

November 2018

Milton Keynes East Report of Local Stakeholder Group Workshops

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1. Introduction

1.1 Background and Purpose of Report

Plan:MK includes an allocation for a new sustainable urban extension to the east of the M1 south of Newport Pagnell, referred to in this report as 'MK East' (MKE).

In accordance with the planning policy requirements for the site as per its potential allocation in Plan:MK (subject to the outcome of the current examination), a Development Framework is to be prepared by Milton Keynes Council in conjunction with the landowners to guide future proposals. The current work programme requires a draft Development Framework to be agreed for public consultation towards the end of 2018/early 2019.

A Local Stakeholder Group (LSG) for MKE has been established comprising representatives from the communities within and surrounding the allocation. Chaired by Cllr Peter Geary, ward councillor for the area within which MK East lies, the Group meets monthly to consider issues and progress on the planning of the site.

To complement work on the collection and analysis of technical evidence for the preparation of the Development Framework, the Council wished to engage with the LSG to seek to generate broader understanding and input to the process, and start to evolve a spatial vision and development objectives for MK East, responsive to local ambitions and community requirements. In discussion with the LSG it was agreed that this engagement would take the form of two evening workshops.

The approach was intended to be separate (but related) to the wider Plan:MK process, through which the principle and timing of development of the site is being tested, and to the evolution of a bid for funding via the Housing Infrastructure Fund. Whilst both matters are fundamental to the overall progress with the site, the purpose of the workshops was not to cover these aspects. By participating in and contributing to the workshops, this did not fetter the position of any individual attendee or stakeholder body as to whether they supported or not support the principle, timing or detail of development on the site, and as may have presented separately via the Plan:MK examination or other processes.

Hyas were asked to provide support for and independent facilitation of the workshops. It was proposed that the key outputs from the workshops would be:

- Evolution of a spatial vision and set of development objectives (or guiding principles) for MKE based upon the knowledge, views, needs & objectives of the LSG;
- One or more conceptual plan(s) showing the LSG's ideas in relation to spatial options for managing the growth in housing, employment and community facilities in and around the site which are likely to be necessary in order to deliver the vision over time. The conceptual

plan/s would be part of the background information to inform the Council's preparation and drafting of the draft Development Framework.

This report sets out the approach taken to the workshops and provides a summary of the discussions and outputs.

1.2 Approach

Two linked evening workshops were held with the LSG, with all information and the group discussion captured via flip-charts and on map bases.

Ahead of the first workshop, the Council prepared a pack of background information about MK East and circulated that to the LSG members. The pack included summaries of key technical information, including an update on the progress of the HIF bid for the junction improvements to the M1 and matters including flood risk, landscape character, ecology, services and utilities. Workshop participants were encouraged to read the information pack before attending the sessions so that they came along aware of some of the key constraints and opportunities affecting the site.

The first workshop was structured with the aim of capturing themed objectives and to inform the evolution of a vision statement. A series of themes under Environmental, Social & Economic were used to elicit thoughts and discussion as to how they could apply to the development. This was followed by an interactive session, with groups starting to annotate plans to show how a spatial layout could consider and translate the objectives in to a spatial form.

The outputs from the first workshop were used to evolve two initial conceptual plans. These were brought back to the second workshop for further consideration, amendment and feedback.

The overall findings from the two workshops are captured within this document.

2. Workshop 1 (held on 10th October 2018)

This was a formal, structured workshop. Its purpose was to identify and understand the baseline issues in relation to MK East and to start to consider a potential vision and set of objectives to inform the preparation of a Development Framework for the site. This included a facilitated review across a number of social, economic, environmental and placemaking themes, illustrating options, capturing local perspectives and aspirations and identifying the key elements which will ultimately inform what the development should become. This section was a whole group activity, facilitated by members of the Hyas team and drawing upon local and national examples & illustrations to prompt discussion by the full group.

Following this opening session, individual tables (of between 8-12 participants per table) were provided with large scale maps and asked to capture key issues, opportunities and considerations that have a spatial perspective at both a wider strategic scale (looking at connections and influences in the wider area) and the site itself. Consideration included key linkages/connections, environmental/local constraints, broad areas for particular uses/activity on the site, key synergies/relationships etc.

2.1 Key Outputs

Views, feedback, issues & objectives from the group discussion session were captured and are set out within Appendix B to this report.

