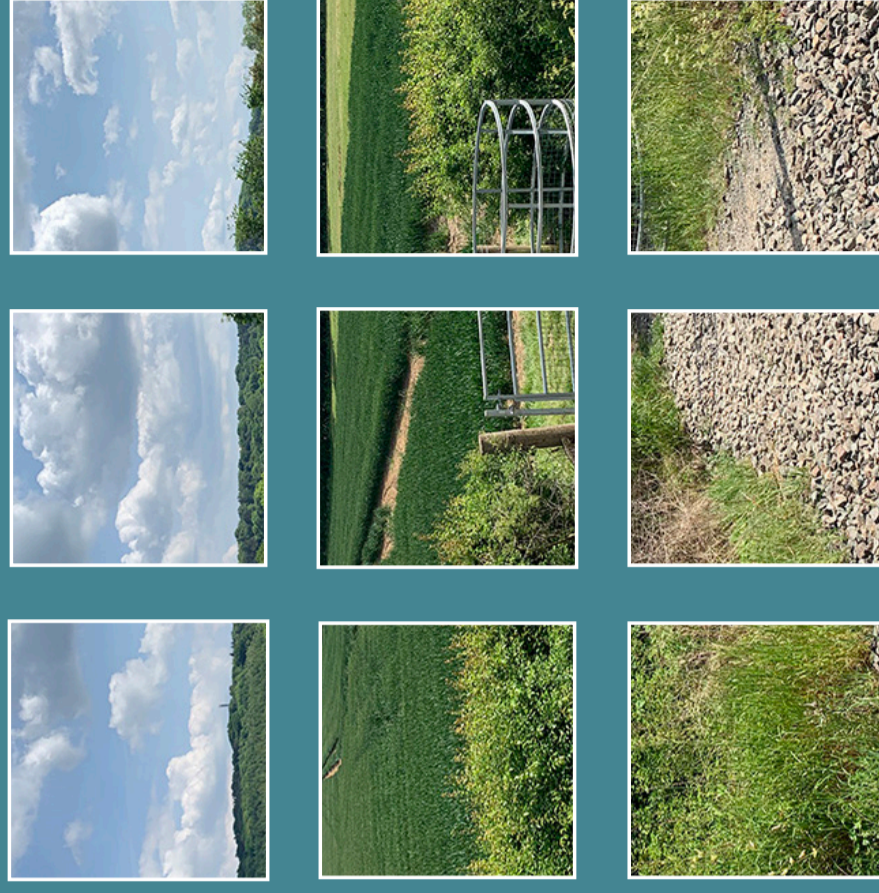


South East Milton Keynes - Strategic Urban Extension Development Framework Supplementary Planning Document



www.milton-keynes.gov.uk/udla

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Foreword

This Supplementary Planning Document (SPD) includes a preferred option regarding the strategic transport infrastructure that will serve SEMK and notably the replacement bridge crossings by East West Rail Company (EWR Co) along the Marston Vale line and specifically the V10/Brickhill Street level crossing. It has been prepared in advance of EWR Co publicly announcing their preferred option for how they will address the level crossings within and directly adjacent to SEMK. This has been done because Plan:MK Policy SD10 requires SPDs for strategic sites to be adopted before any planning permissions can be granted and the Council are expecting the submission of planning applications shortly within the allocation. The Council therefore believe that the SPD needs to be adopted, not only to inform the applications but more importantly to help determine them and to ensure a holistic and comprehensive approach to the development of SEMK is taken. Conversely, without the SPD in place it will be more challenging to shape the proposals, and will likely result in a poorer development.

Given however the uncertainty around the decision that EWR will take on the V10 level crossing, a reserve option has been included in Appendix C which includes an alternative all movement bridge crossing through the reserved Tongwell Street / V11 transport corridor. In the event that EWR Co do select the V11 as the preferred location for the replacement bridge crossing (and the resulting stopping up of the V10 either side of the railway line), this reserve option will be used to guide the preparation of planning applications and design codes for SEMK as well as being used by the Council to determine the aforementioned. It is important to note that the vast majority of the Development Framework remains the same regardless of whether EWR Co select the V10 or V11 for a replacement all movement bridge. The small differences that do result are explained in Appendix C. The Development Framework will therefore be valid and up to date to inform and help determine planning applications regardless as to whether the bridge is located on the V10 or V11.

The table opposite highlights the pros and cons of an all movement bridge at the V10 vs V11.

	Pros	Cons
Bridge at V10	<ul style="list-style-type: none"> Placemaking benefits - keeps strategic infrastructure around the edge of the allocation and thereby contributes to a more integrated and higher quality development at SEMK Favoured by EWR following the non-statutory consultation meaning a large amount funding of a bridge crossing would be paid for by EWR Supports current MRT routings in MK2050 Study Supports potential Park & Ride site at junction of A5 and A4146 as identified in the MK2050 Strategy Provides continuity to the grid road that currently best connects the north and the south of the city 	<ul style="list-style-type: none"> Existing site constraints (proximity of Tilbrook roundabout and Red Bull in particular) Impact on existing employment areas including Red Bull and residential areas in Caldecotte Impact on development viability at MKDP Caldecotte Site C
Bridge at V11	<ul style="list-style-type: none"> Technically easier to meet MKC specification for the bridge crossing - maintains the general linearity of the grid roads; would accommodate redways on both sides grid road specifications 	<ul style="list-style-type: none"> Severance and noise impacts to new community of grid roads* penetrating SEMK questions the viability/suitability of the western end of the allocation south of the railway line The associated grid road infrastructure would likely mean the loss of circa 100 houses Additional costs associated with grid road infrastructure e.g. underpasses (2 rights of way cross the Bow Brickhill Bypass so underpasses would be required. These underpasses will likely require the relocation of a major strategic water main that has a 6m easement) Impact on residential communities of Browns Wood and Old Farm Park Significant site constraints through V11 transport reserve north of railway line which a V11 extension would need to cross (Holst and Morley Crescent, Caldecotte Brook, and a leisure route through the Caldecotte Brook Linear Park) Does not align with MRT network as proposed in 2050 Strategy and has potential knock-on implications for another proposed MRT route origin just east of V11 at Woodleys Crossing as identified in the 2050 Strategy. Additional costs on overall delivery of SEMK (as bridge would not be funded by EWR assuming they close V10 and build a bridge there)

*In order to provide a continuity of grid roads (V10 south of the railway line joining to V11), the Bow Brickhill Bypass would need to be upgraded to grid road standard.

<p>While the preferred option does include an all movement bridge at the V10 crossing, this is conditional on the Council's specification for a bridge at the V10 being met. In the absence of an agreed design and alignment of the V10, the Council will only support a solution on the V10 if it:</p> <ul style="list-style-type: none"> • Maintains the general linearity of the grid roads (thereby allowing provision of an MRT route, redways and grid road specification carriageways • Keeps to an absolute minimum the impact on Red Bull's access to, and amenity of, their campus • Does not compromise the access to, or amenity of, the Caldecotte Lake Business Park site, and • Does not cause unacceptable harm to the amenity of the surrounding residential properties. <p>Should any of these criteria not be satisfied, the Council will withdraw its inclusion of the V10 bridge option from the SEMK SPD and the V11 'reserve' option within the Development Framework will be used to inform the preparation of and determination of planning applications.</p> <p>Ultimately however whether either of these bridges is built (in addition to the bridge serving the development further east towards Woburn Sands at Woodleys Crossing) will be entirely dependent on the decision EWR Co take, as the Council and developers are unlikely to build an alternative additional bridge given the planned growth does not necessitate this.</p> <p>As has been evidenced through stakeholder and Planning Cabinet Advisory Group (CAG) discussions,</p>	<p>this emerging Supplementary Planning Document (SPD) has focussed significant dialogue around the nature of the strategic movement network through and around the edge of the South East Milton Keynes (SEMK) allocation. This has been because of 3 key influences on SEMK:</p> <p>1. The as-yet-unknown outcomes of the current East West Rail (EWR) Study into EWR's plans for future of stations and level crossings along the EWR line and the proposals that they will put in place if they are to be closed. This together will influence the strategic movement network for SEMK. EWR Co have advised the council that they plan to undertake a non-statutory public consultation early in 2021 (potentially early March). This will entail proposals for the alignment of the new section of railway line that would run between Bedford and Cambridge as well as improvements to the existing railway line between Oxford and Bedford, including the Marston Vale Line (MVL). The consultation will explain the implications this has for the existing level crossings and stations along the MVL. This Council believes that this consultation will be followed by a statutory consultation before they submit a new Development Consent Order (DCO) in late 2022. The Council understand that the existing consents secured as part of the Western Section DCO will not be sufficient to cover the extent of work required to the MVL for the full Oxford – Cambridge Service, and a new DCO will be required.</p> <p>2. The safeguarding of strategic infrastructure reserves to not prejudice the completion of the MK grid and effective access to and through future development areas.</p>	<p>3. The proposition as outlined in The MK2050 Growth Strategy for mass rapid transit throughout Milton Keynes, two proposed routes of which impact on the strategic movement network.</p> <p>This consultation draft does not therefore follow the normal structure of an SPD in that it doesn't yet propose a preferred strategic movement network but rather outlines 3 responses or scenarios to these 3 influences. It has been drawn up to fix as much of the detail for the site development as possible (e.g. land use, large portions of the green infrastructure, density, character typologies as well as a significant amount of the pedestrian and cycle network) but at present, leaves open the possibility for 3 scenarios regarding the strategic movement network to be delivered (for good planning reasons):</p> <p>It is important to note that the strategic movement infrastructure identified in the 3 scenarios (most notably scenario/response 3) will likely not all be technically required and / or may not be financially viable to deliver as part of the development of SEMK as detailed costs are unknown at this stage and it would also depend upon how the all movement infrastructure would be funded and delivered (e.g. as part of the EWR project) but is included in this consultation draft to cover all eventualities in terms of EWR proposals regarding existing stations and level crossing.</p> <p>In the final version of the SPD, if strategic movement issues have moved forward sufficiently to enable a single movement framework to be settled upon, then there will be one spatial framework plan for movement,</p>	<p>including (a) infrastructure/connections required as part of the delivery of SEMK and (b) fixes for safeguarded land for future infrastructure;</p> <p>OR</p> <p>In the final version of the SPD if there are still uncertainties over one or more elements of the transport infrastructure which affects the framework layout, there will be a preferred movement framework plan in the core of the document (what MKC want to see delivered as part of SEMK and that to be reserved over the long term), with a 'fallback' or 'interim' plan (which fixes that which can be fixed and leaves open alternatives of requires safeguards or reserves for as yet unknown infrastructure).</p>
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SECTION 1

INTRODUCTION

- 1.1 Introduction
- 1.2 Purpose of SPD
- 1.3 Planning Policy Background
- 1.4 Role of Development Framework
- 1.5 Status of Development Framework
- 1.6 Strategic Context

1.1 Introduction

1.1.1 The current phase of growth within Milton Keynes will see the delivery of at least 26,500 new homes within the Borough between 2016 and 2031. A key component of this growth will be the development of the South East Milton Keynes, Sustainable Urban Extension (SEMK SUE).

1.1.2 The SEMK SUE covers an area of approximately **200 498** hectares on the south eastern edge of Milton Keynes (figure 1.1). It comprises two parcels of land:

- land to the north of the **Marston Vale Railway Line**; and
- land to the south of the **Marston Vale Railway Line**.

These areas are to be developed as a sustainable urban extension to Milton Keynes.

1.2 Purpose of the SPD

1.2.1 Supplementary planning documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan, therefore, its purpose is to build on policy and provide details of that which is sought, required through Outline Planning Applications (OPAs) and subsequent design coding etc. **Paragraph 453 of the National Planning Policy Framework (NPPF) says, 'Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used**

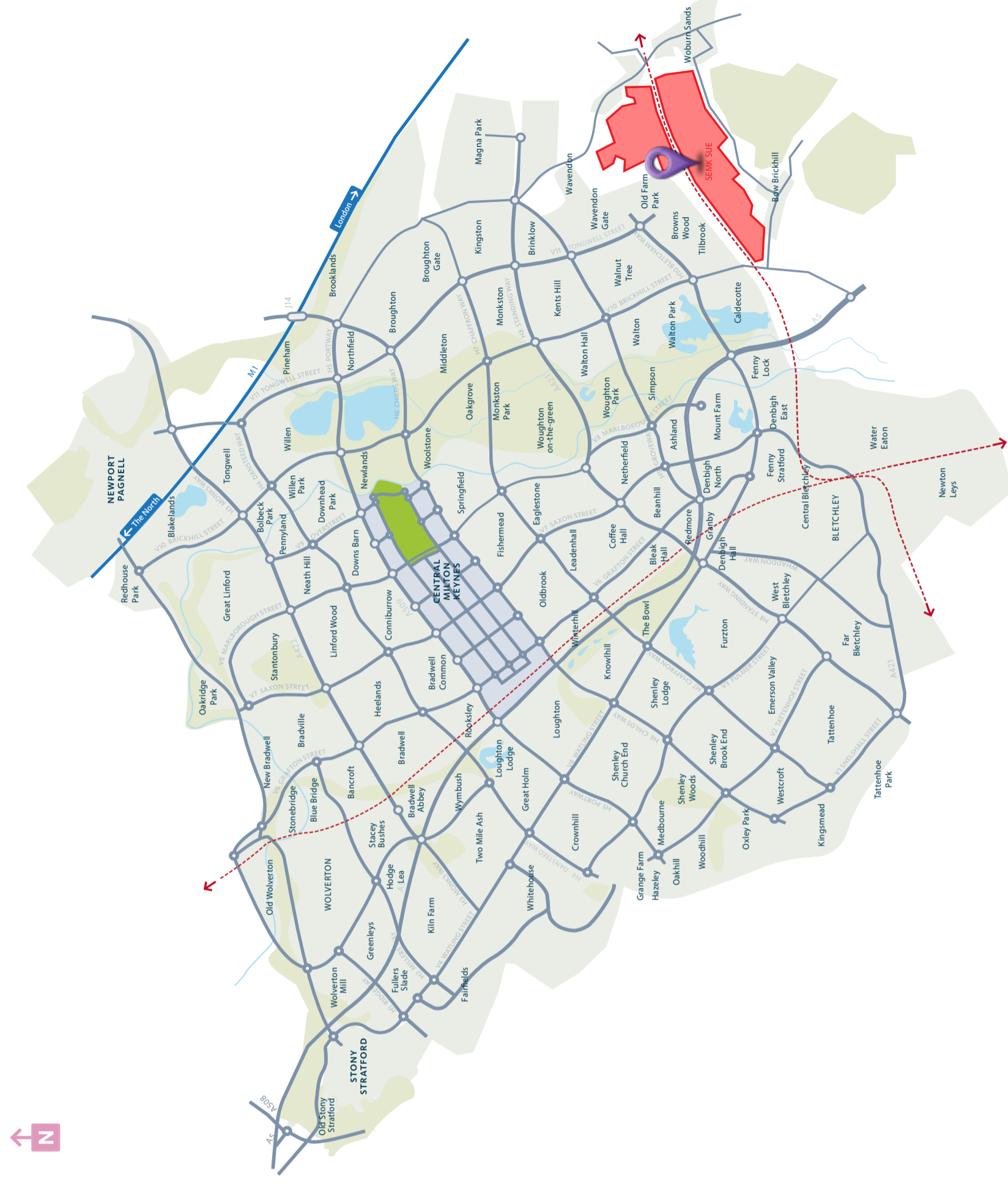


Figure 1.1 Site Location Plan



Figure 1.2 Boundary of the Development Framework Area

- ~~to add unnecessarily to the financial burdens on development.~~
- ~~-1.2.2 The Current policy position of SEMK in the adopted Plan:MK is for approximately 3000 homes plus associated infrastructure this is set out in Policy SD11, SOUTH EAST MILTON KEYNES STRATEGIC URBAN EXTENSION (Page 59, Plan:MK).~~
- ~~-1.2.3 Other policies that are particular relevant to this site include Policy SD9, GENERAL PRINCIPLES FOR STRATEGIC URBAN EXTENSIONS (Page 55, Plan:MK) and Policy SD10, DELIVERY OF STRATEGIC URBAN EXTENSIONS (Page 56, Plan:MK) Both of these policies are reproduced on page 10 and 11 of this Development Framework:~~

1.3 Planning Policy Background

National Planning Policy Framework

- 1.3.1 National Planning Policy Framework (Feb 2019) was used to determine the selection of this Strategic Urban Extension including a presumption in favour of sustainable development.
- 1.3.2 The NPPF (July 2021, para 73) states that, “The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities including a genuine choice of transport modes.
- 1.3.3 The guidance contained within this SPD has both been informed by and will inform in particular the delivery of the following policies in the NPPF:
- Delivering a sufficient supply of homes
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Supporting high quality communication
 - Achieving well designed places
 - Meeting the challenge of climate change
 - Conserving and enhancing the natural environment

Plan:MK - Policy SD11

SOUTH EAST MILTON KEYNES STRATEGIC URBAN EXTENSION

- A.** Land is allocated at South East Milton Keynes – as shown on the Key Diagram and Policies Map – for a comprehensive residential-led mixed use development of approximately 3,000 dwellings to meet the needs of Milton Keynes up to 2031 and beyond. If the chosen corridor for the Oxford Cambridge Expressway (OCE) maintains the possibility that the OCE could be routed through the site, then planning permission for housing and associated uses will not be permitted until the detailed alignment of the OCE is known.
- B.** In addition to the requirements set out in other policies within this plan, including policies INF1, SD1, SD11 and SD12, development of the site will be required to:
1. Provide schools to accommodate seven forms of entry for secondary education and 6 forms of entry for primary education, as well as necessary nursery and early years provision. Schools should be capable of dual use as community facilities.
 2. Ensure development is well connected and integrated with adjacent grid squares, public transport services and the strategic and local highway network in line with the Council's Mobility Strategy. Provision of grade separated crossings of the railway should be provided or retained as appropriate to ensure connectivity of the southern areas of the site with the remainder of the site and the city to the north in line with policies CT1-CT3 and CT5. The number, location and purpose of any such crossings will be set out within the Development Framework.
 3. Incorporate buffer areas, structural landscaping and strategic green infrastructure within the site to prevent coalescence with Woburn Sands and Bow Brickhill, respect and reinforce the distinct character of Wavendon, Woburn Sands and Bow Brickhill, ensure ecological connectivity and mitigate any harm caused to the Brickhills area and wider landscape character.
 4. Be informed by an archaeological field study, including a geophysical survey, to identify potential below ground archaeology. Where feasible, the Council will expect below ground archaeology to be kept in situ in preference to its removal.
 5. A site to accommodate 7 pitches for Gypsies and Travellers shall be provided as part of this development.
- C.** The development will be brought forward in line with all relevant policies in Plan:MK, particularly Policy SD1, SD11, SD12, NE1-6 and INF1. A comprehensive development framework for the site will be prepared in accordance with policies SD1, SD11, SD12 and INF1 and approved by the Council prior to planning permissions being granted.

Plan:MK - Policy SD9

GENERAL PRINCIPLES FOR STRATEGIC URBAN EXTENSIONS

- A. Proposals for Strategic Urban Extensions, and the documents required under SD10 to guide their development, should be prepared in accordance with the principles set out below. This policy will also be applied to any planning application(s) for unallocated strategic development sites.
1. To provide an appropriate amount of employment and retail uses consistent with the role of the site within the wider strategy and relevant policies guiding those types of uses in the Borough.
 2. To provide the necessary social, grey and green infrastructure at the appropriate stage, rate and scale to support the proposed development, in accordance with an approved Infrastructure Delivery Plan. Strategic Urban Extensions will be expected to make a contribution proportionate to its scale and impact for the delivery of strategic infrastructure requirements identified in the Local Investment Plan.
 3. To be supported by or incorporate:
 - i. Environmental impact and transport assessment.
 - ii. An archaeological investigation (with reference to the Historic Environment Record and further assessment if required) and consideration of the Historic Landscape Characterisation to inform the layout of development.
 - iii. Design, land use, transport routes and mobility measures that integrate the Strategic Urban Extension with the existing built up area and enable future expansion beyond the Strategic Urban Extension where appropriate.
 - iv. Where national planning policy indicates that urban expansion beyond the Strategic Urban Extension would be inappropriate and should be restricted, then the Strategic Urban Extension should incorporate layout and design features that create a permanent long-term development boundary.
 - v. A green infrastructure and open space strategy to improve biodiversity, provide advanced structural planting, extend the “forest city” concept, create green road and street scenes, and incorporate public art and leisure and recreation facilities.
 - vi. A management and maintenance strategy for open space and landscaping, outlining details of the owner, the responsible maintenance body, and how long term maintenance will be funded.
 - vii. Planning obligations relating to the phasing of development and the provision of on-site and off-site infrastructure and facilities, to include land, capital and initial running costs.
 - viii. The monitoring of biodiversity or green infrastructure improvement should be delivered in accordance with the relevant Development Brief.

Plan:MK

- 1.3.4 Plan:MK was adopted by the Council on 20 March 2019. Policy SD11 relates to the SEMK SUE.
- 1.3.5 There are a number of other Plan:MK policies, which will have implications for the development of the SEMK SUE, both in terms of informing the preparation of ~~the~~ **this** Development Framework as well as the subsequent planning applications, design codes and reserve matters. These are listed in Appendix A.

Mobility Strategy (LTP4)

- 1.3.6 The new Local Transport Plan (LTP4), *Mobility Strategy for Milton Keynes*, runs from 2018 to 2036. It sets out the long term transport strategy and goals, and contains plans for transport schemes and projects in the short, medium and long term. The Plan was adopted by the Council in March 2018.
- 1.3.7 The Strategy sets an ambitious transport mode shift target to achieve a better balance between private car uses and alternative more sustainable forms of travel. The need to reduce transport pollution and CO2 emissions, protect the natural environment and promote improved public health and wellbeing is a key part of the Strategy.

Plan:MK - Policy SD10

DELIVERY OF STRATEGIC URBAN EXTENSIONS

- A.** To ensure that Strategic Urban Extensions are brought forward in a strategic and comprehensive manner, planning permission will only be granted for land within Strategic Urban Extensions, following the approval by the Council of a comprehensive development framework, incorporating any necessary design codes, or phasing of development and infrastructure delivery, including green infrastructure delivery, for the Strategic Urban Extension as a whole.
- B.** Development frameworks will be produced by the Council in conjunction with and with the support of the developer(s). Development frameworks will also be prepared in partnership with landowners, adjoining local planning authorities, parish or town councils, infrastructure providers, regional and local agencies and services, statutory consultees, the Parks Trust and other stakeholders. Development frameworks will be prepared in consultation with the local community. The Council will adopt development frameworks as supplementary planning documents to guide future planning applications.

New Residential Development Design Guide SPD

- 1.3.8 The Council adopted the New Residential Development Design Guide as a Supplementary Planning Document in April 2012. The Design Guide provides guidance on the structuring elements of a large development (e.g. the movement network, parking), as well as more detailed guidance at the scale of the street and individual dwelling. The Development Framework should be read alongside the Design Guide, and new housing development within the SEMK should take account of the guidance in the Design Guide.

Other Planning Guidance

- 1.3.9 There are other SPDs and Supplementary Planning Guidance (SPG) produced by Milton Keynes Council which should be read in conjunction with this SPD. These include:
- Affordable Housing SPD ~~2013~~ 2020
 - Milton Keynes Drainage Strategy –Development and Flood Risk SPG 2004
 - Milton Keynes Urban Development Area Tariff SPD 2007
 - Parking Standards SPD 2016
 - ~~Planning Obligations for Education Facilities-SPG-2004~~
 - ~~Planning Obligations for Leisure, Recreation and Sports Facilities-SPG-2005~~
 - ~~Social Infrastructure Planning Obligations-SPG-2005~~
 - Transport and Sustainable Transport SPD 2009
 - ~~Sustainable Construction-SPD-2007-~~
 - Planning Obligations SPD 2021
 - Biodiversity SPD 2021

- **Health Impact Assessment SPD 2021**

- 1.3.10 The following publications have also informed the preparation of this Framework:
- By Design (DETR/CABE, 2000)
 - Urban Design Compendium (EP/Housing Corporation, 2000)
 - Manual for Streets (DfT/DCLG/Welsh Assembly, 2007)
 - Safer Places - the Planning System and Crime Prevention (ODPM/Home Office, 2003)
 - Better Places to Live (DTLR/CABE, 2001).
 - National Design Guide, Oct 2019 MHCLG

- 1.3.11 The Council is also currently drafting the following SPDs

- ~~Planning-Obligation-SPD~~
- Sustainable Construction SPD
- ~~Biodiversity-SPD-~~

1.4 Role of Development Framework	1.5 Community Engagement	1.6 Status of Development Framework
<p>1.4.1 The preparation of a Development Framework is an essential first step to guide all future stages of development. It establishes a context for planning applications, which will follow on and contain more detailed proposals.</p>	<p>1.5.1 The Development Framework has been prepared by Milton Keynes Council, in consultation with other stakeholders and the main landowner interests. They have provided technical and supporting information to provide the basis for the Development Framework.</p>	<p>1.6.1 The Development Framework will be adopted as a Supplementary Planning Document (SPD). The Development Framework accords with the National Planning Policy Framework, and the Local Plan (Plan:MK).</p>
<p>1.4.2 The Development Framework establishes:</p> <ul style="list-style-type: none"> • Land uses • Disposition of land uses • Development principles • Infrastructure delivery 	<p>1.5.2 Stakeholder groups have been established to facilitate engagement on the Framework and on future stages of the development process.</p>	<p>1.6.2 It has been prepared according to the Town and Country Planning (Local Planning) (England) Regulations 2012. These regulations require that the SPD is subject to public consultation.</p>
<p>1.4.3 A key objective of the Development Framework is to ensure that the SEMK SUE is brought forward in a strategic and comprehensive manner. This is especially important given there are different land ownerships within SEMK .</p>	<p>1.5.3 There has been an ongoing process of engagement with the local community and landowners/developers and service providers in the preparation of the Draft Development Framework.</p>	<p>1.6.3 The Development Framework supports policy SD11 of Plan:MK.</p>
<p>1.4.4 The Development Framework does not create new policy for the site but provides guidance and further detail to the development principles set out in the adopted Plan:MK. Alternative proposals and land use arrangements can only come forward as part of the planning application process if accompanied by a clear justification which will be assessed on its own planning merits.</p>	<p>1.5.4 Workshops were held with local stakeholders in January 2019.</p>	

1.7 Strategic Context

Oxford - MK - Cambridge Arc

- 1.7.1. In March 2016, the National Infrastructure Commission (NIC) was asked to provide Government with proposals and options to maximise the potential of the Cambridge-Milton Keynes-Oxford arc as a connected, knowledge-intensive cluster that competes on a global stage, protecting the area's high quality environment, and securing the homes and jobs that the area needs.
- 1.7.2 The Commission's final report "Partnering for Prosperity: a new deal for the Cambridge - Milton Keynes - Oxford Arc" was published in November 2017. The central finding of the report was that rates of house building will need to double - delivering up to one million new homes by 2050 - if the arc is to achieve its economic potential.
- 1.7.3 National investment in **infrastructure projects such as the East West Rail project and the proposed Oxford-Cambridge-Expressway** is central to achieving the report's vision. **These** schemes will enhance connectivity across the arc, as well as improving connections with international gateways such as Heathrow. But crucially, schemes **such as East West Rail** can play a key role in tackling the arc's housing crisis, unlocking major new development locations and enabling transformational growth around existing towns and cities.

East West Rail

- 1.7.4 The East-West Rail Project (EWR) will re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England.
- 1.7.5 The existing Marston Vale Line from Bletchley to Bedford which runs through the SUE is part of the western section of the East West Rail route. Phase 2 of the Western Section will upgrade and reconstruct existing and mothballed sections of the line that link Bedford with Bicester, and Milton Keynes with Aylesbury. Public consultation was undertaken in September-October 2015, June-August 2017 and January-February 2018.

- 1.7.6 Following the conclusion of the Transport and Works Act Order (TWAO), the EWR project has now passed from Network Rail to the East West Rail Company. The future role of the stations on EWR between Bletchley and Bedford are currently being considered by EWRc.

- 1.7.7 Permitted under the TWAO act, include, permission to close Woodleys Farm and Fisherman's Path LXs and replacing these with an overbridge east of Woodley's Farm LX (with PRow at Fisherman's Path diverted to this) granted under Network Rail 2020 TWAO (Full permissions under the TWAO still awaited from EWR)

- 1.7.7.8 There is a high probability that when fast trains are running on an upgraded east-west rail line that the level crossing at Woburn Sands Station will either be fully closed or down for long periods. It is likely to be technically challenging to deliver a grade separated vehicular crossing which will therefore significantly impact on the ability of people to enter and exit Woburn Sands along Newport Road.

- 1.7.8.9 EWR in their study will also be giving consideration to future of Bow Brickhill Station and the Bow Brickhill and Woodleys Level Crossing's both of which involve vehicles as well as 3 further pedestrian and/or bridleway crossings.

Oxford to Cambridge Expressway

- 4.7.7 ~~Since the adoption of Plan:MK the situation regarding the Expressway has materially changed. The official position in respect of the Expressway set out by Highways England is that in March 2020 the agency announced it is now pausing further development of the Oxford to Cambridge expressway project while we undertake further work on other potential road projects that could support the Government's ambition for the Oxford-Cambridge Arc, and benefit people who live and work there. We look forward to working closely with our local partners to explore these issues and bring forward plans that make a real improvement in the area:~~

- 4.7.10 ~~Any future decision on the Expressway is not likely until the next Roads Investment Strategy (2025-30) is prepared and as such, will not impact on the bringing forward of SEMK for development within planned timescales. This SPD and the planning applications it informs will reflect this position area alongside delivering the transformational East West Rail:~~

MK:2050 Strategy,

- 1.7.140 The Council has now published its Strategy for 2050 (Nov 2020), setting out its growth aspirations and future mobility proposition to achieve sustainable growth of the wider MK area between now and 2050. Although the Strategy is a non-statutory document for planning purposes, it will shape statutory planmaking and Council investment decisions and will influence the imminent review of Plan:MK.

- 1.7.121 Two elements of the Strategy are particularly important to consider at SEMK. The first is the safeguarding of strategic infrastructure reserves to not prejudice the completion of the MK grid and effective access to and through future development areas. The second is the proposition for mass transit access throughout the MK area, delivered by MKC and serving both existing and new development. This is also a requirement of Policy SD9 and SD15 of Plan:MK.

- 1.7.132 Because of the lead in time to plan and deliver strategic infrastructure which will realise this ambition – and the need to ensure that new

planned developments such as SEMK benefit from this planning and investment and do not prejudice future strategic infrastructure delivery -it is appropriate to consider the spatial and design implications for SEMK as part of this SPD. This is particularly relevant where land within and on the edge of the SEMK allocation may be required for future links or facilities, and therefore may affect the design and layout of development and green infrastructure within the SUE. Wherever this occurs, it is clearly set out in the relevant section of this SPD”.

