

Agenda

Planning CAG workshop

Location: Virtual Meeting

Date: 25th August 2020, 18:30-20:30

1. Welcome
2. Purpose of the workshop
3. Timeline of events
4. Draft vision discussion
5. Presentation and discussion on 4 key structuring elements
6. Next steps

SEMK Strategic Urban Extension - Workshop

Neil Sainsbury
Head of Place Making

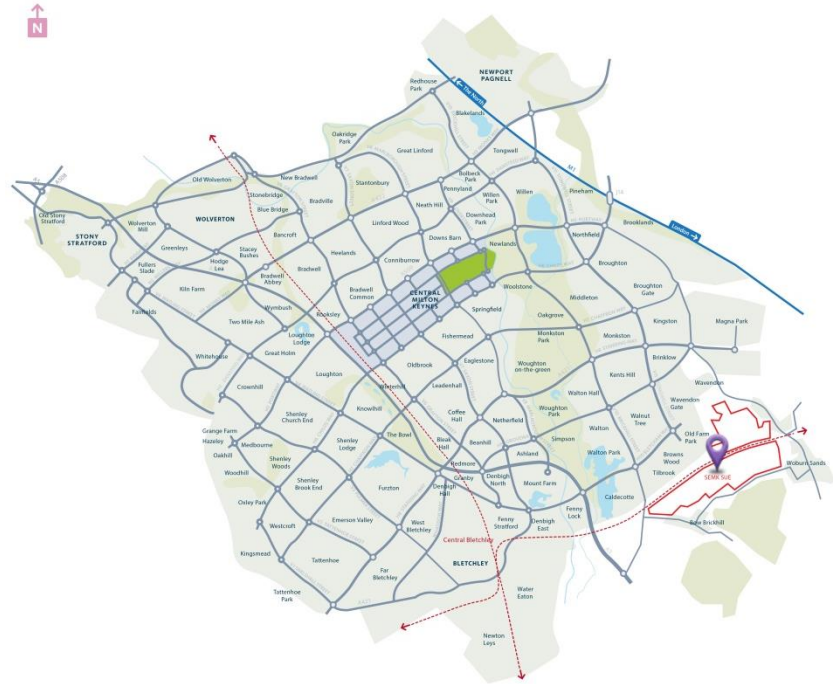
Matthew Clarke
Principal Urban Designer



About SEMK

- A Strategic Urban Extension on the South East Edge of Milton Keynes 200ha, 3000 homes
- Two primary schools, one secondary, as well as necessary nursery and early years provision.
- Local centres and other supporting infrastructure

Location Plan



SEMK – Site Photos



View from railway looking north and east toward Wavendon and Woburn Sands



View from railway looking north towards Wavendon



View from Woodleys Crossing looking east toward Newport Road



View from railway line looking north along hedge row

SEMK – Site Photos



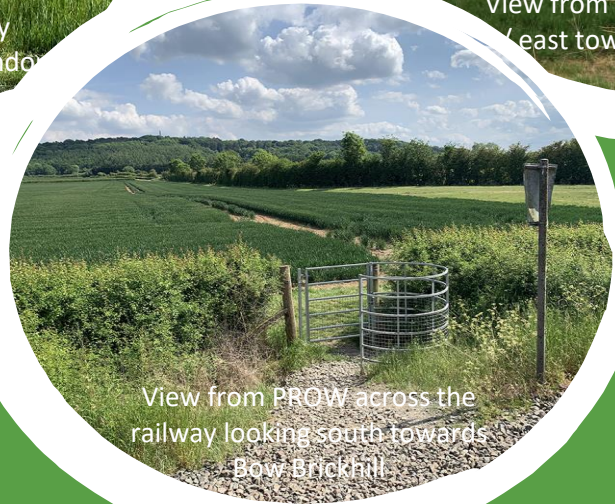
View from north of railway
looking south towards Wavendon
wood



