

### Park Edge West

A linear park overlooked by lower density homes, incorporating new woodland planting, trees, footways and cycleways, will provide an improved setting for the north western section of the Milton Keynes Boundary Walk, and will also provide a landscaped edge between the new residential development and Whaddon Road.



### A Green Heart

The general setting for the development will be characterised by the broad open landscaped areas which will run through the development on a north-south and east-west axis, extending the rural character of the open countryside to the west and south of the Site towards the key centrally located area of formal open space. The existing field boundaries and vegetation within the southern part of the Site will be retained and will inform smaller, more intricate green corridors, which will assist in breaking up the built form of the development, and provide green corridors across the Site.





## Green Gateway

The development will enhance the gateway to Milton Keynes at the Bottledump Roundabout and the gateway to the south of the Tattenhoe Roundabout, where open space incorporating SuDS features, overlooked by B1 office space and community allotments. It will extend the open character of the Loughton Brook Linear Park and the Windmill Hill Golf Course southwards into the development, connecting with the green corridor, Weasel Lane and the centrally located open space within the heart of the development, which extends this landscape character westwards to Whaddon Road and the countryside beyond.



## Relationship with Existing Residential Properties

Additional buffer planting is proposed adjacent to the existing and retained property on Buckingham Road, and around the existing property which indents the Site's western boundary. There are also significant opportunities for tree and hedgerow planting along the eastern boundary, to ensure a sensitive relationship is created between the new secondary school and the new homes with the existing residential properties that abut the Site's eastern boundary. The new planting within the secondary school site presents educational opportunities that should form a key aspect of the school's landscape design.



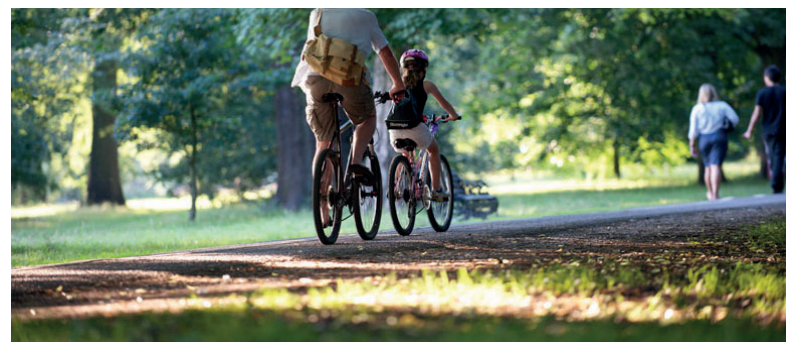
## 5.11 SETTING FOR THE DEVELOPMENT

Establishing a suitable setting for development, particularly along the southern and western edges of the Site, is an essential element of the proposals. The development has been designed to provide a gradual transition from open countryside to urban/suburban built form. This will be achieved through the provision of a substantial corridor of amenity open space and informal parkland along the south western Site boundary, providing a softer edge and responding to the rural character of the open countryside to the south. The new linear park on the southern edge of the development will include elements of the wider SuDS in the form of balancing ponds, swales, landscape planting and tree planting, pedestrian footpaths and cycle paths. It will form an extension to the existing Chepstow Park which runs to the south of the Far Bletchley residential development, into the proposed development. The linear park will also provide an acoustic setback from the railway, contributing to the setting of new residential development. In addition to the linear park, east-west green corridors in the southern part of the Site are proposed, which are informed by existing field boundaries and vegetation. These green corridors will assist in mitigating the visual impact of the scheme from the south, particularly in views from Newton Longville. Furthermore, the green corridors will help to positively respond to the complex topography of the Site, by breaking up the built form of the development, and forming a softer transition as the scheme extends towards the southern boundary.



The proposed development will retain existing trees, areas of woodland and hedgerows where it is both safe and practicable. New hedgerow and tree planting will be provided to enhance and reinforce existing landscape features. Whilst the retention of existing landscape features will be prevalent throughout development, there will be significant retention in the north western corner where a number of existing hedgerows will be retained and incorporated into the primary route network and key amenity spaces.