Mass-Transit System

1.7.143 A key element in the delivery of the Council's Mobility Strategy is to optimise mass transit access in new development areas. The MK 2050 Strategy identifies two MRT routes that have impact on the masterplanning of the site (although they are not a policy requirement for the delivery of SEMK). The first is one that is predicated on a new relocated Woburn Sands Train Station approximately 700m west within SEMK. This route would serve future development to the north and east of SEMK as well as Magna Park before connecting to CMK. The second one is actually outside the SEMK but is important as the bridge it requires at Bow Brickhill Crossing has an impact on the wider strategic movement network for SEMK. This route would originate from a proposed Park and Ride in proximity to the Kelly's Kitchen roundabout on the A5 and would then run along

the V10/Brickhill Street and north toward CMK. The development of SEMK should enable the future provision of a fast mass transit system linking the urban extension with CMK.

1.7.154 The Strategic Movement Network for the site should be safeguarded to enable the future provision of a mass rapid transit system. Figure 4-2 (Movement Framework) shows the proposed route of the mass rapid transit system.

1.7.165 The exact nature of the mass rapid transit system is not known at this stage. Therefore the road infrastructure should be safeguarded to enable a range of potential arrangements and systems to be delivered. It is envisaged that there will be mass transit boarding points at the local centre north of the railway line



Mk2050 Mass Rapid Transit illustration



Example of an existing MRT vehicle in Belfast, taken from the MK:2050 Strategy.

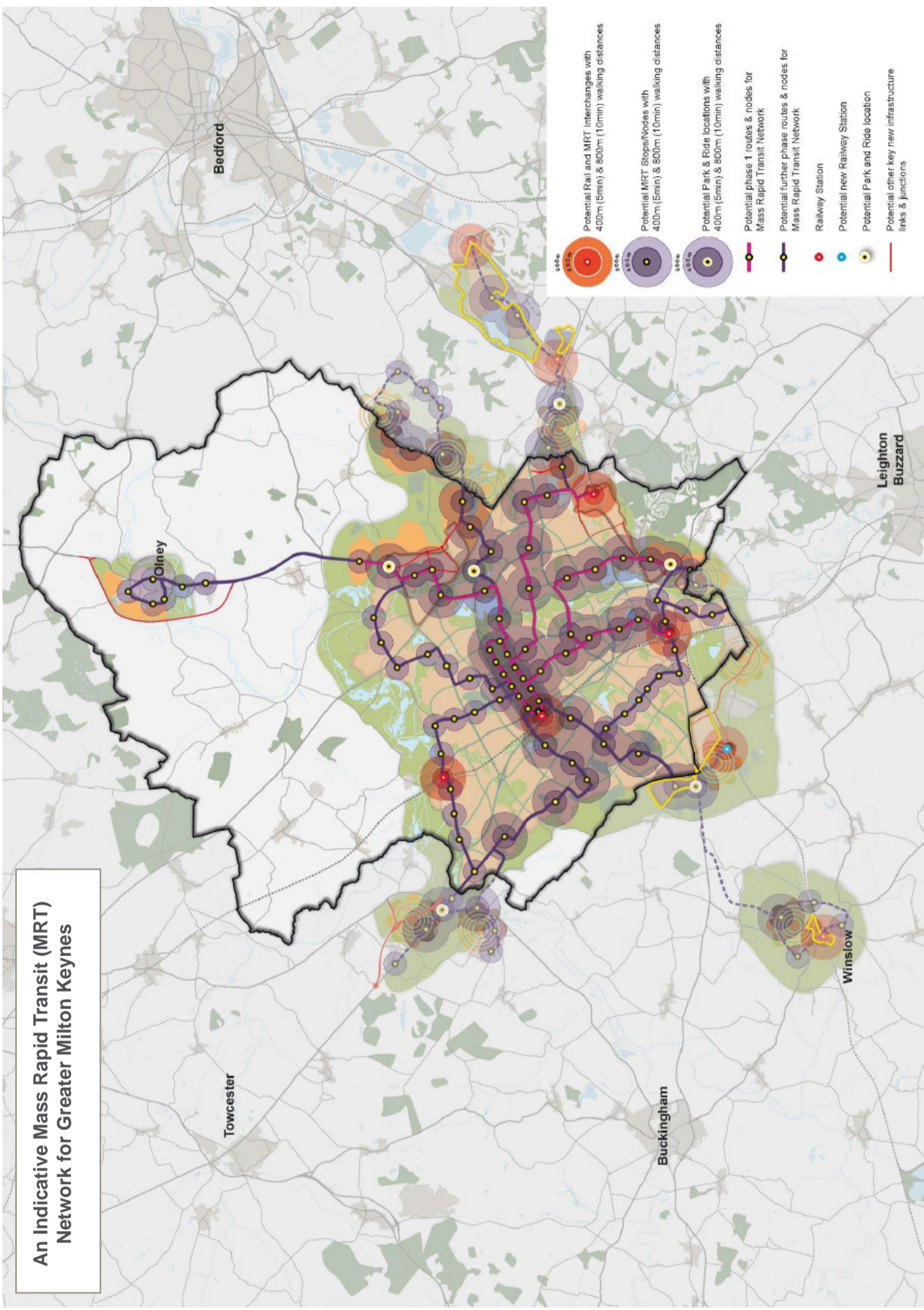


Figure 1.3 Illustrative MRT Network, Source MK Futures 2050 (David Lock Associates)

SECTION 2

THE SITE AND ITS CONTEXT

- 2.1 Introduction
- 2.2 Strategic Urban Extension
- 2.3 Surrounding Area and Edge Conditions
- 2.4 Topography, Views and Drainage
- 2.5 Landscape Character
- 2.6 Habitat and Vegetation
- 2.7 Access and Movement
- 2.8 Facilities
- 2.9 Heritage
- 2.10 Environment
- 2.11 Utilities
- 2.12 Conclusions: Opportunities and Challenges

2.1 Introduction

- 2.1.1 “A thorough appreciation of the overall site context is the starting point for designing a distinct place” (Urban Design Compendium, 2000). This section sets out the context of the SEMK SUE and the surrounding area which has been used to shape the guidance and proposals in Section 3 and 4 of the Development Framework. Individual planning applications should be supported by a contextual analysis as part of the preparation of Design and Access Statements.

- 2.2.3 The SEMK SUE consists of two discrete land areas:

- Land to the north of the railway line; and
- Land to the south of the railway line.

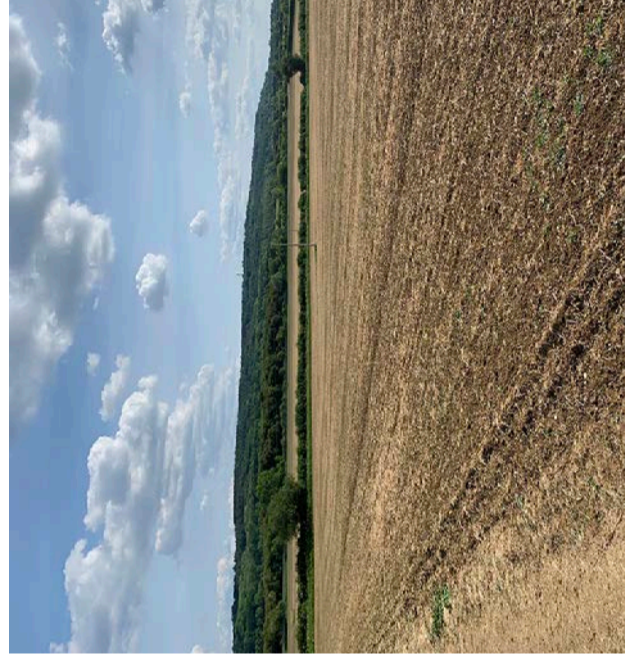
Land to the north

- 2.2.4 This area measures approximately 57 hectares.
- 2.2.5 This part of the site is quite different in character to the land to the south in that it is more ‘open’ in character **primarily** comprising large fields with fewer features.

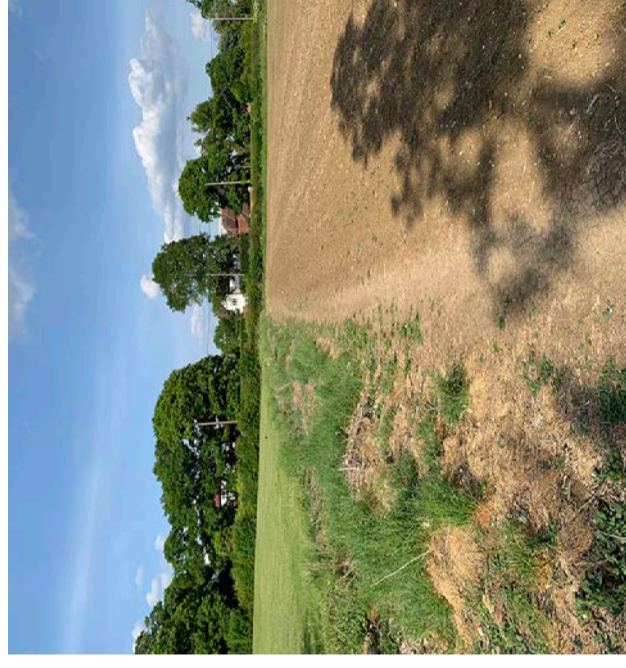
2.2 Strategic Urban Extension

- 2.2.1 The SEMK SUE is located on the south-eastern edge of Milton Keynes and comprises a total area of approximately **200 498** hectares. In terms of existing settlements to the south of the site there is Bow Brickhill **and the Brickhills**; to the east of the area is Woburn Sands, to the north is Wavendon and to the west is existing grid squares of Milton Keynes. The majority of the **area allocation** is in agricultural use.

- 2.2.2 The boundary of the allocation is provided by Bow Brickhill **Road** and Woburn Sands Road to the south (east), **the northern edge of Bow Brickhill to the south (west)**, the existing western edge of Woburn Sands to the east (including a portion of Newport Road just north of the railway line) field boundaries to the north and the Church Farm development site to the west as well as the V10 / Brickhill Street at the far south west corner.



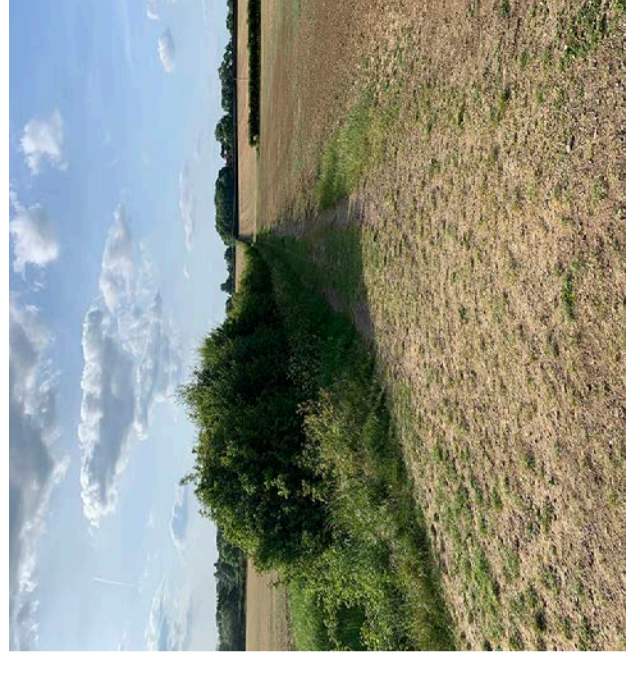
View towards Wavendon Wood and Browns Wood from the eastern edge of the site (view1).



View towards Newport Road.



Woodleys Farm crossing looking south.



View towards Wavendon from Woodleys Farm crossing.

Land to the south

- 2.2.6 This part of the site measures approximately 1443 hectares, and while having a predominant agricultural use it importantly includes numerous hedges, some trees, active travel routes, a fishing lake as well as an existing Bed and Breakfast. has a sole agricultural use.
- 2.2.7 This parcel is primarily used for agricultural purposes but includes numerous features (natural and buildings—some not within the allocation) that The above features gives it a less open 'feel' or character than the part of the allocation to the north of the railway line.



Private Fishing lake to the east of the site.



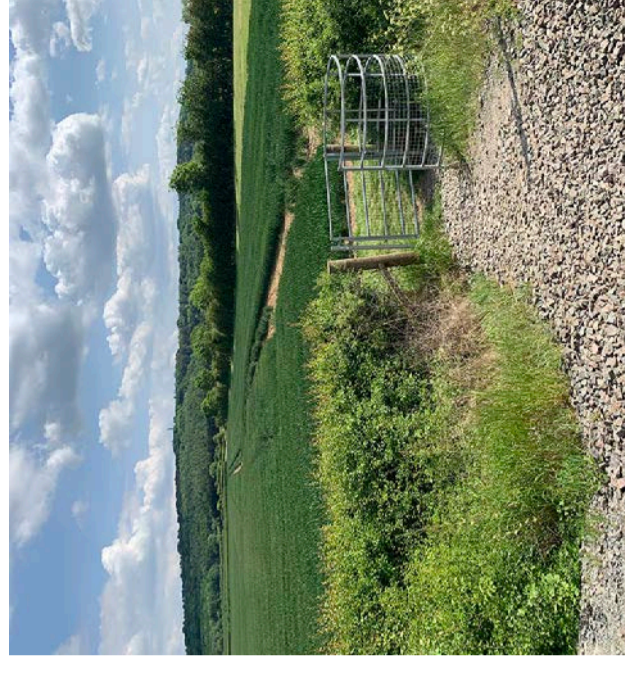
Footpath on the eastern boundary of the site abutting Parklands, Woburn Sands.



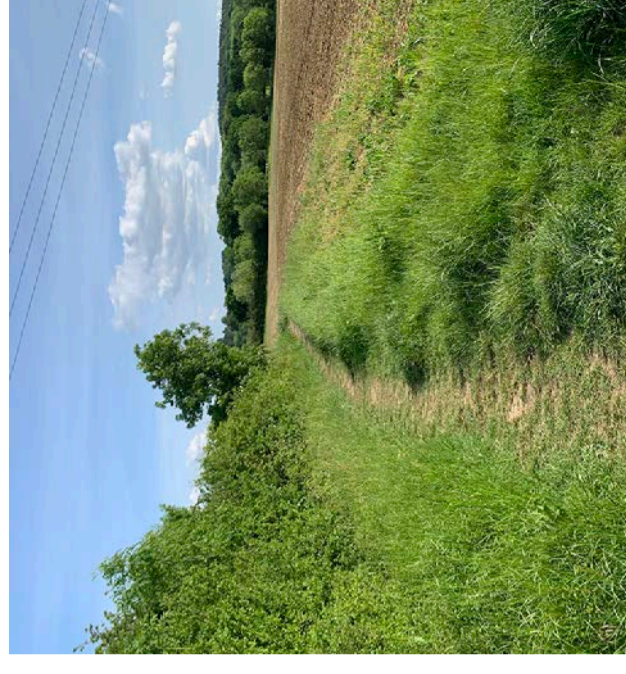
View From Bridleway that runs centrally through the site connecting Wavendon Woods with Phoebes Lane (View 2).



View along the edge of the railway line from the existing central PROW (View 4).



View of Wavendon Wood looking south towards Bow Brickhill from the existing crossing of the railway (View 3).



View towards Bow Brickhill Rd and Wavendon Woods from the trees and scrub next to the fishing lake to the east of the site (View 5).

2.3 Surrounding Area and Edge Conditions

Immediate Surrounding Area

- 2.3.1 Possibly the most significant feature in the surrounding area is SEMK's immediate adjacency to the open countryside to the south comprising Wavendon and Brown Wood and Greensand Ridge beyond this.
- 2.3.2 The built-up area of Milton Keynes lies to the north and west of the **SEMK** SUE. It contains the areas of Browns Wood, Old Farm Park and Wavendon Gate, which were built in the 1990s.



Woburn Sands, The Leys terraced housing.

Woburn Sands villa style dwellings on Newport Road / High Street.



The Parklands Development to the east of the site is focused around a lake.



- 2.3.3 Development within existing areas of Browns Wood, Old Farm Park and Wavendon Gate is characterised by predominantly two storey development, with limited elements of three storey development at entrances or at key intersections within the grid square.



Woburn Sands High Street serves the needs of the local area.



The centre of Bow Brickhill which has a range of architectural styles.



Parklands, Woburn Sands, directly to the east of the framework area has a network of open spaces & **active travel routes**.

- 2.3.5 To the east of the **SEMK** SUE lies the town of Woburn Sands whose parish boundary extends roughly half way westwards into the SEMK allocation. Woburn Sands has a range of facilities and a mix of turn of the century terraces with short front gardens with larger

villas along Newport Road, and to the north a mix of two storey and single storey detached dwellings set back from the road. The newer development, Parklands is a mix of two, three and four storey homes located alongside the railway line and immediately accessible to the existing rail station and SEMK and is focussed around an **existing lake** in the centre of the site.

Proposed and Potential Development in the Wider Surrounding Area

2.3.6 It is important to understand what proposed development and potential growth in the surrounding area is, as planned schools, open space, local centres, and **movement infrastructure (for all modes of travel) physsteat links** are important context which should be recognised in the SPD.

2.3.7 The Strategic Land Allocation (SLA) is located to the north and north east of **the SEMK Site** and is currently under construction. A primary school was recently completed with a secondary school close to Newport Road proposed. The Strategic Land Allocation covers an area of approximately 192 hectares with approximately 2900 homes on the south eastern flank of Milton Keynes (figure 2.1).

The SLA comprises four parcels of land:

- land to the east of Magna Park (**127,000 sq m of warehousing**)
- land to the south of the A421 (**2055 dwellings, 1 secondary and 2 primary schools**)
- land north of Wavendon (**333 dwellings, 8.1 ha playing fields site**) and Church Farm. (**350 dwellings**)

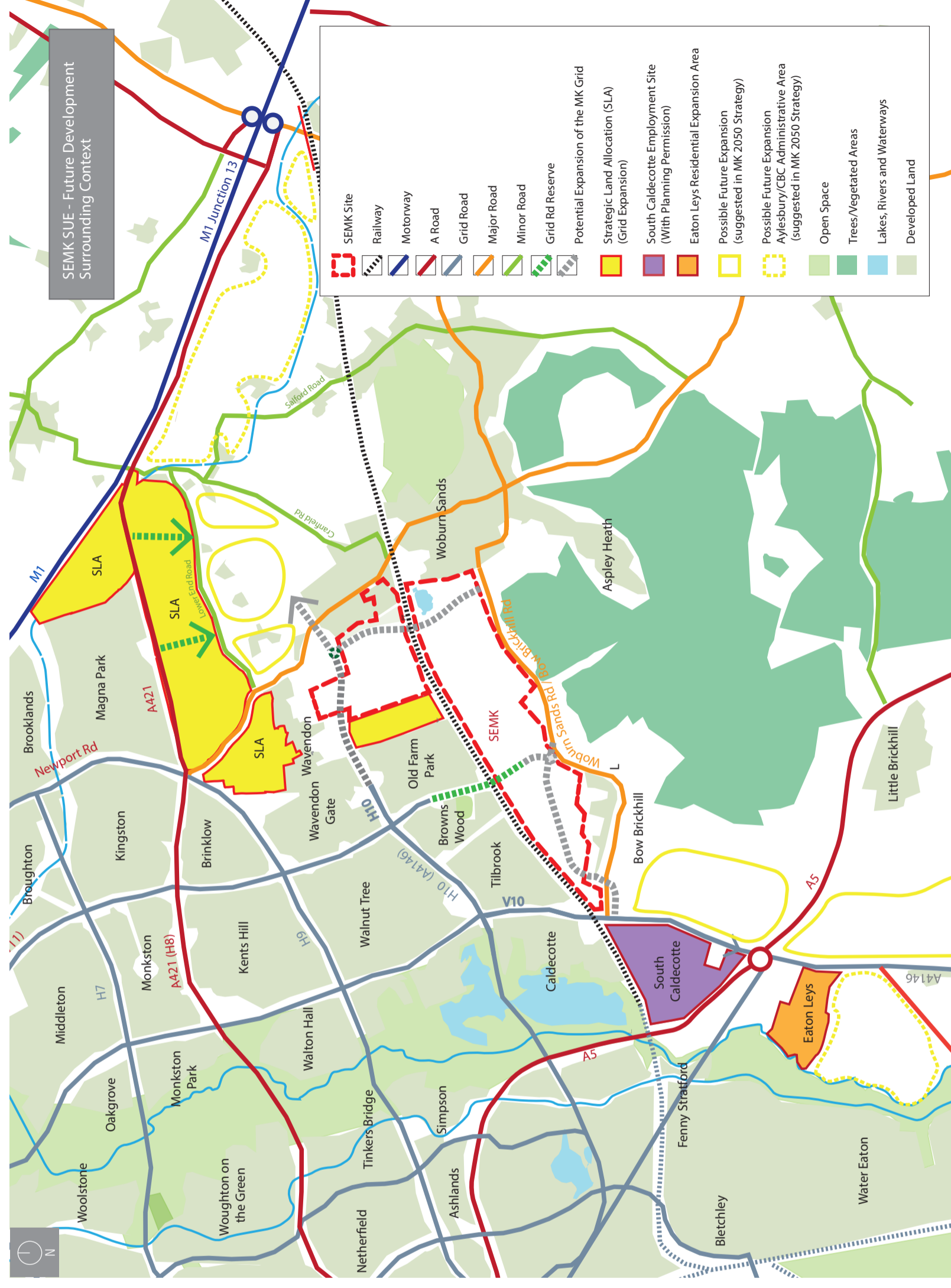


Figure 2.1 Future Development Context

2.3.8 Eaton Leys is also a residential site under construction to the south west of the SEMK. Eaton Leys straddles the boundary with Aylesbury Vale District Council. There are planned to be approximately 600 homes within the boundary of Milton Keynes **with 1 primary school and potentially up to 1800 homes in total across both local authorities.**

2.3.9 The South Caldecote employment area directly to the west of the site has planning permission for up to 241,548 m² (2,600,000 sq ft) employment use, comprising of up to; 192,159 m² of warehousing and distribution (Class B8) B1a office space, up to 48,040 m² of general industrial (Class B2) with ancillary B1a office space, 999 m² of a small standalone office (Class B1) and 350 m² small café (Class A3) a new primary access off Brickhill Street, **as well as alterations to Brickhill Street south of the new junction onto it. and provision of Grid Road reserve to Brickhill Street.**

2.3.10 Milton Keynes Council's 2050 Strategy was prepared to provide a long term strategy for the growth of the city up to 2050. It is not a formal planning policy document but will serve as an evidence base for the Council's new Local Plan. This Strategy identified land to the north and east of the SEMK allocation as a potential location for future growth of the city. This future area of potential growth includes land within the administrative boundary of Central Bedfordshire Council (CBC) known as the "Aspley Triangle." It should be made clear that this site does not have any status within the CBC Local Plan (2015-2035). Notwithstanding the latter, it is for this reason that Fig 2.1 does therefore show a potential easterly extension of the H10 Grid Road to serve this potential new growth area as well as connect it back into Milton Keynes whilst protecting existing residential communities through the removal of through traffic.

Whilst not currently policy, land to the north east has been identified in the MK2050 Strategy both within the boundary of Milton Keynes and

Central Bedfordshire. There is the potential for a significant amount of future growth in this area. It is for this reason that the future of the extension of the H10 has been discussed, given it could provide a key point of connection and access to this potential growth area.



Browns Wood residential area west and north of the site.



Old Farm Park residential area, west & north of the site.



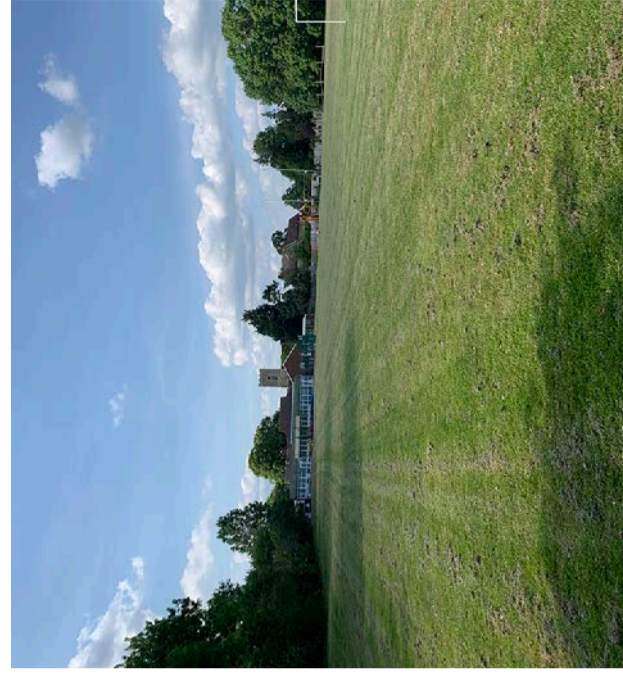
The Marston Vale Line (EWR) railway runs through the site and forms part of the northern edge of the developable area.



Bridleway entrance to Wavendon Wood, on the southern edge of the site.



Woburn Sands & Bow Brickhill Roads form much of the southern boundary to the site.



Wavendon Playing Fields form part of the northern boundary to the site. (View 6)

Edge Conditions

- 2.3.11 Edge conditions are important to evaluate, as they form the interface between the proposed development and the existing context. Depending on their nature, they can inform a certain **development-or-open-space design** response.
- The **western** boundary with Woburn Sands has a Public Right of Way and strong hedgerow. Along its southern stretch there are houses close to the boundary that look out over the site.
 - The **eastern** boundary **with north of the railway line comprises a public right of way, hedgerow and the rear of Frosts Garden Centre, existing and future housing as well as other farm related activities.** Properties on Newport Road have a Public Right of Way to the rear. **Some properties have accesses onto the footpath.**
 - Woburn Sands / Bow Brickhill Road is a country road connecting Bow Brickhill with Woburn Sands **with an unrestricted speed limit.** For most of its length there is a strong landscaped boundary to the road, **although it is a source of noise given the speeds cars can travel along it.** Beyond that is **Brown's and Wavendon Woods which serve as key recreational areas as well as a priority habitat.**
 - The railway line **which forms an edge to the development parcels either side of the railway line is will be a source of noise and has a wildlife corridor running along side it, which like much of Wavendon Woods is protected under Plan-MK Policy NE1 - Protection of Sites.**

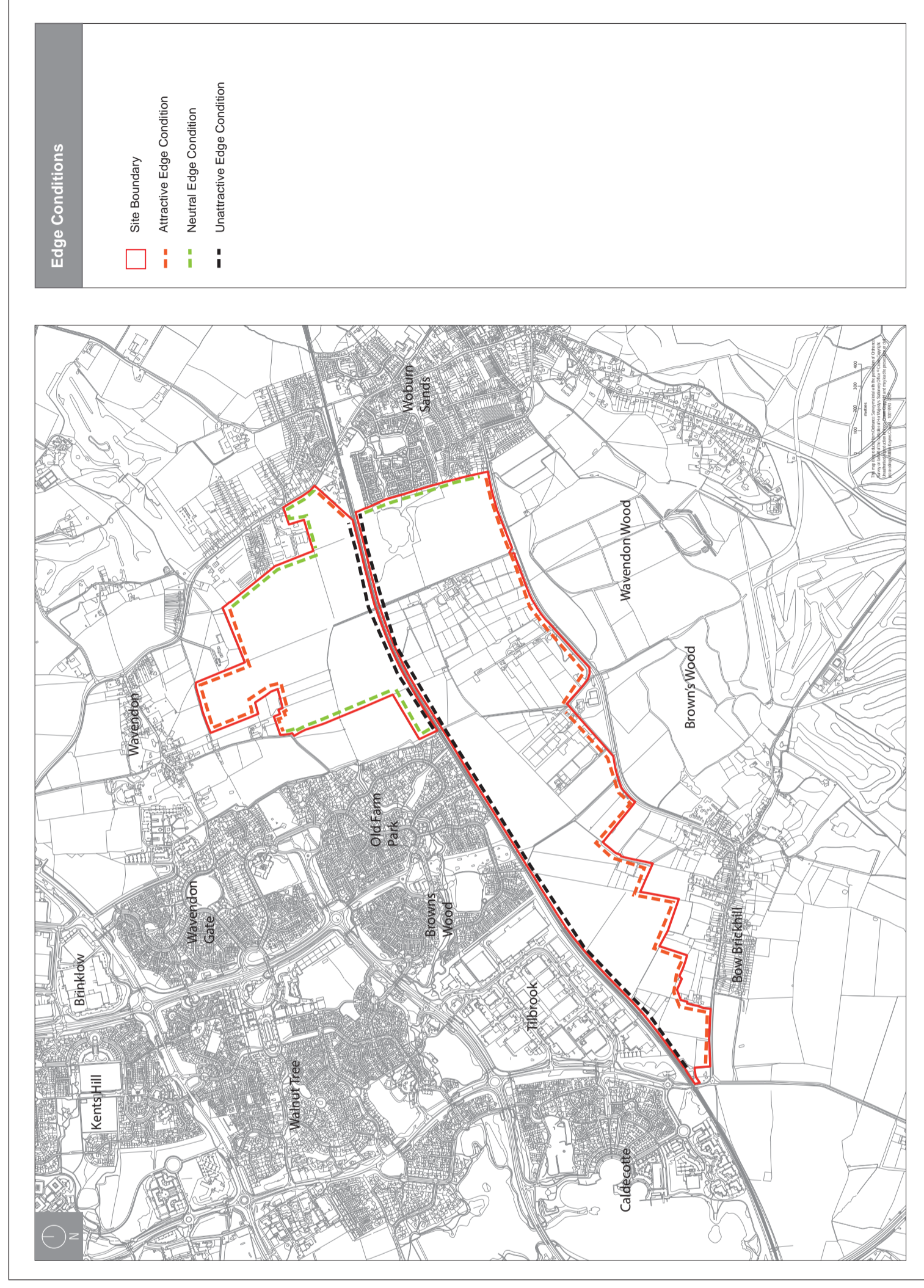


Figure 2.2 Edge Conditions

2.4 Topography, Views and Drainage

Topography and Views

- The whole site has an attractive outlook to the south towards Wavendon Woods and Greensands Ridge beyond. **The layout of development within SEMK, especially to the south of the railway line, should capitalise on these views.**
- The topography of the site gently slopes from the north and south towards the railway which is near the lowest point on the site
- There are views north toward Wavendon Church.
- The SEMK site is well screened by the landscape along the northern edge of Woburn Sands / Bow Brickhill Road between Bow Brickhill and Woburn Sands built up areas – this is a feature to be retained which will help with screening and the sense of ‘rural’ character.
- The site is screened from Woburn Sands by the existing woodland and lake in the south east of the site. As a result the site is not visible from Newport Road except on its north east extent and where Newport Rd and the site sit adjacent to one another. The vast majority of the site generally slopes away from Newport Road thereby reducing visibility **from it.**

