such a way that there will be a betterment over the existing greenfield runoff rates, and the retention of this water on site will further enhance the local biodiversity. Where possible, water will be conveyed via open channels that will both enhance the local environment and improve water quality.

The flood regime and extents of the River Ouzel, Broughton Brook and Moulsoe Stream have been established through detailed flood modelling to ensure that the development zones will not be at risk of flooding and the new highway across the River Ouzel floodplain does change flood risk elsewhere.

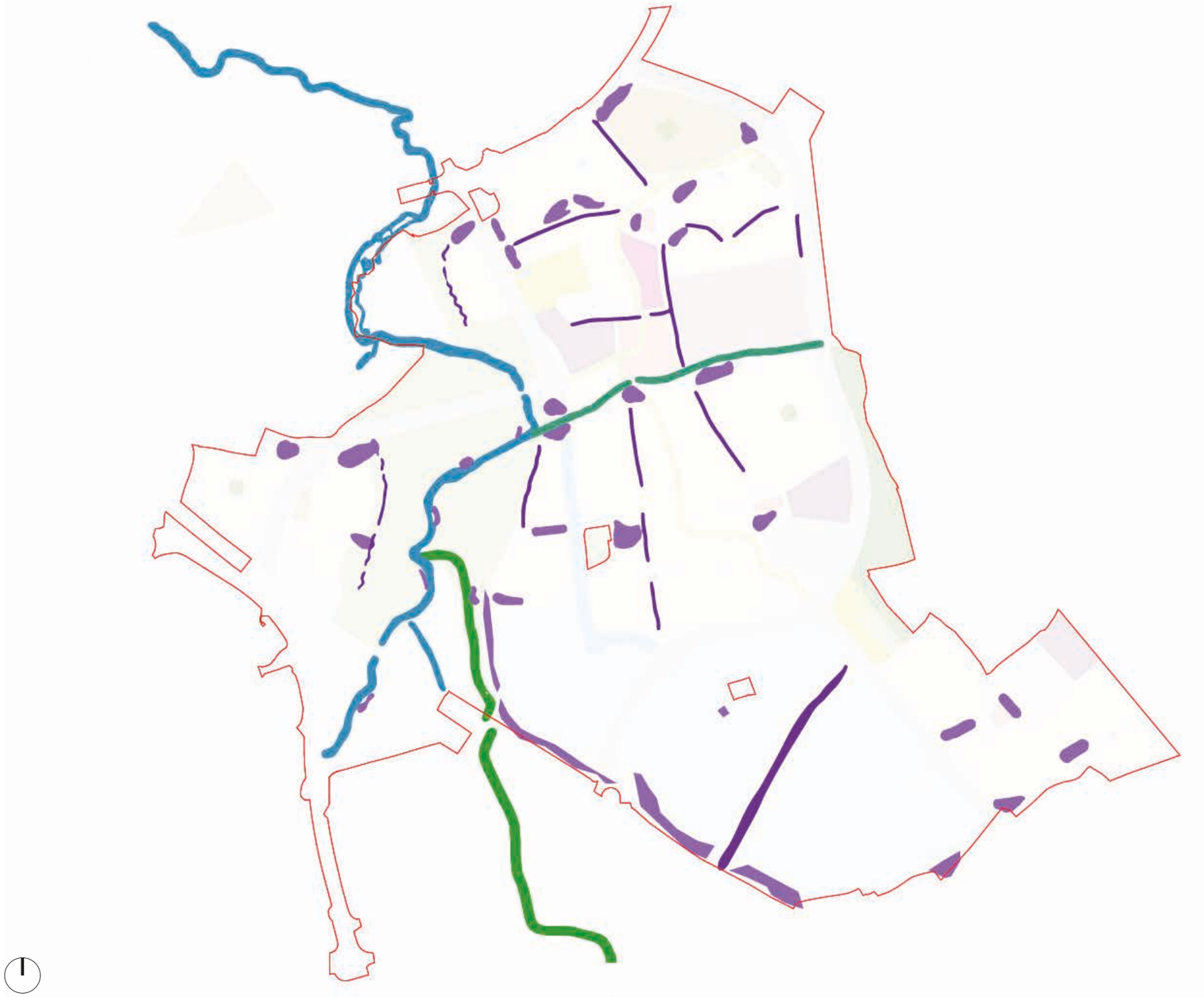
DIFFERENT EXPRESSIONS OF SUDS TREATMENTS

Biodiverse swale, Hanham Hall

Swale with natural stone wall, Hanham Hall

SuDS pond, Kidbrooke Village

OPEN SPACE, SPORTS & PLAY



KEY

Existing features

- River Ouzel
- Moulsoe Stream
- Broughton Brook

Proposed sustainable water systems

- Retention ponds
- Water conveyance channels (indicative, subject to detail design)

Location of existing and proposed water systems

ECOLOGY & BIODIVERSITY

UNDERSTANDING THE SITE'S ECOLOGY

The development parameters and Illustrative Masterplan have been informed by an extensive suite of wildlife surveys, the findings of which are summarised below.

No statutory designated areas pertain to the site or its immediate surroundings. There is, however three non-statutory designated areas in the form of 'Milton Keynes Wildlife Corridors' (MKWCs). These relate to the River Ouzel, the Broughton Brook and the M1 Motorway.

The existing site is predominately large open arable and grazing grassland fields, delineated by hedgerows, ditches, tree lines and fencing. These open fields have relatively limited value to ecology in their own right. However, the network of hedgerows, potential veteran and mature trees, woodland copses, scrubs, ponds, and water courses across the site offers habitats for a range of species and creates wildlife corridors that extend into the countryside beyond.

Species on-site: Key species survey findings are outlined below:

Reptiles – Very low numbers of slow-worm and grass snake are present, and the site is considered to be of low local value for reptiles.

Dormice – The site provides limited habitat for dormice, and no evidence of this species was recorded during the survey.

Water vole and otters – No evidence of water voles being on site was recorded during the most recent surveys despite the presence of suitable habitat. Otters were found to be using the River Ouzel for foraging as part of a wider territory.

Greater Crested Newts – A medium sized population has been recorded in waterbodies associated with the Pineham Nature Reserve in the south of the site. Other ponds supporting low numbers of Great Crested Newts are present in the wider area to the south of the M1.

Badgers – twelve setts were confirmed on site, two of which were in current use at the time of the survey. The grassland, field margins, hedgerows, scrub and woodlands provide good foraging routes for badgers. There are also many mammal path connections through hedgerows, scrub and field margins that are used not only by badgers but also by foxes, rabbits and deer.

Bats – The site supports a number of low-status non-breeding bat roosts in buildings and trees pertaining to common and widespread species. A maternity roost for Daubenton's bats is also associated with the M1 bridges where these cross the River Ouzel and Broughton Brook. In general, bat foraging activity across the site was found to be low, with the majority of activity focussed on the River Ouzel corridor.

Botanical –The site is of limited botanical interest. Some areas of grassland along the River Ouzel are, however, relatively species-rich and characteristic of semi-improved neutral grassland.

Invertebrates – The majority of the site, comprising intensively farmed fields, is of limited invertebrate interest. The mature woodland in the centre of the site and hedgerows, watercourses and old trees do however, support an assemblage of district or county level interest.

Birds – 55 bird species have been recorded wintering at the site, and a further 39 species were found to use the site for breeding. These include a number of birds of conservation concern included on the RSPB's 'red' and 'amber' lists. The site is considered to be of low District importance for birds, although the site is of no higher standard than low district interest for birds.

Noteable species on site

ECOLOGY & BIODIVERSITY

Proposed habitat typologies

BIODIVERSITY STRATEGY

A wide number of strategies will combine that both promote biodiversity and provide amenity value. These include Landscape, Climate Change Adaption, Sustainability and Water Sensitive Urban Design, environmental screening, and micro-climate control.

The proposed linear park along the River Ouzel will connect into Broughton Brook and Ouzel Valley Park to the south of the site and extend north through the proposed Newport Pagnell Park site and beyond to Linford Lakes Nature Reserve. This will protect, strengthen and enhance the Milton Keynes Wildlife Corridor. This new park will be made up of semi-natural habitats, including woodland, scrub, rough/meadow grassland and wetland habitats.

To safeguard the Milton Keynes Wildlife Corridor (MKWC), there will be a minimum 10m offset between the watercourses and any development, albeit this will be substantially greater in most instances.

The M1 corridor to the south of the site is also identified as an MKWC and links surrounding green spaces. The masterplan will create a green buffer to the corridor to maintain this ecological network and enhance the biodiversity and provide a new habitat of ecological interest in its own right.

Within the masterplan, there will be a balance between active spaces and areas dedicated for wildlife where direct public access will be discouraged. This will be achieved through a variety of strategies such as the creation of wetlands with boardwalks and causeways to create inaccessible areas, meadow areas with differentiated mowing regimes and areas of denser scrub.

ECOLOGY & BIODIVERSITY

Opportunities for strategic ecological and green corridors to enhance connectivity include:

- MKE provides the opportunity to enhance over 2km of watercourses through naturalising engineered banks to create marginal habitats, as well as wetland and grassland habitat creation in conjunction with flood and surface water management. The landscape character can be reinforced by making these linear features more visually prominent using pollarded willows and planting of native black poplars.

- Creation of new permenant water features and water conveyance channels as part of the site wide water management network. These will provide significant aquatic and marginal habitat at a variety of scales, including smaller ponds to benefit amphibian and invertebrate populations found on the Pineham Nature Reserve and larger ponds and reedbeds to benefit fish and birds populations.

- Enhancement of the woodland resource through extensive new planting and linking existing areas of woodland with ecological corridors. In addition to extensive planting as part of the strategic road network, there will be significant new woodland creation providing a buffer to the M1 and new viaduct which will have forestry scale trees with scalloped scrub edges to provide a wide range of habitats, benefiting birds, reptiles and small mammals.

- On the eastern side of the site, Moulsoe New Wood, a new community resource and orchard, will be created. At over 6 hectares, this will be a significant new ecological resource and provide a wide range of habitat types.

- Over 15km of hedgerows will be retained within the green infrastructure network. These will be managed for wildlife, reducing the cutting regime so that they hold berries into the winter providing food for birds and increased protection for wildlife over a prolonged season. The illustrative masterplan indicates an overall net gain of 4.5km in hedgerow resource.

- Diversification of grassland habitat types to mitigate the loss of agricultural land including pasture, wet and rough grassland habitats. This will create opportunities for priority farmland bird species whilst acknowledging overall impact and delivering mitigation by creating opportunities for other bird assemblages (such as wetland bird species) and wildlife. There is the potential to reintroduce a historic grazing regime as part of the management regime.

Overall, the ecological and landscape strategies combine to ensure that there will be a significant biodiversity net gain with strong ecological connections across the site and to the countryside beyond. The new development will be wildlife-rich with nature trails so that children are encouraged to play, interact and learn about their environment. MKE can provide a net biodiversity gain of 14.5% on broad habitats.

ECOLOGY & BIODIVERSITY

TREE & VEGETATION MITIGATION STRATEGY

The proposed development at MKE provides the opportunity for tree, hedgerow, woodland and scrub planting on a substantial scale.

Whilst the masterplan has been designed to retain as many existing features as possible and safeguard their continued health and longevity through the creation of generous green corridors accommodating Root Protection Areas, some tree (including a very low number of potential veteran trees) and hedgerow removal and vegetation clearance will be required to ensure that the new neighbourhoods are well laid out.

The proposal provides a comprehensive mitigation strategy with opportunities to establish over 20 hectares of broadleaf woodland with over 10km of woodland corridors associated with the new roads. There will be significant opportunities for new hedgerow planting such as to school boundaries as wells as to allotment and orchard areas, village greens and local open spaces.

