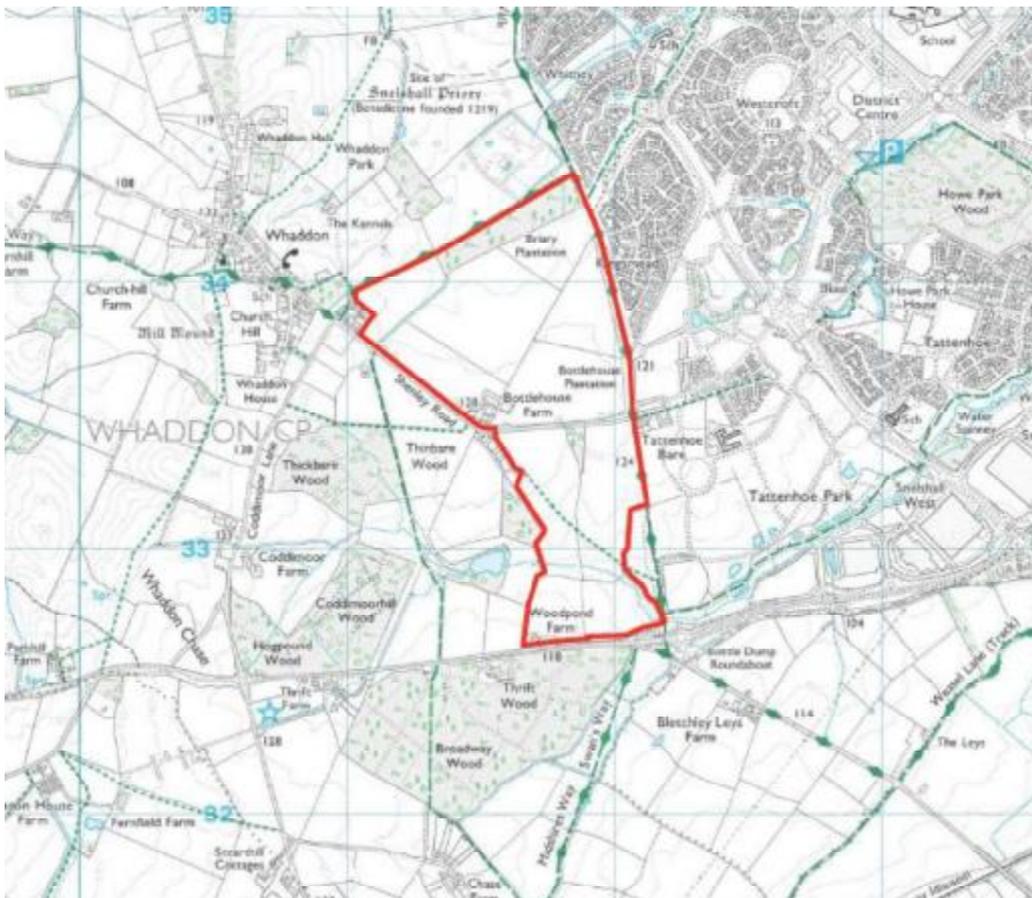


2. Overview of Shenley Park site

The Site

2.1. The Site, named Shenley Park, is approximately 99 hectares of land located to the east of Aylesbury Vale District and adjacent to Milton Keynes Borough. It abuts the developed area of Kingsmead and an area of ongoing residential development next to Tattenhoe to the east, but is entirely within the administrative area of AVDC. The village of Whaddon lies to the north west. The Site is agricultural farmland supporting both arable and grassland, with a mixture of pasture and woodland to the north and west. The Site is bisected into northern and southern parcels by Shenley Road which runs east-west approximately midway down the Site's length.

Figure 1: Site Location Plan



2.2. The land is gently undulating to the north and forms a shallow local valley to the south. The area is bounded by mature vegetation in most places, including along the east and south, and along Shenley Road, where there are mature shelter belts. On the northern boundary, an area of woodland known as Briary Plantation



provides strong physical and visual containment of the Site. The southern part of the Site includes a triangular plantation of semi mature mixed deciduous and conifer trees.

