

Part A of the handbook set out the vision and rationale for the CMK Handbook and the following objectives were identified:

- to provide a common coherent strategy and approach to the public realm and movement within CMK;
- to provide the basis for all decisions relating to the public realm and movement;
- to put in place design principles to ensure that the public realm is designed to the highest quality and is appropriate for the future role and image of CMK;
- to ensure that CMK is seen as a whole, and its design and movement patterns are co-ordinated; and
- to improve the pedestrian environment – ensuring that the way people move around the public realm is an attractive, safe and memorable experience, whether they travel on foot, by cycle, public transport or by other modes.

1.1 Guidance notes

The purpose of Part B is to specify how the principles set out in Part A are to be applied and comprises two main parts.

The first is an extensive range of typical layouts covering junctions, streets and places. Typical layouts illustrate how the individual elements of the streetscape can be composed within CMK as it expands in the future. The layouts integrate transport, landscape, lighting and urban design considerations, graphically illustrated with location plans, detailed layouts and 3-D visualisations that clearly describe essential features.

Each typical layout is provided on an A3 folded sheet and provides 3 areas of information including a location plan (1); a 3-D visualisation (2); and a detailed plan referencing all products (3) as shown on the attached diagram.

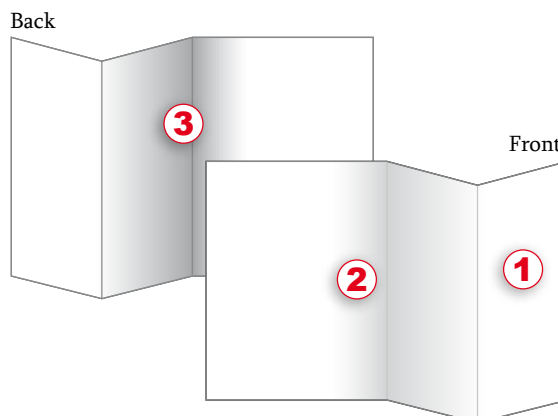
The second is a comprehensive range of product sheets that cross-reference to the typical layouts.

The product sheets cover all elements of ground surfaces, street furniture, lighting and landscaping and are technical references to the use of appropriate elements within the streetscape of CMK.

The product sheets list example products and suppliers. The products referred to do not represent a definitive list and other products that meet the specification and performance standards listed will be considered.

A Quick Reference Matrix is provided after the product sheets which shows where products have been used in each of the typical layouts.

- ① Location Plan
- ② 3D visualisation
- ③ Plan with product reference



1.2 Using the Handbook

The Handbook will be used for projects that have an impact on the public realm, including those which involve movement through, and access to, the city centre.

The Handbook will be used by developers design teams for all future CMK projects, and will be the main resource informing all design decisions for the Homes and Communities Agency (HCA), Milton Keynes Council (MKC) and all decision-making bodies and groups operating in CMK.

These various uses are illustrated in Table 1.

Project Type		Use of Handbook	
		Distribution	Purpose
1	Major new development HCA/ JV	Handbook issued by HCA in Tender Pack	Handbook guides Developer's design
2	Private development / redevelopment of existing sites	Handbook issued by MKC to developer	Handbook guides Developer's design
3	Management and maintenance of existing assets	Handbook used by MKC / issued by MKC to MRO	Handbook guides MKC / MRO

Table 1 – Using the Handbook

Figure 1 describes how the Handbook may be used through the process of planning major new development sites promoted by HCA or other joint ventures. It would be consulted at two key stages: tender and outline design. Some issues would require more detailed consultation, for example the police with safety issues, bus operators for schemes with an impact on bus routes and scheduling, and the Parks Trust with impacts on open spaces.