In addition, there will be significant numbers of individual trees and tree groups planted within the open spaces where they will have sufficient room to develop full canopies.

Reinforcing character

Planting will be used to reinforce and differentiate character and locality – with a more formal treatment to open spaces within the neighbourhood areas and softer more 'natural' approach to the linear park and green lattice.

Spaces such as the community playing fields and village greens will be framed using tree species with a more formal habit – such as limes, field maple or native cherry cultivars to reflect the more residential character. Here, specimens will also be planted to create focal points – more ornamental species will be used to create accents.

Within the linear park and green lattice, predominantly native trees will be planted with a range of sizes to create a diverse age structure from the outset. Trees will be selected for both their wildlife and amenity value so that they provide important habitat as well as seasonal interest such as catkins and spring flowers, berries and fruit, autumn colour and distinctive bark in the winter. Within the linear park, trees tolerant of periodic wet conditions will be specified to ensure successful establishment and a character that reinforces the floodplain locality. Species include alder, willow, birch and the rare native black poplar.

On the Grid Road and embankments, broadleaf woodland will be established using species such as oak, lime, field maple, mountain ash and native cherries with a scrub edge including hawthorn, hazel grading to understorey species such as dog rose, spindle, guelder rose and dogwood.

The south eastern boundary along the new school will be defined with native hedge planting and hedgerow trees, which will be used to supplement existing vegetation along the edge of the site. The hedge will be allowed to grow to the full height of the school fence and, combined with taller tree canopies, will provide screening for sensitive receptors in Moulsoe as well as important habitat.

Around the Moulsoe Buildings Farmhouse (Holiday (Inn), existing vegetation will be retained and supplemented to protect its setting and provide visual separation for new residential areas. This is further reinforced through the open space and masterplan strategy with a green corridor located to their north and an attenuation pond to their east. The boundary to the south will be reinforced through hedgerow and trees planting.

Tree sizes and nurseries

A range of tree and shrub sizes at planting will be used to establish a broad age structure from the outset. Within woodland areas, a mix of whips, standards and a smaller percentage of semi-mature trees will be used. Whilst within the linear park and open spaces, a range of more substantial trees will be planted to provide impact from the outset.

The potential to establish onsite temporary tree nurseries is being explored to grow stock within the locality – enabling species of local providence, stock to establish within the existing soil and site conditions as well as bringing significant other social and environmental benefits such as reducing transport and creating employment, and providing interim opportunities for wildlife.


Groves or clusters of trees


Fruiting and berrying trees nestled between flowering meadows


Woodland interior


Native hedgerows

6. ILLUSTRATIVE MASTERPLAN

CONNECTIONS

The proposed pedestrian and cycling network is designed to encourage people to walk or cycle to nearby facilities with the local shopping centres, schools, play spaces and parks being approximately within 15 minutes from the majority of new homes. The proposed footpath network ties into a number of existing Public Rights of Way and bridleways within and adjacent to the site, in order to connect the new development with its surroundings.

In addition to improved connections, a series of recreational walks are proposed, giving residents and visitors access to wildlife and the countryside. Wetland areas are connected by boardwalks, bridges and causeways to create circular trails and to tie into long distance Public Rights of Way. Routes would be punctuated by a series of interest points along journeys such as bird screens, viewing platforms and natural play where people can watch and interact with nature.

These recreational trails will be suitable for a wide range of abilities, from short circular walks within the site to longer distance trails that link to Milton Keynes, Newport Pagnell and Moulsoe, as well as tying into the Redways.

The masterplan proposals require potential diversions to the existing Public Rights of Way to achieve an optimum residential layout. Changes to the path alignment would ensure that the routes are maintained through new parkland corridors so that the recreational experience is enhanced.

Nature trails

Circular routes within the site will provide an opportunity for showcasing the area's rich ecology. A more diverse array of flora and fauna will be introduced to the site by a series of ecological interventions. Information boards outlining these interventions will help connect residents and visitors to the site with their open spaces.

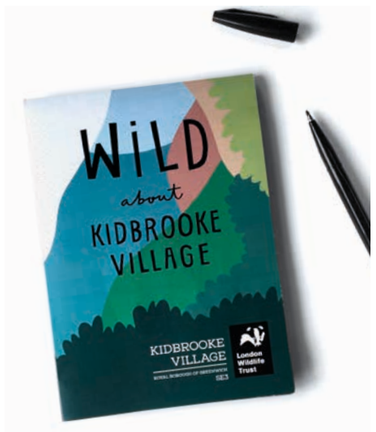
Arts

St James recognise the importance of culture and the arts and will work with local stakeholders to integrate a cultural strategy into the new neighbourhood.

Arts, play, and community interventions throughout the site will encourage residents to interact with their local open space all-year-round, creating a sense of ownership and activity throughout the site.

These interventions could be temporary, seasonal or permanent and will be the focus around which social events and community groups can be built.

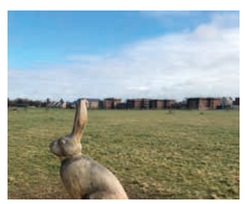
Nature trails



Interactive trails

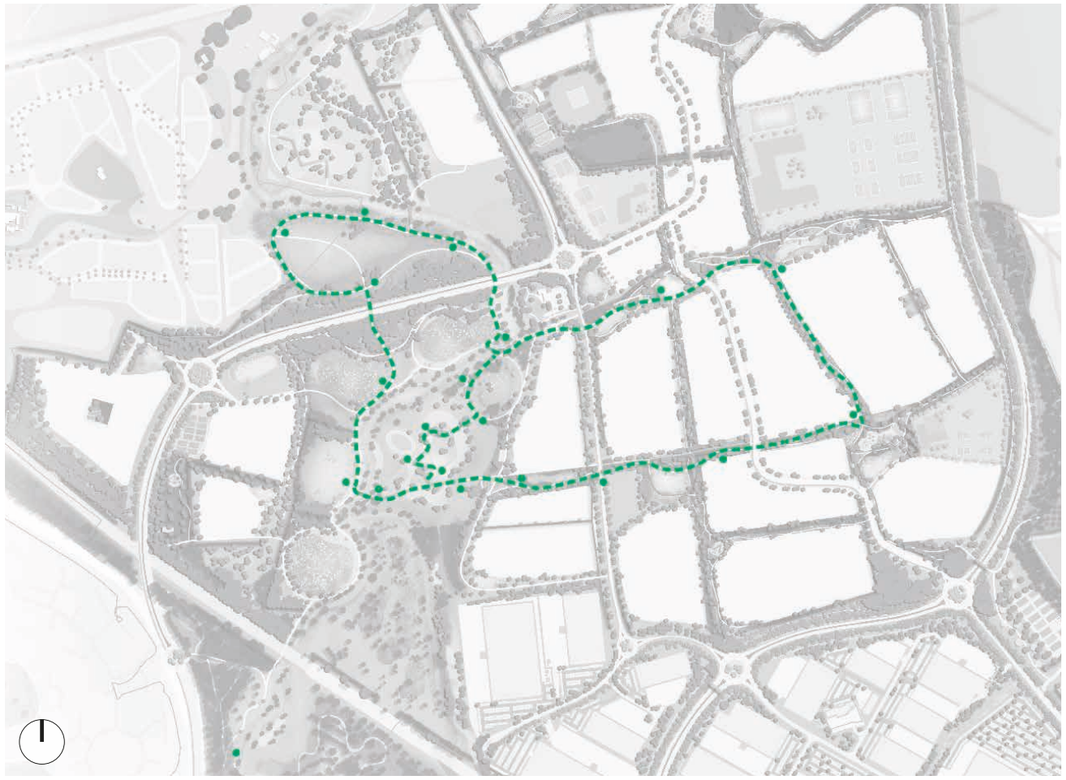
CONNECTIONS

INDICATIVE LOCATION OF ARTS TRAIL



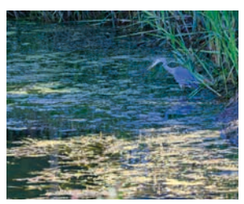






INDICATIVE LOCATION OF NATURE TRAIL



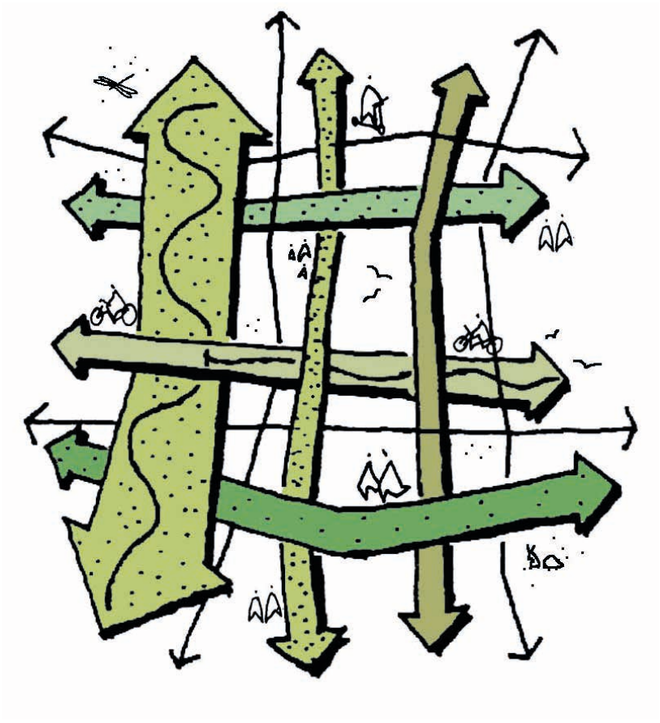


6. ILLUSTRATIVE MASTERPLAN

ACTIVE TRAVEL

All roads, streets and public realm will provide safe and convenient routes for pedestrians connecting with a network of routes along green corridors and through green spaces to promote walking for both leisure and day to day journeys. Routes will be safe and easy to use, with appropriate signage and crossing points and natural surveillance from homes overlooking routes.

Permeability across the Grid Roads will are key for pedestrians and cyclists, and will be delivered by a number of foot/cycle bridges, subways and other forms of crossings. The plan on the following page illustratively shows the broad location of active travel routes, which will be defined through detailed design stages.