Green open space and formal landscaping, including SuDS features along the northern edge of the development, will supplement the retained areas of woodland and hedgerows in this location. The landscaped area will facilitate the delivery of a pedestrian footway along the northern boundary, providing safe links between the new homes and the former Buckingham Road, together with offering a degree of separation between employment uses at Snelshall West and the proposed residential development parcels.



New pedestrian footpaths and cycle routes will pass through the linear park, connecting the proposed development to existing residential areas to the east, and joining with the wider proposed pedestrian and cycle network to provide access to other key open spaces, the Neighbourhood Centre and community facilities.

The public byway, Sustrans Route 51 and landscaped ridge along Weasel Lane, will be retained and enhanced as part of the development. Weasel Lane will provide a key structural element of the development as a strong east-west connection, extending through the centre of the development, linking a number of other key spaces and facilities.



## 5.12 OUTDOOR SPORTS FACILITIES

Outdoor sports facilities, within an area of land sufficient to provide four football pitches and a cricket wicket, are proposed to the north of the primary school. The proposed location for the formal sports facilities makes the most efficient use of a more level area of the Site, to negate the need for the extensive ground remodelling.



**Figure 5.10:** The central core of open space accommodates the proposed outdoor sports facilities

## 5.13 APPEARANCE

The planning application for the Site is in outline with all matters reserved except for access. Accordingly, the visual appearance of the buildings delivered will be determined at the Reserved Matters stage. However, it is important to set out the overarching design principles for the proposed development, and to provide an indication of how these could be interpreted to provide the type of visual appearance which would be appropriate for the development.

### Built Form

The appearance of the buildings and spaces within the Site will be a product of a number of overlapping elements, including the layout, scale and landscaping, as well as the type of materials used, architectural detailing, lighting, colour and texture.

There is clearly a shared aspiration that the resulting development is of a high quality, with buildings which respond to the existing context, local use of building materials and the local vernacular in terms of detailing.

The overarching objective for the design of buildings within the development is that architectural styling should be forward looking, should incorporate good principles from contemporary residential design to provide buildings displaying a design ethos that outlasts short term fashion and trends, to deliver long term design quality and value. It is, therefore, anticipated that new houses will be an interpretation of traditional designs, utilising a traditional materials pallet in a consistent way, to deliver houses which respond to the demands of modern family life whilst avoiding pastiche or detailing that does not respond to the established local design context.

The relationship between buildings, streets and spaces will be a key determining factor in creating an active and welcoming neighbourhood. Continuity of frontage, whether that be continuous built frontage in terrace forms or linking boundary treatments in the form of walls, high quality fencing or landscaping, is vitally important to enclose and define public and private space, although attention should be paid to the specific context of each location to ensure appropriateness.

As well as defining public and private space, the treatment of property boundaries is fundamental to achieving a safe and secure environment and a high quality composed street scene: they should be considered as an integral element of development schemes, not as an afterthought. The use of landscaping and planting within streets and the front curtilage

of new properties will also be key factors, softening the built form and adding richness to the streetscape.

Service elements such as bin stores, inspection cupboards and rainwater collectors should be integrated into the building envelope or positioned neatly in relation to the overall appearance. Sustainable design features such as south facing windows, sun spaces and solar panels should be considered as part of the overall design, without compromising the appearance of the development.







## 5.14 BUILDING A NEIGHBOURHOOD CENTRE

The Neighbourhood Centre will be located at the gateway to the development, a prominent position close to new businesses and homes, as well as important open spaces, community and recreational facilities.

The Neighbourhood Centre will be highly accessible, located adjacent to a node where a number of key pedestrian and cycle connections meet. These connections include the Weasel Lane, and an important secondary street providing a north-south connection between the Neighbourhood Centre and the centrally located outdoor sports facilities, the primary school and the southern park edge, via pedestrian and cycle routes.