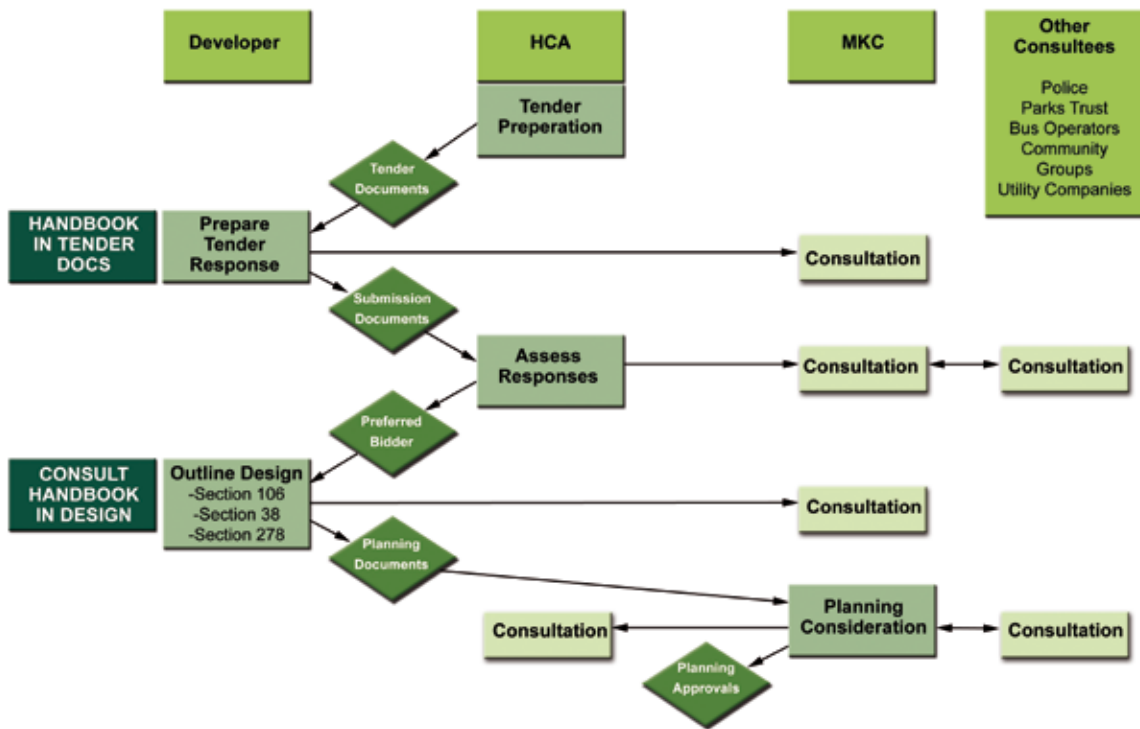


Figure 1 – Using the Handbook for planning major developments

1.3 Utilities

It is vital that developers' co-ordinate the activities of utilities companies to ensure the most appropriate method and sequence of service laying.

The principles concerning the servicing of utility sites are set out in section 4.4 of Part A of the Handbook. In particular, the housing of utilities currently housed in Portes Cochere will require careful treatment.

Portes Cochere are steel canopy structures marking the original Boulevard pedestrian crossing points. They will be displaced by new development where Boulevard frontage 'infilling' is undertaken. Alternate Portes Cochere contain a plant room for the location of utilities distribution apparatus.

Developers are required to provide accommodation for all utilities apparatus, which is to be displaced from Portes Cochere by their development. It is expected that such apparatus will be sited within the development curtilage and will incorporate access for the utility companies from the public highway.

Apparatus may also be located into the central reservations of the Boulevards either in above-surface cabinets, to be finished in granite and black steel stainless steel to match other CMK street furniture, or below ground in purpose-built chambers.

The developer is responsible for identifying his services requirements with the utility companies and suppliers and for paying all the costs arising. Information on existing underground services in CMK is held by MKC from whom the developer and/or utility companies will obtain the appropriate licences prior to laying-in of services in public infrastructure.

In designing the enclosure for utility apparatus, the developer must carefully co-ordinate all known adjacent cabinets in order to minimise visual clutter and duplication in the street scene.

The plan Appendix 1 highlights the results of a utilities survey in existing Portes Cochere. This is intended to be a starting point for impact assessments where development is likely to encroach on existing equipment. Developers and contractors remain responsible for sourcing information on utilities that is sufficiently up to date to comply with Health & Safety regulations.