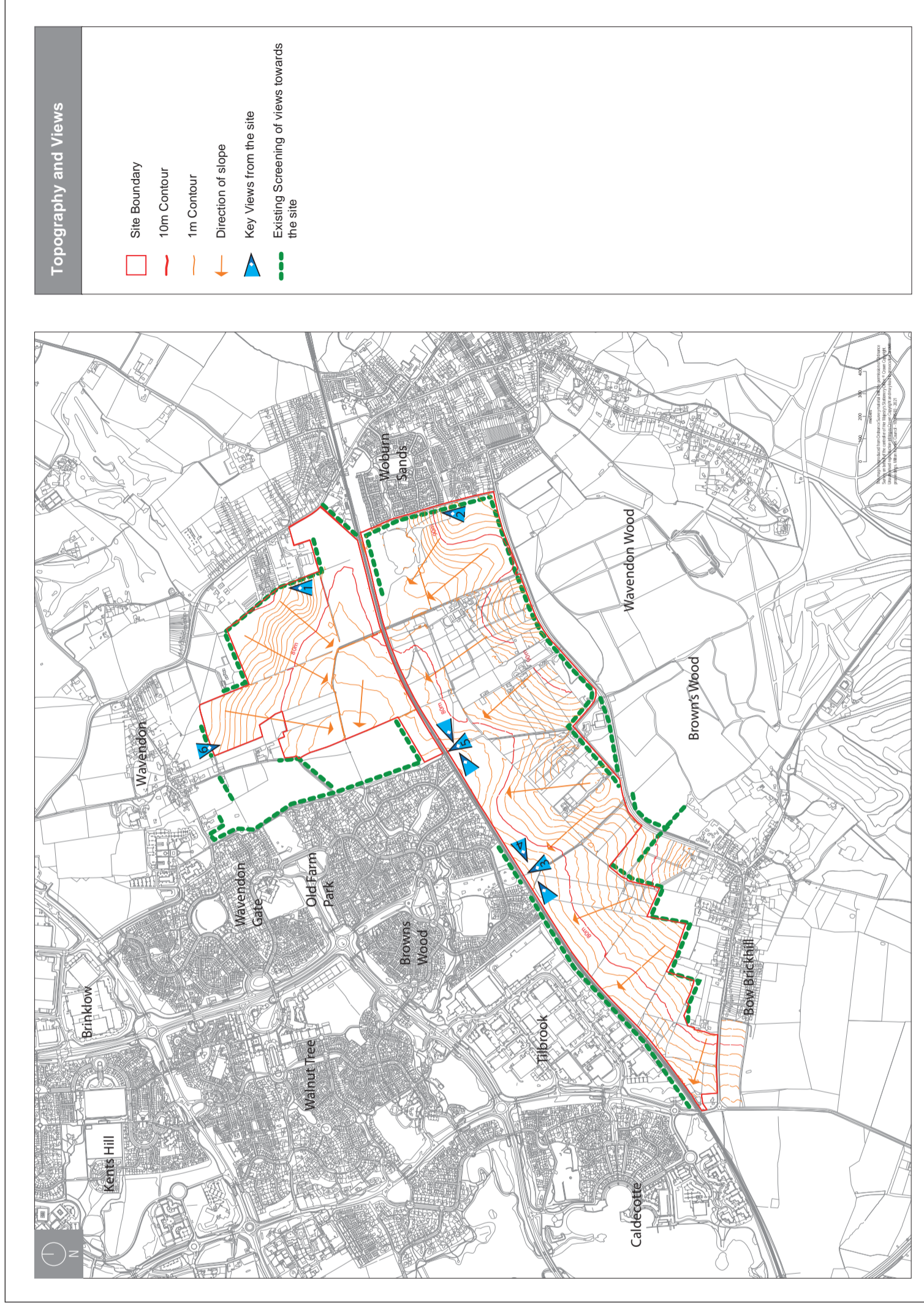


Figure 2.3 Topography

Drainage

- Some watercourses running through the site are operated and maintained by the Bedford Internal Drainage Board. Bedford IDB requirements will need to be complied with.
- Milton Keynes Council, as Lead Local Flood Authority, will have jurisdiction over all ordinary watercourses.
- The water courses naturally follow the topography of the site which gently slopes from the north and south towards the railway which is near the sites low point. **The watercourses offer opportunities to help structure an open space and associated active travel network.**
- The main water courses flows north to Caldecotte Brook several 100m north of the railway line. This stream gently makes its way to Caldecotte reservoir to the west of the site.
- Water **will** may also drain towards the fisherman's lake at the eastern edge of the site just south of the railway line. **Further studies are needed to see whether using this lake as a SUDS feature is technically feasible.**

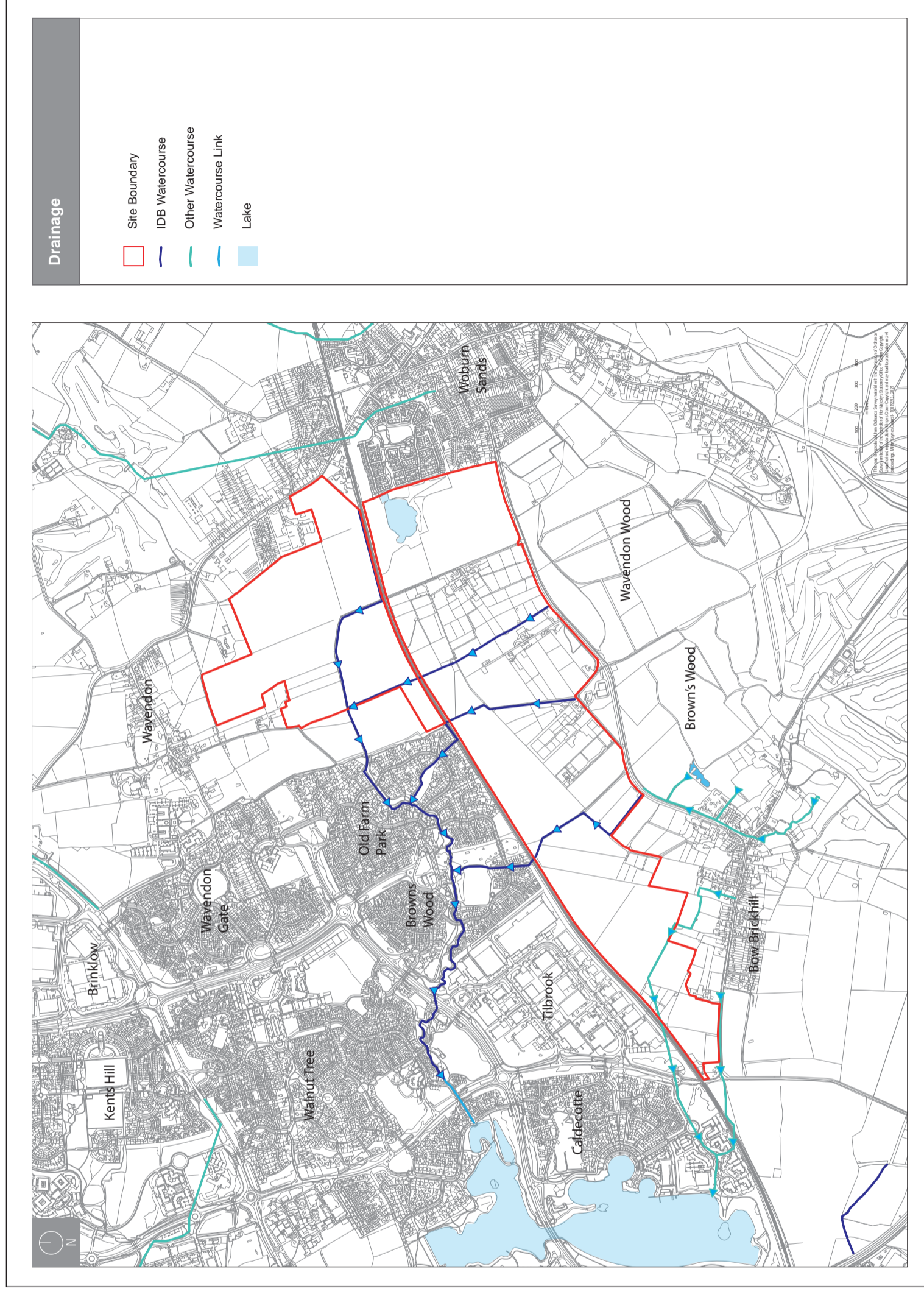


Figure 2.4 Drainage

2.5 Landscape Character

2.5.1 Milton Keynes Council commissioned a Landscape Character Assessment (June 2016) which was prepared by Gillespies. The Milton Keynes Landscape Character Assessment (LCA) provides a detailed review of the landscape character of the Borough and describes and evaluates Landscape Character Types (LCTs) and Landscape Character Areas (LCAs) within the Borough.

2.5.2 The SEMK SUE lies within the Clay Lowlands Farmland LCT, which comprises low lying and generally flat landscape on the urban edge of Milton Keynes.

2.5.3 The SEMK SUE site lies within LCA 4b - Wavendon Clay Lowland Farmland.

2.5.4 The LCA sets out a number of guidelines for countryside management relating to the character areas and to new development:

- Ensure that open views across the landscape character area to the Brickhill Greensand Ridge are retained
- Promote the extended use of the area for informal recreation.
- Ensure right of way access and signage from urban areas into the rural areas is clear and well maintained.
- Promote indigenous plant species and use of species of local provenance wherever possible.
- Encourage appropriate management of all drainage ditches to improve wildlife value, by improving water quality and establishing grass 'verges'.

- Promote hedgerow restoration and improvements throughout the area to provide visual and ecological links between existing and proposed woodland.

2.5.5 Whilst the SEMK site is now allocated which inevitably will have an impact on the landscape character, a strong open space strategy across the site will ensure that the majority of these points can be address within the allocation in some form (see Para 2.5.4). For instance the open space strategy can incorporate key views towards Wavendon and Browns Wood and help encourage informal recreation.

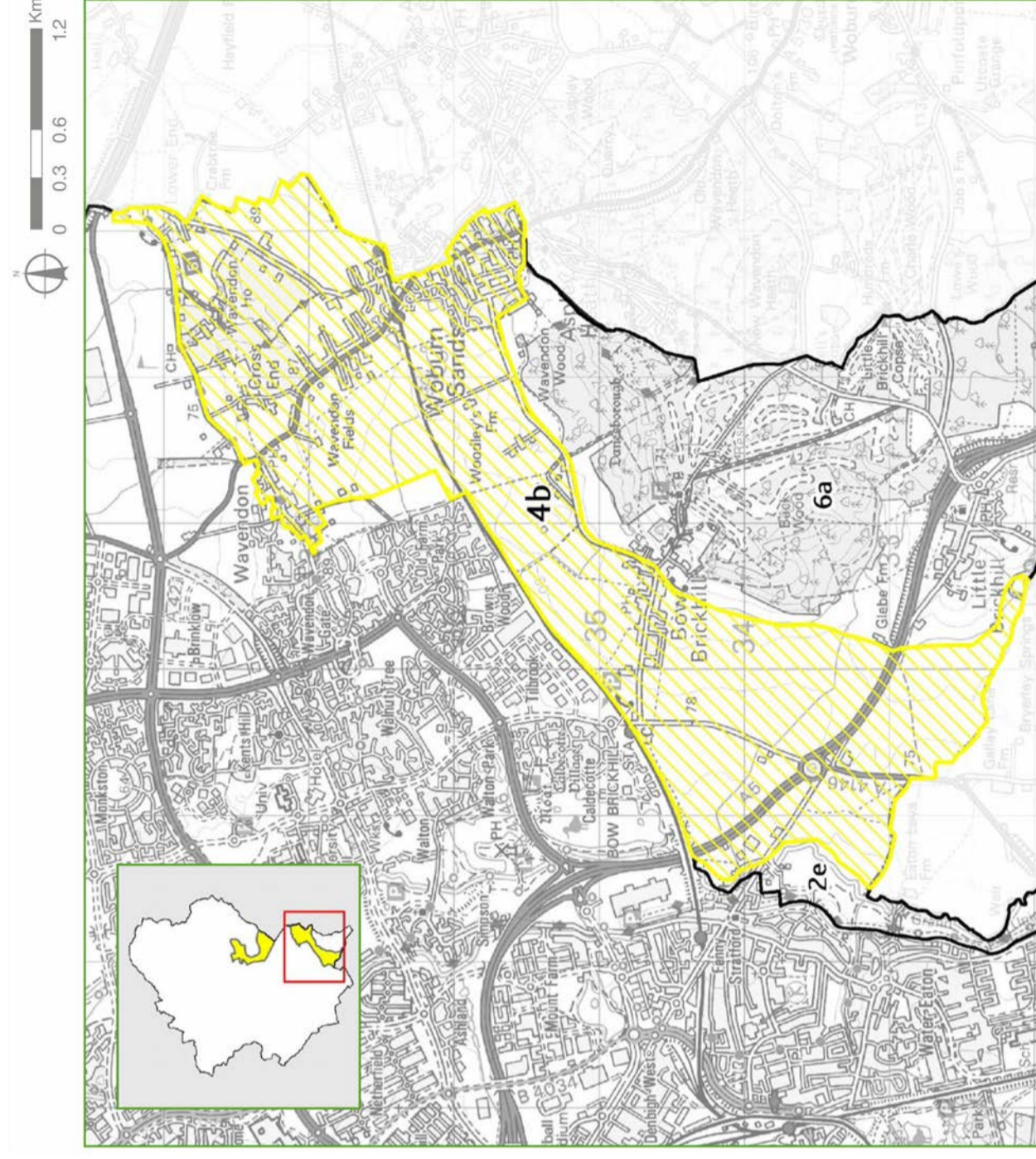


Figure 2.5 Landscape Character (Source: Landscape Character Assessment - June 2016)

2.6 Habitat and Vegetation

- Much of the site is in agricultural use with limited ecological value, although parts of the site have BMV Grade 2 and 3a soils.
- Land either side of the railway line is identified as a wildlife corridor in the Local Plan. The wildlife corridor is larger at the eastern end where it includes the woodland and associated lake. Whilst some forms of development **associated with recreation** can take place within this wildlife corridor, it is protected under Plan:MK Policy NE1 - Protection of Sites and will need to meet certain criteria.
- Within the Strategic Urban Extension (SUE), the main existing features are hedges. These provide potential wildlife and open space corridors, contain individual mature trees and are also part of the historic environment.
- There are local wildlife sites to the south of Bow Brickhill Village.
- There is an existing linear park, which follows a watercourse through Browns Wood and Old Farm Park. The watercourse continues through the Church Farm site and should be incorporated in an extended linear park.

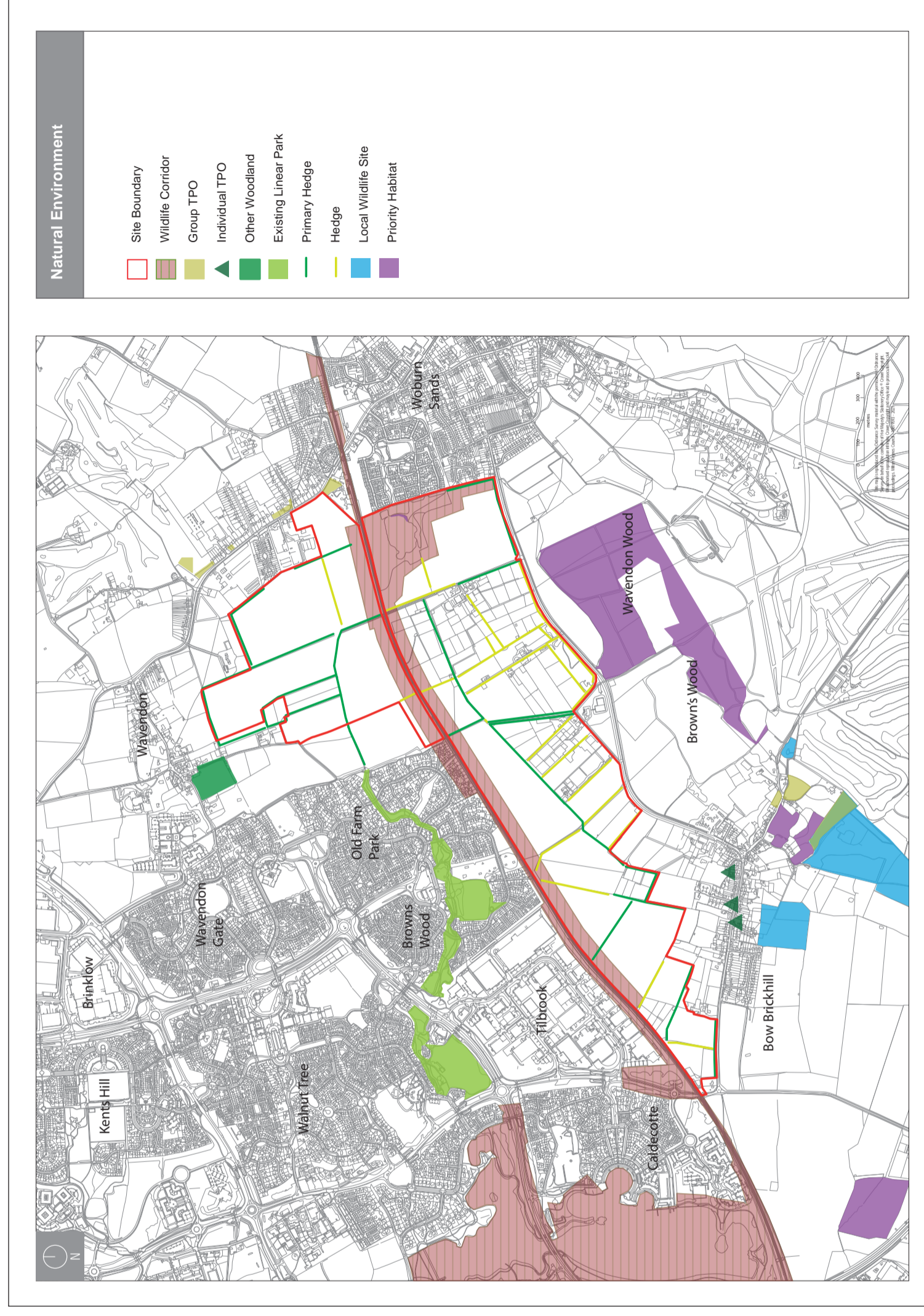


Figure 2.6 Habitat and Vegetation

2.7 Access and Movement

Public Transport

- The area is served by a railway station at Woburn Sands on the current Bedford to Bletchley line which is also the route for the proposed East-West Rail.
- There are existing bus routes which run along Newport Road, Woburn Sands Road and Walton Road.
- Bus routes 11 and 12 serve Caldecotte and Tilbrook to the west of the SUE.
- Route 8 is a commercially successful route that serve Browns Wood and Old farm Park north west of the site.
- From mid 2021 route subsidies will no longer be available. Demand Responsive Transport (DRT) will be available throughout Milton Keynes to supplement the commercial bus network.
- **Several** commercially challenging routes within the context of this site **recently closed or were combined with other services**. These include routes - 17, 18, 300 11, 11A, 12, 12A .
- **A new bus route will be planned for the SUE with DRT covering the development until such time that the new route is commercially viable.**

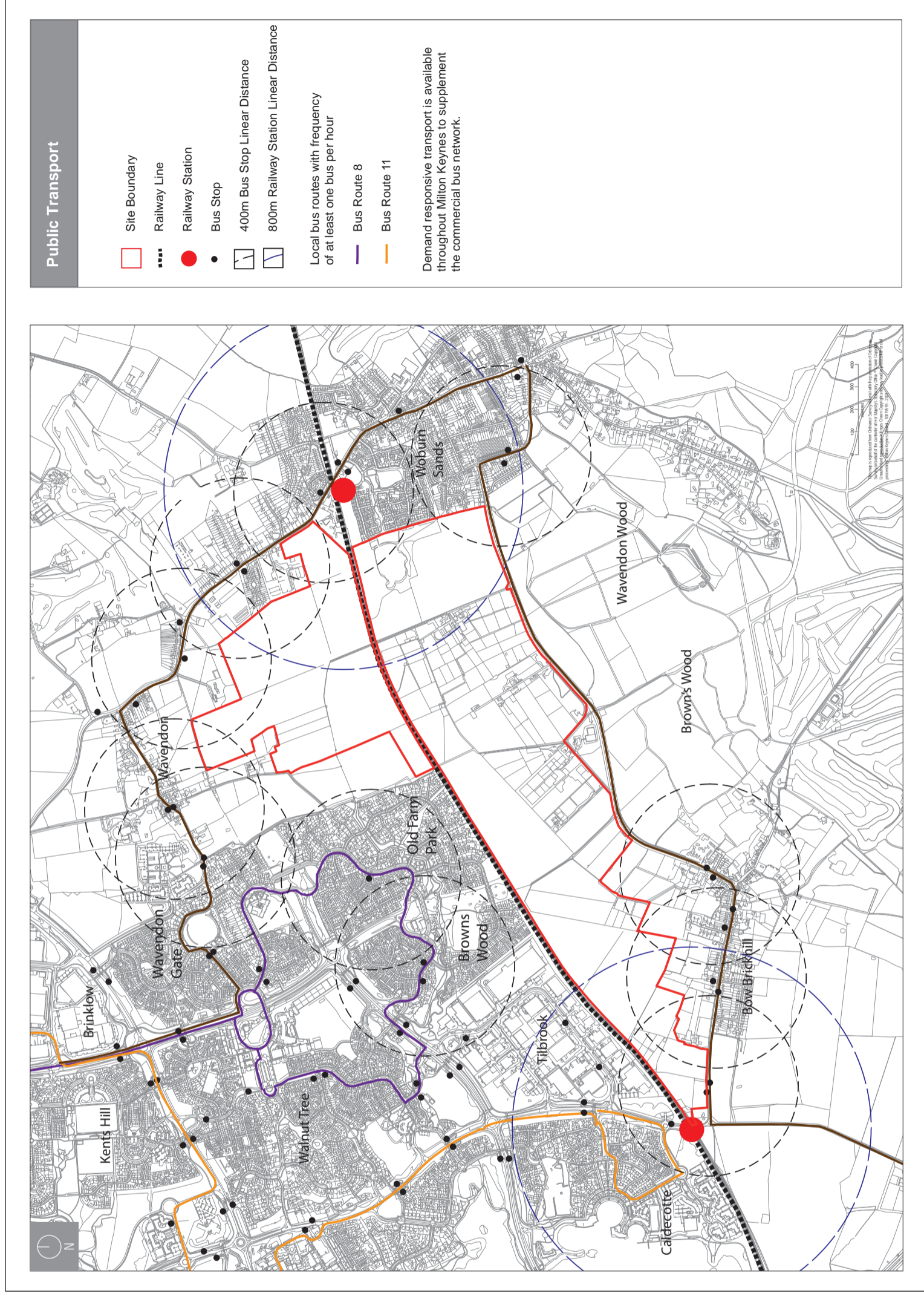


Figure 2.7 Public Transport

Existing Road Hierarchy

- Newport Road runs adjacent to SEMK north of the railway line.
- The land south of the railway line is served by Station Road and Woburn Sands Road. This road connects Woburn Sands with Brickhill Street via Bow Brickhill.
- The H10 (Bleicham Way) is to be extended to serve the Church Farm site and there is potential to extend this to serve the SUE.

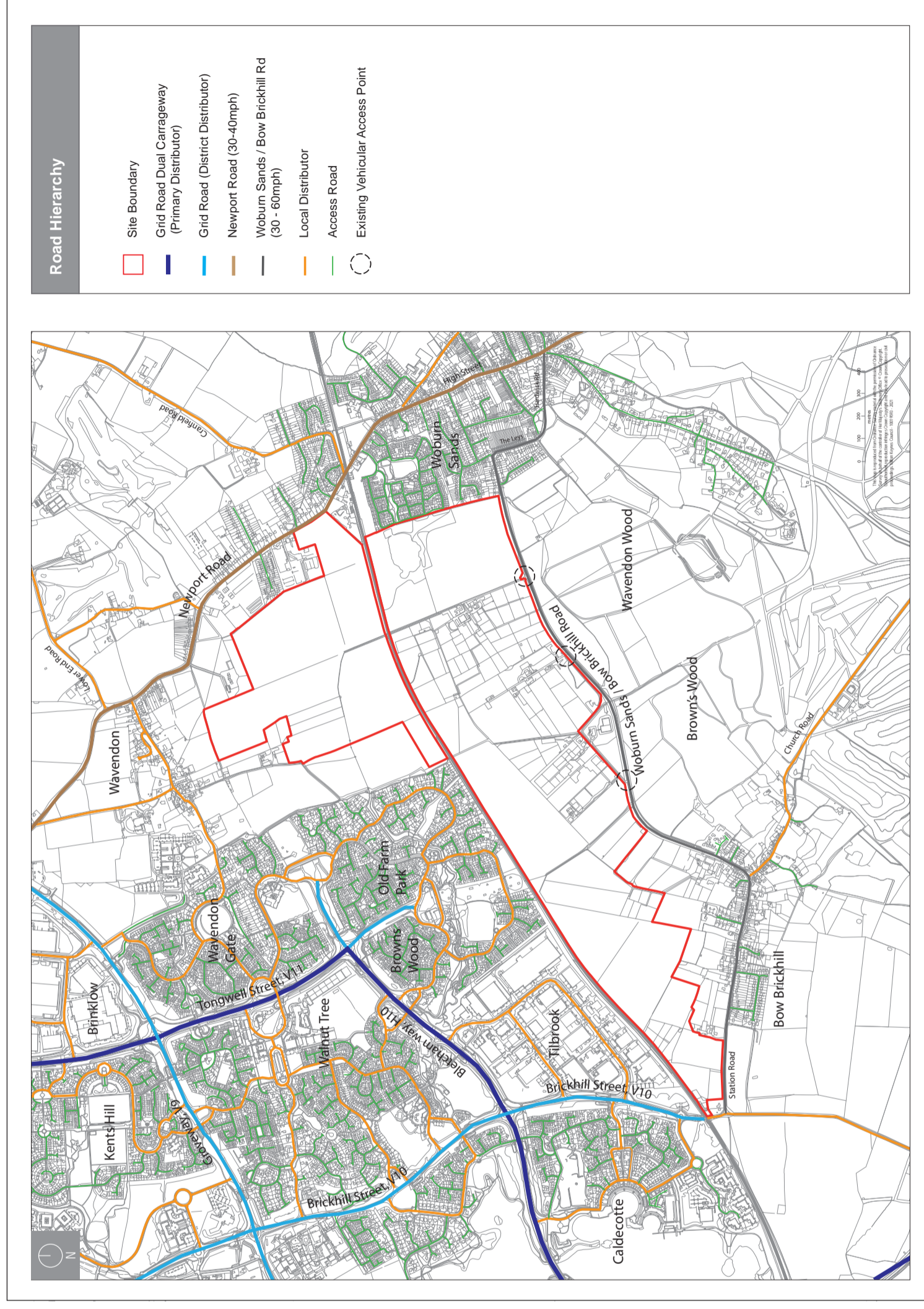


Figure 2.8 Existing Road Hierarchy

Pedestrian and Cycle Routes

- Within Milton Keynes **dedicated cycle paths** there are **shared paths** for cyclists and pedestrians which have a red surface and are known as Redways, **leisure routes and brideways**. The proposed on-site network of **redways, leisure routes and brideways should connect into this existing network**. There is a network of Redways within the adjoining built-up area of Milton Keynes, as identified in Fig 2.9.
- There is an existing Redway along Newport Road from the Kingston roundabout to Woburn Sands.
- There are four existing Public Rights of Way which cross the SUE. The most established one, in terms of connections to the wider Milton Keynes movement network, is the north-south brideway which runs from Walton Road, Wavendon to Bow Brickhill Road and Browns Wood beyond, to the south of SEMK. All four of the existing public rights of way within the site are regularly used and have a purpose within the wider movement network, therefore they should be incorporated into the proposed development. They comprise:
 - Bow Brickhill FP 003 Footpath (From Station Rd to Marston Railway Line)
 - Bow Brickhill FP 008 Footpath (From Station Rd to Holst Crescent)
 - Bow Brickhill FP 014 Bridleway (From Browns Wood to Phoebe Lane)
 - Woburn Sands FP 002 Footpath (From Bow Brickhill Rd to Newport Rd)

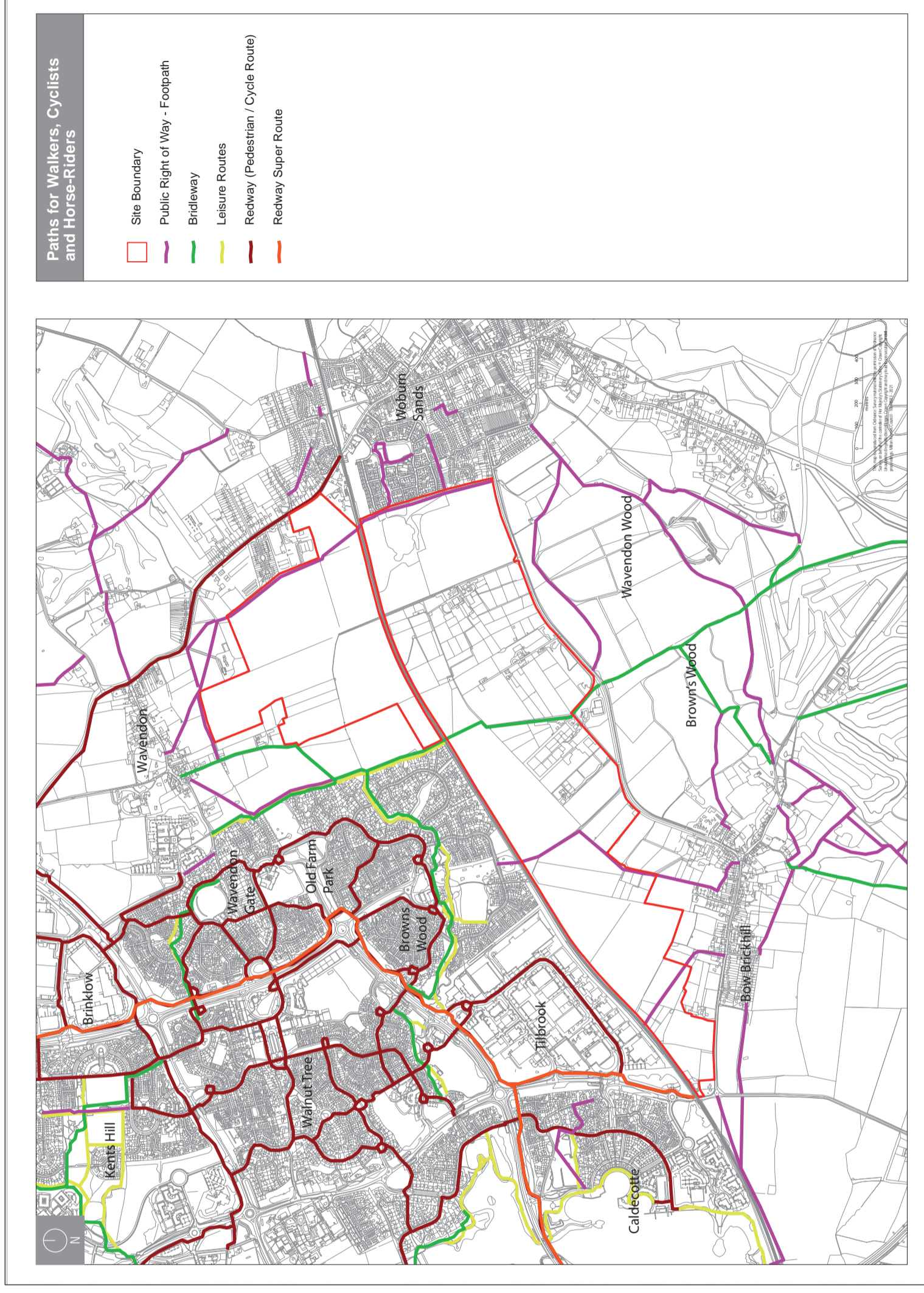


Figure 2.9 Pedestrian and Cycle Routes

2.8 Facilities

- In Bow Brickhill there is a public house, church hall, primary school and recreation ground.
- Woburn Sands includes a town centre with a range of community facilities (eg library) as well as shops and pubs/restaurants. This is however located more than 800m away from SEMK.
- There are health centres in Woburn Sands and Walnut Tree.
- There is a secondary school in Walnut Tree (Walton High). The proposed combined primary and secondary school for the Strategic Land Allocation (SLA) is to the north of the site.
- The closest Milton Keynes primary schools are in Bow Brickhill, Wavendon and Wavendon Gate.
- There are playing fields located just outside of SEMK in Bow Brickhill and Wavendon
- Outside of Milton Keynes Council boundary (in Central Bedfordshire) in Woburn Sands are Swallowfield Lower School and Fulbrook Middle School.
- The Stables music venue lies to the north of Wavendon.
- There is a major employment area at Tilbrook north of the site.