Some of the key points emerging from the discussion included:

- Links and connections into MK and Newport Pagnell for vehicles, pedestrians and cyclists – minimizing the barrier effect of the M1 and wider highways network;
- Concerns over the location of a new bridge over M1 and its effect on existing communities, eg Willen, and traffic congestion on the existing Milton Keynes network;
- Linkages and connections - cycle routes linking to the national cycle network and the MK redway system; green infrastructure – linear park to link into the MK linear parks and into Newport Pagnell. Good internal connectivity;
- The need to consider low carbon/ carbon neutral development;
- The need and location of new schools/ health facilities on site – for the benefit of existing and new communities;
- Community facilities; encourage spaces for people to meet/ develop community feel;
- The development of community facilities & services that complement and add to those in Newport Pagnell and the wider local area – enhancing access to services, providing choice and variety;
- Concerns expressed about housing densities higher than those prevalent in Milton Keynes and adjoining areas of Newport Pagnell and about the use of rear parking courts in new developments.

From the interactive spatial planning session, two initial ‘concept plans’ emerged.

Figure 1: Group 1 Concept Plan

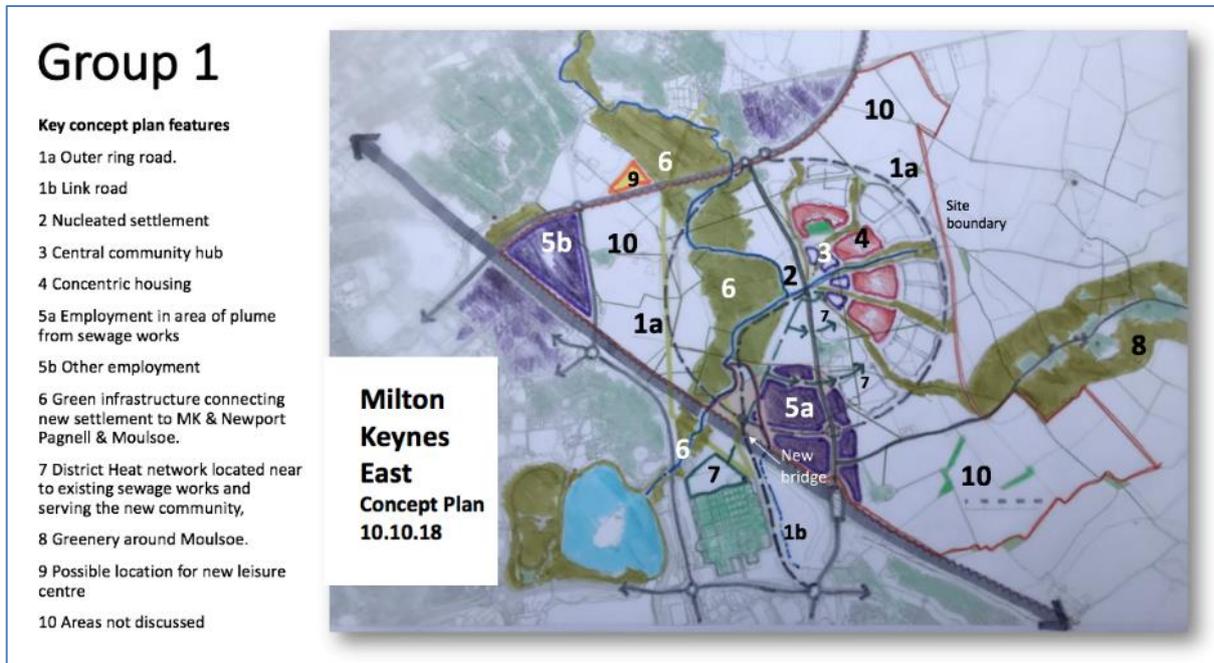
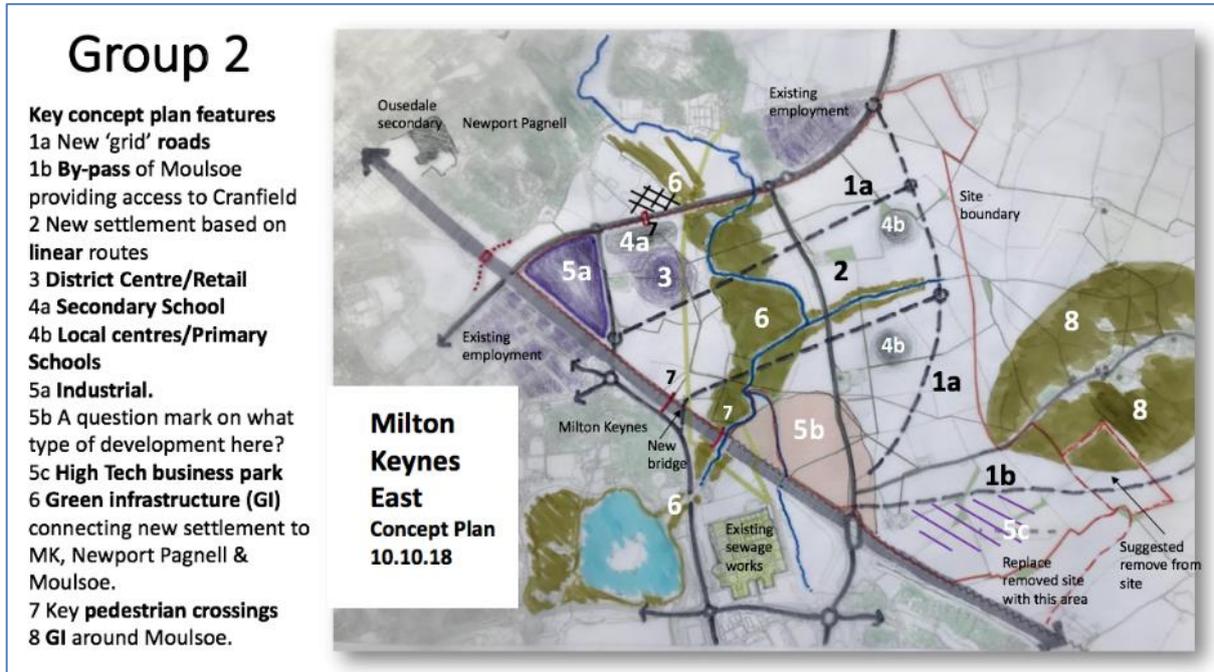


