

## **Milton Keynes East – Summary of Visioning & Objective Setting Workshop**

The Milton Keynes East Local Stakeholder Group (MKE LSG) met on 19<sup>th</sup> December 2018 to consider the evolution of a vision and set of objectives for the Milton Keynes East site, further to previous MKE LSG workshops that had considered potential conceptual development options for the site.

Similar to the previous workshops, contributions from participants at the workshop did not fetter the position of any individual attendee or stakeholder body as to whether or not they supported or not support the principle, timing or detail of development on the site, and as they may have presented separately via the Plan:MK examination or other processes. This was still to be tested via the outcome of the separate Examination process.

Hyas acted as independent facilitation of the workshops, the purpose of which was to help shape and evolve a spatial vision and set of development objectives (or guiding principles) for MKE based upon the knowledge, views, needs & objectives of the MKE LSG.

This note captures the essence of the debate and the key matters identified by participants. The workshop did not attempt to define or articulate the vision and objectives on the night. This note has therefore attempted to draw together the key ideas, thoughts and perspectives that emerged through the group discussion and evolved it into text that could form the basis of a draft ‘Strategic Vision’ and set of ‘Key Principles’. This is set out in the remainder of this note, and is intended to act as a working draft, and provide a useful starting point for consideration, discussion and subsequent agreement by the MKE LSG.

### **Strategic Vision**

Milton Keynes East will become a sustainable, high quality and thriving new community. It will be a place with a unique identity which can complement but be distinct from adjoining towns and villages. It will be an exemplar of modern town planning that can take forward the proud and successful legacy of place-making locally. It will be based upon a bespoke masterplan led approach to create a new settlement for the 21<sup>st</sup> century that will be sustainable, successful and prosperous in its own right. It will integrate well with existing communities, respond to local context whilst also being future proofed to accommodate new ways of living, working and mobility.

It will be designed to foster a strong sense of community and belonging, providing a range of new homes of varying styles and densities, together with space for local existing and new businesses to thrive. It will be a welcoming and sensitively designed environment, working with the existing landscape, topography and natural assets to provide a strong network of connected green spaces whilst also protecting the identity and integrity of existing local villages. It will provide a wide range of new services and facilities for the benefit of new and existing communities. Strong internal connectivity will be a key defining characteristic whilst also facilitating strategic through movement in a sensitive manner.

## **Key Principles & Objectives**

### ***Transport & Movement***

- **Permeability:** The development will need to include robust and efficient connections within, across and out of the development, for all modes of transport and particularly minimising the barrier effect of the M1, A509 and A422 routes.
- **New strategic routes & connections:** The A509 should be realigned to draw through traffic out of the core of the new community, with improved connections over the M1 to connect to the grid road network on Tongwell Street at Willen and allow through traffic to enter Milton Keynes without passing through Junction 14 of the M1. Strategic routes should facilitate efficient through movement to minimise impact on new residential communities.
- **Sustainable movement & rapid transit:** the community will be designed to accommodate accessible, frequent and high quality public transport connections throughout the site, including being future-proofed to accommodate and integrate with potential mass rapid transit as part of a wider system for Milton Keynes
- **Active modes:** Walking & cycling will be promoted throughout the site with the provision of a comprehensive network of segregated footpaths & cycleways, extending the Milton Keynes Redway network into the site, and ensuring good connectivity to adjoining communities of Willen and Newport Pagnell.
- **Sustainable movement:** new development will incorporate a range of measures to promote sustainable movement, including provision for appropriate, innovative and deliverable measures to promote movement by a wide range of transport modes.
- **Minimised impact of transport corridors:** Suitable mitigation should be included around the edges of the site through appropriate landscaping and public realm works to minimise impacts of adjoining transport routes such as the M1, A422 and A509, including appropriate links to allow for appropriate patterns of movement between the new community and adjoining places.

### ***Quality Place-making***

- **Quality Placemaking:** The new community will be an exemplar in terms of place-making & design quality to set the standard for potential future growth through new settlements into the future. It should be designed to have a clear and unique identity, distinct from adjoining areas.
- **Protecting existing settlements:** the character and identity of the existing adjoining rural village of Moulsoe will be protected from new development with quality landscape led green buffers. Boundaries with existing urban areas of Willen and Newport Pagnell should be sensitively designed to provide distinction between the different communities and places, but allow for suitable interaction and connectivity.
- **Living environments:** the site should include a small number of character areas to enable the approach to urban design and place-making to help foster and define separate parts of the new community, aligned to local contexts & environmental assets and roles.

- **Density.** The site should accommodate a mix of residential densities to provide for diversity and distinctiveness across the site whilst protecting the fringe rural character. Higher densities should be provided in areas with strong accessibility to public transport and to provide strong frontages to areas of strategic parkland to provide for natural surveillance and provide accessibility to public open space for those who may have more limited private open spaces
- **Social & Community:** The site should be people-centric and be designed to work for new residents and communities, provide for a wide range of social and community facilities, including new schools (pre-school, primary and, secondary) , health facilities, social and wider uses. It should provide opportunities for people to meet and interact and generate a strong sense of local community.

### **Employment & Economic Uses**

- **Economic Role.** The site should provide for a range of employment generating uses, maximising its prime location with high accessibility and making provision for a wide range of new local employment opportunities. The site should deliver a sustainable blend of uses and activities to fit with modern ways of living and working.
- **Types of employment.** Industrial and storage activity should be located to the north west of the site adjacent to the M1 and A422. Large scale distribution should be located in close proximity to the M1 Junction 14, but be provided in a suitable scale and proportion as part of a mixed use new community, and as part of a broader mix of employment activity.
- **Offices, High tech, research & development activities.** These uses should be included close to the entry to the site in close proximity to the M1 Junction 14, as part of a strong economic gateway to the site and closely aligned to similar uses and activity already provided locally, such as that around Cranfield.
- **Retail & Centres:** A 'heart' for the site should be provided at a location with maximum accessibility for new residents, containing a blend of higher order facilities and functions. Retail space across the site should be provided to a scale that addresses local needs but does not compete or negatively impact on the health or vitality of Newport Pagnell town centre. Local centres should provide accessible opportunities to address day to day needs of new residents and be dispersed throughout the site to complement the main district centre. Some larger scale retail facilities should be located at an accessible location to through traffic to enable residents of the rural area to access facilities and avoid the need to travel across the M1 into Milton Keynes to access such uses.

### **Environmental**

- **Waterways:** Development should integrate existing water-courses and associate flood zones, including the River Ouzel through the centre of the site to provide accessible multi-functional open spaces for the benefit of new and existing local communities. A core central area of strategic open space based around the River Ouzel itself should provide a defining feature for the site and an area that will be attractive for new and existing communities alike to enjoy and spend time.

- Wider green infrastructure: New accessible open spaces and parkland should integrate with existing strategic open spaces, including good connections towards Willen Lake and through to Riverside Meadows in Newport Pagnell.
- 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 flooding both on the site and downstream within Newport Pagnell & beyond. The development should seek to improve overall local water management and local flood protection.
- Biodiversity. New and retained green infrastructure should encourage biodiversity gains, protect existing habitats and maximise existing assets as part of the overall network.