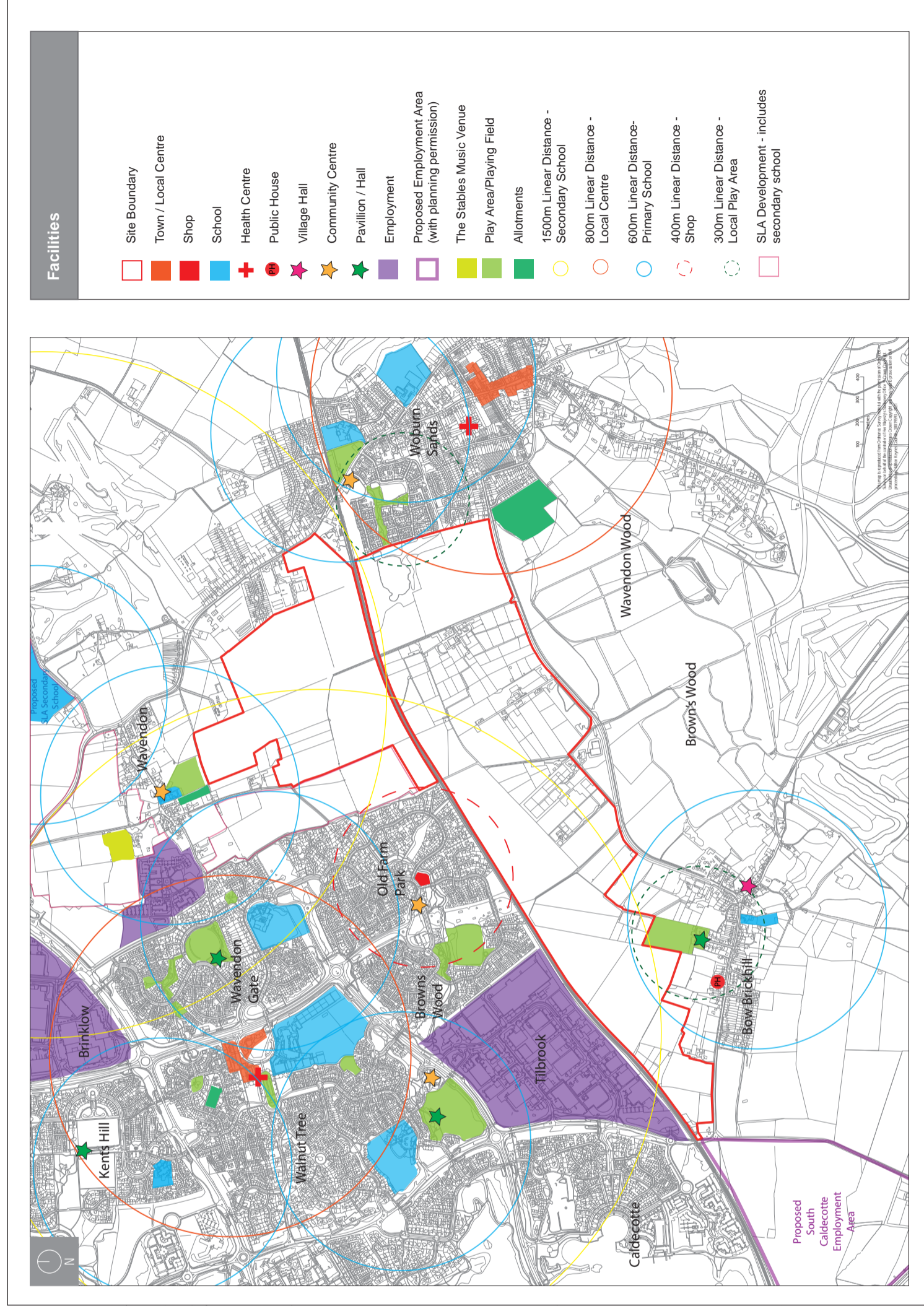


Figure 2.10 Facilities

2.9 Heritage

- There are no listed buildings within the SEMK allocated area. However, there are a number of listed buildings within existing villages neighbouring the site. Where necessary development within the SEMK site should conserve the significance of these listed buildings by respecting their setting.
- Wavendon and Bow Brickhill have a traditional village character, and include a number of listed buildings. The historic centre of Woburn Sands around Station Road/High Street is a conservation area.
- The site may contain significant buried archaeological remains and these constraints must be identified through a programme of field evaluation prior to each phase commencing. There is a scheduled ancient monument to the south of the SEMK SUE (Danesborough Camp).

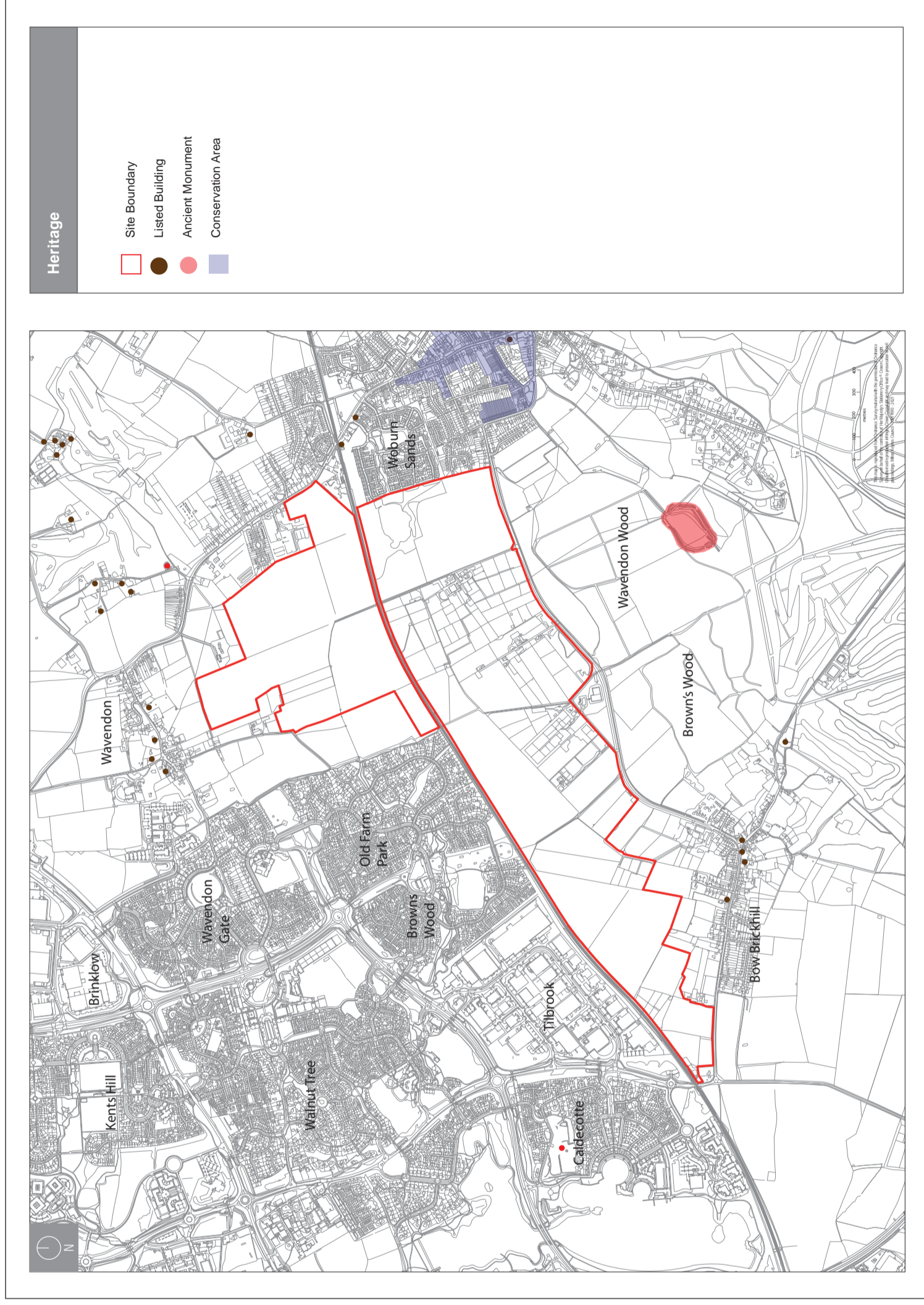


Figure 2.11 Heritage

2.10 Environment

- The trains on the railway line are a potential source of noise within the site area, as are the existing roads surrounding **the site SEMK**.
- None of SEMK is within the higher flood risk zones 2 or 3.
- However, smaller watercourses are located within the site, as indicated on figure 2.12. The extent to which these areas flood has not been mapped.
- Therefore, new development must take account of policies FR1 - FR3, Plan:MK. These include locally specific strategic flood risk management policies to maintain and continue the exemplar sustainable drainage model of Milton Keynes which prohibits development within the floodplain and seeks flood management and drainage infrastructure to be provided as strategically as possible and as part of a maintained, multi-functional blue-green infrastructure. The requirement to continue this approach is also outlined within the site-specific, strategic site allocation policies outlined within Chapter 5: Spatial Delivery of Growth: Strategic Site Allocations.
- Furthermore, all new development proposals must take into consideration the Milton Keynes SFRA, Local Flood Risk Management Strategy (2016), Surface Water Management Plan (2016) and all applicable local guidance documents. These contain useful local guidance and references for developers in relation to issues such as the preparation of flood risk assessments, and surface water management.

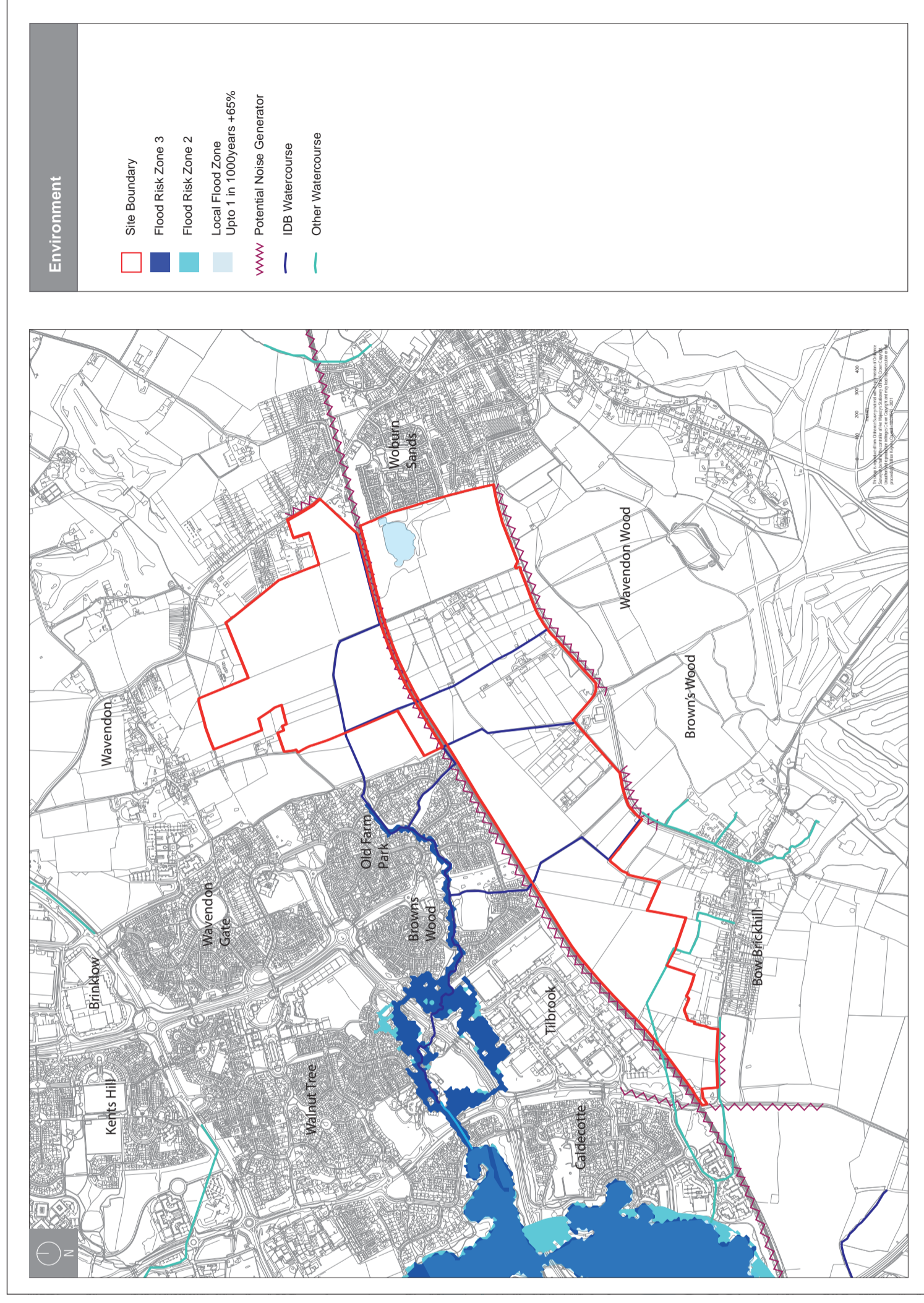


Figure 2.12 Environment

2.11 Utilities

- There is a high pressure gas pipeline which runs across the north east and south west of the site. In accordance with statutory guidelines there needs to be a minimum of 3.3m either side of the pipeline, resulting in an easement of a minimum of 6.6m along the corridor.
- An Anglian Water mains pipeline runs along Bow Brickhill / Woburn Sands Road and through the south west corner of the site. Anglian Water require a 6m easement for this corridor.
- **Anglian Waters Woburn Sands water booster (WB) and a water reservoir (WR) abutts the SEMK allocation to north of Bow Brickhill Road**
The WR site is critical to enabling Anglian Water to carry out its duties as a water undertaker. This site should be considered as part of the development of the South East Milton Keynes to ensure its continuous use is not prejudiced by the neighbouring development. Matters of noise from existing diesel generator and pumps should be considered.
- In line with Policy FR1 of the MK Plan access is to be safeguarded to these water supply assets for maintenance purposes. Developers can apply to Anglian Water to divert existing water mains at their expense where needed to enable the development.
- There are also overhead lines crossing the area, these will require an easement of 3m, but these are not considered to be a major constraint, **although for amenity purposes, it is expected that they will be buried during the course of the development.**

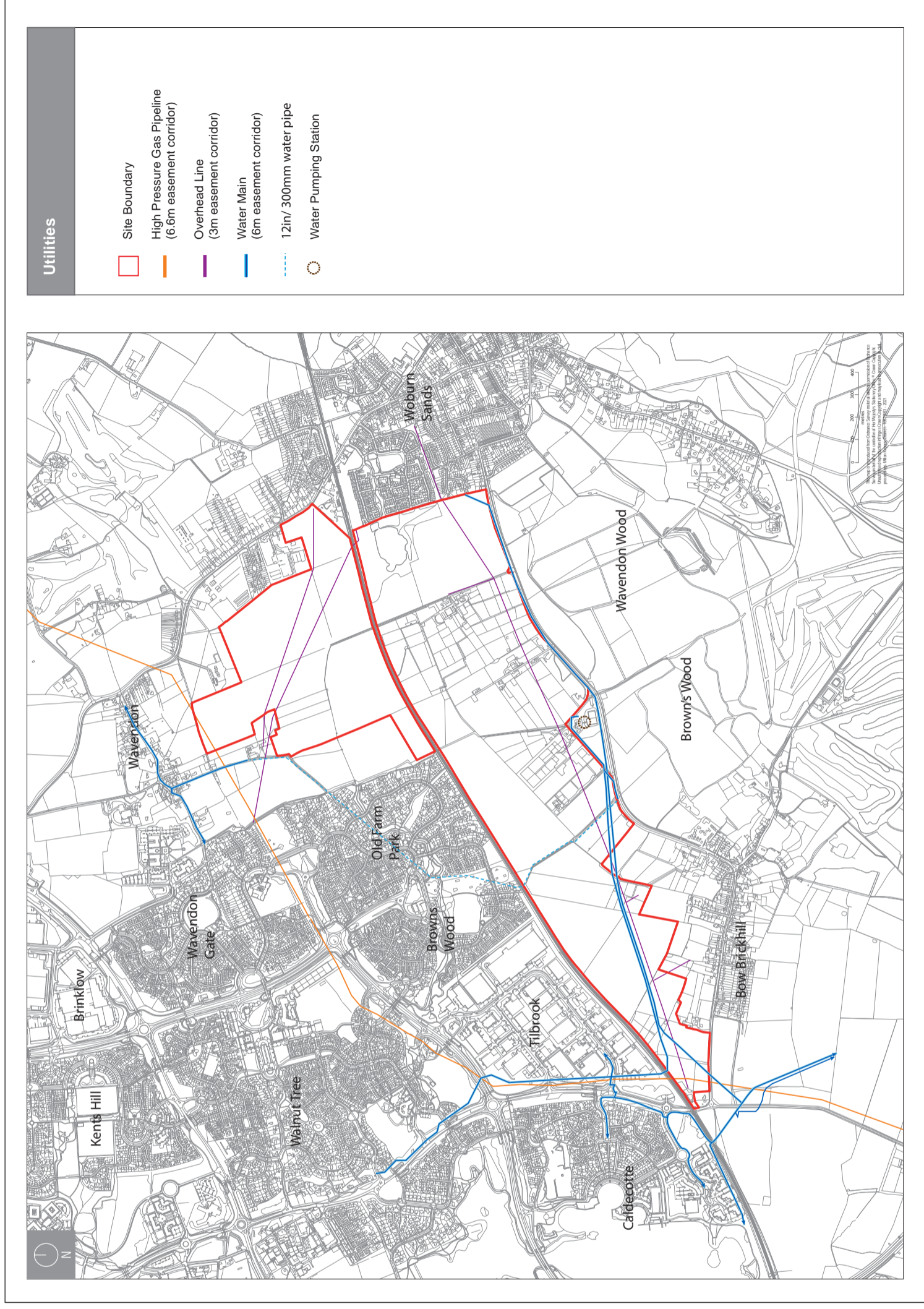


Figure 2.13 Utilities

2.12 Conclusions: Opportunities and Challenges

2.12.1 Taking into account the opportunities and challenges identified in this section, the following factors and principles inform the preparation of the Development Framework:

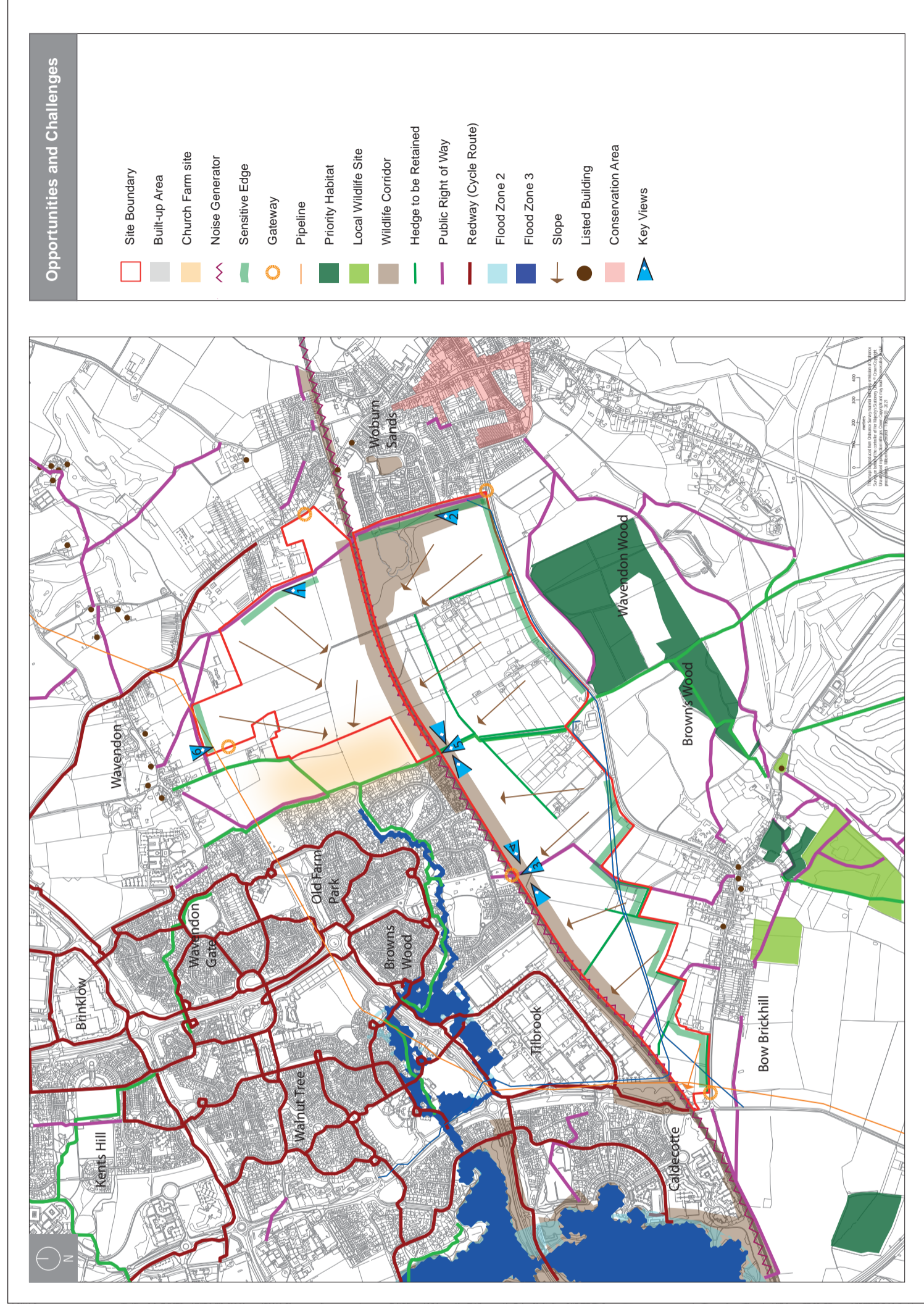
- **Surrounding Area**
SEMK is located adjacent to 2 key opportunity areas, the existing woodland and the recreational usage it offers and the facilities within Woburn Sands Town Centre. Development should be designed to maximise pedestrian and cycle access to these 2 areas.

Edge conditions

- There are existing settlements adjacent to the north, east and south edges of the site. Masterplanning of the site and built development toward these edges of the site should respect the character of Wavendon, Woburn Sands and Bow Brickhill.
- Development along the southern edge of the site is located adjacent to the existing woodland associated with **Wavendon Wood** and Greensand Ridge and should be designed to respond to this open countryside.
- The railway is a source of noise and so an appropriate layout and design response is needed to address this.

Topography, views and drainage

- The lowest points of SEMK are either side of the railway line so this represents appropriate locations to introduce surface water attenuation.
- Views south toward Greensand Ridge should be exploited through the layout of the **SEMK site**.



• Figure 2.154 Opportunities and Challenges

<p>Habitat and vegetation</p> <ul style="list-style-type: none"> Existing woodlands should be retained where possible for landscape structuring, ecological, historical and recreational purposes unless the reasons for removal can be fully justified or compensated. Existing hedgerows (particularly those of higher quality) should be retained and strengthened to reinforce their importance as part of the local landscape for visual and biological diversity reasons. They should be used as structuring elements in the overall planning of sites and their removal will only be permitted to accommodate roads, infrastructure or wider open space elements such as playing fields. All hedgerows thus lost should be replaced by equivalent lengths of new hedgerows within the overall development area. To ensure their long term maintenance, hedges should be incorporated within the public realm where practicable. All hedges within private ownership should be protected by suitable restrictive covenants within the land sale documentation” Existing hedgerows should be retained and strengthened where possible, although removal in some locations will be inevitable particularly to accommodate roads and infrastructure. To ensure their long term maintenance hedges should be incorporated within the public realm where practicable. The existing Caldecotte Brook Linear Park through Browns Wood and Old Farm Park and the proposed Church Farm development should be extended into the site. Opportunities exist as part of new linear open space to introduce surface water attenuation and creation of wetland habitat for wildlife. 	<p>Access and movement</p> <ul style="list-style-type: none"> Development should connect link into the existing redway, leisure routes and rights of way network, and extend them through the entire SEMK site. <p>Facilities</p> <ul style="list-style-type: none"> Woburn Sands has a town centre which will offer a range of uses and services which the new community will use and be part of the catchment for. The local centre at Wavendon Gate is also within a relatively short distance from the northern part of the site. As such local facilities within the SUE, including community, local retail and other services will be required but should complement rather than compete with these existing centres. The precise mix of non-residential uses will be determined through planning applications. <p>Heritage</p> <ul style="list-style-type: none"> Development should not adversely affect the setting of the heritage assets in areas surrounding the site. It will be necessary to identify archaeological constraints (particularly buried archaeological remains) by field evaluation at the earliest opportunity and prior to the development of each phase commencing. Developers are recommended to contact the Council’s Archaeology Officer at as early a stage as possible to discuss individual circumstances. <p>Environment</p> <ul style="list-style-type: none"> All new development must be set back at a distance of at least 8 metres from any main rivers, at least 9 metres from all other ordinary watercourses, or at an appropriate width as 	<p>agreed by the Environment Agency, Lead Local Flood Authority or Internal Drainage Board, in order to provide an adequate undeveloped buffer zone.</p> <p>Utilities</p> <ul style="list-style-type: none"> In accordance with statutory guidelines there needs to be an easement corridor of a minimum of 6.6m along the high pressure gas pipeline. this consists of a 3.3 metre easement either side of the gas pipeline to be kept free of certain types of built development. Anglian water require an easement corridor of 6m for their water main pipes and the overhead lines require an easement of 3 metres.
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SECTION 3

The Vision

- 3.1 Introduction
- 3.2 The Vision
- 3.3 Development Principles
- 3.4 Overarching Concept

3.1 Introduction

- 3.1.1 A vision and a set of development principles have been drawn up taking cues from: the analysis of the site context; the principles set out in Plan:MK (namely those within Policies SD11, SD9 and SD10); through engagement with Planning CAG (Cabinet Advisory Group - who advise on delivery of the Local Plan), the Local Stakeholder Group and its visioning workshops in particular; and discussions with the landowners promoting SEMK.
- 3.1.2 The vision and development principles provide the basis for the development of the overarching spatial concept for SEMK.

3.2 The Vision

~~SEMK will become a thriving new community set within a lush landscape with significant planting of forest scale trees that gives the sense of extending the Brickhill Woods into the Milton Keynes urban area. It will feel an integral part of the wider city particularly north of the railway, enjoying the same excellent levels of amenity, open space provision and connectivity as the rest of Milton Keynes.~~

~~SEMK will become a thriving new community on the edge of Milton Keynes defined by excellent vehicular accessibility into Milton Keynes and the A5 for jobs, shopping and leisure. It will achieve this by linking directly into the existing grid road network. In addition it will work with the existing landscape, topography and natural assets to create a strong network of green linear open spaces that comprise the primary walking and cycling routes which will provide access into Milton Keynes, neighbouring settlements as well as the wider countryside notably the Wavendon and Browns Wood and Greensand Ridge beyond for leisure & recreation. It will feel like an extension to Milton Keynes particularly north of the railway line and will therefore be distinct from the adjacent settlements of Woburn Sands, Wavendon and Bow Brickhill.~~

~~It will be a welcoming and sensitively designed environment - both be a high quality example of modern town planning that builds on the proud and successful legacy of innovation in Milton Keynes whilst also respecting the **distinct character identity and integrity** of Wavendon, Bow Brickhill and Woburn Sands.~~

~~It will be based upon a bespoke masterplan **and landscape** led approach that is responsive to the local context by for example, maximising views and access to the Wavendon and Browns Wood to the south, while the movement network will be such that it provides pedestrians and cyclists with the shortest possible routes to key facilities. It will also be future proofed so as to be connected to MK's proposed Mass Rapid Transit system as well as potential future development to the east. This together will ensure SEMK to be a demonstrator of MK's aspirations to be the greenest city in the world.~~

~~It will create a new community for the 21st century and be designed to foster a strong sense of community and belonging, providing a range of new homes of varying styles and densities, together with new schools, facilities and services for the benefit of new and existing communities. It will be future proofed to accommodate new ways of living, working and moving around.~~

~~While the **East-West Marston Vale** Railway Line separates SEMK into 2 areas, strong internal connectivity including numerous pedestrian, cycle and vehicular crossings of the railway line will be a key defining characteristic whilst also facilitating through movements for the most sustainable forms of movement, such as walking and cycling. In this way SEMK will provide opportunities for people to enjoy a healthy lifestyle.~~

3.3 Development Principles

• Quality Placemaking:

- 3.3.1 SEMK should be designed to complement and **feel like an extension** be **integral**, **particularly north of the railway line**, to the urban grid squares of Milton Keynes yet have a clear and unique identity (typical of MK Grid Squares) but which is distinct from adjoining town and villages of Woburn Sands, Wavendon and Bow Brickhill. The site should include a small number of character areas to define different parts of the new community. The character and identity of the existing adjoining settlements of Woburn Sands, Wavendon and Bow Brickhill will be preserved through high quality landscape led green buffers. **While With** the railway line **separates** SEMK from the existing grid squares of Tilbrook, Browns Wood and Old Farm Park and the Church Farm development (yet to be built) **it acts acting** as a buffer to Old Farm Park **which this** facilitates a distinct identity to be created for SEMK.

• Active Travel Modes:

- 3.3.2 Walking & cycling will be prioritised and promoted throughout the site with the provision of a comprehensive network of footpaths & cycleways, extending the Milton Keynes Redway network into the site and ensuring good connectivity to adjoining communities of Woburn Sands, Wavendon and Bow Brickhill as well as Wavendon and Brown Wood to the immediate south. **as well as Wavendon and Browns Wood to the immediate south.**

• Permeability:

- 3.3.3 The development will need to include direct, attractive and safe connected network of streets and footpaths within, across and out of the development, for all modes of transport and particularly minimising the barrier effect of the railway line out of the development to frequent destinations (e.g. Brown's / Wavendon Woods, Woburn Sands amenities, employment areas).

• New Strategic Routes & Connections:

- 3.3.4 The site will be accessed at a number of points from the existing road network Through traffic will be directed out of the core of the SEMK via a strategic movement network that includes grade separated crossings of the railway line that connect into the existing MK grid road network. The strategic routes in the site should be future proofed for extension beyond the site if required in the future (extension of H10). This would allow integration with potential future development to the north and east of SEMK to integrate with Milton Keynes.