Figure 2: Group 1 Concept Plan



3. Workshop 2 (held on 17th October 2018)

This session was held a week after the first workshop and with the same invitees, Workshop 2 started with a presentation to run through the issues and views captured as part of the initial discussions at the first evening session. The concept plans that emerged from that session were introduced and copies provided for the break out groups (3 tables of circa 8-10 participants).

Each table was asked to review each scenario and assess them against the social, economic and environmental drivers and the emerging issues, drawing on and revising the plans as necessary to reflect their discussions.

In the final plenary session, the Hyas facilitator from each table led the feedback on their respective group’s views on each concept plan. Feedback and subsequent discussions were captured on the flipchart and the notes are attached at Appendix D to this report.

3.1 Key outputs

There were a lot of synergies between the plans produced by the three Groups. The plans produced by Groups 1 and 2 were very similar and have been merged to create the ‘Group 1 & 2’ plan below. Group 3’s plan provided an alternative approach.

Figure 3: Groups 1 & 2 Updated Concept Plan

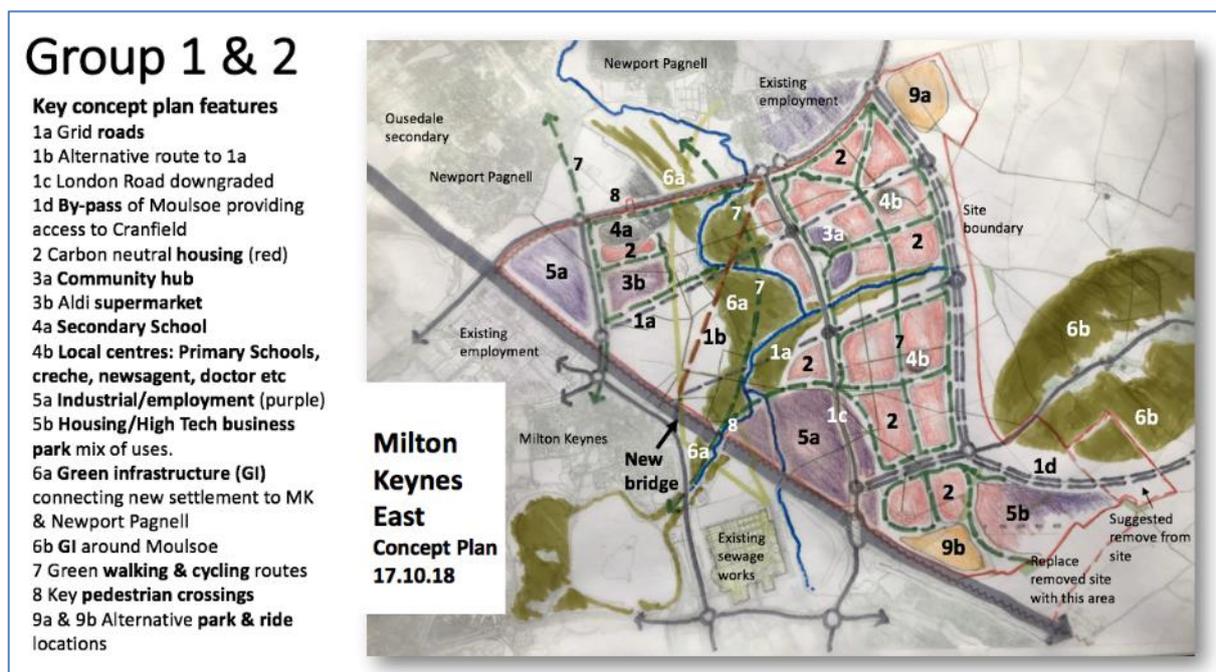


Figure 4: Group 3 Updated Concept Plan

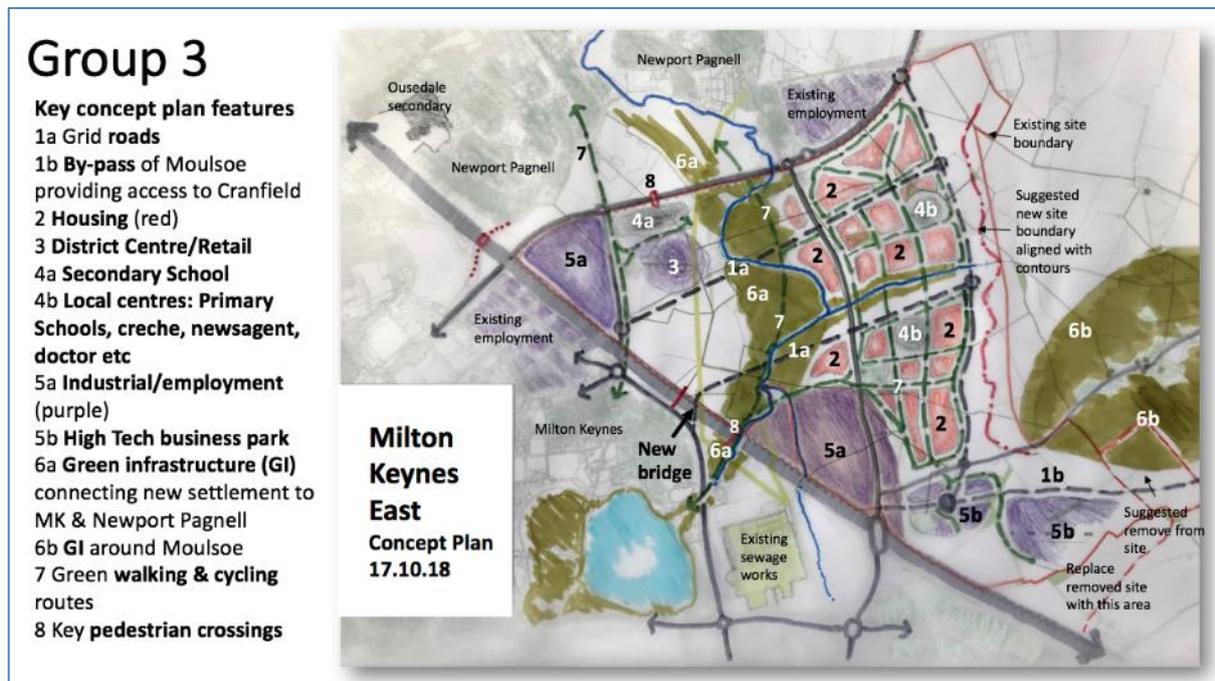


Figure 4 sets out a comparison between the two plans, and key differences in potential approach.

Figure 4: Comparison of the Groups:

