

Shenley Park

Supplementary Planning Document: Adopted February 2024

For Buckinghamshire Council

Shenley Park SPD

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ANNEX 1 – Policy Compliance Table

Supplementary Information

ACCOMPANYING BASELINE EVIDENCE AND DESIGN ANALYSIS REPORT November 2022, updated November 2023 (and Annexes 1-8)

Part One: Introduction

1.1 Introduction

Shenley Park near Whaddon is one of the allocated sites for growth within Aylesbury Vale, located at the edge of Milton Keynes, in the area referred to as northeast Aylesbury Vale. This site, together with other allocations and commitments identified within the Vale of Aylesbury Local Plan 2011-2031 (VALP) adopted in 2021, are required in order to fulfil the level of growth for Aylesbury Vale as set out in policy S2 Spatial Strategy for Growth.

Shenley Park is an approximate 99-hectare site located within the Parish of Whaddon and falls within the jurisdiction of Buckinghamshire Council (the Council). Its location on the immediate edge of the City of Milton Keynes means it has a strong functional relationship with Milton Keynes.

The National Planning Policy Framework (NPPF) makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide published January 2021 illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice and followed the findings of the Building Better Building Beautiful Commission which was established to promote good design.

This SPD has been prepared in line with national policy and guidance to provide further detail and guidance to the statutory development plan (VALP and other SPDs), to ensure a comprehensive and well-designed development can be achieved.

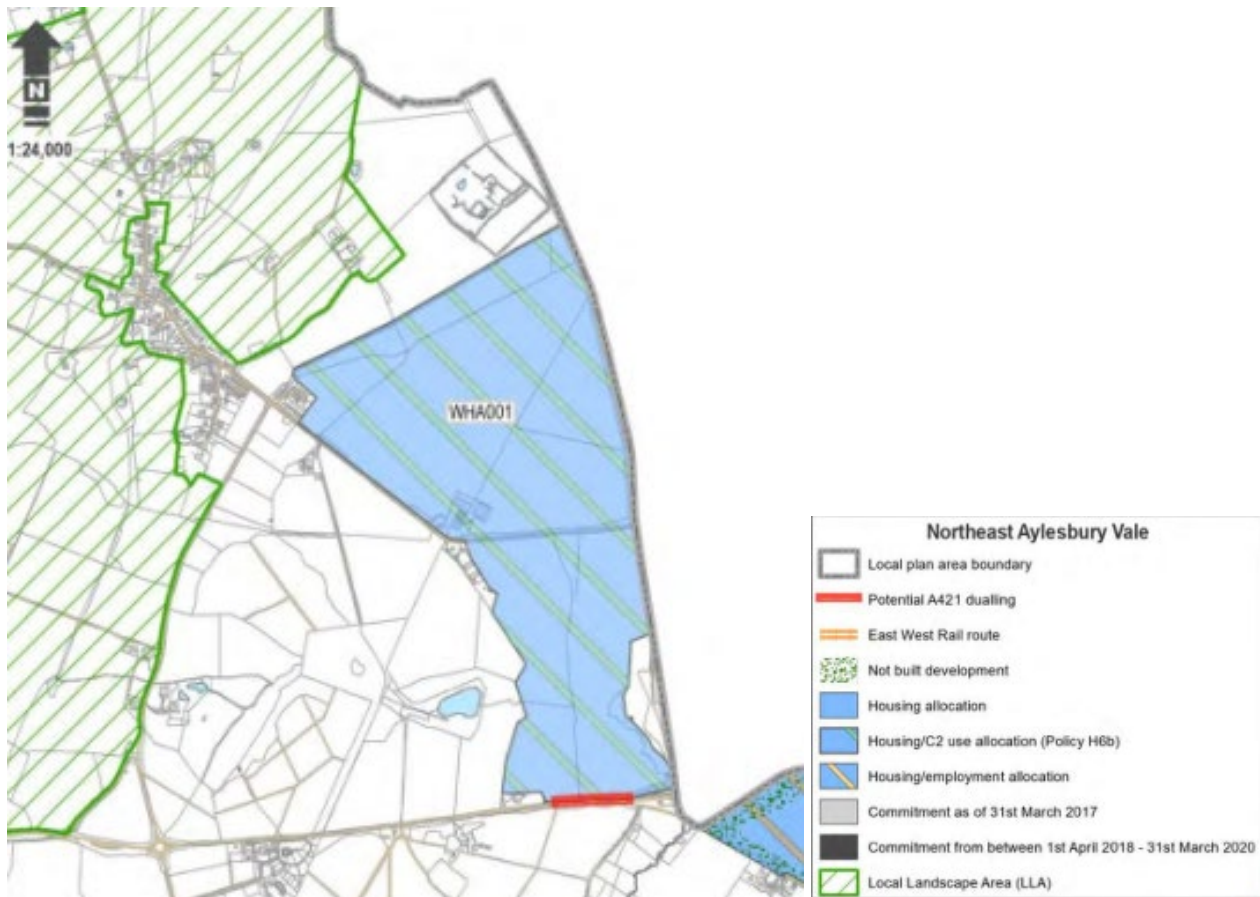


Figure 1: Extract from VALP showing plan of site allocation

The SPD expands upon policy WHA001, which allocates the site and sets out key policy requirements, providing additional design and planning details to govern the cohesive and coordinated development of the site, ensuring that the necessary infrastructure is delivered at the right time.

This SPD sets out a clear framework and principles of what is expected from the development at the site-wide level, and will be used to inform the planning application(s) and the assessment of the application(s) submitted to Buckinghamshire Council. Access into the site will partly be from/to Milton Keynes City and separate permission will be required from MKCC and which will be assessed against its Local Plan policies.

Current position regarding planning application:

Crest Nicholson are the development company currently bringing forward plans for Shenley Park.

An outline application was submitted to Buckinghamshire Council in July 2023 (planning reference 23/02180/AOP). A parallel outline application was also submitted to Milton Keynes City Council to deliver vehicular access onto the H6 and/or H7 (planning reference 23/01610/OUT).

1.2 Role and Purpose of SPD

National Planning Practice Guidance states that “supplementary planning documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. They are however a material consideration in decision-making”.

The role of this document adopted as a Supplementary Planning Document (SPD) is to guide landowners, developers, the public and the local planning authority in respect of environmental, social, economic and design objectives for the site. It has been prepared by David Lock Associates (DLA) and Integrated Transport Planning (ITP) on behalf of Buckinghamshire Council, and in consultation with key stakeholders and people in the local community. The draft SPD was subject to a formal 6-week consultation period which also included a public exhibition held at Whaddon Jubilee Hall as well as informal engagement with officers, and stakeholders including Whaddon Parish Council. Consultation has also taken place at key stages of the preparation of the SPD with the current land promoters Crest Nicholson.

The SPD has been prepared in accordance with both national guidance and the Council’s guidance and sets out the broad principles for the site to demonstrate how the policy requirements of the VALP and other supporting adopted policy documents should be implemented. It identifies the in-principle spatial disposition of the uses of land and infrastructure identified in VALP policy WHA001 to be accommodated on the site. It also comprises of a series of overarching design parameters to ensure a high quality, distinctive, sustainable, and well-integrated development is achieved and that an exemplar development, of regional significance can be created.

The Supplementary Planning Document is intended to be a guide to development of the site and sets out the guiding context and key principles for development to follow in order to be acceptable, whilst also providing a plan to inform comprehensive development across the site ensuring that the necessary infrastructure is delivered in a timely manner.

Cross reference is also made to the Aylesbury Vale Area Design Guide SPD (adopted June 2023) to inform the detailed design development and architectural principles.

A *Baseline Evidence and Design Analysis Report* (‘the Baseline Report’) has been prepared to underpin the preparation of this SPD. This Report sets out the Site’s opportunities, constraints and planning history before considering its planning policy context. The Report also summarises the key outcomes of officer and stakeholder engagement undertaken to date and details the key design considerations and rationale which has informed the planning and design details set out in the SPD.

Therefore, this SPD should be read in conjunction with the Baseline Report and its associated annexes. In order to have an SPD document which provides clear and succinct planning and design requirements and advice to guide the development of Shenley Park, the background evidence and analysis covered in the Baseline Report is not replicated in this SPD.

The document, alongside other policies and guidance including the VALP and the Council’s SPD on Design, is a material consideration when determining planning applications on the site. It will inform the preparation of planning applications, assist the Council when considering and assessing proposals, and should be referenced by stakeholders and the local community when viewing and responding to planning applications.

1.3 Vision and Design Concept – “A Place We Want to Create”

The Council’s overarching vision and objective for the site is signposted in Policy WHA001. The purpose of this SPD is to translate that high level objective into a site-specific and spatial Vision for Shenley Park.

The site analysis and Baseline Report, stakeholder engagement and feedback from officers which emphasises the need to take a landscape-led approach has generated the following Vision and Design Concept which guides the detail of the SPD and the design context for subsequent planning applications and development management activity.

The strands of this Vision and Design Concept include:

- (i) Restating the overarching ‘Vision Statement’ in WHA001
- (ii) Creation of a site-specific ‘Vision for Shenley Park’
- (iii) Translation into a ‘Spatial Design Concept’ governing the detailed design guidance in the SPD

Overarching Vision Statement (WHA001)

“To create an exemplar development, of regional significance, which will be a great place to live, work and grow. Built to a high sustainable design and construction standards, the development will provide a balanced mix of facilities to ensure that it meets the needs and aspirations of new and existing residents” (Adopted VALP Policy WHA001).

SPD ‘Vision for Shenley Park’

“Taking a strong cue from its position within the wider Whaddon Chase landscape, a new community will be established at Shenley Park which blends effectively the best of ‘town and country’.

Nestled sensitively within its slopes, the southern neighbourhood of ‘Whaddon Valley’ will be intimate in scale, shaped by key landscape features including the westwards extension of the Tattenhoe Linear Park, existing watercourse and mature trees, and the existing undulating topography.

The northern neighbourhood of ‘Briary Chase’ will create a high-quality transition between the Western Flank neighbourhoods of Milton Keynes and the open countryside beyond. ‘Briary Park’ will form a buffer between the development and Whaddon, creating an extended parkland and woodland setting for the village, with homes to the south framing the new parkland edge and providing a positive edge to the buffer parkland whilst protecting the rural character and historic identity within the existing village.

The heart of the new community will be focused around a well-designed and walkable local centre, with activities co-located to ensure short, linked trips can easily be made without using the car. Community facilities and services, including schools, shops and open spaces, will be provided in a timely manner alongside new homes to ensure that active travel habits within the site are established from the outset.

Priority is given to active travel within Shenley Park and to the wider area, supported through extensions to the established Redway network to access key local destinations, with leisure routes throughout providing cross development permeability and easy access to open space, with priority to pedestrian and cyclist movements throughout. The design of Whaddon Valley and an extension of the Tattenhoe Linear Park will ensure that the strategic green infrastructure networks in the area are fully integrated and respected by new development.

A tree lined link road, set within a substantial landscaped corridor with structural planting to its western edge will help form a long-term defensible edge to the urban area of Milton Keynes whilst providing a vehicular connection from the west into Milton Keynes”.

Part Two: Policy Context, Site Requirements and Engagement

2.1 Local Plan Policy and Site Requirements

Section 38 (6) of the Town and Country Planning Act requires determination of applications to be made in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making and for the purposes of the SPD, the Vale of Aylesbury Local Plan (VALP) adopted by BC in September 2021, is the key Development Plan document. The VALP includes site allocations to deliver growth across the Aylesbury Vale Area of Buckinghamshire (the former Aylesbury Vale District Council administrative area).

There are a number of VALP policies relevant to the SPD and the consideration of proposals on the site and these are explained within the Baseline Report.

Site specific policy D-WHA001 allocates Shenley Park, Whaddon in North East Aylesbury Vale and the Baseline Report at Section 4 offers a commentary on how the policy criteria are built into this SPD guidance and Framework Plan. The policy criteria and a summary of how the proposals comply is included at Annex 1 Policy Compliance Checklist.

In addition and relevant to the proposals; the Aylesbury Vale Area Design SPD sets out clear principles and objectives to deliver high quality and well-designed development and where appropriate, this SPD will cross reference to the principles of the Design SPD. Other relevant SPDs are listed in the Baseline Report.

The Site's position on the edge of Milton Keynes but outside the City boundary, means regard is also to be had to relevant policies within Plan:MK 2016-2031 which was adopted March 2019. This includes 17 strategic objectives which include to work jointly with neighbouring authorities and other key organisations on the planning of any development located on the edge of Milton Keynes (but outside the City boundary) so that these areas are integrated with the city and contribute to its role and character.

Policy SD15; 'Place-Making Principles for Sustainable Urban Extensions in Adjacent Local Authorities' is relevant and is set out within the Baseline Report. Connections and movement and access into the City of Milton Keynes is a key consideration and regard is also to be had to the policies on this topic which are also referenced within the Baseline Report.

2.2 Engagement

From the outset, both the Council and its consultant team have been committed to developing the SPD with full engagement from local partners and stakeholders which has fed into the background analysis and translation of Policy WHA001 criteria and into the SPD Framework Plan and this document. This engagement has been at regular intervals and has included contact with Parish Councils, Milton Keynes City Council and Ward members, as well as with Crest Nicholson, enabling feedback to effectively inform the production of the SPD.

A summary of the engagement undertaken to inform the preparation of the SPD is set out within Section 5 of the Baseline Report.

As part of the adoption process of the SPD, a 6-week formal consultation was carried out between 30 August 2023 and 11 October 2023. This included a public exhibition held at Whaddon Jubilee Hall on Wed 6th September 2023 (2-8pm). This provided an opportunity for more widespread feedback to be captured from existing communities as well as stakeholder comments. The SPD and design response has been updated accordingly. This process is also captured in a Statement of Community Engagement document prepared to accompany the SPD.

The statutory process Associated with the submission of any planning applications or detailed matters will provide further opportunities for the local community to review and comment on proposals as part of Buckinghamshire Council's formal planning application consultation processes. It is also likely that future engagement will continue to take place with any future developer as the development progresses and to help create a sense of community and engagement and ownership within the new development.

Part Three: Site Context and Key Placemaking Considerations

3.1 Site Location, Context and Characteristics

The site is located within the administrative boundary of Buckinghamshire Council (BC), abutting the western boundary of the Milton Keynes City Council (MKCC) area. The site falls within Whaddon Parish Council boundary. The greenfield site is laterally bisected by Shenley Road with the northern part being fairly flat and comprising arable agricultural land associated with Bottlehouse Farm, and the southern part used in part for grazing being more intricately shaped by sloping valleys running east-west /north-south towards the Tattenhoe Brook.

Mature hedgerows and woodland run along the margins of the site, including at Briary Plantation (northern edge), MK Boundary Walk (eastern edge) and along the A421 (southern edge).

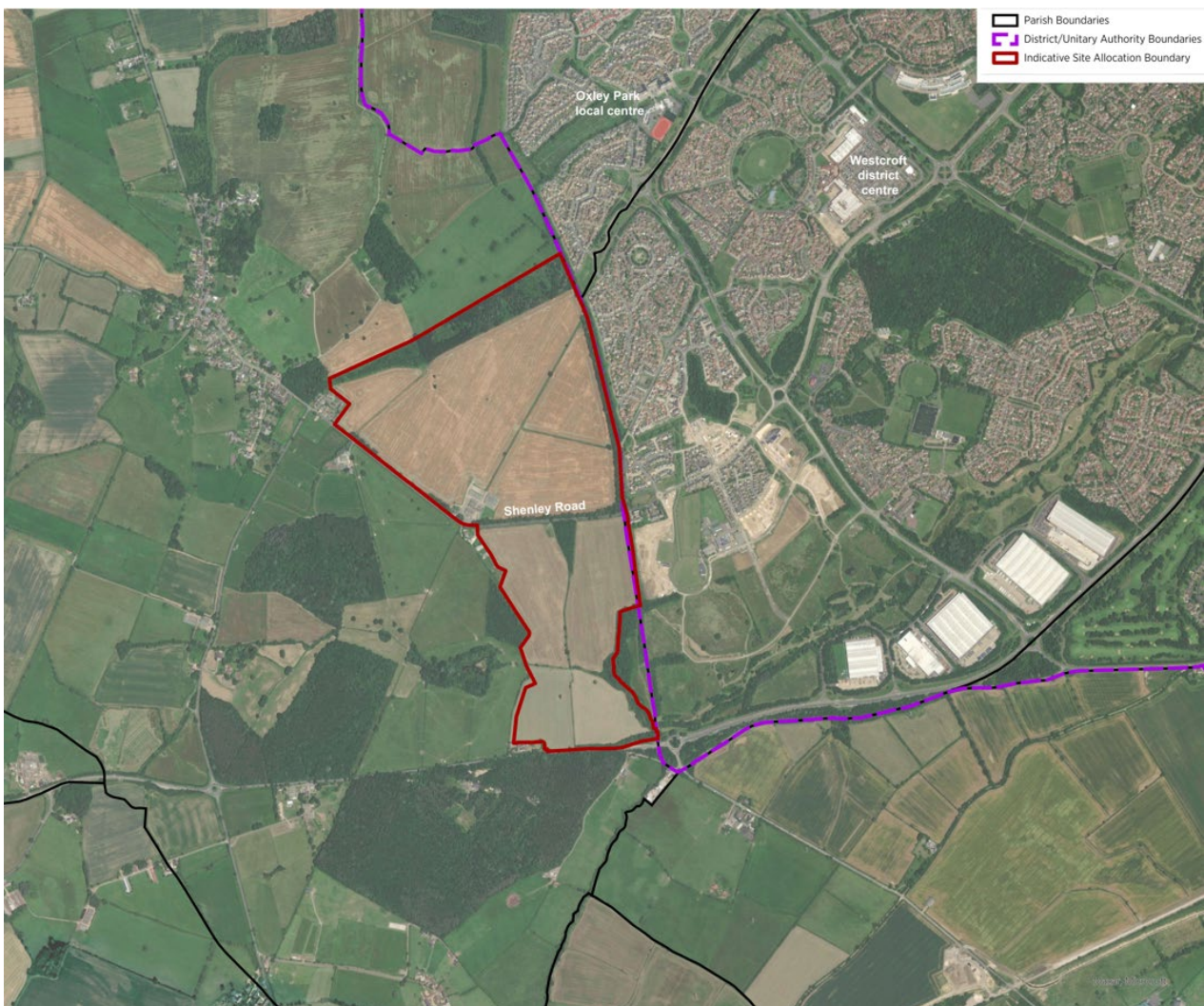


Figure 2: Shenley Park Site boundary overlaid on aerial plan of site and surroundings

The urban area of Milton Keynes provides a wide variety of services, onward connections and amenities, with Central Milton Keynes lying around 6.5km to the north-east and Bletchley Town Centre around 5.5km to the east. The local area also includes Oxley Park local centre and Westcroft District Centre approx. 1.5km to the north-east of the Site, and a number of local primary and secondary schools.

The village of Newton Longville is located to the south east of the site. Development has been approved for up to 1,855 homes, an employment area, primary school, reserve site for a secondary school and associated open space and infrastructure, known as 'South West Milton Keynes' (or 'Salden Chase') is located south of the A421 (between the site and Newton Longville) and the approved layout has been indicated on the plan below (Figure 3).

Further proposed development has been consented and is under construction at Tattenhoe Park to the east of the site boundary. This development is also indicated on the plan below and comprises up to 1,310 new homes, a local centre, primary school, community facilities, hotel, public house and open space and associated infrastructure.

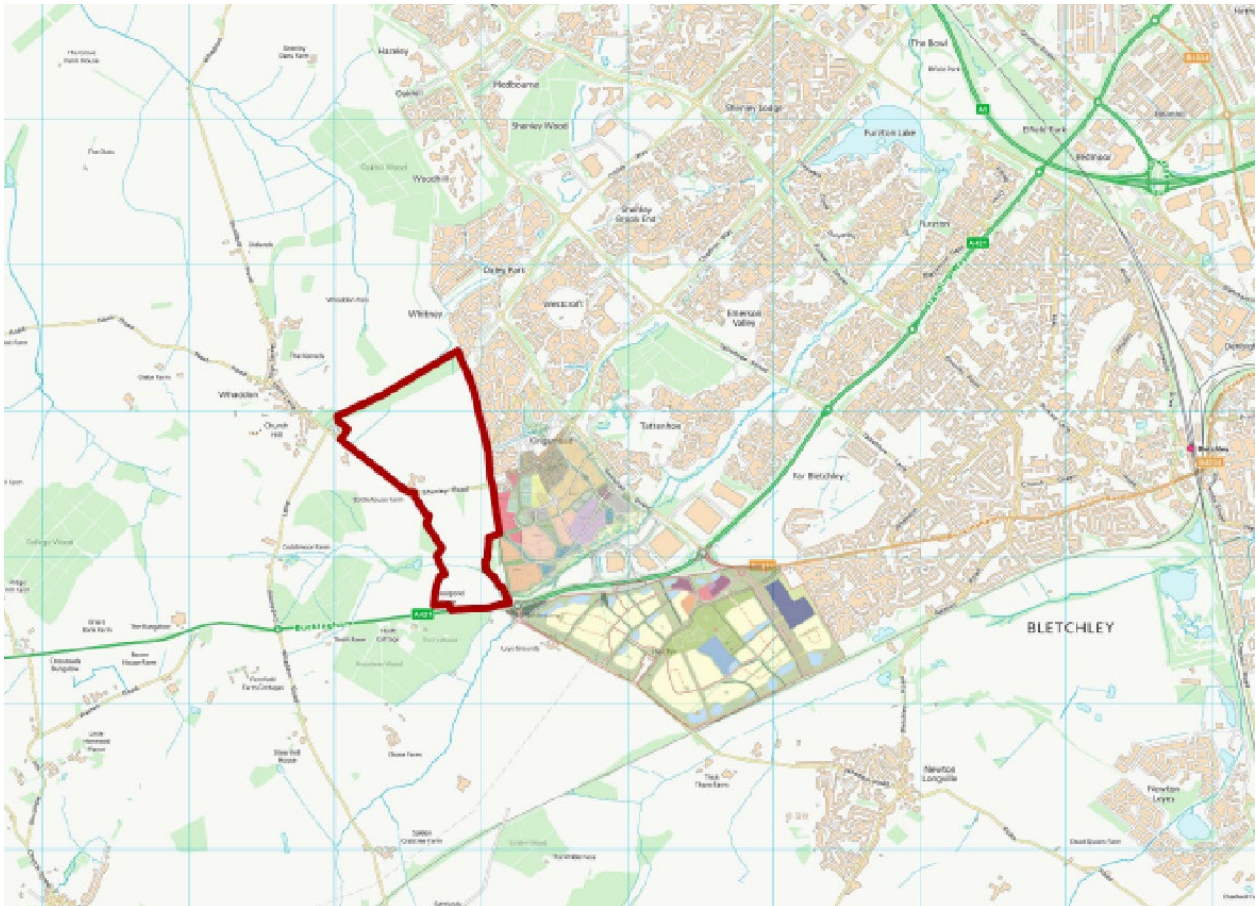


Figure 3: Shenley Park Site boundary shown in its wider context (including existing and planned development added to the map)

The site is situated north of the A421, a key artery which connects Buckingham to the west (and beyond), into the City of Milton Keynes and the M1/further east. The Bottledump roundabout located at its south-east corner currently acts as the western gateway into Milton Keynes. Shenley Road bisects the site and provides access between Whaddon and Milton Keynes. The existing connectivity around the site is set out in Figure 4.



Figure 4: Existing vehicular connectivity across and around the Site overlaid on aerial plan

The village of Whaddon, located to the north-west of the Site, is covered by two Conservation Areas and includes a number of Listed Buildings and Local note buildings. Whaddon Hall, a Grade II Listed building, is located to the north of the site and is set within the remnants of Whaddon parkland landscape, part of the extensive remains of Whaddon Chase, a former medieval hunting forest. The Chase was largely cleared for agriculture in the 19th century but small areas of historic broadleaf ancient woodland still survive. Some of the historic rides and boundaries of the Chase are reflected in the lines of the present day hedgerows. Whaddon parish has a rich archaeological heritage including two Scheduled Ancient Monuments; Snelshall Priory Scheduled Ancient Monument (SAM) lies to the north of Briary Plantation beyond the northern boundary. Recent archaeological evaluation has identified a substantial Roman settlement in the south-eastern area. This has been determined as being of local significance and does not warrant preservation in situ but is important historic context. Bottlehouse House Farm and associated outbuildings is located to the western end of Shenley Road and are considered to be non-designated heritage assets.

