

CHAPTER SEVEN

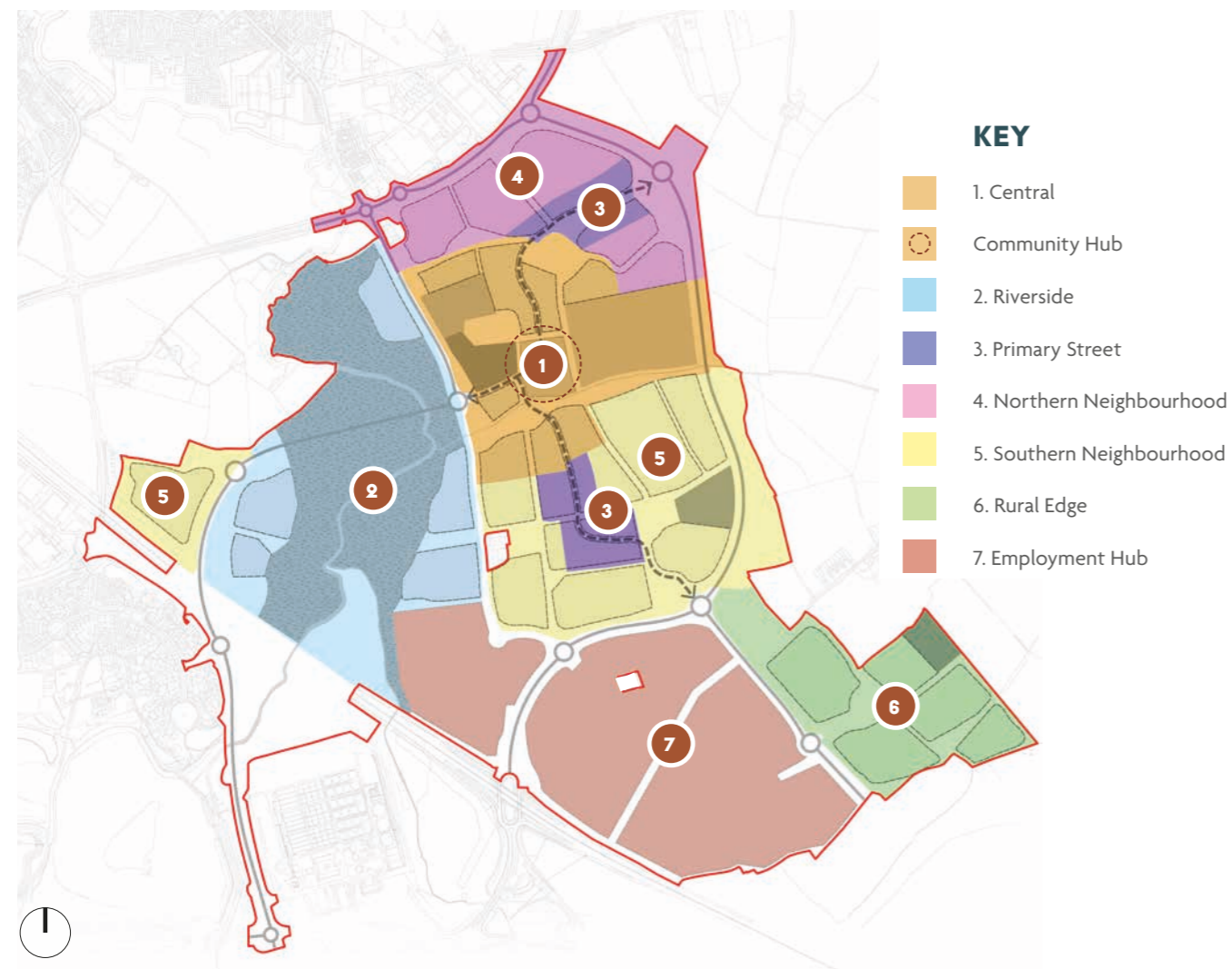
PLACEMAKING

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

7. PLACEMAKING

CHARACTER AREAS

This section describes the character areas of the proposed residential development. It is informed by the density analysis contained within chapter 6 and provides a description of building typologies, scale, disposition of built form and streets. The locations of each character are described on this spread and analysed in further detail on the following pages with relevant illustrative images.



Character areas key plan

1. CENTRAL (INCLUDING COMMUNITY HUB)



2. RIVERSIDE



7. PLACEMAKING CHARACTER AREAS

3. PRIMARY STREET



4. NORTHERN NEIGHBOURHOOD



5. SOUTHERN NEIGHBOURHOOD



6. RURAL EDGE

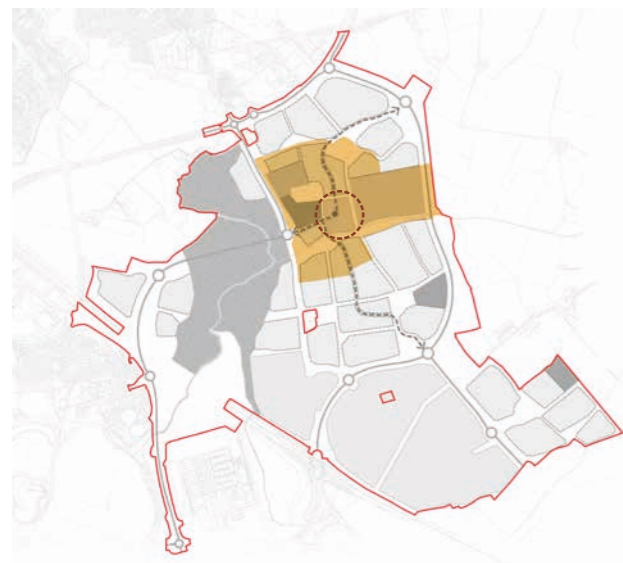


7. PLACEMAKING

CHARACTER AREAS

1. CENTRAL (INCLUDING COMMUNITY HUB)

- A formal, urban character of high density.
- Providing a critical mass of homes in close proximity to the Community Hub.
- Predominantly apartments and urban house types along terraces.
- Apartments addressing key corners and prominent frontages along landscape spaces.
- Compact gardens with urban house types allowing reduced back to backs.



Central Character Area key plan

KEY

- 1 Community Hub including a range of mixed uses to serve the everyday needs of the community
- 2 Secondary school
- 3 Primary school
- 4 Playing fields
- 5 Potential location for homes for the elderly
- 6 Retained woodland
- 7 Neighbourhood play area
- V Approximate location of Illustrative view



Illustrative Masterplan extract



ILLUSTRATIVE VIEW OF HOMES OVERLOOKING THE PLAYING FIELDS

7. PLACEMAKING

CHARACTER AREAS

1. THE COMMUNITY HUB:

The Community Hub is the focal point of the new development, located in the most accessible area of the masterplan, and is connected to residential neighbourhoods by a series of active travel corridors:

- A hive of activity, bringing people together at the heart of the new neighbourhood;
- Green corridors for walking and cycling provide easy access to the hub, at the centre of the 15-minute neighbourhood concept;
- A balanced mix of uses to serve the everyday needs of the community;
- Space to gather, meet and socialise, spaces that are of a human scale and are welcoming;
- A strong relationship with the schools, generating much needed footfall throughout different times of the day and week to support the mixed uses; and
- A mobility hub allowing easy interchange between sustainable modes of transport, to move within the neighbourhood and to the wider context.

- 1 Landscaped gateway
- 2 Primary school
- 3 Secondary school
- 4 Health Hub
- 5 Mass Rapid Transit stops
- 6 Pedestrian street/square fronted by mixed uses and secondary school
- 7 Pedestrian high street and access to secondary school
- 8 Parking for Health Hub
- 9 Green corridors providing pedestrian/cycle links to the Community Hub
- 10 Public realm in front of schools
- 11 Vehicular access & parking for primary school (potential for shared parking)
- 12 Vehicular access & parking for secondary school
- 13 Secondary green corridor providing active travel links to schools
- 14 Moulsoe Stream Park
- V Approximate location of illustrative view



Illustrative Masterplan extract

▲▲ ...a critical mass
of homes and
PEOPLE generating
ACTIVITY and footfall
throughout different
times of the day and
week to support the
vitality of a thriving
Community Hub... ▼▼



ILLUSTRATIVE VIEW OF PEDESTRIAN SQUARE IN COMMUNITY HUB

7. PLACEMAKING

CHARACTER AREAS

1. THE COMMUNITY HUB

A HIVE OF ACTIVITY:

Clustering a range of uses around the Community Hub provides activity throughout the day and week to increase potential footfall and activity.

Uses surrounding Community Hub:

- Residential neighbourhoods of high density;
- Secondary school;
- Primary school;
- Playing fields with community pavilion; and
- River Ouzel linear park.

The proposed masterplan offers the flexibility to deliver a range of uses with a view to adapting to future trends, and to cater for the everyday needs of the community over time. These potential uses include employment, retail, health, leisure and community facilities will further complement those of the existing, neighbouring areas.

EXISTING FEATURES AND GREEN CORRIDORS:

- The landscape lattice, which retains and enhances the existing green and blue assets of the site, offers safe and attractive cycle and pedestrian routes which converge at the Community Hub; a thriving hive of activity for people to meet with a range of uses
- While the Community Hub will have an urban character, existing landscape features and connecting green corridors help to frame the spaces of the Community Hub. Moulsoe Stream Park, a primary green corridor, forms the Community Hub and secondary school's southern boundary, providing active travel links and direct access to open space.
- A landscaped curtain gateway from the River Ouzel linear park aids the transition between spaces, screening views and forming a pinch point from which built form and the Community Hub is revealed.

A MOBILITY HUB WITHIN A CIVIC SQUARE:

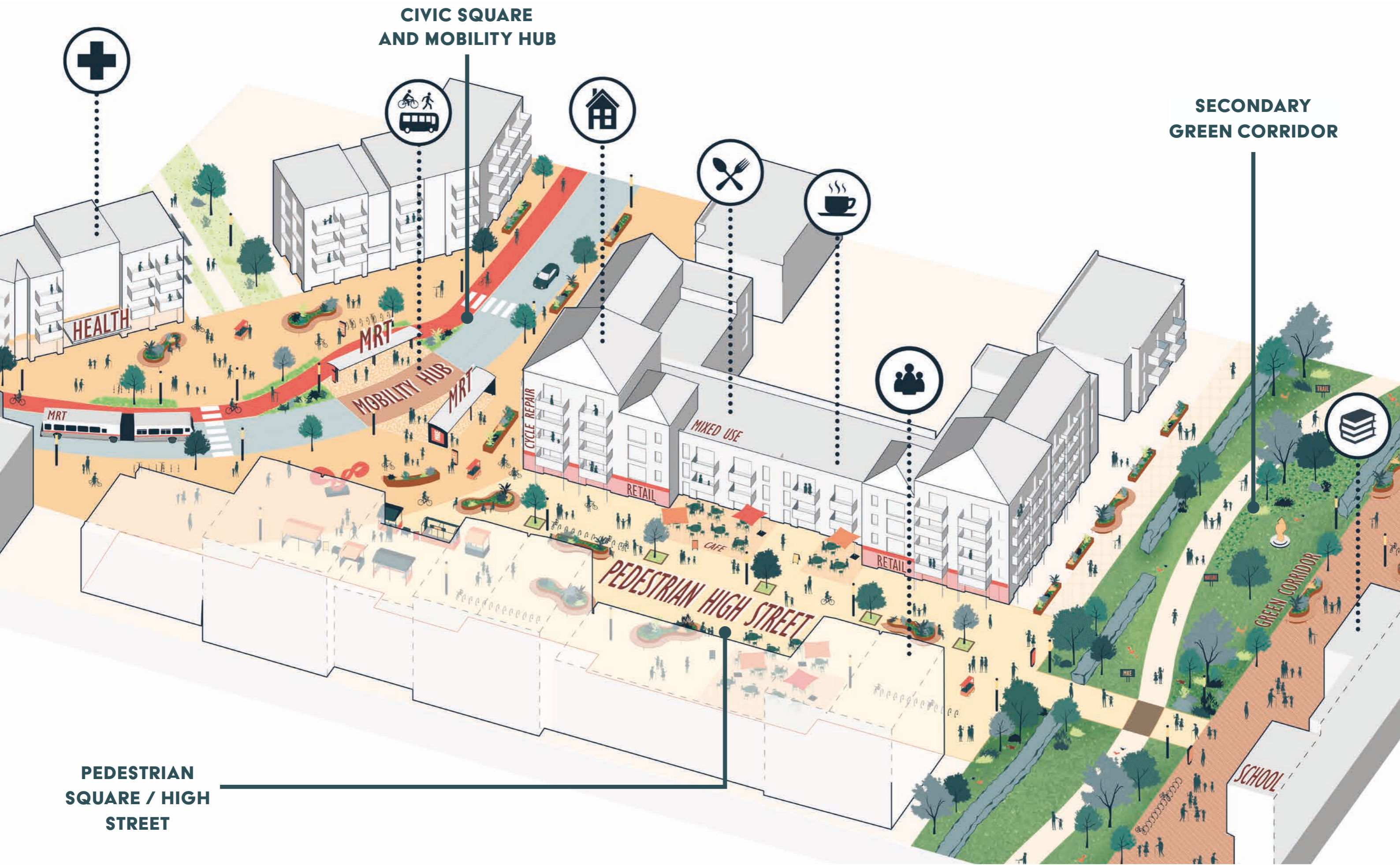
The Primary Street passing through the Community Hub will provide the opportunity for a mobility hub at the heart of the community, as a place for easy interchange between modes of sustainable transport.

- Buildings frame a gateway space, terminative views on approach and providing a connection to the main square.
- A Mass Rapid Transit stop for MKE to be located here at the heart of the new neighbourhood.
- High-quality public realm and shared surface arrangement slows traffic and encourages pedestrian priority.
- The Health Hub addresses the space with taller buildings to the east and south forming an urban character.

A PEDESTRIAN SQUARE / HIGH STREET:

A pedestrianised, more intimate space will connect the civic square and the secondary school. A space for a multitude of uses to open out onto, away from traffic and picking up key walking routes between uses to generate a hive of activity.

- The square is the focal point of the Community Hub with mixed uses addressing the space.
- Limited vehicular access is provided through the space to service buildings and secondary school for emergencies.
- A secondary school fronts the square providing significant footfall during the week.
- The primary and secondary school and square are directly connected to residential neighbourhoods via the north to south pedestrian and cycle route along the secondary green corridor, encouraging active travel.
- The space provides opportunities for occasional events and markets.



**CIVIC SQUARE
AND MOBILITY HUB**

**SECONDARY
GREEN CORRIDOR**

**PEDESTRIAN
SQUARE / HIGH
STREET**

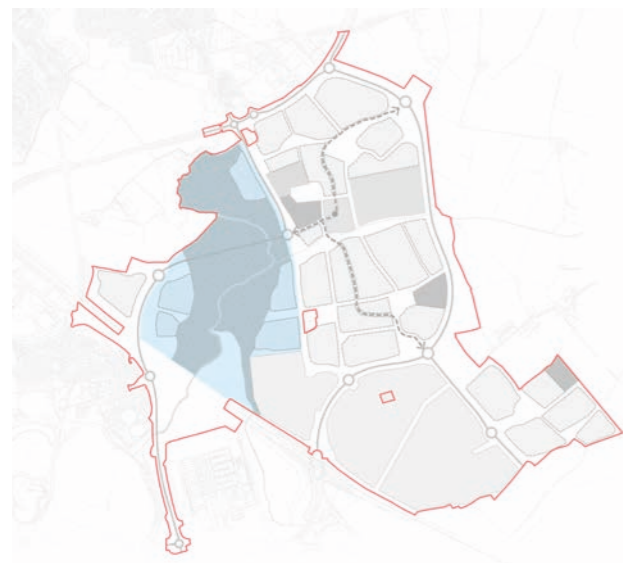
ILLUSTRATIVE VIEW OF THE KEY SPACES WITHIN THE COMMUNITY HUB

7. PLACEMAKING

CHARACTER AREAS

2. RIVERSIDE

- A semi-formal, picturesque character of medium density.
- Maximising frontage over the linear park.
- A mix of typologies to respond to both formal edges and informal landscape edges.
- Larger, detached homes along green corridors, apartments and townhouses/terraces addressing the park and main street.



Riverside Character Area key plan

KEY

- 1 Allotments
- 2 Local play area
- 3 Neighbourhood play area
- 4 Public footpath crossing east west through the linear park
- 5 Landscaped buffer between residential and Employment Hub
- 6 Downgraded London Road (A509)
- 7 Homes including apartments overlooking the linear park
- V Approximate location of illustrative view



Illustrative Masterplan extract



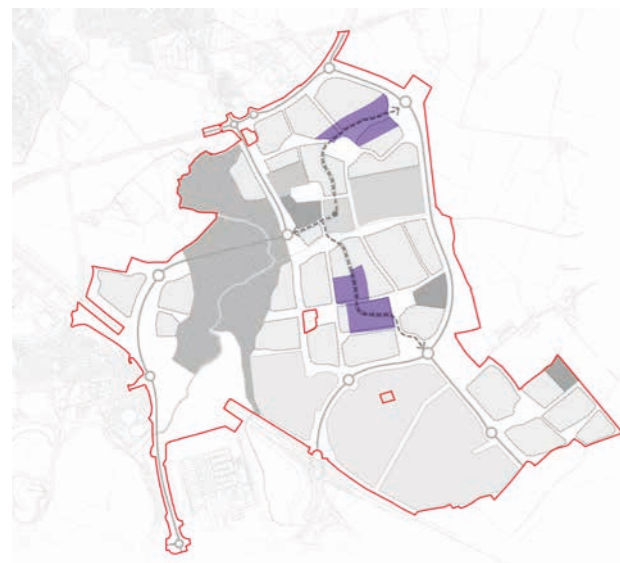
ILLUSTRATIVE VIEW OF HOMES INCLUDING APARTMENTS ADDRESSING THE LINEAR PARK

7. PLACEMAKING

CHARACTER AREAS

3. PRIMARY STREET

- A formal gridded character of medium density.
- Addressing the key Primary Street through the principal neighbourhood.
- A mix of terraces and semi-detached with apartments addressing key corners.
- Urban house types create mews streets behind prominent frontage.
- Typically 10m garden depths with urban house types providing more compact private amenity space.



Primary Street Character Area key plan

KEY

- 1 Primary Street running alongside existing hedgerow
- 2 Primary Street crosses landscape corridor
- 3 Primary Street meanders round retained woodland
- 4 Local play area
- 5 Neighbourhood play area
- V Approximate location of illustrative view



Illustrative Masterplan extract



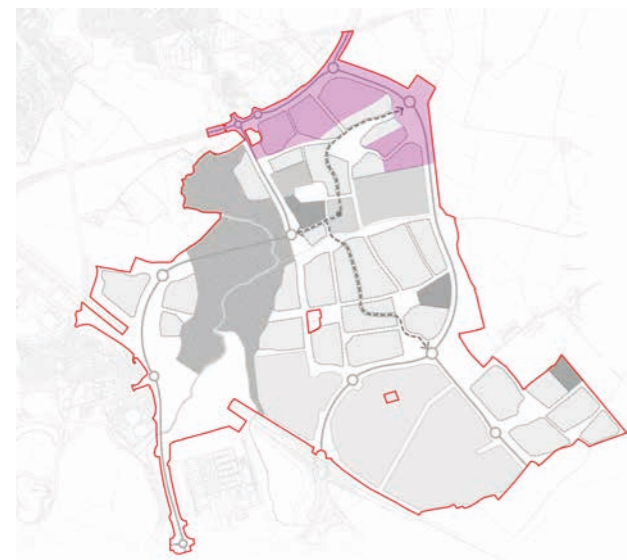
ILLUSTRATIVE VIEW OF PRIMARY STREET MEANDERING PAST THE COPSE

7. PLACEMAKING

CHARACTER AREAS

4. NORTHERN NEIGHBOURHOOD

- A village character of low density.
- Located further from the Community Hub and Primary Street.
- Predominantly semi-detached and detached homes with short terraces.
- Larger family homes, particularly fronting the outer edges onto landscape.
- Generous rear gardens and garage parking for larger dwellings.