Landscape lattice concept drawing

NON-VEHICULAR MOVEMENT

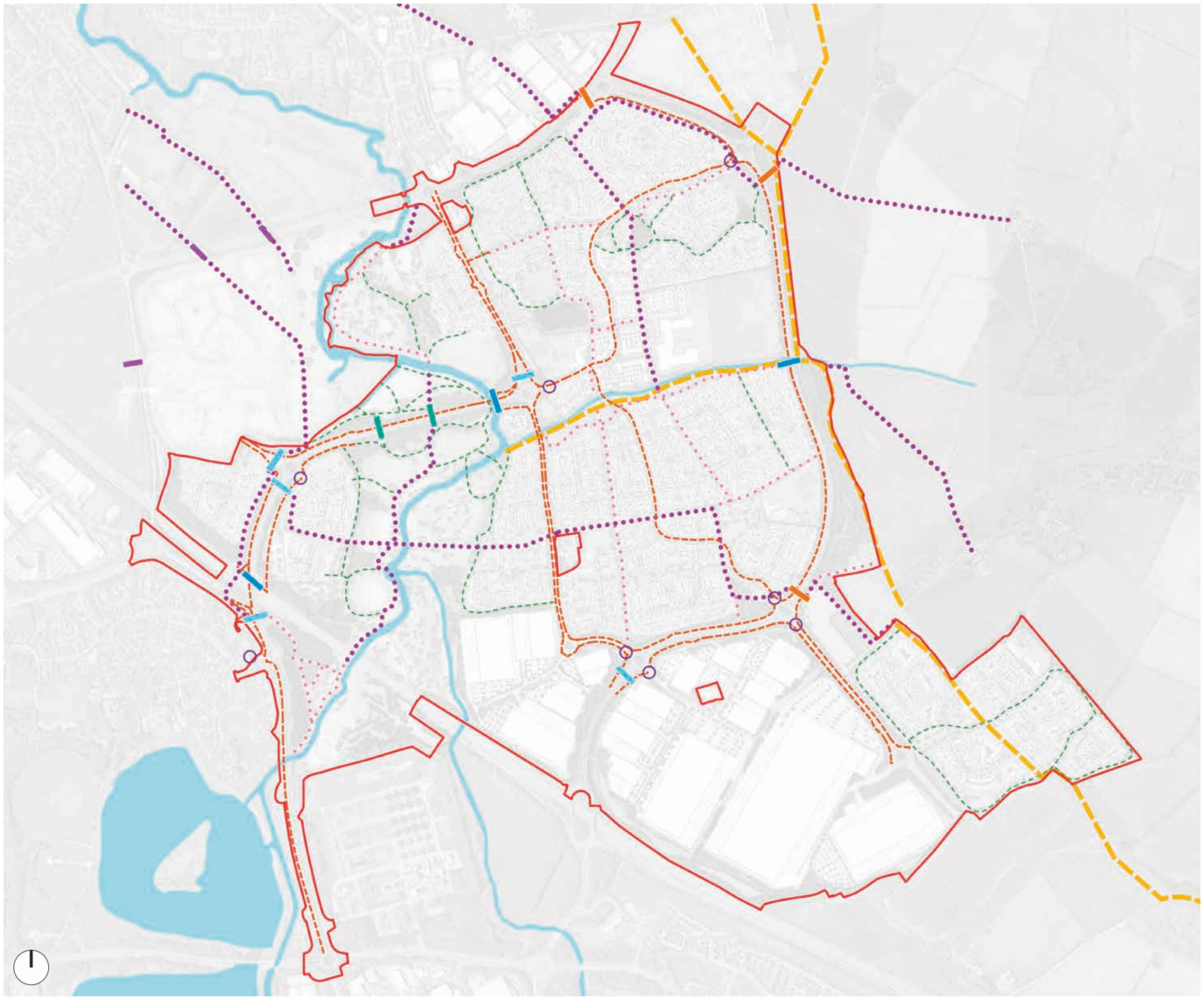


Diagram showing non-vehicular movement strategy

The masterplan has been designed to provide a comprehensive network of active travel links to make walking, cycling, and micro-mobility modes the most attractive way of travelling to, from and across the site.

Green corridors have formed the framework for these active travel routes, with this interconnected network leading to key transport hubs and facilities. These active travel routes have been adapted according to the defined hierarchy of routes across the site, and is consequently comprised of Redways, Public Rights of Way (PRoWs), including footpaths and bridleways, and footways and cycleways. It has also been ensured that adequate links and crossings are provided where needed in order to follow desire lines and to achieve a high degree of non-vehicular permeability into and across the development. Several subways, foot/cycle bridges and at grade crossings have been proposed to ensure good connectivity to surrounding communities, including Newport Pagnell, Moulsoe and Willen. In addition, the extension of the Redway network into the site provides key links to central Milton Keynes.

The SPD identifies a bridge crossing to the north of the linear park, across the A509, but it is not possible to accommodate this due to land ownership and physical constraints. A signal-controlled at-grade crossing of the A509 will be explored.

KEY

- Planning application boundary
- Subway
- At grade crossing
- Foot/cycle bridge
- Flood relief culvert (to also function as a pedestrian/cycle connection)
- Grade separated crossing integrated with bridge structure
- Pedestrian/cycle crossings to be delivered by Bloor/Segro
- Redways
- Public Rights of Way (bridleway)
- Public Rights of Way (footpath)
- Pedestrian / cycle link
- Indicative leisure routes

PUBLIC TRANSPORT

The public transport proposals for MKE are supported by an analysis of existing travel patterns and an overarching understanding of the changing mobility landscape. During the development of the public transport strategy for MKE, the applicant team consulted Milton Keynes Council (MKC) officers, an adjacent developer and several bus operators to ensure proposals fit with strategic aspirations such as Demand Responsive Transit (DRT) and Mass Rapid Transit (MRT) as well as operational and environmental considerations.

Both employment and residential trips will be generated from the development of the MKE site. The public transport proposals intelligently blend different services to provide an efficient, sustainable and attractive network to fulfil both external and internal trips.

The public transport proposals involve:

- High frequency bus connections to key destinations such as Milton Keynes Central and Newport Pagnell, with new routes or extending existing routes, to cater to main external trips in both directions. This will target the extension of Route 1 to the MKE site and the implementation of a new high-quality and high-frequency Principal Bus Route (PBR) between MKE and Milton Keynes Central operating with electric buses;
- Providing internal DRT services to flexibly support travel between residential, leisure and Employment Hub and connecting with the high-frequency bus services for destinations further afield;
- Maximising benefits from bus services already serving MKE to widen destination choices nearby such as Moulsoe and further afield such as Bedford. This, in particular, will incorporate the provision of convenient stopping arrangements for Route X5 and a minor rerouting of Cranfield services; and
- Creating a multi-modal transport interchange for MKE which will include public transport (scheduled services and DRT). The multi-modal hub will be located within the Community Hub and create a focal point for transport modes at the heart of the site, underpinned by strong walking and cycling connections from all development areas, reducing the need to use private transport.

The multi-modal hub will accommodate infrastructure to support the bus and active travel proposals in terms of terminus, layover facilities, electric charging, parking, information and smart selling points.

Bus stops will be placed in strategic locations to maximise the public transport coverage so that all residents are within 400m of a bus stop, without compromising attractive journey times. DRT stopping arrangements will be more flexible without compromising safety.

The implementation of public transport proposals will be progressive and tightly aligned with the development, construction and occupation phases, starting with a low level of service rising as the demand builds up. The public transport strategy set out on the following pages supports the proposed future implementation of the MRT and potential Park and Ride site by MKC. It is envisaged that when those are implemented, the proposed network within the MKE site will be adjusted to prioritise feeding the MRT rather than competing with it.

The site has been designed to ensure that the provision for public transport, mobility services and layout, such as increased car sharing and opportunities for taxi and shared mobility, result in MKE being Future Ready, i.e. a scheme design that is resilient and can accommodate likely potential future mobility scenarios through to 2048. The proposals are flexible to allow new technologies and mobility services to be introduced and adopted as they emerge over time.

A network of well-connected streets provides opportunites for convenient bus routes, offering sustainable links from MKE to nearby destinations

Strategically located bus stops maximise the public transport coverage so that all residents are within 400m of a bus stop

PUBLIC TRANSPORT

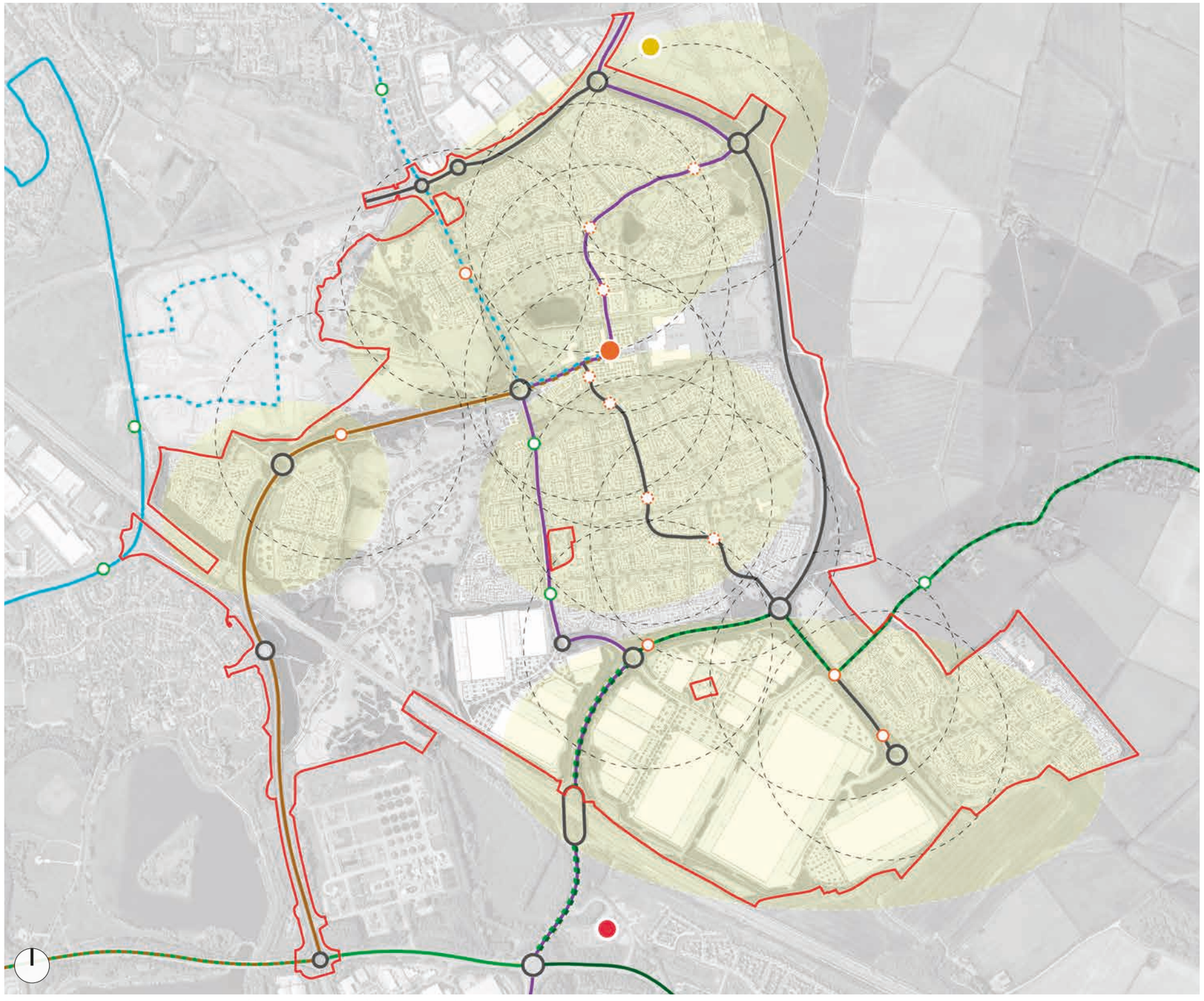
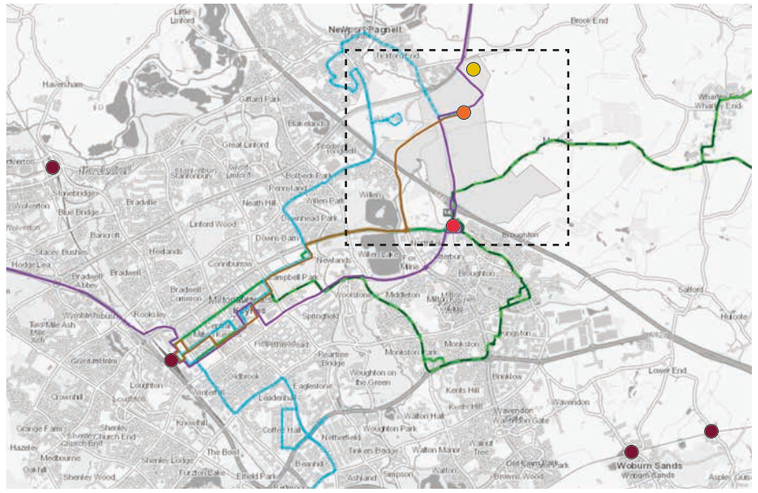


Diagram showing existing and proposed bus routes and public transport hubs



Strategic diagram showing bus routes to Central Milton Keynes

KEY

- Planning application boundary
- DRT Zones
- PBR
- Route X5
- Route 1 (existing)
- Route 1 (extension)
- Route C1 & C11
- Route CX
- Strategic roads
- Transport Interchange
- Park and Ride
- Coachway Station
- Railway Station
- Existing bus stops
- Proposed bus stops with 400m offset
- Potential bus stops with 400m offset (indicative only)

MASS RAPID TRANSIT (MRT)

In the Milton Keynes Strategy for 2050 document, Milton Keynes Council proposes a long-term 2050 vision. The MK 2050 mobility strategy looks to develop a movement network that works for everyone so that there are efficient, cost-effective and reliable alternatives to using the private car.