	Group 1 & 2 combined plan.	Group 3 plan.	Differences if any.
1	Grid Roads (1a)	Grid Roads (1a)	Group 1 & 2 also included an alternative route 1b and suggested a downgrading of the London Rd.
2	By-pass of Moulsoe (1d)	By-pass of Moulsoe (1b)	Minor road configuration differences
3	Carbon neutral housing (2)	Housing (2)	Group 1 & 2 aspiring to very low carbon housing. Housing is more extensive in the Group 1 & 2 plan.
4	Community Hub (3a) (Neighbourhood Centre) Aldi supermarket (3b)	District Centre/Retail (3)	The Group 3 plan located to achieve a larger catchment than the Group 1 & 2 plan.
5	Secondary School (4a)	Secondary School (4a)	The Group 1 & 2 plan has assumed the same secondary school location as Group 3.
6	Local centres (4b)	Local centres (4b)	Both comprising primary schools, creche, newsagent, doctors etc
7	Industrial/Employment (5a)	Industrial/Employment (5a)	Most locations for employment the same. Group 3 plan slightly more employment shown.
8	Housing/High Tech Business mix of uses (5b)	High Tech Business mix of uses (5b)	No housing in 'this' area of the Group 3 concept plan.
9	Green infrastructure (6a)	Green infrastructure (6a)	Both linking to MK & Newport Pagnell
10	GI around Mulsoe (6b)	GI around Moulsoe (6b)	Identical locations
11	Green walking & cycling routes (7)	Green walking & cycling routes (7)	An extensive network of green walking & cycling routes on both plans.
12	Key pedestrian crossings (8)	Key pedestrian crossings (8)	Same.
13	Alternative Park & Ride locations (9a & 9b)	None	No park and ride in Group 3 concept plan.