The Neighbourhood Centre will be the focus for commercial, community and retail uses within the development, serving the new community's day to day needs. The built form and mixture of uses within the Neighbourhood Centre will actively promote interaction and activity.

Commercial frontages, including convenience retail uses, will be located adjacent to the main open space, which is a key vehicular, pedestrian and cycle node. Ground floor uses, which could include cafés with outdoor seating, will provide vitality, animating the street in this location, and enhancing the role of the Neighbourhood Centre as a focal point for activity. There is also scope within the Neighbourhood Centre buildings to provide a doctor's surgery, which could become a key local facility.

Commercial and community uses will be supported by appropriate levels of car parking provision, integrated into the public realm in the space between community buildings to the west and commercial uses to the east of the Neighbourhood Centre. Commercial uses, such as convenience retail, are proposed to be serviced from space to the rear of the buildings fronting the primary route and main open space. These buildings could also provide residential uses at first floor levels and above. Residents' car parking would be provided to the rear of the Neighbourhood Centre buildings, adjacent to the servicing space.

New landscaping will provide a soft edge to the Neighbourhood Centre and provide separation to the proposed employment uses to the north.

The community uses will be located to provide an interface with the LEAP to the west of the Neighbourhood Centre. Community uses could include a community centre and sports hall.

It is likely that the Neighbourhood Centre will be built in phases over the life of the project and will continue to evolve beyond that. Critical to its success is therefore to secure a robust urban form, capable of supporting a mix of commercial, community and residential uses, creating active frontages and high quality public spaces to attract residents and workers to the centre, and encourage activity within the centre.



