# EAST OF THE M1 DEVELOPMENT FRAMEWORK

DENSITY ANALYSIS / STUDIES

# Placemaking Principles

- Efficient use of land
- Walkable neighbourhoods, encouraging people to access services, public transport and jobs close to home
- Viable public transport (and particularly mass transit) and services (shops etc)
- Mix of house types, sizes, tenures etc
- Choice of living environments (busy streets and quiet cul-de-sacs)
- Provision of quality open space
- Character / Identity

# Gross Density Calculation at MKE

- MKE 461ha
- Take off employment area (105ha) and linear park (52ha)
- Leaves 304ha
- 5000 dwellings
- Gross density of 16dph

# Newport Pagnell 17dph

# Walnut Tree 17dph

# Wavendon Gate 13dph

Willen 10dph

# Broughton Gate 22dph

# Monkston 21dph

Bletchley 100dph

# Bletchley 100dph

# CHARACTER of 20 DPH AVERAGE

## KEY
### CHARACTERISTICS:

**HEiGHTS**
Predominantly 2 and 2.5 storey.
opportunity for 3 storey in key
locations.

**HOUSE TYPES**
Predominantly detached with some semi-detached.

**PARKING**
Garages set back between dwellings or integrated to dwelling.
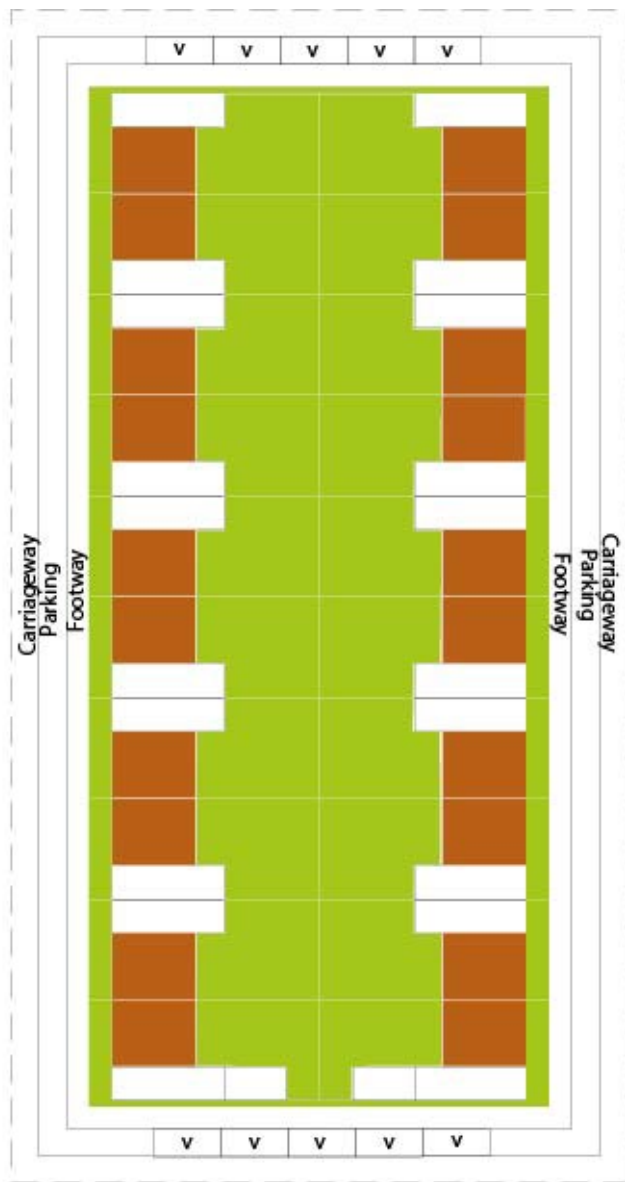
**LAYOUT AND EDGES**
Opportunity to create a staggered frontage where dwellings front
onto open space.

Spacing between dwellings does not need to be consistent and front
garden depths can vary between plots.

Dwellings can be orientated in different directions to create informal
edge to development parcels.

Illustrative Layout and
Aerial

itp

Semi-detached housing - 35 dph

# CHARACTER OF 40 DPH AVERAGE

## KEY
### CHARACTERISTICS:

**HEIGHTS**
Predominantly 2.5 and 3 storey.
Key corners and vistas will be marked with 3 storeys.

**HOUSE TYPES**
Predominantly semi-detached and terraced homes, with a limited number of apartment blocks. Detached homes feature on key corners and terminating key vistas.