View from railway looking south
east towards Woburn Sands

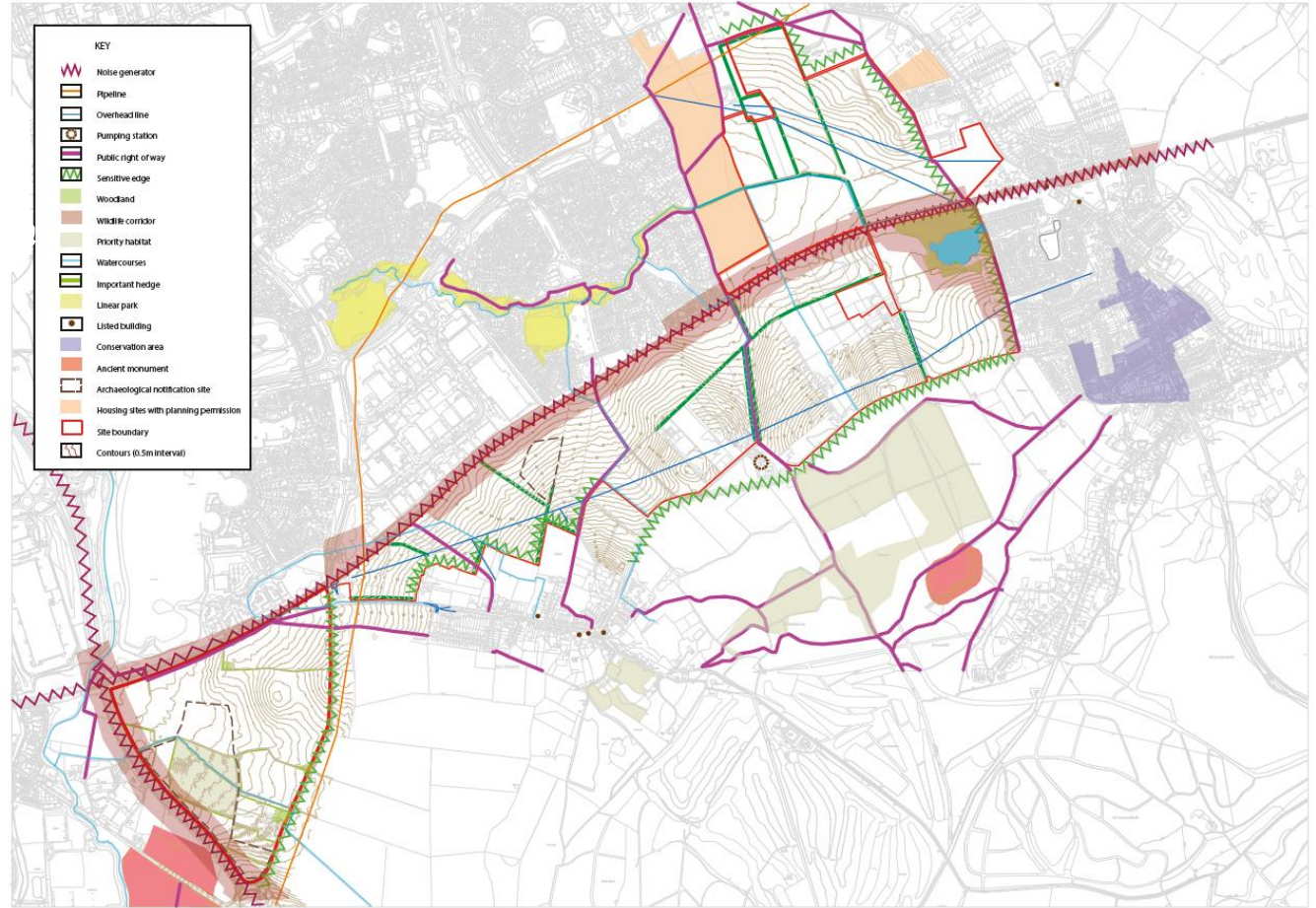


Bow Brickhill Road



View from PROW across the
railway looking south towards
Bow Brickhill

Site Analysis

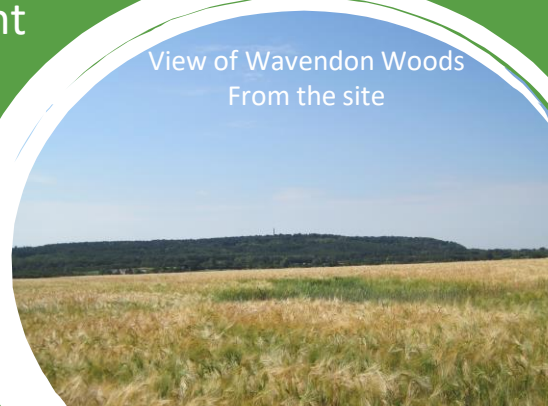


SEMK – Draft Vision for Site as identified by LSG

1. Excellent vehicular accessibility to MK and the A5
2. Connections will be made to the rest of the MK grid road and transport network
3. Strong network of attractive, safe 'green' walking and cycling routes within and connected into surrounding area
4. Working with existing landscape to create a strong network of connected green spaces
5. Respect identity and integrity of Wavendon, Woburn Sands and Bow Brickhill – landscape led green buffer areas important
6. South of railway feels like living in the countryside but having MK opportunities on the doorstep
7. Complements but distinct from adjoining urban area and villages
8. Masterplan to be responsive to local context



Phoebes Lane



View of Wavendon Woods
From the site

Key Policy from Plan:MK

that influences the Concept Layout for the SEMK

1. 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. (SD9)
2. Ensure development is well connected and integrated with adjacent grid squares, public transport services and the strategic and local highway grid network (SD1, SD11)