• Sustainable Movement & Rapid Transit:

- 3.3.5 SEMK will be designed to accommodate accessible, frequent and high quality public transport routing within the site, including being future-proofed to accommodate and integrate with potential mass rapid transit as part of a wider system for Milton Keynes.

• Minimised Impact of Existing Movement Routes:

- 3.3.6 The impacts of SEMK on adjoining transport routes most notably Bow Brickhill Road and Newport Road should be minimised through the planning of the strategic movement network for the allocation.

• Density:

- 3.3.7 SEMK should accommodate a mix of residential densities to provide for diversity and varying character across the site with lower densities towards the edges of existing development notably Bow Brickhill Road, to complement the character of the neighbouring areas. Higher densities should be provided in areas with strong accessibility to public transport **and to provide strong frontages to areas of strategic parkland**. This would provide for natural surveillance and provide accessibility to public open space for those who may have more limited private open spaces.



Example of an existing MRT vehicle from the MK2050 Strategy.

• Social & Community:

- 3.3.8 SEMK should be designed to be people-centric. It should provide opportunities for people to meet and interact and generate a strong sense of local community identity. Important in this regard is the inclusion and location of community and retail facilities (via local centres) in accessible locations with pedestrian and cycle routes in particular that lead safely and directly as practically possible to these facilities.

- **Retail & Centres:**

3.3.9 For SEMK to be a sustainable urban extension it requires residents to live within easy access of retail and community uses. Two local centres, one either side of the railway line are therefore identified and located in highly accessible locations. Given proximity to the existing retail offer in Woburn Sands, the local centre at Woodleys Crossing may only come into existence if Woburn Sands Station is relocated. The exact mix and extent of retail uses in particular will depend on market demand at the time.

- **Green and Blue Infrastructure:**

3.3.10 As an overarching principle, the landscape and green infrastructure within SEMK must be seen as a continuation of the city wide network. It should enable the expansion of a 'bigger, better and joined-up network'

- **Water:** Development should integrate existing waterbodies and water-courses and surface water flooding areas into the green infrastructure on the site to provide accessible green routes for the benefit of the new and existing local communities.

- **Wider Green Infrastructure:** The development should benefit from a network of accessible green routes, following the line of important hedgerows where possible. A green buffer on the eastern edge of SEMK to protect the identity of Woburn Sands could take the form of a park, including playing pitches to benefit both the new and existing communities.

- **Sustainable Urban Drainage:** SUDs should be integrated effectively into the open space and green infrastructure network to assist in on site water management and to protect against surface water flooding. The development should seek to improve overall local water management and local flood protection.

- **Biodiversity. New and Retained:**

Green infrastructure **within the site should be provided with the consideration of Policies NE1-NE6. In accordance with Plan:MK and mitigation hierarchy, biodiversity losses resulting from a development should be avoided, adequately**

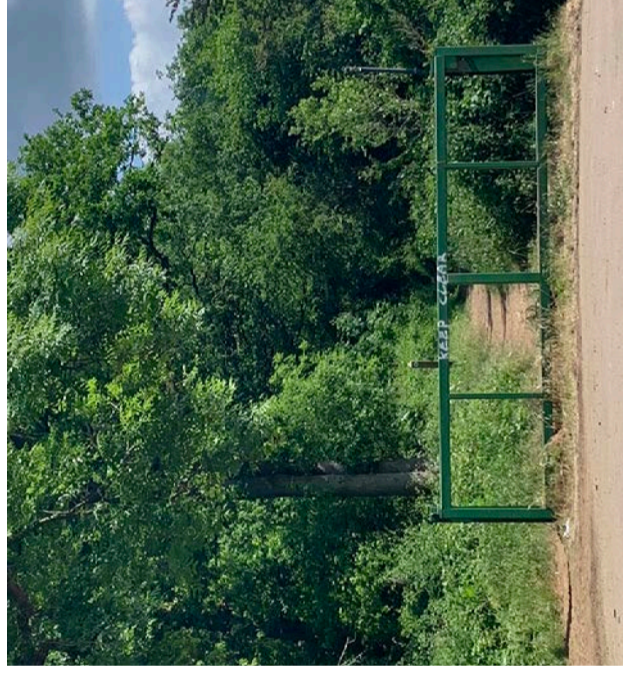
mitigated or, as a last resort, compensated for (on site and off site as an alternative where on-site is Council's preferred option). Future applicants should refer to Biodiversity SPD for further guidance. ~~should encourage biodiversity gains, protect existing habitats and enhance existing assets as part of the overall network:~~



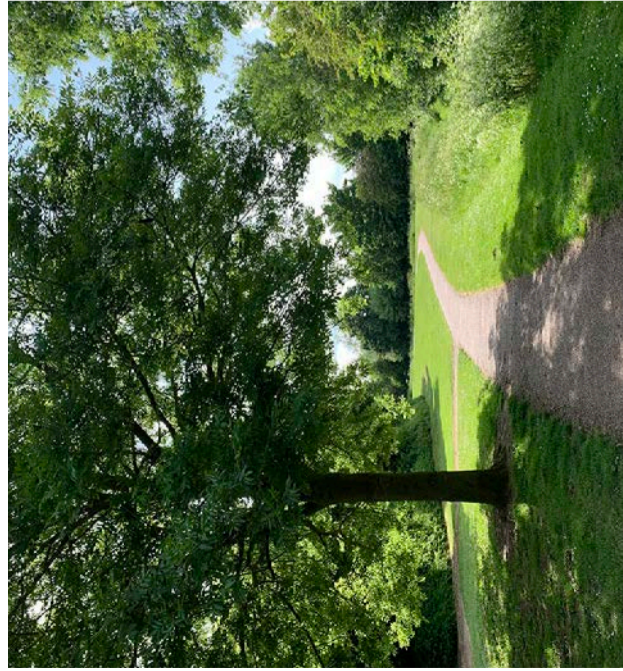
Oakgrove Local Centre - is in a good location to serve the community with a balanced mix of retail and services.



Opportunities exist to enhance existing green infrastructure connections to the MK Linear Park Network.



There is an opportunity to provide a strong connection between the MK Linear Parks network and Wavendon Woods / Greensand Ridge where the existing bridleways enters Browns Wood from the site.



Caldecotte Brook linear park **could** **will** be extended into **the site-SEMK**.



The rural character of the surrounding settlements should be retained.

3.4 Overarching Concept

3.4.1 The Indicative **Wider** Concept Plan (figure 3.1) has been developed in order to spatially interpret the vision and development principles for the new community.

3.4.2 It is an overarching **or wider** concept plan in that it considers the wider context and related elements such as **future** mass rapid transit and **future linear parks as well as vehicular** connectivity to potential areas of growth, which are not required to be delivered as part of the development of SEMK. However infrastructure delivered within it shouldn't prejudice **its** **their** longer term incorporation.

The key features of the concept plan are:

Open Space

- A linear park with flood attenuation along both sides of the **Marston Vale** railway line that incorporates the existing wildlife corridor.
- **2 key open space corridors — one being the extension of The extension of Caldecotte Brook Linear Park through Church Farm and firstly, following the existing watercourse toward Woodleys Farm Crossing and secondly, in a north eastern direction along Phoebes Lane then along the southern edge of Wavendon and through to serve potential new growth areas to the east of Newport Road to enhance the existing city wide network of linear parks** that passes through Old Farm Park and Church Farm and one connecting the existing pedestrian level crossing along the eastern edge of Old Farm Park following a key existing

hedgeline and further watercourse and connecting with the existing public right of way into Wavendon Wood.

- Multi-functional landscape buffers to Woburn Sands, Wavendon and Bow Brickhill.
- **An interconnected network of open space that follows hedgelines and watercourses that provides a connected network of active travel routes both within SEMK and externally integrating into the surrounding area.**

Movement

- A series of grade separated crossings (some all movement and other pedestrian/cycle only) across the railway line (to fully integrate SEMK either side of the railway line and maximise access into neighbouring areas).
- A strategic movement network to accommodate through traffic **protecting new communities from rat running traffic.**

- A strategic movement route to act as a bypass to the existing village of Bow Brickhill.

Housing and Facilities

- Two local centres, located either side of the railway line.
- Two primary schools and one secondary school.
- Playing fields and associated pavilion.
- Higher density residential development associated with the transit and community hub.

- **Future Proofing**
- Safeguarding of the strategic movement network for mass rapid transit. **This means sufficient width to accommodate a dedicated bus lane in either direction.**
- Future proofing a corridor of land within the north east of the site to enable extension of H10 and hence connectivity with potential future development to the north and east of **Newport Road.**
- Subject to agreement with Network Rail and further evolution of the east-west rail proposals, a potential relocated Woburn Sands Station **approximately 700m west** into SEMK, **in close proximity to Woodleys Road.** If this does not occur a transit interchange is still proposed where **Woodleys Road passes over the Marston Vale Line.**

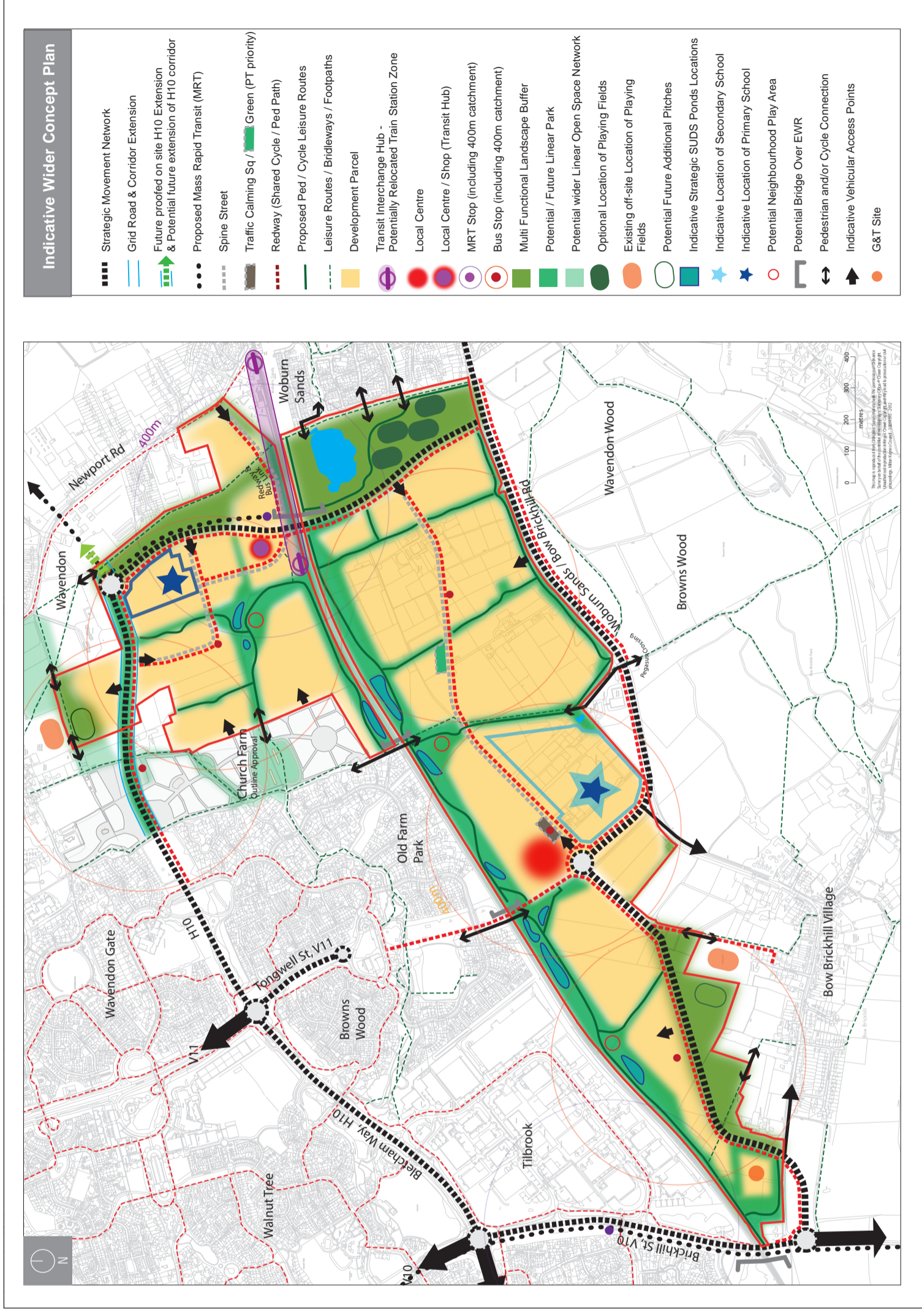


Figure 3.1 Indicative Wider Concept Plan

SECTION 4

DEVELOPMENT FRAMEWORK

- 4.1 Introduction
- 4.2 Landscape and Open Space Strategy
- 4.3 Movement Framework
- 4.4 Land Use
- 4.5 Character
- 4.6 Sustainability
- 4.7 Development Framework

4.1 Introduction

4.1.1 The key strands of the Development Framework are:

- **Landscape and Open Space Strategy**
- **Movement Framework**
- **Land Uses**
- **Character**
- **Sustainability**

4.1.2 Each strand of the Development Framework builds on the policy requirements set out in Plan:MK. Within the scope of an SPD these strands focus primarily on the provision of guidance on the key elements within SEMK that will inform subsequent planning applications. More detailed matters will follow, for example, in subsequent design codes.

4.2 Landscape and Open Space Strategy

Landscape

4.2.1 Existing features and topography provide the starting point for creating a distinctive character for the new development. The landscape strategy seeks to structure the development around existing natural features, such as hedges, mature trees, watercourses and ponds, within the site. Where possible, existing landscape features should be incorporated into areas of public open space.

4.2.2 Advanced structural landscaping including planting **with based on** native species should be provided, particularly in buffer areas.

4.2.3

Along grid roads (see Movement Framework, figure 4.3), landscaped multi-functional green infrastructure reserves will be provided along each side of the carriageway. They are seen as key components of the linear landscape. Provision should be provided for a mixture of grassland and plantation / woodland designed, managed and maintained in such a way as to fulfil multiple functions as landscape and highway (maintaining sightlines etc).

4.2.4

In order to create developable land parcels and provide road access, it may not always be possible to retain every hedgerow in its entirety. However, every effort should be made to ensure existing hedges are retained, improved, where necessary, and incorporated into the development. The hedgerows should be retained where possible within the public realm, rather than included within private residential gardens.

4.2.5

Developers should undertake arboricultural and ecological surveys to inform a landscape masterplan, which should be submitted with their outline planning applications.

4.2.6

Street trees should be included within the development to soften the impact of car parking, help improve air quality and contribute to biodiversity.

Integration with Adjacent Area

4.2.7 A key aim of SEMK is to integrate it with the surrounding area. An important way of doing this is to connect existing linear open spaces into the development along with pedestrian and cycle routes that are part of it. In this regard Caldecotte Brook Linear Park which starts at Caldecotte Lake and passes through Walnut Tree, Browns Wood and Old Farm Park and is managed by the Parks Trust will be extended into SEMK following the existing watercourse and pass through the site north of the railway line connected with the existing wildlife corridor running alongside the railway line.

Edge Treatment

4.2.8 Development should take account of the Milton Keynes Landscape Character Assessment. Where appropriate, Landscape Visual Impact Assessments (LVIAs) should be undertaken to assess the impact of the development on the landscape and to identify appropriate mitigation measures. Treatment of edges should also consider the relationship with potential future development. Edge treatments will contribute to ecological connectivity.

Bow Brickhill / Woburn Sands Road

4.2.9 Given **Bow Brickhill and Woburn Sands Roads'** location adjacent to Wavendon and Brown's Wood and **the rural character this provides this southern edge of SEMK, the existing tree and hedge planting along the northern side of Bow Brickhill Road should be widened to be part of a circuitous open space network that incorporates a connected leisure route.** Fig 4.2 identifies how

development could relate to this edge extensive hedge and tree planting along its northern side a rural character is evident and this should be maintained through the development of SEMK. Given development will be 'hidden' behind this enhanced landscaping it can take a variety of responses in terms of which way development faces so long as it creates a safe and secure environment. (see figure 4-1)

Woburn Sands, Wavendon and Bow Brickhill Villages

4.2.10 Multi-functional buffers will be provided along these edges to prevent coalescence and retain the character and integrity of these existing settlements. **This could include non-floodlit playing fields, play areas, informal recreation such as leisure routes as well as allotments.** The eastern buffer adjacent to **Woburn Sands** south of the railway line includes a lake and wooded area that is currently private and licenced to Vaux Angling. This area is an integral element of the connected open space network and **while public access to the lake will likely be restricted for security and safety purposes, a public footpath via a leisure route should pass around its northern and eastern edge with surrounding vegetation managed to allow glimpsed views of the lake. should be made publicly accessible:**

Areas of Wildlife Interest

4.2.11 Plan:MK Policy NE3 requires the protection and enhancement of biodiversity in new developments. The Framework seeks to protect a network of wildlife corridors, which provide ecological and pedestrian links. While there is an existing designated wildlife corridor along the railway line these corridors are generally based around existing natural features, such as woodlands, hedgerows or watercourses.

4.2.12 In addition to the existing one following the railway line, there are **several two**-potential wildlife corridors that could be created within the SUE (shown on fig 4.1) which utilise existing natural features, including woodland, hedgerows and watercourses and are proposed to become extensions of Milton Keynes's existing **linear park-system open space network**.

4.2.13 Biodiversity **net** gain across SEMK will be an integral element of the Open Space and Landscape Strategy as part of the build out of SEMK.

Existing Woodlands and Hedges

4.2.14 Existing woodlands and hedges should be retained and incorporated as part of the public open space network unless the reasons for the removal of woodland can be fully justified. Any proposed woodland loss must be supported with a full ecological & tree survey, along with a description regarding impact on the landscape character. SEMK does not have extensive woodland with the majority of woodlands **is**

associated with the lake within the proposed buffer to the edge of Woburn Sands south of the railway line.

4.2.15 Existing woodland and hedges must be incorporated into the public open space network in a way that is manageable and maintainable with sufficient space included for maintenance. **Fig 4.1 shows how many hedges are incorporated into the open space network that also includes a connected leisure footprint network.**

Proposed Linear Parks

4.2.16 The development of SEMK will continue with the well established tradition of extending existing linear parks into the development as well as including new ones. Three linear parks are proposed within SEMK: (i) Caldecotte Brook Linear Park; (ii) Marston Vale Line Linear Park; and (iii) Wavendon Linear Park.

4.2.17 It is proposed that the Parks Trust will take on the responsibility of the future stewardship of the above 3 mentioned linear parks as well as buffers therefore engaging with the Parks Trust at the earliest possibility and working with them throughout the design and implementation process is recommended.

Caldecotte Brook Linear Park

4.2.178 This existing linear park, which is managed by the Parks Trust, passing through Walnut Tree, Browns Wood, Old Farm Park and the to-be-developed Church Farm will be extended into

SEMK following the existing watercourse. This linear park extension will be relatively narrow (although will widen out in places) and will therefore be of a formal nature. This will include extending the existing leisure footpaths that run through this existing linear park. Play areas will be included within this linear park extension while housing will face onto it providing surveillance over the parkland.

East-West Railway Marston Vale Line Linear Park

4.2.189 This existing wildlife corridor either side of the railway line will be **expanded widened especially on the southern side** to include surface water attenuations ponds and pedestrian/cycle leisure routes that will provide full east-west access across the entire SEMK. It will be integrated at its eastern end into the landscape buffer adjacent to Woburn Sands.

It is proposed that the Parks Trust will take on the responsibility of the future stewardship of the above 3 mentioned linear parks as well as buffers therefore engaging with the Parks Trust at the earliest possibility and working with them throughout the design and implementation process is recommended.

4.2.20 A focal multi-functional open space that serves the whole new community at SEMK is located at the highly accessible location and junction of the existing pony crossing on the eastern edge of Old Farm Park, the spine street and the key open space corridor connecting this linear park with Wavendon Wood and Greensand Ridge beyond.

4.2.21 Development either side of this linear park must

have its frontages facing the park.

Wavendon Brown Wood Linear Park

4.2.18 **This open space will follow an established hedgerow and watercourse and provide an important ecological and user link between the existing leisure route that runs along the eastern edge of Old Farm Park and Brown Wood to the south of Bow Brickhill Road. It will be relatively narrow in width but will provide a high quality, attractive and safe pedestrian and cycle route north-south through the site**

4.2.22 A future linear park has the potential to connect with Caldecotte Brook Linear Park following Phoebe Lane before passing through the buffer and existing playing fields along the southern edge of Wavendon and then moving in a north east direction across Newport Road to serve potential new growth areas to the east of Newport Road as well as connecting into the Strategic Land Allocation to the north of Lower End Road.

Open Space

4.2.2.23 Open space should be provided in accordance with guidance set out in Plan:MK (Policy L4 and Appendix C).

4.2.2.34 The design and layout of open spaces must respect site specific conditions and functional requirements. Open space and recreation features, such as play areas, must be designed with sufficient space to meet their functional requirement. Notwithstanding existing site features, open spaces should be provided in highly accessible locations and integrated into the development by being overlooked by housing.

4.2.2.45 Provision for children's play should incorporate integrated 'natural' play opportunities giving children the ability to enjoy a wider environment.

Open Space

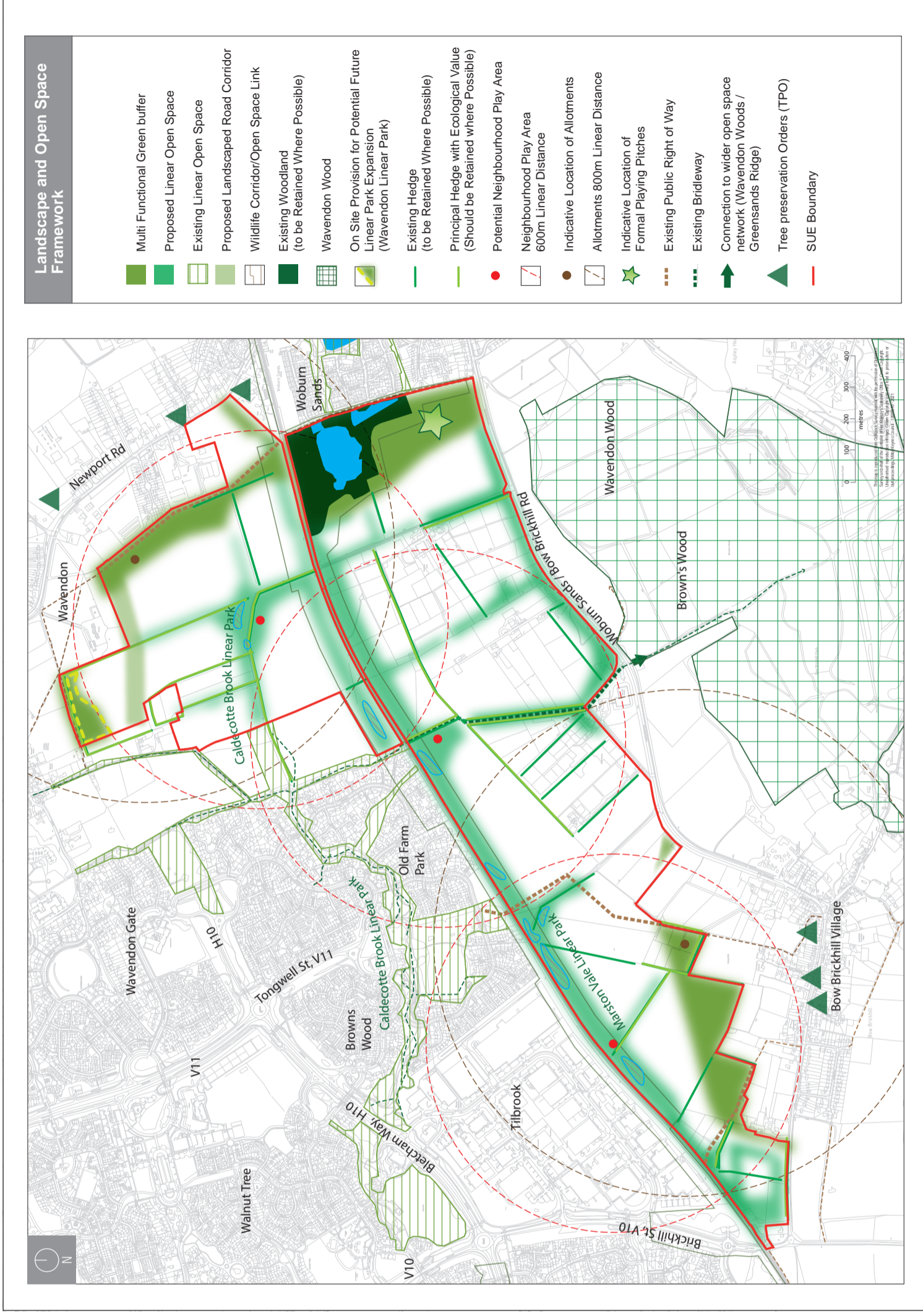


Figure 4.1 Landscape and Open Space Strategy

	Minimum Size	Standard (per 1000 population)	Catchment Area
Local Park	1-2 ha	n/a	600m
Pocket park	up to 1ha	n/a	300-400m
Local Play Area	0.2 ha (0.35 ha if surrounded by housing)	n/a	300m
Neighbourhood Play Area	0.6 ha	n/a	600m
Amenity Open Space	up to 0.1ha	n/a	400m
Allotments	n/a	n/a	700-1000m
Playing Fields	n/a	0.52 ha	n/a
Linear Park	n/a	n/a	n/a
Green Access Links - green corridors along public rights of way or historic hedgerows.			
Areas of wildlife interest - depends on existing site features			
Civic spaces - to be required and assessed on a case by case basis.			

providing the opportunity to incorporate existing landscape features and link into proposed pedestrian and cycle leisure routes. Developers should consult relevant Council officers, the parish council and other stakeholders, in drawing up proposals for Neighbourhood Play Areas.

Allotments

4.2.289 Plan:MK Appendix C sets a catchment for allotments of 700-1000m. It is considered that a minimum of two areas should be provided in order to ensure that the majority of residents can easily access allotments. There are a number of locational characteristics defining allotments (as well as slope, accessibility, servicing and boundary treatments) which may mean they are not suited to being located within wider Open Space areas, but better located at the edge of residential areas, or closer to areas of community activity such as schools or community halls, where school events and produce-sharing can take place. Fixed locations will be agreed at the planning application stage. One of the allotments areas should be provided near to the higher density housing **associated with the relocated train station or transit interchange**. This would provide easy access to growing space for residents that do not have their own gardens.

4.2.2930 Each area of allotments should be a minimum of 0.6-0.8 ha in size.

Sports Provision - Playing Fields

4.2.301 Development proposals should take account of the most up-to-date version of the Playing Pitch Strategy. The Playing Pitch Strategy (March 2015) requires that for a community of 3000 dwellings a total of 3.8 ha of land should be provided for playing fields. Figure 4.1 **shows identifies a preferred indicative locations for playing fields. Two option locations are shown. Each The facility comprises 4 pitches with an associated community pavilion and necessary parking. and are located within the multi-functional open space buffers.** The community pavilion should be designed to incorporate a flexible social/activity space as well as changing rooms and storage. In planning terms, SEMK is required to only provide playing fields to meet the needs of residents within the allocation. However, the advantage of the location within the buffer on the eastern edge of the site is that this location could also easily serve residents of Woburn Sands where there is a shortage of playing fields. This will therefore likely require a vehicular access where Woodleys Road joins Bow Brickhill Road.

4.2.342 Dual use of school facilities for community use is encouraged. **Community Access Agreements should be a key part of delivering future education sites and put in place at least 12 months before a school site opens. Such agreements should include an indication of how community access to the site will work and expectations for the use of equipment and its storage.** 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.

Table 4.1 Open Space Standards (Source: Plan:MK Appendix C)

Play Areas

4.2.256 The Landscape and Open Space Strategy plan (figure 4.1) identifies the **potential preferred indicative** locations of Neighbourhood Play Areas. These areas should be a minimum size of 0.6 ha. Each Neighbourhood Play Area should serve a 600m catchment area. A minimum 30m separation buffer should be provided between the activity zone and residential properties while exceeding this would be recommended. Care should be taken to ensure that there are no potential conflicts with other green infrastructure functions such as placing play areas to close to SUDS for example.

4.2.267 Local Play Areas and pocket parks are not shown on the Development Framework but should be provided in accordance with policy and should be identified on more detailed

masterplans. They should be located within the residential areas at 600 metre intervals, and at highly accessible locations within the pedestrian/cycling network. Local Play Areas should be a minimum size of 0.2 ha (or 0.35 ha if surrounded by housing). A 20m separation buffer should be provided between the activity zone and residential properties.

4.2.278 Individual Neighbourhood Play Areas should be designed to capitalise on their location and surroundings and provide a choice of experience including for teenagers. This latter point is important and special consideration should be given beyond multi-use games area to include for example, wheeled sports, trim trails, fitness equipment, cycle trails etc. Wherever possible they should be located within the identified open space corridors,

Civic Spaces

- 4.2.32 The **community hub-Local Centre** located to the south of the railway line should include a civic space that acts as its focal point for social interaction as well as a bus stop. It can also serve as a type of bus gate to allow public transport to pass directly through but other traffic would be diverted around the civic square.

4.3 Movement Framework (fig 4.3)

- 4.3.1 The movement **network-framework** covers all modes of movement and is a fundamental structuring element of SEMK. It aims to move people around and through SEMK in the safest, **and** most convenient and direct way as possible. This is especially essential for buses, cyclists and pedestrians.
- 4.3.2 With respect to streets, the Development Framework provides design guidance on the key principles and elements of the higher order routes. This is considered important as the higher order routes in particular help structure the overall SEMK and help determine its character. Subsequent design codes will provide more detailed design guidance for the full street hierarchy.
- 4.3.3 As an overarching principle the movement network must be designed to encourage active travel, so it should be laid out to provide direct pedestrian routes to key generators of movement such as bus stops, shops, schools, and other facilities.