A key element in delivering the Council's Mobility Strategy is to optimise mass transit access in new development areas, and so the development of MKE is closely aligned with the future provision of a fast Mass Rapid Transit (MRT) system linking to CMK. The SPD sets out the aspiration for the new community to be designed to accommodate accessible, frequent and high-quality sustainable public transport connections at key hubs within the site, including being future-proofed to accommodate and integrate with potential MRT as part of a wider system for Milton Keynes, with the system linking the urban extension with CMK via a new bridge over the M1 and with a boarding point within the Community Hub.

The indicative alignment of MRT Line 6 connects the proposed MKE development area to the MRT network and Central Milton Keynes. The development proposals are, therefore, well placed to build on this vision.

A study for the MRT around MK was undertaken in August 2020, where it was confirmed that Line 6 (East of M1 Growth Area and A509 P&R to CMK) was one of the two lines that would be the most resilient to falling levels of passenger demand and would therefore be recommended for inclusion within a reduced core MRT network.

The potential MRT will be supported by a feeder network of other local mobility services to cater for 'first/last mile' demand. This will provide links to the potential MRT network for those people who live further from a stop. It will also meet the need for journeys that are likely to be in less demand and for which the cost of providing MRT services is not viable.

This wider network of mobility services is crucial to the success of the potential MRT system because it will significantly increase access to the system. This supporting feeder network of solutions is likely to include:

- City-wide public bike, e-Bike and scooter hire, with an improved cycle network;
- Local buses;
- On-demand minibus and taxi services; and
- Car clubs and flexible car hire services.

The proposals at MKE has safeguarded potential routes for the MRT, such as the new M1 bridge, to enable a lane in either direction to be reallocated to MRT in the future should this be deemed appropriate in order to facilitate fast journey times and an attractive alternative to use of the private car.

There is an opportunity to utilise the Primary Street network to bring a MRT system directly through the neighbourhood to serve the Community Hub and the critical mass of residents, supporting the viability of the system. It would ensure the MRT is highly visible to residents and could mix with localised traffic to ensure there is minimal severance to the new neighbourhood.

The convergence of pedestrian and cycle routes at the Community Hub as well as the public transport routes proposed on the Primary Street create an opportunity for a mobility hub / transport interchange to be provided in the Community Hub. This would bring all modes of travel together in one place, making it easy to transfer from one mode to the next. Taking into account the aspirations for the MRT and the vision for MKE, the proposed route of the MRT will have a significant impact on the success of the new neighbourhood and the viability of this service. To support the new community at MKE the MRT should:

- Directly serve the new neighbourhood and the Community Hub;
- Form a key part of a mobility hub within the Community Hub to make it easy to interchange between sustainable modes of travel; and
- Be visible and accessible to potential users and be desirable as a preferred mode of travel, reducing car usage.

Artist's Impression of the transport interchange located within the Community Hub

MASS RAPID TRANSIT (MRT)

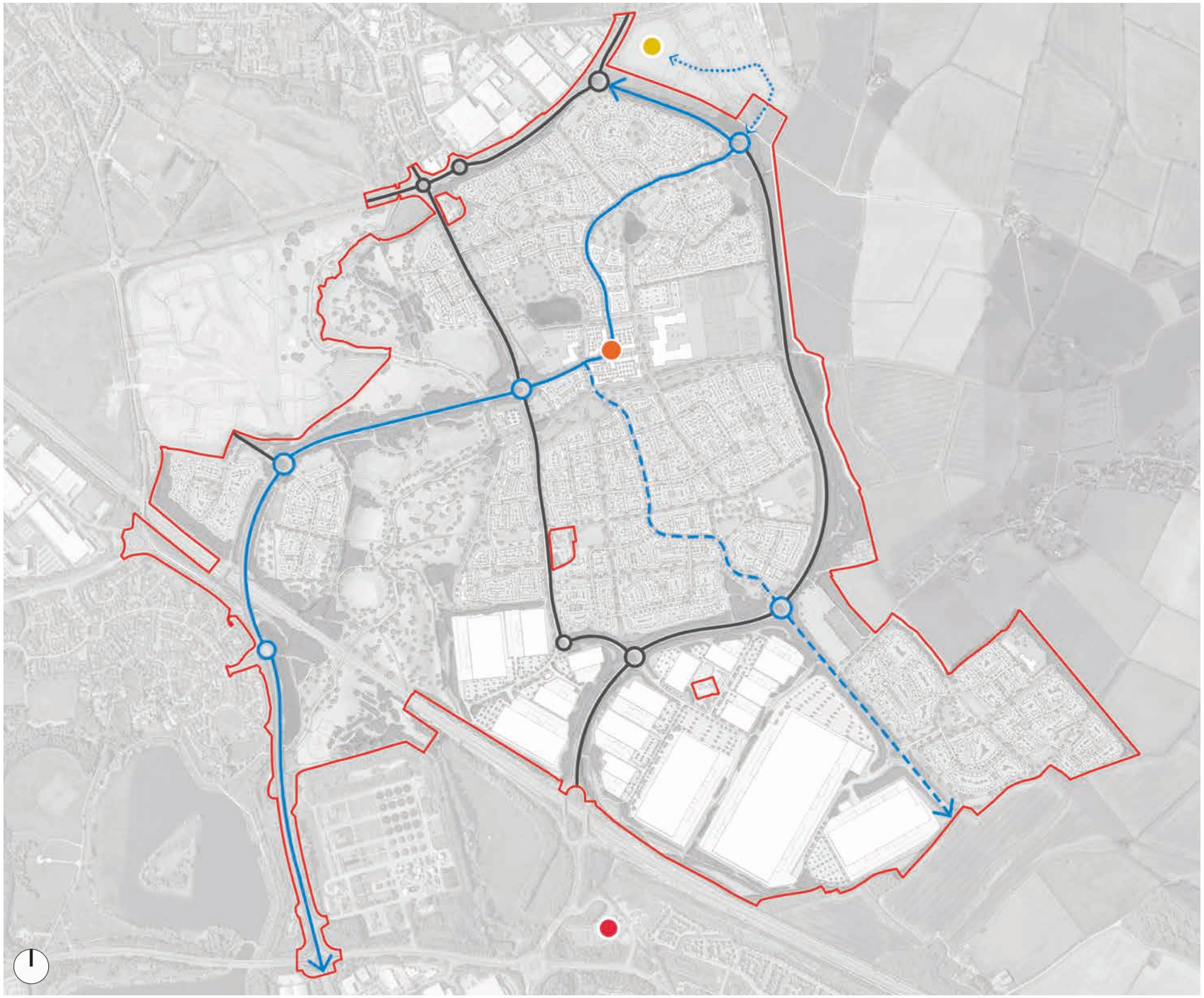


Diagram showing potential MRT routes and multi-modal transport hubs

KEY

- Planning application boundary
- Safeguarded route for possible MRT (with potential link to Park and Ride)
- Safeguarded route for possible Cranfield MRT route
- Strategic roads
- Mobility hub / transport interchange
- Potential Park and Ride
- Coachway Station

ILLUSTRATIVE VIEW OF THE MOBILITY HUB

STREET HIERARCHY

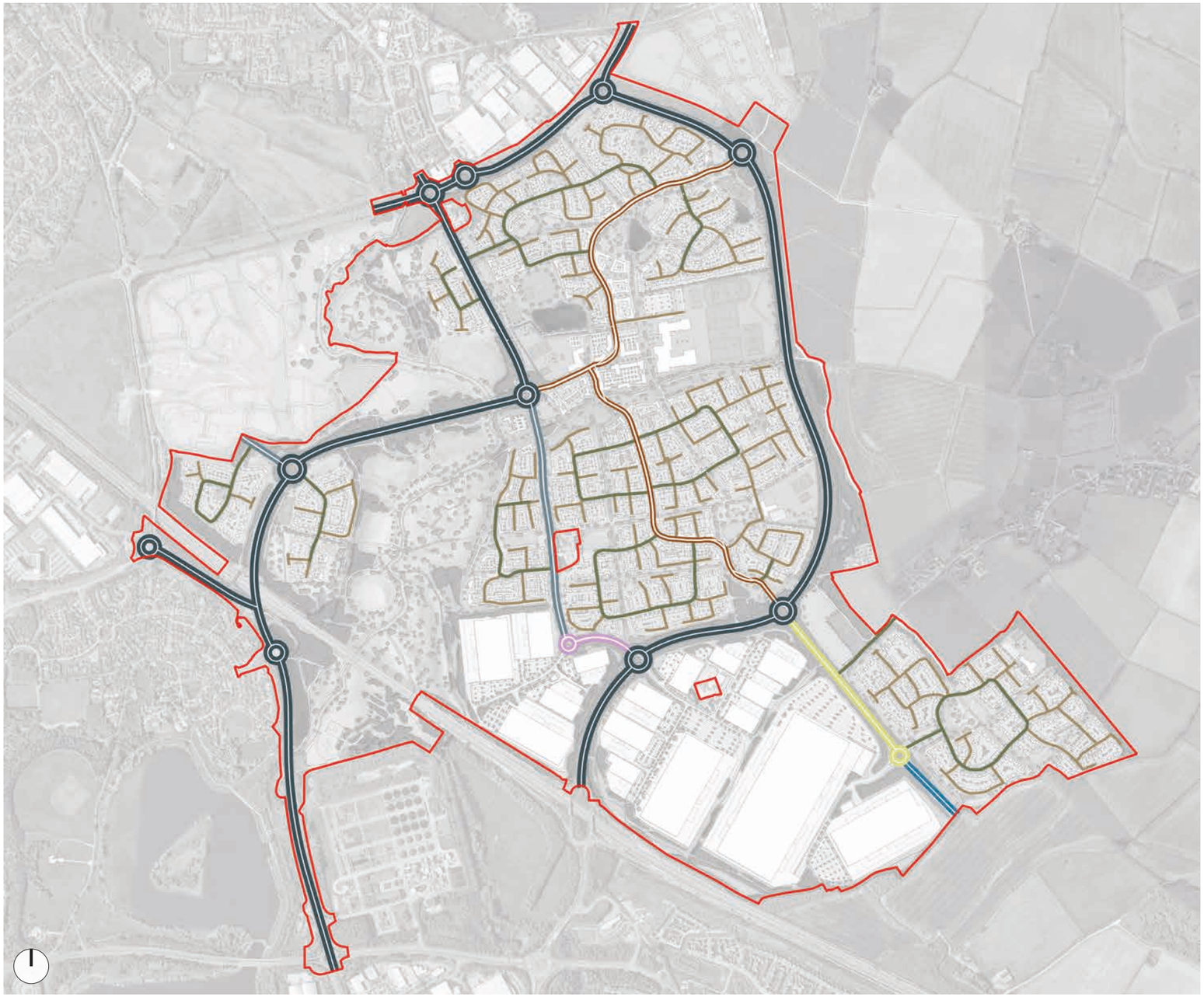


Diagram showing street hierarchy

The proposed network of strategic infrastructure, principally the Grid Roads, is designed to distribute wider vehicular movement around the periphery of the proposed development at MKE. Whilst they provide access to and through the site, their primary function is to support improved connectivity into and out of CMK, alleviating current pressure on the M1 Junction 14.