Northern Neighbourhood Character Area key plan

KEY

- 1 Retained woodland
- 2 Allotments and landscaped gateway
- 3 Village green
- 4 Neighbourhood play area
- 5 Local play area
- V Approximate location of illustrative view



Illustrative Masterplan extract



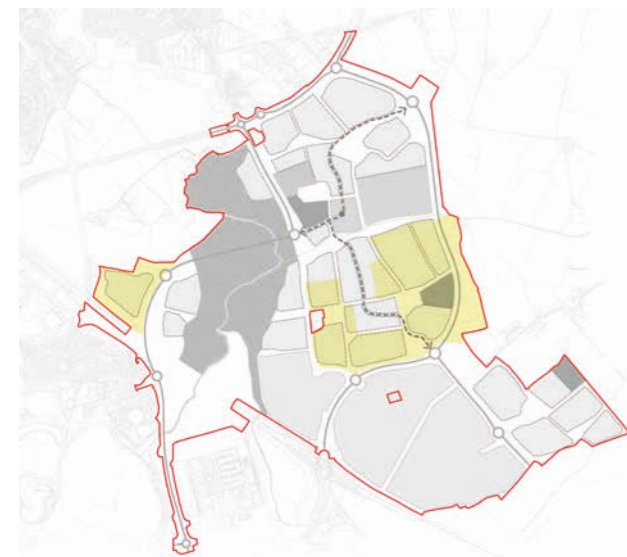
ILLUSTRATIVE VIEW OF HOMES OVERLOOKING THE GREEN CORRIDOR

7. PLACEMAKING

CHARACTER AREAS

5. SOUTHERN NEIGHBOURHOOD

- A village character of low density.
- Located further from the Community Hub and Primary Street.
- Predominantly semi-detached and detached homes with short terraces.
- Larger family homes, particularly fronting the outer edges onto landscape.
- Generous rear gardens and garage parking for larger dwellings.



Southern Neighbourhood Character Area key plan

KEY

- 1 Primary school and playing fields
- 2 Neighbourhood play area and village green
- 3 Small village green
- 4 Landscaped space including SuDS behind listed hotel
- 5 Landscaped gateway to neighbourhood
- V Approximate location of illustrative view



Illustrative Masterplan extract



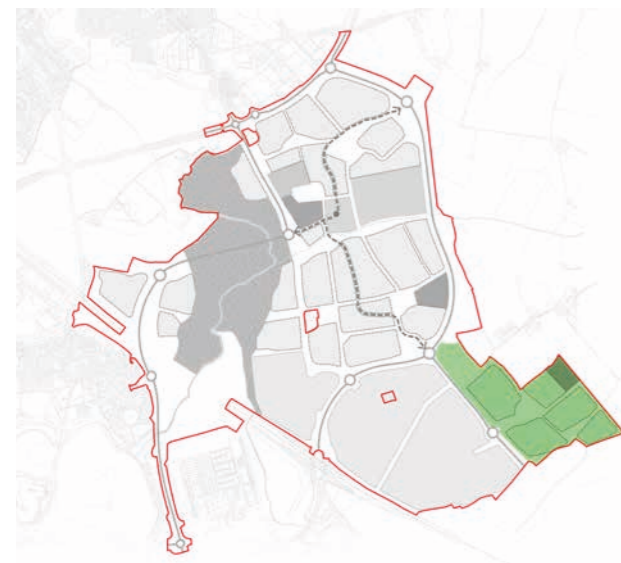
ILLUSTRATIVE VIEW OF PRIMARY SCHOOL & HOMES OVERLOOKING THE PLAY AREA & LOCAL GREEN

7. PLACEMAKING

CHARACTER AREAS

6. RURAL EDGE

- A rural, village character of a low density.
- Sensitive to its location close to Moulsoe and overlooking the open countryside.
- Predominantly detached homes with some semi-detached and short terraces.
- Larger family homes, particularly fronting the outer edges onto landscape.
- Generous rear gardens and garage parking.



Rural Edge Character Area key plan

KEY

- 1** Entrance gateway leading to village green with play area
- 2** Potential for mixed uses on a small scale
- 3** Primary school and playing fields
- 4** Landscape buffer along sensitive edge
- 5** Local play area
- 6** Bridleway
- V** Approximate location of illustrative view



Illustrative Masterplan extract



ILLUSTRATIVE VIEW OF HOMES OVERLOOKING OPEN COUNTRYSIDE AND BRIDLEWAY

7. PLACEMAKING

THE EMPLOYMENT HUB

THE VISION

The Employment Hub's vision is to create a high-quality, modern and well-serviced logistics hub that can meet the needs of national and local companies, including well-designed space to add value to their business and to the local economy. The Employment Hub will be set within a rich new landscape with generously planted edges and tree-lined internal streets and spaces, with an integrated sustainable drainage regime with ecologically rich swales and attenuation features. The proposal is sensitive to its setting, with development set within a generous landscaped margin, screening and filtering views to ensure that what can be seen is of very high-quality and appropriate to the location.

Our vision is of a 'flagship' employment location within Milton Keynes that projects the district's image as a place for successful businesses, offering high-quality employment and training opportunities.

The following objectives have been set for the development to realise the vision and concept, to:

1. Meet the needs for high-quality, well-serviced and attractive new logistics hub with training buildings and facilities;
2. Ensure a high-quality, well-coordinated approach to overall masterplanning, site planning and design;
3. Protect the stream and link this into an integrated SuDS strategy;
4. Ensure the development offers a high-quality setting for the buildings and operations, and provides amenity spaces for those employed and visiting the site to enjoy;
5. Protect the amenity of surrounding settlements including Moulsoe and future housing to the north and west of the site, by carefully positioning buildings, locating service areas away from the key frontages, landscaping the spaces between, and ensuring a high-quality well designed frontage;
6. Ensure other environmental impacts of the development are acceptable and to mitigate against any identified impacts;
7. Set a framework to limit and manage the impacts of the development on an on-going basis and to ensure the development remains acceptable and is capable of being controlled and managed to maintain its quality; and
8. Ensure a framework is in place to ensure the local benefits of the development are optimised by prioritising local sourcing during construction and development. The development offers training opportunities to ensure local people can benefit from the jobs created through the proposals and the workforce benefit from training opportunities.



Development set within a well landscaped perimeter



An integrated SuDS strategy providing amenity space for health and well-being



High-quality buildings in a high-quality landscape setting



A layout which creates spaces for social interaction

THE EMPLOYMENT HUB



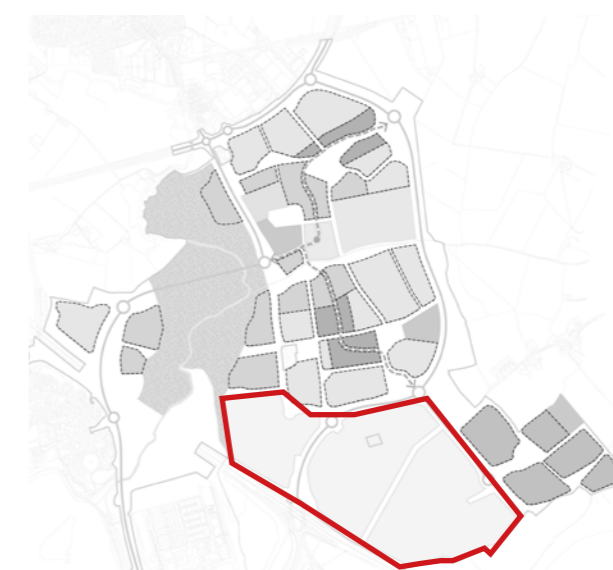
Development Framework Strategy

DEVELOPMENT FRAMEWORK

The Employment Hub strategy is to create three development zones contained within a perimeter of structural landscaping. The development zones will be created as relatively flat plateaus to enable maximum flexibility for a wide range of unit sizes within each zone.

Access to the development plots will be taken from key roundabouts on the main highway infrastructure, with these access points also providing cycle and pedestrian access. An internal estate road system, which could be adopted or private, will be constructed as part of the build phase to suit final plot layouts, and provision for cyclist and pedestrians will be integrated into the estate roads. In addition, casual routes will be provided through the landscaped areas and SuDS ponds to provide recreation and health and wellbeing opportunities. Some of these routes could take the form of trim trails with fitness equipment and seating areas. In addition, seating areas and picnic areas could be provided within the landscape.

Due to the requirement to alter levels within the development zones, there are limited opportunities to retain existing hedgerows and trees. Two key features will be retained; a linear hedgerow running east to west through zone A and a large group of trees retained at the entrance to Zone C. An existing watercourse runs through zones B and C, and this will be diverted and set in a wide landscape corridor sitting between zones B and C.



KEY

- 1 SuDS ponds and structural landscape
- 2 Diverted watercourse and landscape corridor
- 3 Retained trees
- 4 Retained Hedgerow
- 5 Retained pumping station
- 6 Existing building to be retained
- 7 Trim trail through landscaped areas

7. PLACEMAKING

THE EMPLOYMENT HUB

INDICATIVE MASTERPLAN OPTIONS

The proposal provides three flexible development zones which can accommodate a wide range of unit sizes. Flexibility is vital to enable MKE to accommodate occupier requirements in what is a fast-changing sector. The adjacent diagrams indicate how the development zones could accommodate units ranging in size from 5,000 m² to 115,000m².

As indicated on the parameter plans, an existing property is located in Zone B, which is currently used as a furniture warehouse. The masterplan has adapted to accommodate its retention, indicated on the adjacent option studies. A more detailed plan below demonstrates how the building could be retained in situ. There is also a potential for a primary sub-station to be located within the Employment Hub.

Zone A contains an existing pumping station in the centre of the site. Whilst there is potential to relocate this as part of the wider drainage strategy, the masterplan options demonstrate how this could be retained with 24/7 access being provided from a new estate road in the centre of the parcel. A suitable landscape buffer will be provided between the existing and new development.



Furniture warehouse building retained in situ



Masterplan option 1 - Large unit layout



Masterplan option 2 - Medium unit layout



Masterplan Option 3 - Small unit layout



Masterplan option 4 - Mixed unit layout

THE EMPLOYMENT HUB

THE BUILT FORM

The uses, scale, and massing of the employment buildings largely determine their form and the location of the loading docks that serve them. The buildings are large in comparison to their context. However, there are local precedents of a similar form with large employment buildings to the west at Tongwell, south at Magna Park and to the north at Interchange Park.

The impression of the mass of the buildings can also be reduced by softening the line of the buildings through the design of the roof form. Roof forms that follow soft curving lines minimise the impact against the sky and provide a more interesting and varied form as opposed to single strong horizontal rooflines. This can be achieved, for instance, with a series of vaulted roofs, with shallow vaults running lengthways along the buildings.

The materials would typically be standard profiled and coated sheet materials, laid as panels over the building frames, and similar sheet materials for the roof forms. The office elements would use glazing and could use other materials such as block or brick or timber cladding to soften the appearance further. Innovative finishes such as planted 'green-walls' may also be possible and help to soften the appearance.

The aim is to achieve a coherent and consistent appearance to all the buildings across the site. Similar materials and colours would be encouraged between buildings, although buildings may be implemented to meet different operational and corporate requirements. Some may wish to apply their standard specifications, so it is important flexibility is retained.

The design of the infrastructure includes the internal roads, lighting, public signage, and street furniture such as seating, bins, bollards, cycle stands etc. This is an important aspect of the design and a key component in unifying the site's character as a whole. The infrastructure would be designed to have a consistent treatment with items and finishes drawn from a common high-quality public realm palette. The design would be developed to offer a simple but distinctive design and ensure there is clarity and legibility to the public realm within the site.



Expression of office units to create focal points and visual interest to road frontages



Use of expressive roof forms to soften the roofscape



Use of high-quality and sustainable materials



Integration into a high-quality landscape setting

7. PLACEMAKING

LANDSCAPE & PUBLIC REALM

THE MASTERPLAN EXPLAINED

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, connecting 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 as follows:

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

The major structural open spaces - the linear park, Moulsoe Stream Park and green corridors - will have a softer, more 'natural' and biodiverse treatment to reinforce a countryside character whilst open spaces within the neighbourhoods, playing fields, village greens and local greens will have a more formal treatment to reflect their residential character.

DISTRICT



LOCAL



POCKET





- 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



Illustrative Green Infrastructure Masterplan

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

THE LINEAR PARK (DISTRICT PARK)

At over 60 hectares, the linear park will provide a major new recreational resource and destination for Milton Keynes, the new development and its surroundings. It will extend the Ouzel Valley Park into the site, providing an extension of the existing landscape character.

Centred around the River Ouzel, additional wetlands will augment the floodplain character, creating a mosaic of woodland, scrub, grassland and meadow planting that is resilient to flood and climate change. This biodiverse landscape will tie into both the play and healthy living aspirations for the site, providing year-round activity.

Designs for the park are being developed in consultation with Milton Keynes Parks Trust, and St James are in discussions with them regarding future management and the potential for it and other open space within the masterplan to be adopted by the Trust.

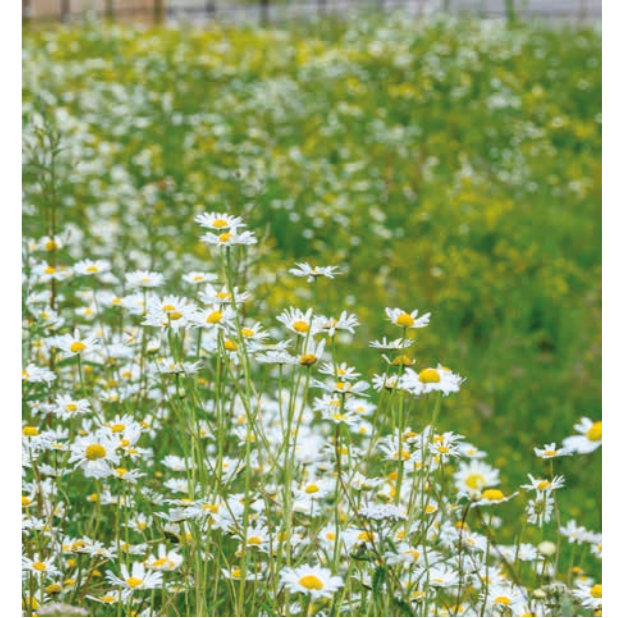
Key objectives include:

1. **Support biodiversity through the protection and creation of a diverse range of habitat types**
2. **Create a healthy place to live & play**
3. **Strengthen connections to the wider Ouzel Valley**

1. Support biodiversity through the protection and creation a diverse range of habitat types



2. Create a healthy place to live & play



3. Strengthen connections to wider Ouzel Valley





Illustration of the new linear park

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

THE LINEAR PARK

Substantial new areas of woodland are created that frame the parkland and provide a buffer to the M1. Existing hedgerows are retained and supplemented to create a series of spaces interspersed with species-rich grasslands that provide important habitat as well as new walking and recreational routes. These areas will incorporate informal play and a network of boardwalks, bridges, causeways, bird screens and points of interest for visitors.

In accordance with the overall masterplan play strategy, a new destination play space, a neighbourhood play area, will be located at the interface between the green lattice and linear park, outside of the floodplain. It will create a landmark punctuating the landscape and serving as an attraction for both the new development a wider locality. Informal play elements are located at periodic intervals along routes within the linear park to provide a fun and interactive journey.

A community building/visitor centre will also provide a new destination and draw for this major large scale landscape. Opportunities will be explored for a potential cafe as well as educational facilities so that it caters for a wide range of interests. This will have associated parking and welfare facilities to facilitate visits to the park. It also provides potential to support the long-term management of the park and could ultimately house staff offices, storage, and a works compound to the rear.

Crossings will be provided across London Road (A509) to ensure good connectivity between the adjacent residential neighbourhoods, Moulsoe Stream Park and Community Hub.