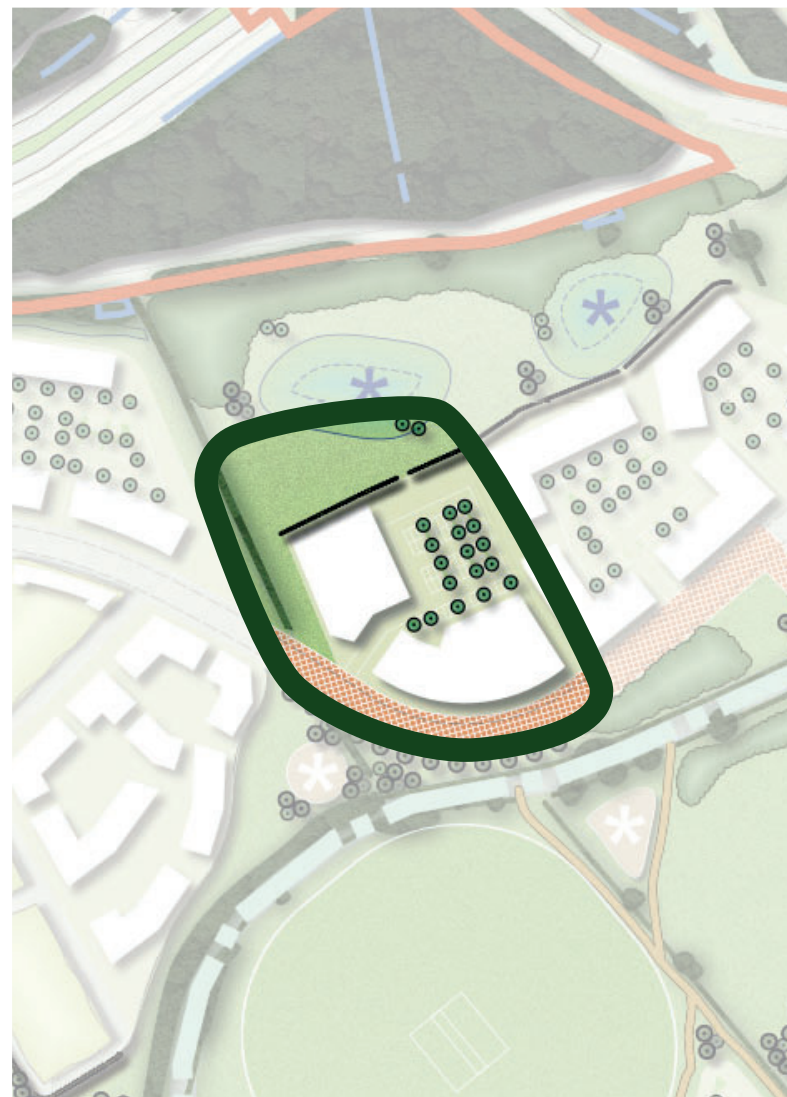


Figure 5.11: The Neighbourhood Centre



## 5.15 PRIMARY SCHOOL AND SECONDARY SCHOOL

The primary school, accommodated on a 3.0 hectare site, is a 3 form entry school based at the heart of the new neighbourhood. Its position is determined by a number of factors, centrality being the main factor, allowing for the majority of residents to have good walking and cycling access to it along the many routes that are provided within the development. In accordance with Policy GP.59 of VADLP2014, the primary school playing fields will allow for the identified archaeological remains in this part of the Site to remain undisturbed. The school site sits alongside a primary street, along which will run a cycleway and public transport, with a bus stop being provided outside the school. The school building is set back from the primary street, with an attractive SuDS feature between the school site and the road. The school playing field are positioned so that they can visually blend with the larger open space area to the north, demarked by a subtle fence and hedgerow. A surface car park providing parking for visitors using the open space and sports pitches and other play and recreational facilities, will serve as an area for drop-off for parents who drop their children en-route to work. The final layout would be subject to more detailed design work, but would seek to adopt these broad design principles.

The secondary school site occupies a 5.12 hectare parcel of land on the eastern side of the Site, with its main frontage proposed to face onto the primary street Grid Road Reserve, with an additional 1.69 hectare parcel of land comprising solely open space to provide a buffer with the adjacent residential properties. The main school building is envisaged to be 2 storeys in height, with a sports hall located to its rear, and positioned to address the Grid Road Reserve in order to create an architectural statement at this key location within the new neighbourhood. The landscape buffer will create a soft, well-landscaped edge with the existing residential properties that abut this part of the Site. This new landscape buffer will also maintain an ecological corridor running along the eastern Site boundary, connecting to the development's wider green infrastructure network to both the north and south. The secondary school's playing fields will also retain open space around areas of archaeological importance.

The main vehicular access to the secondary school will be off the primary street located within the Grid Road Reserve. The secondary school will be accessible by the new neighbourhood's pedestrian, cycle and bus routes, therefore, supporting sustainable travel patterns even for those students from a wider catchment area. The secondary school site slopes

southwards towards the rail line, and these level changes will be accommodated by a series of terraces at key locations within the site, coinciding with the school buildings and the layout of its associated sports pitches. The final design layout of the secondary school will be subject to more detailed design work at the Reserved Matters stage, but it will seek to adopt these broad design principles.