A well connected network of streets will provide access through the site to new homes and mixed uses. The street network has been developed in accordance with a movement hierarchy, with strategic roads connecting to existing infrastructure and future phases, and a Primary Street running through the centre of the site, with Primary and Secondary Streets linking new neighbourhoods, and Tertiary Streets connecting to homes and mixed uses within development parcels.

The location of the internal road network is indicative and will be defined through detailed design stages.

KEY

- Grid Road corridor
- Other road (Local Distributor)
- Other Road (Industrial Road)
- Other Road (Highway corridor safeguarded for Grid Road status)
- Highway corridor safeguarded for potential future Cranfield bypass
- Primary Street
- Secondary Street
- Tertirary Street

STRATEGIC & NON-STRATEGIC ROADS

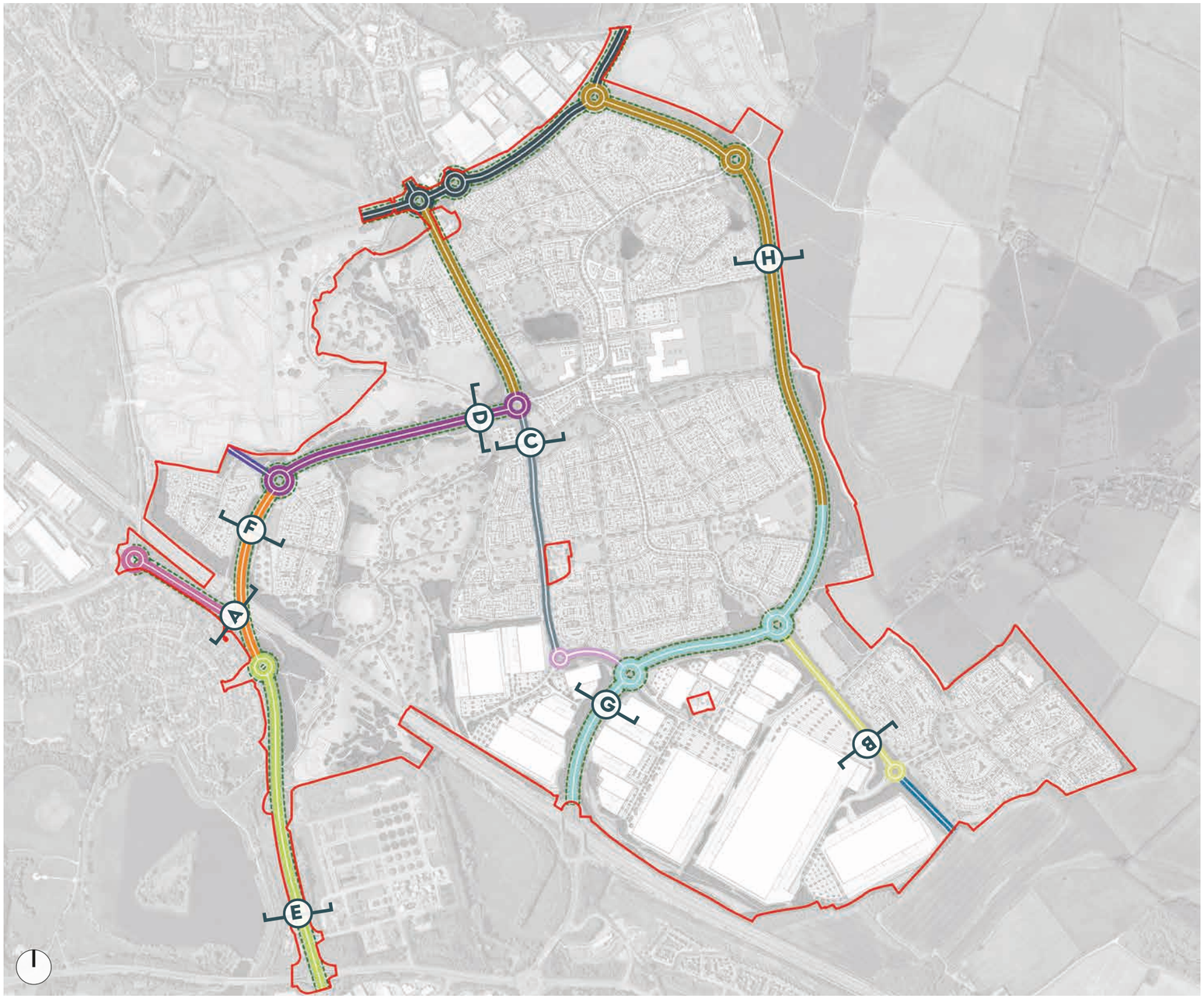
New strategic infrastructure includes a new dual carriageway crossing of the M1, which provides a direct connection between London Road (A509) and the existing Grid Road of Tongwell Street, which itself is proposed to be dualled down to Pineham Roundabout. This new link provides access for motorists into and out of CMK without the need to use M1 Junction 14 (J14). This infrastructure is complemented by a new, realigned A509, which connects J14 with the A509 in the site's north eastern corner. This link, the 'Eastern Perimeter Road', predominantly serves three key functions:

1. A strategic link enabling traffic to access the motorway network at M1 J14;
2. It southern most section serving the proposed MKE employment areas, which are focussed around J14; and
3. Providing the initial section of the potential future Cranfield link, and serving part of the employment and residential parcels and connects to Moulsoe.

Whilst the Eastern Perimeter Road also facilitates access into areas of MKE; this is not its primary function. The existing A509 London Road will be downgraded between J14 and the roundabout connecting the A509 with the new link over the floodplain. A section of this link will be stopped up, with the northern section of London Road upgraded to a Grid Road. A section of Newport Road will also be stopped up between the A509 and the new Cranfield link. Finally, a new link is to be provided between Willen Road and the new M1 bridge link, with this to be partially delivered by St James and partially by Bloor, whose land forms part of the wider MKE allocation. The intention is for the road corridors to be heavily landscaped, forming ecological corridors, as demonstrated in the sections on the following pages.

KEY

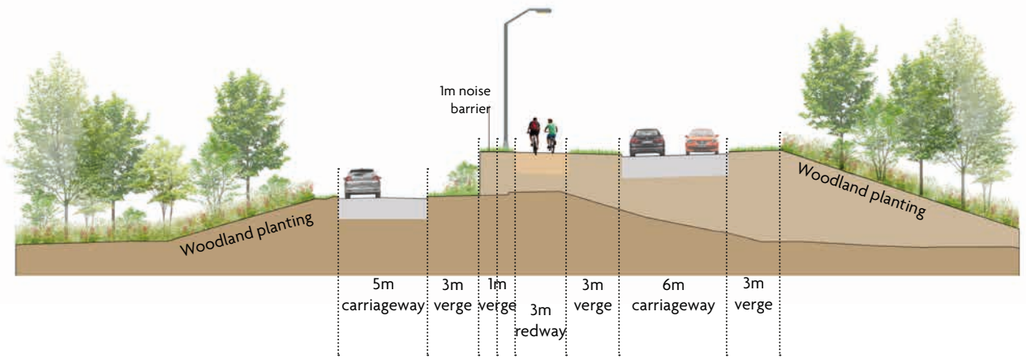
- Dual Carriageway - **Link 105** (28.6m width with 60m corridor)
- Dual Carriageway - **Link 106** (28.6m width with 60m corridor)
- Dual Carriageway - **Link 107** (28.6m width with 60m corridor)
- Dual Carriageway - **Link 101** (39.6m width with 60m corridor)
- Single Carriageway - **Link 103** (20.8 m width with 60m corridor)
- Single Carriageway - Industrial Road (19.3m width with 40m corridor)
- Single Carriageway - **Link 510** (17.3m width - Downgrade to A509, - Local Distributor)
- Single Carriageway - **Link 109** - District Distributor
- Single Carriageway - Primary Distributor
- Single Carriageway - **Link 110** (Highway corridor safeguarded for Grid Road status)
- Highway corridor safeguarded for potential future Cranfield bypass
- Grid corridor landscaping



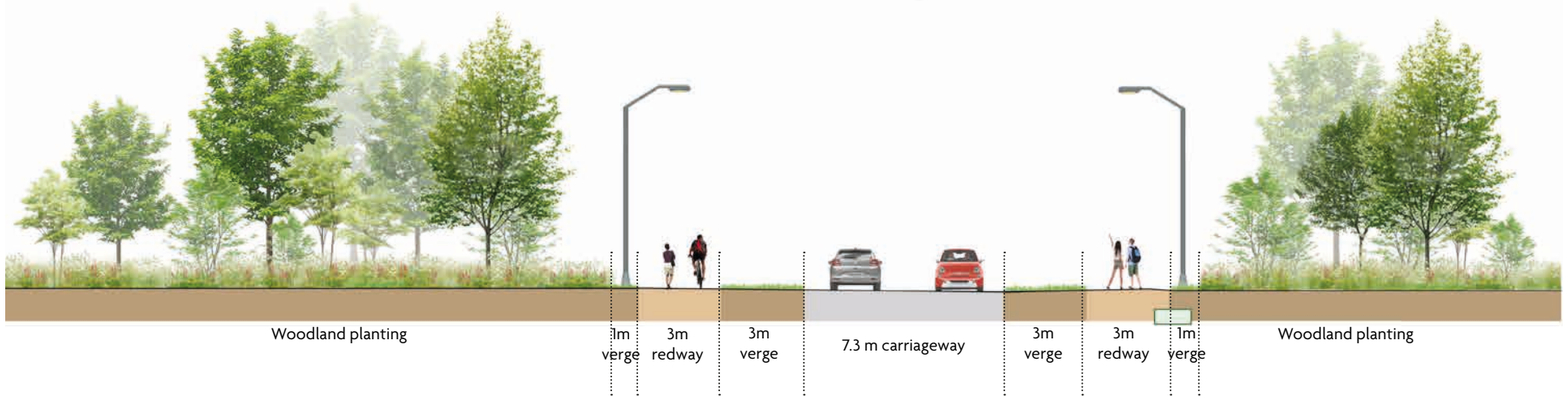
Strategic and non-strategic roads key plan

STRATEGIC & NON-STRATEGIC ROADS:

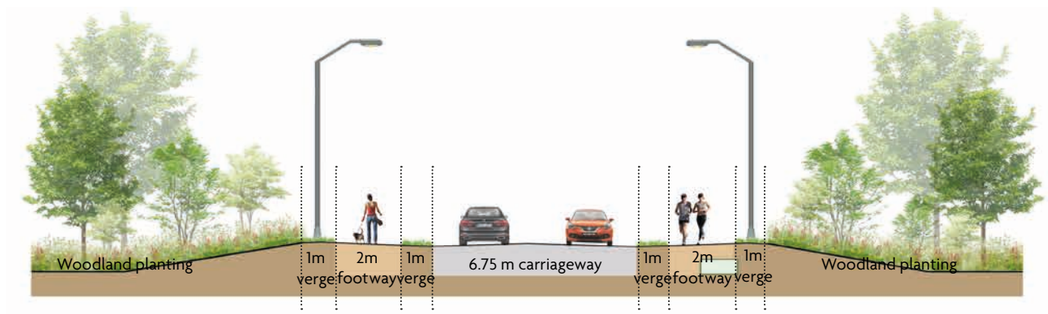
INDICATIVE CROSS SECTION: SINGLE CARRIAGEWAY - LINK 109 (A)