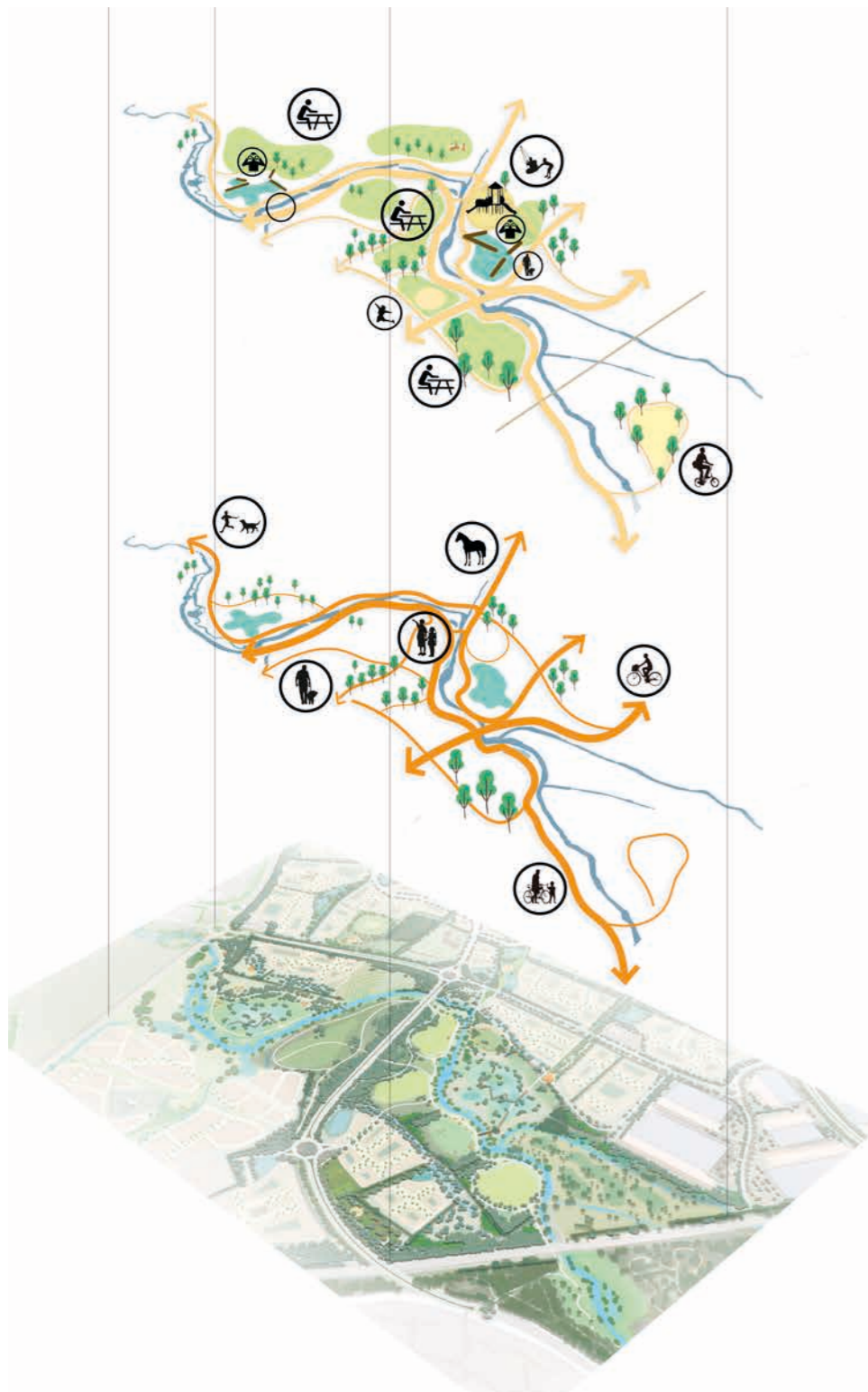
KEY

- 1 River Ouzel
- 2 Wetlands
- 3 Meadows
- 4 Amenity grass
- 5 Woodland
- 6 Bridges / boardwalks
- 7 Pineham Nature Reserve (offsite)
- 8 Play
- 9 Moulsoe Stream Park
- 10 Community building/visitor centre



Illustrative plan of the linear park

THE LANDSCAPE & PUBLIC REALM



Fetes



Community conservation



Nature trails



Trim trails

PROGRAMMING



Play



Picnic tables



Bird watching screens



Broad walks

ACTIVITY



Pedestrian/public footpaths



Cycle



Bridleway



Running trails

CONNECTIONS

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

HABITATS WITHIN THE LINEAR PARK

The new linear park provides an opportunity for habitat creation on a significant scale:

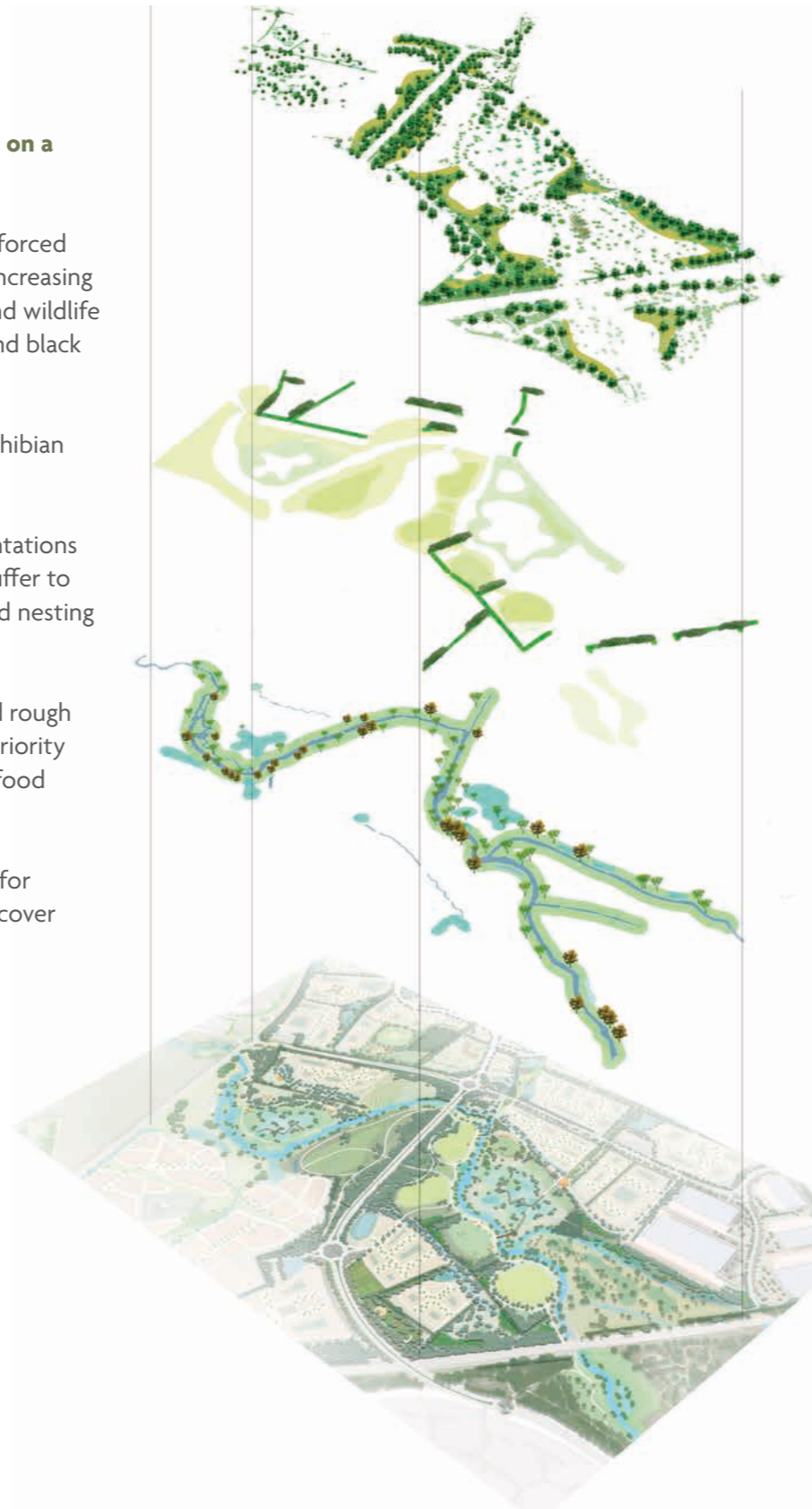
Enhancement of watercourses - the landscape character can be reinforced by making these linear water features more visually prominent and increasing biodiversity, through reprofiling river banks to a give more natural and wildlife friendly form and using devices such as planting pollarded willows and black poplars that are legible from a distance.

Provision of new ponds to provide complementary habitats for amphibian populations within the Pineham Nature Reserve.

Enhancement of the woodland resource by the creation of new plantations with a fragmented scrub edge that frame the new park, provide a buffer to the road infrastructure as well as important habitat for mammals and nesting birds.

Diversification of grassland habitat types including meadow, wet and rough grassland. This would seek to protect and create opportunities for priority bird species, diversify bird assemblages present on site and provide food sources for pollinators and invertebrates.

Features such as existing hedgerows and woodland will be managed for wildlife with a more infrequent cutting regime to provide extended cover and food sources for a prolonged season.



Woodland



Tree groups



Scrub

TREES



Meadow



Improved grassland



Hedgerows

TERRESTRIAL HABITAT



Wetland



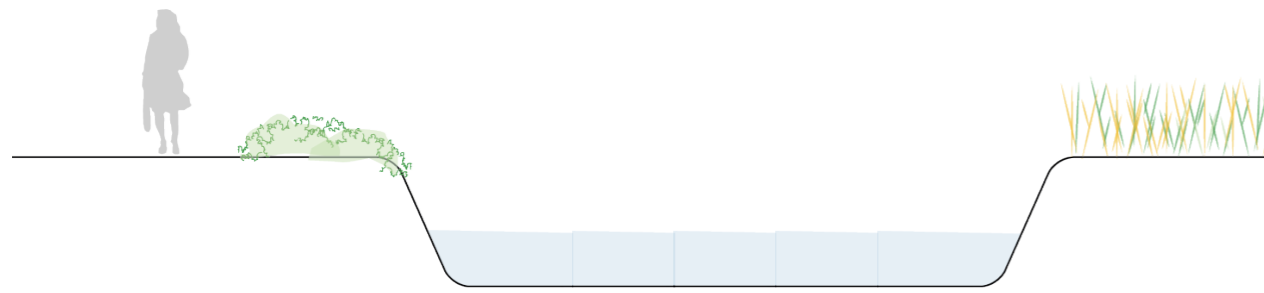
Riparian habitat



Native Black Poplar & Pollarded Willow

WET HABITATS

THE LANDSCAPE & PUBLIC REALM



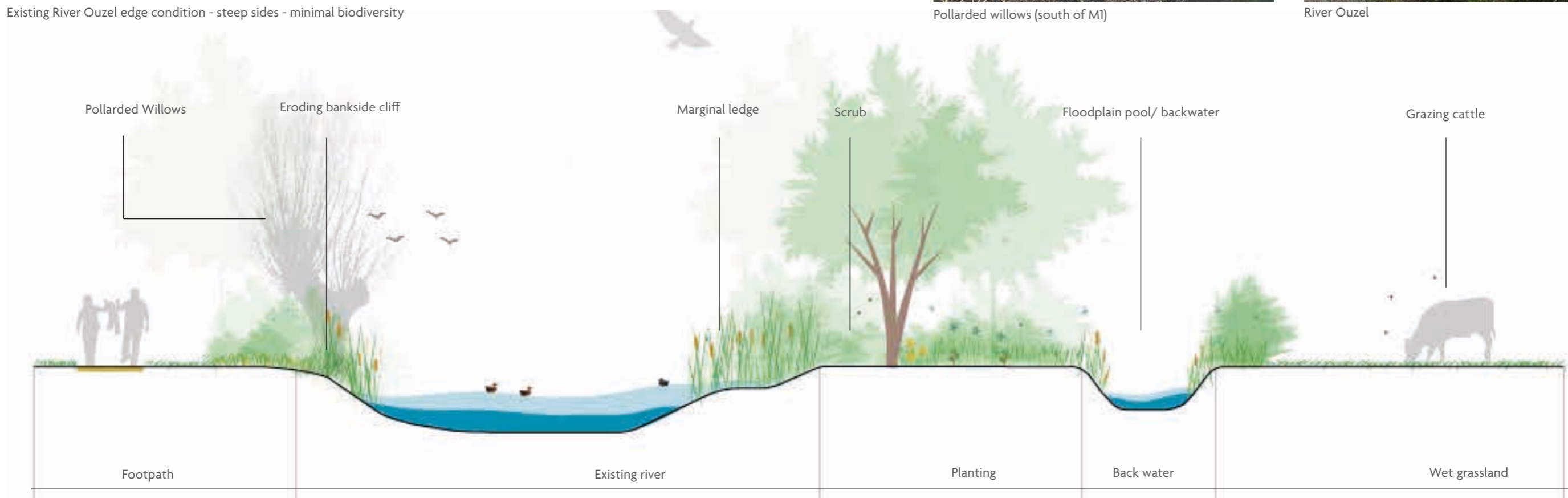
Existing River Ouzel edge condition - steep sides - minimal biodiversity



Pollarded willows (south of M1)

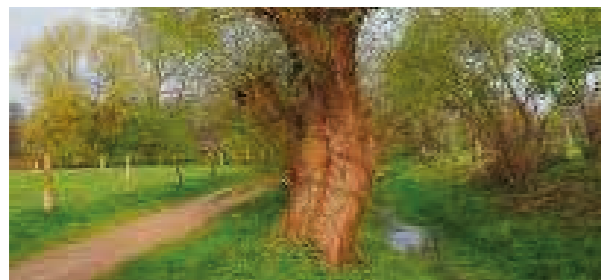


River Ouzel



Proposed River Ouzel edge condition - Biodiversity enhancements and marginal edge condition

PROPOSED ENHANCEMENTS





ARTIST'S IMPRESSION OF LINEAR PARK

THE LANDSCAPE & PUBLIC REALM



Linear Park - South of the M1

SOUTH OF THE M1

The parkland will extend to the south of the M1 with a new path beneath the motorway and bridge across the Ouzel linking to the BMK track and Willen Lakes.

A series of environmental enhancements to this space is being explored with the Parks Trust as part of the linear park delivery. These include potential wetland creation, diversification of the mowing regime to create a broader range of habitat types, and an improved footpath network to enhance connectivity.



Existing BMX track

KEY

- | | |
|-------------------------------------|---|
| 1 River Ouzel | 6 BMX track |
| 2 Wetland enhancements | 7 Pineham Nature Reserve (offsite) |
| 3 Meadows | 8 Ecological buffer planting |
| 4 Amenity grass | 9 Footpath link to linear park beneath M1 |
| 5 Potential for mountain bike trail | 10 Area reinstated as habitat |

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

THE LANDSCAPE LATTICE

The linear park is connected to the development through a green lattice that provides wildlife and recreational corridors leading to the residential neighbourhoods and to the countryside beyond.

This green infrastructure network is structured around the retention of important site features – hedgerows, mature trees, woodland copses and watercourses, which serve to subdivide the new neighbourhood and along which local open spaces are sited.

The lattice provides an attractive leafy green outlook for the new homes and provides a substantial green frontage with over 13km of homes benefiting from attractive views over open space.

Its distribution also ensures that every home is close to open space.

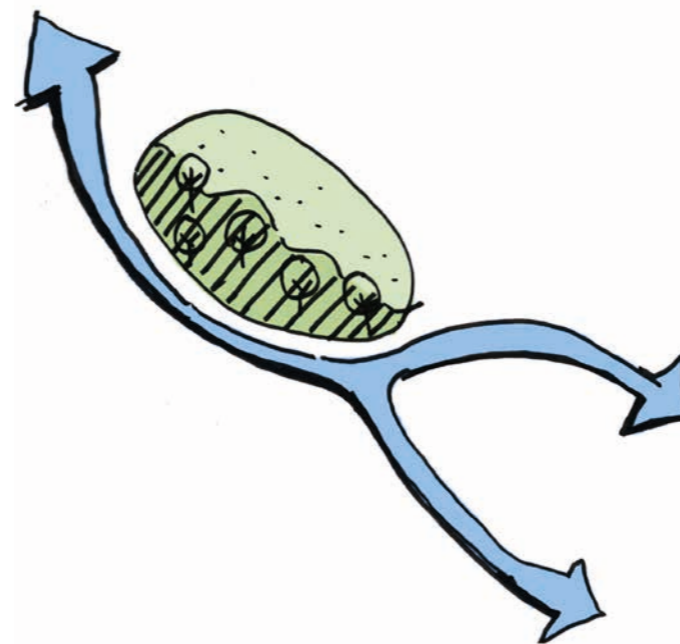
It provides green walking, cycling and recreational routes that encourage sustainable and healthy lifestyles, making a wide range of local amenities such as the Community Hub, local schools and play spaces easily accessible.



Landscape lattice



1. ENHANCING THE LINKS TO THE SURROUNDING GREEN SPACES

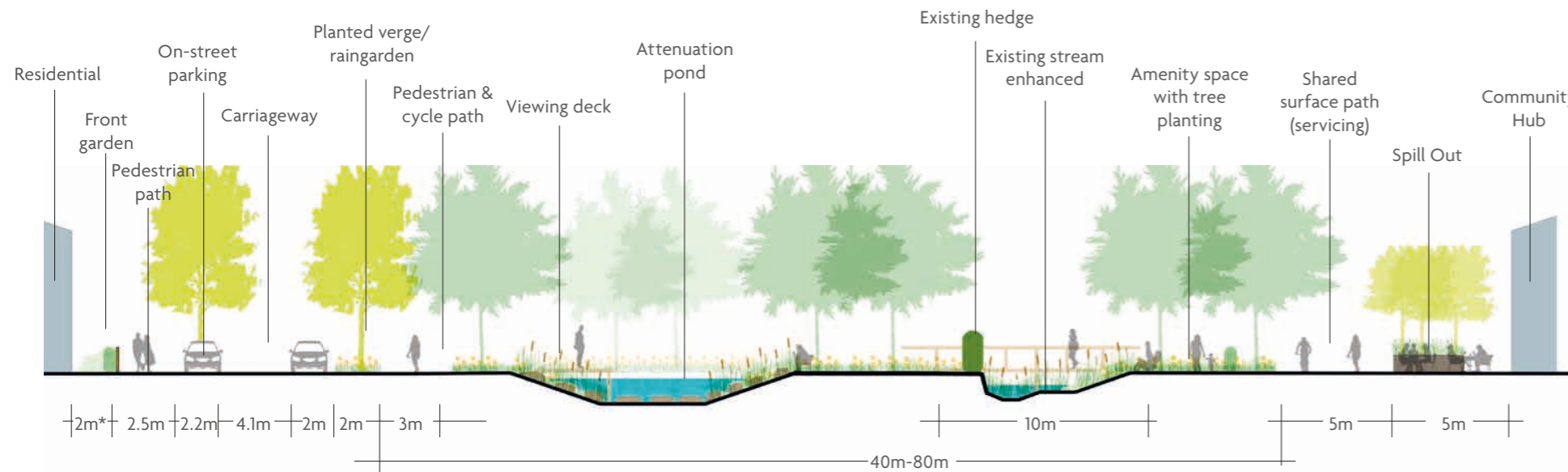


2. CREATING A NEW SENSE OF PLACE THAT RESPONDS TO ITS CONTEXT



3. CONNECTING PEOPLE WITH WATER & THE NATURAL ENVIRONMENT

THE LANDSCAPE & PUBLIC REALM



Illustrative Section

MOULSOE STREAM PARK

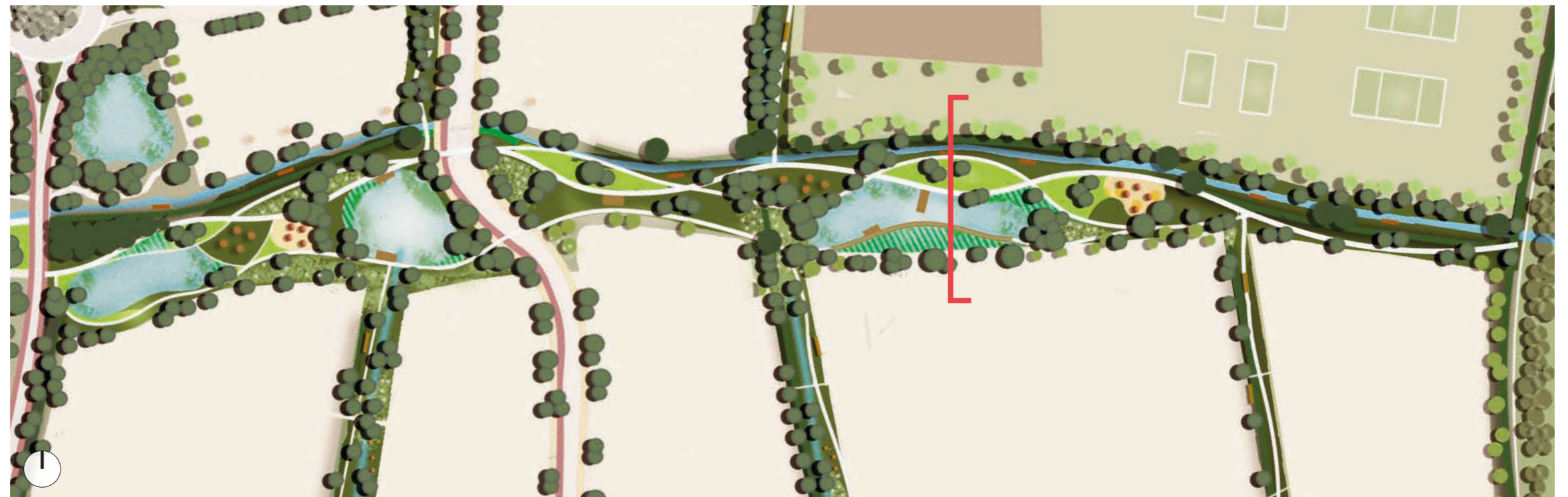
An extension of the linear park follows Moulsoe Stream's east to west riparian corridor with its mature hedgerows and trees through the centre of the new development to the bridleway in the east. It provides a generous parkland corridor up to 80m in width, which will be framed and overlooked by new homes.