Extensive site review and analysis has been undertaken and this material is provided at Annex 1 to the Baseline Report which includes mapping of the opportunities and constraints described above as well as Site photographs. Section 2 of the Baseline Report also describes the key features and characteristics of the site which informed the preparation of the Framework Plan and SPD.

3.2 Key Placemaking Considerations and Design Influences

The site location, context and characteristics outlined above and in the Baseline Report are important in informing the appropriate design response for the site. The Baseline Report also explores the key site-specific structuring elements for the site (see Figure 5) and design influences for the site. It includes an initial sketch design concept (see Figure 6), the starting point for placemaking considerations.



Figure 5: Sketch plan and key showing Key Site-specific Structuring Elements (Oct 2022)

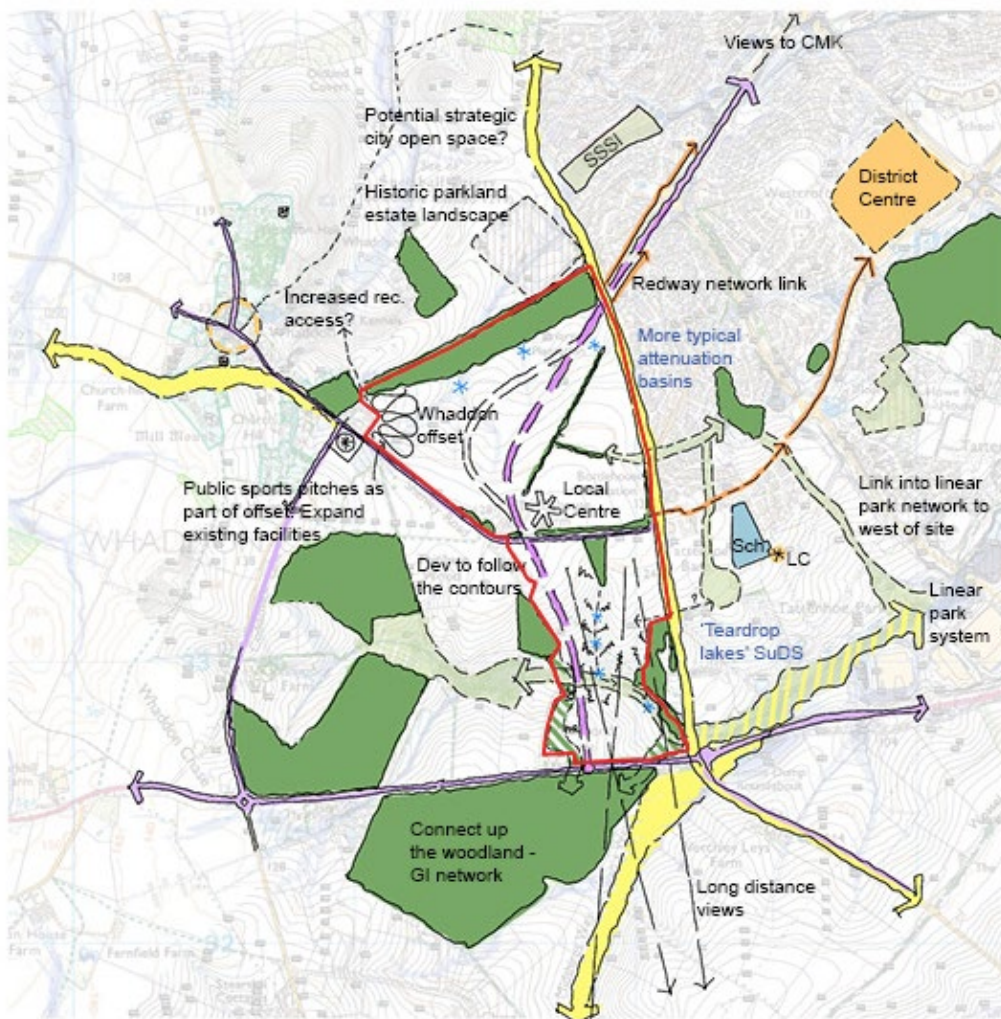


Figure 6: Initial Sketch Design Concept Plan (Oct 2022)

The Initial Design Concept Plan (Figure 6) built on the sketch in Figure 5 and identified the following key structuring elements which governed the evolution of the Framework Plan(s) set out in the SPD:

- Design response inspired by local Buckinghamshire villages and towns, recognising that development here should bridge an effective transition between 'town and country'
- Site layout in the southern part of the site is heavily influenced by the topography, with the link road (alignment and point of connection with the A421) dictated by the landform
- The northern part of the site has a local centre, community uses and associated public realm / open space at its heart, shaped by and incorporating existing green infrastructure elements on site
- The need to ensure that the landscape buffer to Whaddon is effective in terms of visual separation and preserving the setting of Whaddon whilst creating high quality 'edge conditions' for Shenley Park
- The retention of trees (especially all veteran trees) and hedgerows through and around the site is a key determining factor in the layout of the new place, respecting and enhancing the quality of the existing landscape setting, and respecting the local character and distinctiveness of the site's context.

3.3 Overarching Design Concept – Key Principles

The Baseline Report, at the end of Section 6 (p58-61), provides a suite of plans identifying high level Development Framework Principles which are critical to achieving good placemaking. (This generated the following site specific key principles which should be read in conjunction with the AVA Design SPD principles to also be applied:

(i) A development visibly shaped by its landscape and settlement context

- Key characteristics of the landscape and historic context to guide, inform and influence design development, including but not limited to the site layout and connectivity, scale, massing, materials and detailing (reference to Principle DES4 of the AVA Design SPD)
- Positive relationship with the Western Flank of Milton Keynes
- Respectful of the historic setting and rural identity of the village of Whaddon
- Being in nature – the importance of proximity to landscape, easy access, walking into the wider area
- Positively and sensitively respond to the topography, strategic views and existing vegetation referencing local settlement patterns
- Defensible long term edges, whilst facilitating connections now and into the future
- Development which protects, enhances, creates and connects biodiversity across the site (in accordance with Principle DES3 of the AVA Design SPD)

(ii) Creating a Sense of Place from the outset

- Creating a new, locally distinctive and welcoming place which facilitates positive engagement between different people and communities

- Creation of an integrated and useable Whaddon buffer which has a rural character and is a sensitive extension to the parkland character to Whaddon Hall and which provides opportunities for informal recreation (walking, picnic, outdoor exercise)
- Clear focus for the new neighbourhood with a public square at the heart of the new neighbourhood creating a flexible space to encourage interaction, activity and dwell time, which is also capable of accommodating community uses and events
- Varying intensity/uses across the site; walkable neighbourhood focused around a compact neighbourhood core which is reachable within a 10-15 minute walk
- Responding to, and efficiently integrating and extending a rich network of existing Green Infrastructure in a sensitive way to provide a range of natural and amenity spaces for play and informal recreation and in accordance with Principle DES11 of the AVA Design SPD
- The place as bridging between 'town' and 'country' – in the extent and treatment of development edges, varying densities across the site, adapting village and suburban development forms in appropriate locations.
- Enabling the presence of archaeological and heritage assets to positively influence the character and shaping of place.

(iii) Quality in Public and Private Realm, Built Development, Hard and Soft Landscape

- High quality, good design at Shenley Park through its buildings, spaces, streets and infrastructure will need to be focused on delivering a strong sense of place and natural surveillance. Health, safety and well-being of residents should be at its heart and which will be derived through clear principles in the SPD and in accordance with the design principles in the AVA Design SPD and with National policy and guidance. A varied sequence of spaces and vistas aligned with focal buildings or existing landscape features should be created.
- Street trees and planting to be used to define the public and private realm and a sense of enclosure to be created through built form and landscape features, trees, hedges and walls.
- Sustainable Urban Drainage Systems will be integrated into the development in a way which positively respect and responds to the topography minimising the need for cut and fill and unnecessary exporting of soil. Their design will also provide biodiversity enhancements and will create landscape assets.
- All residential and non-residential buildings will incorporate appropriate and well-designed storage space to meet waste collection requirements and to encourage recycling.
- Key crossing points will segregate pedestrian/cycle and vehicular movements. It is desirable to use well-designed underpasses at key crossing points along the link road to ensure uninterrupted active travel. Within the development area, pedestrian/cyclist priority should be provided at the crossing of streets.

(iv) Planning and Designing with the Long Term in mind

- Create a place that is resilient to climate change and maximises resource management minimising energy demand and consumption, and maximising energy efficiency. Building design will adopt a long term Fabric First and holistic approach and be orientated to benefit from natural light whilst balancing solar gain to take advantage of passive heating while reducing overheating risk. In recognition of adopted planning policy and guidance, Building Regulations requirements and the climate emergency declared by the council, all residential and non-residential buildings will need to incorporate high-efficiency and sustainable design

features in order to reduce carbon and to maximise renewable energy generation (See VALP policy C3).

- The approach on the site should also take a lead in promoting sustainable green infrastructure and transport which will make a positive contribution to managing air quality and promoting mode shift to sustainable forms of travel through the incorporation of public transport priority routes. This will inform street design and hierarchy. Provision for charging points for electric vehicles should also be provided in accordance with the latest standards.
- Whilst some elements fall outside current policy requirements, the following are identified as potential long term objectives and ambitions of Milton Keynes City Council:
 - Ambitions for Park&Ride (P&R)/Mass Rapid Transit (MRT) to the west of the site to achieve a step change in sustainable transport for the wider conurbation (and benefit North Bucks communities)
 - The ability for the public transport priority route required through the site from the A421 to H7 to accommodate potential MRT services in the future
 - Reinstatement/reintroduction of wider Whaddon Chase Green Infrastructure as part of the forming of a strategic long term edge to the urban area [a BC and MKCC cross border ambition]

The Framework Plan does not compromise the ability of these schemes to be delivered, and planning applications for development will do likewise. Whilst the rationale or timing for these schemes are not an impediment to the development at Shenley Park coming forward, it is expected that development and infrastructure will be designed and built so as not to hinder their future implementation.

(v) Implementation

- The SPD guidelines and Planning Application approvals processes will positively govern the quality of infrastructure and development (“designed not engineered”)
- Buckinghamshire Council, and the developer, will have a commitment to good design, adoption and maintenance of high quality design, materials and management regimes
- Need for continued cross border liaison between BC and MKCC (officer & stakeholder level) on provision of infrastructure with cross border implications (education, transport, retail function, green infrastructure and connectivity, drainage) in the interest of effective functionality of the new place
- A management plan should be provided at the outset and the scheme designed with longevity and easy maintenance in mind
- There is an opportunity for the Parks Trust to extend its current role in maintaining Tattenhoe Valley Park to secure arrangements for the long term governance, management and maintenance of the green infrastructure for this site to ensure appropriate governance and legacy across the local area

Part Four: Framework Plan

The Framework Plan for Shenley Park brings together identified site characteristics and key structuring design principles into a comprehensive spatial development framework for the allocated site against which development and infrastructure proposals can be assessed.



Figure 7: Framework Plan (and key)

Shenley Park (Total Site Area)	c. 99 ha
Green Infrastructure incl. infrastructure reserve	c. 53 ha
2FE Primary School, drop off area and Playing Fields	c. 4 ha
Mixed use including 110 bed Care Home	c. 1.6 ha
Development Area (Residential)	c. 33 ha
Primary Infrastructure	c. 7 ha

Indicative areas (built development and infrastructure, rounded) as shown on the Framework Plan (Figure 7)

The site analysis undertaken as part of the Baseline Report has highlighted the site's topographical character as a key defining element. The northern half ('Briary Chase'), being generally flat, is able to accommodate built form with less sensitivity in terms of impact on landscape and adjacent uses whereas the southern half ('Whaddon Valley') comprises valleys and slopes and is more sensitive to development. The application of the key structuring elements generates an outline framework for the balance of developable land and green infrastructure.

The site is designed as, and should be viewed as, a single neighbourhood but with clearly different design responses. The form and character of development should respect the characteristics of the site and deliver distinctive development and high quality placemaking outcomes. This is explained further in Part Six: Placemaking.

4.1 Extent of Development and Land Uses

The sub-sections below set out the key principles for development under the following headings:

- Housing Mix;
- Local Centre;
- School and Sports Pitches;
- North and Western Edges;
- South-western parcel;
- Development Extent;
- Density of Built Form.

Further design guidance in relation to the local centre and edge responses are provided at Section 7 of the SPD.

Housing Mix

Housing provision (type, mix and tenure), including the care home/extra care facility, will need to comply with the standards set out in VALP policies H6a/H6b (and respective supporting text) to meet local housing need and to create socially-diverse and inclusive communities.

The intensity of development will vary across the site in response to site characteristics, context and sensitivities and will contribute to Shenley Park's placemaking qualities, legibility and character. A range of dwelling types and tenures will be provided for across the site, including a minimum of 25% affordable homes which will be 'pepper potted' across the site. Dwellings will be designed to be flexible and adaptable to respond to the changes in how we use space in our homes such as for working from home, and will therefore be capable of meeting a wide range of needs, and will include self or custom build (see VALP policy H5) and forms of specialist residential accommodation.

Local Centre

The northern half of the site is the most suitable location to accommodate the required local centre and creating a focal point for the development. In this position, it complements the relative positioning of the existing (and proposed) nearby local and district centres located in adjacent developments (see Baseline Report Annex 1). The Shenley Park local centre will be of a scale that will aim to provide sufficient goods, facilities and services to meet residents' day-to-day needs without creating competition with existing centres. Extensive walking and cycling connections extending across and through the site will create 'walkable neighbourhoods' meaning that the local centre will be easily accessed from all parts of the site, reducing the need to drive. Its position in the northern half also means that residents of Whaddon village will have easy pedestrian/cycle access to benefit from the new amenities and facilities.

Section 7 of the SPD under 'key spaces and places' includes a sketch option for the arrangement of the Local Centre. It indicates a central cluster of services around 'Shenley Square', with the potential to provide public realm with open space at its heart and a mix of uses including community facilities, foodstore/local shops and the policy-mandated care home. This will create a vibrant, local centre and annex 6 to the Baseline Report includes a series of precedent studies and best practice examples as design references for each of the components. A mix of uses is envisaged but not prescribed in the SPD, in order to retain flexibility and ensure that the centre can respond to market demand and consumer requirements.

Flexibility in the masterplanning of the local centre means that provision can be made on site for primary health care facilities if required (eg. GP surgery). Further discussions with the relevant Integrated Care Boards covering Buckinghamshire and Milton Keynes would be required at the time of any application to confirm if this is required or the extent of off-site contribution required. Similarly, discussions will need to take place with the relevant Health Trusts covering Buckinghamshire and Milton Keynes to secure appropriate and proportionate offsite contributions towards acute and secondary care to reflect the reality that the population are likely to use a mix of health care facilities across both administrative areas.

There is also the opportunity to integrate residential uses into the local centre as part of the mix of uses within buildings.

The local centre will be an area of higher intensity of development and where there is an opportunity to integrate residential uses into the local centre whereas areas of development fronting the linear park or on steeper gradients will be of a lower intensity. The use of varying intensities of development across the site could provide an increase in capacity of homes on the site and this would be appropriate in instances where densities can reinforce and support walkability within the neighbourhood and provide sufficient demand to promote sustainable travel options.

School and Sports Pitches

The new 2FE primary school and associated nursery, with opportunities for co-located sports pitches, are situated in an adjacent parcel to the west of the local centre in close proximity to the proposed central

public space ('Shenley Square') bus stop and with the main school building and entrance intended to be located where it can be easily accessible (as shown in the indicative sketch included at Section 7 of the SPD). The school, in this location will also be easily accessed from all parts of the site, via the extensive walking and cycling connections extending across the site.

The primary school should be open at the point in which admissions into reception year from the development reaches 15 pupils in line with adopted Buckinghamshire Council guidance and which is sufficient to justify the opening of a new school balanced against the environmental and financial cost of transporting pupils to neighbouring schools. This is estimated to be upon occupation of the 350th home or four years from the commencement of development, whichever is the earlier. It is anticipated that offsite contributions will be secured (at timing trigger points to be agreed) for secondary school provision and to provide for any further primary school capacity which cannot be accommodated by the 2FE on-site school, taking into account capacity in the primary schools in the surrounding catchment areas.

School playing fields and formal sports pitches are shown provided adjacent to the school building but towards the outer edge of the northern parcel helping to retain the openness of the site towards the more sensitive countryside edges. School pitches are intended to also be accessible for community use.

North and Western Edges

The treatment of the northern edge will provide for the required buffer offsets to the ancient woodland but also provide for an appropriate and substantial buffer between built development and the village of Whaddon as required by policy. The western edge treatment will also comprise of new and existing woodland and green infrastructure to form a defensible edge to the site as also stipulated by policy. The nature and character of the buffer and edge treatment is provided in more detail in later sections of this SPD.

South West Parcel

Due to topographical constraints and highway design requirements, the Framework Plan shows a parcel of land lying west of the point of access which is shown as green infrastructure. The southwestern-most parcel, located west of the A421 junction improvements, is not considered to be suitable for residential use due to concerns relating to its size and isolation from other residential parcels. There may be scope for non-residential land uses such as small scale employment uses to take place on this parcel as an alternative to residential development, albeit that acceptability of any non-residential use would depend on local/commercial demand, assessment against policy, and consideration of the relationship of this parcel with the landscaped edge and wider residential neighbourhood of Shenley Park.

Development Extent

As part of the baseline evidence, the development extent and capacity of the site for the quantum of residential and other land uses allocated in policy WHA001 has been tested based on the constraints and analysis undertaken to date (see Baseline Report Annex 7). This includes the position established through the CHIA process that the archaeological remains are not required to be preserved in situ (see Baseline Report for further explanation).

The table accompanying Figure 7 above provides an indication of the quantum of land uses anticipated for the site, taking into account ANGSt compliant green infrastructure requirements together with other infrastructure and facilities to be provided within Shenley Park.

The Framework Plan and indicative land use budget generates an extent of built development (residential development and mixed-use areas) of around 33ha. Whilst the full extent of site constraints (and any further consequence for developable area and layout) will not be fully known until such time as an application is determined, based on the level of information and evidence available through the Local Plan and the SPD process it can be confirmed that, assuming overall average densities between 30 and 40 dwellings per hectare, the allocated site is capable of delivering the quantum of development set out in policy WHA001.

The ultimate level of development delivered in Shenley Park will be based on the approach set out in this SPD taking account of the adjacent settlement character and identity whilst responding positively to the best characteristics of the surrounding area along with technical evidence as appropriate, through a future planning application.

Density of Built Form

The SPD is not prescriptive about specific densities expected within various part of the site – development layouts and housing mix should be driven by placemaking and design character and by making efficient use of the land rather than fixing density requirements (see VALP policy BE4 and principle DES23 of the AVA Design SPD). However, the following design guidance and approach set out in Figure 8 should be adhered to in the formulation of development proposals and application plans:

- Higher density development is acceptable in the northern parts of the site (a) as part of/around the local centre, and (b) adjacent to the eastern boundary of the allocation, reflecting the character of adjacent built development. This should be generally restricted to three storey development to maintain a place-appropriate design response, albeit that there may be a design case to be made at application stage for bespoke design features to exceed this height as part of the design of landmark buildings at key corners and termination of vistas.
- A requirement for more bespoke design responses to reflecting the topography and landscape constraints in the southern half of the site and retaining a sense of space around buildings are likely to generate lower densities. Development layouts are expected to follow the contours of the site and respond positively to their landscape context, including frontages and active overlooking of open spaces, landscape corridors and the linear park extension;
- The full complement of open space requirements and other supporting uses will be accommodated on site in line with VALP policy.

Further testing on the impact on the highway network, landscape and visual impact, placemaking and design justification and other technical considerations would be required to accompany any application proposals which, having taken into account the design considerations above, propose dwelling numbers in excess of that set out in Policy WHA001.

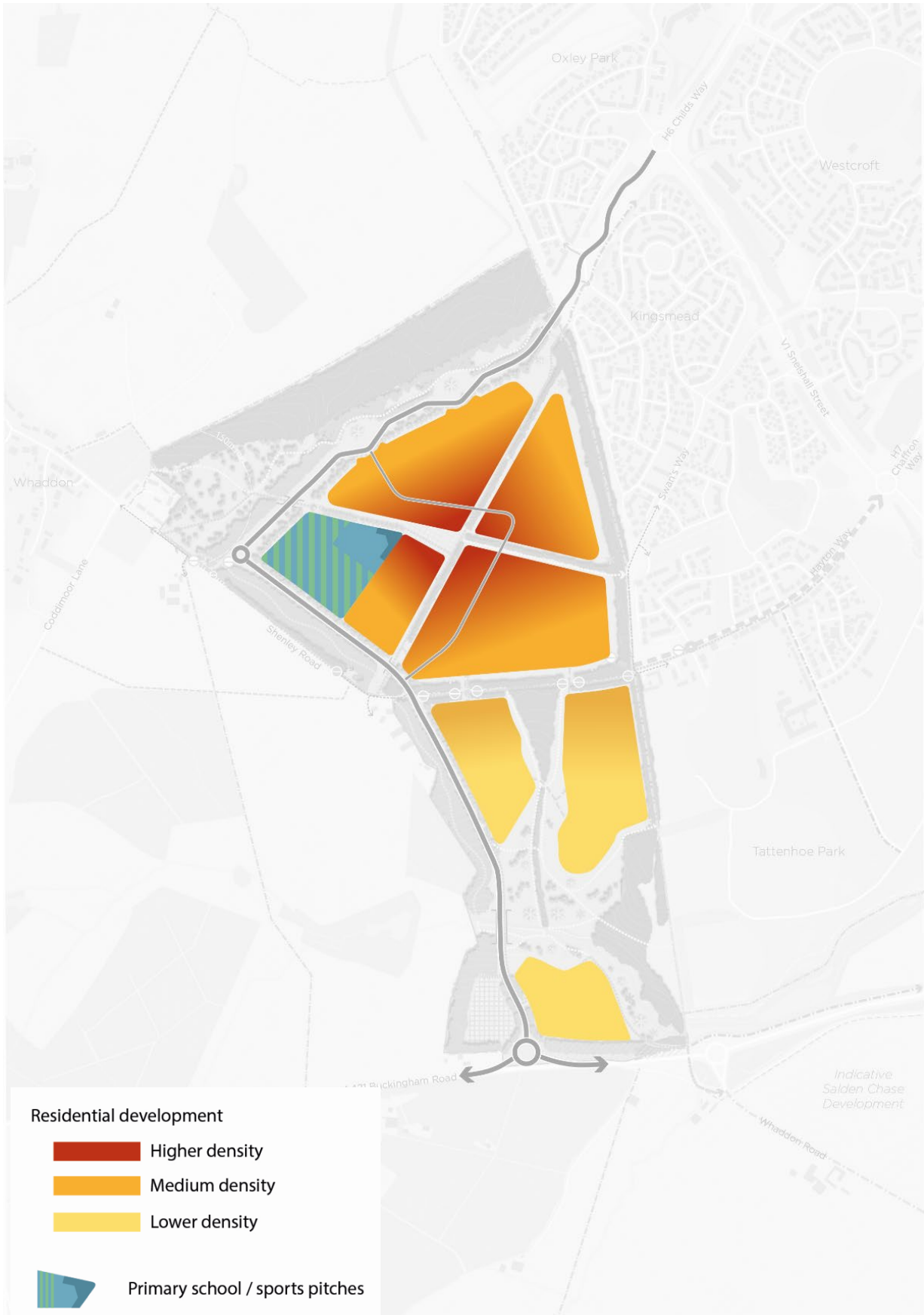


Figure 8: Plan showing Proposed Density range for development across the site (and key)

Part Five: Access and Connectivity

The SPD Design Framework for Shenley Park has been driven by placemaking considerations. Paramount in this process is the need to create a distinctive and high quality development which in both its form and its function, reflects its setting and integrates well with its surroundings.

Inherent to the design of a successful place is the need to prioritise active and sustainable travel. The site is well-placed to deliver early and numerous pedestrian/cycle and public transport links back into its existing surroundings to ensure that from day one, residents are incentivised to make short journeys by highly visible, sustainable and active modes.