INDICATIVE CROSS SECTION: SINGLE CARRIAGEWAY - LINK 110 (B)

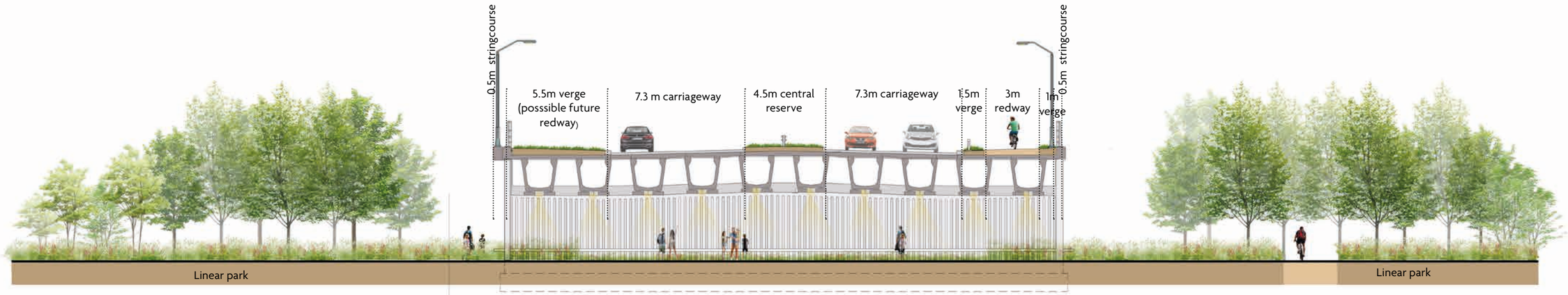


INDICATIVE CROSS SECTION: SINGLE CARRIAGEWAY - LINK 507 & 510 (C)

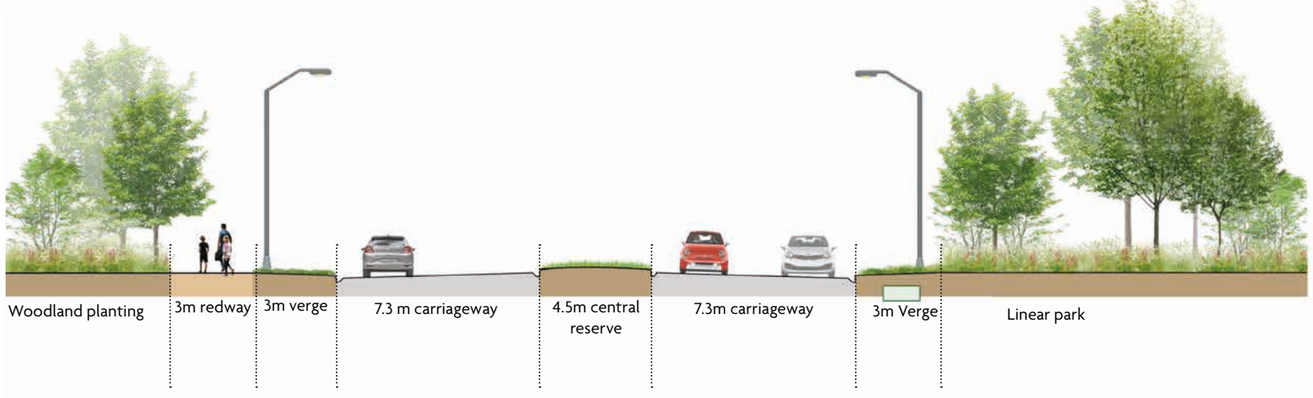


STRATEGIC & NON-STRATEGIC ROADS

INDICATIVE CROSS SECTION: DUAL CARRIAGEWAY - LINK 107 (D)



INDICATIVE CROSS SECTION: DUAL CARRIAGEWAY - LINK 105 (E)



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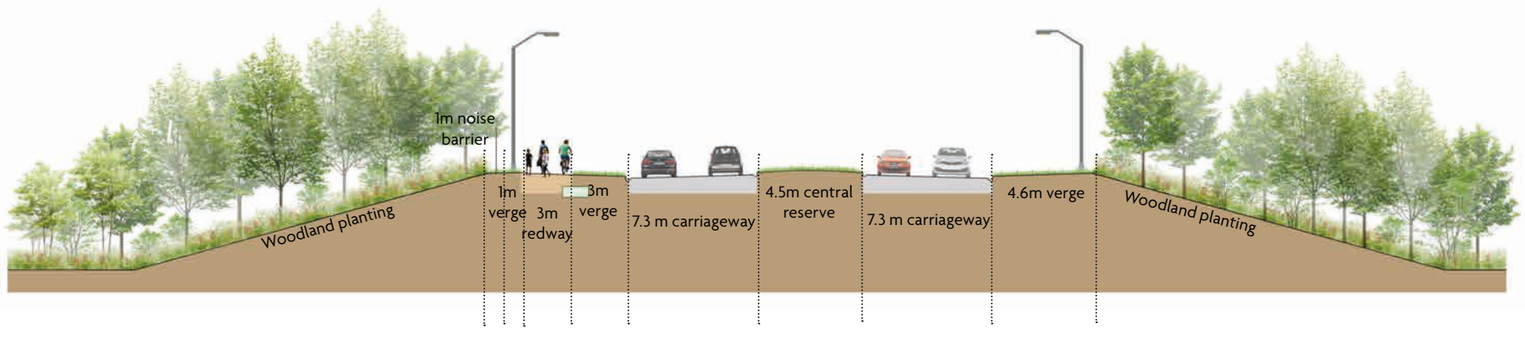
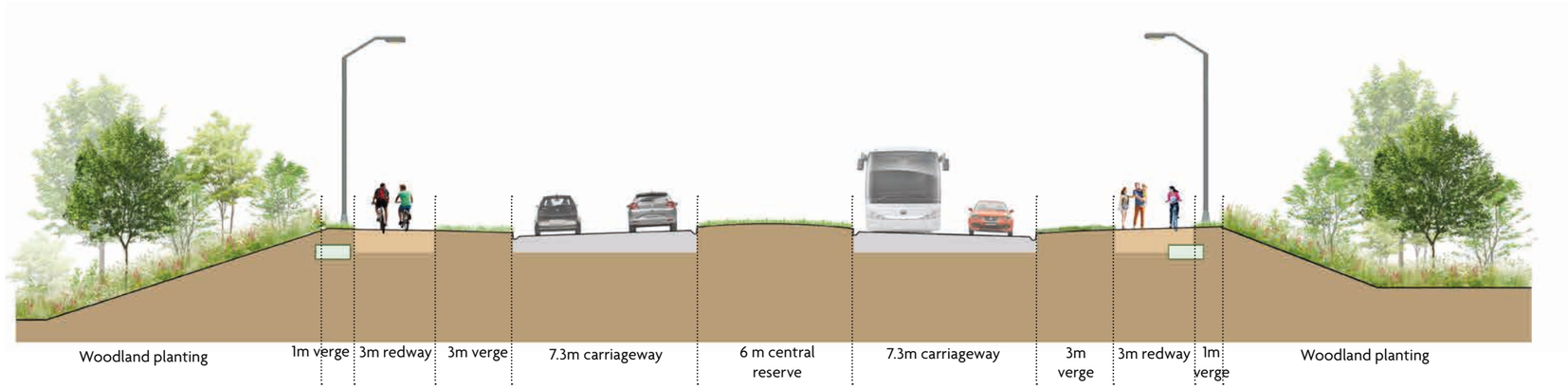
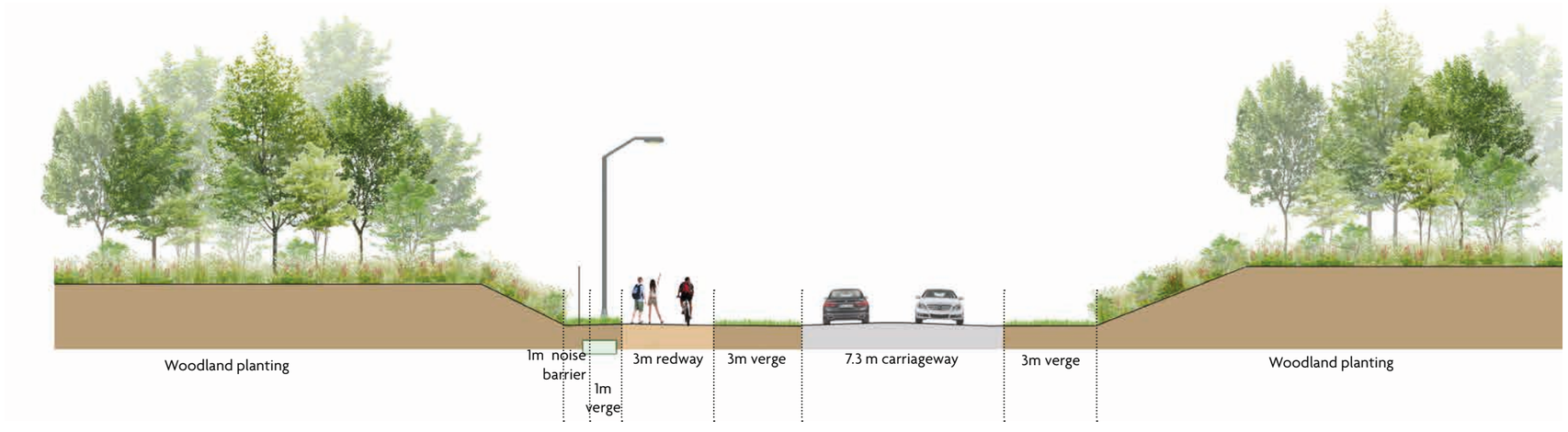


STRATEGIC & NON-STRATEGIC ROADS

INDICATIVE CROSS SECTION: DUAL CARRIAGEWAY - LINK 101 G



INDICATIVE CROSS SECTION: SINGLE CARRIAGEWAY - LINK 103 H



PRIMARY STREET

The Primary Street proposed within the principal site of MKE will distribute local traffic, serving the immediate neighbourhood on either side of the street.

The Primary Street will change in character along its length as it passes through the new neighbourhood, such as the Community Hub, where the street character will be of a formal, urban nature, creating narrower sections to slow traffic and prioritise pedestrian and cycle movement crossing the street. Opportunities for landscaping will be provided within the civic space and along stretches of the street, as well as at the points the street crosses green corridors, and this will complement the urban nature of the street.

The plan opposite shows the Primary Street and the changing characters along its route; these types are described in more detail on the following pages.

Primary Street Types A, C and D, will be used along with the residential parcels to the north and south of the Community Hub. These street types should alternate to achieve additional on-street parking in higher density areas and create localised narrower sections to slow traffic.

Primary Street Type B will be used mainly in the Community Hub, providing generous public realm for gathering, public transport infrastructure, frequent crossing points and traffic calming measures.

Primary Street Type E is proposed along with less central residential areas, with lower demand for on-street parking as it includes wider landscaped verges.

Primary Street Type F includes landscaped verges on both sides of the carriageway to enhance the arrival experience from the strategic roads and provide connectivity to the wider cycle network.