Enhancements to the watercourse are proposed to create more biodiverse and varied channel profiles. Along its southern edge, a series of proposed ponds will create a picturesque landscape and wildlife features whilst providing attenuation as an integral part of the sustainable water management strategy.

A sinuous bridleway path and new pedestrian and cycle routes will follow the stream corridor, providing a shared walking, cycling and horse-riding route that winds through informal groups of trees, grasslands and the ponds to connect with the linear park to the west. The route will be punctuated with a series of resting places, dipping platforms and informal play.



Location plan

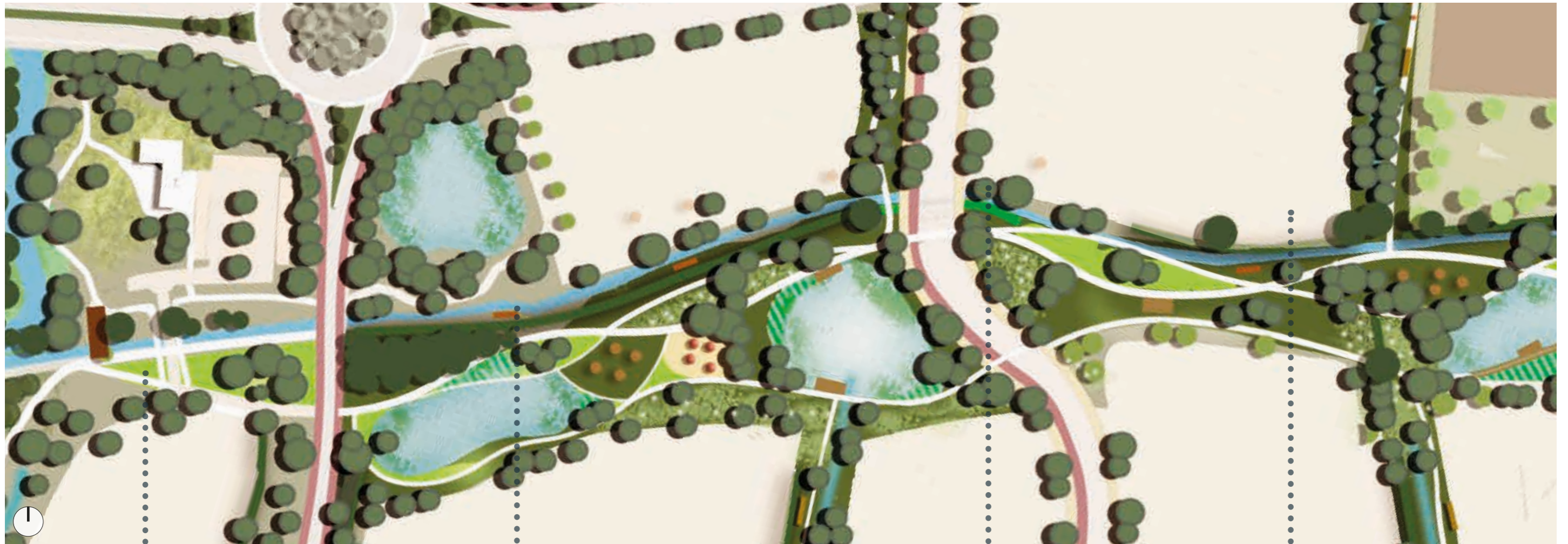


Illustrative plan

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

MOULSOE STREAM PARK



Glades and picnic areas



Existing hedgerows retained and incorporated into landscape



Enhancements to Moulsoe Stream



New paths, including a bridleway and a pedestrian/cycle link running alongside

THE LANDSCAPE & PUBLIC REALM



New ponds as integrated part of SuDS network



Play space



Open space well overlooked and framed by homes



Routes connect to existing bridleway to provide informal riding, cycling walking

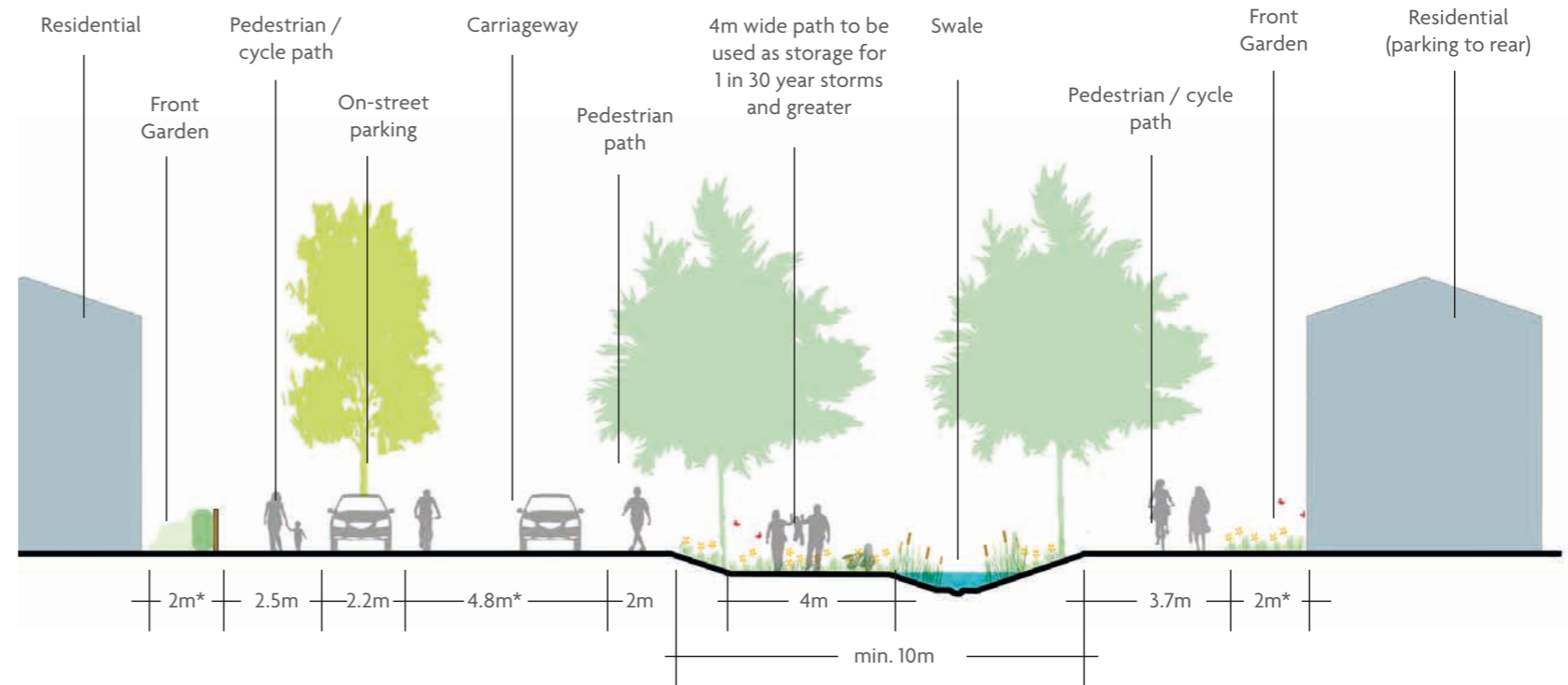
7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

SECONDARY CORRIDORS

These green corridors are smaller in scale than Moulsoe Stream Park. They will be typically structured around the retention of existing hedgerows, ditches and mature trees.

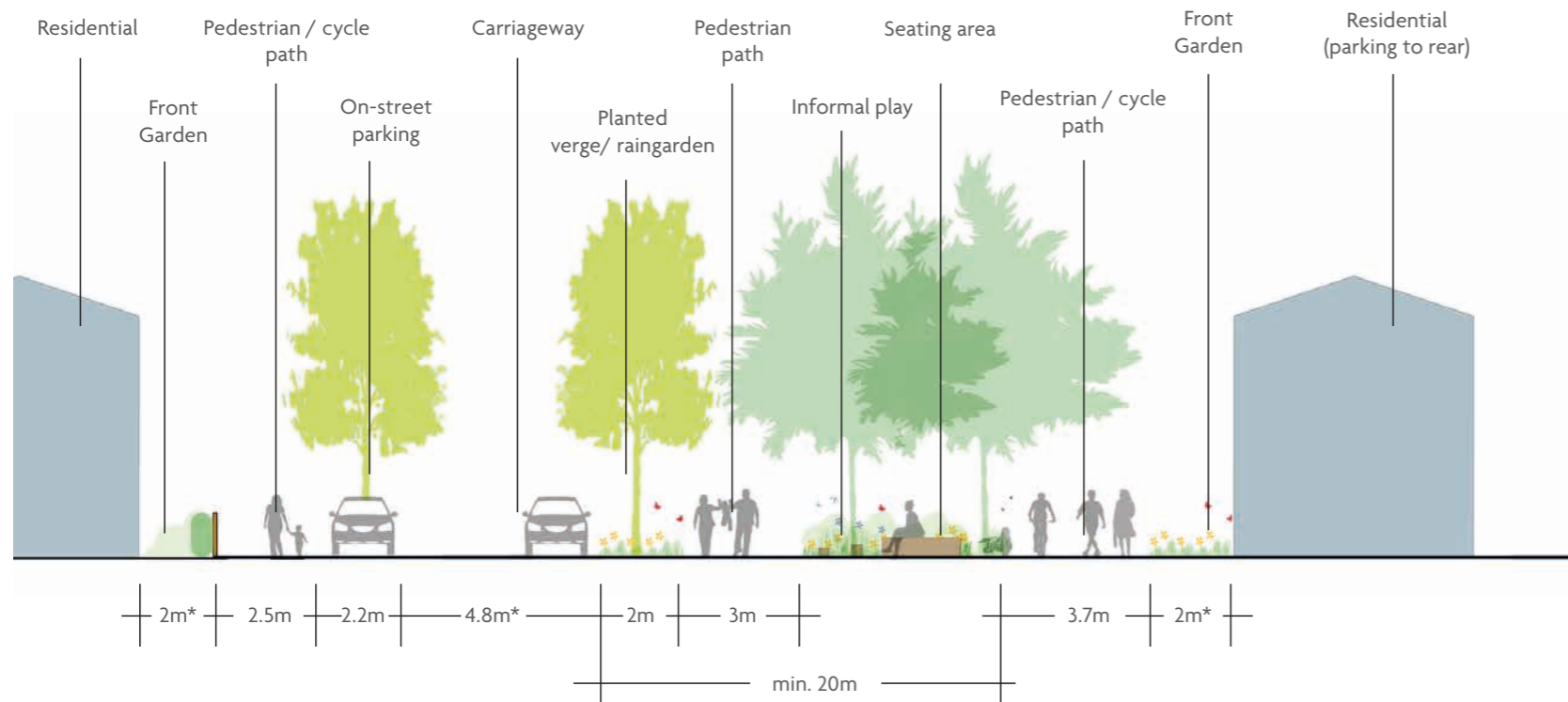
They will be multifunctional, providing walking and cycling routes and spaces for informal recreation, as well as integrating water conveyance channels as part of the site wide SuDS strategy and widening out to include attenuation ponds.



Key plan



THE LANDSCAPE & PUBLIC REALM



TERTIARY CORRIDORS

The corridors provide important wildlife habitat and connect existing natural features such as existing pockets of woodland to bring the countryside into the residential neighbourhoods.

These corridors will be well overlooked and framed by housing so that residents benefit from a leafy green outlook. The lattice provides more than ten linear kilometres of open space and green residential frontage.



Key plan

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

MOULSOE NEW WOOD & EASTERN BOUNDARY

Moulsoe New Wood will create over 6 hectares of community woodland. This new recreational resource will also benefit wildlife and provide screening and a soft landscaped buffer that separates the new development from Moulsoe.

Planting will be structured to contain a broad mix of native species, with large forest scale species that will provide a long lasting arboricultural legacy, supported by medium sized understorey trees and pockets of dense planting and glades.

The new wood is bounded to the east by the existing bridleway and there will be an informal network of paths that weave through the trees to provide recreational trails.

The south eastern boundary along the new school will be defined with native hedge planting and hedgerow trees, which will 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 and important habitats.

ORCHARDS & ALLOTMENTS

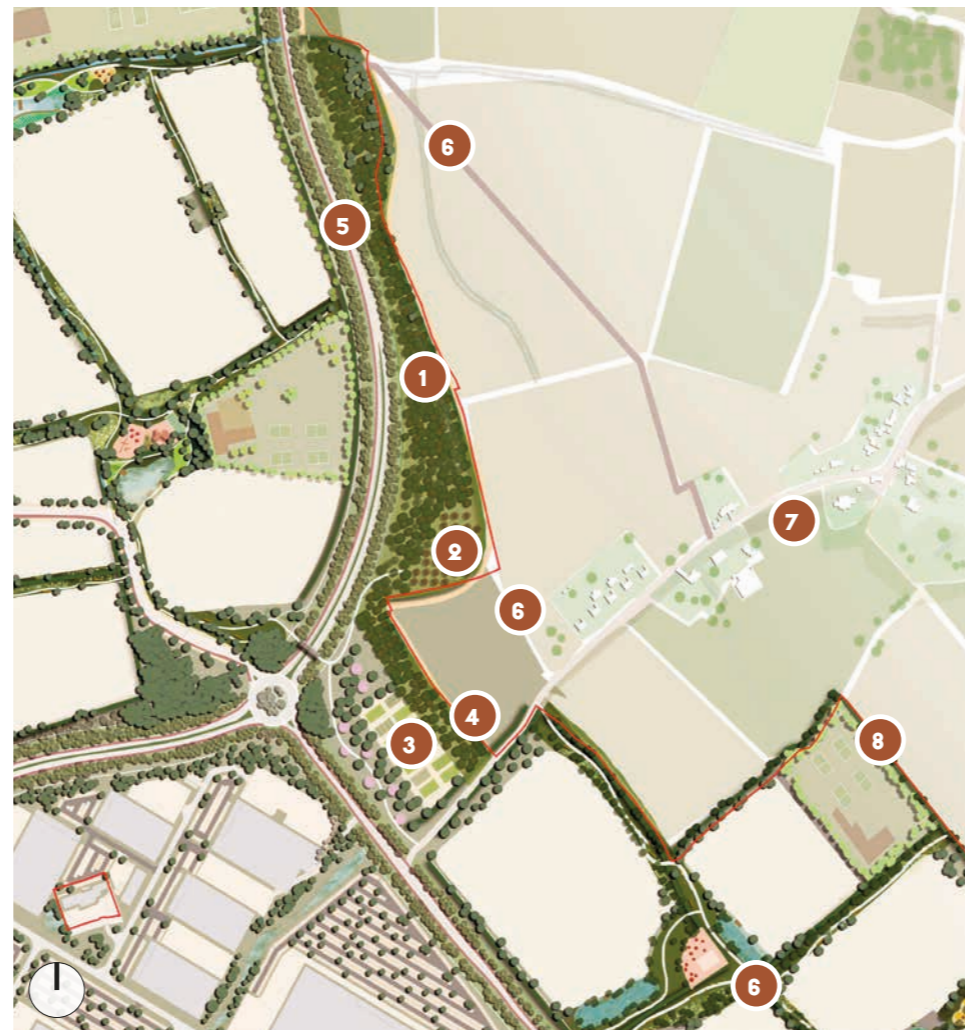
A new community orchard is proposed for the south eastern corner of the community woodland area. Local fruiting tree species will be researched with community and orchard groups, referencing the wider area's heritage and providing opportunities for community involvement and engagement. The community orchard provides a way in which the new and existing communities can come together. Further to the south, allotment plots allow residents to grow their own produce as well as engendering community spirit. There is an opportunity to provide associated community facilities, such as potting sheds, outdoor dining and picnic areas.

KEY

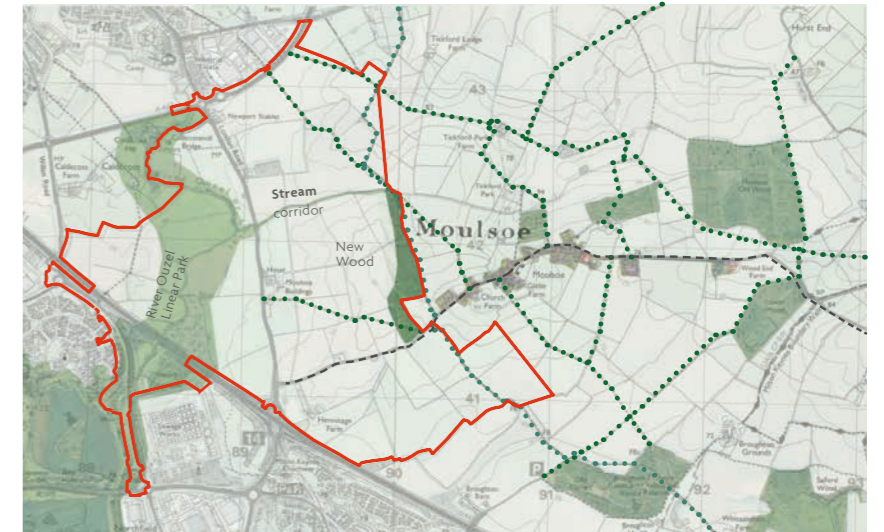
- | | |
|---------------------------------|---|
| 1 New community woodland | 5 Grid Road with adjacent planting |
| 2 Orchard | 6 Bridleway |
| 3 Allotments | 7 Moulsoe |
| 4 Woodland buffer | 8 Native hedge with hedgerow trees along school boundary |

COMMUNITY PLAYING FIELDS

More formal provision is proposed at the centre of the development, adjacent to the Community Hub, to create a community focus. This strategic location is close to both local amenities and benefits from views over the new parklands. Here, playing fields and a destination play space will be located adjacent to the primary school and local facilities. It will provide an excellent space for community events and activities, a place where families can meet and play after school and on weekends. The playing fields are bordered to the south by mature woodland and framed by tree planting that provides a picturesque outlook and shelter from winds. From here, routes connect to the wider green infrastructure network so that visitors can explore the wider countryside.



Section through Moulsoe New Wood



Connecting New and Old - creating new woodland to expand the historic network



Restoring the historic Drake's Gorse. Map extract from 1893



View from the corner of the churchyard at Moulsoe looking south towards the boundary of the Site

THE LANDSCAPE & PUBLIC REALM



ARTIST'S IMPRESSION OF COMMUNITY ORCHARD

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

VILLAGE HUB & PLAYING FIELDS

The village hub is adjacent to the centre of the development where it will be a short walk from local shops and facilities. It is framed with new homes to the north and east and a new primary school to the south. Here, it provides a focus for the community and provides a flexible space where a large range of activities from sports, play to fairs and fetes. It will function as a sociable space that supports building vibrant communities as the new neighbourhoods come into being.

At over 3 hectares in size, it will be designed as a recreation ground with a substantial amenity area laid out as sports pitches supplemented with a new community facility, parking and play space. This large area has the potential to provide a cricket pitch, football/sports pitches or running track subject to the demand within the wider locality and new neighbourhood and further detailed design. A flexible approach is being taken at this outline stage.