- 2.3. A stream runs west to east of the Site, located at the lowest point within the site. A public footpath runs across the southern section of the Site as well as on its boundary.
- 2.4. The closest houses to the Site are at Briary View, a cul-de-sac of dwellings which backs onto the north west corner of the site. On the Site itself, there is one property, Bottlehouse Farm, located in the northern part of the site and comprises a brick rendered farmhouse and a number of associated farm buildings.
- 2.5. The Site is conveniently located on the highway network with access to the A421 Buckingham Road to the south, Shenley Road bisecting the centre of the site and potential access to Childs Way and the Milton Keynes grid road network to the north- east. The A421 Buckingham Road is a primary road, running along the southern boundary of the site from west to east. To the east of the Site along this route is Bottledump Roundabout, with the further eastern stretch of the A421 leading into Milton Keynes.
- 2.6. The Site has the advantage of being well connected to existing nearby facilities and will also provide additional facilities to the local area for the benefit of existing and future residents.
- 2.7. There are no listed buildings or scheduled ancient monuments on the Site. The main heritage assets in the locality are Whaddon Conservation Area, Whaddon Hall (grade II) and the remains of the unregistered Whaddon Park which are located to the north of the Site, but outside of the site boundary. Areas of woodland separate these assets from the Site.
- 2.8. There are no national or local landscape designations directly affecting the Site. The landscaping proposals of the proposed development will include consideration of the visual impact of the Site on the nearby Whaddon Nash Valley Local Landscape area to the north of the site (c.100m), as well as on the heritage aforementioned heritage assets.
- 2.9. There are ecological designations in reasonable proximity to the Site. These include the Oxley Mead SSSI, approximately 400 metres to the north east of the Site, as well as areas of ancient woodland and semi-natural woodland in the surrounding areas. There are significant opportunities for biodiversity enhancements as part of proposed development of the Site.

The Proposals

- 2.10. Shenley Park is proposed for strategic growth in the main modifications and CN believe the Site is capable of accommodating:
 - Between 1,600 to 1,800 residential units including affordable housing
 - A local centre including community centre
 - A primary school (2FE and nursery)
 - Around 110 bed care facility
 - Generous areas of public open space
 - Significant landscape buffers to sensitive Site boundaries

- A new highways network within the Site providing a link road to the south-western edge of Milton Keynes

Vision for Shenley Park

2.11. In light of initial consultations with AVDC and other key consultees, and a series of initial technical assessments, CN's key principles for the development of Shenley Park will include:

- Developing an effective response to infrastructure working with both AVDC and Milton Keynes Council including highways, transport, schools, public open space, green infrastructure and utilities, and ensuring works or contributions are provided, where appropriate, and phased alongside development
- Excellent integration with Milton Keynes to the east, whilst providing a substantial and effective landscape buffer between the Site and the village of Whaddon to the west, to ensure its separate identity is permanently maintained
- Providing a sustainable and strategic approach to flood mitigation and urban drainage
- Ensuring the capacity of the Site is viable and deliverable so as to maximise speed of delivery within the plan period

2.12. Shenley Park will employ high-quality design principles and use the natural features of the Site and landscape setting as the framework for a masterplan. A strong 'sense of place' will be delivered through the use of traditional local building styles, with distinctive street scenes that run through the Site and provide a succession of evolving vistas and glimpsed views to open countryside. A mixed-use local centre, village green, other accessible public open space, and connections to Milton Keynes by sustainable modes of transport will also be integral features of the development.

Masterplan strategy

2.13. The masterplanning strategy for the development will include:

- The alignment of the main link road to respect the assets of the site including topography and ecology, as well as establishing viable parcel sizes for the main development areas
- The main link road to be flanked by parallel private drives and courtyard parking to minimise the number of direct access points
- The location of the local centre will be situated close to other core facilities, including the community centre, to provide integration with all elements of the development
- A substantial green link through the centre of the Site connecting development parcels
- Priority for pedestrians and cyclists on the section of Shenley Road through the development, with traffic re-routed to use the spine road
- Only one break in the shelter tree belt along Shenley Road for vehicular access to minimise the loss of existing trees
- Provision of a new two form entry primary school with associated nursery facility to serve the development
- The provision of additional formal and informal open space including play/sports pitches
- Location of the southern roundabout entrance to the site will minimise tree loss