Figure 5.12: The Primary School

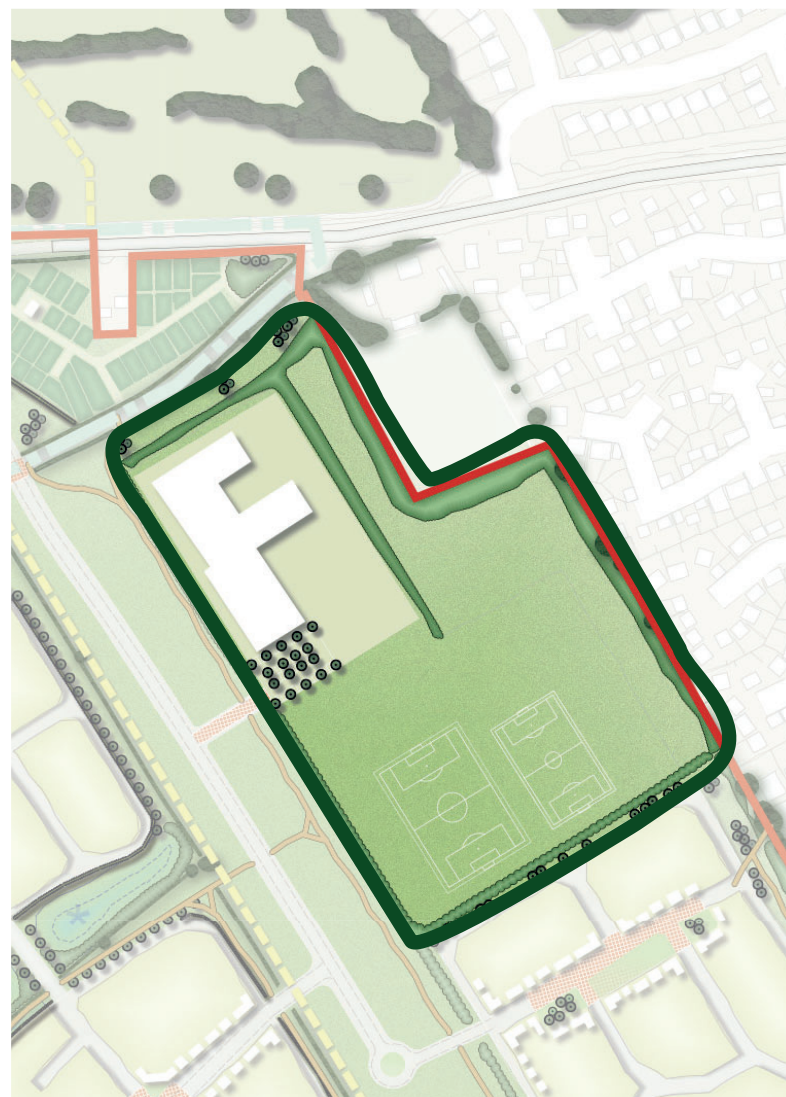


Figure 5.13: The Secondary School



## 5.16 PROMOTING OUTDOOR ACTIVITY THROUGH GOOD DESIGN

In line with the aspirations of Sport England and the NPPF, the design concept for the development has been informed by an intention to promote outdoor activity through the provision of appropriate quantum and type of open spaces, and a layout which provide access to services and destinations through walking and cycling.

Providing sustainable access to everyday activities and destinations such as shops, workplaces, sports, play and community facilities via all modes of travel, whilst promoting walking and cycling as the primary means of transport, is key to encouraging new residents to be active in their everyday life.

Locating these facilities in clusters at strategic locations within reasonable walking/cycling distance from residential areas within the masterplan also encourages linked trips, further enhancing the attractiveness of walking and cycling as a means of access.

Open spaces are located within the design to ensure that they become a focal point, encouraging engagement and connection within the community. The proposed layout of the development has been designed to promote walking and cycling through the provision of new routes through the development within green corridors. Green corridors will incorporate areas of SuDS, areas of retained woodland and provide connections with local ecology and areas of biodiversity. The addition of new tree, hedgerow and shrub planting will add richness, variety and interest to the experience of the pedestrian and cyclist.

The design concept also incorporates existing, established pathways such as the Sustrans Route 51 and the Milton Keynes Boundary Walk. These routes are direct. New pedestrian and cycle routes will be integrated into the fabric of the development, passing through residential areas which provide natural surveillance through overlooking.

A range of new sports facilities, including sport pitches, cricket wickets, tennis courts, a skate park, a youth shelter and a sports hall, will be provided in prominent positions, promoting opportunities for outdoor activity. Appropriate pavilions, storage areas, changing facilities and play equipment will be provided to support the wider provision of sports facilities. The centrally located area of formal open space will also be supported by surface car parking, further improving access to the sports facilities.