An existing area of woodland is retained and protected along the south east border of this space and will be connected via hedgerows and green corridors to other existing woodland onsite to provide a wildlife network that is biodiverse and brings the countryside into the centre of the residential neighbourhoods.



Village hub recreation space

KEY

- 1 Playing fields
- 2 Potential for surfaced courts
- 3 Local play area
- 4 Parking and pavilion building
- 5 Existing woodland
- 6 Primary school
- 7 Residential neighbourhoods
- 8 Ecological / green corridors



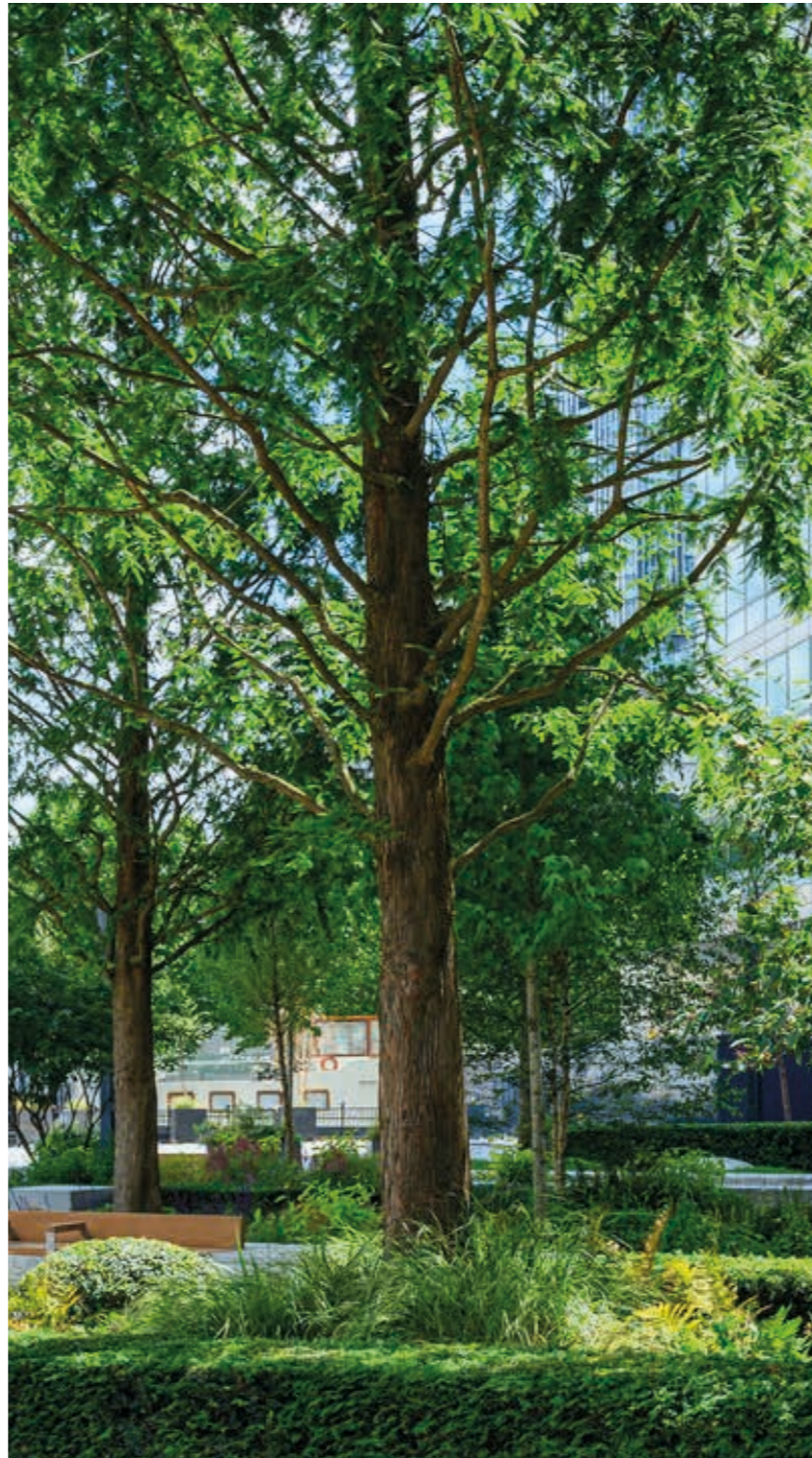
THE LANDSCAPE & PUBLIC REALM



Smaller tree planting in groups



Multi-stem and understorey planting



Mature tree planting

TREE PLANTING STRATEGY

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 on site temporary tree nurseries is being explored to grow stock within the locality – enabling species of local provenance, stock to establish within the existing soil and site conditions, and bringing significant other social and environmental benefits such as reducing transport and creating employment.



● Indicative location of temporary tree nurseries

7. PLACEMAKING

THE LANDSCAPE & PUBLIC REALM

HARD MATERIALS

Materials and furniture will be selected from a coordinated palette to create a coherent identity. Furniture and materials will complement the surrounding landscape character and architecture to enhance the sense of identity and place. Within the linear parks and wetlands, materials will typically be informal in character, with paths surfaced in self binding gravel timber edging or edged with natural logs.

Junctions and nodal points will be highlighted by additional detailing edging to the paths and planting. Benches and furniture will be predominantly timber.

Materiality will reinforce legibility helping to create a clear movement hierarchy and easy to navigate routes. Furniture, art, structures and accent trees will be located at key points where they provide markers in the landscape to make a dementia-friendly and easily referenceable landscape.

- Within a standardised range, there will be related forms, repeated key features and consistent materials, finishes and colours.
- Furniture and signage will be selectively placed so that they are an attractive addition to the scene and to avoid clutter.
- Products will be robust in construction, elegant in style and use component parts that are easily replaceable.
- Furniture will be constructed from sustainable sources, timber from accredited sustainable forests and recycled materials used if appropriate.
- Entrances: furniture and materials will be used to highlight entrances to open spaces. Interpretation and seating will be placed at key locations, so they also become orientation and meeting places. Entrances will be configured so that they are accessible to wheelchair users.
- Resting places: will be provided at regular intervals along linear routes in compliance with accessibility advice. Locations will be chosen to maximise the enjoyment of views, provide focal / destination points along the route and create places of interest. Cycle parking will be provided at key points.



Self binding gravel paths



Timber boardwalks and bridges



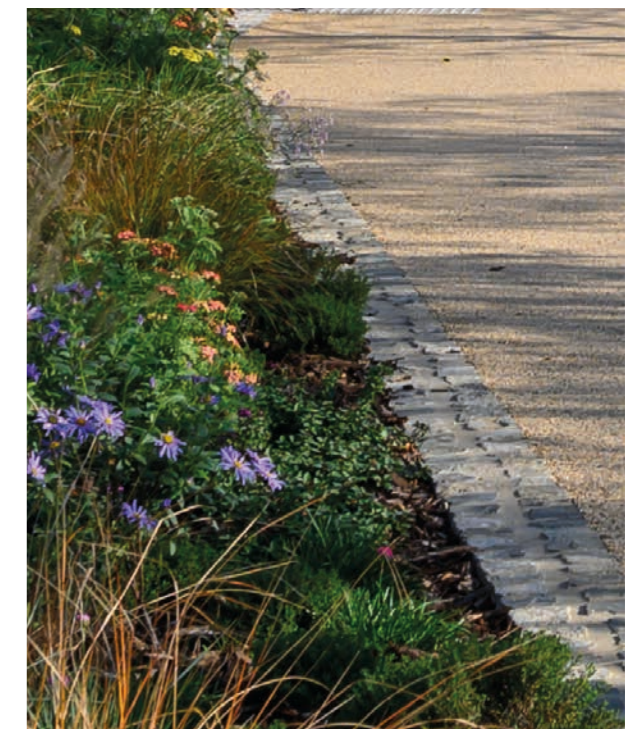
Interpretation in natural materials



Wayfinding in timber



Wayfinding in timber

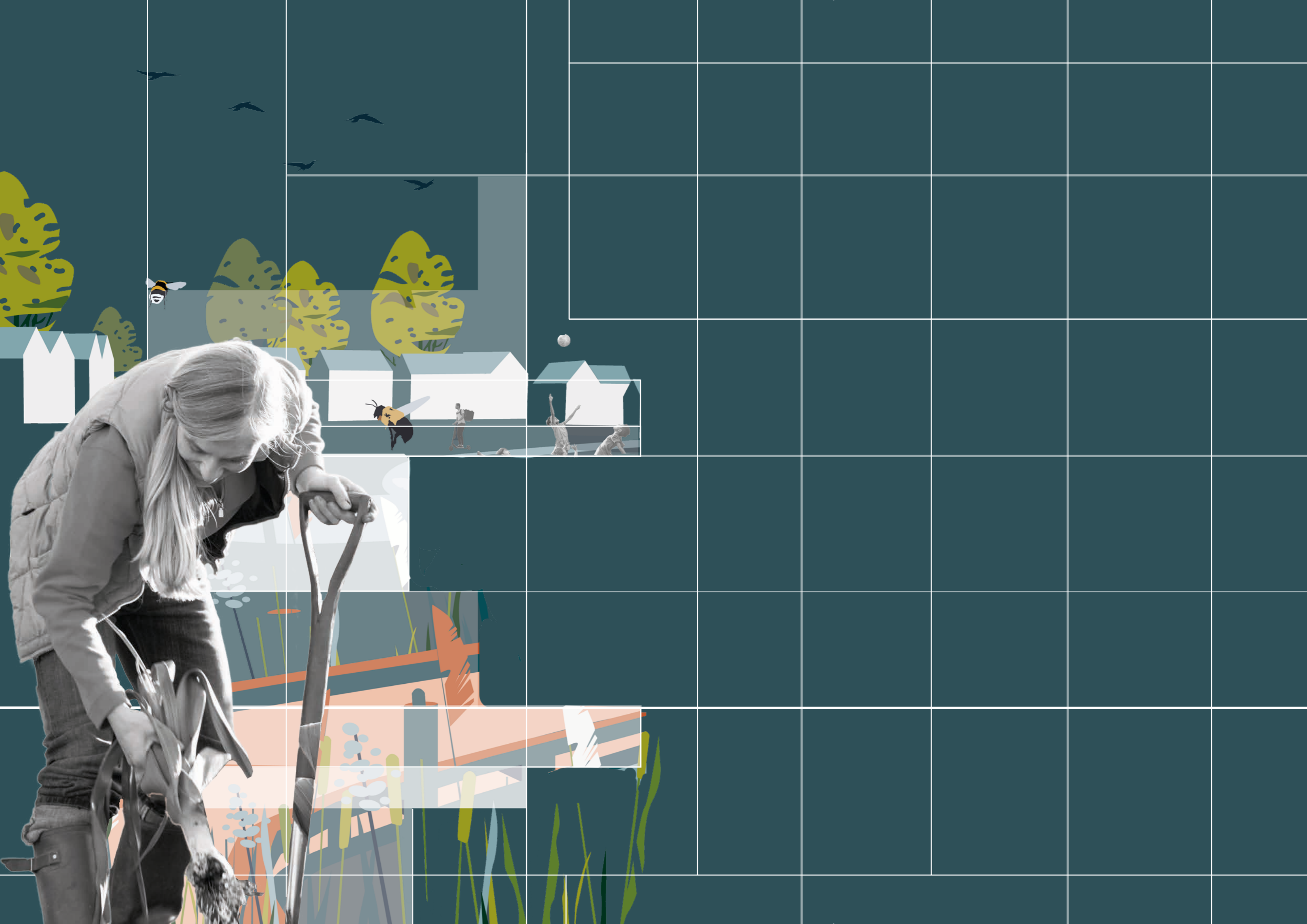


Natural sett detailing at key junctions



Kingfisher
Glade

MILTON KEYNES' FIRST DEMENTIA-FRIENDLY NEIGHBOURHOOD



CHAPTER EIGHT

ACCESS & INCLUSIVITY

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

8. ACCESS & INCLUSIVITY

INCLUSIVE DESIGN

Inclusive design aims to create places without barriers and enable everyone to participate independently in day-to-day activities without undue effort, separation or special treatment.

Particular consideration must be given to the requirements of the Equality Act 2010, which now supersedes previous legislation, including the Race Relations Act 1976 and the Disability Discrimination Act 1995.

THE EQUALITY ACT (2010) & 'DISABILITY'

The Equality Act has been in force since October 2010 and replaces, amongst other legislation, the Disability Discrimination Act (DDA). However, the same underlying philosophy regarding discrimination on the grounds of disability applies, and the duties placed on the physical design of the built environment remains unchanged.

In summary, the Equality Act 2010 aims to protect nine identified 'protected characteristics', of which 'Disability' is one. The Equality Act provides legal rights for disabled people in the areas of:

- Employment;
- Education;
- Access to goods, services and facilities;
- Buying and renting land or property; and
- Functions of public bodies.

The Equality Act, although not prescriptive, includes an intent to offer disabled people an accessible environment that does not discriminate against them because of their impairment. Statutory regulations and recommendations for the built environment provide parameters for how development can achieve an accessible environment. Compliance with these regulations and recommendations is not proof that Equality Act issues have been addressed. They do, though, go a long way to ensuring such issues are considered.

In the Act, the term 'disability' includes not only disabled people, but also, people who have an association with a disabled person (e.g. carers and parents) and people who are perceived to be disabled.

The proposed development will adhere to the best practice guidance provided by the Department of Transport and set out in 'Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2002)'.

Safe access to buildings will be achieved by treating the proposed new neighbourhood as a pedestrian and cycle-friendly environment, where vehicle speeds are limited through traffic calming and careful design of vehicular routes.

Principles advocated by Manual for Streets and Manual for Streets 2 are applicable and have been considered in developing the Illustrative Masterplan for the site.

Whilst designing streets, the following must be considered;

- A maximum longitudinal gradient of 5% is desirable. For tertiary streets, a gradient of 6% may be acceptable.
- In the steeper part of the site, a maximum gradient of 8% is acceptable

The development will be designed and built in full accordance with the best practice guidance provided by the Department of Transport and with the Building Regulations which set out technical standards for the quality and performance of buildings.

DISABILITY – DEFINITION

The term "disability" has been viewed in its broadest sense and includes impaired mobility, sight, comprehension and hearing. However, the design principles set out in this document have also been considered concerning, and have the potential to benefit, a wider spectrum of user groups including:

- Individuals with mobility, sight, comprehension or hearing impairment.
- The ageing population.
- People with temporary injuries.
- People whose movement may be impaired or encumbered in any way, i.e. pregnant women, people with young children or people with baggage.

This approach addresses not only short-term compliance with the intent of the Equality Act and relevant planning policies, but also the long-term implications of sustainability.

8. ACCESS & INCLUSIVITY

SITE ACCESS



Access points key plan

Various access points to the site have been designed to cover all modes of transport and connect to principal highway routes around the development, including the M1 and A509. There are additional connections to nearby destinations, such as the residential area of Tongwell, located to the south of the site, and Newport Pagnell to the west of the site.

In particular, six vehicular accesses into the site have been designed along the boundary, which connect to Junction 14 of the M1, the A509 and Tongwell Street via a new bridge over the M1. These vehicular connections also provide walking and cycling infrastructure and form the basis of the internal movement network. These accesses include appropriate infrastructure depending on their scale, such as new crossings, either at grade, subways or foot and cycle bridges. These are further detailed in the movement and access parameter plan in Chapter 5 and illustrated in the non-vehicular movement strategy in Chapter 6.

Additional exclusive means of access for pedestrians and cyclists are also proposed by way of connecting internally proposed infrastructure to existing bridleways or public footpaths. Four of these connections are provided along the site's eastern boundary and two along the north western boundary.

Internally, and as part of the connectivity and mobility strategy, specific access provision is proposed to land uses with particular requirements, such as the Employment Hub.

KEY

- 1 Access from M1 bridge
- 2 Access from Willen Road (via Bloor Masterplan)
- 3 Access from A422/A509
- 4 Access from A509
- 5 Access from Newport Road
- 6 Access from M1 Junction 14
- 7 Internal connection from downgraded section of A509
- 8 Potential for future access towards Cranfield

8. ACCESS & INCLUSIVITY

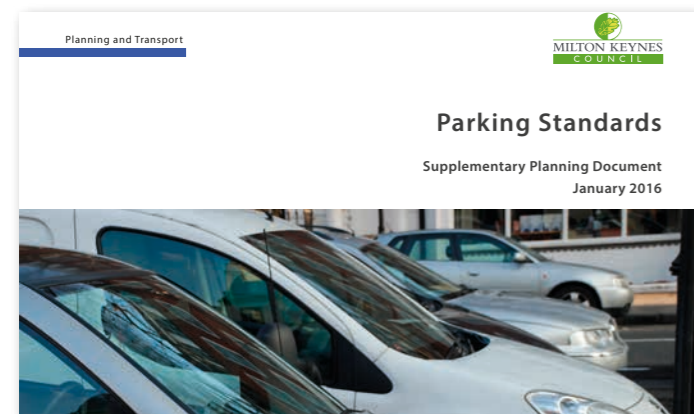
PARKING

PARKING STRATEGY

Car parking can have a significant influence on how well a development works. The amount, type and location of car parking generally affects the character and appearance of streets, and therefore, it is highly important to consider parking arrangements and an appropriate parking strategy. The general approach at MKE is to provide a sufficient amount of parking for residents (allocated parking) and visitors (unallocated parking) within the curtilage of the residential plot or on the street, in a location that is close to the front door and is overlooked wherever possible.

In most cases, allocated parking is achievable by placing parking on-plot, to the side, rear or front of a dwelling or nearby. Unallocated parking at the site also needs to be considered as this generally tends to be off-plot, sometimes on-street or within parking courtyards. The highway authority's own Milton Keynes Council Supplementary Planning Document (2016) should be applied across the whole application site.

The proposals will be flexible to accommodate the transport systems of today and the future. The proposals assume an appropriate level of car parking for housing and employment, without a Mass Rapid Transit system. However, St James are developing a public transport strategy for the homes and employment zone to encourage reduced reliance on the car, so cars can be left at home. Providing short, convenient, green walking and cycling routes to the mobility hub (in the Community Hub), will further facilitate this.