**PARKING**
A variety of parking typologies can be used and will vary based on housetypes. The majority of parking can be between dwellings however there will be a need for on-plot frontage and parking courtyards for terraced houses.

**LAYOUT AND EDGES**
Gaps between buildings will be tighter than previous density ranges and a consistent building line will enforce the formality of the street layout.
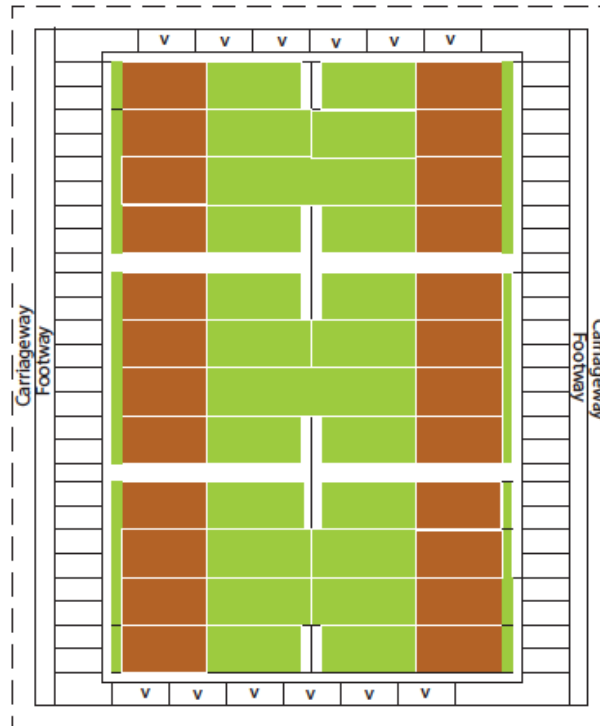
The use of parking courts will allow dwellings to be closer together creating a stronger, formal urban form.

A repeating pattern of housetypes should be used to reinforce formality particularly along key routes and main roads.