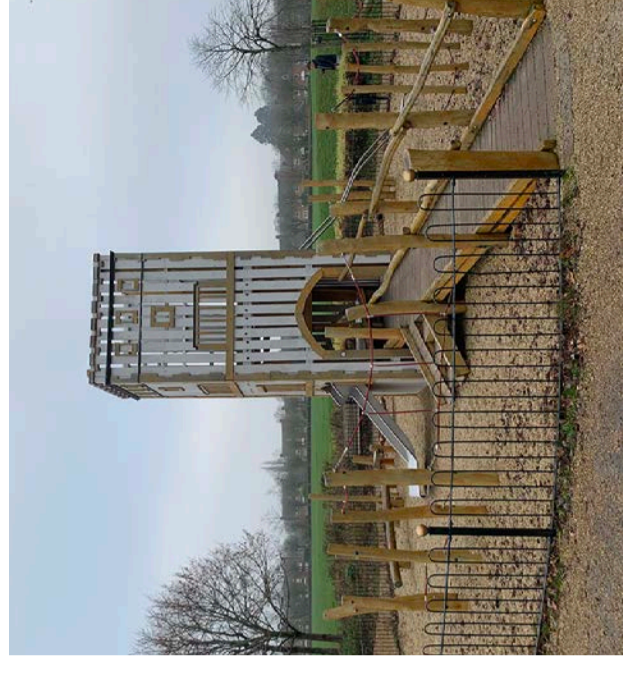
Strategic Movement Network Responses (figure 4.2)

- 4.3.4 While a significant extent of the development framework (eg pedestrian and cycle routes, land-uses and open space) can be largely fixed in locational terms, there is at this stage still uncertainty regarding the SEMK strategic movement network. This is a result of uncertainty around the EWR project and potential level crossing closures and how this might be mitigated by EWR; what is to be safeguarded for infrastructure delivery by others (eg EWR); what is to be safeguarded land to avoid prejudicing future decision making and what will be the eventual agreed routing of future MRT serving Milton Keynes as a whole:
- 4.3.5 Because of the lead in time to plan and deliver this strategic infrastructure and the need to ensure that new planned developments such as SEMK benefit from this planning and investment and do not prejudice future strategic infrastructure delivery it is appropriate to consider the spatial and design implications for SEMK as part of this SPD. This is particularly relevant where land within and on the edge of the SEMK allocation may be required for future links or facilities, and therefore may affect the design and layout of development and green infrastructure within the SUE. What follows therefore are 3 scenarios or responses that anticipate different infrastructure requirement responses to future EWR plans for existing stations and level crossings:

- 4.3.6 It is important to note that the strategic movement infrastructure identified in the 3 scenarios (most notably scenario/response 3) will likely not all be technically required and/or may not be financially viable to deliver as part of the development of SEMK as detailed costs are unknown at this stage and it would also depend upon how the all movement infrastructure would be funded and delivered (e.g. as part of the EWR project), but it is included in this consultation draft to cover all eventualities in terms of EWR proposals regarding existing stations and level crossing.
- 4.3.7 A potential future connection is indicated on all responses onto Newport Road (and onwards further east). This would provide an MRT route in line with the MK Strategy for 2050, but if the MRT comes ahead before then it could potentially route west along the H10 and up the V11 or use the bus link through Swanhill site onto Newport Road instead.
- 4.3.4 The Strategic Highway Network comprises the network of roads that have the dual function of providing access to internal development within SEMK as well as connecting SEMK into the surrounding area and hence wider Milton Keynes and surrounds.
- 4.3.5 It has however been difficult to establish because of the uncertainties around how East West Rail Co will address the level crossing at Bow Brickhill Station in particular.



Parklands, Woburn Sands, Play Area incorporating good natural surveillance.



Wavendon Gate Play Area forms part of a wider open spaces that includes sports provision.

- 4.3.6 Figure 4.3 identifies a strategic movement network which it is believed will best deliver the identified Vision and Development Principles for SEMK maximising benefits for new residents of SEMK as well as those in the surrounding communities. However, some uncertainty still exists where the V10 passes over the current Bow Brickhill Level Crossing because at time of adoption of the SPD it is not clear what route alignment East West Rail will select at this crossing it is important to note that the Brickhill Street (V10) bridge specification must be online or close to online and accommodate a redway as well as being future proofed for the proposed MRT. Milton Keynes Council are therefore negotiating hard with East West Rail to secure this. If however East West Rail propose a bridge at V11 with the stopping up of V10 then a reserve strategic highway network has been prepared and is included as Appendix C to the SPD.
- 4.3.7 The primary option with a vehicular bridge at V10 is preferred from a placemaking perspective as it places the key highway network in terms of vehicular movement, on the edge of the proposed development and provides for a more integrated development internal to SEMK. It includes 2 road bridges over the Marston Vale Railway Line, on the V10 as well as the new Woodleys Road and Bridge (named Woodleys Road as it replaces the Woodleys Farm Railway Crossing.) V10 is currently favoured by EWR Co who included a number of options for a V10 crossing within their non-statutory consultation materials.
- 4.3.8 In the absence of an agreed design for the V10,
- the Council will only support a solution if it:
- maintains the general linearity of the grid roads (thereby allowing provision of an MRT route, red ways and grid-road specification roadways),
 - keeps to an absolute minimum the impact on Red Bull's access and amenity of their campus,
 - does not compromise the access to, or amenity of, the Caldecotte Lake Business Park site
 - does not cause unacceptable harm to the amenity of the surrounding residential properties
- Should any of these criteria not be satisfied, the Council will withdraw its inclusion of the V10 bridge option from the SEMK SPD and use the V11 'reserve option' within the Development Framework to assess future planning applications.
- Highway Access**
- 4.3.9 Bow Brickhill / Woburn Sands Road which passes along the southern edge of the site is a strategic road providing access to both SEMK as well as wider areas within Milton Keynes. See Figure 4.2 which identifies how development and open space should interface with this strategic route.
- 4.3.810 Primary access into SEMK from the north will be provided by means of an extension to the H10 (Bletcham Way) and from the south via a relief road to bypass Bow Brickhill Village with access into SEMK being achieved at both ends of the relief road (at the western end of a reconfigured Station Road as well as where it connects with Bow Brickhill Woburn Sands Road)
- Road) (See Table 4.2 - Street Hierarchy). These routes will act as strategic routes carrying through traffic as well as providing access into the development itself.
- 4.3.911 Additional vehicular access into SEMK will be delivered at the eastern end of Bow Brickhill Road via a new Woodleys Road (named after the Woodleys Farm Level Crossing) which will pass over the railway and connect via a new roundabout to the H10 extension. This The junction onto Bow Brickhill Road should include some form of highway intervention measures which will allow residents of SEMK to access the facilities within Woburn Sands Town Centre (and vice versa) but will also help reduce the amount of through traffic along Bow Brickhill Road to J13 on the M1 (and vice versa).
- 4.3.102 Within SEMK a key consideration to delivering the overall vision for SEMK is vehicular access across the railway to not only allow for direct access into the grid road network of Milton Keynes but also enable an overall integrated approach to development of SEMK. Two vehicular bridge crossings are proposed, one within SEMK along Woodleys Road and one at the far western corner of the site along the V10 (the latter including requirements for future MRT provision) with both providing redway provision. For the reasons highlighted in para 4.3.4-4.3.6 it is not yet possible to be clear as to how many vehicular crossings are needed in the light of the EWR project and where they are to be located. The options which in this consultation draft SPD we are seeking views



Figure 4.2 Illustrative Cross Section through Bow Brickhill / Woburn Sands road

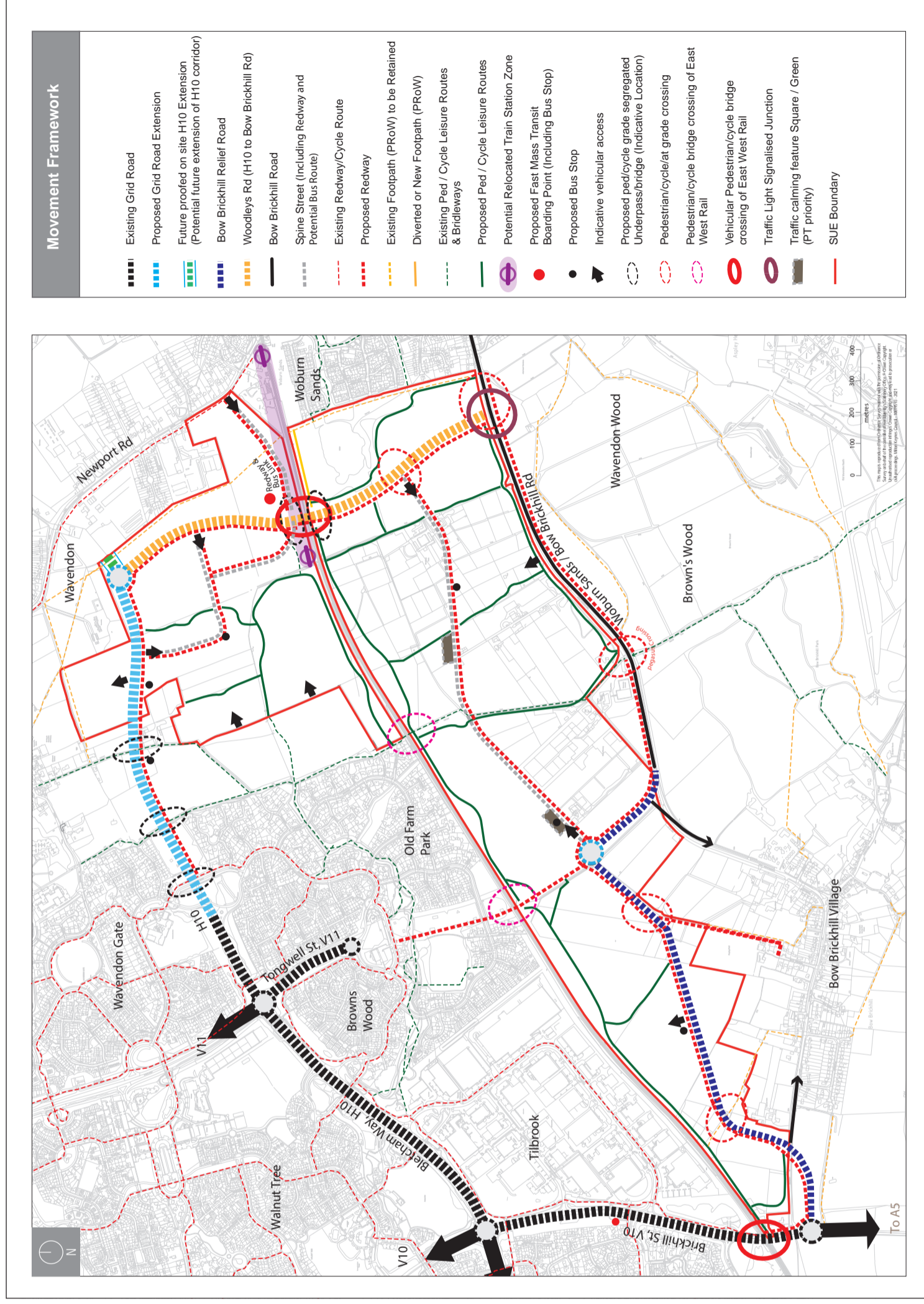


Figure 4.3 Movement Framework

Movement Network Scenario 2 - V11, Woodleys Rd grade-separated all movement crossings

The scenario-

The V10 is stopped up, or has long delays at the existing level crossing as a result of the increased volume and speed of the trains. Traffic is rerouted via the Bow Brickhill Relief Road and an extended V11.

- No or limited access across the V10 level crossing requires, Bow Brickhill Relief Rd to become a full Grid Road to allow for a connected grid road into Milton Keynes.
- V11 Grid Road and bridge built between Browns Wood and Old Farm Park.
- V11 Grid Road could be challenging financially as EWR will not likely fund a new all movement bridge given there is not one in current existence. The extension of V11 would also likely sever Holst Crescent which is an important street linking Browns Wood and Old Farm Park.
- Highway intervention limiting wider through movement where Woodleys Road connects with Bow Brickhill Road.
- Sports pitches relocated into buffer adjacent to Woburn Sands due to severance caused by Bow Brickhill Relief Rd / Grid Road.
- A future proofed corridor for the H10 is reserved across the allocation.
- Woburn Sands Station potentially relocated to provide an enhanced station offer & multi-modal interchange

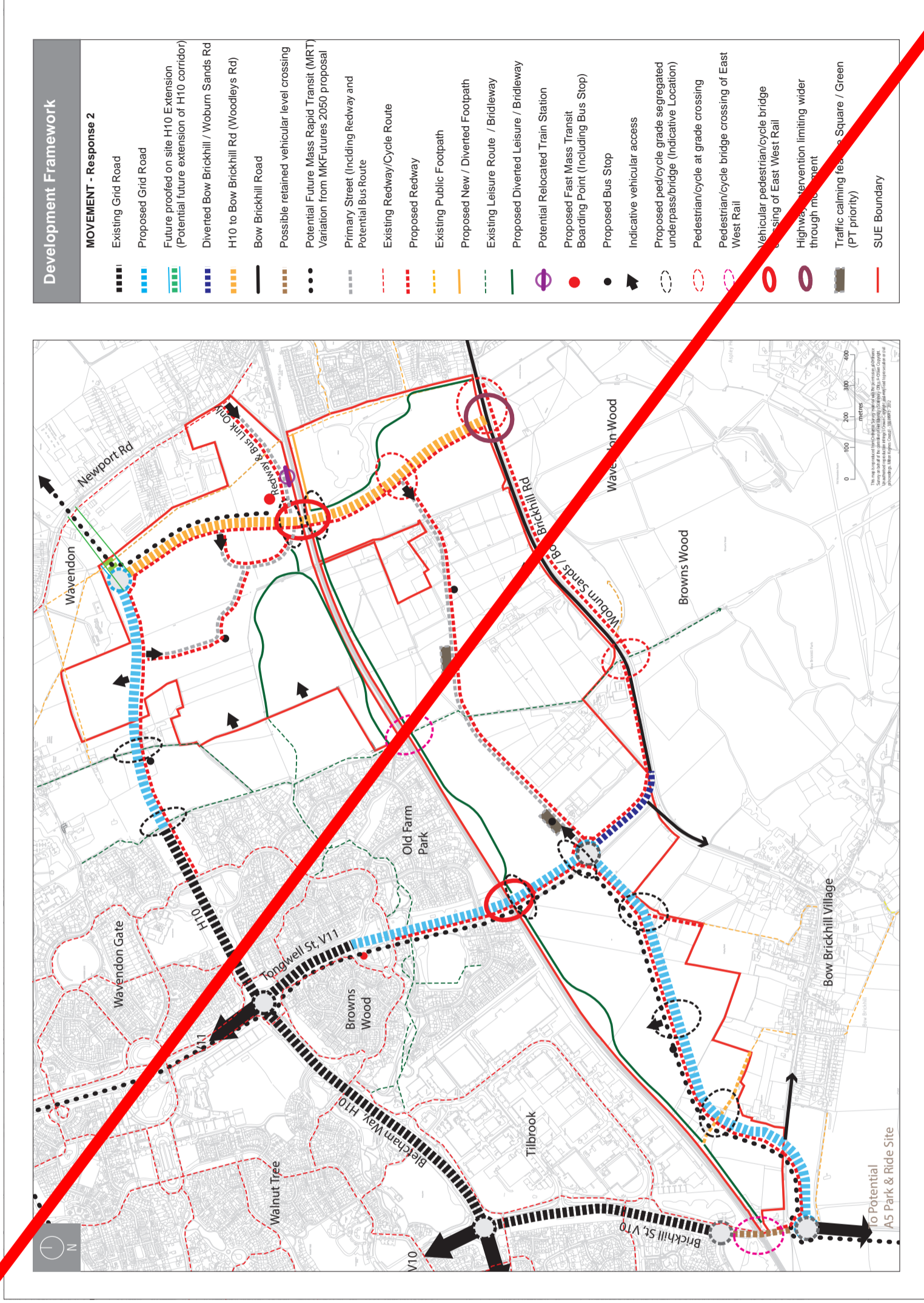


Figure 4.3 Movement Strategy - Response 2

Movement Network Scenario 3 – V10, V11, Woodleys Rd grade-separated all movement crossings

The scenario–

The EWR Study and traffic modelling indicates that the impact in terms of traffic and public transport requires three points of vehicular connections between the north and south of the site. V10, V11 and the Woodleys Crossing.

- Three all movement bridges at V10, V11 and Woodleys Crossing;
- V11 – same issues as identified in Scenario 2; in addition there are financial viability concerns as there is no existing vehicular crossing on the V11 and East-West Rail likely to only fund upgrades to existing vehicular crossings;
- Can deliver more easily on MRT routing strategy in MK Futures 2050 strategy as provides more routing options;
- Encourages vehicular movement towards Bow Brickhill Rd, exacerbating traffic through Woburn Sands (The Leys & Hardwick Rd);
- Most expensive response due to more infrastructure associated with Grid Roads (eg underpasses needed);
- Unlikely to be needed to mitigate the traffic impact caused by the development of SEMK;
- A future proofed corridor for the H10 is reserved across the allocation;
- Woburn Sands Station potentially relocated to provide an enhanced station offer & multi-modal interchange

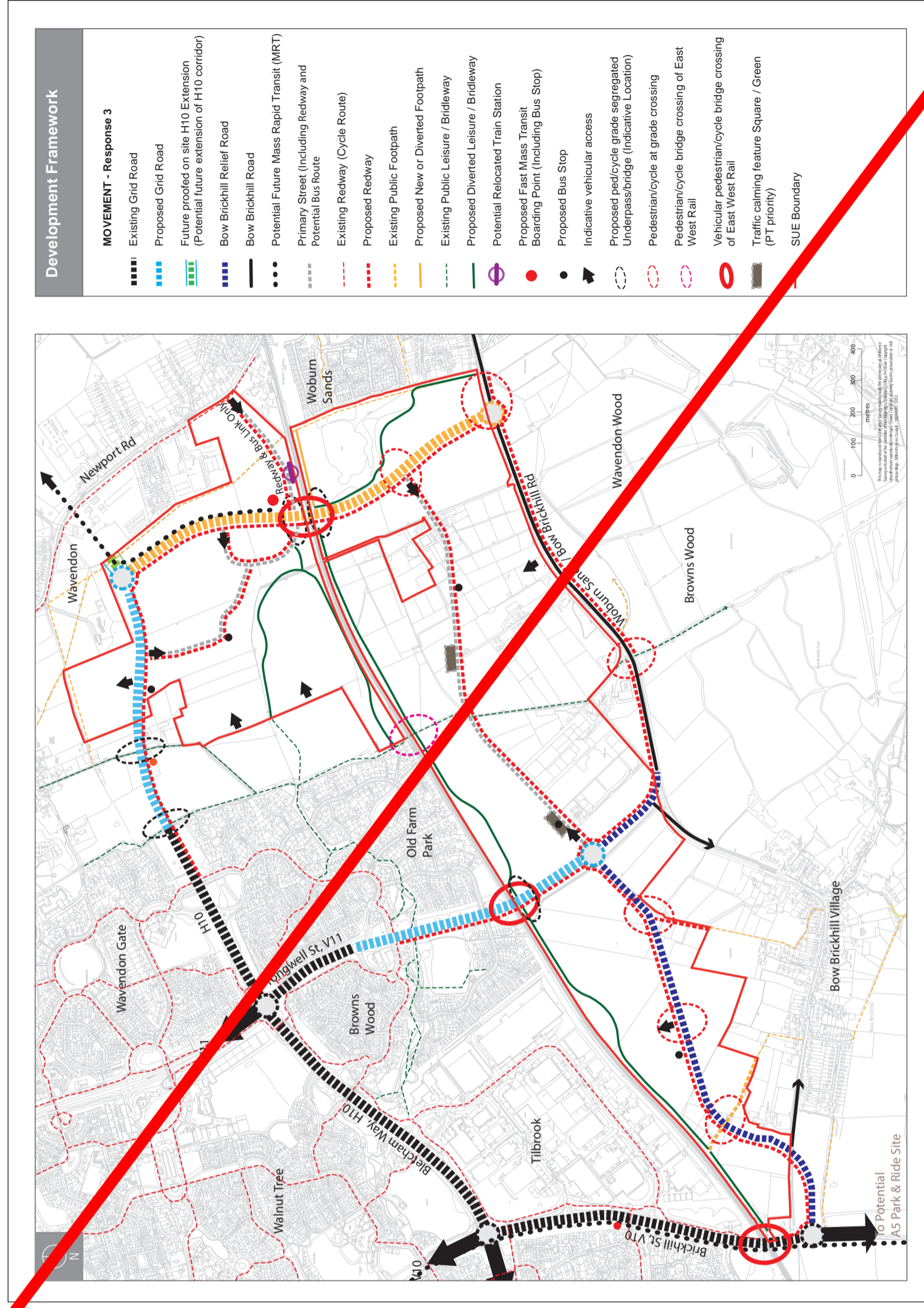


Figure 4-4 Movement Strategy - Response 3

~~on are outlined in figures 4.2-4.4. The location of vehicular bridge crossings will also influence some of the strategic movement network, for example the Bow-Brickhill-Relief Road. These will be also highlighted in figures 4.2-4.4.~~

4.3.143 SEMK will be policy compliant in relation to where grid roads are proposed ~~presented as options~~. Pedestrian and cycle connections across the new grid roads should be grade separated and the connections should be located along pedestrian desire lines that link up in the shortest possible way to key destinations.

Bow Brickhill Relief Road and Woodleys Road

4.3.14 As mentioned above these 2 roads will play a key dual function of accommodating through movement of vehicles as well as providing access to development parcels. Their design therefore needs to accommodate both functions. Figures 4.7 and 4.8 illustrate 2 variants of the design intent for both Bow Brickhill Relief Road and Woodleys Road. This includes housing facing onto them (single side only for the majority of their lengths) but setback behind the main carriageways by a parallel service road, redway and landscaped verge. In this way development can have an interface with these roads but setback from them and not restricting through movement. The northern end Woodleys Road (north of the railway) will be future proofed to allow for MRT lanes to be added. Given design speeds of 40mph along these 2 roads it is envisaged that

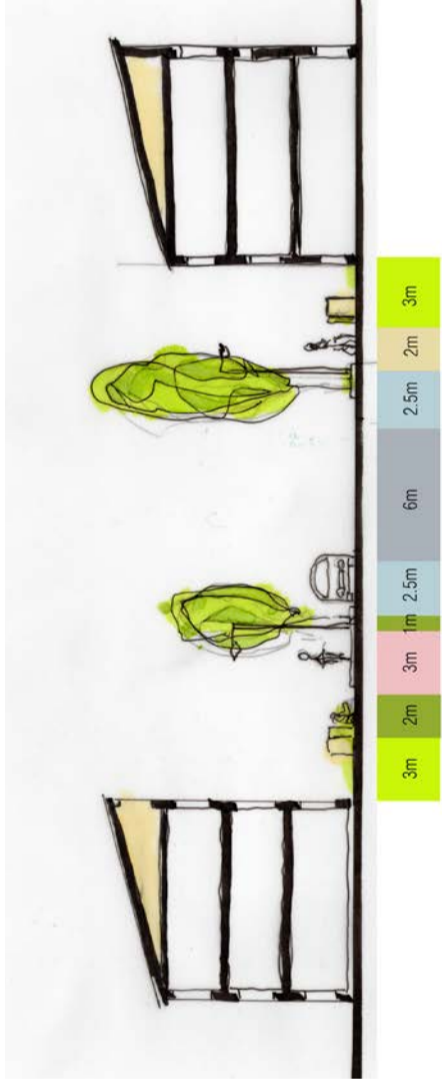


Figure 4.4 (G) Illustrative Cross Section through **Primary Spine Street**

pedestrians and cyclists will cross at grade via signalised pedestrian crossings.

4.3.15 An additional access will enter SEMK off the southern end of Newport Road just north of the Woburn Sands Level Crossing. However, this link will only provide vehicular access to a limited number of dwellings. Access across the green buffer to the rest of SEMK will be restricted to cyclists, pedestrians and potentially public transport.

4.3.126 ~~Figure 4.2-4.4 identifies indicative alignments of primary residential streets within SEMK. These streets will serve as the primary route for buses through SEMK (once enough of the development has been built out and the route is commercially viable). Within SEMK itself the most important street that serves the new community is the Spine Street. These streets will be defined by their continuity and green tree lined nature. Given that they are the most connected and accessible streets within SEMK and will (once enough of the development has been built out and the route is commercially viable) serve as the primary bus route they will have higher densities alongside them and hence have a more urban character (punctuated by green spaces and open space corridors crossing them). The Spine Streets will therefore be a key part of the public realm of SEMK where civic life and social interaction is played out and will thus be flanked by higher densities. The spine street will provide direct access to the community hub, local centres and school provision. This street will be designed to discourage through traffic, for example through~~



Figure 4.5 (D) Illustrative Plan of **Primary-Residential Street-Spine Street** south of the railway Showing Potential Bus Priority Measures

the location of green squares adjacent to the street and which will control vehicular traffic but allow buses through (operating as a bus gate). Further squares could potentially be provided to emphasise bus priority and discourage through movement.

Public Transport

Buses

4.3.137 Existing bus services should be retained and extended, where appropriate, within the new development. Services should serve key destinations and thoroughfares. Within residential areas, a bus stop should as per Plan:MK policy be provided within 400m walking distance of each dwelling. Figure 4.3 identifies the primary bus route through the site which follows the indicatively aligned **Primary-Residential-Spine Street**. In addition a bus route



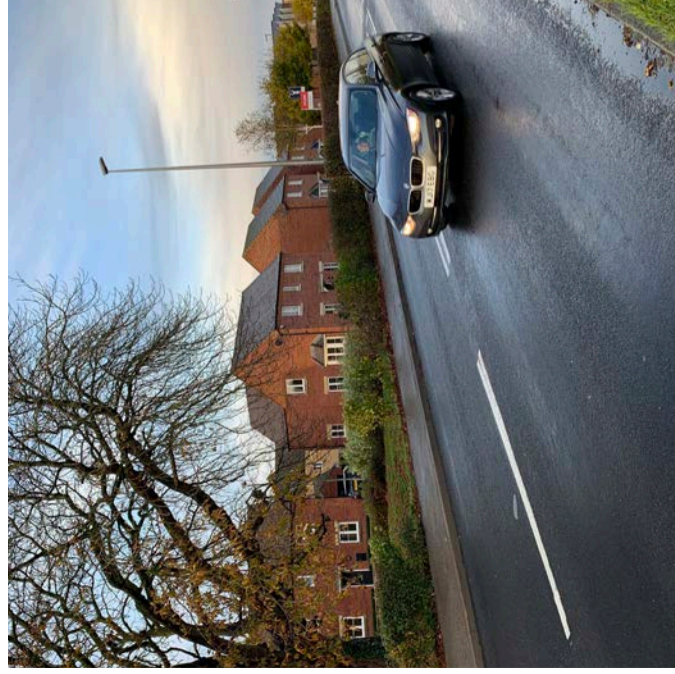
Figure 4.6 Illustrative Plan **Spine Street** - example of how green space can soften the urban character



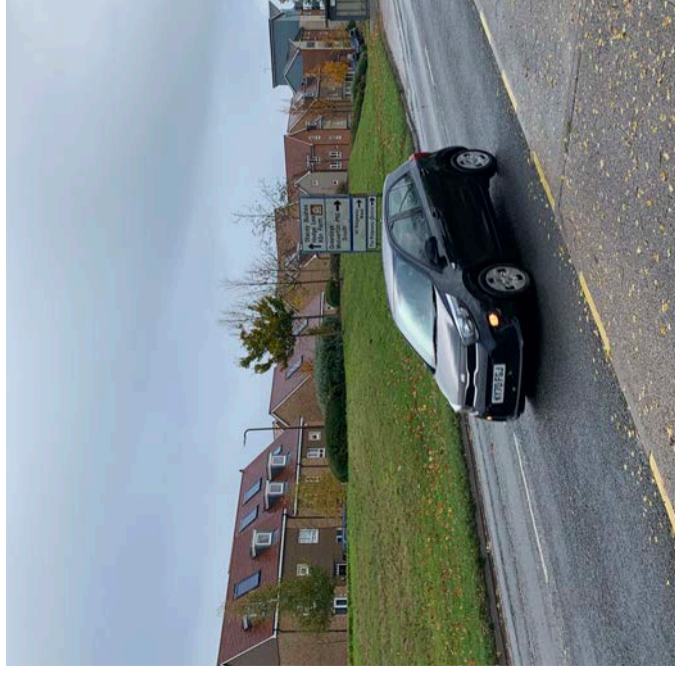
Example of **Spine Street**, Oakridge Park, MK Incorporating parking bays, landscaping and traffic calming . Buses use the existing carriageway.

DESIGN REQUIREMENTS	GRID ROAD	BOW BRICKHILL RELIEF ROAD WOODLEYS ROAD (refer to fig 4.5 - 4.6)	PRIMARY-RESIDENTIAL SPINE SREET (refer to fig 4.7)	WOBURN SANDS / BOW BRICKHILL ROAD
Purpose	Strategic route carrying through traffic, including potential mass transit. Provide main point of access to development parcels/ neighbourhoods. Carries primaries utilities	Strategic route carrying through traffic, potentially including mass transit. Provide main point of access to development parcels/ neighbourhoods	Provides primary access to development parcels. Legible movement route through development connecting local centres and other key facilities eg schools for buses, pedestrians and cyclists. Includes 2 locations for bus only (bus gate) to discourage through traffic but quicker journey time for buses	Strategic route carrying through traffic, although potential measures included to reduce the amount of through traffic to J13 and hence alleviate pressure on the Leys and Hardwick Road. Provide main point of access to development parcels/ neighbourhoods and east-west connectivity
Relationship to Development	60-80m grid road corridor with no direct accesses onto the grid road	Open space to one side. Parallel service road on other side with direct frontages and access	Active frontages to face the street	Back-gardens Housing behind enhanced-planted open space corridor planting. No direct access onto Bow Brickhill Road
Carriageway width	7.3 m (single carriageway)	6.75 m	6.2m (minimum) to allow for buses	As exists
Design speed	50-60 mph	40 mph	20 mph	40-50 mph
Redway	Yes, within corridors, except where more direct alternative routes are provided	Yes, except where more direct alternative routes are provided	Yes, one side	Yes, south side
Footway	No	No	Yes	No
On-street parking	None	No	Yes - in designated bays	No.
Verge	Included within the strategic landscaping of grid road corridor	Verge equivalent to open space on one side. 2m plus 1m verges on development side	2 x 2.5 m	As exists
Setback / width of privacy strip or garden to front of properties	n/a	3m 20-25m to road (including, service road landscaping, parking etc)	3m	n/a
Junctions/crossings	Roundabout or paired offset T-junctions. Pedestrians and cyclists to cross via grade separated crossings	At grade junctions and pedestrian/redway crossings. Consider bus, pedestrian, cyclist priority at key intersections	At grade junctions and pedestrian crossings	Potential traffic lights. At grade junctions and pedestrian crossings.

Table 4.2 Street Hierarchy of Strategic



Wolverton Road - A clearway with housing set back, but addressing the Road.



Great Monks Street - A Grid Rd with housing set back but addressing the Road.