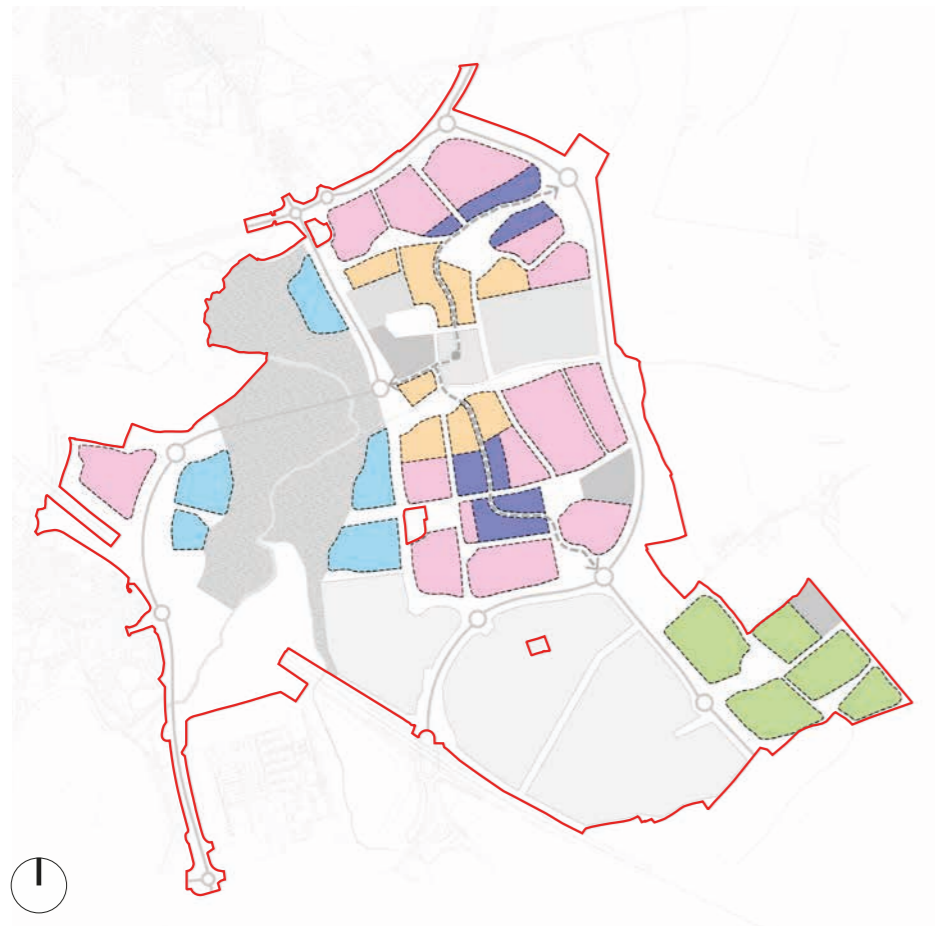
Milton Keynes Parking Standards

Use Class	Accessibility Zone			
	Zone 1 Note: for CMK and Campbell Park the parking standards in the CMK Business Neighbourhood Plan apply (see Appendix C)	Zone 2	Zone 3	Zone 4
C1 - Hotels and hostels	1 per 3 bedrooms + A3 + D2	1 per 2 bedrooms + A3 + D2	1 per 2 bedrooms + A3 + D2	1 per 1 bedroom + A3 + D2
C2 - Residential Institutions Care Homes	1 per 6 bedspaces or most appropriate D1 standard	Assessed on a case by case basis subject to forecast number of car owning residents which will be based on the level of care offered. Institutions marketed to able bodied people (e.g. over 60s) will be expected to provide parking at a rate of 1/8 bedrooms in Zones 1-2 and 1/4 in Zones 3-4. All institutions should provide visitor parking at a rate of 1/6 bedrooms in Zones 1-2 and 1/4 bedrooms in Zones 3-4 and one for every resident warden.		
C2A - Secure residential Institutions	Owing to the different types of institution which could fall into this category and the potential differences between new-builds and extensions, development will be considered case by case.			
Student Accommodation halls of residence	1 per 3 staff	1 per 6 students where linked to Travel Plan measures + 1 per 2 staff	Assessed on merit – central locations easily accessible to University Campus MK likely to be more sustainable in encouraging sustainable travel 1/4 students + 1 per staff	Not suitable in this location.
C2 - Hospital (in patients)	1 per 6 FTE staff + 1 per 5 beds	1 per 6 FTE staff + 1 per 4 beds	1 per 4 FTE + and 1 per 3 beds	1 per 4 FTE staff + 1 per 3 beds
C2 - Hospital (out patients)	1 per 6 FTE staff + 1 per consulting room	1 per 6 FTE staff + 1 per consulting room	1 per 4 FTE staff + 1 per consulting room	1 per 4 FTE staff + 1 per consulting room
C3 - Residential Dwellings (per unit)				
• 1 bedroom dwellings	1	1+0.33 unallocated	1+0.33 unallocated	1+0.33 unallocated
• 2 bedroom flat	1	1+0.33 unallocated	1+0.75 unallocated	1+0.75 unallocated
• 2 bedroom dwellings	1	1+0.33 unallocated	2+0.25 unallocated	2+0.25 unallocated
• 3 bedroom dwellings	2	2+0.33 unallocated	2+0.5 unallocated	2+0.5 unallocated
• 4+ bedroom dwellings	2	2+0.33 unallocated	2+0.5 unallocated	3+0.33 unallocated

Extract from the Milton Keynes Parking Standards

8. ACCESS & INCLUSIVITY

PARKING



Character areas key plan

KEY

Character Area	Accessibility Parking Zone
Community Hub (80-100dph)	Zone 2
Central Area (80-100dph)	Zone 2
Primary Street (40-60dph)	Zone 3
Riverside (40-60dph)	Zone 3
Northern and Southern Neighbourhood (25-40dph)	Zone 3
Rural Edge (10-30dph)	Zone 4

The parking on site will be supported by a number of measures, including a comprehensive public transport strategy, a walking and cycling strategy, connections to Public Rights of Way, alongside future mobility initiatives and travel planning options, e.g. car club. For the other land uses and the Community Hub, it is proposed that shared parking facilities are provided, to maximise the flexibility of the area. Complementary land uses allow shared parking to be utilised, fulfilling one of the Development Framework SPD requirements. Car clubs will also be considered to provide an alternative and support sustainable travel.

SCHOOLS

The primary schools and secondary schools have been designed to be an integral part of the community, accommodating pupils who live on the site. Coupled with this, the masterplan and associated green corridor strategy allow residents to connect to the central land uses sustainably, utilising walking and cycling active travel links throughout the site. As such, limited parking will be provided for education to ensure that private vehicle use is limited and that walking, cycling and public transport are prioritised. It is recommended that parking for disabled visitors (as a minimum - two spaces) and space for mini-buses and coaches for pick-up/drop-off is provided on-plot for each school.

COMMUNITY HUB

The proposals include providing a Community Hub with a range of facilities such as healthcare, retail and leisure. Shared parking between some of the land uses is proposed to maximise the efficiency of the space. Further to this, the Community Hub is designed at the convergence of walking and cycling connections to encourage the use of sustainable travel modes. The use of shared parking facilities also fits the requirements from the MKE Development Framework, which suggests; 'The co-location of facilities and shared use of parking will be actively encouraged. Public parking should be provided that will be available to all users of the centre.'

SHARED PARKING

The SPD encourages shared use of parking facilities utilising other parking areas to provide visitor parking such as schools, health centre and other mixed uses within the Community Hub. It's an efficient use of land, and the uses are well located to serve the community.

VISITOR PARKING

The residential parking standards allow for visitor parking, and it is expected that in certain areas, these visitor parking spaces will be concentrated for use by residents and non-residents. This is an efficient use of space as those travelling to other masterplan features, such as the burial grounds or remembrance garden, are likely to stay for a short duration during the day. Visitors spaces are typically utilised in the evening, so there will be less conflict between user groups. The visitor allocation will need to meet the minimum requirement set out in the SPD.

ELECTRIC VEHICLES

The current parking SPD acknowledges the need for electric vehicle parking in future developments. As a significant and sustainable development, the MKE development would likely seek to accommodate these standards but actively seek to improve this across all areas. For employment areas specifically, it is proposed to have 10% passive charging EV spaces, with an ability to provide further passive provision for conversion at a later date.

PARKING FOR PEOPLE WITH DISABILITIES

Car parking for people with disabilities will be provided in accordance with the relevant guidance provided in the document entitled Inclusive Mobility (Department for Transport, 2005). It is suggested that as a minimum, 5% of provision for employment uses and 6% of all other non-residential use classes should be suitable for blue badge holders. The parking would entail larger parking bays to allow easier access, as well as any additional circulation zones that may be required.

CYCLE PARKING

The development will supply high-quality cycle parking facilities for residents, employees and visitors of MKE and locate these in the proximity of cycle routes and desired lines of travel throughout the site as a means of maximising the ability for people to cycle. MKE will ensure the safety of all travellers as a key priority throughout the masterplan design, with green corridors and Redways forming an integral element of the site access strategy. Cycle parking standards will need to meet the standards set out in the SPD whilst supporting the council's Health and Wellbeing Strategy to provide appropriate cycle storage.

8. ACCESS & INCLUSIVITY

PARKING TYPOLOGIES

TYPICAL PARKING ARRANGEMENTS

Typical parking arrangements, whether on-plot, within courtyards or on-street envisaged at the site, are illustrated in the table below. Successful residential neighbourhoods would not rely on just one or two of these configurations but would employ a carefully derived mix of types.

The drawings on this page indicate the variety of parking arrangements that are implemented in the Illustrative Masterplan, with further explanation of each typology's defining characteristics. They seek to provide an appropriate amount of parking in convenient locations that are overlooked by dwellings. Front gardens will soften the appearance of parked cars on the streetscape, thus creating a softer street scene.

On-Plot Corner

- A maximum of four spaces
- Enclosure should be provided through the use of brick walls enclosing parking bays

On-Plot Between Dwellings

- Parking spaces should be set behind the building line other than in isolated instances
- Spaces should be designed so as not to allow for tandem parking projecting forward of the building line

On-Plot Frontage

- No more than four spaces in a row, separated by landscaping and hedging to assist in defining the spaces
- To be used to serve clusters of 4-6 dwellings and in combination with other parking typologies to avoid a parking-dominated streetscene

Integral Parking

- Spaces should be designed so as not to allow for tandem parking projecting forward of the building line
- There should be clear delineation between driveways for adjacent properties.
- The street/square will be designed as a whole, to create a coherent space

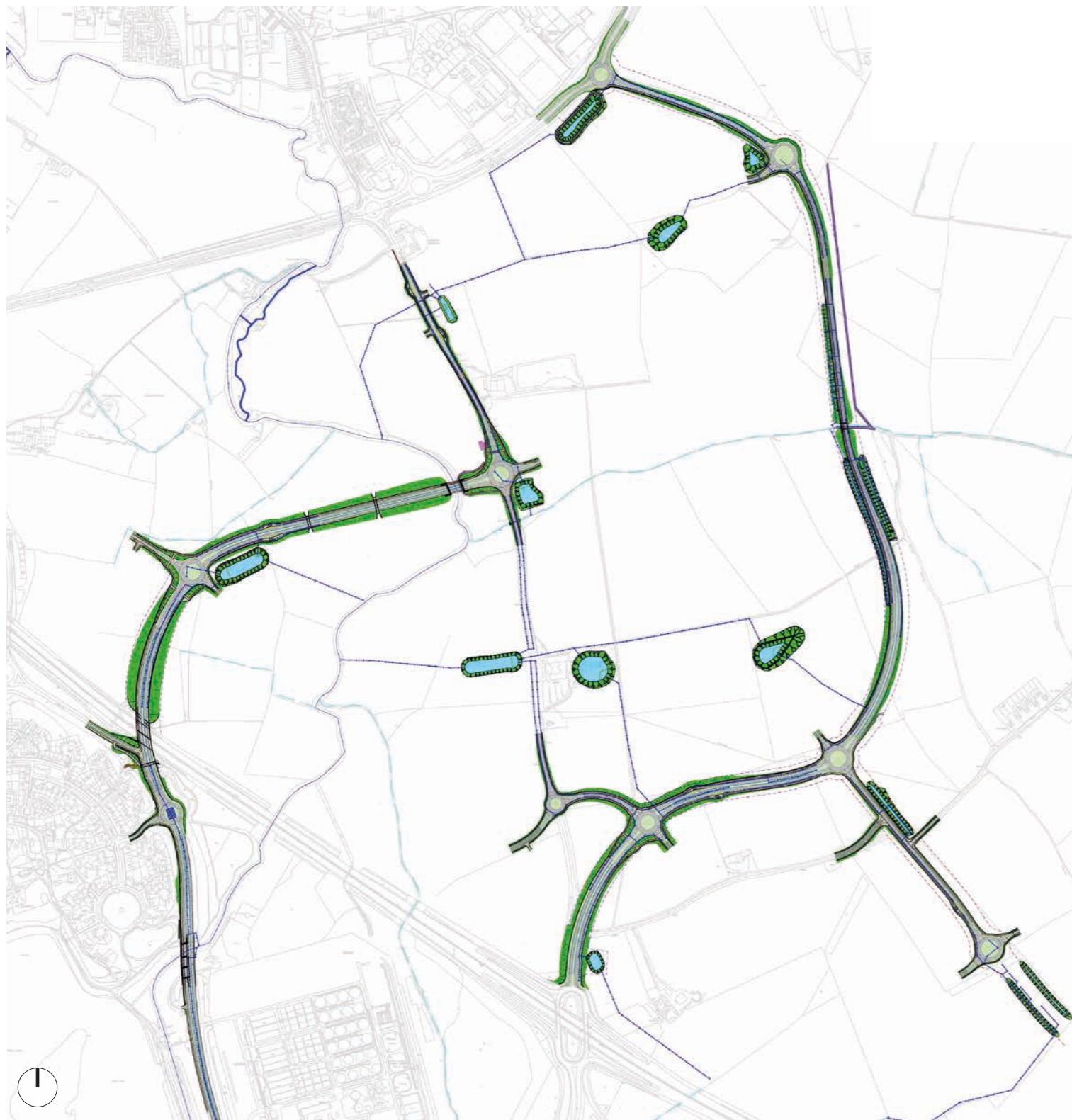
Rear Parking Courts

- Courts to serve no more than 12 dwellings. For apartment blocks this may be increased, but courts must be sensitively designed
- Landscaping should be integrated in the design of rear parking courts
- Courts should be designed as a whole to create a coherent space
- An area of space where a medium or large tree can be located in view from the streetscene should be included
- Hedging and landscaping to assist in defining the spaces
- Parking should be overlooked where possible



APPLICATION DETAILED COMPONENTS

The planning application is a hybrid, which comprises some elements submitted in outline and some in detail. As part of the application, several strategic highways and multi-modal transport infrastructure elements will be applied for in detail. This includes new road and Redway extensions; a new bridge over the M1 motorway; a new bridge over the River Ouzel; works to the Tongwell Street corridor between Tongwell roundabout and Pineham roundabout including new bridge over the River Ouzel; alignment alterations to A509 and Newport Road; and associated utilities, earthworks and drainage works. This page sets out these detailed components.

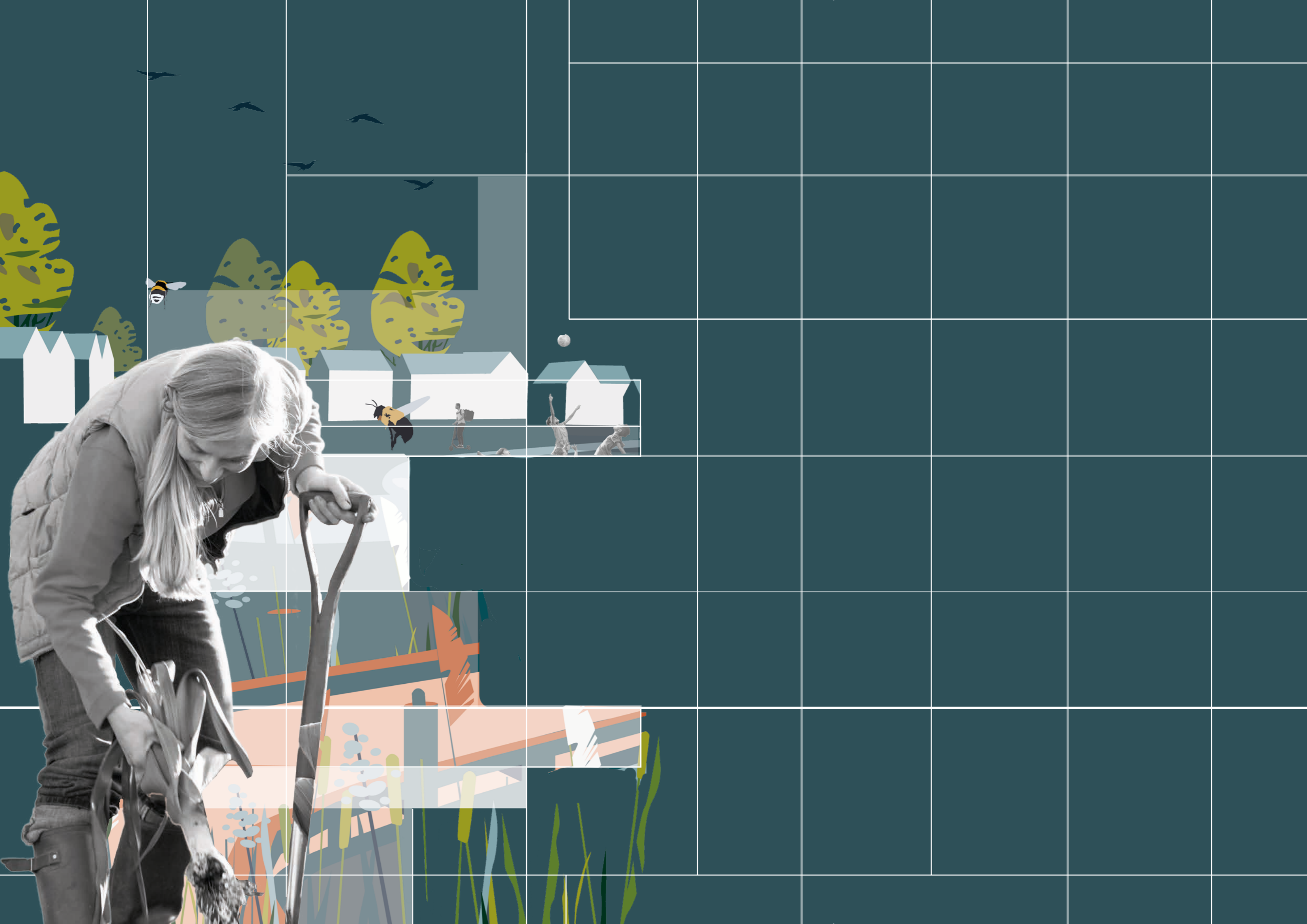


Plan illustrating detailed components

KEY

- Carriageway
- Redways
- Footpath
- Bridleway
- Central islands
- Soft verges
- Attenuation pond
- Noise fence
- Earthwork
- Bus stop
- Existing farm outbuildings to be demolished
- Surface water drainage
- Geocellular water drainage
- Headwall

*Note: There are sections of foul drainage within the transport corridor which are included within the detailed element of the application but excluded from the drawing.



CHAPTER NINE

IMPLEMENTATION

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

9. IMPLEMENTATION

INDICATIVE PHASING & IMPLEMENTATION

A site of this size will take several years to deliver, and it is anticipated that infrastructure works will commence in 2022, subject to planning permission being granted. The following section will detail our approach to staged placemaking – ensuring the early delivery of key infrastructure, including a Health Hub within the Community Hub, a primary school, landscape and open space, and residential development to support the viability of these uses. It is important that people moving in early feel they belong to the place, and it is an attractive and health-promoting place to live from day one. Each phase must make sense on its own as part of delivering a comprehensive, high-quality and sustainable community. This phasing strategy is indicative only at this stage and subject to change.

Milton Keynes East (MKE) has been split into three indicative phases, with Phase Two and Phase Three to be split into smaller sub-phases at a later stage. It is estimated that Phases One to Three will be delivered over a period of twenty-three years from 2025 to 2048.