Illustrative
Layout and Aerial

itp

NEWPORT PAGNELL

151 dwellings

2.2 ha

68 dph

Carriageway

Footway

Carriageway

Footway
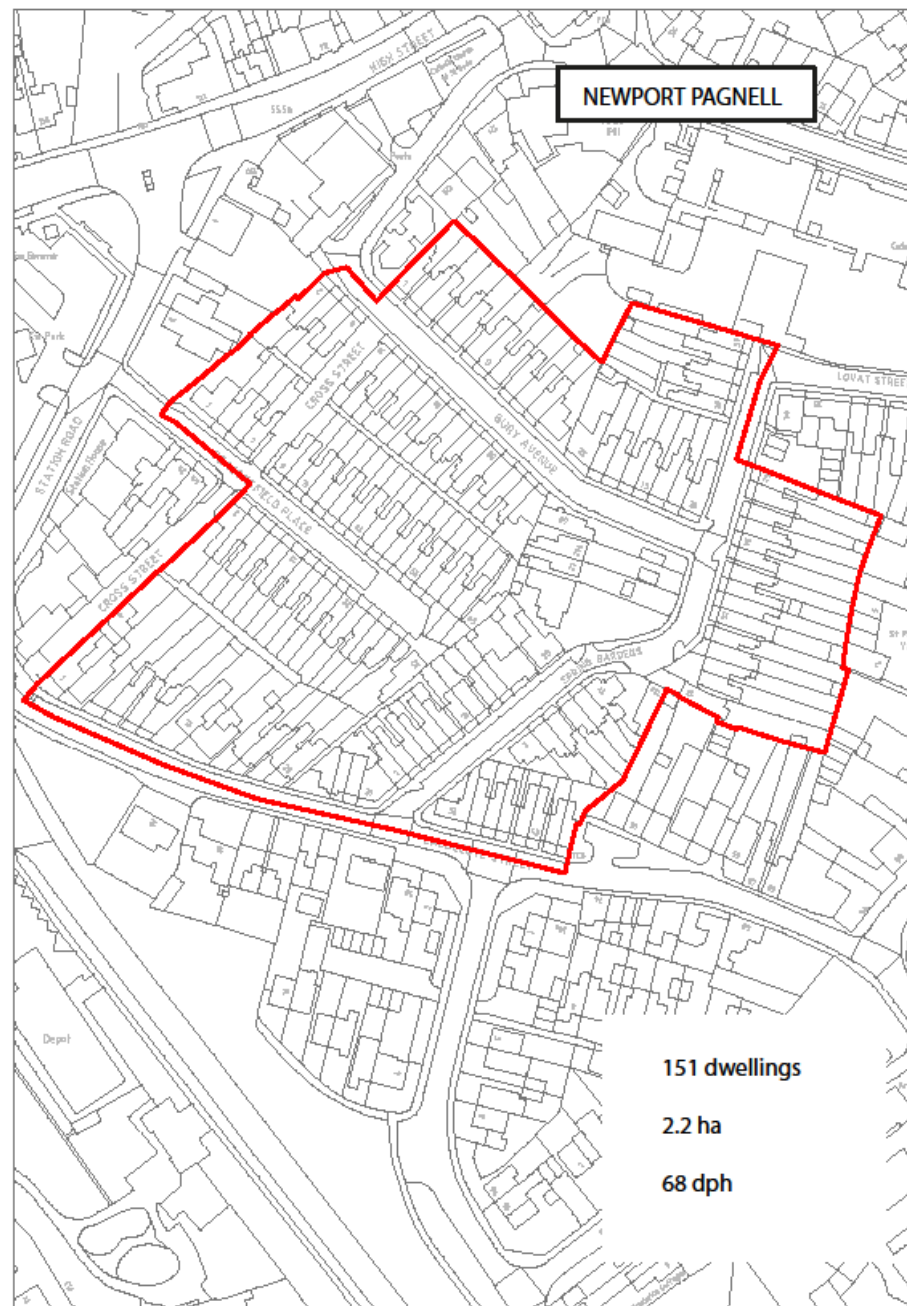
**Terraced housing - 50 dph**

# CHARACTER OF 90 DPH AVERAGE

## KEY
## CHARACTERISTICS:

### HEIGHTS
Predominantly 4 storey.
key corners and vistas will be marked with 4-5 storey apartment blocks
and clusters to 3.5 storey townhouses.

### HOUSE TYPES
Predominantly apartment blocks with some terraced houses.
Apartment blocks are feature buildings at key corners.

### PARKING
Parking should be contained within parking courts for apartments.
There is potential to have on plot frontage parking for terraces.

### LAYOUT AND EDGES
Urban blocks are formed through the use of apartment blocks and
terraced housing. Typically apartment blocks will front the key spaces
or main roads, with terraced housing fronting the secondary spaces.

Parking and amenity space will be contained within the centre of
the courtyard.

A continuous built frontage line with an urban character. Potential for
mixed uses at ground floor with residential above.

Illustrative Layout
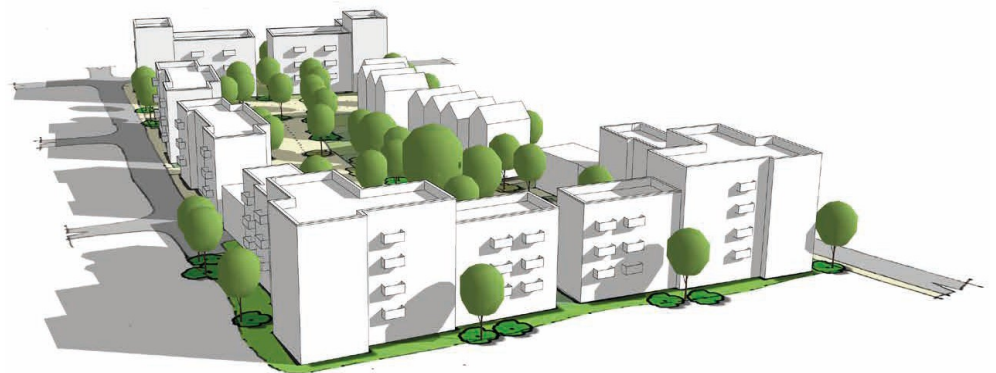
Illustrative Aerial

Oakgrove


Oakgrove


Oakgrove


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