Other informal and formal open spaces will be integrated into the landscape, connected by walking and cycling routes. 2no. NEAPs with a radial catchment distance of 600m, 9no. LEAPs with a 240m catchment area, and 2no. MUGAs will be provided. The NEAPs, LEAPs and MUGAs will be located within the setting of residential areas, providing overlooking and natural surveillance, albeit with sufficient distancing from the nearest residential property to limit disturbance through noise.





## 5.17 SUSTAINABILITY

The NPPF sets out the three dimensions to sustainable development: economic, social and environmental. It establishes that decisions on planning applications should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

### The Economic Role

- The development would contribute to the economic role of the area by generating employment and tax receipts during construction.
- In the longer term, the local economy would benefit from the provision of housing for workers, investment in local infrastructure and services, additional expenditure on goods and services, from the New Homes Bonus and from additional Council Tax receipts.

### The Social Role

- The development would contribute to providing new housing and addressing the current shortfall in supply within Buckinghamshire Council and Milton Keynes District Council.
- Up to 30% of the new homes will be affordable, providing new housing opportunities for existing residents in the area.
- The care home will provide much needed accommodation for the elderly.
- The new play facilities, sports pitches and new areas of public open space, including recreational routes and cycleways, will help to support community health and well-being.
- The scheme is to provide a new public transport service in the form of a bus route which loops through the Site, providing easy connections into Milton Keynes and Bletchley.
- The new schools, Neighbourhood Centre and employment area will help to create a vibrant new neighbourhood.

### The Environmental Role

- A wide range of connected open spaces, comprising existing and new structural vegetation, a series of attenuation basins which are located within areas of open space as well as being incorporated into the development area, and opportunities for biodiversity enhancements, will ensure all new homes are within easy reach of open spaces.
- The new green infrastructure will enhance the character and quality of the development.
- At the detailed design stage, the new homes will be designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.

The Sustainability Strategy explains how the sustainability principles adopted as part of the proposed development can create a place where sustainable living is both desirable and achievable. Some of the principles outlined are demonstrated through the masterplan design as proposed through this application, and others will be fixed through further strategies that will be pursuant to conditions, or delivered through subsequent detailed design of buildings, spaces and infrastructure.

An Energy Statement has been prepared to consider the energy and carbon dioxide emission aspects of the proposals. The development will meet policy requirements by:

- Minimising carbon dioxide emissions through a detailed energy strategy for homes and non-domestic buildings;
- Incorporating passive design features into the masterplan and individual building designs;
- Promoting the efficient use of natural resources and using sustainable materials in a sustainable way, in line with BREEAM and the BRE Green Guide to Specification;
- Securing sustainable procurement of materials and using local suppliers where feasible;
- Supporting a programme of local scale water consumption efficiency and reduction measures (including use of water butts, rainwater harvesting networks, as and where appropriate), use of efficient appliances and dual flush WCs;
- Avoiding pollution (including noise, air, light and urban water run-off);

- Ensuring developments are comfortable and secure for users and easy to navigate whether on foot or on bike;
- Enabling inhabitants to make journeys by foot, bike or public transport, instead of having to use a private car through careful design of the masterplan;
- Enhancing biodiversity with the creation of green network, linking gardens, swales, parks and cycle routes;
- Provision of a community orchard and garden opportunities for local food production;
- Generating a healthy community by providing facilities and destinations in accessible locations; and
- Provision of a range of new accessible green spaces, enhancing existing ecological habitats, provision of public rights of way and wildlife corridors.





## 5.18 UTILITIES

There are a series of overhead power lines, including a high voltage powerline and pylon, within the north western part of the Site. It is proposed that during the phased construction of the development, the overhead power lines are diverted underground within the land under the control of the Consortium. The route shown in Figure 5.14 is indicative and subject to more detailed design, but would involve removal of the pylon and termination tower, to be replaced with an underground cable which would sit within a 6m wide grass verge to run alongside new infrastructure such as a new street.