Site characteristics and context are the primary drivers for design and layout. However, Shenley Park also sits at a critical location within the wider North Bucks / West Milton Keynes interface relative to key green and grey infrastructure. This is made clear through the existence– and content – of Policies WHA001 and SD15.

Because of its importance to wider vehicular connectivity, decisions on the layout of development and infrastructure ('form') and connectivity with other places ('function') at Shenley Park cannot be made in isolation from wider considerations. Further, decisions on some of the strategic aspects of future connectivity and longer-term function of the infrastructure network are not yet able to be made pending outputs from the strategic transport studies such as the A421 Corridor Study. There are also long term objectives and ambitions of Milton Keynes City Council, in the early stages of development, for a Mass Rapid Transit (MRT) system for MK and/or the potential for a Park and Ride on the A421 to the south west of the City (which may be sited to the west of the Bottledump roundabout).

Annex 5 of the Baseline Report includes a number of potential connectivity scenarios that were explored as part of the evolution of the design for Shenley Park to facilitate engagement and discussion with stakeholders (Section 6 of the Baseline Report refers).

Since that time, further information has provided a clearer steer around the level of strategic vehicular connectivity which is appropriate for the site. The transport modelling associated with the outline planning application has been submitted to the Council, which shows a redistribution of traffic through Shenley Park. The appeal evidence in relation to the Salden Chase application (planning application reference 15/00314/AOP) which formed part of the case upon which the application was allowed and off-site highway contributions determined, included an assumption that the Shenley Park link road included within the VALP policy would take a certain degree of through traffic and provide a strategic connectivity function.

This information indicates that the strategic route scenario (Scenario 1) would be appropriate in highway terms. However following engagement with stakeholders and feedback from the public consultation exercise, and noting the existing speed and character of the section of H6 leading into the site from the east, refinement to the nature of the link road is needed (explained further below).

Therefore, the SPD has balanced the different transport, placemaking, active travel and amenity considerations to include within the Development Framework an outer link road. This outer link is designed to provide an effective connection for the level of anticipated through traffic and development traffic which avoids flows moving through the core development area and segregating the new neighbourhoods, allowing active travel modes, slow speeds and 'human scaled' development forms to be prioritised within the new community.

Figure 9 below illustrates the Access and Connectivity Strategy with key principles explained in sections below under the following headings:

- Active Travel: Pedestrian and cycle connections and Redways;
- Shenley Road, and access between Shenley Park and Whaddon village

- Public Transport
- Vehicular Access
- Link Road
- Key connections; a series of detailed sketch plans providing further design guidance are provided for:
 - MK Boundary Walk
 - A421 Redway
 - H6 Redway underpass
 - Shenley Road Junction
 - Shenley Road Crossing
 - H7 Hayton Way connection

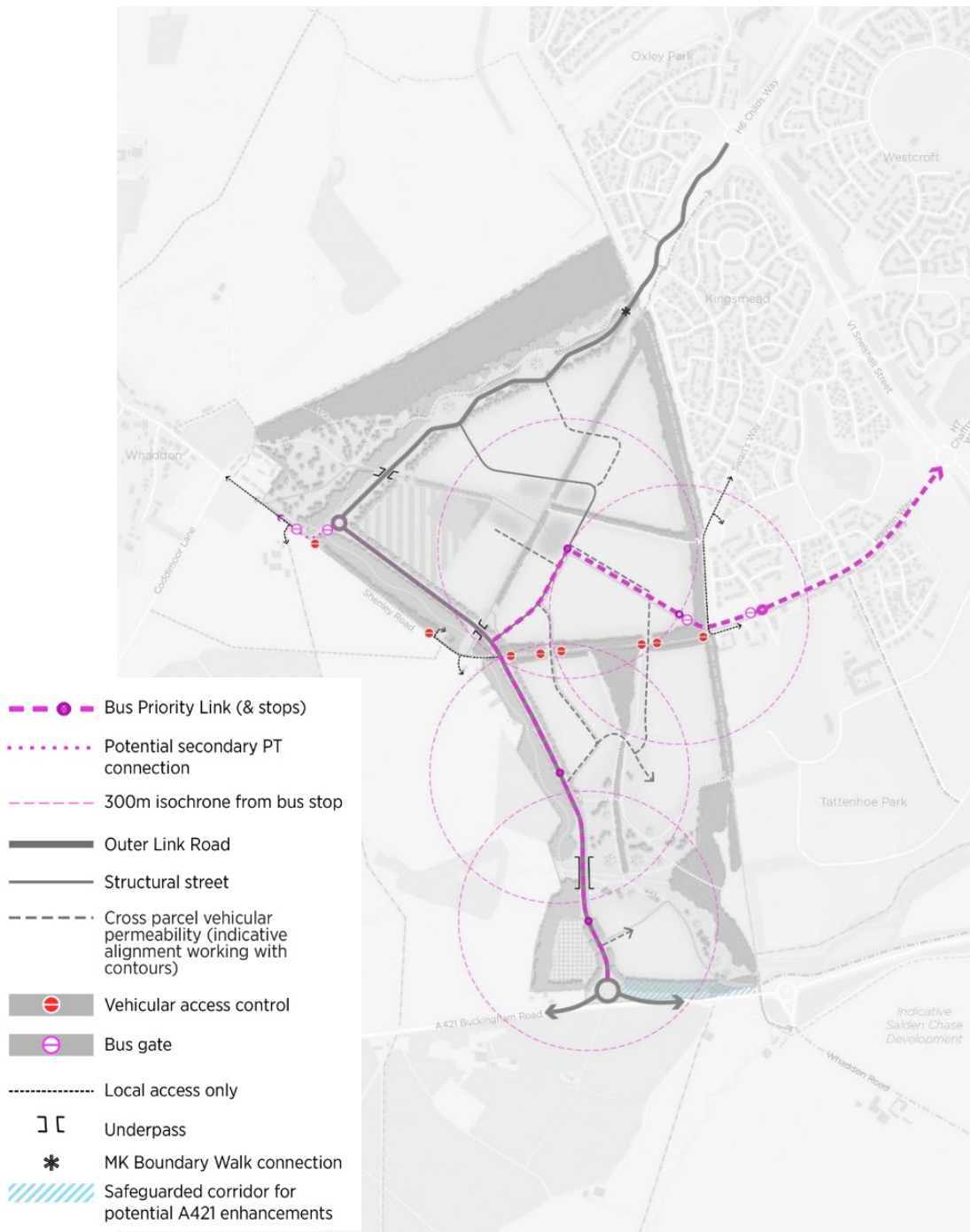


Figure 9: Access and Connectivity Strategy Plan (and key)

5.1 Active Travel

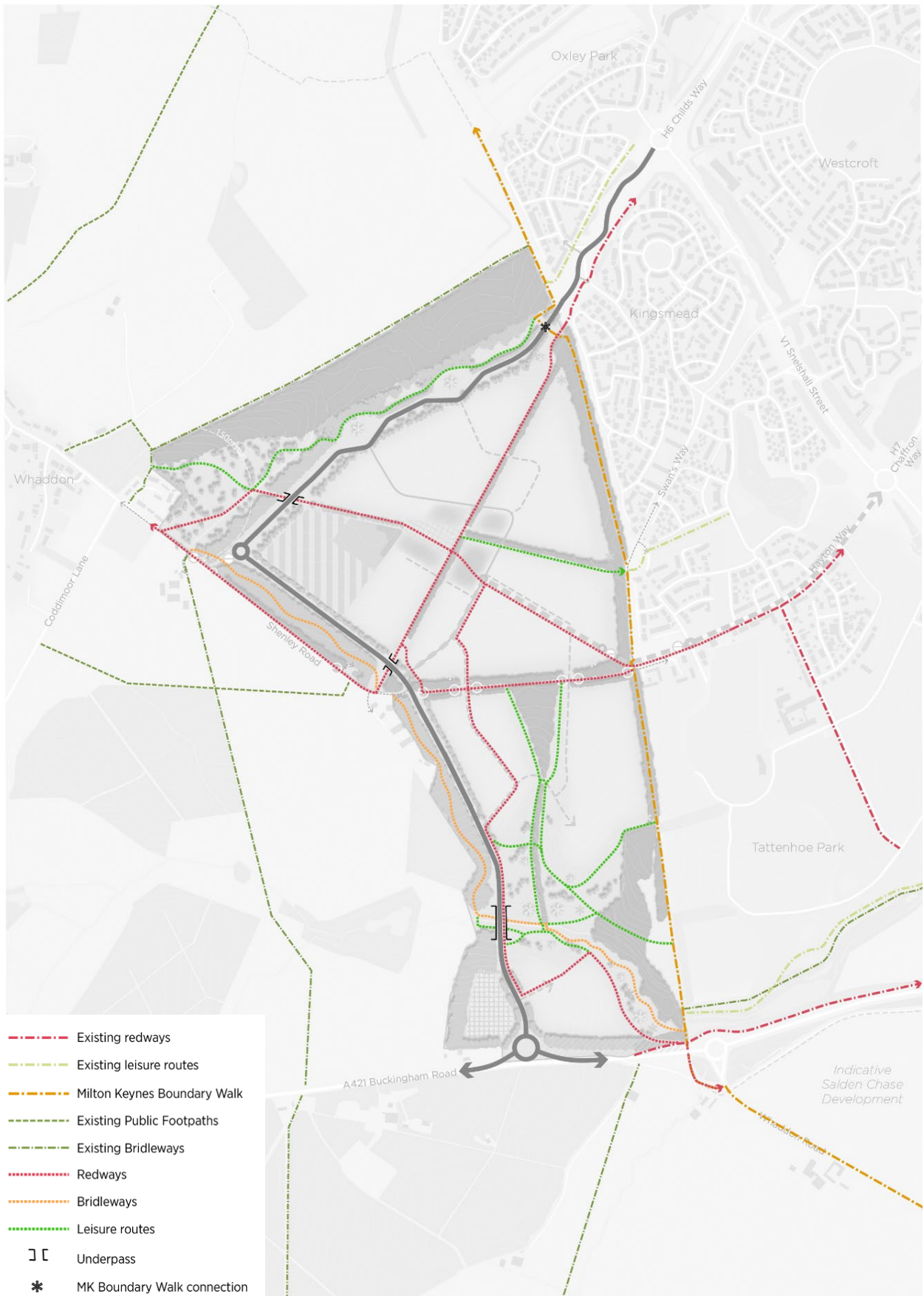


Figure 10: Active Travel connections (and key)

Active travel and priority of movement for pedestrians, cyclists and riders is a key principle for Shenley Park and provision for walking, cycling and riding (along straight and direct routes) is therefore a priority. Shenley Park already benefits from a good number of connections in the form of existing Public Rights of Way, bridleway links and access to Redways and links into these routes should be in a legible and convenient way and be designed to work with the site, its contours, existing connections and crossing points. Active travel routes in the form of a network of leisure/recreational routes, informal paths, bridleways and footways are to be implemented throughout the development and along the boundaries of the Site connecting through to Milton Keynes and Tattenhoe Park and other developments as well as into the wider Whaddon Chase landscape and footpath/bridleway network (see Figure 10). Cycleways will be expected to be fully compliant with LTN1/20 standards.

Redway connections will be extended from H6, H7 and the A421 into the Site to facilitate easy connection into Milton Keynes; Redways are more formal, direct and lit routes for all active travel modes. Redway routes will connect and cross through Shenley Park and its local centre towards Whaddon connecting the village to the school, facilities, amenities within Shenley Park and linking into Milton Keynes, Salden Chase and its facilities and amenities. Redway connections should provide direct and uninterrupted active travel and crossings should be prioritised and grade separated. The use of underpasses where it is necessary to ensure segregated and prioritised active travel crossings is shown on the Framework Plan, and an illustration of how these crossings can be designed to work with the natural topography of the site is provided below (see Figure 11). There are several examples locally where this has been successfully achieved.

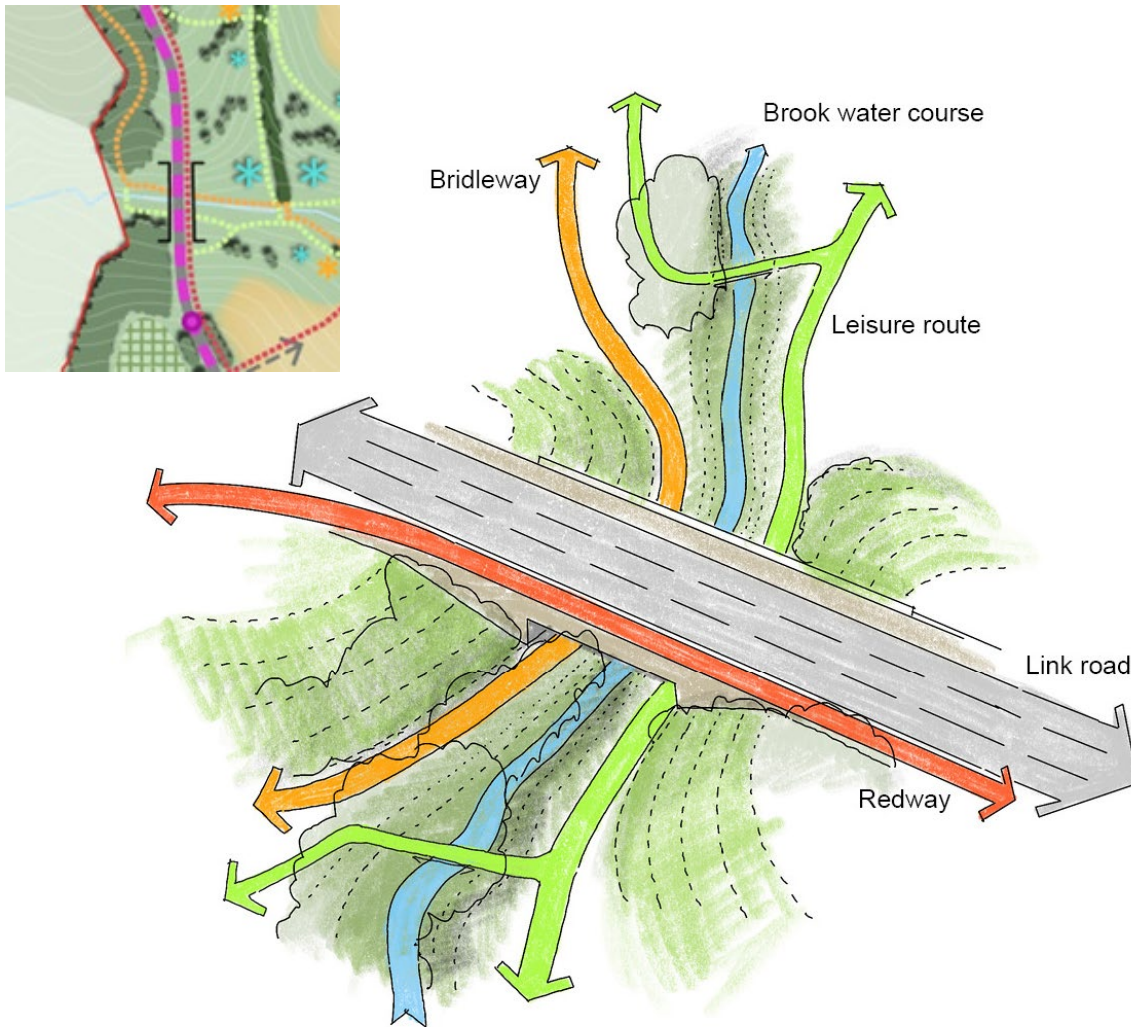


Figure 11: Illustration of leisure routes crossing under the link road

The existing public footpath crossing the southern part of the site is to be retained and integrated into the development where practical. Where this is not practical, the public footpath should be diverted to run through the open space network to maintain connectivity. Routes shall be enhanced to improve their accessibility and durability and connections created to the existing Public Right of Way network to provide wider recreational connectivity.



Figure 12: Photo of footpath connection

The internal streets in the southern part of the site will respond to the existing landform to provide access for walking, cycling and vehicles, minimising the need for extensive reprofiling.

New active travel connections between Shenley Park and the adjacent MK Boundary Walk which runs along the eastern boundary will be created to coincide with existing links to streets and open spaces within Tattenhoe and Kingsmead.

5.2 Shenley Road, and access between Shenley Park and Whaddon village

Shenley Road is a heavily landscaped rural route which currently provides access between Coddimoor Lane and Whaddon village to the Milton Keynes urban area (via Swans Way and Guildford Avenue to the V1 Snelshall Street).

Consultation with local stakeholders and residents as part of the SPD preparation indicated a overall preference to restrict vehicular through traffic along this route to reduce rat running through the village of Whaddon, acknowledging this would also result in a less direct route for Whaddon residents into Milton Keynes. At the same time, the character of that part of Shenley Road running through the site lends itself to downgrading to become a focus for active travel movements through the site.

As such, Shenley Road will be stopped up as a through-route for vehicular traffic part way along its main horizontal axis (see Figure 9 Access and Connectivity Strategy Plan) and will be downgraded to an active travel (walking and cycling route), with access along the first part of Shenley Road from Whaddon retained to serve existing properties. This allows it to be preserved as a rural lane. There are examples locally where this approach has been adopted with the use of simple bollards to 'stop up' the road to vehicular traffic (as shown in the images below). The timing of the stopping up of Shenley Road and the resultant implications will be properly considered through the detailed transport modelling to follow as part of a planning application.



Figure 13: Photos of Stopped up route retaining landscape/vehicular access controls ('Before and after' image)



Figure 14: Photos of Examples of a preserved rural lane converted to walking and cycling route through 'stopping up' of vehicular traffic (left) and use of bollards/vehicular access controls (right)

The section at 5.6 on 'key connections' includes further information on the approach advised for the crossing of Shenley Road.

5.3 Public Transport

Shenley Park will be designed to prioritise and integrate successful public transport accessibility by using measures such as bus-only access, bus priority junctions and other means of favouring public transport over private vehicles to promote sustainable transport modes from the outset of development.

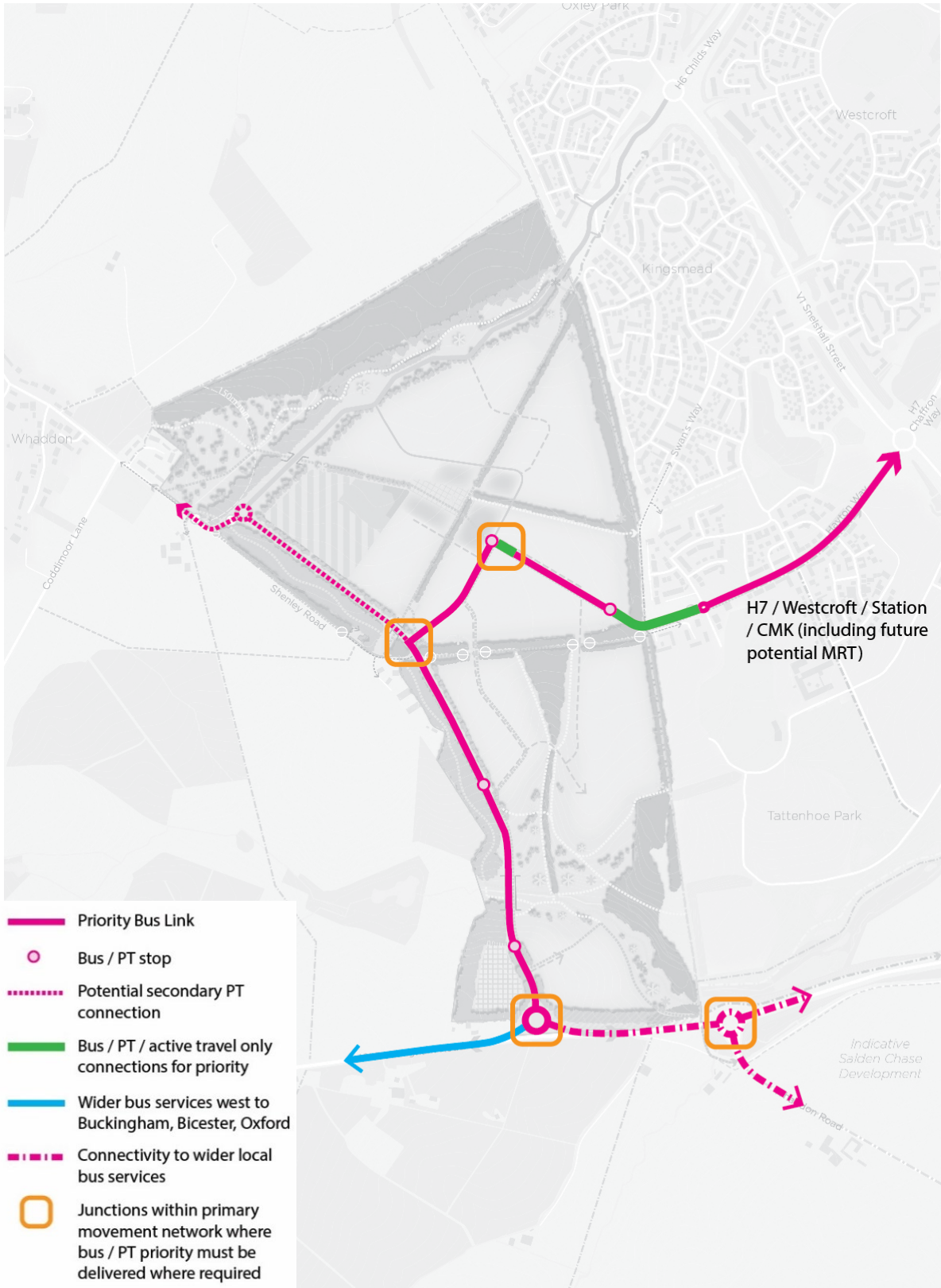


Figure 15: Connectivity for Public Transport Plan (and key)

The Framework Plan includes a priority public transport link between the A421 access, via the southern edge of the Shenley Park local centre to connect into H7 Hayton Way, the primary point of connection for public transport services into Milton Keynes (via Westcroft District Centre). This route is considered most suitable for public transport (as it is not a safeguarded transport corridor and does not have the form or function to carry strategic traffic) and will serve and connect the local centre whilst allowing for a more pedestrianised public realm in Shenley Square with integrated green infrastructure. Bus stops are shown along the route to ensure that the majority of the occupants of the development are within 300m walking route of a bus stop. A bus gate at the roundabout in the north west corner of the site is also shown providing bus only links into Whaddon village. Whilst bus connections may also be possible on other routes, the defined route on the Framework Plan will be expected to deliver a prioritised public transport route and infrastructure through the site. The way in which these connections are achieved and maintained will be fixed through planning conditions and/or s106 agreements.

Securing public transport priority measures at Shenley Park will also enhance wider connectivity for public transport (including potentially Mass Rapid Transit services between Shenley Park, Central Milton Keynes and Bletchley train station (a policy requirement)). This will facilitate a move to sustainable transport and public transport priority at the outset and draw on the commitment of both Buckinghamshire and MK City Council to a step change towards sustainable transport investment through public transport priority and vehicle restraint measures.

5.4 Vehicular Access

The site abuts the A421/Bottledump Roundabout at the gateway into MK, and will be accessed directly off the A421. The precise location of the new A421 junction will be selected so as to minimise the need for reprofiling of existing site levels and allow for grade separated crossings of the link associated with the linear park extension, but it is anticipated that this will be via a new roundabout which will be constructed within the confines of the site (and adjacent highway land north of the A421 carriageway as necessary). The junction with the A421 will be designed as a green gateway to Shenley Park, with landscape and planting being the dominant features. Development will be set behind substantial structural planting. Further guidance is provided under key spaces and places (section 7 of the SPD).

5.5 Link Road

The policy requires a 'link road' through the site 'connecting the A421 and or H6/H7'.

Annex 5 of the Baseline Report set out the analysis and consultation which has informed the SPD design response to connectivity through the Shenley Park site.

An Outer Link Road will run along the western edge of the site to provide a link from the A421 to H6 Childs Way to provide the degree of connectivity required in policy. Figure 16 shows the high-level road hierarchy and some key connections to and from the outer link road and structural street. The detail of secondary and tertiary streets is not shown but will need to ensure that attractive and well-connected routes north-south and east-west are provided for.