3. SEMK to be structured on the principles that have shaped the original city, especially the grid road system, redways, linear parks and strategic, integrated flood management (SD1)
4. Opportunities to extend grid road system design and redways into SEMK required as are safeguarding for land corridors for future highway links (CT8, INF1)

5. Provision of grade separated crossings of railway (SD11, INF1)
6. 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 (SD11)
7. Existing natural assets to be identified and protected and to have multiple benefits (eg biodiversity plus locations for walking and cycling) (SD1,NE4)
8. The layout and design of development enables permeable, coherent, easy, safe and pleasant access for pedestrians and cyclists within and connected to the wider area in order to promote/encourage recreation, walking and cycling within the development area and wider area (SD1, CT1, CT3, EH7, D1)
9. The development proposals as a whole respond appropriately to the site and surrounding context (D1)

CAG's thoughts on the vision

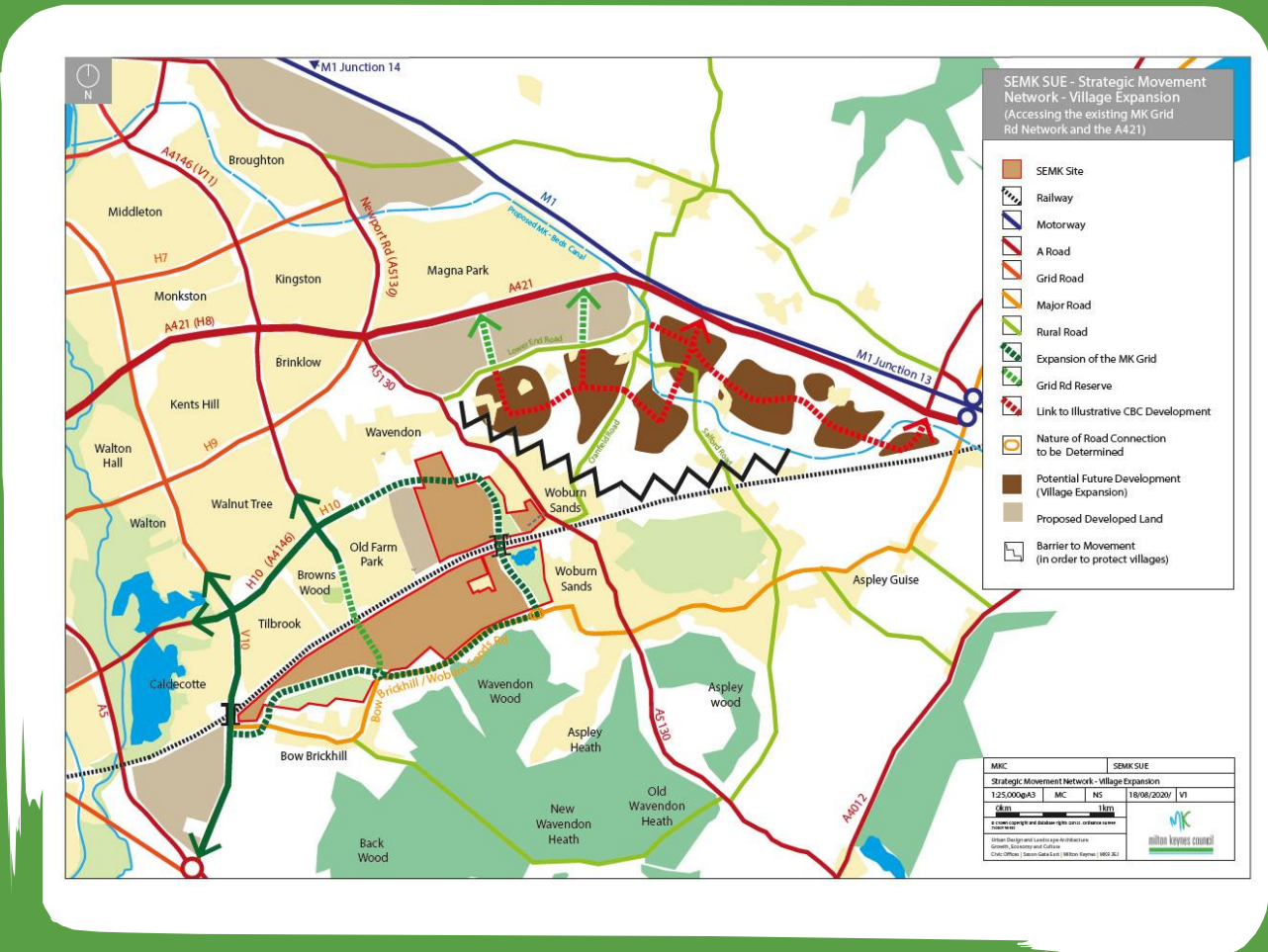
- Where the vision says 'south of the railway feels like living in the countryside' how does CAG interpret that in terms of strategic infrastructure and character?
- Should the strategic movement network be influenced by the future nature of the railway crossing in Woburn Sands?