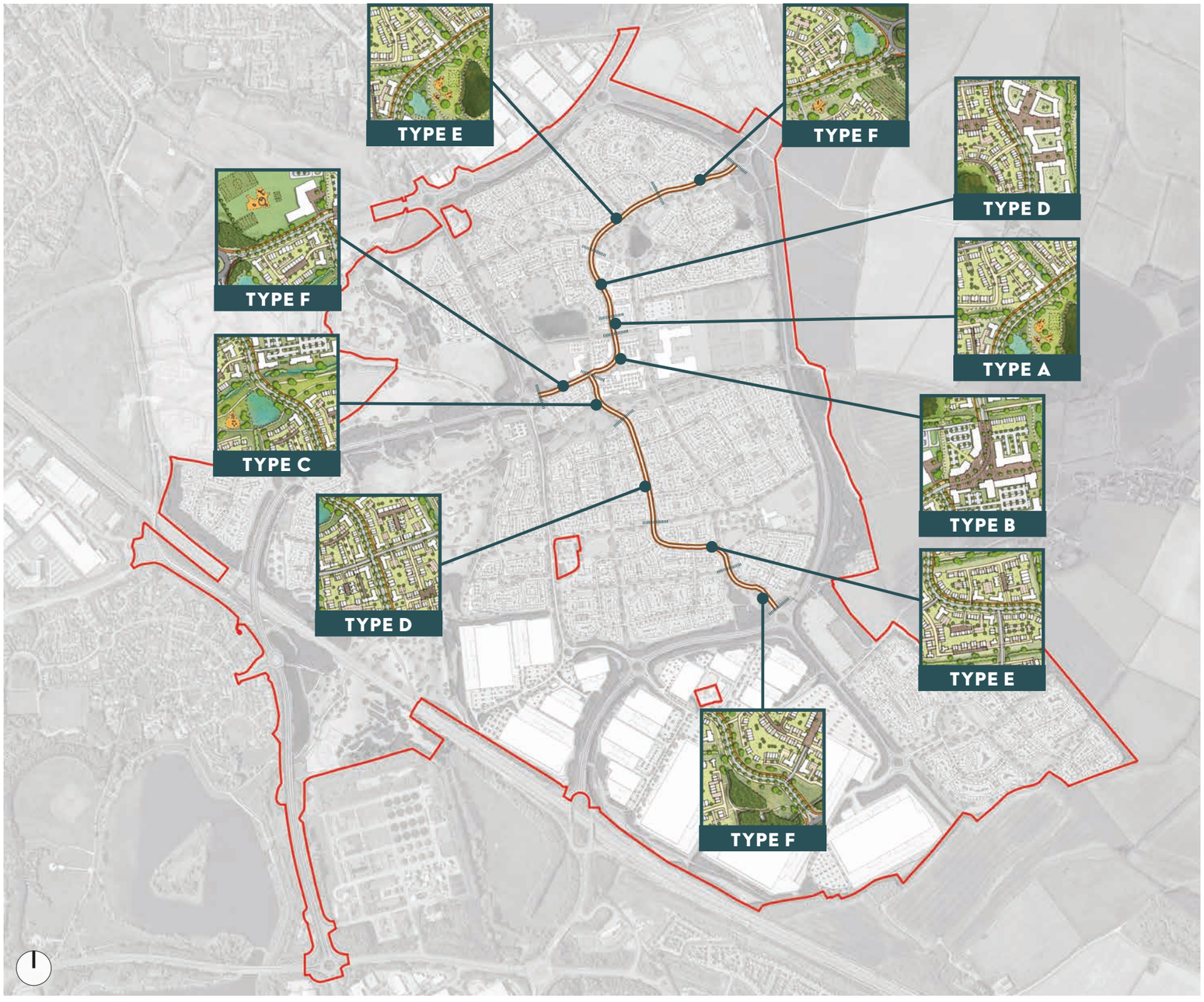


Diagram showing Primary Street

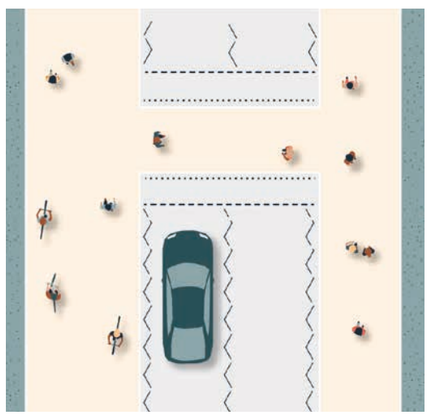
KEY

- Planning application boundary
- Primary Street

PRIMARY STREET

TYPE A

Resi	Shared cycle / pedestrian	6.75 m carriageway	Path	Resi



Primary Street Type A plan and section

A narrow urban street with a strong sense of enclosure. Short stretches of this type ensure breaks for landscape are achieved along the Primary Street. It includes a 4m wide shared cycle/footpath on one of the sides. This type is suitable for the residential parcels in the Central Character Area. Used in short sections, it can slow traffic and prioritise pedestrian and cycle movement crossing the street.

TYPE B

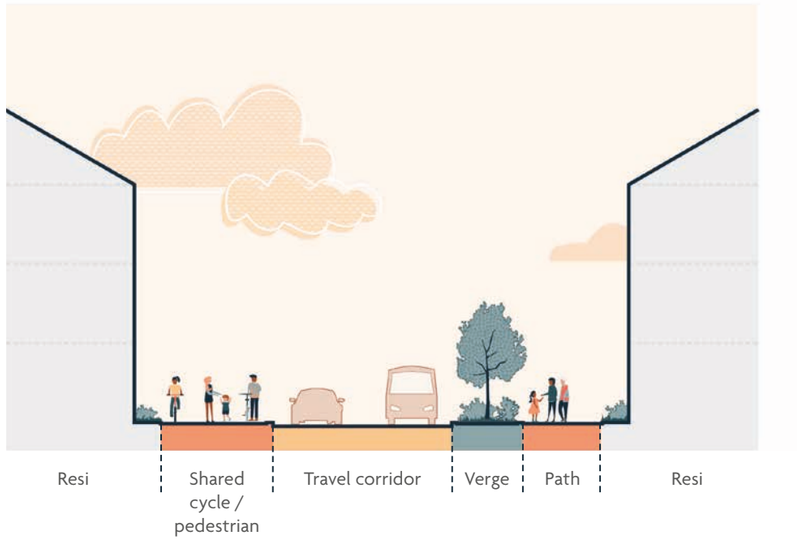
Mixed use	Pedestrianised Square	Travel corridor	Path	Resi

Primary Street Type B plan and section

Through the civic square, a cycle path meanders through space, and public transport stops on the carriageway. This type allows for public realm for gathering and people spilling out of the Health Hub and community space. The landscaped trees will not necessarily follow the carriageway alignment as they can be designed as part of the civic square.

PRIMARY STREET

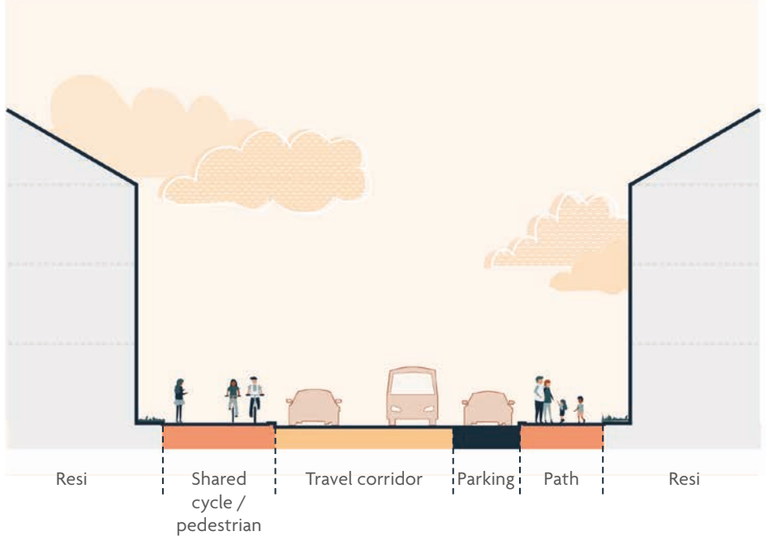
TYPE C



Primary Street Type C plan and section

A formal urban street providing landscaping along one side, consisting of low level shrubbery and tree planting and a 4m wide shared cycle/footpath on the other side. This type can be alternated with Type D to provide additional on-street parking where necessary.

TYPE D

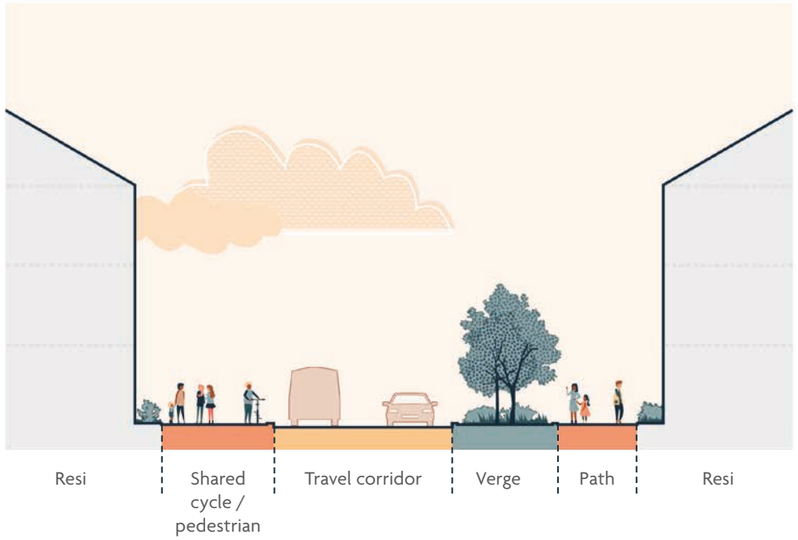


Primary Street Type D plan and section

A formal urban street providing landscaping along one side consisting of low level shrubbery, tree planting and occasional on-street parking opportunities. It includes a 4m wide shared cycle/footpath on the other side of the carriageway. Predominantly used along the Central Character Area where there is a higher demand for parking.

PRIMARY STREET

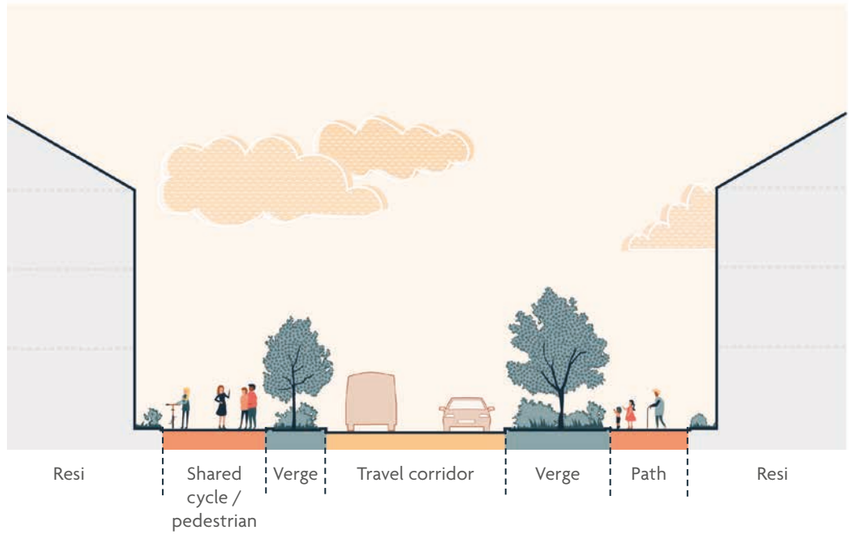
TYPE E

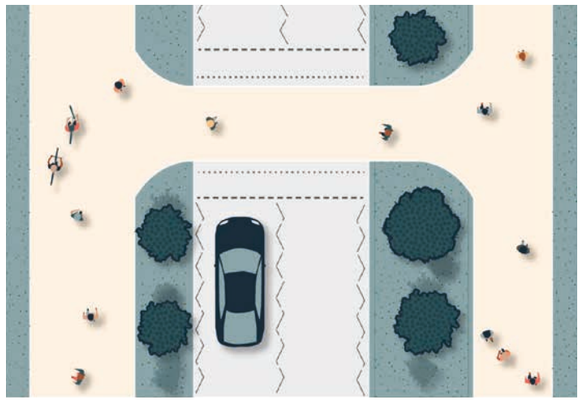


Primary Street Type E plan and section

A formal urban street providing a generous 4m verge along one side of the carriageway consisting of low level shrubbery and tree planting and a 4m wide shared cycle footpath on the other side. This type will be predominantly used along residential parcels in the Primary Street Character Area.