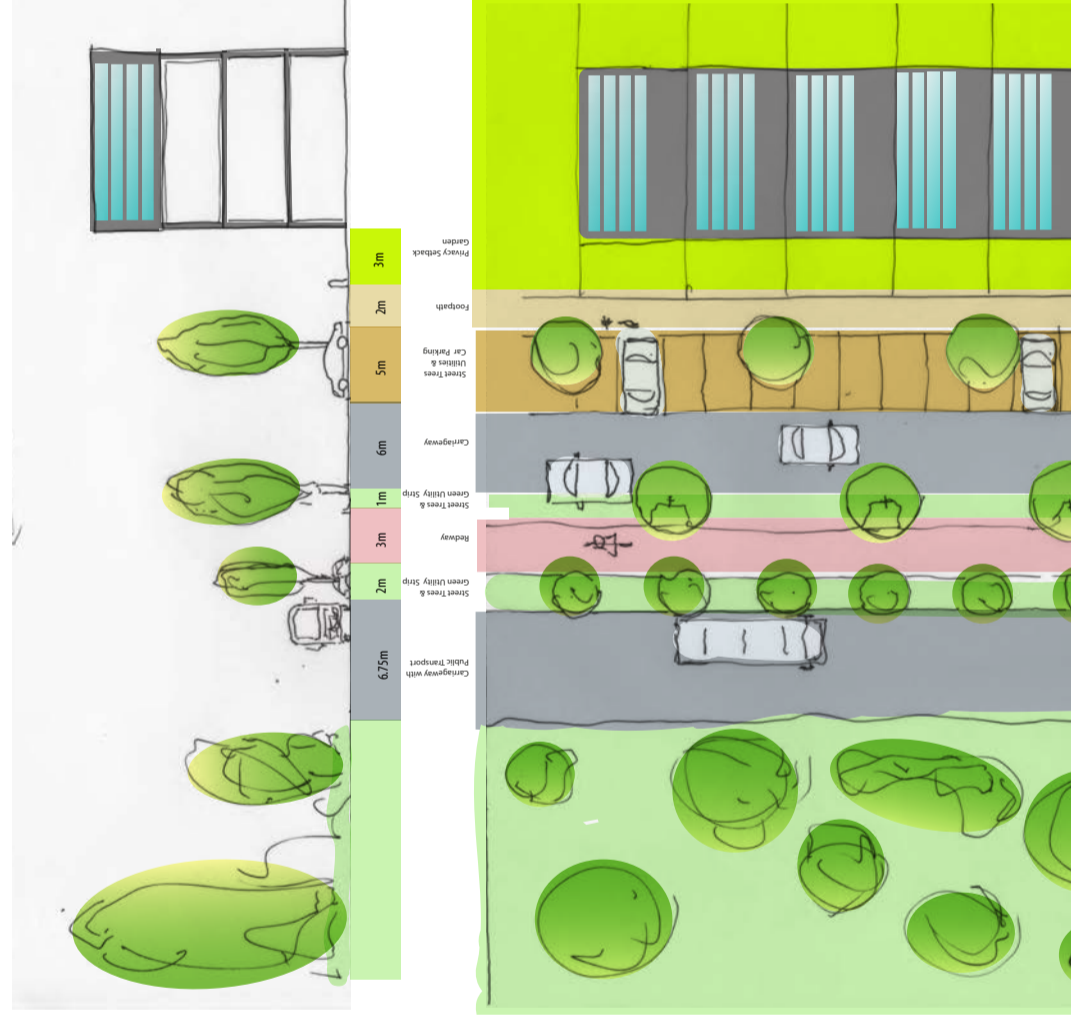


Figure 4.7 (a) Illustrative Cross Section through Bow Brickhill Relief Rd and Woodheys Road

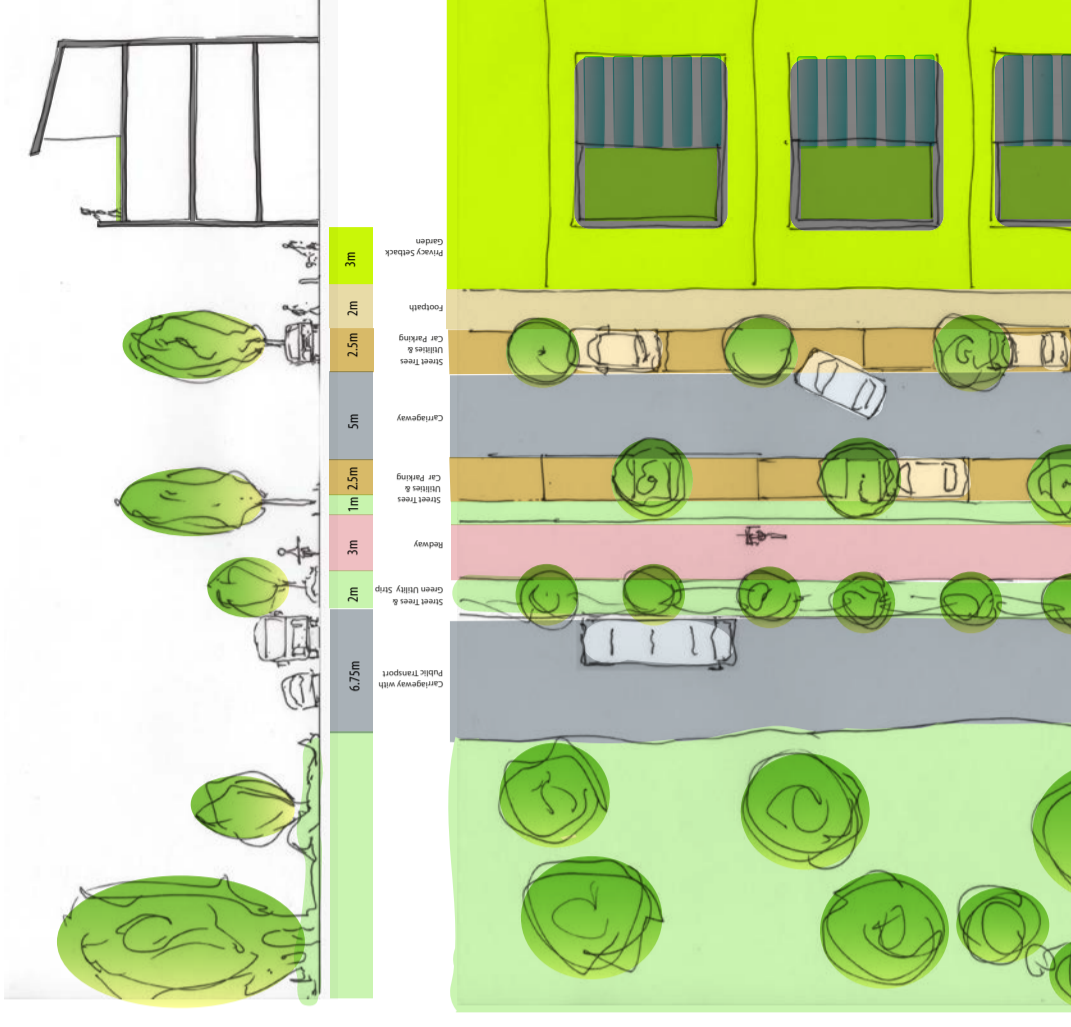


Figure 4.8 (a) Illustrative Cross Section Bow Brickhill Relief Road (alternative interface with development)

is proposed into the site off Newport Road that would provide access to the local centre and the potentially relocated Woburn Sands train station.

4.3.148 The movement network should be designed to provide direct and safe (overlooked) access to bus stops.

4.3.159 Demand Responsive Transit (DRT) which offers a more flexible service provision which doesn't follow an established street network is likely to serve SEMK, certainly in the early stages when there is insufficient demand to warrant a commercially viable bus service.

Transit Interchange Hub

4.3.20 Fig 4.3 identifies the location of a Transit Interchange Hub just to the north of the railway line in proximity to the Woodleys Road Bridge. This will serve a potentially relocated Woburn Sands Station, and a bus stop, as well as being future proofed to accommodate the start/end point of an MRT route. Fig 4.3 identifies a zone within which the interchange can take place but ideally it will be as close as possible to the Woodleys Bridge to aid interchange.

4.3.21 Any change of location shown in the SPD for Woburn Sands Railway Station is indicative only and in no way provides the EWR Company with the opportunity to maintain that this is MKC's final position and therefore should not be open to further debate in the upcoming EWR Statutory Consultation.

Redways, Footpaths and Bridleways

4.3.4622 A key aim of the pedestrian, cycle and bridleway network within the site is to integrate and connect it with all existing rights of way, redways, footpaths and bridleways that connect with the edges of the allocation.

~~4.3.17 While it is stated in section 4.3. that it is still unclear what the extent of the strategic movement network is in so far as vehicle crossings of the railway are concerned, what the Development Framework does need to identify is the necessary pedestrian and cycle crossings required to integrate the development of SEMK both sides of the railway line and maximise ease of pedestrian and cycle access within the site and to the surrounding area.~~

Redways

4.3.4823 Redways, which provide a segregated network of shared foot and cycle paths across Milton Keynes, will be extended into SEMK.

4.3.24 Figure 4.2-4.4 4.3 shows the proposed strategic redway network for within SEMK which primarily follows the strategic movement network. A redway link will also be provided connecting the local centre north of the railway line to Newport Road. A segregated redway with overbridge over the railway line will pass through the V11 transport reserve between Old Farm Park and Browns Wood providing direct access to the proposed Community Hub and Secondary School. Additional redways may be provided if identified as being required through

the detailed masterplanning of the site.

4.3.4925 The strategic redway network links centres of population with key destinations, such as employment areas, schools, district, town and local centres. Routes should be as direct as possible in order to encourage the use of redways for commuting. In general, redways alongside the grid roads provide the quickest routes. However, there may be instances where locating a redway within a primary residential street will provide a more direct route to key destinations. An extension of the existing Redway 'Super Routes' across the northern part of the SEMK site should connect to the proposed Transit Hub and potential relocated Woburn Sands Train Station.

4.3.266 Off site extensions to the redways will be required where these connect the site into the redway network. Figure 4.2-4.4 4.3 (Movement Framework) shows indicative routes of strategic redways within SEMK.

Bridleways and Leisure Footpaths

4.3.247 The New leisure routes and bridleways are primarily to be located within the proposed open space network and will provide a comprehensive connected network both within SEMK and into the surrounding area providing an attractive environment which will encourage active travel. The key routes are therefore within the buffer along the eastern edge of the allocation, either sided of the railway line, within the Caldecotte Brook Linear Park (which will act as an extension of the existing leisure route passing through Old Farm Park and Browns

Wood and following the existing right of way within the Brown Wood Linear Park connecting the existing Pony Crossing (at eastern edge of Old Farm Park) and Wavendon / Brown's Woods. The latter will provide direct access via a signalised pedestrian crossing across Woburn Sands Road and connect with the existing right of way that gives access to the extensive woodland and Greensands Ridge to the south of the SEMK site.

4.3.228 The railway line clearly presents a major barrier to pedestrian/cycle movement across the entire SEMK. Figure 4.3 4.2-4.4 identifies 4 locations where dedicated grade separated cycle and / or pedestrian routes will be provided. These all follow existing surface level crossing points.

4.3.239 Pedestrian links from Woburn Sands, south of the railway line, into SEMK are very important. Two new links will be made into the multi-functional buffer adjacent to Kiln Drive and Sturdy Lane. Improved pedestrian links will be made into Woburn Sands between Kiln Drive and Drayhorse Crescent.

4.3.2430 Existing public rights of way should be retained, wherever possible. Where rights of way are severed by major road infrastructure, appropriate road crossings and/or diversions should be applied.

Low Emission Vehicles

4.3.2531 Electric charging points should be provided for each dwelling. Rapid and fast charging points will be provided at key locations, including local centres and schools.

Future-proofing

4.3.2632 Development within SEMK should ensure that the transport infrastructure within ~~it~~ ~~the~~ **SUE** does not close off the potential for future expansion of the city, for example by safeguarding land as adopted highway.

4.3.2733 Land will be safeguarded within the north east corner of the allocation to enable the potential extension of the H10 / Bletcham Way to Newport Road to connect, integrate and provide alternative access to and from potential future development to the north and east of SEMK.

~~4.3.28 Similarly a corridor of land will be reserved south of the railway line for the potential extension of the V11 / Tongwell Street.~~

Transport Assessment and Travel Plans

4.3.2934 The submission of a Transport Assessment will be required as part of any planning application that generates significant amounts of traffic movements, to determine whether the impact of the development on the transport network is acceptable. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

4.3.305 Plan:MK states that development proposals that generate significant amounts of traffic movements will normally be required to provide a Travel Plan. The Travel Plan will contain measures to encourage walking, cycling, the use of public transport and car-sharing, and to reduce the need to travel.

4.4 Land Use

4.4.1 SEMK will primarily be a housing development but will include all the necessary supporting facilities that typically complement a residential development including shops, schools and community facilities and hence reduce the need to travel by car. The actual facilities provided should be based on a thorough analysis of existing facilities in the neighbouring settlements so as to avoid unnecessary duplication. Rather new facilities should complement existing facilities.

Housing

4.4.2 SEMK will accommodate in the region of 3000 dwellings as identified in Policy SD11. **This requires circa 100ha of residential land (see Appendix C for further details on the SEMK Indicative Land Use Budget).**

4.4.3 A wide range of dwelling type, size and tenure should be provided creating choice, a varied building form and meeting community needs. 31% of housing should be affordable. Decisions on the tenure mix will be made against the Council's requirements as set out in policy HN2 of Plan:MK and the current Affordable Housing SPD in place at the time that an application is considered.

4.4.4 In accordance with Plan:MK policy HN3, the development will be expected to provide an element of supported or specialist housing to help contribute towards meeting the needs of older persons and households with specific needs. The Council's Strategic Housing Market



Low emission busses are already used in Milton Keynes.



Via Vans - Demand Responsive Transit already in operation in Milton Keynes.

Assessment 2017 calculated that the combined need for supported and specialist housing accounts for around 15% of all housing needs in the borough over the plan period.

- 4.4.5 Plan:MK Policy D4 encourages housing developments of 50 or more dwellings to provide 10% of new dwellings that incorporate innovative design features and modern methods of construction.

Travellers Site

- 4.4.6 Policy SD11 in Plan:MK requires a site for 7 pitches for gypsies and travellers to be provided as part of SEMK. This equates to an area of approximately 1.15ha with a planning application for the site being made by Milton Keynes Council. ~~Figure 4.10 identifies potential locations: Fig 4.8 identifies a preferred location close to the Bow Brickhill Level Crossing. This is believed to adhere to the Policy HN11 (Gypsies and Travellers) which identifies the following principles to inform suitable locations. Policy HN11 (Gypsies and Travellers) identifies the principles that inform the location of G&T sites including:~~
- The site is reasonably accessible to shops, schools, health and other local services and community facilities.
 - Sites must be well related to the primary movement network and have adequate road access.
 - The site is compatible with neighbouring land uses, and minimises impact on adjacent uses, built form and landscape character.

- There is space within the site for the provision of essential facilities including parking, and landscaping.
- The development complies with Plan:MK Policies NE1-6.
- The site would not affect a site of nature conservation interest.

4.4.7 Further guidance that should inform the location and design of Gypsy & Traveller sites can be found at 'Designing Gypsy and Traveller Sites Good Practice Guide' (withdrawn by the Government) and 'Planning Policy for Traveller Sites' (August 2015).
Key points from these documents include:

- Consideration of future management issues and pressure on existing infrastructure and services;
- A safe environment;
- Gypsy & Traveller sites not in locations that are inappropriate for ordinary residential dwellings unless exceptional circumstances apply;
- Not to be located on contaminated land, relatively flat sites;
- The promotion of integrated co-existence between site and local community; relationship to surrounding community to improve community cohesion; where possible;
- Developed near housing for settled community; some Gypsy & Traveller communities prefer to be on the edges but not too isolated cause of fears of safety, tend to be located near to light industrial uses.

Community Hub

~~4.4.8 The mixed use community hub located to the~~

~~south of the railway line will form the heart of the community and will be located on the primary residential spine street. The mix of uses and pedestrian friendly public realm, including an area of civic space, will be designed to create an active and vibrant centre.~~

~~4.4.9 The scale of the community hub should be sufficient to meet the day-to-day needs of the new local community at SEMK. The community hub will provide a mix of uses, including convenience shopping, housing, small-scale employment and community uses.~~

~~4.4.10 Community centres play a vital role in not only providing a venue for a range of social and physical activities to take place but importantly they provide a place for new residents to meet one another and they can become the 'social glue' that knits the community together.~~

~~4.4.11 Buildings within the community hub should be designed to be adaptable in order to accommodate a number of different uses. In this way, the community hub will be robust enough to deal with fluctuations in economic conditions, with buildings able to change their use over time.~~

~~4.4.12 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.~~

Education

4.4.138 Provision should be based upon the two tier system of primary and secondary schools. Schools provision should be planned in step with residential development (see Indicative Programme, para 6.5.1).

Secondary School

4.4.149 The secondary school will be located adjacent to the community hub to the south of the railway. A site of 10.5 ha will be required to accommodate a 7 form of entry (FE) school. This will be an 'all-through school' including primary school provision.

4.4.10 While the school should provide a strong civic presence as close as possible onto the spine street care needs to be taken that remaining boundaries where possible don't face onto the street network since they typically present inactive / blank frontages.

Primary Schools

4.4.151 Sites should be provided for two 3FE primary schools with embedded early years provision. A minimum of 3 ha of land should be provided for each 3FE primary school. One primary school will be located as part of the secondary school campus while the second will be located north of the railway line next to the local centre.

4.4.162 Allocated space within local centres development should be provided for further nursery provision dependant on demand.

Retail/Local Centres

4.4.173 Local centres are important to provide for daily essential needs for the new community within walking distance from where residents live. They need to therefore be located in the most accessible and visible locations within the development.

4.4.184 Two local centres should be provided to serve SEMK, the larger one south of the railway line will include a 0.6ha community reserve site, adjacent to the secondary school and civic square. The local centre north of the railway line will be near to the primary school and the transit interchange /hub or potentially relocated Woburn Sands station. ~~It should be noted that given the proximity to the existing retail facilities within Woburn Sands Town Centre, the local centre north of the railway line may only come into being if the Woburn Sands Station is re-~~



Oakgrove Local Centre serves the community.

~~located and access to the station made easier for all modes of access/transport (including those coming to the station from the wider Ws area). The exact mix and extent of retail uses in particular will depend on market demand at the time but typically this would consist of a small parade of shops or a corner shop/newsagent. Higher density residential uses should be provided in proximity to the local centres to not only improve their viability but also create a vibrant social environment as well as minimising the need to travel (by car).~~

4.4.15 The primary local centre located to the south of the railway line will form the heart of the community and will be located on the spine street. The mix of uses and pedestrian-friendly public realm, including an area of civic space, will be designed to create an active and vibrant centre.

4.4.16 The scale of the community hub local centre should be sufficient to meet the day-to-day needs of the new local community at SEMK. The community hub local centre will provide a mix of uses, including convenience shopping, higher density housing, small-scale employment and community uses.

4.4.17 Community centres play a vital role in not only providing a venue for a range of social and physical activities to take place but importantly they provide a place for new residents to meet one another and they can become the 'social glue' that knits the community together.

4.4.18 Buildings within the community hub local centre

should be designed to be adaptable in order to accommodate a number of different uses. In this way, the community hub local centre will be robust enough to deal with fluctuations in economic conditions, with buildings able to change their use over time.

4.4.19 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. It should be noted that given the proximity to the existing retail facilities within Woburn Sands Town Centre, the local centre north of the railway line may only come into being if the Woburn Sands Station is relocated and access to the station made easier for all modes of access/transport (including those coming to the station from the wider Woburn Sands area).



Oakgrove Secondary school accessed via an underpass.

4.4.20 The exact mix and extent of retail uses in particular will depend on market demand at the time but typically, this would consist of a small parade of shops or a corner shop/newsagent. Higher density residential uses should be provided in proximity to the local centres to not only improve their viability but also create a vibrant social environment as well as minimising the need to travel (by car).

4.4.21 The local centre to the south of the site will also include a 0.6ha community reserve site that could be used for a satellite health facility should suitable funding be available.

CHARACTER TYPOLOGIES DESIGN COMPONENTS	TRANSIT INTERCHANGE / HUB	SPINE PRIMARY RESIDENTIAL- STREET (INCLUDING COMMUNITY HUB)	MARSTON VALE RAILWAY LINE LINE- EAR PARK FRONTAGE	GENERAL RESIDENTIAL	BOW BRICKHILL EDGE
Built form and layout	Predominantly apartments. Residential development above commercial uses. Scope for taller buildings (up to 6 storeys)	More formal arrangement. Civic square to deter through traffic. Predominantly apartments and Townhouses – up to 3 storeys. Good access to local centres and other facilities along the primary street.	Mainly townhouses and terraces. Some higher density. Reduced private amenity space compensated for by linear park providing accessible public space	Short terraces, semi-detached, and detached. 2-3 storeys with potential for emphasis at key corners.	Informal arrangement, lowest densities. Emphasis on soft landscape and tree planting to create green setting. Detached and semi detached houses in larger plots. Two storeys. Dwellings should front back onto enhanced landscape that incorporates a leisure route.
Residential parking	Reduced private parking.	Predominantly landscaped front parking courts for townhouses and front or rear parking courts for apartments supported by on street parking.	Predominantly front parking courts for townhouses and front or rear parking courts for apartments supported by on-street parking.	Front court parking, public squares, on-plot parking, including drive-throughs.	Predominantly on-plot parking, supported by on-street parking
Boundary treatment	Alternate paving	Predominantly walls and railings, with soft landscaping	Soft landscaping	Mix of walls or railings and hedges, .	Informal, predominantly hedging or rural fencing. . .
Indicative average residential density	100dph	35-50dph	. 35-40dph	25-35dph	10-25dph

Table 4.3 Indicative Character Typologies

wider strategic objectives.

typologies and design appearance are briefly addressed below.

4.5 Character

4.5.1 A strong character for a development is an important placemaking principle as it helps residents feel a sense of belonging, identity and pride in where they live. Places with character can be differentiated from other places. This can be achieved through layout, massing, landscaping and building appearance. While subsequent design codes will help establish the character for SEMK, three elements that influence character; density, character

4.5.3 Higher densities will therefore be located in proximity to the local centre/s as well as along the **Primary Residential Spine** Streets which are proposed to be bus routes when the demand exists.

4.5.4 Apartments generally have less private amenity open space than houses, and therefore there is an argument for locating at least a percentage of them close to areas of public open space. Consequently, it is proposed that some higher

4.5.5

density housing should also be provided along linear open space either side of the railway line.

In response to Greensand Ridge to the south, the lowest built density will be toward the edge of Bow Brickhill Road. The remaining areas of housing should be at medium density.

Character Typologies

4.5.6 A variety of character typologies have been identified and are shown on Figure 4.9 and discussed in Table 4.3. They have emerged in response to the existing surrounding context, and to the proposed movement strategy for the development. Subsequent design codes will further help outline the features that distinguish each of these character typologies.

Detailed Design Appearance of Buildings

4.5.7 The development should create its own identity, distinct from those of adjoining areas.

4.5.8 The Development Framework does not advocate a particular architectural style. It does however require architectural treatment to be such that it contributes to the overall character and identity of the development and builds on MK's reputation for forward thinking and distinctive architecture (as required in Policies D3 & D2 of Plan:MK). Poor quality pastiche house types that deliver non-descript 'anywhereville' type places will not be supported.



Figure 4.9 Indicative Character Typologies

4.6 Sustainability

Addressing Climate Change

4.6.1 The structure and layout of the development will contribute to climate mitigation and adaptation in a number of ways:

- Mass transit would aid a modal shift for residents in the new community, helping to reduce carbon emissions arising from the development and mitigate climate change.
- Creating walkable neighbourhoods will help to reduce the number of trips by car and thereby help to reduce carbon emissions. This is achieved by co-locating amenities and higher density development with mass transit and other public transport facilities linked by safe, direct pedestrian and cycling routes.
- Provision of a **linear connected** open space network as part of the strategic green infrastructure network. This will provide flood risk management benefits and help minimise the urban heat island effect of new development.

Sustainable Construction

4.6.2 Development proposals must demonstrate how they have met the requirements of Policy SC1 with regard to sustainable construction, including materials and waste, energy and climate and water.

Community Energy Network

4.6.3 In accordance with Plan:MK Policy SC2, developers will be expected to consider the integration of community energy networks in the development.

4.6.4 Remote power plants are inefficient, with over 60 per cent of the energy from fossil fuels being lost en route to the dwelling. A local decentralised community energy system can help tackle these issues through decreased transmission losses and by capturing and utilising the waste heat in buildings of all uses. This is combined heat and power (CHP) serving district heating.

4.6.5 Different types of building occupiers have varying demands for heat, which are represented in demand or load profiles. Different load profiles complement one another and a diversity of load profiles improves the technical feasibility and financial viability of district heating.

4.6.6 The best opportunities for introducing CHP within SEMK are around the community hub and the areas of higher density housing.

4.6.7 Whilst CHP is the most common form of community energy network, there may be other alternative emerging sustainable technologies that can be employed.

Surface Water Drainage and Flooding

4.6.8 As future development (including highway infrastructure) has the potential to increase the frequency and consequence of such flooding through the increases in and runoff from impermeable areas, these increases need to be mitigated through the use of integrated SUDS, careful development design, development control and masterplanning. Milton Keynes's network of green infrastructure, including waterways, will need to be maintained and enhanced through the Development

Framework. In line with Plan:MK Policy FR2, opportunities should be taken to implement SUDS.

4.6.9 Figure 4.10 identifies illustrative locations for balancing ponds – these are located at the lowest point of SEMK and are located within the proposed linear open space network **either primarily on the southern** side of the railway line.

Safety and Security

4.6.10 Design has a crucial role in delivering a safe and secure residential environment. Natural surveillance should be provided, in the form of door and windows overlooking streets and public spaces.

4.6.11 Developers should follow best practice guidance in 'Secured by Design' to design out opportunities for crime and anti-social behaviour.

Noise and Air Quality

4.6.12 The principal source of noise within the development will be from fast moving trains along the proposed revamped east-west rail. There will also be some noise from the Strategic Movement Network. Consequently, noise mitigation measures will need to be carried out. The precise nature of those noise mitigation measures should be established by developers through the undertaking of a Noise Impact Assessment.

4.6.13 There are a number of measures that can be employed, including:

- Setting dwellings back an appropriate distance

(this is proposed within the Development Framework via the multi-functional linear open spaces proposed either side of the railway line, buildings will also be setback the required planning policy distance from any new grid roads)

- Sound insulation in dwellings;
- Noise bunds.

4.6.14 Increasing the distance between residential properties proposed in the development and busy roads external to the development would help reduce exposure of new residents to high levels of pollution. Tree planting would reduce the impact of pollution as trees help to keep air cleaner through absorbing airborne pollutants. Where appropriate, an air quality assessment should be submitted as part of any planning application.

Telecommunications and ICT Network

4.6.15 As a modern, growing city, Milton Keynes needs the right IT communications infrastructure to support the well being of its existing communities and its continued expansion.

4.6.16 New developments should provide housing that is fibre-ready. Developers are required to install the ducts for fibre connectivity up to the premises in readiness.

4.6.17 For the provision of broadband and telecommunications services, the Council wishes to see the provision of an "open network" whereby the consumer will be free to select their preferred supplier.

4.7 Development Framework

4.7.1 The Indicative Development Framework Plan (Figure 4.10) shows the proposed land uses and illustrates how the individual framework layers can be brought together to achieve the vision for SEMK. It and its different 'elements' (outlined in figures 4.1 and 4.3) are the key plans in informing subsequent planning applications.

4.7.2 Given the inability to currently fix certain elements of the strategic movement network ~~this composite plan includes just one of the potential scenarios/responses~~ due to lack of agreement yet reached on the future of the Bow Brickhill Level Crossing, this Framework Plan includes Milton Keynes Council's preferred strategic movement response. It is essential that the required MRT and redway infrastructure can be accommodated as part of a bridge on the V10 alignment over the Marston Vale Railway Line on line or as close as possible to its existing alignment. If this cannot be achieved, there is a reserve Development Framework option that includes a bridge crossing over the railway line through the Tongwell Street (V11) protected grid road reserve included as Appendix C. Even if this reserve option is eventually agreed as the way EWR will deliver bridge crossings within SEMK it will not fundamentally change the Development Framework Plan. The few minor changes are outlined in Appendix C. ~~Even if an alternate scenario is eventually agreed it is not believed that this will fundamentally change the spatial arrangement of the proposed land-uses.~~

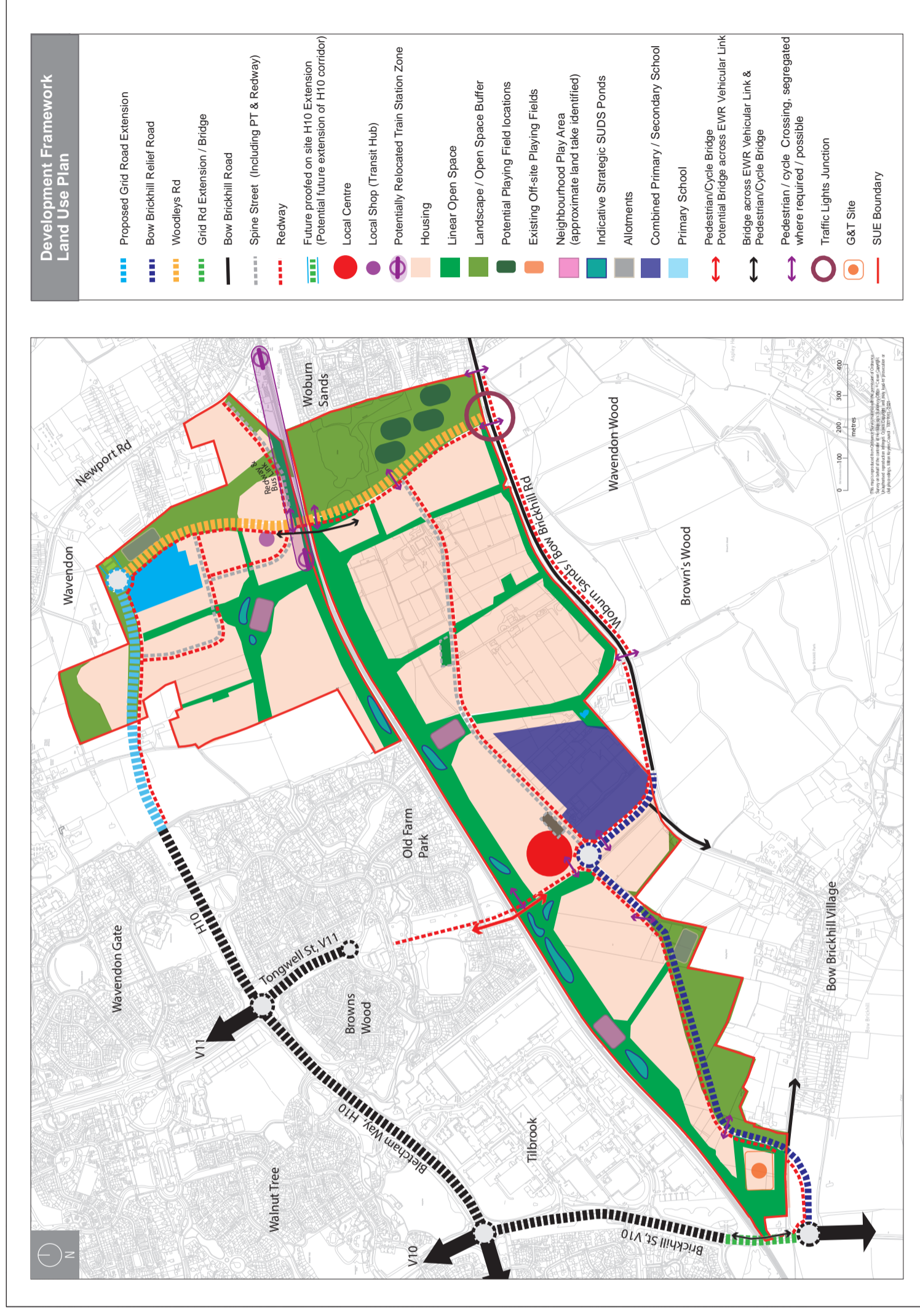


Figure 4.10 Development Framework Plan

SECTION 5

DELIVERY

- 5.1 Phasing
- 5.2 Infrastructure Delivery
- 5.3 Equalisation
- 5.4 Management and Maintenance

5 Delivery

5.1 Phasing

- 5.1.1 Infrastructure and development should be delivered at the right time and in the right place to ensure a high quality and sustainable community is established.
- 5.1.2 SEMK is in a number of different ownerships. Piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure are likely to be refused for failing to be in conformity with Plan:MK Policies SD1, SD9, SD11 and INF1, as well as this Development Framework SPD. All SEMK landowners and parties should act in good faith and work co-operatively with each other with the aim of facilitating development on all sites within the SEMK. This involves early engagement with each other to agree mutually acceptable connection arrangements and delivering connections to site boundaries within SEMK, and sharing the cost of shared infrastructure.
- 5.1.3 All landowners should be prepared to enter into planning agreements and to have their land included in a planning application so that connectivity through the SEMK can be delivered. They should ensure that vehicular access is provided up to the edge of their boundaries in a timely manner so as not to hinder development of other sites in SEMK nor to increase the value of their landholdings. All s106 agreements will include requirement that no party can restrict another in terms of access or utilities provision.