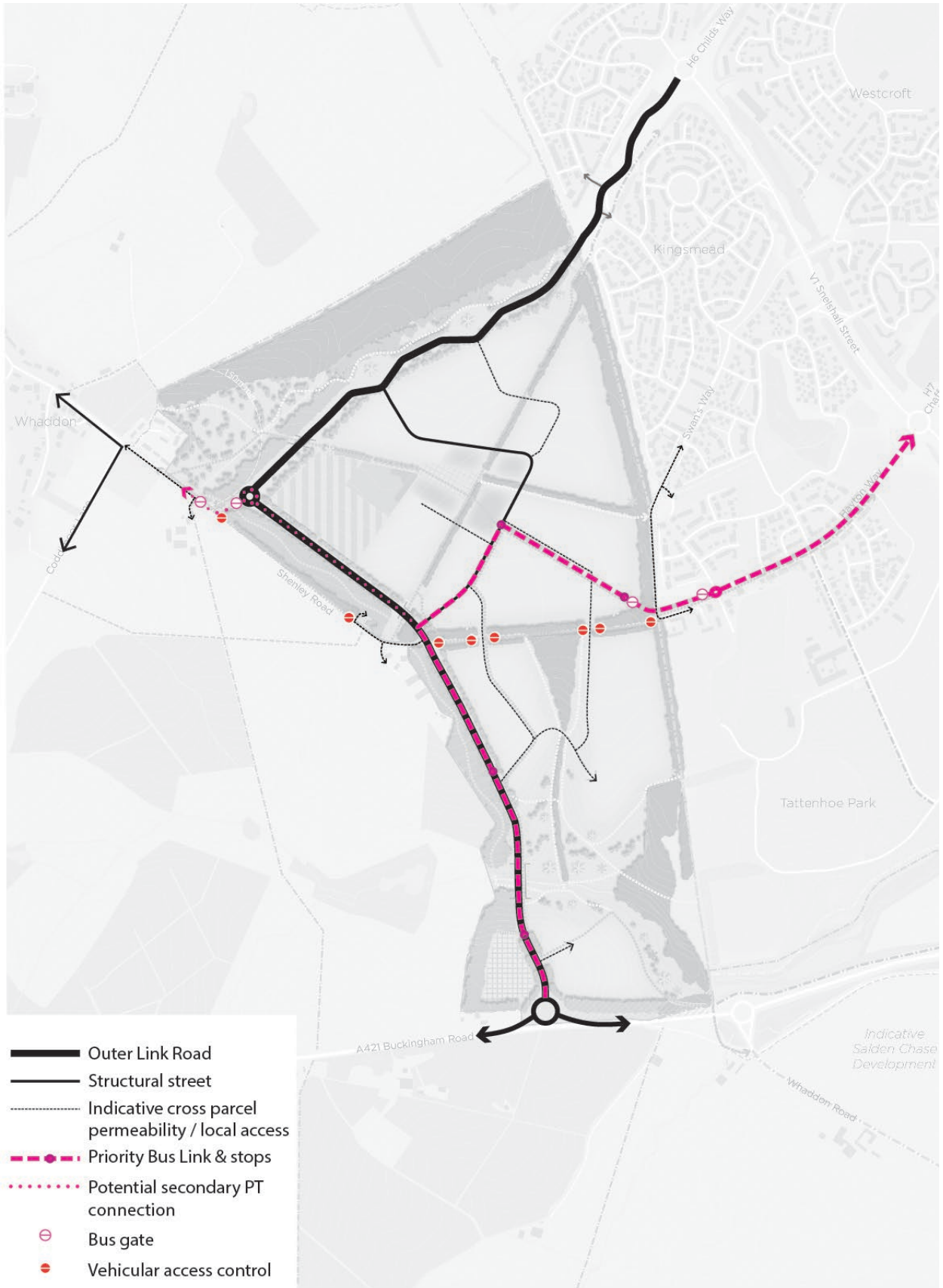
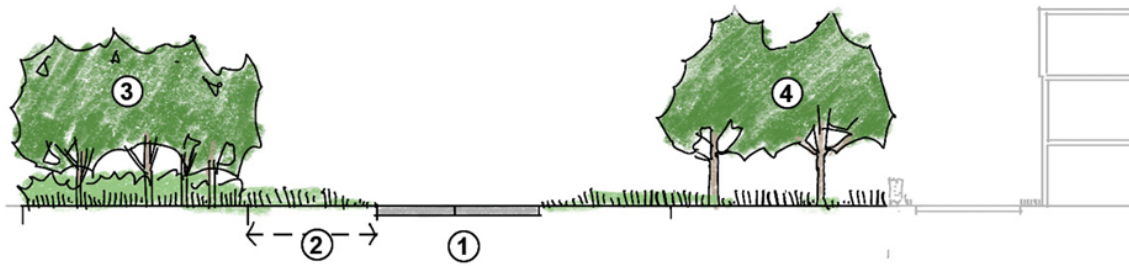


Figure 16: Plan to show Outer Link Road and connectivity across site (and key)



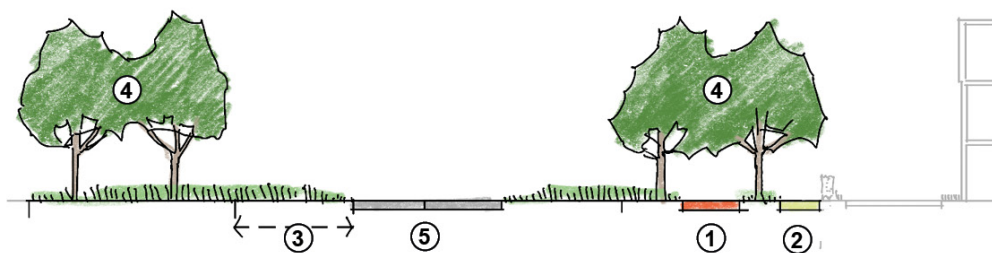
- ① Carriageway 7.3m width
- ② 6 - 7m safeguarded verge (for future enhancements)
- ③ Structural planting (min 10m width)
- ④ Informal tree planting (drifts and small groups)

Figure 17: Cross section of northern section of Outer Link Road (40m corridor)

The Outer Link Road will have a strategic function for vehicular movements from the A421 to the grid network offering the requisite degree of capacity for through traffic which initial modelling and evidence is demonstrating is required.

It is to include a limited number of junctions into the development area in order to minimise interruptions to traffic flow and the need for extensive junction works, whilst ensuring there is adequate access into the development parcels and that access is retained for existing properties.

As a strategic outer link road, it is not considered appropriate in placemaking terms for this to bisect the core development area of Shenley Park. Therefore, the outer link road is aligned along the western boundary of the site set within substantial structural planting (described in more detail in a later section in this SPD) to form a long term defensible edge to the site as required in policy. Informal street tree planting will be along the eastern side of the outer link road with dwellings fronting the link road but set back offering surveillance onto the road without adversely affecting the amenity of residents. This will result in a tree-lined corridor designed to allow for a 7.3m carriageway width along with a safeguarded verge to allow for a construction buffer and/or future enhancements which could include dedicated bus lane for example (see Figures 17 and 18). The link road will be designed so as to remain operational and safe for users in times of flood.



- ① LTN1/20 spec cycle path (3-4m width)
- ② Footway (min 2m width)
- ③ 6 - 7m safeguarded verge (for future enhancements)
- ④ Double row of street trees
- ⑤ Carriageway 7.3m width

Figure 18: Cross section of southern section of Outer Link Road (40m corridor)

In order to create the extent of built development area in the relatively unconstrained northern portion of the site capable of delivering the quantum of development required in policy, to ensure an effective layout of development and open space, and to manage speeds along the outer link, a 'right angled' junction is required at the north-west corner of the site facilitated by a roundabout to enable safe movements. The outer link runs to the south of the Whaddon green buffer and is positioned outside of the 50m buffer to the ancient woodland (aside from at the point of connection into the H6 where this is not possible), running parallel with the northern extent of development parcels to connect into the H6 Childs Way.

The Framework Plan shows the inclusion of road 'deflections' at points along the northern section to ensure speed reduction is designed in from the outset and not over-engineered; these deflections will coincide with the points of connection into the streets within the core development area and form legible gateway features into the main development (see Figure 19).

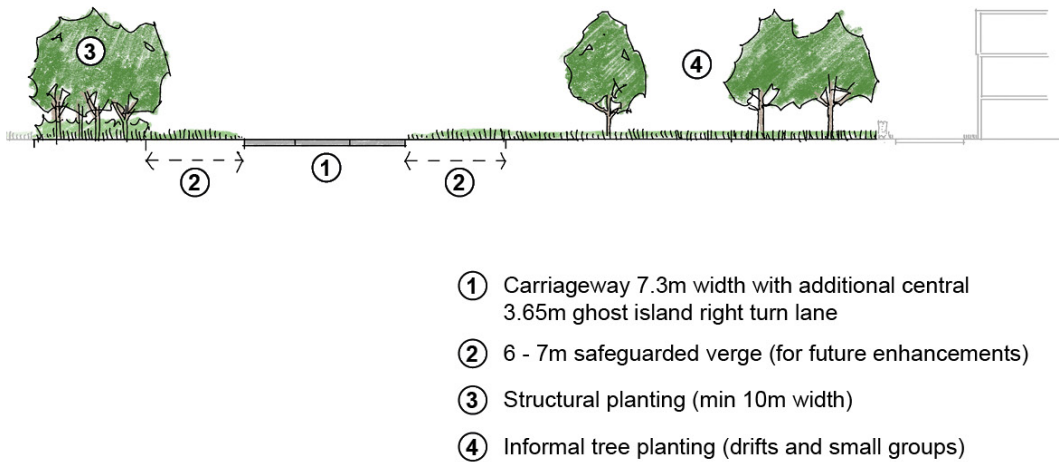


Figure 19: Cross Section of northern edge of Outer Link Road (H6 Childs Way Extension (60m corridor)

Outside the site, the section of H6 Childs Way west of its junction with V1 Snelshall Street is a 30mph section of currently meandering road within a safeguarded grid reserve to accommodate future upgrading in order for it to function as a strategic route. The layout of the residential parcels either side of this section of the H6 includes a number of houses and flats which front onto this road: therefore, a 'traditional' upgrading of the link road to continue the 60mph speed beyond the junction with the V1 is no longer appropriate. Figure 20 sets out a clear design approach which balances the need for a strategic link with the presence of existing development: the outer link will have a design speed of 40mph road within the Shenley Park site, reducing to 30mph across the MKCC boundary maintaining the existing 30mph design speed until its junction with V1.

The transition from 40mph to 30mph coincides with the intersection of the MK Boundary Walk. To make the connection into Milton Keynes will result in the unavoidable loss of a small extent of ancient woodland; this was identified in the Baseline analysis and discussed with the Council. Careful consideration should be given to minimise the extent of woodland loss and impact on natural features and amenity caused by the construction of the link road and associated earthworks.

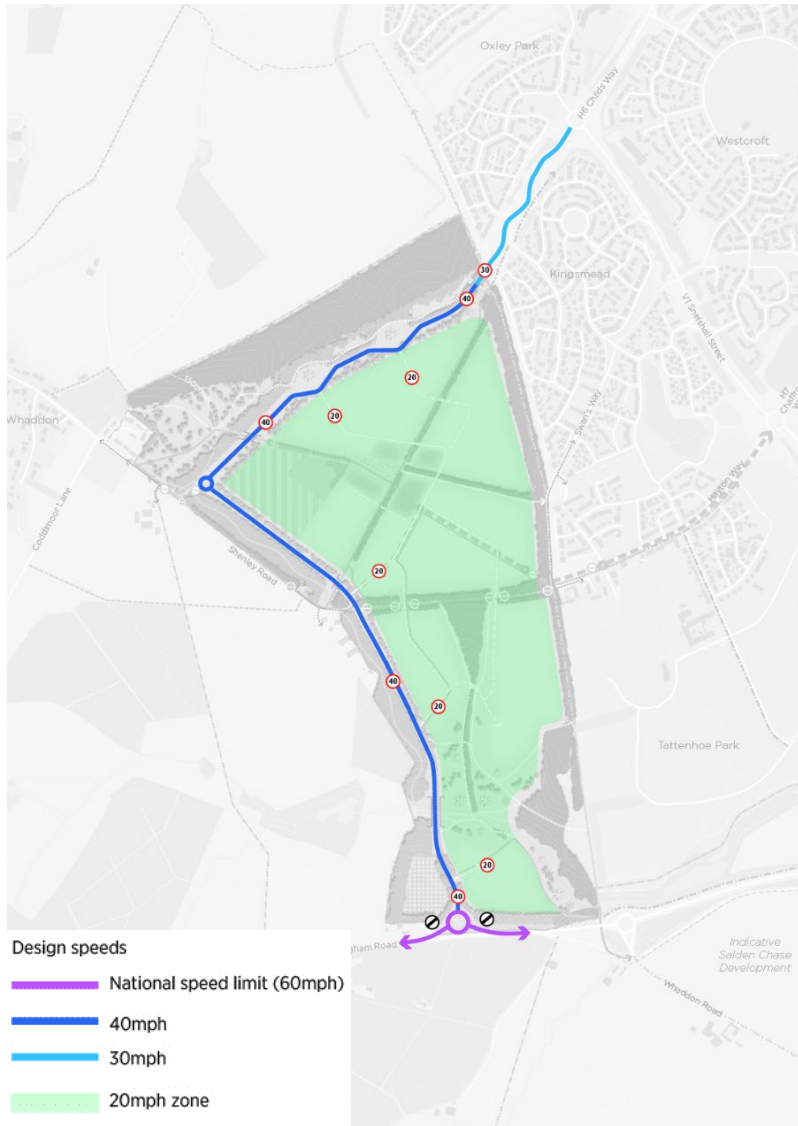
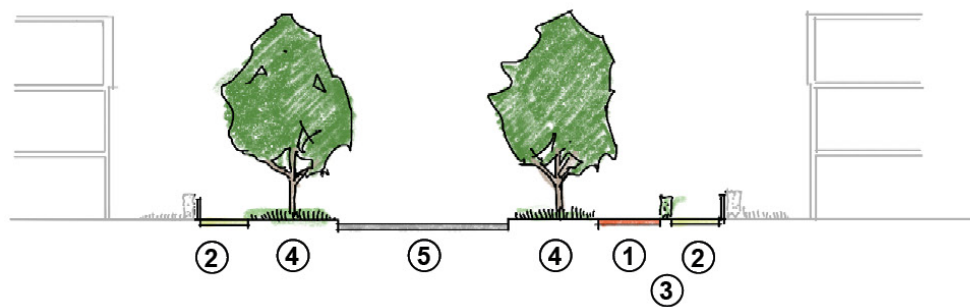


Figure 20: Proposed design speeds for Outer Link Road



- ① LTN1/20 spec cycle path (3-4m width)
- ② Footway (min 2m width)
- ③ Hedge planting segregation
- ④ 4m width verge with street trees
- ⑤ Carriageway 6.2m width

Figure 21: Cross Section of Structural Street

A structural street will connect through the development, providing a legible route towards the heart of Shenley Park from the outer link road. Rather than bisecting the Local Centre, it will bordering its southern and eastern edge, allowing for a more pedestrianised public realm in Shenley Square with integrated green infrastructure. The structural street will align through the development parcels following the principles set out in the cross section (Figure 21) to maintain an appropriate street design through the development area and create a well-designed public realm and streetscape. Cross parcel permeability in the form of a network of lower order streets will ensure a choice of access routes, all of which designed to 20mph, with priority given to active travel modes.

The new Outer Link Road will need to cross the MK Boundary Walk at the point it meets H6 Childs Way (see above). North-south access for pedestrians, cyclists and riders using the Boundary Walk needs to remain segregated and prioritised, and the crossing point needs to minimise its impact on the ancient woodland. For these reasons, the crossing of Boundary Walk needs to be sited 'offline' and within the boundary of the Shenley Park site. Construction of an underpass west of the current Boundary Walk, would ensure priority for uninterrupted walking/cycling/riding along this important public right of way but more detailed analysis will be needed as to the nature of this crossing point to minimise the impact on the ancient woodland. This approach is adopted successfully elsewhere in Milton Keynes, avoiding 'at grade' Pegasus crossings, an urban form of highway crossing which interrupts the continuous links of leisure routes and Redways throughout the area, inconveniencing users and downgrading the priority to be given to safe active and sustainable movement. Further guidance is set out in the key connections section 5.6.

A link road connection into H7 Hayton Way is not an appropriate design response. Although the eastern section of Hayton Way accommodates public transport services, this connection is not allocated as a safeguarded transport corridor in Plan:MK and does not benefit from a 60m reserve. The design of the street and adjacent residential properties as constructed through Tattenhoe Park means it can only function as a local access street, see Baseline Report Annex 8.

Safeguarded land alongside A421

The A421 is the principal route between North Bucks and Milton Keynes and forms part of the wider strategic transport network for the two authorities. At the time of adoption of the SPD, assessment of the A421 is underway as part of the evidence base for future local plan reviews taking into account committed developments in the wider area.

For Shenley Park, in order to facilitate A421 improvements (including the dualling of this section of route), the Framework Plan safeguards land to the northern side of the A421 between Bottledump Roundabout and the proposed site access, safeguarding a 40m offset between the carriageway and the built development edge (see Figure 53 in Section 7.3) with structured landscaping reinforcing and enhancing the existing landscape buffer to create an appropriate and permanent offset between the trunk road and new development. (See Section 7 for further guidance on this edge treatment).

The Development Framework offers the ability to address transport priorities as they evolve and maintain the ability to implement highway designs capable of meeting current and medium term demands as well as taking a long-term approach to safeguarding future potential growth options in line with best practice design approach set out in the AVA Design SPD.

Adopting this approach in the SPD will provide a design framework for the site which allows early development of Shenley Park to meet local housing requirements /local plan objectives without compromising the ability to also meet future connectivity or transport capacity solutions, and maintaining an appropriate degree of future residential amenity.

Subject to the outcome of transport modelling and strategic transport/public transit connectivity considerations as part of the determination of planning applications, dualling of the A421 may be required to be delivered as part of the Shenley Park development. Alternatively, applications will require the

safeguarding of a reserve corridor should dualling of the A421 be required at a future date, to ensure that this can be accommodated without detriment.

5.6 Key Connections

The following section of the SPD includes a series of detailed study plans providing design guidance for those key connections identified in the SPD and Framework Plan in the locations shown boxed green in the plan in Figure 22.

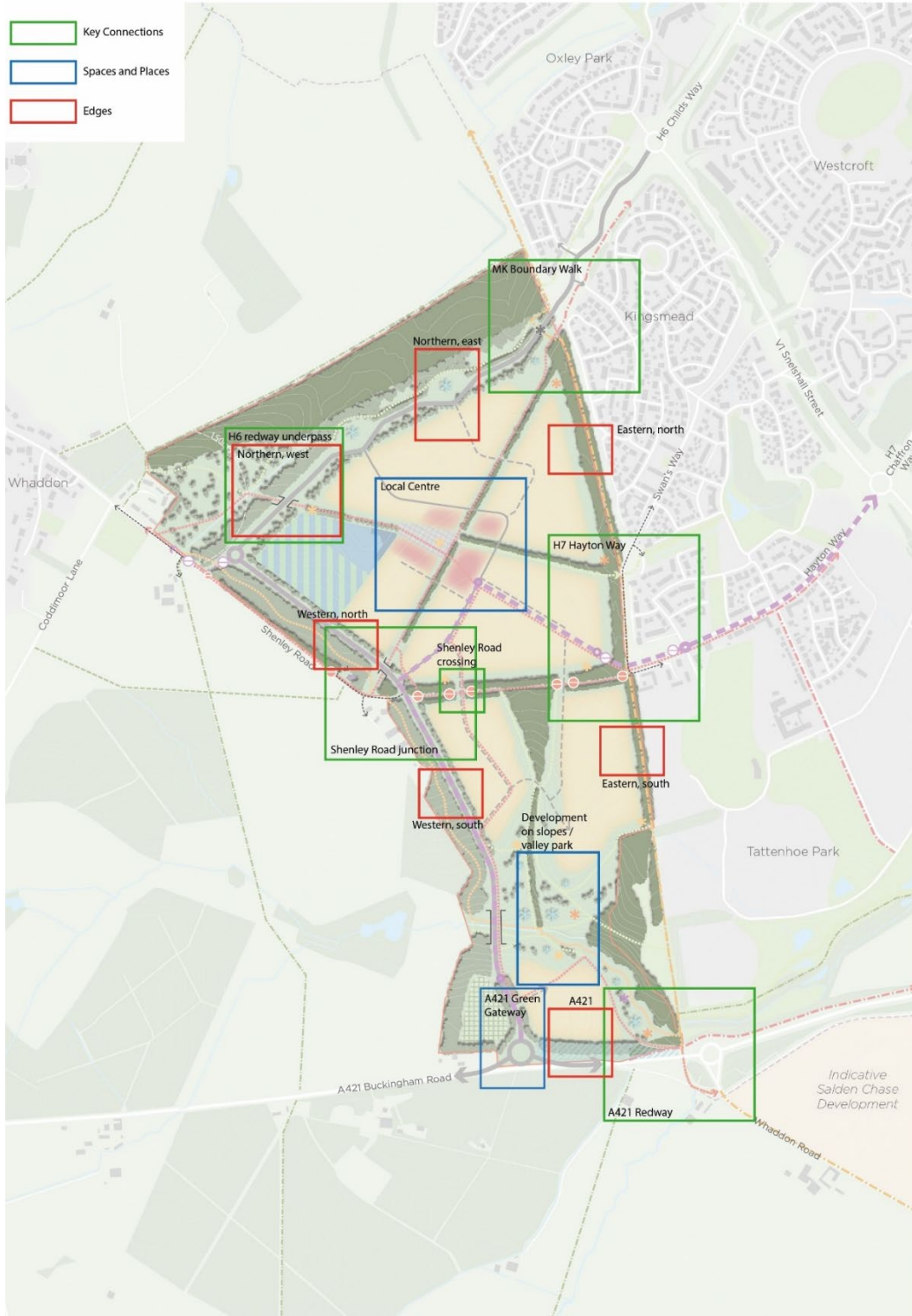


Figure 22: Diagram showing location for Key Connections studies (Section 5.6) detailed below

MK Boundary Walk (refer to Figure 22 for location)

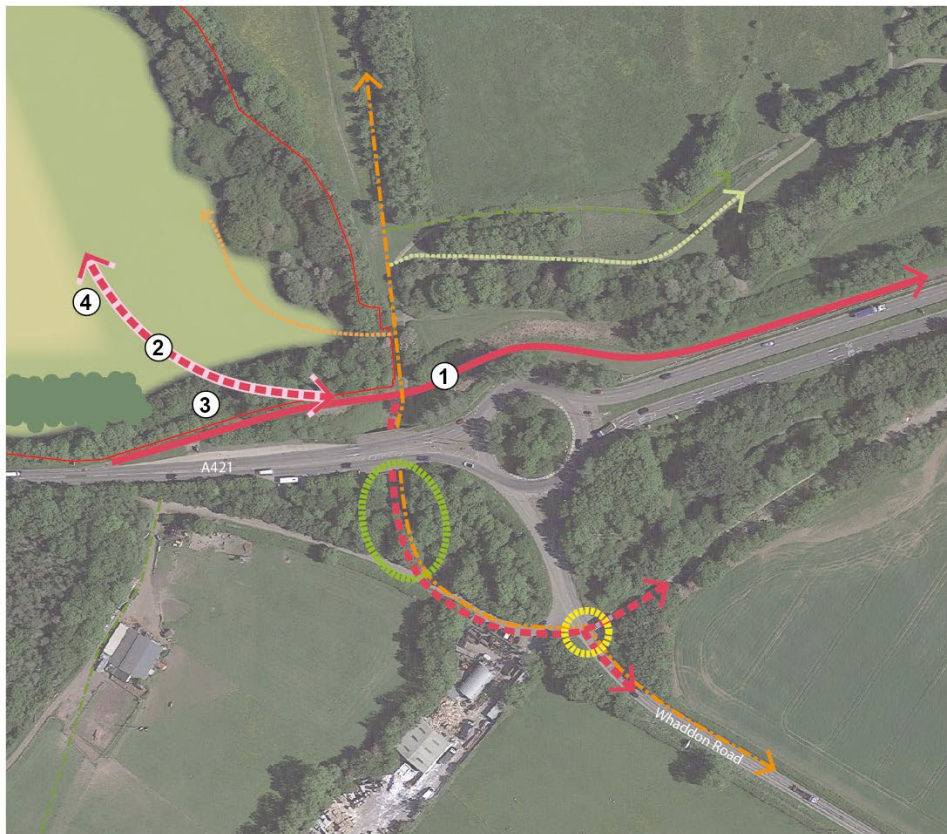


- Site boundary
- MK Boundary Walk
- Existing redway
- Redway connection into site
- New leisure route
- Diverted MK Boundary Walk (step-free access) via underpass
- Diverted MK Boundary Walk (stepped access)
- New underpass
- Structural planting
- Indication of landform profiling

Figure 23: Connectivity principles for MK Boundary Walk crossing (and key)

1. A prioritised and grade separated crossing will be provided for the H6 Childs Way connection to provide continuity to the MK Boundary Walk, avoiding the need for pedestrians, cyclists and horse riders to cross vehicular carriageways and maintaining uninterrupted access of the leisure and Redway networks.
2. The MK Boundary Walk will require a minor diversion west of its current alignment within the Shenley Park site to facilitate the construction of an appropriate crossing point which will prioritise pedestrians, cyclists and horse riders and which shall minimise the impact on the ancient woodland and loss of green infrastructure and minimise impact on the residential amenity of properties to the east.
3. Redway, bridleway and leisure routes extending towards the north-west corner of the site and onwards to Whaddon will be laid out to connect to the MK Boundary Walk providing direct, uninterrupted and convenient access to the crossing.
4. The alignment of the connection to H6 Childs Way will be laid out to minimise the loss and/or disturbance to Briary Plantation.
5. The existing H6 Childs Way Redway will be extended into the site, providing direct, safe and convenient active travel connectivity between Shenley Park and Milton Keynes as well as access to the open space and NEAP to be located in the north-eastern corner of the site.
6. A 50m wide protective buffer of 'parkland character' landscape for Briary Plantation ancient woodland shall be maintained, and where affected, reinstated post-construction of the link road and crossing.