TYPE F





Primary Street Type F plan and section

A formal urban street providing a generous verge along both sides of the carriageway consisting of low level shrubbery and tree planting and a 4m wide shared cycle/pedestrian way on the other side. This type can mainly be used on sections of the Primary Street linking to the strategic Roads, enhancing the arrival experience and providing connectivity to the wider cycle/footpath network.

SECONDARY STREETS

The Secondary Street network forms a series of smaller loops providing routes through the site and serving the residential neighbourhoods and mixed use areas.

The Secondary Street design will depend upon the quantum and mix of uses within the development parcels it is intended to serve. Where appropriate, variations to provide increased areas of landscaping, horizontal deflection and surface treatment should be used to slow traffic and create interest along the street.

Illustrations are provided as examples with the layout defined through future detailed design stages.

Diagram showing indicative location of Secondary Streets

KEY

- Planning application boundary
- Secondary Street

TERTIARY STREETS

A network of Tertiary Streets provide connections into the residential parcels from the Primary and Secondary Streets.

Typically, Tertiary Streets will only be used by people living in or visiting that area and will be narrower and less formal in character than Secondary Streets. Variations to provide increased areas of landscaping, horizontal deflection and surface treatment can be used to slow traffic and create interest along the street. Tertiary Streets may have a dropped kerb line and no road markings to encourage reduced speeds and enable pedestrian priority.

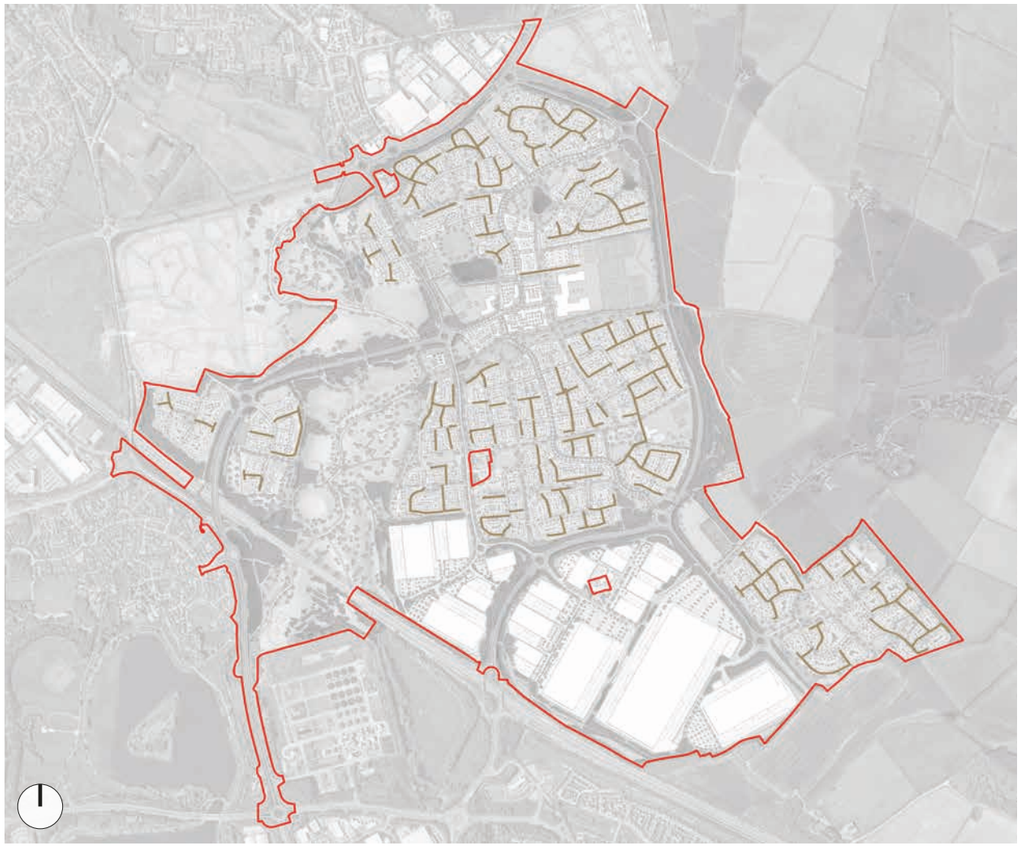


Diagram showing indicative location of Tertiary Streets

KEY

- Planning application boundary
- Tertiary Street

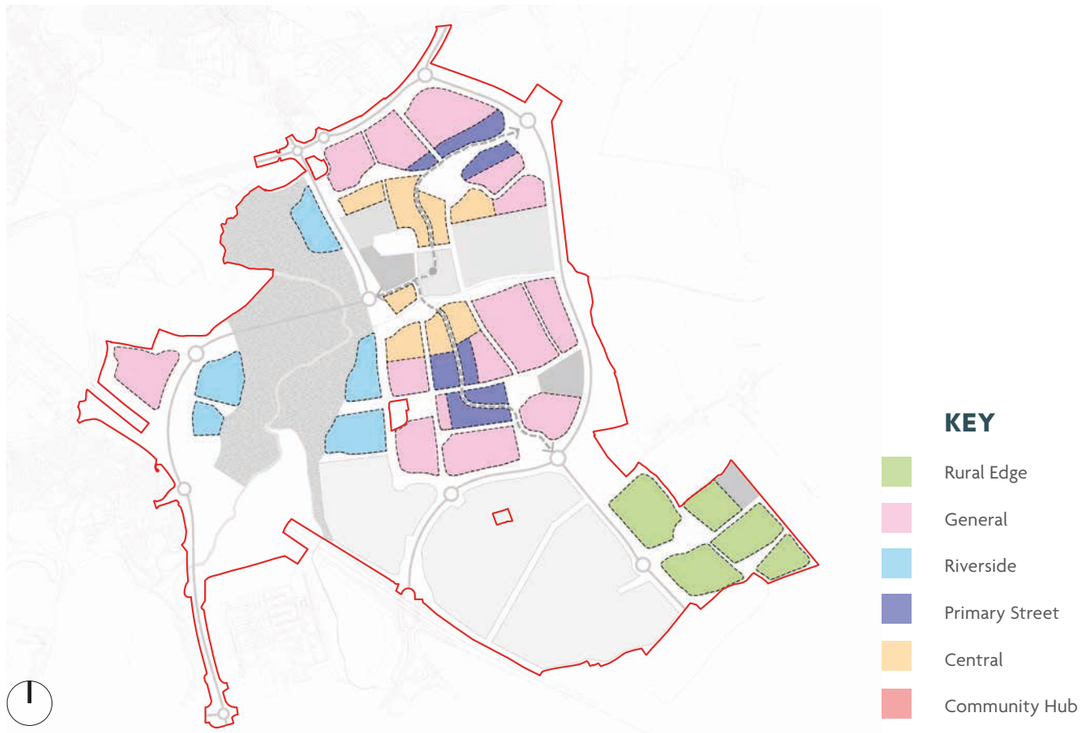
6. ILLUSTRATIVE MASTERPLAN

DENSITY

The SPD sets out an aspiration for the site to accommodate a mix of residential densities to ensure distinctiveness and diversity across the site while protecting its setting's rural character. The document encourages strong frontages around critical areas of open space to form natural surveillance and optimise access to green space.

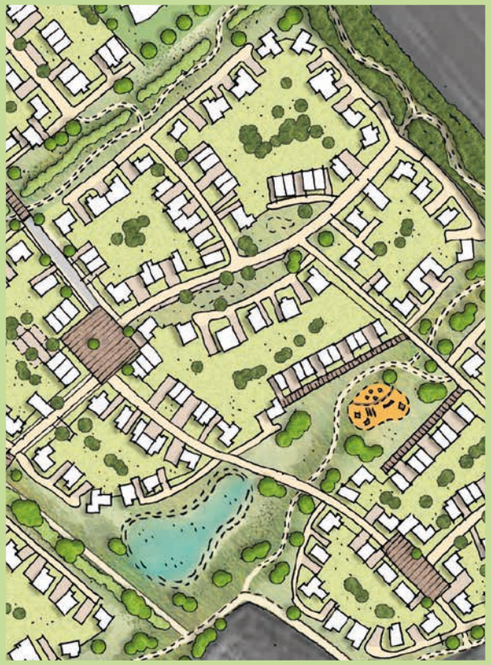
The SPD and Plan:MK encourage higher densities to be located in areas well served by efficient public transport and with good access to facilities. The policy allows for low levels of parking to be provided to help achieve densities that realise wider strategic objectives. The overarching parking strategy is covered in more detail in Chapter 8, Access & Inclusivity.

The Illustrative Masterplan is characterised by 6 distinct areas that respond to their particular location on the site in terms of density. These are informed by the indicative character typologies set out in the SPD, and their potential layout is illustrated on the following pages.



Density key plan

RURAL EDGE



Due to the sensitive location close to Moulsoe and overlooking the open countryside, this is the lowest density area ranging between approximately 10-30dph.

GENERAL

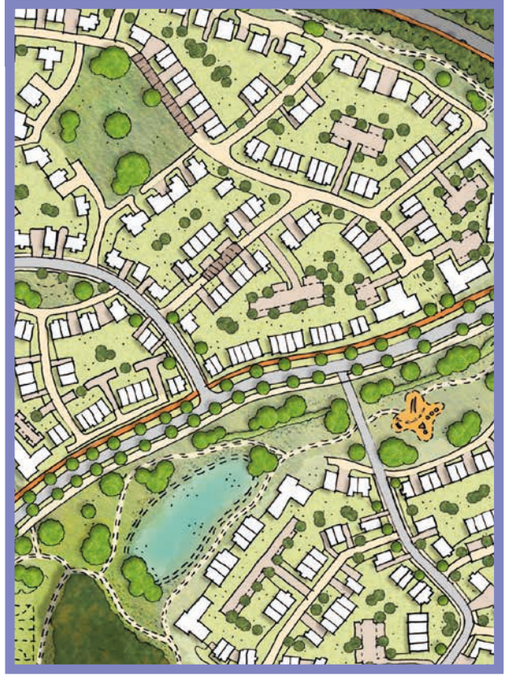
The largest proportion of the site fall within this low-medium density category ranging between approximately 25-40dph as a transitional zone between the lowest and highest density areas.

DENSITY

RIVERSIDE

A semi-formal arrangement of medium density ranging between approximately 40-60dph, maximising frontage over the linear park.

PRIMARY STREET



A formal, gridded arrangement of medium density ranging from approximately 40-60dph addressing the key primary street through the principal neighbourhood.

CENTRAL

A formal, urban area with higher density up to approximately 100dph, providing a critical mass of homes close to the Community Hub.

COMMUNITY HUB

The Community Hub is located centrally within the site and within the Central area. This concentrated, mixed use area will feature the highest density of housing up to 100dph and will potentially be served by the MRT.