Discussion

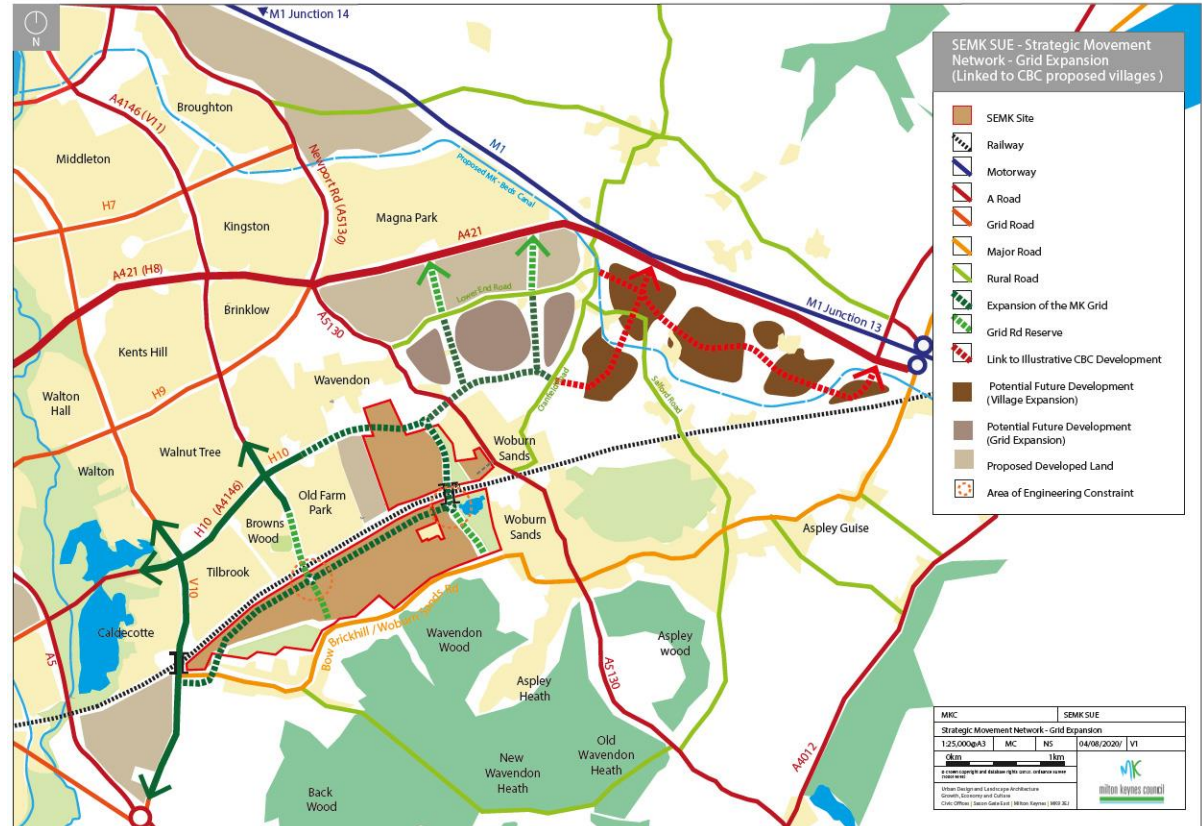
‘Protect the Villages’ – Strategic Movement Network Response 1