A421 Redway (refer to Figure 22 for location)

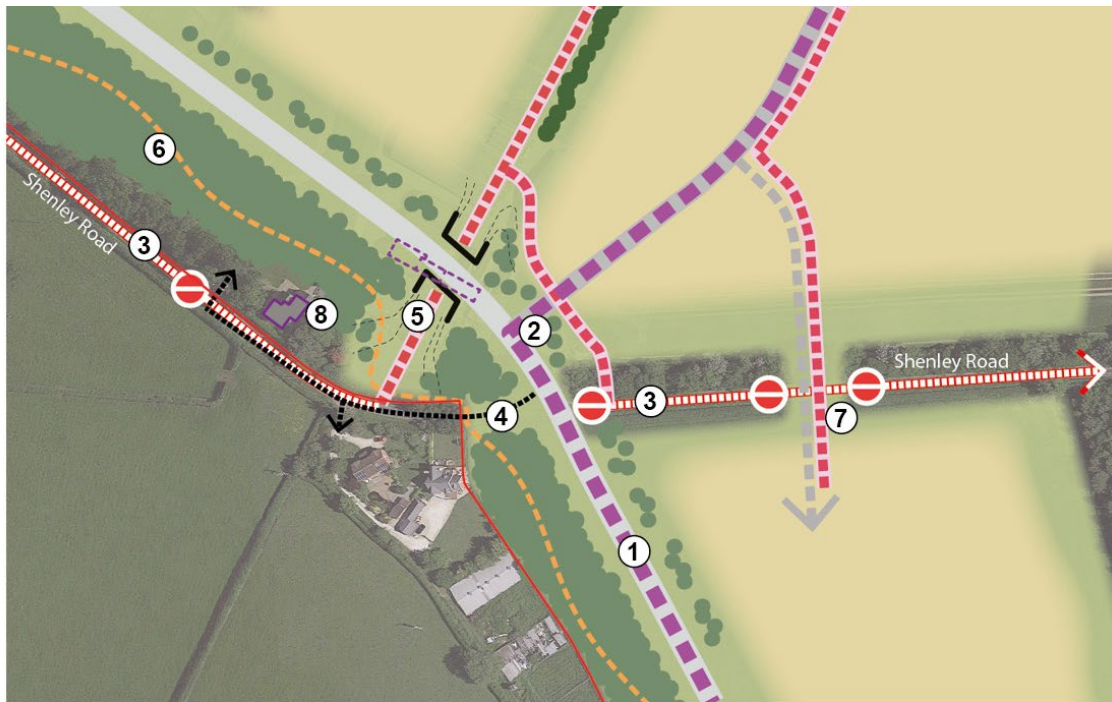


- Site boundary
- MK Boundary Walk
- Existing redway
- Existing bridleway
- Existing leisure route
- Potential redway extension
- Redway connection into site
- Potential bridleway connection into site
- Clearance of vegetation / enhancement of route to improve visibility and safety
- Provision of pedestrian / cycle crossing over Whaddon Road linking to Salden Chase

Figure 24: Connectivity principles for A421 Redway connection (and key)

1. The existing A421 Redway (a designated 'Super-Redway' within the MK network) will be extended with a connection made into the site, providing direct, safe and convenient active travel connectivity between Shenley Park and Milton Keynes.
2. The Redway connection will be aligned to provide safe and accessible connectivity which works with the existing landform and levels, minimising the need for earthworks.
3. Disturbance and/or loss of existing vegetation will be minimised.
4. The Redway will run directly adjacent to or through the development in order to create a safe and overlooked route. In order to deliver connectivity enhancements to the wider area required through policy, the exact routing will need to be determined to allow for any off site highway works to facilitate connections with Salden Chase and designs will ensure this connectivity is not stopped up or compromised as a result of any A421 interventions/works.

Shenley Road Junction (refer to Figure 22 for location)



- | | |
|---|--|
| — Site boundary | ⊘ Vehicular access control |
| --- Redways | Local (vehicular) access only |
| ⋯ Shenley Road closed to general vehicular traffic (new Redway route) | ● Existing hedgerow |
| --- Bridleways | ● New planting |
| --- Priority Bus Link | - - - Indication of landform profiling |
| --- Outer Link Road | ■ Existing non-designated heritage asset to be retained |
| --- Structural Street | □ Existing non-designated heritage assets with potential for removal |
| --- Indicative vehicular cross parcel permeability | |

Figure 25: Connectivity Principles for Shenley Road Junction (and key)

1. Outer Link Road running parallel to the western boundary
2. Bus priority at Junction to north of Shenley Road
3. Shenley Road stopped up for vehicular movements and conversion to Redway/
4. Local vehicular access only to existing private properties
5. Grade-separated Redway connectivity across/under the Outer Link Road
6. Structural planting to the western side of the Outer Link Road to form the long term defensible edge to the urban area
7. Access points across Shenley Road to allow north-south connectivity between development parcels positioned to take account of existing vegetation to minimise loss and disturbance to highest quality trees and hedgerow
8. Retention of Bottlehouse Farm building which is a non-designated heritage asset. Note, the outer link alignment is likely to result in the loss of the outbuildings associated with Bottlehouse Farm. These are considered non-designated heritage assets (NDHAs), therefore a level 3 recording of the buildings will be required.

Shenley Road crossing (refer to Figure 22 for location)

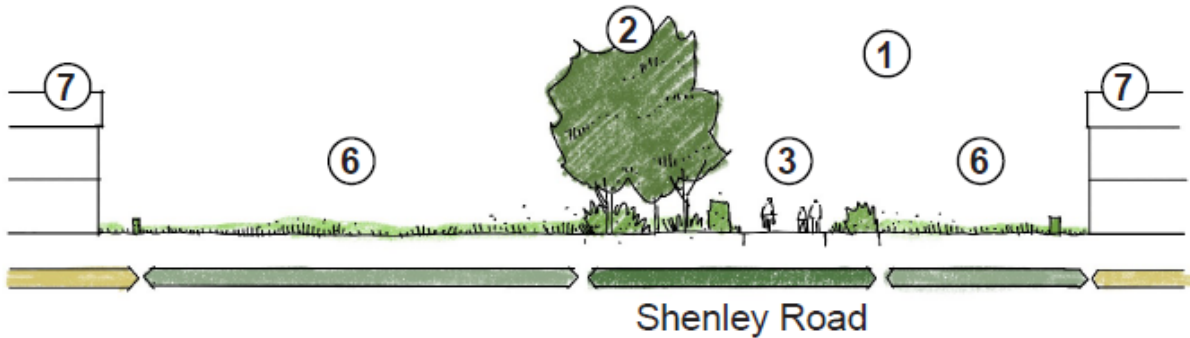


Figure 26: Cross section of Shenley Road crossing

1. The rural lane character of Shenley Road will be preserved through the stopping up of vehicular access along its east-west extent through the site.
2. Existing green infrastructure is to be retained and appropriate offsets maintained except for localised areas where access is required.
3. This section of Shenley Road will become a walking and cycling-focused route with a limited number of low speed north south vehicular crossings permitted.
4. The vehicular crossing points shall be located and designed to minimise disturbance and/or loss of existing green infrastructure/hedgerows.
5. Junction and highway design shall provide priority for walking and cycling east-west.
6. Development will be set back the appropriate distance from existing green infrastructure, in accordance with policy requirements.
7. Residential development will generally be arranged to 'front' on to the Shenley Road corridor and vehicular crossings.

H7 Hayton Way connection (refer to Figure 22 for location)



- Site boundary
- - - MK Boundary Walk
- Existing redway
- - - Redway connection into site
- Priority Bus Link (no private vehicular access between Shenley Park and H7 Hayton Way)
- - - Indicative vehicular cross parcel permeability
- Local (vehicular) access only
- ▨ Shenley Road closed to vehicular traffic (new Redway route)
- ⊖ Vehicular access control
- ⊖ Bus gate
- Leisure route connection

Figure 27: Connectivity principles for H7 Hayton Way connection (and key)

1. A new connection between Shenley Park and Hayton Way will be provided for public transport, walking and cycling.
2. A connection will be made to the existing Redway within the Hayton Way corridor providing direct and safe active travel connectivity between Shenley Park and Milton Keynes.
3. Loss and/or disturbance to existing vegetation along Shenley Road/Swan's Way will be minimised. A bus gate will be provided.

Part Six: Landscape, Open Space and Green Infrastructure



Figure 28: Landscape, Open Space and Green Infrastructure Plan (and key)

The presence of landscape features on site – including hedgerows, woodland and undulating topography – as well as around the margins of the allocation, coupled with the site's location relative to the remnants of the historic Whaddon Chase landscape mean that a **landscape-led approach to design** is entirely justified and reasonable and is set out in policy. As such, the landscape characteristics and existing mature green infrastructure has directly shaped the Framework Plan.

6.1 Landscape Strategy

This approach starts with the premise that re-profiling, cut-and-fill, and engineering techniques will be minimised (if not avoided) and the Site's topography and resultant character will be preserved wherever possible to create a distinctive form of context driven development.

The layout and design of the southern part of the site will clearly reflect the existing topography with streets and development arranged accordingly, resulting in a more intimate and informal character.

Within the northern part of the site, the layout and design is derived from the linear pattern of existing hedgerows with development.

The development will protect and retain existing hedgerows, trees and woodlands within and around the Site *in situ* and provide enhancements to the Briary and Bottlehouse Plantations. All veteran trees will be retained with their respective buffer zones used for native soft landscaping only. The majority of existing green infrastructure of woodlands, trees and hedgerows will be retained in their entirety with the exception of one hedgerow which runs perpendicular to the A421 (as explained in the Baseline Report and annexes) and to make appropriate active travel connections north-south through the site. The design of development and open space will enhance and/or create new connections between existing and proposed habitats to heighten levels of biodiversity across the site.

The landscape strategy is based around a connected corridor of landscape into and along the edge of the site as is explained in the Baseline Report. Applying the landscape buffers stipulated by VALP policies NE2/NE8 to the existing on-site green / blue infrastructure – hedgerows (10m); woodland (25m); ancient woodland (50m) and watercourses (10m) - has been taken as a starting point in defining development edges. The required offsets from existing woodlands and hedgerows will be accommodated to protect their long-term health with the landscape corridors contributing to wider green infrastructure enhancement and connectivity, amenity open space provision, habitat creation and SuDS provision for the development.

The site is located in the Whaddon Chase Biodiversity Opportunity Area (BOA) and design of landscape and green infrastructure will seek to protect, enhance, create and connect biodiversity to support coherent and resilient ecological networks as supported by Design Guidance.

It is expected that the Shenley Park OPA will seek to deliver a Biodiversity Net Gain (BNG) of at least 10% and to accord with the Biodiversity Net Gain SPDs of both Buckinghamshire and Milton Keynes.

6.2 Whaddon Offset (Buffer)

The setting of Whaddon village and Conservation Area will be maintained through the creation of a substantial landscaped buffer in the north-west corner of Shenley Park. Based on design analysis undertaken to inform the SPD (see Baseline Report) a 'Whaddon offset' of **a minimum** width of 150m

between the extent of built development edges is required¹ to provide adequate visual separation in order to preserve the rural setting and identity of the village. This extent of buffer will facilitate an extension of the existing plantation edge with new parkland landscape to create the extended parkland and woodland setting required in policy and in the Vision for Shenley Park, protecting the rural character and historic identity of the village whilst creating an attractive outlook for new residents of Shenley Park.

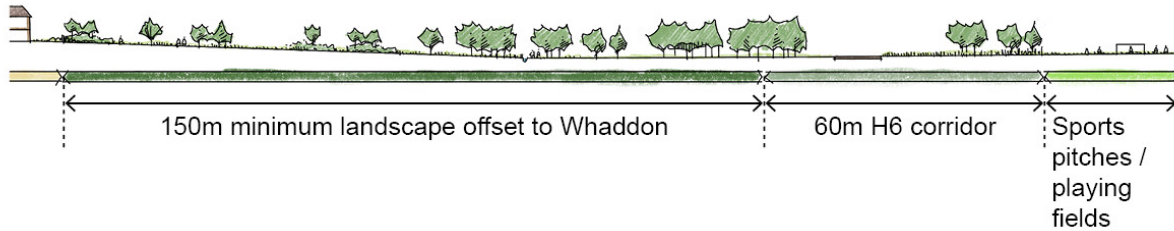


Figure 29: Cross section of Whaddon offset

Policy requires the buffer to be a well-designed and managed countryside buffer and the appropriate treatment in this location will be for the Whaddon offset to have a parkland character, but with extensive woodland planting, trees and grass / wildflower meadow being the predominant features. Structural tree planting will be provided along the southern extent of the open space providing visual screening and which will enhance the Briary Plantation woodland belt. More informal groupings and standalone specimens will be distributed through the main body of the space. The existing agricultural ditch will be retained and integrated into the design of the open space with measures taken to improve its ecological value where appropriate and which may provide opportunity for observation hides to be installed.

The open space will reflect the historic parkland character of the former Whaddon Chase landscape and surroundings which exists immediately north of Briary Plantation, comprising meadow grass and trees.

Informal footpaths will be integrated into the design of the space and walking and cycling access and a connection to the MK Redway network will be accommodated within this area providing connectivity between Whaddon, Shenley Park and MK. Bridleway access will be integrated providing connectivity eastwards towards the MK Boundary Walk and westwards towards Whaddon and the wider bridleway network.

Commensurate with its rural setting and as part of the desire to create a safe and welcoming place, the Whaddon offset should be designed such that it can also be used as a shared space for informal recreation (activities such as picnicking and informal play and exercise) between the new and existing community so both communities can easily access and enjoy the space and benefit from the physical and health benefits which come from having access to open and green space.



Figure 30: Photo of existing parkland character landscape to the north of the site

¹ [NB. The 150m distance shown on the Framework Plan is measured from the edge of the nearest house in Whaddon to the northern edge of the outer link road; the distance to the nearest new dwelling being much greater (approx. 250-300m)].

6.3 Long Term Western Defensible Edge

A new defensible boundary to the urban area will be created along the development's western edge using structural tree planting to be integrated with the site-wide green infrastructure.

At a site level, the western boundary of the site is already well-defined on the ground by field boundaries and Shenley Road and can be reinforced with a combination of a well-designed development edge and landscape design. Substantial areas of tree planting will be created along the western edge of the site.

The design approach to landscape planting should reflect the 'plateau' characteristic of the northern part of the site and the 'valley' characteristic of the southern part. This will manifest in a consistent woodland block as edge treatment for the northern part (north of Shenley Road) which will be a minimum of 40m in width, with a more flexible and organic width of woodland buffer along its length for the southern part of the site measuring between 10-40m in width (south of Shenley Road to the A421).



Figure 31: Photo of countryside edge

This edge treatment incorporates small gaps to facilitate and incorporate potential access for walking, cycling and horse riding and a bus gate to Whaddon. The edge treatment will also provide biodiversity benefits and could also include orchards or allotments ('productive landscapes') of direct benefit to residents and which can help form an appropriate transition between the edge of the built form and countryside. Further guidance is provided in Section 7 under the relevant edge conditions studies.

6.4 Open Space and extension to Tattenhoe Valley Park

A Linear Park, running east-west along Tattenhoe Brook, will connect Milton Keynes to the open countryside through the site following the strategy for landscape established in the Baseline Report and as depicted in Section 3.3 (FIG 3). This Park extends the existing Tattenhoe Valley Park to create a high-quality public space with integrated active travel routes (including bridleways), green infrastructure and naturalistic stormwater attenuation features, replicating these elements of the design ethos for the wider linear park network.

The open space network of Shenley Park will accommodate a range of active travel routes for walking, cycling and horse-riding where appropriate. These will include connections into the Redway network of MK, connections to public rights of way around the periphery of the site and an extension to the Tattenhoe Valley Park along the existing water course. The characteristics of the existing Tattenhoe Valley Park will be continued westwards where the linear park runs into and through Shenley Park.

The existing public footpath within the site should be retained and incorporated into the development through the open space network to maintain connectivity. Routes shall be enhanced to improve their accessibility and durability. Path connections will be made between the linear park and the adjacent streets and development parcels. Cross-park permeability will be provided by bridge crossings for walking and cycling, located at appropriate locations and distances so as to create an accessible, safe and welcoming environment.



Figure 32: Photo of recreational route

Design principles for the Valley Park Extension include:

- The park will be laid out to work positively with the existing landform and levels, minimising the need for reprofiling
 - Features will appear 'natural' with no engineering components prominently visible
- The soft landscaping will comprise predominantly locally appropriate native species, reflective of the historic Whaddon Chase character.
- Development will generally 'front' on to the linear park with dual aspect properties integrated where necessary to provide passive surveillance to the open spaces and pathways
- Outdoor furniture such as benches at regular intervals, litter / recycling and dog mess bins will be provided, consistent with the existing Tattenhoe Valley Linear Park
- Lighting will be limited to the Redways and on street footways with the linear park being generally a dark zone.
- Stormwater attenuation features will be positively integrated into the open space corridor, consistent in design character, scale and quality with such features within the existing Tattenhoe Valley Park to the east.



Figure 33: Example section through Valley Park Extension

- SuDS will be considered as an integral component of the development at all scales from individual building / plot to the attenuation basin. SuDS will be sensitively integrated across the

development to provide stormwater attenuation functionality in streets (through elements such as swales) and development areas (such as formal ponds) as well as open spaces.

- SuDS features shall be designed to provide biodiversity value through habitat creation and contribute to the visual amenity of the development.
- SuDS features within the open space network shall appear as natural as possible, with engineered elements well designed to minimise their visual prominence.
- The drainage design solutions developed must respond sensitively and appropriately to the existing Site (including topography, vegetation, water bodies) to ensure the SuDS features can provide a wide range of benefits additional to the functional drainage including amenity, recreation, biodiversity and placemaking.

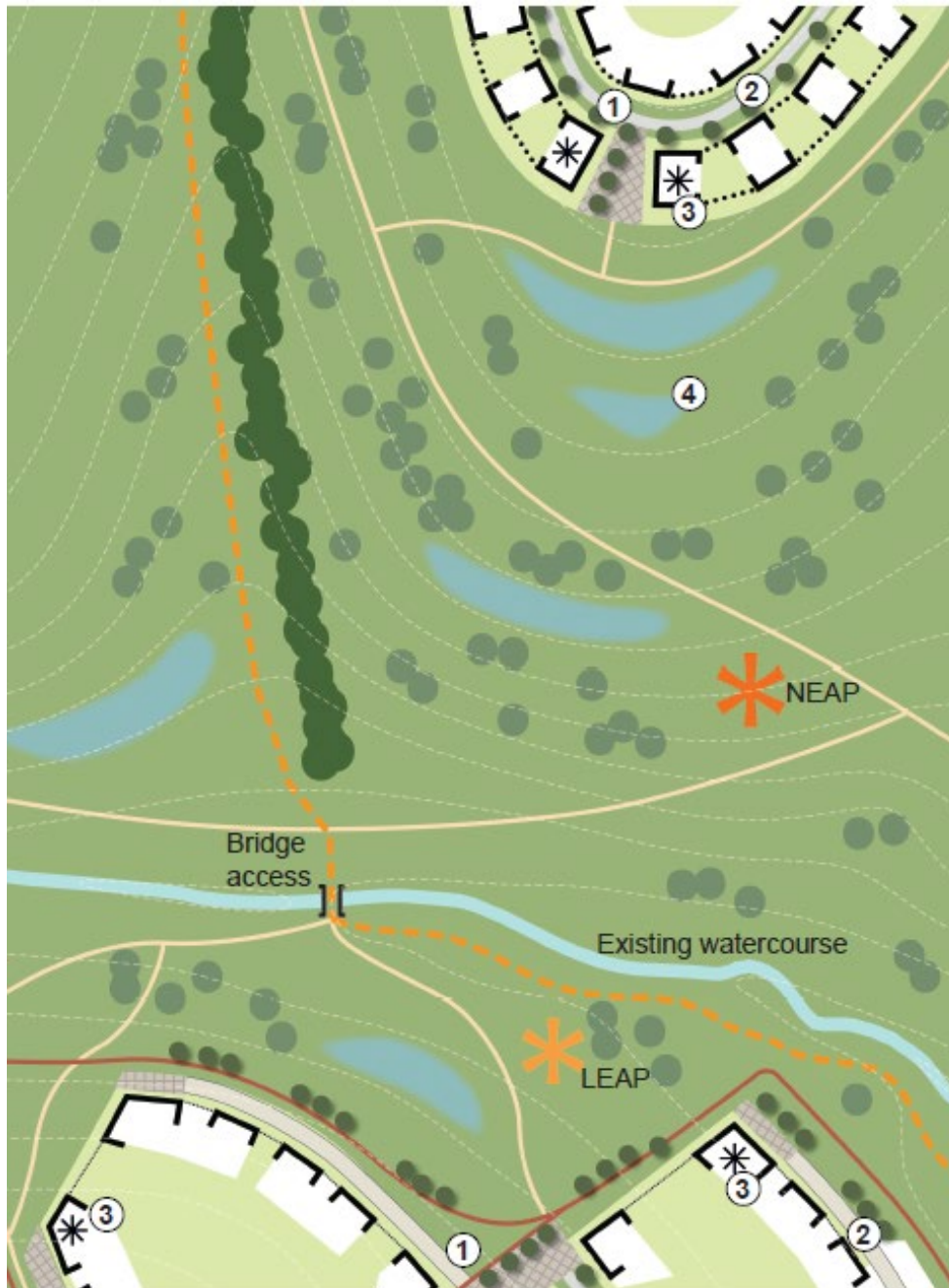


Figure 34: Design Principles of Valley Park Extension

6.5 Open Space Requirements

The new development will be required to meet the ANGSt standards to meet additional demand arising from new development. Amenity green space will need to be provided on site. Sports and recreation facilities can be provided as required (VALP policy I2) on the same site where these are compatible with publicly accessible green infrastructure but need to be treated separately to accessible natural green space.

VALP Appendix C sets out the quantitative and accessibility standards for Accessible Natural Green Space (ANGSt).

The quantitative and access standards for the following outdoor sport and play facilities are set out in the Fields in Trust publication "*Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard*";

- Locally Equipped Areas of Play (LEAP) aimed at children who can go out and play independently
- Local Areas of Play (LAPs) for very young children;
- Neighbourhood Equipped Areas of Play (NEAP) aimed at older children; and
- Multi Use Games Areas (MUGAs) and skateboard parks.