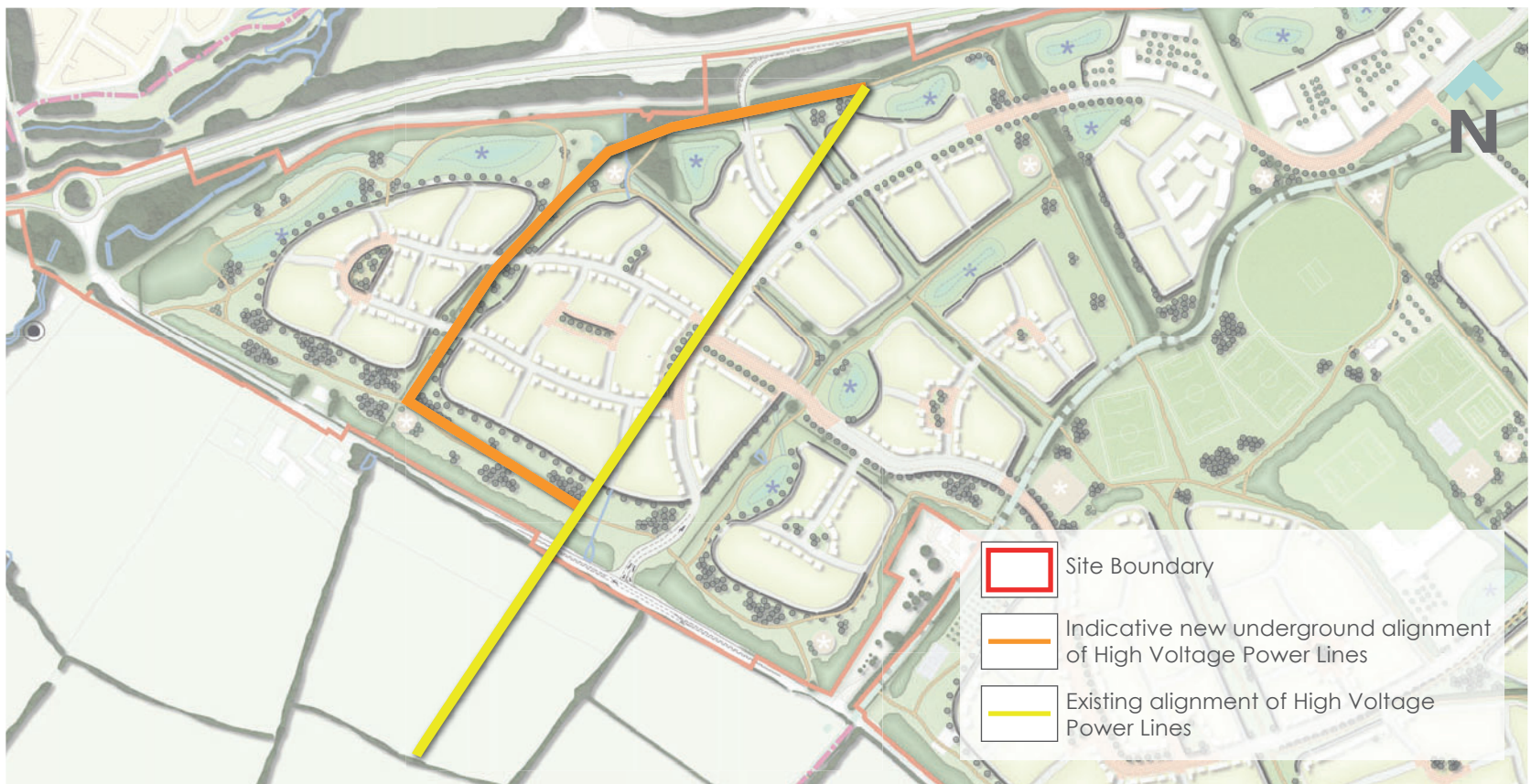


Figure 5.14: Indicative alignment of underground high voltage power lines

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