As this application's residential element is in outline, the phasing strategy will be further developed prior to the Phase 1 Reserved Matters application being brought forward. This will ensure the necessary infrastructure is in place to serve the housing and the future residents that will call it home.

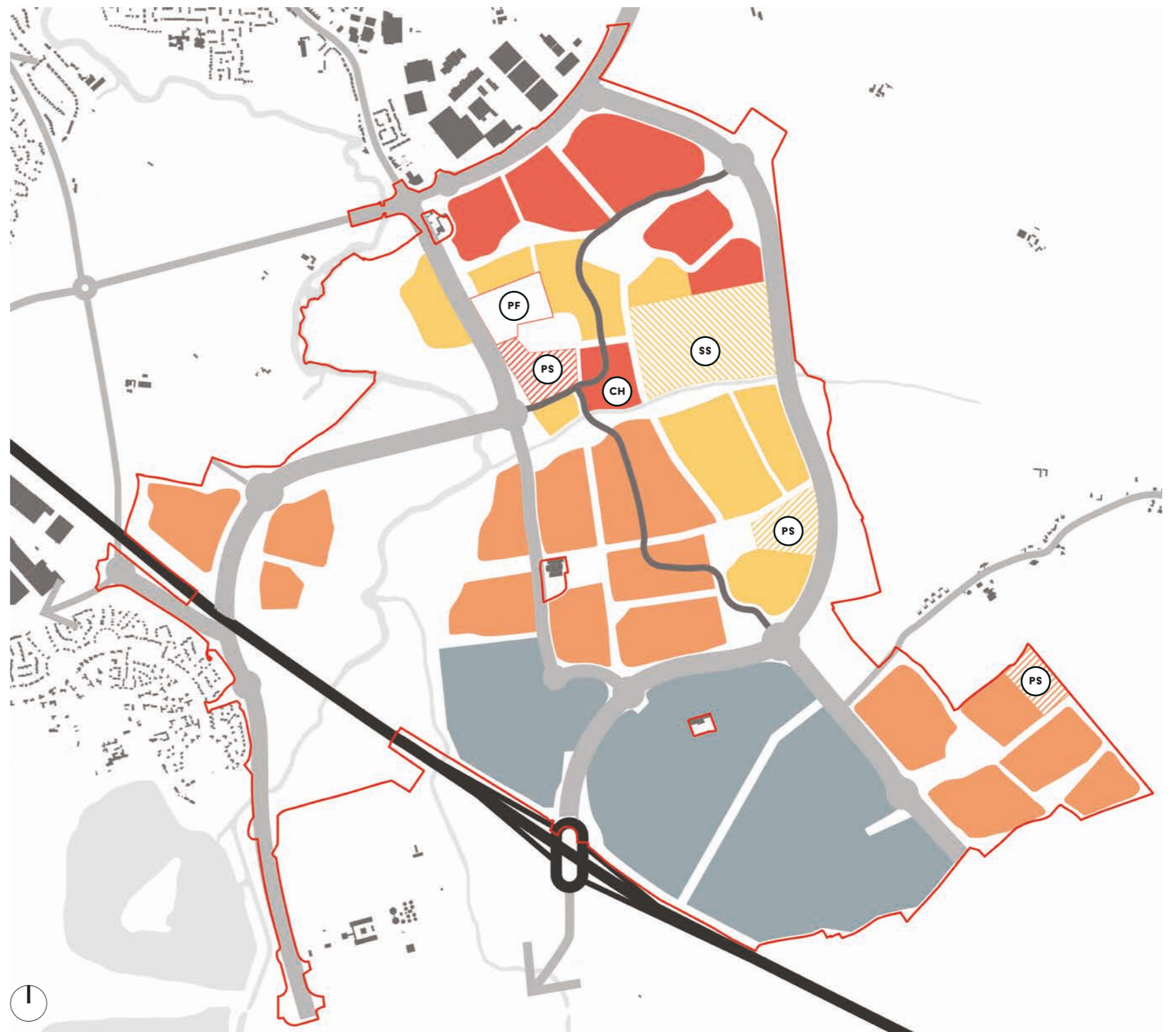
INITIAL INFRASTRUCTURE : 2022 - 2024

PHASE ONE: 2025 - 2030

PHASE TWO: 2031 - 2037

PHASE THREE: 2038 - 2048

- KEY**
-  Planning application boundary
 -  Phase One development
 -  Phase Two development
 -  Phase Three development
 -  Employment (to be delivered in Phase One and Two)
 -  Community Hub
 -  Primary school
 -  Secondary school
 -  Playing fields



Indicative phasing plan

INDICATIVE PHASING & IMPLEMENTATION



Illustrative Masterplan - Indicative Phase One

PHASE ONE: 2025 - 2030

Phase One will likely be delivered between 2025 and 2030 and will cover the area to the north of the site. This area will be the first to have the necessary infrastructure in place with it also benefitting the existing community of Tickford and Newport Pagnell to the north.

Phase One to include the Community Hub, the playing fields, the first primary school and the Health Hub. It would also include some of the employment land being delivered during this phase.

KEY

- Phase One development
- Phase One playing fields
- Phase One primary school
- Employment (to be delivered in Phase One and Two)



Key plan - Phase One (indicative only)

9. IMPLEMENTATION

INDICATIVE PHASING & IMPLEMENTATION

PHASE TWO: 2031 - 2037

Phase Two will likely be delivered between 2031 and 2037 and will incorporate the central area of the site. This phase will create the heart of the scheme, building the residential areas around the Community Hub with a range of character areas as well as delivering the secondary school, which is vital to build the community at MKE.

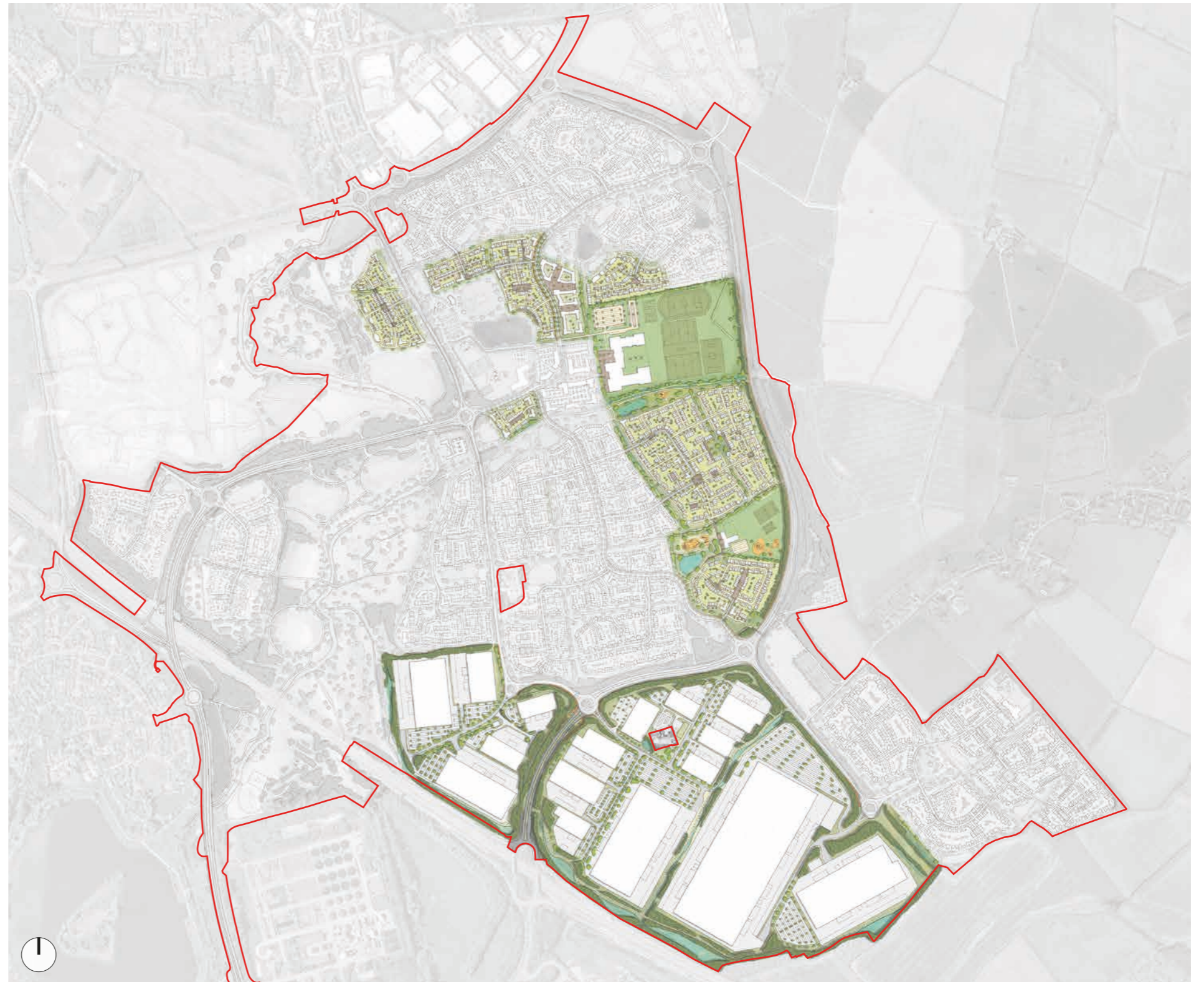
In addition to the secondary school, Phase Two will also deliver another primary school to serve the residents. Phase Two would also include some of the employment land being delivered.

Phase Two will likely be broken down into smaller sub-phases which will be detailed further at a later stage.

-  Phase Two development
-  Phase Two secondary school
-  Phase Two primary school
-  Employment (to be delivered in Phase One and Two)

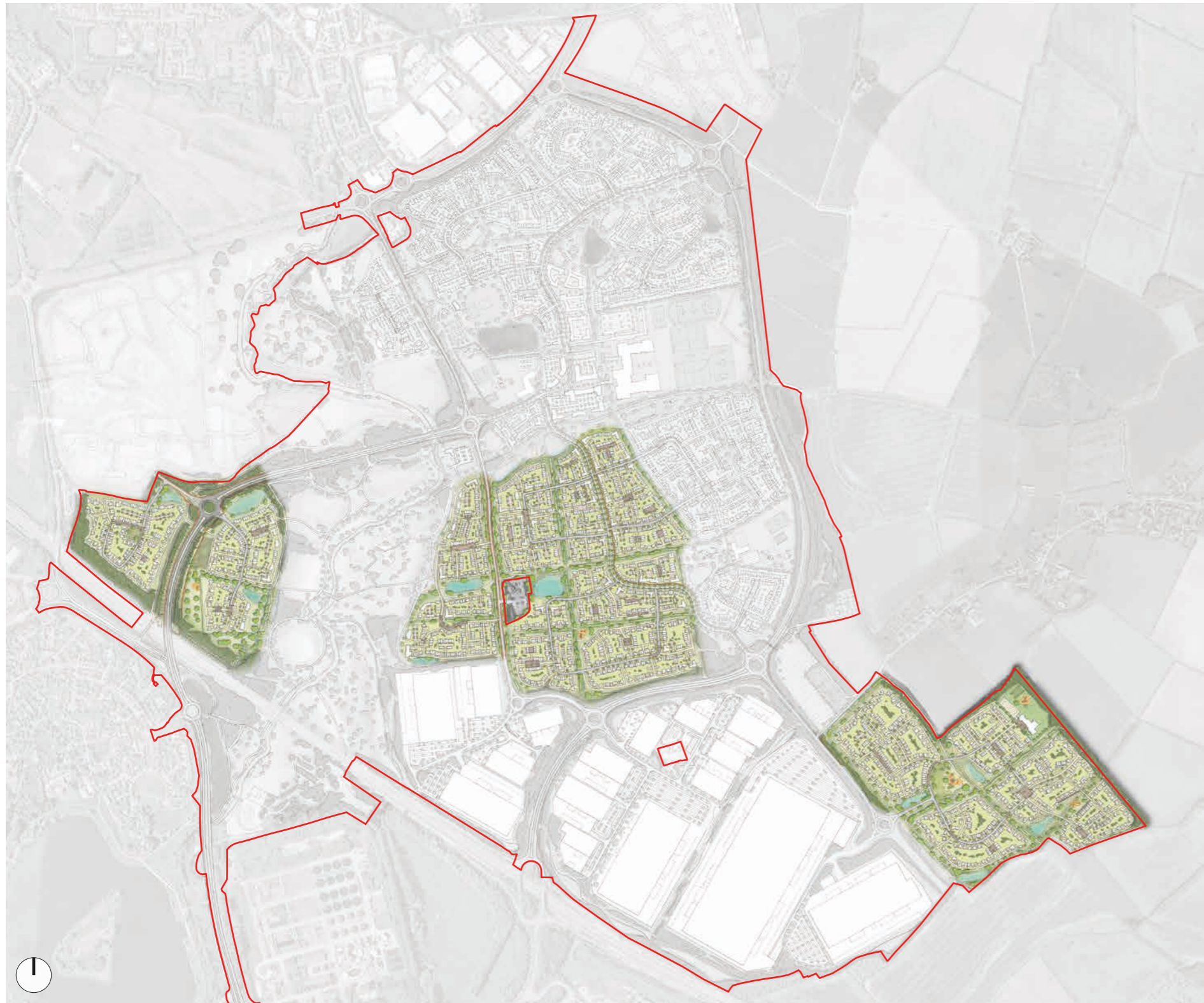


Key plan - Phase Two (indicative only)



Illustrative Masterplan - Indicative Phase Two

INDICATIVE PHASING & IMPLEMENTATION



Illustrative Masterplan - Indicative Phase Three

PHASE THREE: 2038 - 2048

Phase Three will likely be delivered between 2038 and 2048 and will incorporate the southern, western and south eastern areas of the site. This phase has a number of different characters with lower density areas just south of Moulsoe, and higher density areas towards the centre of the scheme.

The third and final primary school will be delivered in this phase to the south east of the site. This will ensure all residential homes are within an appropriate walking and cycling distance to education facilities.

- Phase Three development
- Phase Three primary school



Key plan - Phase Three (indicative only)

9. IMPLEMENTATION

CONSTRUCTION MANAGEMENT

OVERVIEW OF CONSTRUCTION WORKS

St James pride themselves on building with consideration to our neighbours and existing communities. St James manage their operations on site to ensure that any potential disruptions are minimised.

All St James Group sites are registered with the voluntary Considerate Constructors Scheme. As a result, all developments are monitored by an experienced industry professional to assess their performance against the Code of Considerate Practice.

In doing so, St James commit to ensuring that they take pride in their appearance, respect the local communities, protect the environment, secure people's safety and value their workforce.

St James adopt a collaborative and transparent approach to engagement with the local community throughout the whole construction process.

It is projected that construction of the development at MKE will take approximately 26 years, dependent on market cycles. Infrastructure works are due to commence in 2022 with the key HIF funded infrastructure delivered by 2024. The housing and employment works are due to commence in 2024 and assumed to conclude by 2048, subject to market cycles.

Each stage of works at MKE can be broadly summarised as including the following works:

- Site preparation – site set-up, services diversions where applicable, utilities and site clearance, site hoarding and access routes/diversions of footways/roads (as required);
- Enabling and ground works, and substructure works – including earthworks;
- Civil works – foul & surface drainage etc;
- Main construction works;
- Highways works – cycle and access works;
- Landscaping.

CONSTRUCTION COMPOUNDS

It is assumed that all construction compounds will be within the development site boundary. In addition to this, materials, plant and equipment will be stored in designated, signed areas and, where possible, close to the area in which they will be used.

CONSTRUCTION ACCESS POINTS & DELIVERIES

At MKE, four site access points will be established:

- M1 junction 14 onto the A509;
- A422 onto the A509;
- Tongwell Street; and
- Newport Road.

Construction material deliveries will predominantly arrive at site via the A509, principally via J14 of the M1. The use of Willen Road will also be retained for deliveries, in case this becomes an option in future years. With no concrete batching plants assumed to be installed on site, concrete deliveries are assumed to arrive at site from nearby facilities including those at Bletchley (via the A509) and at Wolverton (via the A422). Where possible, deliveries will take place outside of peak periods.

RELATIONSHIP BETWEEN CONSTRUCTION TRAFFIC & RESIDENTS

Where possible, heavy goods vehicles (HGV's) related to construction activity will be directed away from residential areas within the site. Extensive signage and other measures will be utilised to control the flows of HGV traffic accessing the site. In addition, hoardings will be effectively used to provide a safe and appropriate relationship between residents at Milton Keynes East and construction activity.



MILTON KEYNES' FIRST BRIDGE OVER THE M1 IN DECADES

9. IMPLEMENTATION

INDICATIVE LANDSCAPE PHASING

The public realm's implementation is designed to provide significant open space, improved connectivity, screening of views from sensitive receptors and biodiversity enhancements early on in the development. The landscape phasing below is indicative only at this stage and subject to change. It is a representation of how the public realm will develop alongside development parcels.

This approach provides both significant benefits for the community as well as providing time for vegetation to establish.

PHASE ONE:

- The linear park will be delivered to create a major new open space destination that benefits the wider community as well as new residents;
- New Moulsoe Wood and eastern boundary structural planting – which will provide a major new asset for the residents of Moulsoe and establish screening for future development;
- Community playing fields
- Structural planting surrounding the Employment Hub to create a green boundary in advance of development of the employment parcels;
- Woodland planting to the Tier 1A Grid Roads and Tier 2 roads within the phase. This will be implemented early, prior to the majority of corresponding parcel development to allow trees and screening to mature by the time the parcels are developed;
- Public realm and play associated with the development parcels; and
- Bridleway diversion.

KEY

- Woodland planting within road corridors
- Public realm and play associated with development parcels
- Linear park
- South of M1 ecological enhancements
- Boundary tree buffer planting



Diagram representing indicative Phase One landscape interventions

INDICATIVE LANDSCAPE PHASING



PHASE TWO:

- Public realm and play associated with the development parcels;
- Allotments;
- Public realm and play associated with the Employment Hub; and
- Tier 1b and Tier 2 Roads.

KEY

- Woodland planting within road corridors
- Public realm and play associated with development parcels
- Linear park
- South of M1 ecological enhancements
- Public realm and play associated with Employment Hub
- Boundary tree buffer planting



Diagram representing indicative Phase Two landscape interventions

9. IMPLEMENTATION

INDICATIVE LANDSCAPE PHASING

PHASE THREE:

- Public realm and play associated with the development parcels; and
- Allotments.



KEY

- Woodland planting to roads
- Public realm and play associated with development parcels
- Linear park
- South of M1 ecological enhancements
- Public realm and play associated with Employment Hub
- Boundary tree buffer planting

Diagram representing indicative Phase Three landscape interventions

MANAGEMENT & STEWARDSHIP



The SPD sets out the ambition for early consideration for the future management arrangements for infrastructure and facilities, including highways, open space, and landscaping. This page sets out our approach, as well as the involvement anticipated by Milton Keynes Parks Trust.

HIGHWAYS

As part of the development at Milton Keynes, extensive new highways infrastructure will be built, including a new bridge over the M1. Post-construction, this infrastructure will be adopted and managed as follows:

- M1 bridge – the structure up to the bridge deck and waterproof level will be adopted by Highways England, who will subsequently be responsible for its management and maintenance post-construction. The road build up and paving of this new bridge will be adopted by Milton Keynes Council, who will therefore be responsible for the management of this surface.
- Road infrastructure – all roads within the development will be adopted and managed by Milton Keynes Council post-construction.