- Transport routes that integrate SEMK with the existing built up area & enable future expansion beyond where appropriate (SD9)
- Extend the grid road system and safeguard land for future highway links (CT8)
- Excellent vehicular accessibility to MK and the A5 (LSG Vision)
- Provision of grade separated crossings of railway should be provided or retained (SD11)
- Development proposals as a whole respond appropriately to the site and surrounding context. (Policy D1)
- Respect the integrity of the Wavendon, Bow Brickhill and Woburn Sands (LSG Vision)
- Responsive to local context (LSG Vision)



'Grid Road Expansion' - Strategic Movement Network Response 2

- Cross border extension of grid road network and safeguarding of grid road connections/connections/extensions through joint working (CT8)
- Excellent vehicular accessibility to MK and the A5 (LSG Vision)
- Connections will be made to the rest of MK grid road and transport network (LSG Vision)

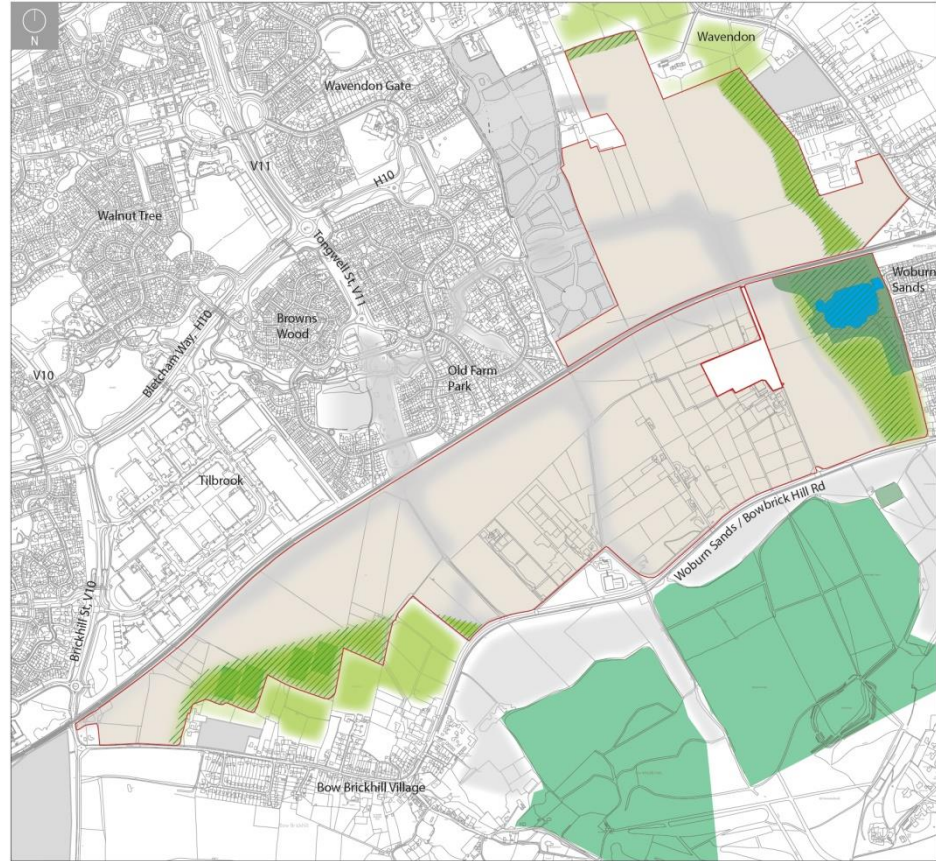




Discussion

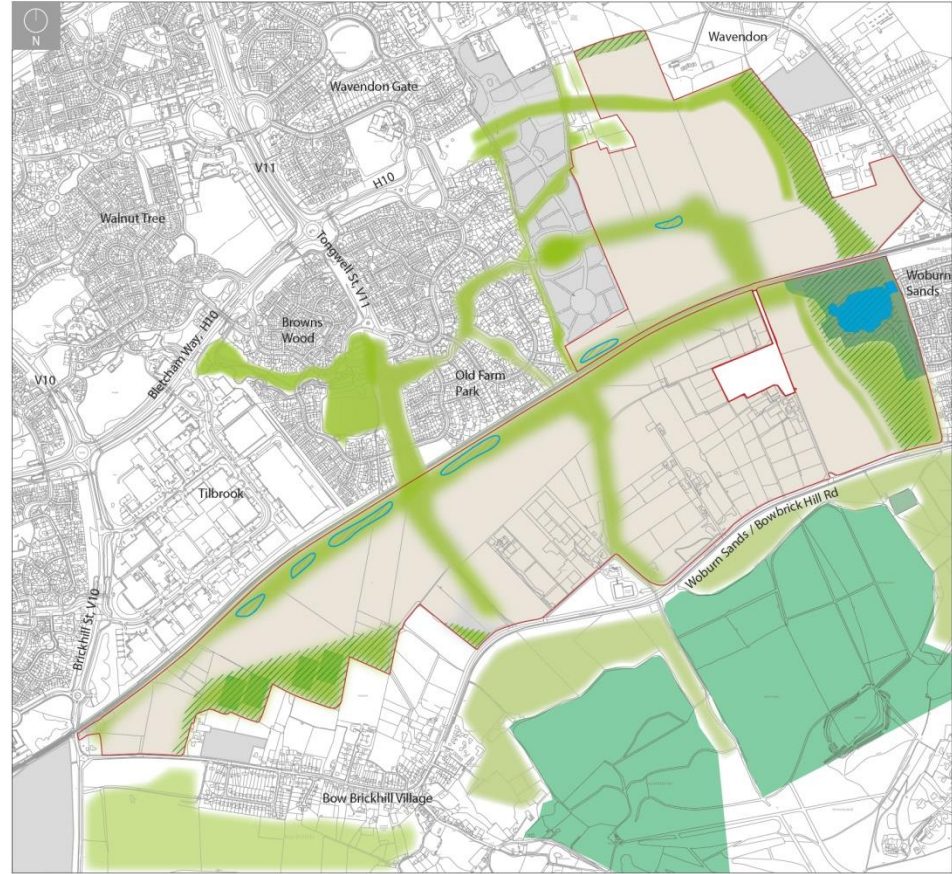
Buffers

- Incorporate buffers to prevent coalescence with and respect and reinforce the distinct character of Wavendon, Woburn Sands and Bow Brickhill, (SD11)
- Development proposals as a whole respond appropriately to the site and surrounding context. (Policy D1)
- Respect the integrity of the Wavendon, Bow Brickhill and Woburn Sands (LSG Vision)
- Responsive to local context (LSG Vision)



Green Infrastructure

- Existing natural assets to be identified and protected and to have multiple benefits (eg biodiversity plus locations for walking and cycling) (SD1)
- The existing network of linear parks and linked parks and green spaces will be extended into the urban extensions (NE4)
- A well connected network of green infrastructure that (NE4)
- Green infrastructure to have multiple benefits (biodiversity, flood attenuation, health and wellbeing) (NE4)
- Strong network of connected green spaces (LSG Vision)



Pedestrian and Cycling connectivity

- A strong network of safe, attractive green walking and cycling routes within and connecting into surrounding areas (LSG Vision)
- The layout and design of development enables permeable, coherent, easy, safe and pleasant access for pedestrians and cyclists within and connected to the wider area (SD1, CT1, CT3, EH7, D1)





Thank you

Please send us your
written comments