4. Conclusions

The workshops provided an opportunity for members of the Local Stakeholder Group to discuss issues, contribute ideas and generate wider understanding of key issues, concerns and opportunities.

Whilst the sessions were underpinned by consideration of a range of spatial constraints and environmental influences, it was recognised by participants that any spatial design approach to the site and consideration of infrastructure requirements and overall viability would need to be informed by more detailed analysis, not least in relation to impacts, such as on transport routes and junctions. The workshops were useful in providing initial steers on locally important considerations, but should be viewed only as a starting point for further consideration and assessment. A balance would likely be needed between aspiration and overall realism in terms of technical deliverability.

In terms of views that were expressed and captured during the sessions, overall there are significant areas of consensus, for example around the need for robust and efficient connections within, across and out of the development, particularly minimising the barrier effect of the M1 and main roads, protecting existing village settlements, and making sure the place could function well socially. Equal consideration would be needed to the functionality of the site itself and the surrounding areas, especially in relation to transport and movement across the wider (off-site) network. There was also general consensus on the location of the majority of the main land uses, particularly employment, green infrastructure and general locations of residential development.

Differences remained over some matters such as the nature and location of the district centre to serve the development, with competing concerns focussing on the potential impact of any new retail development on the health and vitality of Newport Pagnell Town Centre and the desirability of providing easy access to new larger scale retail facilities for residents of the wider rural areas to the north and east who currently have to cross the M1 to shop in MK. The approach to 'rapid transit' was another area subject to debate, both in terms of potential mode, routing, destination and overall feasibility. Density was another matter for further consideration with scope for a range in relation to public transport accessibility, and potential greater density to front and frame key open spaces.

Appendix A - workshops 1 & 2 programmes

Milton Keynes East Local Stakeholder Group Workshop 1 – Visioning, Objectives and Analysis

Wednesday 10th October 2018, 17:30-21:00
Woburn Suite, 3rd Floor, Harben House, Tickford Street,
Newport Pagnell, MK16 9EY

Timings	Activity	Lead
17:30-18:00	Arrival, tea and coffee	
18:00-18:10	Welcome and introduction. Outline of the key objectives and purpose of the session	MKC and Hyas
18:10- 18:20	Broad Site Context	MKC
18:20-19:20	Group Activity: Vision & objective setting Group discussion on key place-making themes, opportunities, aspirations & objectives	ALL (led by Hyas)
19:20-19:30	BREAK, tea and coffee	
19:30-19:35	Introduction to Group Activity	Hyas
19:35-20:45	Group Activity: Spatial Analysis Separate tables to annotate plans to map key issues and consider where development could be located to address issues discussed in previous sessions	ALL
20:45-21:00	Next steps and close	Hyas

**Milton Keynes East Local Stakeholder
Group Workshop 2 – Visioning,
Objectives and Analysis**

Wednesday 17th October 2018, 17:30-20:15
Woburn Suite, 1st Floor, Harben House, Tickford
Street, Newport Pagnell, MK16 9EY

Timings	Activity	Lead
17:30-18:00	Arrival, tea and coffee	
18:00-18:05	Welcome and introduction. Outline of the key objectives and purpose of the session	Hyas
18:05 - 18:30	Feedback from Session 1	Hyas
18:30-19:30	Group Activity: Separate tables to review emerging concept plans to consider their fit to the objectives and local issues. Points to be captured and/or annotated onto plans and discussed as a group.	ALL (led by Hyas)
19:30 – 20:00	Feedback (Suggest 10-15 mins per group)	ALL (led by Hyas)
20:00 – 20:15	Next steps and close	Hyas