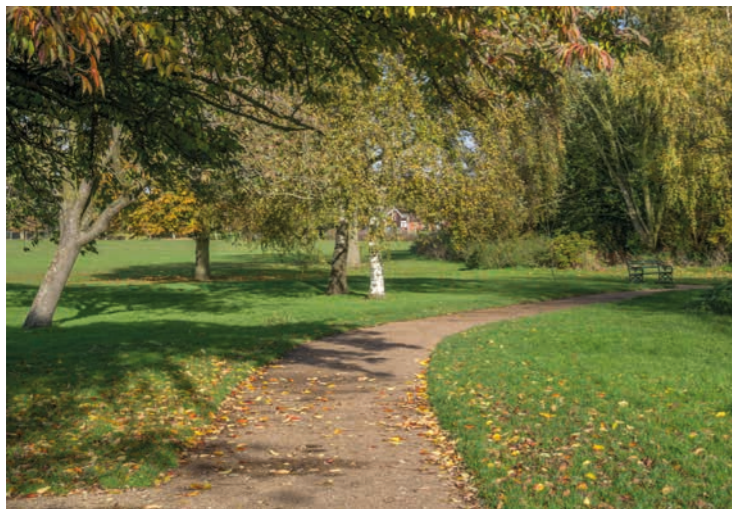


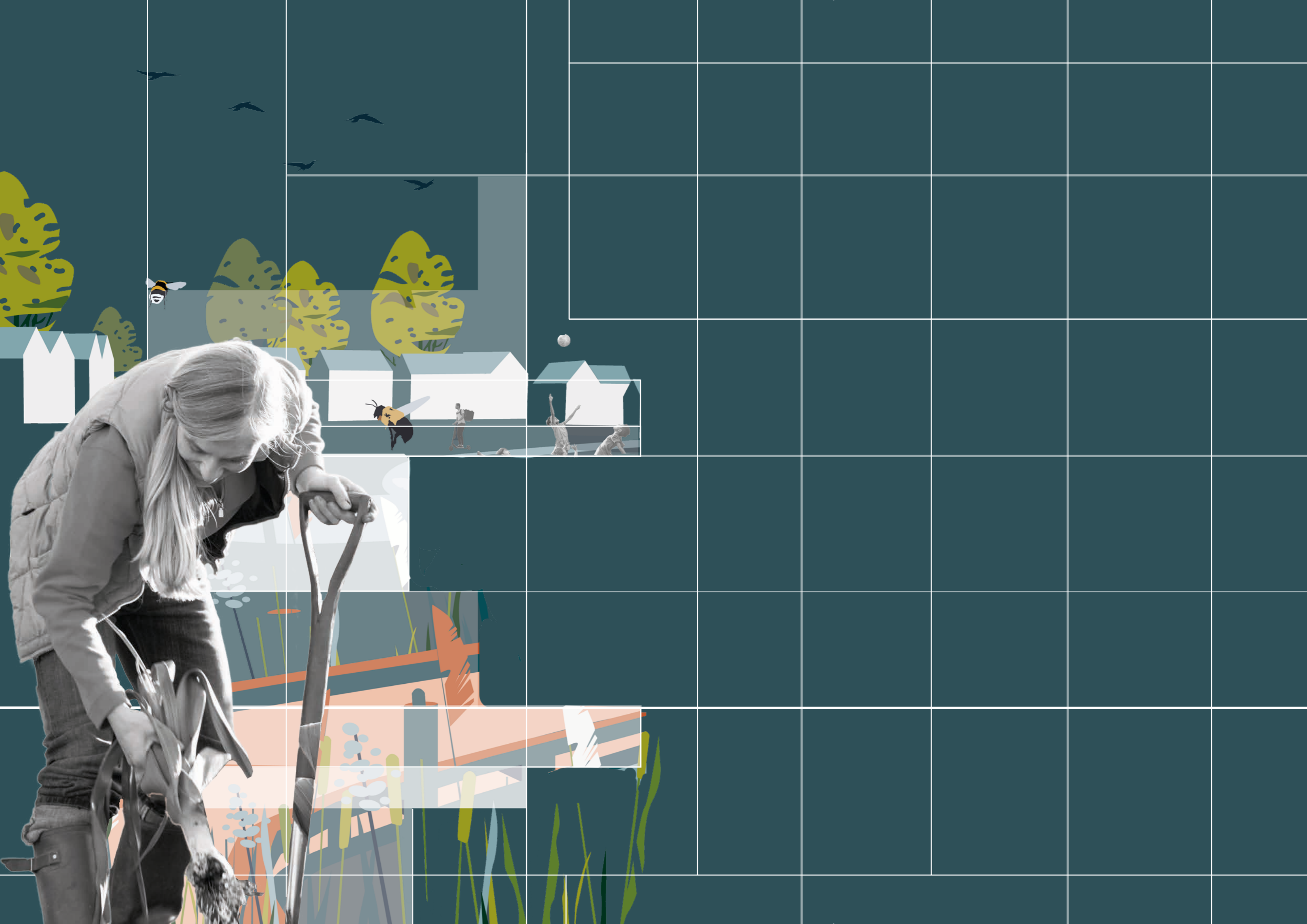
UTILITIES

- Foul sewerage – Anglian Water will be the adopting agency for this section of infrastructure, and therefore responsible for its management.
- Surface water drainage – Anglian Water will be the adopting agency for this section of infrastructure, and therefore responsible for its management. The development will also incorporate an extensive SuDS network, which will be adopted and maintained by various parties, these being the lead local flood authority (Milton Keynes Council), Anglian Water and The Milton Keynes Parks Trust.

GREEN INFRASTRUCTURE – OPEN SPACE, LANDSCAPE & LINEAR PARK

As part of the development at MKE, an extensive green infrastructure network will be established. This will include approximately 90ha of open space, a 63ha linear park, 15km of retained hedgerows, 40ha of biodiverse meadows, community orchard and allotments, district and local play areas, and a vast green lattice of landscape corridors. In order to ensure this expansive provision of green infrastructure is managed effectively, St James take a long term view on the future management and stewardship of all its neighbourhoods. St James is engaging with Milton Keynes Parks Trust about the future management of the new linear park and publicly accessible open space.





CHAPTER TEN

SUMMARY

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

10. SUMMARY

DEFINING AMBITION

Milton Keynes sits proudly among planned new settlements in the UK as one that was defined by strong design principles from its inception. These defining objectives continue to be inherent to its present-day character. At Milton Keynes East (MKE), there is a rare opportunity to uphold and evolve these principles to inform a new chapter in the town's story. The Milton Keynes East Design & Access Statement has sought to articulate a vision for this next stage of growth by first demonstrating an in-depth understanding of the site's characteristics and context before explaining the design rationale that has informed this outline stage of proposals.

In summary, the key facets of the proposal are restated across these pages. This application defines an ambition for Milton Keynes East, one that is intended to be reflective of the ambitions that themselves defined the new town.

DO THE PROPOSALS ACHIEVE THE FOLLOWING AMBITIONS?

- New Grid Roads and Redways;
- A new M1 bridge;
- Parks and lakes;
- Low carbon, sustainable and climate change resilient homes;
- 1.5°C aligned;
- Mixed tenure homes;
- Low, medium and high density character areas;
- New primary schools and a secondary school;
- A Community Hub at the heart of MKE;
- Community infrastructure and social spaces;
- Employment space; and
- A dementia-friendly neighbourhood.



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



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



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



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

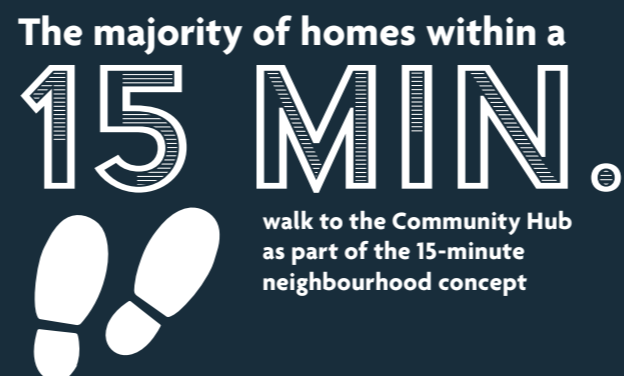
DEFINING AMBITION

5.



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

6.



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

7.



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

8.



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

9.

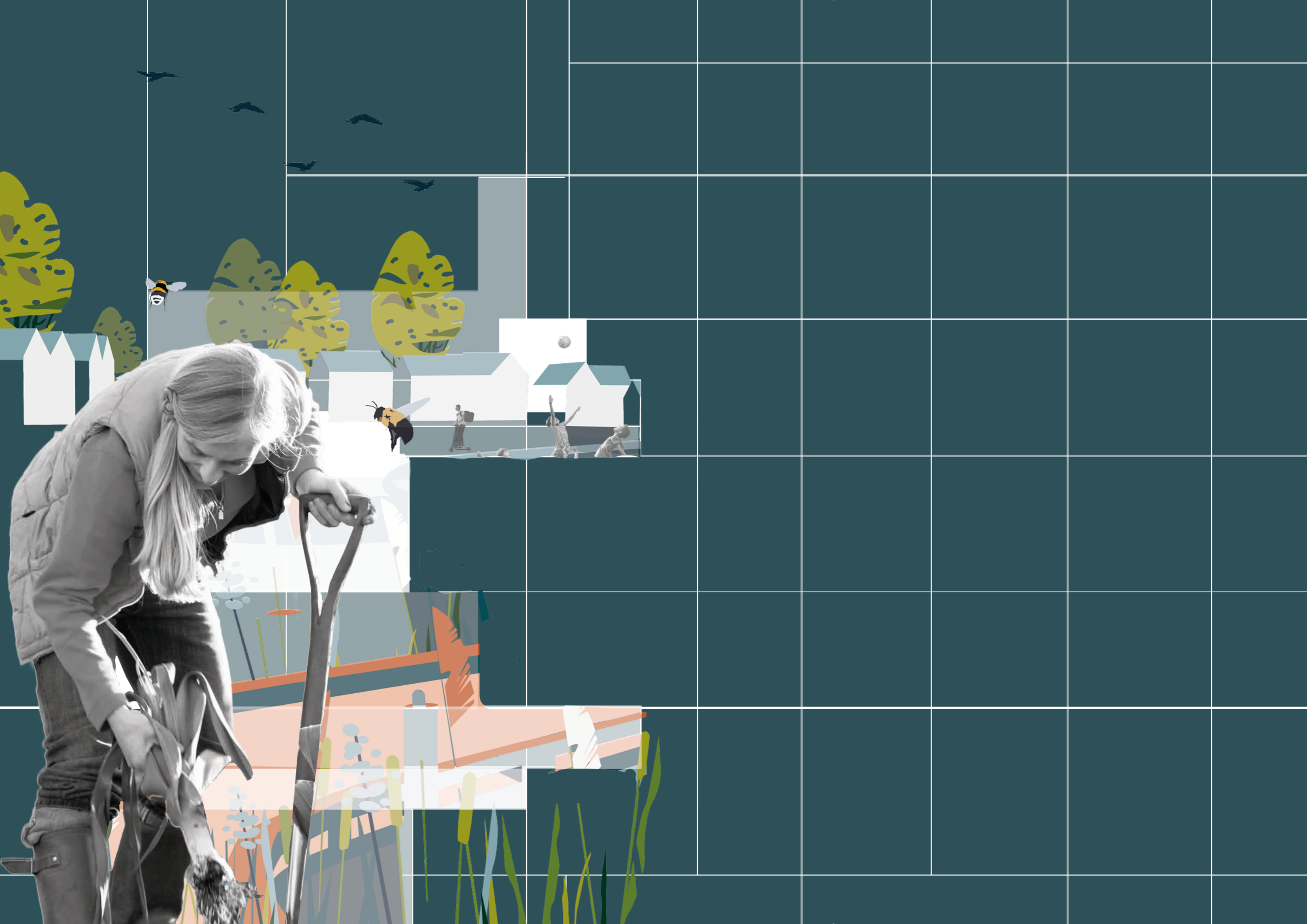


New pathways through education, **OFFERING OVER 3,500 PLACES** to primary and secondary school pupils, along with exploring partnership opportunities with higher educational institutions. MKE will support training and apprenticeships to **CREATE OPPORTUNITIES FOR YOUNG PEOPLE IN MILTON KEYNES.**

10.



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



CHAPTER ELEVEN

APPENDICES

11. APPENDICES

LVIA VIEWPOINTS



Panorama taken from viewpoint L2 showing the existing view



Key plan



Panorama taken from viewpoint L2 representing planting at construction (2030)

LVIA VIEWPOINTS



Panorama taken from viewpoint L2 representing planting at completion of the scheme (2048) - allowing for 18 years of tree growth at a rate of 300mm per annum



Panorama taken from viewpoint L2 representing planting 15 years post completion (2062) - allowing for a further 15 years of tree growth at a rate of 300mm per annum and a mature height of 15m

11. APPENDICES

LVIA VIEWPOINTS



Panorama taken from viewpoint L3 showing the existing view



Key plan



Panorama taken from viewpoint L3 representing planting at construction (2030)

LVIA VIEWPOINTS



Panorama taken from viewpoint L3 representing planting at completion of the scheme (2048) - allowing for 18 years of tree growth at a rate of 300mm per annum



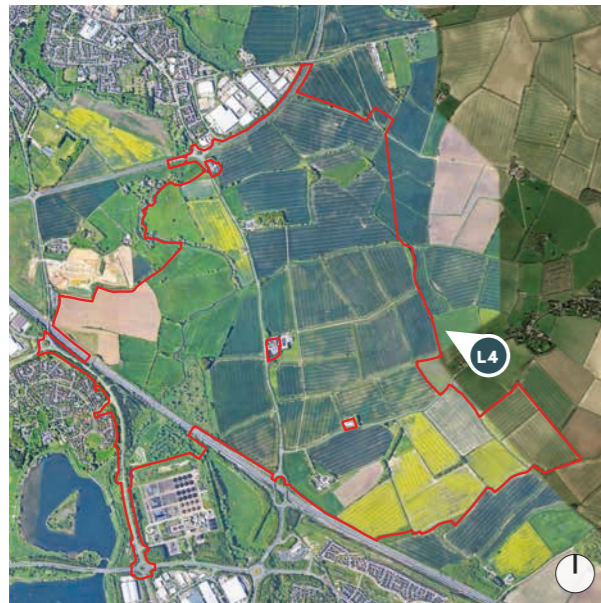
Panorama taken from viewpoint L3 representing planting 15 years post completion (2062) - allowing for a further 15 years of tree growth at a rate of 300mm per annum and a mature height of 15m

11. APPENDICES

LVIA VIEWPOINTS



Panorama taken from viewpoint L4 showing the existing view



Key plan



Panorama taken from viewpoint L4 representing planting at construction following boundary planting (2030)

LVIA VIEWPOINTS



Panorama taken from viewpoint L4 representing planting at completion of the scheme (2048) - allowing for 18 years of tree growth at a rate of 300mm per annum



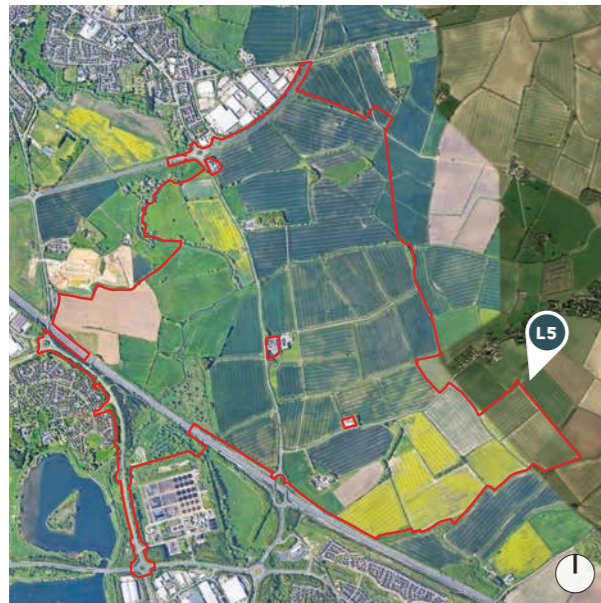
Panorama taken from viewpoint L4 representing planting 15 years post completion (2062) - allowing for a further 15 years of tree growth at a rate of 300mm per annum and a mature height of 15m

11. APPENDICES

LVIA VIEWPOINTS



Panorama taken from viewpoint L5 showing the existing view



Key plan



Panorama taken from viewpoint L5 representing planting at construction following boundary planting (2030)

LVIA VIEWPOINTS



Panorama taken from viewpoint L5 representing planting at completion of the scheme (2048) - allowing for 18 years of tree growth at a rate of 300mm per annum



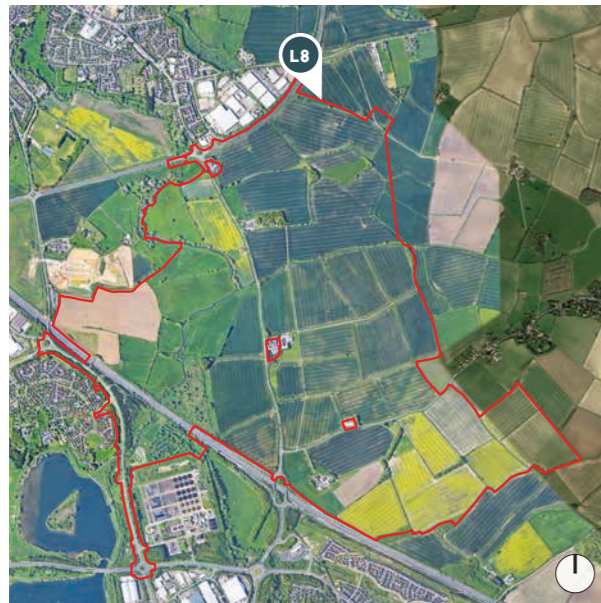
Panorama taken from viewpoint L5 representing planting 15 years post completion (2062) - allowing for a further 15 years of tree growth at a rate of 300mm per annum and a mature height of 15m

11. APPENDICES

LVIA VIEWPOINTS



Panorama taken from viewpoint L8 showing the existing view



Key plan



Panorama taken from viewpoint L8 representing planting at construction following boundary planting (2030)

LVIA VIEWPOINTS



Panorama taken from viewpoint L8 representing planting at completion of the scheme (2048) - allowing for 18 years of tree growth at a rate of 300mm per annum



Panorama taken from viewpoint L8 representing planting 15 years post completion (2062) - allowing for a further 15 years of tree growth at a rate of 300mm per annum and a mature height of 15m

11. APPENDICES

LVIA VIEWPOINTS



Panorama taken from viewpoint M10 showing the existing view



Key plan



Panorama taken from viewpoint M10 representing planting at construction following boundary planting (2030)

LVIA VIEWPOINTS



Panorama taken from viewpoint M10 representing planting at completion of the scheme (2048) - allowing for 18 years of tree growth at a rate of 300mm per annum



Panorama taken from viewpoint M10 representing planting 15 years post completion (2062) - allowing for a further 15 years of tree growth at a rate of 300mm per annum and a mature height of 15m