- 5.1.4 Development of SEMK is based on the following principles:

- **Establish** Key public transport infrastructure and routes **should be established** at an early stage in each phase.
- Ensure the local centre and schools are delivered early on in the development.
- Ensure the provision of green infrastructure, open space and play areas prior to the occupation of new housing.
- **Ensure the provision of Gypsy and Traveller site.**
- Co-ordination between multiple developers to ensure that all necessary infrastructure required to facilitate the development is agreed and implemented in a timely fashion.
- Need to achieve a mix of housing development at each phase; subject to the design and masterplanning principles outlined within this SPD.
- **Each phase should provide the necessary social, grey and green infrastructure at the appropriate stage, rate and scale to support the development in accordance with the approved Infrastructure Delivery Plan as per requirements in Policy SD9 Part 2A.**
- **Ensure that each phase is supported by appropriate infrastructure in accordance with Infrastructure Delivery Plan.**
- Each development phase should contribute to the wider infrastructure costs to ensure it can be delivered and later phases remain viable, and
- Develop integrated neighbourhoods and avoid disconnected and isolated development.

5.2 Infrastructure Delivery

- 5.2.5 A commitment is required to deliver the Gypsy and Travellers site before the completion of phase one of the residential development. **This will be delivered by Milton Keynes Council with land donated by the developers at no cost.**

- 5.2.1 Contributions will be sought towards necessary infrastructure and facilities, including:

- Affordable housing, **including G & T sites**;
- Highway infrastructure, both on and off-site;
- Public transport services, walking and cycling provision;
- Education, including secondary and primary school provision;
- Recreation and open space, including play areas, playing fields, allotments, linear parks;
- Community facilities, including healthcare, emergency services and community centres;
- Public art;
- Management and maintenance of facilities and open space.

- 5.2.2 An overarching Section 106 agreement, known as the Tariff Framework Agreement, will be established.

- 5.2.3 The planning obligations regime for Milton Keynes will continue as it currently stands. In the case of this development, this will be a number of individual S106 Agreements entered into in compliance with an overarching MK Tariff Framework Agreement whereby a contribution is made to infrastructure costs through Tariff payments for each unit of development.

- 5.2.4 It is envisaged that infrastructure for the SEMK will be delivered through each of the landowners and lead developers signing up to these Tariff arrangements. or alternatively “in kind” by the developers of each phase of development.

5.3 Equalisation

5.3.1 The land is in a number of different ownerships. It is essential that the contributions to shared infrastructure requirements are based on an equitable equalisation mechanism. An equalisation mechanism to permit development to proceed will need to be agreed by all landowners under the Tariff arrangements set out above.

5.3.2 The equalisation needs to pertain to both Primary Infrastructure Costs (i.e. spine roads and attenuation ponds etc.) and Planning Infrastructure Costs (i.e. provision of social infrastructure). Where land is lost to either of these then the opportunity cost of what that land could have been used for needs to be taken into account in the equalisation calculation (i.e. the land would be net residential land).

5.4 Management and Maintenance

5.4.1 Consideration should be given at an early stage to the future management arrangements for infrastructure and facilities. Developers will be fully responsible for the management and maintenance of all roads and green infrastructure prior to adoption.

Highways

5.4.2 Milton Keynes Council, as highway authority, will adopt the roads and related infrastructure. Services infrastructure will be the responsibility or the relevant services provider.

Open Space and Landscaping

5.4.3 A management and maintenance strategy for open space and landscaping will be required, outlining details of the owner, the responsible maintenance body, and how long term maintenance will be funded. Arrangements for the management and maintenance of the open space should be discussed with the Council at an early stage. Milton Keynes Parks Trust may have a significant role to play in the future management of such uses, particularly the linear open space network and buffers. Consideration should also be given to offering all landscape and play areas to the Parks Trust for maintenance and management via a single regime across SEMK.

5.4.4 The Council's preference is that the land should be offered to the Parks Trust on a 999 year lease prior to the transfer of the freehold to the Council, with a commuted sum to pay for the cost of the maintenance and management which may be covered by the Tariff arrangements. In anticipation of this arrangement, it is helpful for all landscape and play areas to be designed in consultation with the Parks Trust. **areas, playing fields, allotments, linear parks;**

~~Community facilities, including healthcare, emergency services and community centres;~~

~~Public art;~~

~~Management and maintenance of facilities and open space;~~

~~5.4.5 An overarching Section 106 agreement, known as the Tariff Framework Agreement, will be established;~~

~~5.4.6 The planning obligations regime for Milton Keynes will continue as it currently stands. In the case of this development, this will be a number of individual S106 Agreements entered into in compliance with an overarching MK Tariff Framework Agreement whereby a contribution is made to infrastructure costs through Tariff payments for each unit of development;~~

~~5.4.7 It is envisaged that infrastructure for the SEMK will be delivered through each of the landowners and lead developers signing up to these Tariff arrangements. or alternatively "in kind" by the developers of each phase of development;~~

SECTION 6

NEXT STEPS

- 6.1 Outline Application
- 6.2 Design and Access Statements
- 6.3 Design Codes
- 6.4 Reserved Matters Applications
- 6.5 Indicative Programme and Milestones

6.1 Outline Application

- 6.1.1 The local planning authority will encourage early dialogue on pre-application proposals. Local stakeholder groups exist for SEMK. While developers should utilise this group to engage with the local community and other stakeholders, it is recognised that there are other local bodies who may also wish to be consulted.
- 6.1.2 Outline applications should include, as a minimum: details of uses proposed in different areas of SEMK; the amount of development for each use; an indicative layout; parameters of the sizes of buildings; and indicative access points. A draft S106 Agreement in line with the Tariff Framework Agreement (see para 5.2.3) should be submitted with the outline application.
- 6.1.3 It is likely that any planning application will need to be supported by an Environmental Impact Assessment. Developers are encouraged to seek a Screening Opinion from the local planning authority in advance of submitting a planning application.
- 6.1.4 Developers should contact the Local Planning Authority at an early stage with regard to the supporting information that should be submitted with their application. The requirements will include some or all of the following:

- Flood Risk Assessment (FRA);
- Transport Assessment;
- Biodiversity Report;
- Noise Impact Assessment;

- Arboricultural Statement;
- Air Quality Assessment;
- Energy and Climate Statement;
- Statement of Community Involvement.

6.2 Design and Access Statements

- 6.2.1 Design and Access Statements are required for major developments under the Planning and Compulsory Purchase Act 2004.
- 6.2.2 The design principles and components set out in Design and Access Statements for Outline Applications should also be in accordance with good practice, Plan:MK, the New Residential Development Design Guide SPD guidance and this SPD.

- 6.2.3 Milton Keynes Council has produced a guidance note on 'Preparing Design & Access Statements'.

- 6.2.4 The Design and Access Statements should provide the basis for the quality of design to be controlled through subsequent Design Codes and Reserved Matters applications.

- 6.2.5 Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completion and subsequent maintenance.

- 6.2.6 The Design and Access Statement will provide the starting point for the drawing up of design codes.

6.3 Design Codes

- 6.3.1 It will be necessary for Design Codes to be submitted by the developer and approved by the local planning authority following the Outline planning stage and prior to submission of Reserved Matters.

- 6.3.2 A Design Code sets out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of this SPD and subsequent approved Design and Access Statements. Design Codes will help to deliver the highest feasible and viable design standards and provide certainty and clarity to developers and other stakeholders about the form of development expected at the detailed stage.

- 6.3.3 Design Codes are technical documents prepared and submitted by the applicant and approved by the LPA as discharge of condition applications. As such, they will be subject to formal public consultation in line with statutory requirements. Engagement with local stakeholders as well as service providers within and out and with the LPA will therefore be required through this process.

6.3.4 The Design Codes should prescribe design of:

- Primary, secondary and tertiary streets;
- Key frontages, edges, gateways and corners;
- Community buildings and facilities;
- Sports facilities (indoor and outdoor);
- Public spaces;
- Block sizes;
- Built form and materials
- Appropriate parking solutions;
- Building heights and setbacks;
- Tree and shrub species to be used; and
- Hard and soft landscape materials.

6.4 Reserved Matters Applications

- 6.4.1 Reserved Matters will need to be in accordance with the approved Design Codes.

6.5 Indicative Programme and Milestones

- 6.5.1 Discussions with developers are under way to establish indicative programme and key milestones for the delivery of homes and necessary infrastructure for the site.

Appendix

- 7.1 Appendix A - Relevant Plan:MK Policies
- 7.2 Appendix B - Illustrative Land Use Budget
- 7.3 Appendix C - Reserve Movement Option V11

7.1 Appendix A:

Relevant Plan:MK Policies

The following is a list of relevant Plan:MK Policies:

Strategic Site Allocations:

SD1: Placemaking Principles for Development

Homes and Neighbourhoods

- HN1 Housing Mix and Density
- HN2 Affordable Housing
- HN3 Supported and Specialist Housing
- HN4 Amenity, Accessibility and Accessibility of Homes
- HN5 Self Build and Custom Housing
- HN11 Gypsies and Travellers

Transport and Connectivity:

- CT1 Sustainable Transport Network
- CT2 Movement and Access
- CT3 Walking and Cycling
- CT4 Crossover on Redways
- CT5 Public Transport
- CT6 Low Emission Vehicles
- CT8 Grid Road Network
- CT9 Digital Communications
- CT10 Parking Provision

Education and Health:

- EH1 Provision of New Schools - Planning Considerations
- EH2 Provision of New Schools - Site Size and Location
- EH5 Health Facilities
- EH6 Delivery of Health Facilities in New Development
- EH7 Promoting Healthy Communities

Delivering Infrastructure:

INF1 Delivering Infrastructure

Managing and Reducing Flood Risk:

- FR1 Managing Flood Risk
- FR2 Sustainable Drainage Systems (Suds) And Integrated Flood Risk Management
- FR3 Protecting And Enhancing Watercourses

Environment, Biodiversity and Geodiversity:

- NE1 Protection Of Sites
- NE2 Protected Species And Priority Species And Habitats
- NE3 Biodiversity And Geological Enhancement
- NE4 Green Infrastructure
- NE5 Conserving And Enhancing Landscape Character
- NE6 Environmental Pollution

Public Open Space, Leisure and Recreation:

- L4 Public Open Space in New Estates

Design:

- D1 Designing A High Quality Place
- D5 Creating A Positive Character
- D5 Design Of Buildings
- D5 Innovative Design And Construction
- D5 Amenity And Street Scene

Culture and Community:

- CC1 Public Art
- CC2 Location of Community Facilities
- CC4 New Community Facilities

Sustainable Construction and Renewable Energy:

- SC1 Sustainable Construction
- SC2 Community Energy Networks And Large Scale Renewable Energy Schemes
- SC3 Low Carbon And Renewable Energy Generation.

7.2 Appendix B:

Indicative Land Use Budget

7.3.1 Table (A) 4.5 provides a illustrative summary of the principal land uses and their areas, as shown on the Land use Budget Plan and which represents the Proposed Land Uses shown on the Development Framework Plan (figure 4.10).

7.3.1 The main land use within the SEMK will be residential, with a range of supporting uses including schools and open spaces.

Table 3.5: Indicative Land Use Budget

	SEMK Development Framework Area	
	Hectares	%
OPEN SPACE		
District/ linear / local parks	35.43 ha	
Neighbourhood play areas	1.8 ha (Included in Parks)	
Playing fields	5.4 ha (Included in Green Buffer)	
Allotments	1.2 ha (Included in Green Buffer)	
SUB-TOTAL	35.10 ha	17.50%
GREEN INFRASTRUCTURE		
Green buffer	27.52 ha	
Existing woodland / Lake	7.7 ha (Included in Parks)	
Noise attenuation and balancing areas	7.6 ha (Included in Green Buffer)	
SUB-TOTAL	27.15 ha	13.51%
HIGHWAYS INFRASTRUCTURE		
Primary street	6.2 ha	
Grid road corridors / Woodleys Road	8.5 ha	
Bow Brickhill By- Pass	6.3 ha	
SUB-TOTAL	21.0ha	10.46%
TRANSPORT		
Station	0.5 ha	
SUB-TOTAL	0.5 ha	0.24%
EDUCATION AND COMMUNITY		
Secondary School Site (including 1x primary school)	10.5 ha	
Primary school	3.0 ha	
Local centre (Including Community Reserve site – 0.5ha)	2.5 ha	
G&T Site	1.15	
SUB-TOTAL	17.15 ha	8.50%
RESIDENTIAL		
	Net density dph	Dwellings
North of Railway	30 (35)	932 (1088)
South of Railway	30 (25)	2071 (1726)
	SUB-TOTAL	3003
Total		200.7ha
		100%

Table (A) 4.5 Indicative Land Use Budget

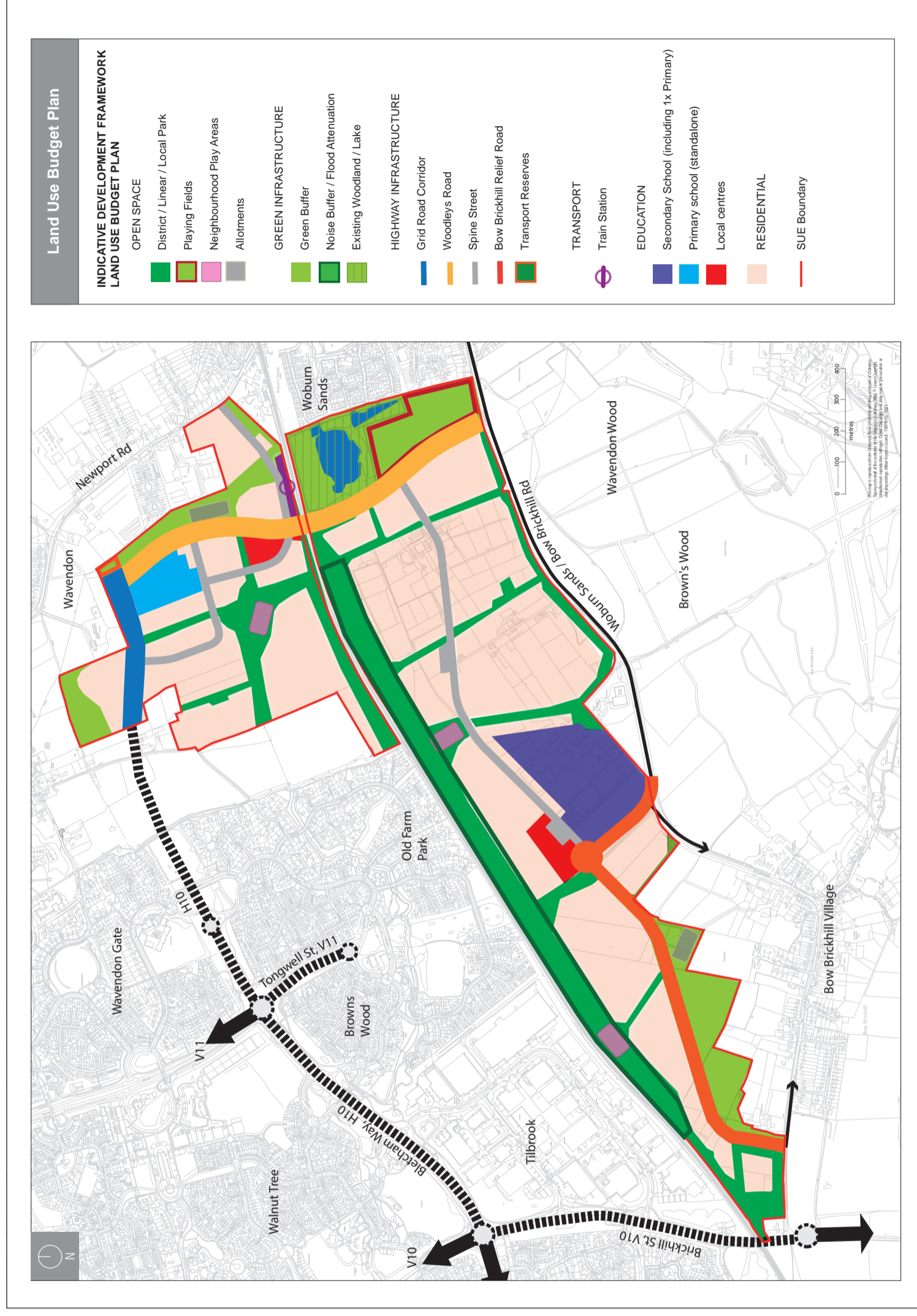


Figure (A) 7.1 Indicative Land Use Budget Plan

7.3 Appendix C:

Reserve Movement Option - V11

7.3.1 This reserve option has been included in the appendix to this Development Framework SPD as East West Rail are yet to finalise their plans regarding the proposed bridge over the Marston Vale Railway Line at the existing Brickhill Street (V10) level crossing. This primarily influences the strategic highway network.

7.3.2 The Council have set out to EWR their requirements for a bridge to meet strategic highway and public transport aspirations. The Council expects the Brickhill Street V10 bridge to be:

- On the line of the existing V10 highway or close to it in order to reflect the existing direct character of the grid road network, minimise the loss of developable land within SEMK and reduce as far as possible the disruption to the existing Tilbrook employment area;
- The bridge must also be designed to accommodate the requirements of the proposed Mass Rapid Transport system (MRT) that is currently proposed to use the V10;
- The proposed V10 bridge must be designed to accommodate redways to the standard expected alongside Grid Roads.

7.3.3 If these requirements for the Brickhill Street (V10) bridge cannot be met due to the constraints in the vicinity of the crossing, the Council's preferred strategic movement option would transfer to the reserve option shown in

the following plans, as the Council's feasibility work on an all movement grade segregated bridge connecting to Tongwell Street V11 has demonstrated that these requirements can be accommodated within the existing Grid Road Reserve.

7.3.4 In this scenario it is accepted that the placemaking concerns regarding the central locations of intrusive highway infrastructure would be sacrificed in order to maintain the satisfactory strategic highway network and future MRT network.

7.3.5 It is expected that all other aspects of the Development Framework would remain the same other than the loss of some developable land next to the southern local centre in order to accommodate increase in space required for Bow Brickhill Relief Road to be built to a grid road standard, as well as a similar requirement for Tongwell Street / V11 where it passes over the Marston Vale Line to connect with Bow Brickhill Relief Road.

- 7.3.6 The proposed reserve wider concept plan is identical to the preferred option with the exception of the proposed highway network and the required space associated with the Tongwell Street Bridge and Bow Brickhill Relief Road which would both be required to be designed and constructed to grid road standard including a 60-80m corridor.
- 7.3.7 This would result in a further loss of developable land and is likely to be more expensive to construct and this together, will make achieving approximately 3000 homes on the site significantly more challenging.

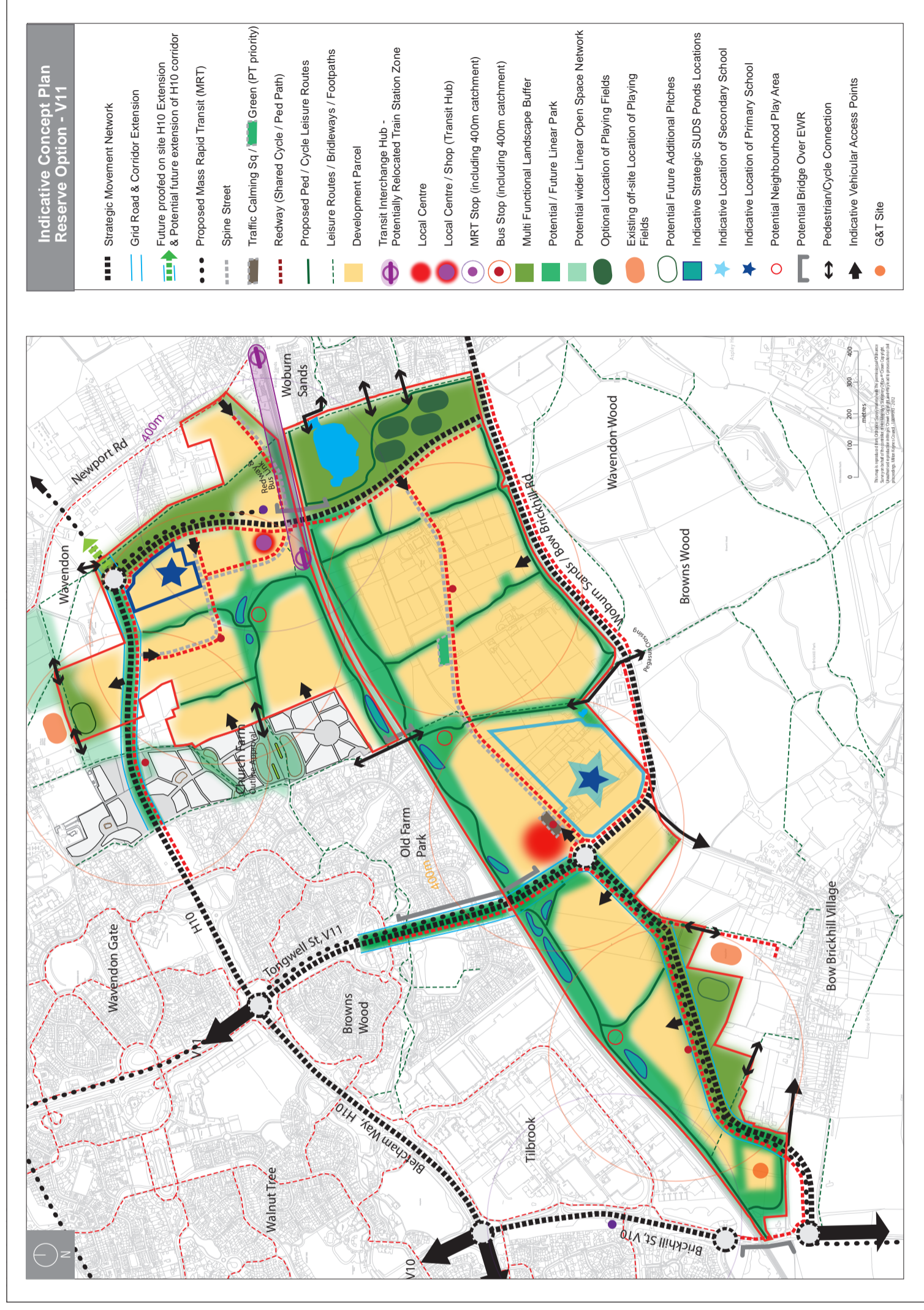


Figure (A) 7.2 Reserve Wider Concept Plan

7.3.8 As stated in para 7.3.6, the strategic movement network in the south western area of SEMK will change.

7.3.9 The Bow Brickhill Relief Road will need to be designed to a Grid Road standard as it connects the Grid Road network together (V10 & V11). This will reduce the amount of developable land within SEMK and be more expensive to deliver. However, it will ensure a connect strategic network that is capable of meeting the Councils strategic aims in terms of Mass Rapid Transportation if this requirement cannot be satisfactorily met by a bridge on Brickhill Street (V10).

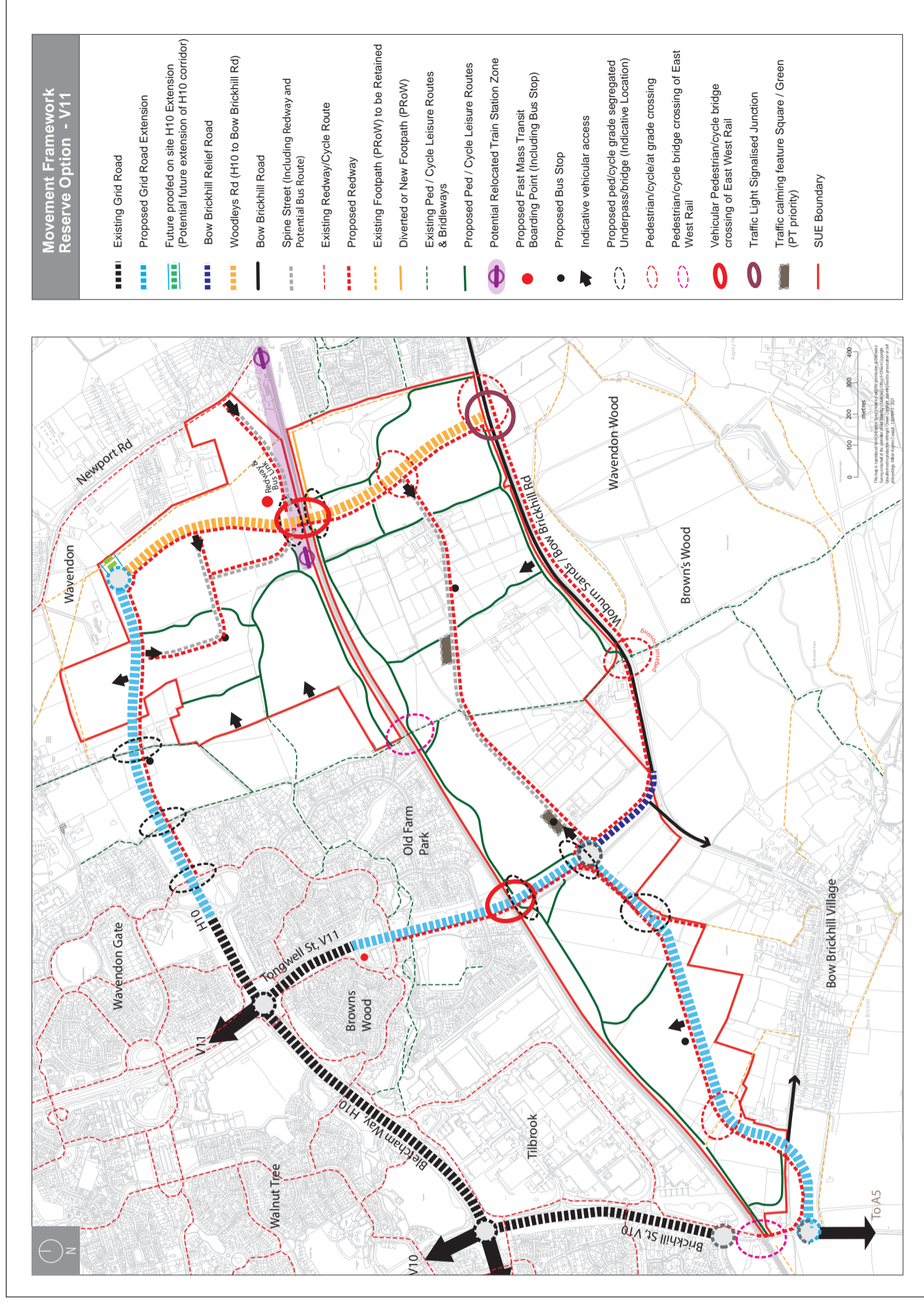


Figure (A) 7.3 Reserve Movement Strategy

7.3.10 The reserve option development framework plan is shown opposite.

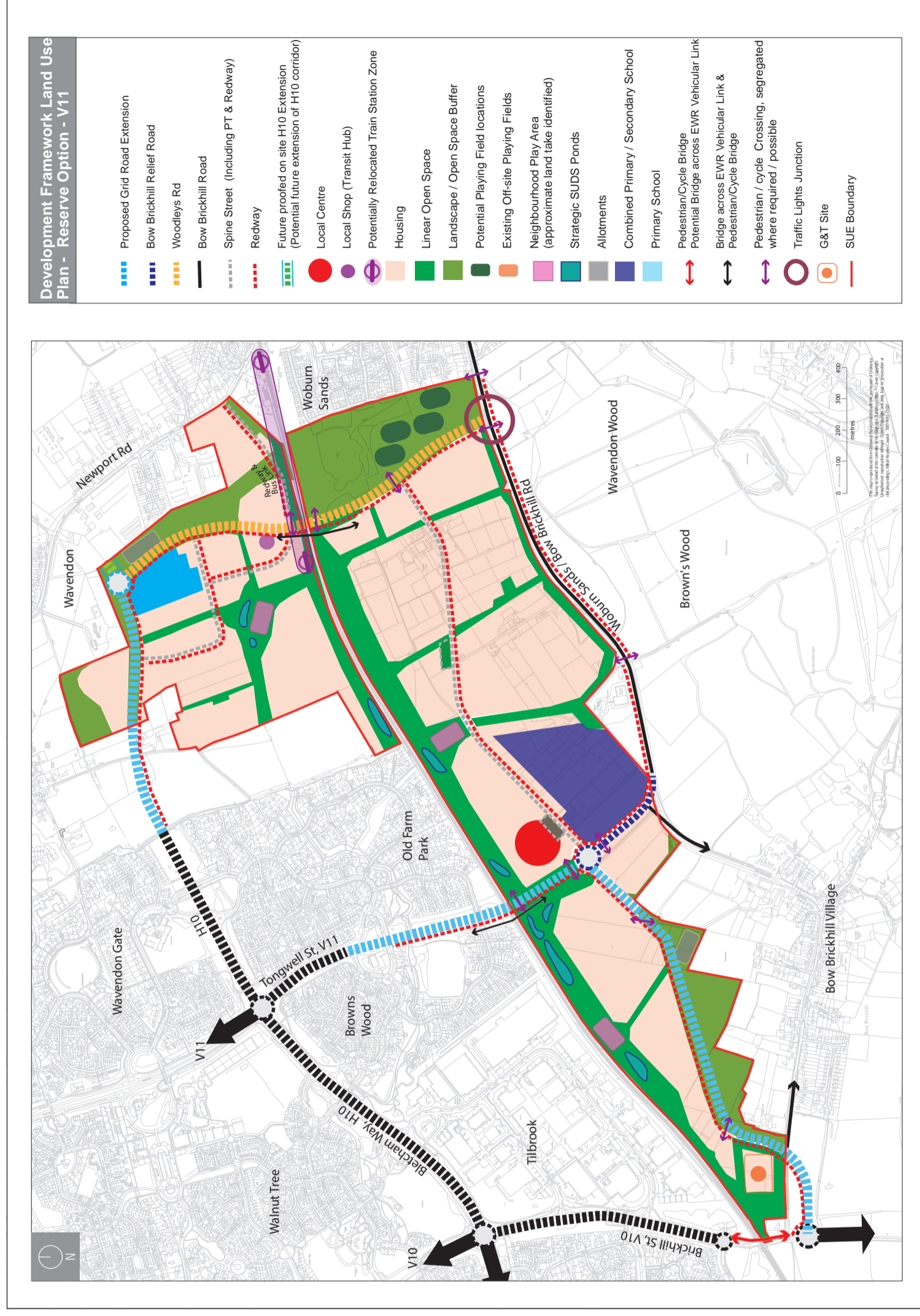


Figure (A) 7.4 Reserve Development Framework Plan

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