Appendix B – workshops 1 & 2 attendees

MKE Workshop 1, 10th October 2018

Name	Organisation/Private Individual
Peter Geary	Olney Ward Councillor, MKC
John Bint (Part attendance)	Broughton Ward Councillor, MKC
Joanne Eley	Olney Town Council
Desmond Eley	Olney Town Council
Malcolm Archer	Private
Shar Roselman	Newport Pagnell Town Council
Catriona Morris	Broughton Ward Councillor, MKC
Alison Stainsby	Private
Sam Crooks (Part attendance)	Broughton Ward Councillor, MKC
Robert Ruck-Keene	Chicheley Parish Meeting
Ian Carman	Private
Alan Mills	Private
Nigel Richards	Moulsoe Parish Council
Steve Waters	Moulsoe Parish Council
Douglas McCall	Newport Pagnell South Ward Councillor, MKC
Lucy MacLennan	North Crawley Parish Council
Keith McLean	Olney Ward Councillor
Phil Winsor	Newport Pagnell Town Council
Victoria McLean	Emberton Parish Council
Paul Evans	HYAS
Rob Smith	HYAS
Diane Webber	HYAS
Andrew Turner	MKC Development Plans
David Blandamer	MKC Urban Design and Landscape Architecture
Brett Leahy	MKC Planning
Neil Sainsbury	MKC Urban Design and Landscape Architecture

MKE Workshop 2, 17th October 2018

Name	Organisation/Private Individual
Peter Geary	Olney Ward Councillor
John Bint (part attendance)	Broughton Ward Councillor
Desmond Eley	Olney Town Council
Malcolm Archer	Private
Shar Roselman	Newport Pagnell Town Council
Alison Stainsby	Private
Sam Crooks (part attendance)	Broughton Ward Councillor
Ian Carman	Private
Alan Mills	Private

Nigel Richards	Moulsoe Parish Council
Steve Waters	Moulsoe Parish Council
Douglas McCall	Newport Pagnell South Ward Councillor
Lucy MacLennan	North Crawley Parish Council
Keith McLean	Olney Ward Councillor
Phil Winsor	Newport Pagnell Town Council
Victoria McLean	Emberton Parish Council
Sarah Hoskins	Private
Bill Lewis (part attendance)	Private
Brenda Lewis (part attendance)	Private
David Hosking	Olney Ward Councillor, MKC
Paul Evans	HYAS
Rob Smith	HYAS
Diane Webber	HYAS
Andrew Turner	MKC Development Plans
David Blandamer	MKC Urban Design and Landscape Architecture
Neil Sainsbury	MKC Urban Design and Landscape Architecture

Appendix C

Flipchart notes from Workshop 1 visioning discussion

Note: these are the written-up notes from workshop and record the comments made on the night. They do not imply consensus on any one point but set out the range of views expressed by the individual attendees.

Many of the points below were discussed/ developed further in the round table spatial planning exercise.

1. Transport & Connectivity

Cycling routes & connections:

- The cycling network outside the borough boundary is irrelevant
- Essential that the cycle network on MKE links into the MK redway network
- Suggestion that a suitable cycle link over the M1 would be one of the existing bridges which is unsuitable for cars/ vehicular traffic, although it may be difficult to cross the V10.

Connectivity:

- Minimise the barrier effect of the M1 by introducing as many connections as possible.
- Milton Keynes has a dispersed character – multiple destinations and the transport system needs to respond to this (ie journeys are not just to and from CMK).
- Do not recreate the city streets.

Mass Rapid Transit (MRT):

- Consider possibility of a monorail – works in other places eg Singapore, Kuala Lumpur
- Elevate the monorail route to 'fly' over roundabouts on the grid network.
- Query of costs to develop a monorail vs those for a form of MRT?
- MRT a good way to reduce trips by car.
- A system based on autonomous vehicles would respond more effectively to the dispersed / multiple destinations character of MK.
- It will remain difficult to change hearts and minds and get people to move away from their cars.
- MRT likely to be unaffordable.
- How might autonomous vehicles impact on the road/ movement networks of the future?
- Introduce car parks/car lots for transfer from car to MRT or other form of transport.

Internal connectivity an essential part of the development – enabling movements to schools, shops, jobs, preferably without or minimising car use.

Innovation - MK already make use of app technology to manage car parking spaces in CMK and direct drivers to free spaces .

Managing increased traffic levels: traffic assessments essential to accompany the development in order to assess its impact on the wider, strategic road network, eg increasing journey times on the A509 Olney road/ impact on M1 J14.