The Framework Plan has indicated potential locations for equipped/designated play areas to accord with the walking guidelines, catchment areas and the required buffer zones between activity zones and residential properties.

Fields in Trust benchmark guidelines suggest that a range of outdoor provision is required to be provided on site, to include both MUGA/s and other outdoor provision (such as skate parks or bike tracks, for example). The benchmark guidance for Shenley Park would total 8,625sq.m. Given its rural edge location and undulating topography, an off road 'pump' track - a circuit of rollers, banked turns and features designed to be ridden completely by riders 'pumping' (generating momentum by up and down body movements instead of pedalling or pushing) - could be provided to help meet these benchmark guidelines and which may be considered more appropriate within a linear park/ rural edge location and commensurate with the character of the open space. Should a skate park or bike track be provided, this would need to be appropriately located within the built up development with further details provided as part of the planning application process.

Any provision needs to be designed and allow opportunity for all genders to participate, encourage females into public spaces and be designed with reference to 'Make Space for Girls' guidance. Provision should be located, scaled and designed appropriate for the landscape and placemaking context to balance an appropriate level of surveillance with no adverse impact on the amenity of surrounding residents.

The Framework Plan shows a range of formal sports provision can be accommodated within the site. The starting point for calculating the requirement are the standards set out in VALP Appendix D and a further breakdown is included in the Baseline Report.

The precise type, and amount of play space and sports provision will depend on the facilities in the area at the time of development (which may include South West Milton Keynes and the timing of provision secured there) as well as the accessibility and capacity of those facilities. Outline planning application proposals for sports provision will be policy compliant and take into account existing and planned provision to ensure formal sports provision complements that in the wider area and provides facilities that meet a local need. The precise contribution or provision will then be secured as part of a Section 106 Application associated with an outline planning application.

Part Seven: Placemaking and Design Guidance



Figure 35: Placemaking Principles and 'Key Spaces and Places' Plan (and key)

The Baseline Report analysis confirmed that one of the overarching design elements for the SPD was to draw on the distinct characteristics of a 'Site of two halves', adopting a varied design response to the layout and character of development north and south of Shenley Road:

- *Northern 'Plateau' Neighbourhood of Briary Chase* – linear layout incorporating existing green infrastructure elements and orientated along lines of existing /enhanced hedgerows, with a higher density mixed use local centre at its heart, focusing public activity, community and education uses around high quality public realm / open spaces designed to foster a lively and welcoming sense of place. Development here could take its cues from more urban and contemporary styles of housing within Kingsmead and Tattenhoe Park in the west and in and around the local centre, transitioning to lower density and more rural edge typologies to the north-west of the site;
- *Southern 'Valley' Neighbourhood of Whaddon Valley* – layout and character of buildings and public realm working with and heavily influenced by the topography. Predominantly residential, built development will run along, not across, the contours, using the south facing slopes, watercourse and the linear park as key design influences, resulting in more varied and bespoke design responses and housing styles (which could include self and custom build).

7.1 Identity (Built Form/Character)

The urban form and development patterns of Shenley Park will follow typical characteristics of nearby historic Buckinghamshire villages in the way they respond to their existing site levels and characteristics. As a general design principle, all development should seek to respond positively to and front edges where possible, and where topography dictates that side of block arrangements may be required to ensure the built development works with the levels, passive surveillance should be provided through the careful positioning of key buildings fronting onto edges and/or dual frontages provided with well-designed and integrated boundary walls and landscaping (following the AVA Design Guide principles). The design approach is for prioritising frontage development but there may also be instances where alternative treatment may be required (side treatment) to avoid unnecessary engineering works to reduce/remove slopes. Further guidance is provided as part of the edge conditions studies at section 7.3.

Whilst the pattern of the built form will reflect that of historic Buckinghamshire settlements, the architecture will be contemporary to reflect the site's proximity to the Western Flank communities of Milton Keynes and modern-day architectural styles and living requirements. The built form will be designed to reflect the principles in the AVA Design Guide.

Across Shenley Park a harmonious palette of architectural detailing and materials will be sought to ensure that whilst the characters of the northern and southern neighbourhoods can be distinct, the development is legible and reads well as a whole to its residents and visitors and this will be assessed further through detailed planning applications.

The extension of Tattenhoe Valley Park will create an attractive landscape corridor through the southern neighbourhood of Whaddon Valley accommodating planting, amenity open space, SuDS and habitat creation/enhancement. It will link seamlessly with the landscaped edges and corridors within and around the development, ensuring a connected green network for wildlife and leisure activities, as well as establishing a high quality green setting for built development.

Visual separation of Shenley Park from the Snelshall Priory Scheduled Ancient Monument will be maintained through the retention and enhancement of Briary Plantation ancient woodland and its protective buffer. The alignment of the connection to H6 Childs Way across the Boundary Walk will be positioned to minimise the loss and/or disturbance to Briary Plantation, and will be sited outside the 50m protective buffer zone along its length through the site aside from the point of connection into the H6. Recreational footpaths and SuDS features will need to be sited a minimum of 25m away from the boundary of the ancient woodland so as to minimise disturbance on the ancient woodland. The creation of a well-designed landscape corridor will accommodate the required offsets from the existing vegetation.

Buildings and streets will be designed to prioritise provide public access / permeability and passive surveillance and Healthy Streets principles should be applied in the design of internal streets. It is expected that large trees will line the main streets, with medium trees lining secondary (smaller) streets and small trees would line the smallest streets and/or shared surfaces. It is recommended that the minimum separation distances between dwellings and new trees are:

- Large trees – 12m
- Medium trees – 9m
- Small trees – 7m

Connectivity within the site and optimising the wider connectivity links around the site is also a key driver for placemaking at Shenley Park. Development will respond positively to the existing MK Boundary Walk through well-designed and positioning of buildings and open spaces, including good levels of surveillance and prioritised, uninterrupted accessibility along the length of the Boundary Walk for pedestrians, cyclists and horse riders.

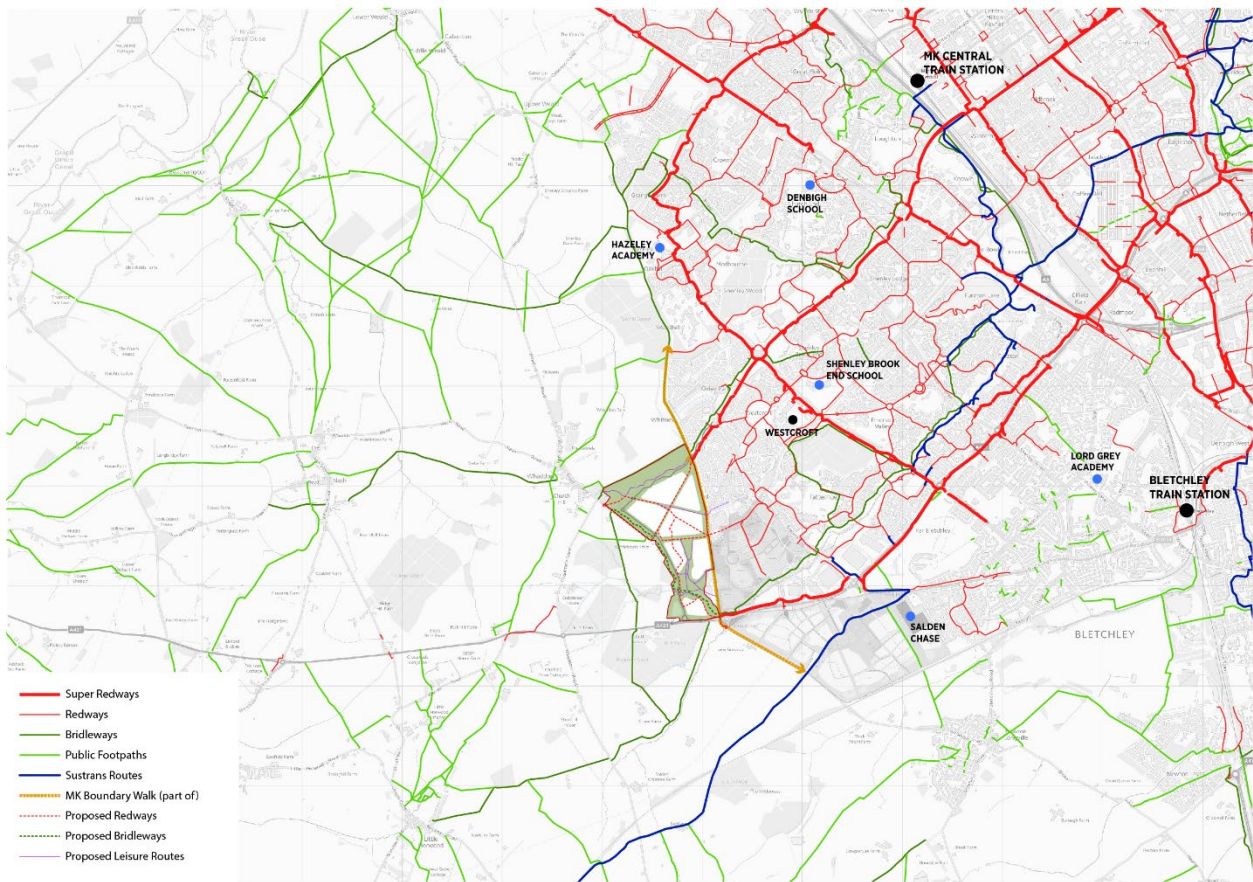


Figure 36: Wider connectivity plan (and key)

Any excavation and recording of the Roman Settlement and other archaeological features present in and around the site will be reflected through the inclusion of interpretative boards at key locations as well as place signage. The archaeological and heritage assets within and around the site can also be used to inform the approach to and strategy for public art. Successful integration and interpretation can help instil a sense of ownership from the local community to the development and the nearby heritage assets and help create a distinctive development. This should be integrated into the layout for example as part of the play area design or local centre with consideration given to the long term management and maintenance.

7.2 Key Spaces and Places

There are a number of key spaces and places within Shenley Park where a particular or bespoke design response will be sought to ensure high quality placemaking outcomes and the following sections include a number of site studies in the locations shown on Figure 37:

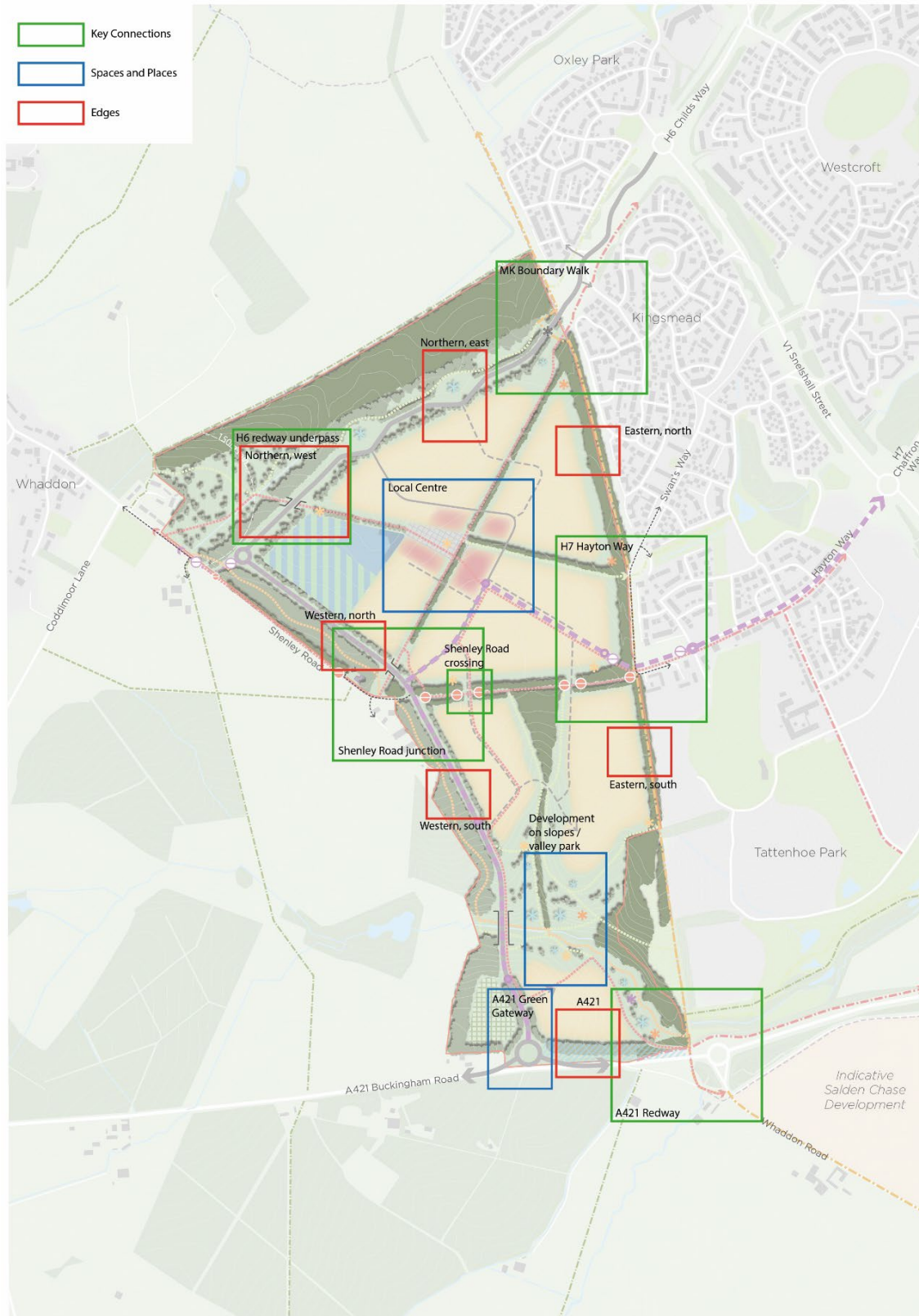


Figure 37: Location of 'Spaces and Places' and 'Edges' studies detailed below

Local Centre and Shenley Square (refer to Figure 37 for location)

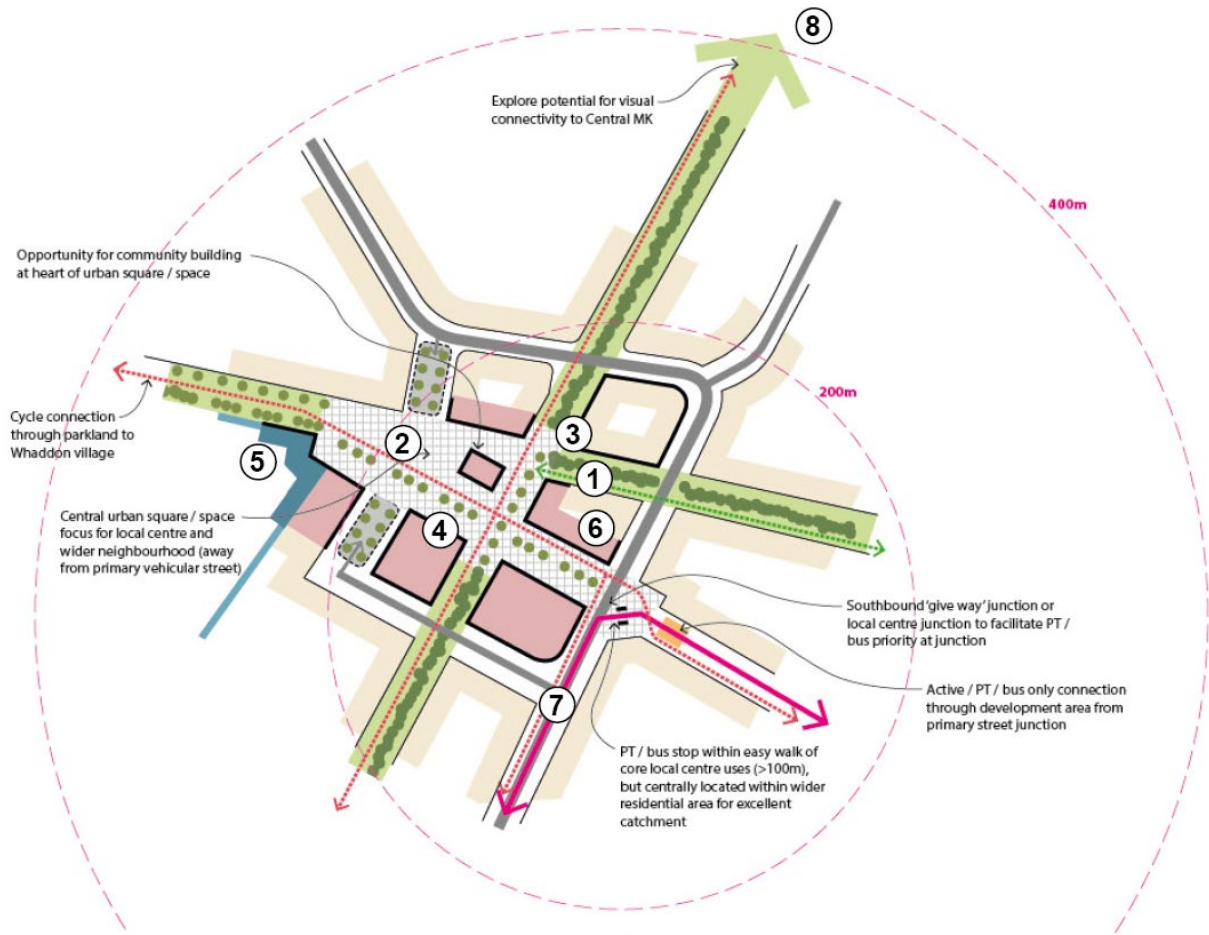
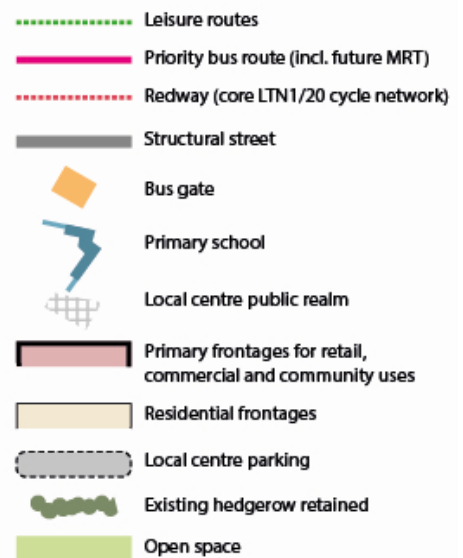


Figure 38: Sketch layout plan of Local Centre and Shenley Square (and key)

1. Public square located at the heart of the local centre on the intersection of the axial green corridor, a flexible space to interact and/or dwell, designed for and capable of accommodating community/temporary events or small scale local market (farmer’s market, community fetes and the like),
2. Arrangement, mix and layout of local centre uses designed and laid out to prioritise walking and cycling and transit; rather than movements by private car;
3. Located at the junction of the existing and retained hedgerows, enabling integration and access with the wider green infrastructure and public rights of way. Opportunities for key sightlines should also be explored, such as to the north east towards Central Milton Keynes;
4. The local centre should provide for flexible ground floor built form to key frontages as highlighted with the co-



location of community facilities, retail, business support/small scale serviced office space, café/restaurant(s) and any health care facilities creating a real focus for the new community/residents. The mix of uses will be designed to have a positive interrelationship whilst minimising any conflict between the characteristics of different users/activities.

5. The primary school building should also directly address the public square, with staff and servicing access provided for separately and should not be dominated by parking/drop off areas.
6. The local centre also offers the potential for varied and higher density residential forms, such as apartments, urban town/mews homes, and later living accommodation – providing those that most need direct access to facilities and transit. This approach will also aid legibility and support higher levels of activity, the highest intensity / density of development at Shenley Park will be focused around the local centre with building heights also reaching their highest in this area.
7. The priority public transport route shall pass directly adjacent to the local centre with a 'stop' appropriately located to ensure the local centre is well served but allows the public realm/central square space to be pedestrianised/pedestrian-focused. Opportunities to deliver priority for PT are also essential to providing for more sustainable movement – this could be provided at a key junction(s) within the core development area en route to the active/public transport only connection to H7 Chaffron Way. Legible and direct Redway connectivity with H6 and the wider area should also be provided.



Figure 39: Photos (above and below) of tree planting and seating in public realm

The local centre public realm and open space sitting at the heart of the development will provide a focal point for communal activities. It will include a 'plaza-style' space dominated by tree planting, and seating, with secure parking for bicycles. Any vehicular parking and servicing will be sensitively designed into the space and will not dominate the street scene. Opportunities for shared parking between different uses throughout the day (for example, school drop off and pick up times, beginning and end of the day for local shops, throughout the day for services) will be encouraged, in order to further encourage walking and cycling and to reduce the dominance of the car within the public realm.



Figure 40: Photo of 'plaza style' space

Active frontages for ground floor units will activate the space, with potential for outdoor seating and dining to be provided where suitable. The public realm will be connected to the surrounding green spaces with clear vistas extending out along the existing and retained hedgerow corridors.



Figure 41: Photos (above and below) of ground floor units fronting public realm

A421 Green Gateway (refer to Figure 37 for location)

The entrance to Shenley Park from the southwest announces not only the site, but forms a new gateway to the wider urban area.

Dominated by landscape and planting, with medium distance glimpses of high-quality built development on the higher slopes to the north, it is expected that the junction with the A421 will be designed as a green gateway to Shenley Park.

1. Built development will be set behind structural planting. Any public realm works and signage will be of high-quality materials and not be overly dominant in the streetscape. Street tree planting will extend along the length of the link road to create a tree-lined legible primary route into the development.
2. Structural planting will be the dominant element at the A421 junction and will run parallel to the A421 corridor and around both sides of the new junction providing screening and separation for the new development from the A421 for reasons of visual impact and amenity.
3. Away from the A421 into the development area, formal tree planting in verges will supplement the street tree planting to create a strongly landscape dominated environment.
4. Glimpsed through the structural planting and dominated by the landscape, built development will respond positively to the gateway setting, appropriately designed with fronts or side treatment to reflect topography, appropriate overlooking and the need to minimise visual and noise intrusion from the A421 and junction.
5. Public-facing boundary treatments to rear and/or side gardens shall be brick walls/walls with landscape boundary treatments.

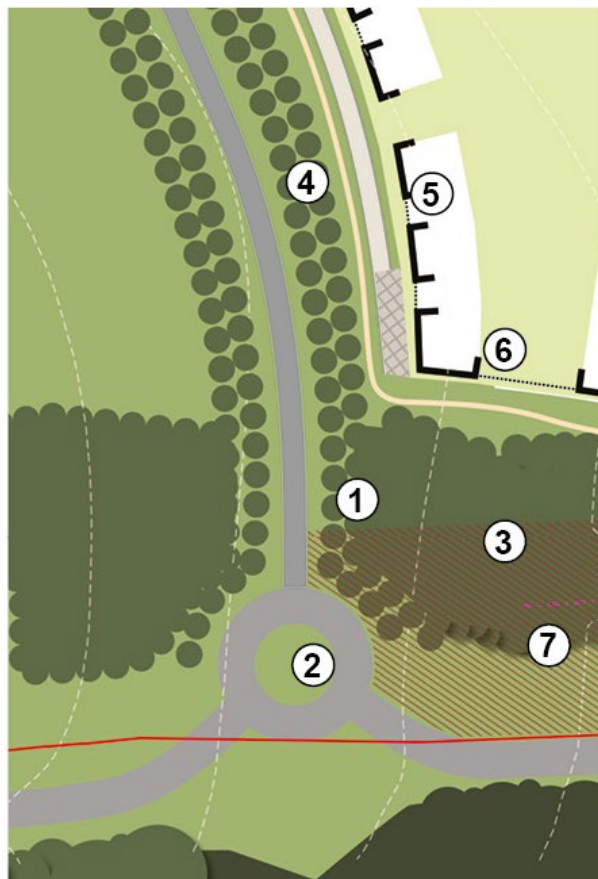


Figure 42: Design principles for A421 Green Gateway

7.3 Edge Conditions

Due to its landscape setting, and the importance attached to the network of existing green infrastructure which bounds the site, further specific guidance on how built development will interact positively with existing and new landscape features at various edge points is set out below. The location of the edge conditions studies is shown on Figure 37 above.

Northern Edge (East) (refer to Figure 37 for location)



Figure 43: Design principles for Northern Edge (East)

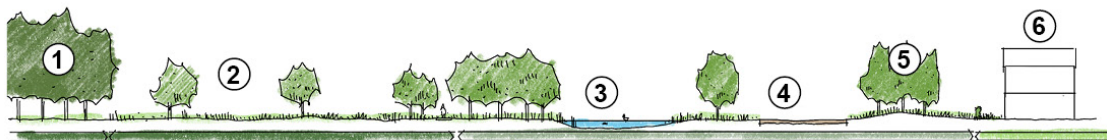


Figure 44: Section through Northern Edge (East)

1. Sensitive management of Briary Plantation to improve its quality and longevity as an ancient woodland.
2. Maintain a 50m wide protective buffer of 'parkland character' landscape with defensive structural tree planting for Briary Plantation ancient woodland to include;
 - a. Provision of recreational path(s) and bridleway connections between the Whaddon offset landscape and the MK Boundary Walk
3. Surface water attenuation features, as part of the site-wide SuDS strategy, designed as naturalistic features offering visual amenity and biodiversity value in addition to drainage functionality. Both recreational routes and SuDS features to be sited a minimum of 25m away from the Ancient Woodland or the tree protection areas.
4. Creation of an outer link road to accommodate the extension of Childs Way
5. Tree lined corridor where required noise attenuation shall be concealed within the structural planting
6. Residential development set back but arranged to 'front' on to the landscape/planting within the 60m infrastructure corridor.

Northern Edge (West) (refer to Figure 37 for location)

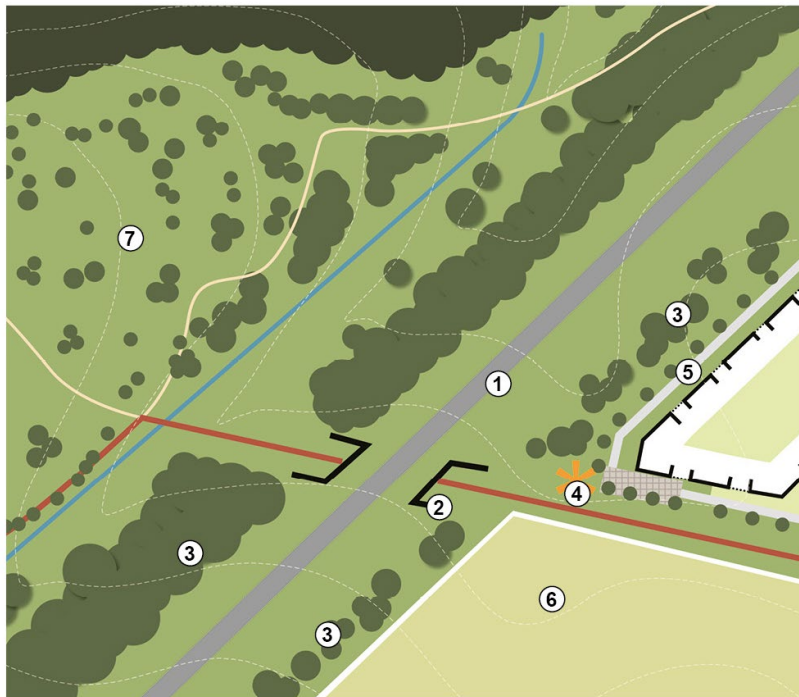


Figure 45: Design principles for Northern Edge (West)

1. Continuation of outer Link Road connection to H6 Childs Way Extension
2. Construction of a prioritised and grade separated crossing such as an underpass beneath Childs Way extension to provide uninterrupted connectivity for pedestrians/cyclists between Whaddon Village and Shenley Park
3. Additional structural planting implemented within and along the length of the 60m corridor. Planting belts to be a minimum width of 10m.
 - a. Where required noise attenuation shall be concealed within the structural planting



Figure 46: Example underpass in MK (lit, direct and through visibility evident)

- 4. Locally Equipped Area of Play
- 5. Residential development set back but generally arranged to 'front' on to the link road corridor with tree planting to the front
- 6. Recreational path connections are to be provided from development parcels linking to the paths within the structural planting belt
- 7. Parkland character landscape and tree planting

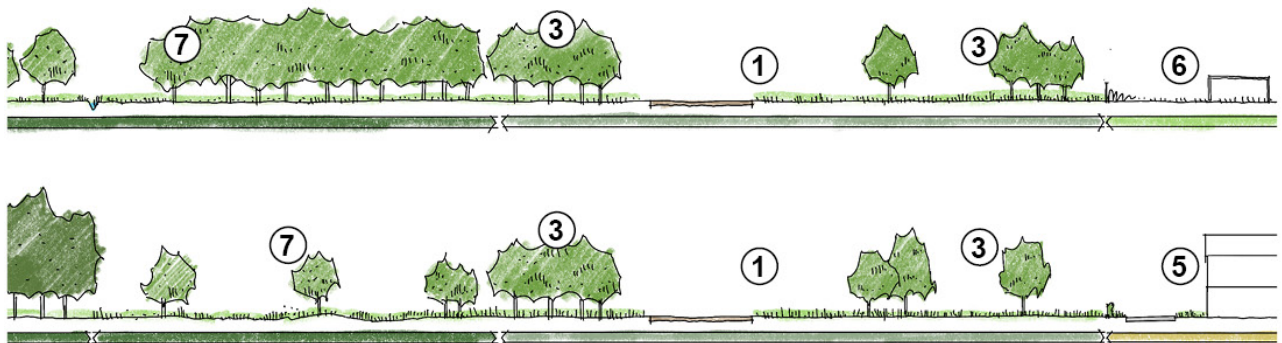


Figure 47: Cross sections of Northern Edge (West)

Western Edge (North of Shenley Road) (refer to Figure 37 for location)

1. Retention of recreational path connections extending from development parcels (subject to review on safety grounds if outer link required)
2. Structural planting implemented within and along the length of the 40m corridor. Planting belts to be a minimum width of 10m
 - a. Where required noise attenuation shall be concealed within the structural planting
3. Outer link road constructed within the 40m corridor as required based on modelling
4. Residential development generally arranged to 'front' onto the link road with street tree planting in front

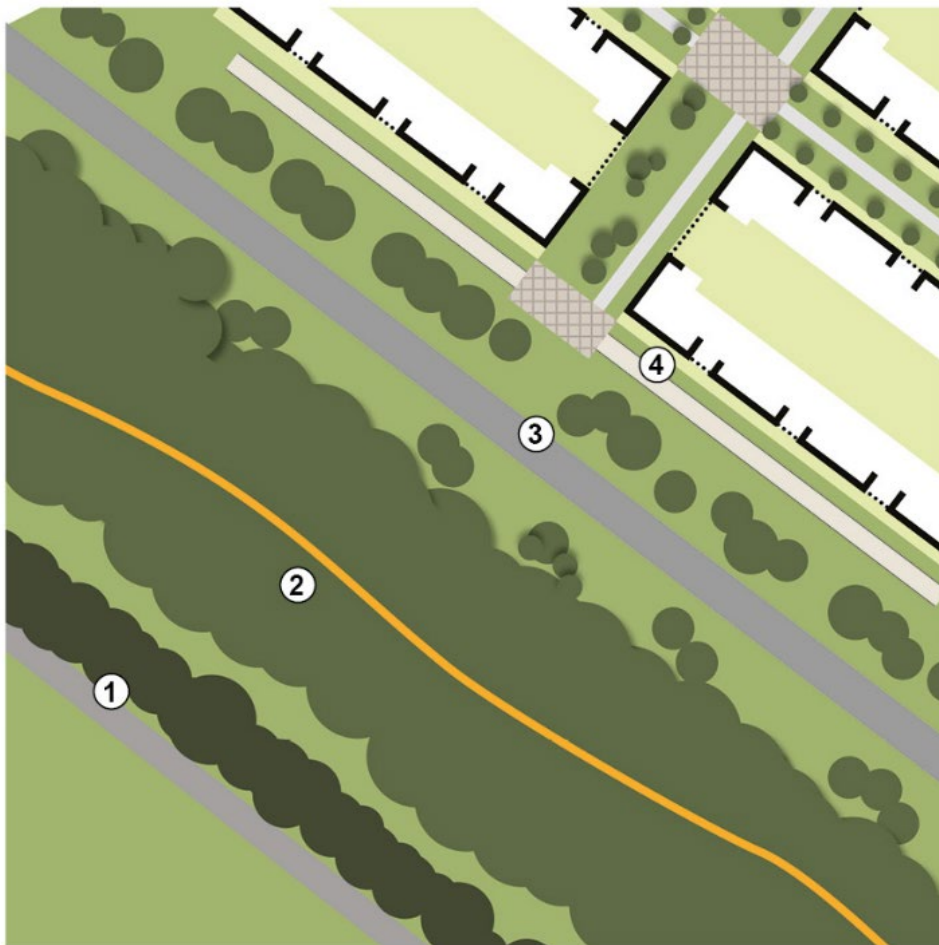


Figure 48: Design principles for Western Edge (North of Shenley Road)

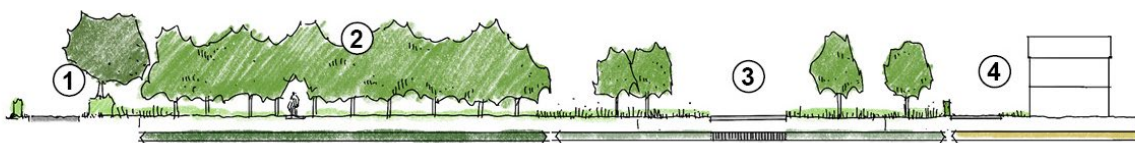


Figure 49: Cross section for Western Edge (North of Shenley Road)

Western Edge (South of Shenley Road) (refer to Figure 37 for location)

1. Retain existing hedgerows and trees located along the site boundary.
2. Creation of a new defensible edge to MK with a variable width belt of structural planting responding to visual openness and landscape conditions west of the site. Structural planting to be a minimum of 10m at its narrowest but generally within 20-40m in width.

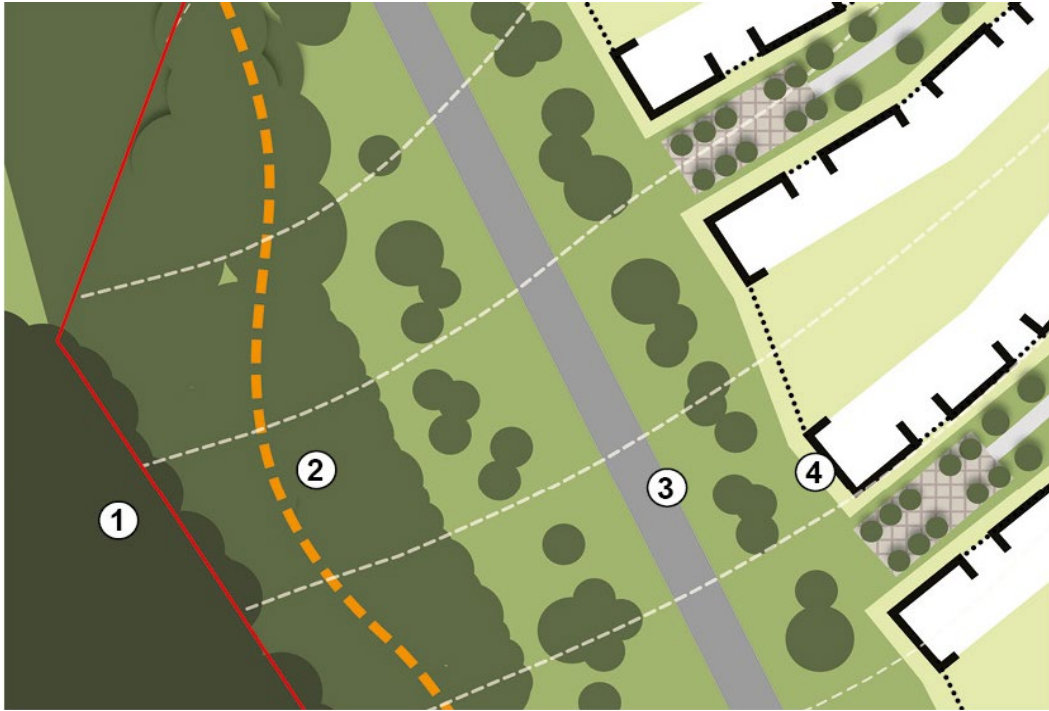


Figure 50: Design principles for Western Edge (South of Shenley Road)

3. The outer link road. Recreational path connections are to be provided from development parcels across the link road linking to the paths within the structural planting belt.
4. The arrangement of streets and development is to reflect the natural topography of the site (see contours on plan above), minimising the need for earthworks and reprofiling. Residential development can be arranged as 'dual aspect' on to the outer link road provided high quality boundary treatments are provided which enhance the visual appearance of the built edge.
5. High quality design responses required to address level changes within development and streets which retain the natural character and landform of the site, minimise the need for intrusive engineering and avoid extensive earthworks.

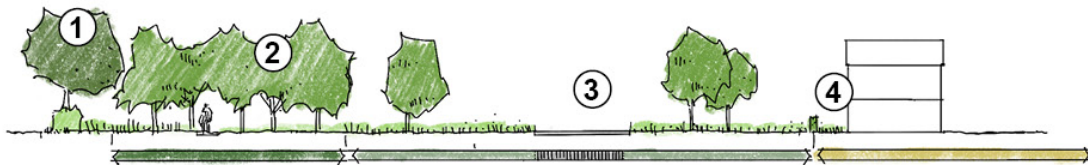


Figure 51: Section through Western Edge (South of Shenley Road)

A421 Edge (refer to Figure 37 for location)



Figure 52: Design principles for A421 Edge

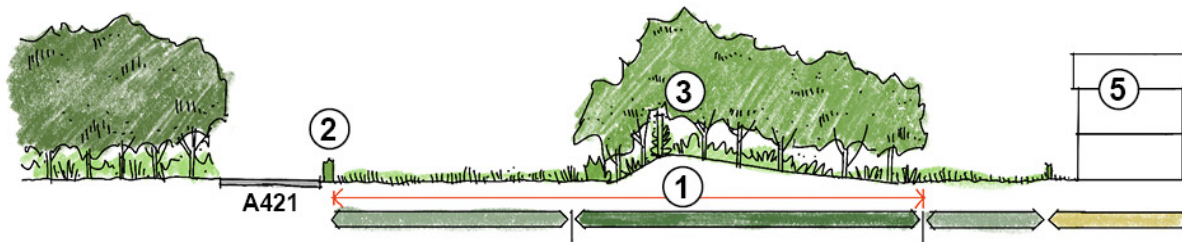


Figure 53: Section through A421 Edge

1. Maintain a 40m wide reserve corridor for the potential enhancement/interventions to the A421 to accommodate additional strategic movement along this route into and out of Milton Keynes, if demonstrated as required through separate studies or detailed modelling;
 - a. To be created and maintained as a grassed corridor until requirement for road is confirmed.
2. Retain all existing hedgerows and trees located along the site boundary except where land is required for access or dualling of A421
3. Structural planting to provide a buffer between the A421 and the new development [north of the existing landscape belt]
 - a. Where required noise attenuation shall be concealed within the structural planting
4. The arrangement of streets and development is to reflect the natural topography of the site, minimising the need for earthworks and reprofiling
5. For residential development fronting the south (facing the A421), appropriate visual, acoustic and amenity screening will be designed sensitively alongside and within the structural planting to provide an attractive visual landscaped edge for those overlooking the A421 corridor.

Eastern Edge (South of Shenley Road) (refer to Figure 37 for location)

1. Retain existing hedgerows and trees located along the site boundary where possible.
2. Development shall be set back the appropriate distance from existing green infrastructure, in accordance with the policy requirements.
3. Dual aspect properties are to be arranged to provide passive surveillance over the MK Boundary Walk green corridor and green spaces.
4. The arrangement of streets and development is to reflect the natural topography of the site, minimising the need for earthworks and reprofiling.
5. Recreational path connections are to be provided from Shenley Park to the MK Boundary Walk where possible.
6. Green corridors incorporating pedestrian routes should provide connectivity between streets, also contributing to stormwater collection, storage and conveyance as part of the sitewide SuDS network.



Figure 54: Design principles for Eastern Edge (South of Shenley Road)

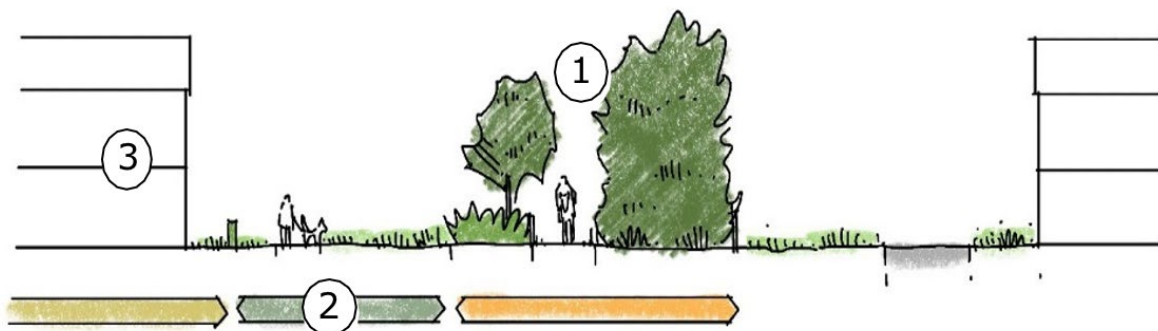


Figure 55: Section through Eastern Edge (South of Shenley Road)

Eastern Edge (North of Shenley Road) (refer to Figure 37 for location)

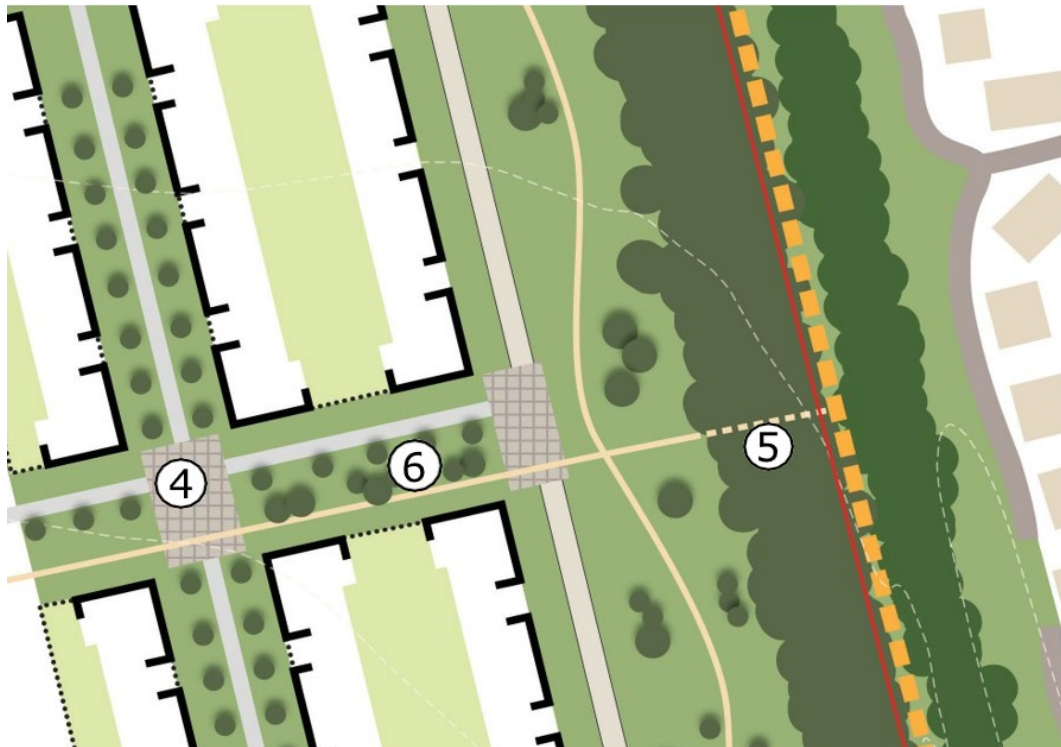


Figure 56: Design principles for Eastern Edge (North of Shenley Road)

1. Retain existing hedgerows and trees located along the site boundary where possible.
2. Development will be set back the appropriate distance from existing green infrastructure, in accordance with the policy requirements.
3. Dual aspect and front facing properties are to be arranged to provide passive surveillance over the MK Boundary Walk green corridor and adjacent green spaces.
4. The arrangement of streets and development is to reflect the geometric layout of the existing hedgerows, with a clear and legible structure which connects to the Local Centre, open spaces and Milton Keynes.
5. Recreational path connections are to be provided from Shenley Park to the MK Boundary Walk where possible.
6. Green corridors incorporating pedestrian routes should provide connectivity between streets, also contributing to stormwater collection, storage and conveyance as part of the sitewide SuDS network.



Figure 57: Section through Eastern Edge (North of Shenley Road)

7.4 Bespoke Design Responses

It is expected that best practice design as set out in Aylesbury Vale Area Design Guide Supplementary Planning Document will be the basis upon which detailed development proposals are drawn up.

The need to work with the existing undulating topography of the southern part of the site, and the importance of retaining and enhancing the cross-boundary network of existing green and grey infrastructure which currently permeates through the site requires a bespoke design response to certain development areas in Whaddon Valley.

Specific guidance on how built development will interact positively with these features is set out below and the location of the studies are shown on Figure 37 above.

Development on slopes (refer to Figure 37 for location)

1. Minimise the need for reprofiling through the layout and design of streets and housing to work positively with the existing landform, therefore positively engaging with this topography as part of creating a successfully landscape led development.
2. Align streets to achieve accessible gradients naturally.
3. Non-standard house types should be used where necessary for development to work positively with the existing landform to minimise overlooking, and maximise opportunities for roof gardens and balconies and where possible dealing with level changes within the buildings such as through the use of design solutions such as split level bespoke buildings.
4. Stormwater attenuation features will be sensitively located, designed and scaled in order for them to integrate into the open spaces.
5. Minimise the need for hard engineering solutions to ground stabilisation and minimising the need for retaining structures. Where needed, they must not compromise the viability of amenity spaces through overshadowing or reducing the useable amenity area.
6. Maximise opportunities for solar generation with south-facing roofs.