2. Housing & Built Environment

- Avoid rear parking courts
- What is being built at MKE? Is it an urban extension or a new settlement? One view expressed that an urban extension was the preferable approach and that the grid system should therefore extend into the new development.
- Seeing the negative impact of rapid growth at Cranfield, impacting on neighbouring villages.
- Discussions about MKE and new development needed with Central Beds Council.
- Density? Concern that potential average density for MKE could be c 45 dph. Milton Keynes traditionally associated with lower densities (c 27 dph). NB – no density set for the development in Plan:MK.
- People want lower density development than 45 dph – concern that higher densities impact negatively on mental health, crime rates etc.
- Milton Keynes has a wide range of housing typologies and many years of experience in terms of what works and what doesn't. Learning from the past and those lessons are being reflected in the policies in Plan:MK.
- Concern expressed about Oakgrove - popularity of Waitrose resulting in car traffic/ parking issues; also experience of lack of community/ isolation.

3. Environmental

- Low carbon opportunities already being implemented in MK
- The anaerobic digester at the Pineham sewage work operates effectively.
- Car share/ car pool to reduce car usage and encourage switch to electric cars.
- Incorporate all of the Imagine 2050 Low Carbon Living Strategy for MK into the new development.
- Concern that developers promise low carbon initiatives (eg micro generation promised by Crest Nicholson – on Oakgrove??) but fail to deliver.
- Opportunity to require all development at MKE to be carbon neutral - build that requirement in to the development now (not building for profit for the landowners but to create a good quality development).
- Biomass doesn't work – unable to generate enough locally.
- Wind turbines unlikely to work on MKE as too low lying.
- Link the linear parks/ GI together - recreate the linear parks approach in MK and continue the wildlife corridors.
- Link MKE to the existing linear parks in MK and continue the linear park through the site, north into Newport Pagnell, link to the Riverside Walk.
- Use green and blue infrastructure to define the development

- Work with the Parks Trust – need to start discussions early to incorporate their views
- MKE will require SUDS/ flood alleviation measures to address flooding on existing watercourses.

4. Services

- Newport Pagnell Town Council already have a lot of information about capacity of schools and health facilities through their work on the neighbourhood plan.
- There will be insufficient capacity at Ousedale secondary school in NP to take additional pupils from MKE therefore a new secondary school will be required to serve the development.
- Residents of NP don't want to send their children to other schools in Milton Keynes - they want Ousedale.
- Importance of I before E (Infrastructure before Expansion) but building schools very early on in the development can mean that the school places are taken up by pupils from existing development. Attracted by the new facility, resulting in little capacity once the new development starts. To be delivered.
- Brooklands Health Centres, a great facility, shows the importance and benefit of thinking big and building in capacity at the start of a development.
- Milton Keynes Hospital will need more capacity as the city grows.
- Newport Pagnell TC, spoke to the CCG when preparing their Neighbourhood Plan, there was sufficient GP capacity in Newport Pagnell for the scale of development proposed in the Neighbourhood Plan but there will not be enough for MKE as well.
- More GP provision on site at MKE is required, but query whether the CCG would support that?
- Schools need to be located centrally within the development to enable walking/ cycling.

5. Economy

- Newport Pagnell Town Council opposed to independent shops on MKE as would compete with the NP High Street. Not opposed to a supermarket on the development.
- Some smaller commercial units on MKE would be ok, just not independent traders.
- Oakgrove discussed – good for some as there are affordable homes, but Waitrose is a significant attractor to outside traffic causing issues of traffic and parking. The community feel is developing but it is taking time. The green space on Oakgrove is not functioning all that well.
- Newport Pagnell High Street works well, but do not recreate the city street model. Broughton Square works well, but concern that the Brooklands Square may not work as well due to relationship with the city street.
- New jobs – preponderance of logistics/ large sheds take up a lot of land but deliver relatively few new jobs.
- Olney residents do not have a local supermarket and so travel into Milton Keynes. A new supermarket on MKE would therefore reduce some journeys over the M1.

6. Social & Cultural

- Existing facilities in the surrounding area, including Moulsoe Memorial Hall, new facilities at Broughton and Brooklands, facilities in Newport Pagnell.
- New cemetery space is always forgotten!
- Spaces for churches/ places of worship required – not necessarily a church but space for people to gather.
- Facilities in Newport Pagnell are likely to serve the new residents – are there additional or complementary facilities that would add to those in NP that could be provided on MKE? This relationship emphasises the need for good connections between MKE and NP.
- Other leisure facilities might come forward in the surrounding area – eg MK Dons training ground, which would provide community facilities too what might the impact of such a facility be on provision at MKE? MKE could provide such a facility.
- Issue in new developments of lack of community hub to help build a community - eg lack of pubs or churches that, more traditionally provided somewhere for people to meet.
- Making a community is not just about the ‘hardware’/ buildings although consider housing design – ie include front porches or garden for people to sit/ spend time and speak to neighbours and passers-by.