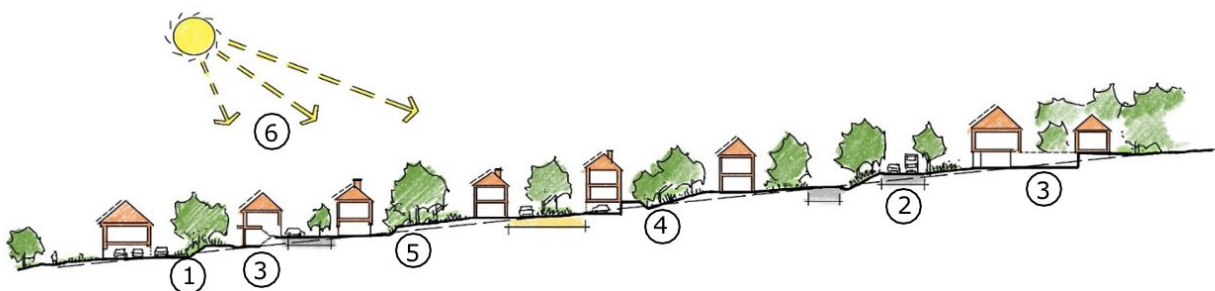


Figure 58: Sketch diagram showing example section of approach to development on slopes

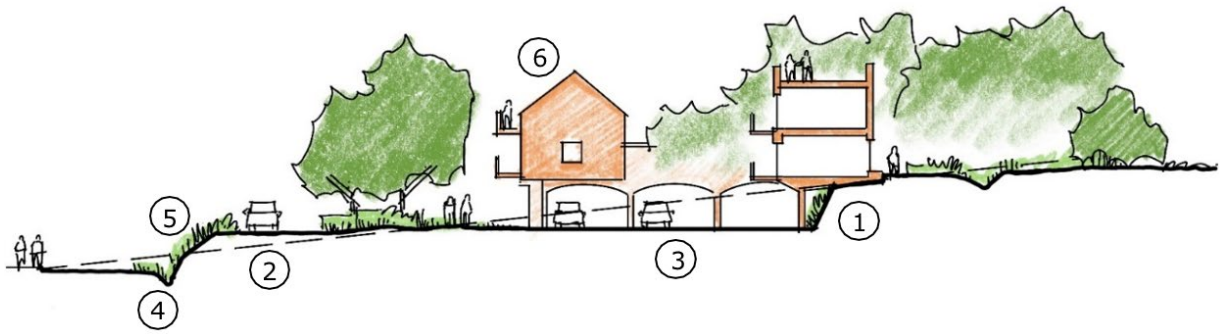


Figure 59: Sketch showing example of design solutions working positively with the levels

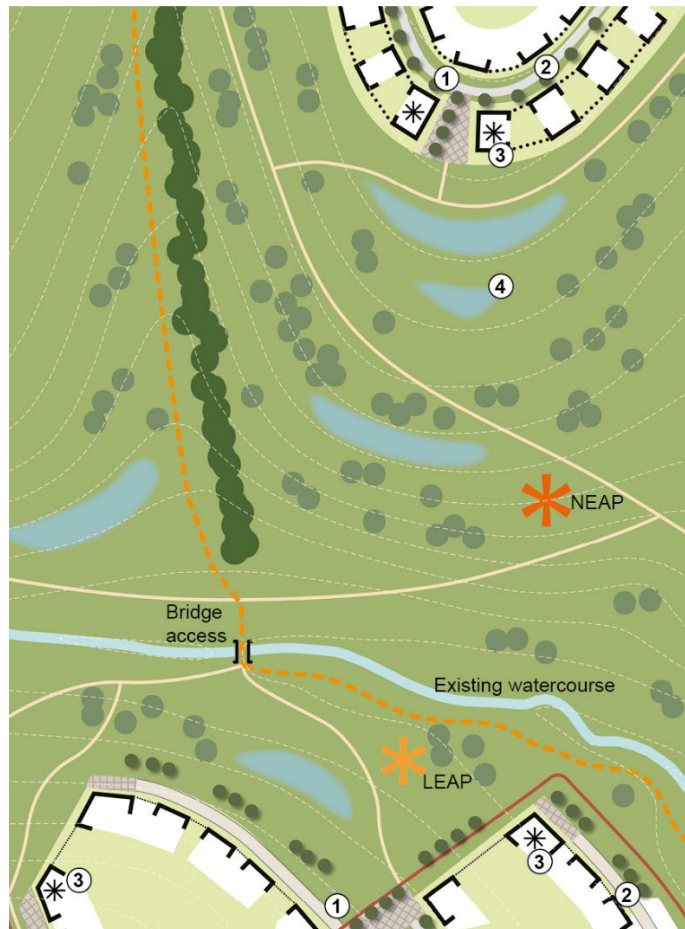


Figure 60: Design principles for development fronting Valley Park Extension

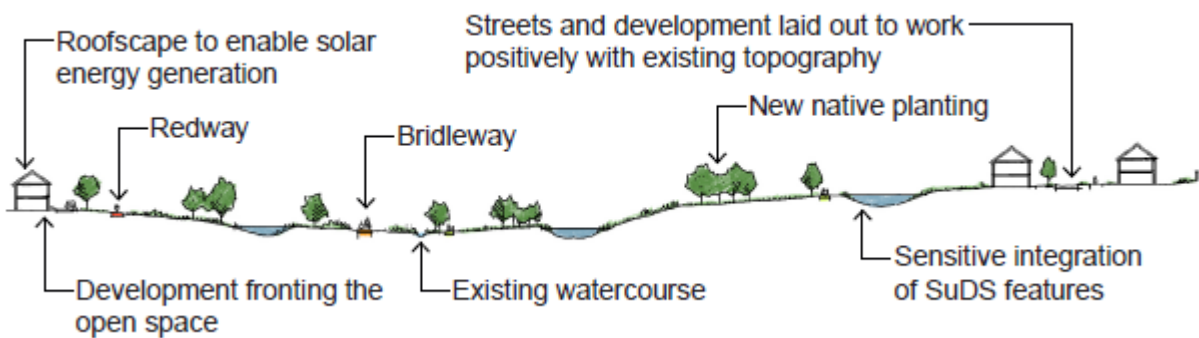


Figure 61: Section through Valley Park Extension

Part Eight: Delivery and Phasing

8.1 Ensuring Effective Implementation of Policy

Policy WHA001 is a criteria-based policy and the SPD seeks to ensure the effective implementation of the policy and a summary table is provided at Annex 1 to demonstrate how compliance is achieved.

In addition to the design criteria outlined above, there are a number of policy requirements relating to the built development and infrastructure delivery which subsequent development proposals, planning applications and legal agreements must reflect.

The ultimate level of development delivered in Shenley Park will be based on the approach set out previously in this SPD taking account of the adjacent settlement character and identity whilst responding positively to the best characteristics of the surrounding area.

8.2 Infrastructure Requirements

The key infrastructure requirements are noted in the table below and have been derived from the Council's Infrastructure Development Plan Document (Draft September 2017) and the Vale of Aylesbury Local Plan. For each of the key requirements, it identifies an anticipated timescale and any trigger points, where they can be identified at this stage. The delivery of infrastructure at Shenley Park generally is to be provided in a timely and viable way to ensure that the impact of the development is reduced / mitigated.

Item	Requirement	Delivery Timescale	Mechanism
Affordable Housing	Provision of a minimum of 25% affordable housing	Throughout and by Provider	Section 106
Care Home/Extra Care	Provision of 110 bed care home/extra care	Short/Medium Term	Section 106
Primary School and early years/nursery	Provision of land, buildings and car parking for a 2FE primary school (capacity 420) with 52 place nursery	350 units or 4 years (whichever is sooner)	Section 106
Secondary school and post-16 provision	Financial contribution towards existing or a new off-site secondary school or other such identified education project to mitigate against increased demand from the development	Medium Term	Section 106 – per pupil cost provided by education authority and paid to Buckinghamshire Council for the use of BC or MKCC as identified by the Council *
Special Education Needs (SEN) School	Financial contribution towards expansion of existing special school and/or such other special educational needs project to mitigate against increased demand from the development	Medium Term	Section 106 – per pupil cost provided by education authority and paid to Buckinghamshire Council for the use of BC or MKCC as identified by the Council *
Local Centre including Community hall	Provision of land, buildings and car parking for a new local centre (including retail)	Short / Medium Term	Section 106
Health	Delivery of an on-site healthcare facility (GP surgery) (including	Short Term	Section 106 – per population cost provided by

	temporary buildings if necessary) or financial contributions towards off site provision of primary care services together with a contribution towards acute and community care to mitigate against increased demand from the development		Council/ICB (primary care)/BHT (acute and community care) and paid to Buckinghamshire Council and directed towards evidenced needs in BC or MKCC **
Sport and Leisure	Financial contribution to off-site sports facilities to mitigate against increased demand from the development (Policy I2)	Short Term	Section 106 – per population cost provided by Council
Sports Pitches and Play Space	Provision of LAP/LEAP/NEAP/MUGA and sports pitches as determined against current capacity of provision, quantities and accessibility as set out in VALP Appendix C and D and Fields In Trust guidance	Short / Medium Term	Section 106
ANGst compliant green infrastructure	Provision and management	-	-
Link Road	Connection through the site to Grid Road H6 Childs Way via an outer link road.	Short/ Medium Term (exact timing be informed by detailed transport modelling)	Section 106
Public transport	Provision for bus priority link through the site (measures including bus only link/bus gate/bus stops) to deliver bus priority through the site; Redway provision through the site and off-site Redway connections to wider area	As development comes forward in each phase, but a level of provision will be secured upon early occupation to promote sustainable travel and provide choice of mode from the outset.	Section 278/s106
Enhanced Sustainable Travel and Mobility	Promote and encourage sustainable travel choices through the requirement of integrated and accessible transport options including provision of Travel Plans and non-car promotion. Failure to meet agreed travel plan targets will trigger additional funded mitigation to improve mode share for public transport and active travel.	Short /Medium Term	Section 278/s106 – per dwelling cost calculated by the Council
Other Highways works	Highway measures to mitigate any impact on local roads including through Whaddon and to A421 to be determined through detailed modelling as part of the planning application process.	Short/Medium Term (timing to be determined through detailed transport modelling)	To be determined and negotiated through the S106 process.

Indicative Delivery Timescales: Short Term = Year 2024-2027 / Medium Term = Year 2027 – 2029 / Long Term = Year 2029 – 2030

*As the development is on the border with Milton Keynes, requirements for on-site provision or financial contributions need to take into account the capacity of schools within Milton Keynes. A mechanism within

the Section 106 Agreement can be included to apportion monies required to the relevant Education Authority to deliver additional provision.

** As the development is on the border with Milton Keynes, there is an acknowledgement from the Buckinghamshire, Oxfordshire and West Berks Integrated Care Board (ICB) (primary care) and Bucks Healthcare Trust (BHT) (acute and community care) covering Buckinghamshire that liaison will need to take place with adjacent Healthcare Trusts (MK University Hospital NHS Foundation Trust) and ICB (MK, Bedford and Luton) covering Milton Keynes City as to who is responsible and % of development to be served by the relevant Trust/ICB. Mechanisms can be included within the Section 106 Agreements to apportion monies required to the relevant Trust/ICB if evidenced as required through the planning application process.

In compiling a list of infrastructure in relation to this allocation, the Council has had regard to the infrastructure tests set out in Section 122(2) of the Community Infrastructure Levy regulations which state that requests must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fair and reasonably related in scale and kind of development

At the time of writing, a Community Infrastructure Levy (CIL) charging schedule is not in place or being prepared for the area within which Shenley Park sits (the Aylesbury Vale Area). Accordingly, developers will be required to make Section 106 contributions to fund specific items of infrastructure and services, where required, for the development.

The sequencing of development and provision of supporting infrastructure set out in this Supplementary Planning Document has been structured to provide the appropriate flexibility over where and when development takes place. However, as explained, in respect of highways modelling, the trip generation, methodology and modelling scenarios in relation to the development will be considered and using existing data together with predicted data estimates of future traffic, will calculate the capacity of infrastructure and thus the need for improvements to highway infrastructure and the design capacity of the outer link road connection.

8.3 Phasing

Development assumptions for Shenley Park are based on a delivery period of at least 12 years, delivering around 100 dwellings per year. The phasing of the development is crucial to ensure homes and communities are accompanied by the timely, suitably located and coordinated delivery of infrastructure both on and off-site, and that the overall scheme integrates successfully into the local area. However, it is recognised that flexibility needs to be retained in setting out proposed phasing and sequencing in order that the development can respond to changing circumstances over time, including changes to planning policy and market conditions.

A coherent and coordinated approach to residential and infrastructure delivery, construction management and development phasing will be undertaken to ensure that the overall policy aspirations are met and to avoid the creation of parcels of land or pockets of development that are isolated from each other or inaccessible to necessary services and facilities.

The following phasing principles should be applied and as indicated on the plan (Figure 62):

- Early phases of development should be integrated with adjacent parcels of built development (adjacent to Milton Keynes boundary) and connected into the existing Redway and footpath

network to ensure sustainable patterns of travel behaviour are embedded from day 1 as residents can easily walk to existing schools and facilities.

- Development parcels around the primary school site should come forward to coincide with the required trigger point for the delivery of the school (350 units or 4 years whichever is the sooner) to ensure the primary school is not isolated.
- Public transport priority measures should be provided early on so discussions should commence early on with third party landowners to ensure it can be delivered when required.
- Connection from A421 into H6 Childs Way should take place in the Short /Medium term and the prioritised and grade separated solution for Boundary Walk to cross this connection means the Boundary Walk can be kept open for the maximum time possible.
- Advanced planting should be provided in areas indicated on Figure 62 to secure early landscaped edges either in advance of development or as part of first phases of development.
- A 'monitor and manage' approach should be adopted in relation to traffic movements through Whaddon and the timing of when to 'stop up' vehicular access between Whaddon and MK along Shenley Road and/or implement other appropriate measures.

Given the potential for the Shenley Park site to deliver more than 1,150 units, as acknowledged by this SPD, the number of dwellings provided per phasing term, and / or the length of time it will take for the site to be completed may differ from that assumed in the SPD. Nonetheless, it is expected that any planning permission for the site will be accompanied by an approved Phasing Strategy and Plan to ensure that infrastructure and facilities are delivered in line with development, and that existing and new residents can understand what is to be provided and when and to ensure that residents have access to the necessary amenities. This should embed the above principles.

Critically the pace of delivery will not only relate to housebuilder take up and wider market conditions, but also facilitating infrastructure delivery and how quickly demand for new homes is realised as the provision of an attractive, sustainable, and desirable place to live is formed.

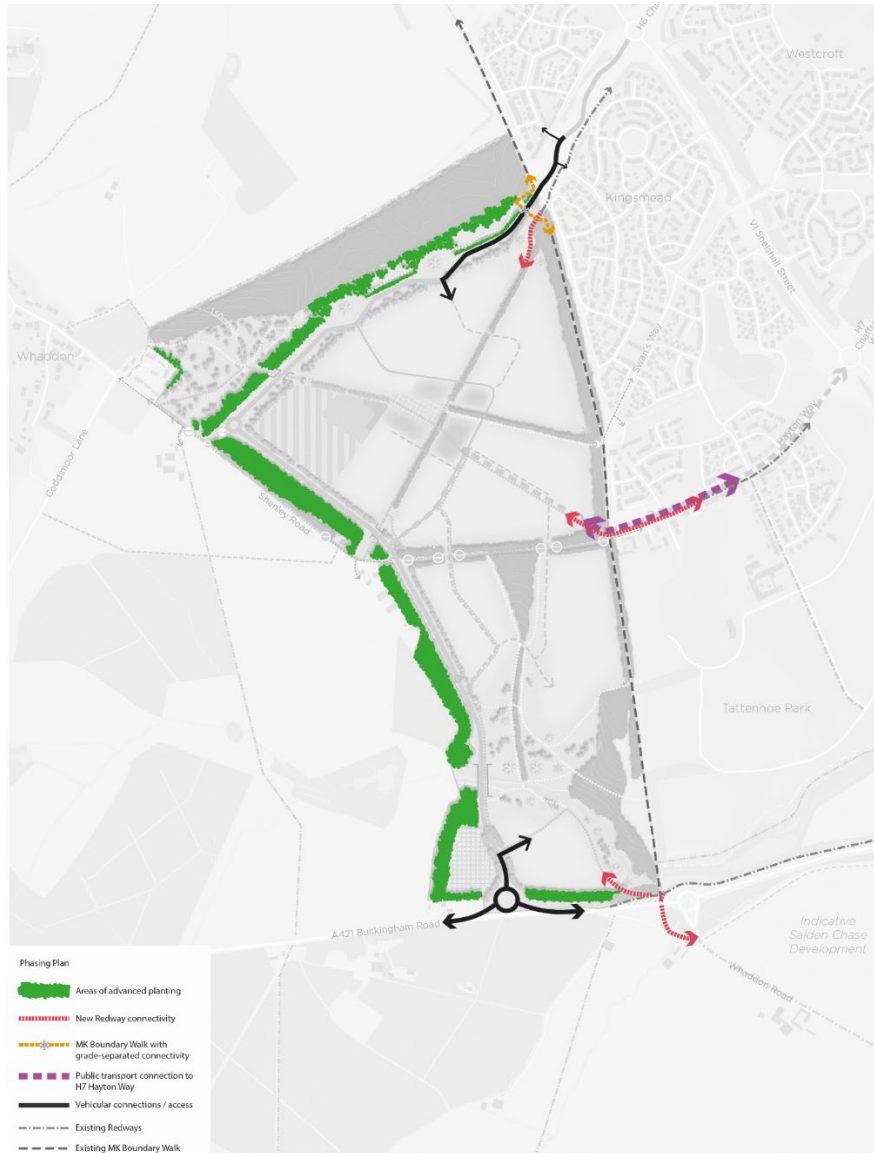


Figure 62: Phasing Plan (showing required areas of Advanced Planting, early phase delivery of required walking/cycling/PT connections)

8.4 Viability and Deliverability

Key to a successful development will be the delivery of a high quality and sustainable place in which to live, including the provision of appropriate infrastructure at the right time. Co-ordination between the Council, landowners / developers and key stakeholders will be key to this.

Where landowners / developers wish to consider scheme viability, which is likely to be when planning applications are submitted, the Council will require an open book approach to be taken so that the outcomes and implications of viability testing at application stage can be carefully evaluated by the Council in light of the aspirations and requirements set out in this Supplementary Planning Document.

8.5 S106 Obligations /Heads of Terms

The community and highways infrastructure necessary to make the development acceptable will need to be secured through appropriate planning conditions and/or captured in a Section 106 agreement.

This will include:

- Provision of a serviced site for a 2FE primary school;
- Financial contributions towards provision of education (primary and secondary) places;
- On or off site sport and leisure provision;
- On-site provision of affordable housing;
- Provision of an on-site healthcare facility (GP surgery) and/or financial contributions to primary and secondary healthcare;
- SuDS maintenance;
- Off site farmland bird mitigation (or other mitigation required to offset any assessed losses or impact on ecology);
- Construction Environmental Management Plan(s) ('CEMPs')
- The implementation and monitoring of commercial and residential full travel plans to achieve sustainable travel;
- Funding for highway matters including mitigation and bus provision;
- Long term management and maintenance arrangement for green infrastructure, open space, SUDs and public realm
- Approval of Phasing Strategy and Phasing Plan.

Where costs need to be tested, they will be evaluated using a viability methodology in accordance with best practice and guidance to secure appropriate contributions from the developers and landowners.

8.6 Management and Maintenance

Developers will need to demonstrate that a long-term strategy is in place for the governance, funding, management and maintenance of infrastructure and assets. The developer will need to demonstrate that the approach is sustainable, that the Councils standards have been applied and it meets recognised quality standards, and it has long term management and maintenance arrangements in place. A strategy is to be agreed with the council with assets managed for at least 30 years after completion and during this time secure a mechanism to manage sites into perpetuity.

At Shenley Park, for parks and green spaces, long term governance arrangements may be secured through transfer arrangements with Whaddon Parish Council or with the Parks Trust which currently maintains Tattenhoe Valley Park and has indicated its willingness in principle to extend this to include the green infrastructure within Shenley Park.

Part Nine: Next Steps

9.1 The Planning Application Process and Expectations

The Council's preference is for a single application for the entire allocation site. This is likely to be at outline stage, and may be followed by a series of reserved matters applications for infrastructure and individual development parcels. At the time of adoption of the SPD, a single outline application had been submitted to the Council.

This Supplementary Planning Document, along with the Vale of Aylesbury Local Plan, and other Supplementary Planning Documents adopted by the Council creates a strategic framework against which all current and future applications on the site will be determined.

It also provides a framework for delivering a high quality and sustainable place, including the provision of appropriate infrastructure at the right time. Co-ordination between the Council, landowners/developers and key stakeholders will be key to this and pre-application engagement in accordance with best practice and NPPF advice is encouraged.

Future planning applications should demonstrate that a policy compliant development can be achieved against relevant planning policy and reflecting the agreed vision and objectives in this SPD.

Development at Shenley Park will also be guided by the policies contained within the Vale of Aylesbury Local Plan 2013 – 2033 (VALP), and the Aylesbury Vale Area Design Guide Supplementary Planning Document, together with other guidance and policies relevant at the time specific applications for the site are developed and considered.

Applications should provide the appropriate level of supporting information in accordance with national and local policy and relevant Regulations and as a minimum is expected to comprise of:

- A Design and Access Statement setting out the evolution of the design of the proposals and an explanation of the design decisions taken and made;
- An Environmental Statement (subject to any Screening Opinion to the contrary) addressing the issues advised in the EIA Regulations and refined and further articulated in any Scoping Opinion;
- Transport Assessment based on detailed highways modelling. An Active Travel Assessment is also required as a component of the Transport Assessment along with a Bus Strategy.

Any such information as is agreed to be reasonable and necessary to allow consideration of the proposals as indicated in the following list and effectively building on the baseline information and assessments which have already been carried out:

- Plans and drawings
- Planning Statement
- Transport Assessment and Travel Plans
- Flood Risk Assessment and Drainage Statement
- Landscape & Visual Impact Assessment
- Arboricultural Survey & Landscaping
- Biodiversity Report
- Archaeology and Heritage Assessment based on existing desk based assessments
- Air Quality Assessment
- Noise Assessment
- Health Impact Assessment
- S106 Heads of Terms
- Infrastructure Delivery Statement

This list is not a definitive list and should individual applications be submitted not all will need to provide all the information set out; it will depend upon the size and scale of the proposal and any pre-application

discussions with the Council. Further information on supporting information is available on the Councils webpages:

[Additional supporting documents | Buckinghamshire Council](#)

The securing of and timing of delivery of mitigation measures and/or infrastructure which is in compliance with the infrastructure tests set out in Section 122(2) of the Community Infrastructure Levy (CIL) regulations which state that requests must be: necessary to make development acceptable in planning terms; directly related to the development; and fair and reasonably related in scale and kind of development.

A parallel application will also need to be submitted to Milton Keynes City Council to deliver vehicular access onto the H6 and/or H7 (and may also be needed to facilitate Redway/pedestrian/cycle connectivity to the existing network). At the time of adoption of the SPD, a parallel outline application had also been submitted to MKCC (validated August 2023).

The SPD will be a material consideration for the determination of these planning applications.

9.2 Subsequent Design Stages and Expectations

An outline planning application will need to be accompanied by a Design and Access Statement that will set out how the application relates to the overall SPD. In order to provide stakeholders and local communities with clarity around the acceptability of proposals, where proposals differ from the design requirements and guidance in the SPD, a full explanation of the rationale for any changes will be required, as well as a justification where they do not adhere to the design principles, approach to landscape, and/or infrastructure requirements set out in the SPD.

Applications will need to provide parameter plans, proposed character areas, typologies and illustrative layouts which will demonstrate how the Supplementary Planning Document design objectives can be delivered within the scheme.

Preparation of a Design Code will need to be discussed as part of pre-application discussions and if considered to be required, this should be prepared in accordance with the National Design Guidance, the principles of this Supplementary Planning Document, and the AVA Design Supplementary Planning Document.

9.3 Governance and Engagement Expectations

Planning applications for the site should set out how green/blue and grey infrastructure, public realm and community assets will be maintained in the long term, and, where appropriate, how the community can be involved in the governance of these assets. At Shenley Park this is likely to consider the school, playing fields, formal and informal open space and any supporting facilities, local centre and its public realm, Valley Park extension, Boundary Walk margins and structure landscaping areas, infrastructure reserve land, and areas of Ancient Woodland/offsets.

Early and ongoing engagement with the local community will provide opportunities for all parties to share ideas and suggestions as to how the community assets can be delivered and secured for future generations to ensure a long-lasting legacy.

9.4 Delivering, Monitoring and Review

This Supplementary Planning Document carries statutory weight in the planning process and is a material consideration for planning applications. It provides an overarching design framework that informs and will guide future planning applications for the site and in particular the delivery of homes and key infrastructure.

Future planning applications will be expected to include information on phasing and delivery and a delivery mechanism to ensure a coordinated approach to infrastructure delivery. In particular, this will need to secure the delivery of the school and key infrastructure elements in accordance with the details set out in Section 8 of this Supplementary Planning Document.

Planning applications will also need to include a means to secure the other infrastructure elements, as required by the Vale of Aylesbury Local Plan and this Supplementary Planning Document.

Policy S8 of the Vale of Aylesbury Local Plan sets out how the Council will monitor policies in the Vale of Aylesbury Local Plan annually through their Monitoring Report. The Council will monitor the content of and implementation of this Supplementary Planning Document in the same fashion to ensure the aims and objectives of this Supplementary Planning Document are being achieved. In the event delivery is not being achieved in accordance with the Supplementary Planning Document then it may be necessary for the Council to review the Supplementary Planning Document and propose remedial steps.

Back Page: Acknowledgements

This SPD has been prepared by David Lock Associates (DLA), a Town Planning and Urban Design Consultancy located in Milton Keynes, appointed by Buckinghamshire Council following a competitive tendering exercise. DLA has worked collaboratively with Council officers and the current site promoters Crest Nicholson to ensure a policy-compliant and deliverable SPD, engaging proactively with key stakeholders including Parish Councils, MKCC and Natural England, Environment Agency and Historic England as part of the SEA process.