7. Governance

- Work with the Parks Trust to manage the green spaces.

8. Equity

- Include affordable housing and a mix of types and tenures.
- There is a need for self-build opportunities (over custom build).
- Shared ownership is. The only way for many to get on the housing ladder.
- The housing mix should include older persons housing.
- Provide another extra care village on MKE.
- Equity with surrounding villages – how will MKE relate to surrounding villages and areas in NP and MK with lower densities.
- Avoid leasehold properties.
- Work with the surrounding communities on MKE to bring them along as the plans progress.
- The bridge - Willen residents concerned and don't want. Bridge over M1; Newport Pagnell does.
- It's not just a question of building a bridge, but of improving transport infrastructure in MK in general – no point in having a bridge over the M1 that then rings traffic straight into a traffic jam.
- Surrounding villages have grave concerns of traffic impact of MKE – backing up of traffic along the A509, for example. This issue maybe needs a focused discussion session.
- Olney perspective – A509 at capacity now; the town experiences very poor air quality (the worst in Buckinghamshire). There is a need for a traffic impact assessment to accompany the MKE development.

Appendix D

Flipchart notes from Workshop 2 plenary session

Note: the following notes were captured on the flipchart during the plenary discussion at the end of the workshop. Feedback from each of the three tables was led by the Hyas facilitator from that table.

For reference, the final concept plan from Groups 1 & 2 showed a more nucleated form of settlement and the Group 2 plan followed a grid road pattern.

Group 1

Wider question of what is being built here, is it an extension to Milton Keynes or a new settlement/extension to Newport Pagnell with a more rural focus? No real consensus achieved on this so maybe it will be a question of extracting the best from both plans.

There may be more consensus between the two plans than comes across in words.

General consensus on the grid road approach – question as to whether there should be 1 or 2, both have been retained for now.

The Group liked the nucleated form in the Group 1 concept plan.

Roads:

- Pushed outer ring road further out
- Looking for a bypass around Moulsoe Seeking a sense of movement opportunities within, across and beyond the development, including cycle routes and redway.
- M1 crossings – could have 2 bridges – one at Willen Road/Danstead Way and a second further south.
- Expand HIF bid to pay for the road to Cranfield – build it now to avoid rat running.

Employment:

- Consensus around the employment land locations
- Looking also at additional employment land to the northern end of the site – possibly mixed use.

Green Infrastructure:

- GI structure strong – looking for an underpass connection to existing GI in Newport Pagnell.

Group 2

Still an issue around acceptance (or not) of the principle of development.

Concerns around the landscape impact of the development and encroachment into open countryside and on existing villages.

Key drivers include managing access and congestion. Getting people to the development requires improvements to corridors in and out of Milton Keynes as well.

Park and ride should be considered.

Looking to create a landscape buffer to prevent encroachment on neighbouring villages.

Location of the district centre/secondary school on the northern edge of the development adjoining boundary with Newport Pagnell.

Interested in the quality of the development and the quality of management of the public realm.

Discussed the concept of higher density development overlooking the linear park - this is an interesting concept as often in MK properties fronting linear park tend to be lower density, larger properties. [NB might the Campbell Park canal basin/marina development provide an example of higher density development within a parkland setting?].

Still a concern over density. Could have higher density development in key frontages if done well. Don't want a development that looks like Broughton.

Suggested changes to the red line site boundary.

Make local centres function as proper community hubs.

Possible downgrade the north-south road route through the development shown on the concept plans – make it more windy and interesting.

Group 3

Connectivity a key issue, not just over the M1 but within and beyond the site for cycles and pedestrians as well as cars.

Challenge the red line boundary of the site – amendments suggested. Outer road to follow the topography to reduce visual impact.

Key requirements of the development (the 'red lines') that must be funded and delivered:

- Schools (3 primaries; one secondary)
- District centre
- Maintain a cluster of development at the A422/A509 corner, close to Newport Pagnell (district centre, schools, leisure facilities) – complementary to existing facilities in Newport Pagnell. Serving not just NP and new residents but the residents in the rural area to the north.
- Crossings over the M1 – though a crossing east of the sewage treatment works would feed into Northfield roundabout which is already congested.

Once provided the 'red lines' then consider the 'nice to haves'.

Overriding question of whether the development and associated infrastructure is affordable/ viable. Land will need to be purchased at agricultural land value if it is to fund on and off-site infrastructure.

Could be part of a much larger nucleated form of settlement encompassing Newport Pagnell and communities west of the M1.

Reserve a site for future mass transit hub in the area affected by the plume from the STW.