Landscape and ecology strategy

- 2.14. In terms of the landscape strategy for the Site, the key priorities for development will include:
- Minimising vegetation loss, including by retaining the strong perimeter of mature planting and tree belts which provide physical and visual enclosure, as well as internal hedgerows and trees
 - Responding to the historic landscape context including Whaddon Chase, Whaddon Conservation Area, Whaddon Hall, Whaddon Park and the Local Landscape Area of Whaddon-Nash Valley
 - Providing measures to maintain a clear sense of separation to Whaddon
 - Protecting and enhancing key views by appropriate land use and planting;
 - Conserving and enhancing the stream valley corridor running from west to south-east, ensuring built development avoids the corridor/steeper valley slopes and linking to Tattenhoe Park by providing an extension of the park with increased public access and providing biodiversity improvements
 - Additional planting to the western boundary provides a clear buffer to residential areas
 - Respecting the amenity of neighbouring properties
 - Removing unsightly farm buildings associated with Bottlehouse Farm
 - Retaining and improving rights of way corridors
 - Incorporating panoramic views from the southern part of the Site to the south-east
 - Providing a buffer to the A421 to protect new residents from visual effects and traffic noise
- 2.15. Taking into account these measures, the Site can include all areas within the red line as part of the development without compromising landscape objectives or the desire to deliver a sustainable and coherent buffer to Whaddon.
- 2.16. In terms of ecology, surveys have been undertaken over the proposed development Site on behalf of CN. The conclusions of the surveys show no adverse impacts on protected species, resulting in no significant constraint to development, subject to appropriate design, layout and mitigation measures. Equally, the development provides opportunities for additional green infrastructure giving rise to ecological enhancements and a net biodiversity gain.

Access strategy

- 2.17. From an access perspective, a number of key features will underpin the masterplanning and design of the Site:
- The new link road through the Site will be tested to ensure that its standard of design is suitable to meet the objective of relieving traffic from the A421 corridor
 - Continued access to/from Whaddon towards Shenley Park will be preserved either with traffic being directed through the development along the link road or, if consultation on the proposed development indicates a preference to maintain all vehicular access on Shenley Road using the existing route (rather than pedestrian/cycle access only), appropriate traffic management measures will also be put in place to secure this



- Any complementary measures put in place to secure the highway solutions would be the subject of consultation with the local stakeholder groups, taking into account the outcome of any traffic modelling, to understand how access can be maintained while reducing any impacts on the local community
- Preliminary modelling work undertaken shows a requirement for Coddimoor Lane to be traffic calmed to reduce its speed and capacity so that the benefits of the proposed A421 to Childs Way Link Road can be fully realised
- In addition to providing a means of access for the proposed Shenley Park development, the proposed A421 to Childs Way Link Road will deliver additional highway capacity for the local area, allowing new travel decisions to be made by existing road users, thereby providing improved accessibility from the West to the Milton Keynes grid road network with the potential for traffic reduction at the Bottledump Roundabout

2.18. It is worth noting that Buckinghamshire County Council, in document ED215A, state that *‘The advantage of the Shenley Park development is that it has the potential to provide a new grid road which would address rat running through Whaddon’*. This ‘grid road’ is the link from the A421 to Childs Way as set out in criterion (p) of the allocation policy in MM076.

2.19. The principal benefits of the development in economic, social and environmental terms (the three strands of sustainable development identified by the NPPF) are summarised in the table below:

Table 1: Summary of benefits of the Shenley Park development

NPPF	Key Benefits
Economic Role	<ul style="list-style-type: none"> ▪ Promoting connectivity to Milton Keynes, a key regional centre for employment, commerce and industry ▪ Inherent economic value brought about by development/construction ▪ Significant investment in local infrastructure ▪ Appropriate and phased delivery of infrastructure, on and off site ▪ Provision of housing within the five year supply ▪ Delivery of housing over a ten year build programme providing ongoing construction and employment opportunities
Social Role	<ul style="list-style-type: none"> ▪ Providing housing in a co-ordinated manner with effective mix to reflect identified needs ▪ Co-ordinated provision of key social infrastructure including schools, Local Centre, community centre, sports pitches and health facilities ▪ Accessible social infrastructure to benefit both new and existing residents in the area ▪ Promoting healthy/high quality of life ▪ Creating a sense of place and a high quality living environment
Environmental Role	<ul style="list-style-type: none"> ▪ Promoting a landscape-led approach including retention of key features and provision of semi-natural greenspaces ▪ Opportunities to extend Tattenhoe Park with improved public access for existing and new residents ▪ Connecting and expanding local foot and cycle path network to encourage sustainable methods of transport ▪ Ecological enhancement and biodiversity gain



NPPF	Key Benefits
	<ul style="list-style-type: none"><li data-bbox="475 501 1481 562">▪ Environmentally conscious development adhering to sustainable design and construction policy

Connection with Milton Keynes

- 2.20. As the Site at Shenley Park is on the edge of AVDC and is bounded to the east by Milton Keynes, it is important that the proposed development respects this boundary and integrates with the existing housing, infrastructure networks and local facilities.
- 2.21. The Milton Keynes Local Plan (Plan: MK) was adopted in 2019 and includes a policy that specifically sets out the place making principles that new urban extensions outside of their administrative boundary school follow. This policy, SD15, is reproduced overleaf.

Policy SD15

PLACE-MAKING PRINCIPLES FOR SUSTAINABLE URBAN EXTENSIONS IN ADJACENT LOCAL AUTHORITIES

- A. It is expected that development proposals on the edge of Milton Keynes are likely to have significant impacts upon the infrastructure and services of Milton Keynes, particularly given the significant attractor Milton Keynes will be for any future residents.
- B. When and if development comes forward for an area on the edge of Milton Keynes which is wholly or partly within the administrative boundary of a neighbouring authority, this Council will put forward the following principles of development during the joint working on planning, design and implementation:
1. The local authorities will work jointly, and with infrastructure and services providers, to achieve a coordinated and well designed development.
 2. A sustainable, safe and high quality urban extension should be created which is well integrated with, and accessible from, the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, redways and the linear parks and strategic, integrated flood management.
 3. A strategic, integrated and sustainable approach to water resource management (including SUDS and flood risk mitigation) should be taken.
 4. The design of development should respect its context as well as the character of the adjoining areas of the city.
 5. Linear parks should be extended into the development where possible to provide recreational, walking and cycling links within the development area and to continue the city's extensive green infrastructure and redway network.
 6. Technical work should be undertaken to fully assess the traffic impacts of the development on the road network within the city and nearby town and district centres and adjoining rural areas, and to identify necessary improvements to public transport and to the road network, including parking.
 7. A route for the future construction of a strategic link road(s) and/or rail link should be protected where necessary.
 8. New social and commercial facilities and services should be provided, and existing facilities improved where possible, to meet the day to day needs of new and existing residents.
 9. The opportunity for new 'Park and Ride' sites for the city should be fully explored and where possible provided, and efficiently and effectively linked to the city road system.
 10. The local authorities and their partner organisations should produce an agreement on appropriate mechanisms to secure developer contributions towards improvement and provision of infrastructure to support the development, including facilities in the city that will be used by residents of the development area.



2.22. The masterplanning proposals for Shenley Park will be designed to incorporate these ten criteria, as demonstrated below and taking each in turn:

1. CN have and will continue to work closely with officers at AVDC and MK to ensure that the proposed development is designed to integrate and connect well with the existing edge of Milton Keynes, enabling future residents to access existing services in Milton Keynes and that the future facilities at Shenley Park will be accessible by existing residents of the area, including the Tattenhoe Park extension.
2. The scheme will be designed to ensure a high quality, sustainable development on the edge of Milton Keynes. It will respect both the policy aspirations and principles within SK15, whilst also respecting its boundary with the countryside beyond, including the use of parks.
3. The proposed development will include a comprehensive SuDS system providing a sustainable and strategic approach to flood mitigation and urban drainage.
4. The development will be designed through its layout to respect both the character of the south-western edge of Milton Keynes, but also the character of the countryside within AVDC beyond using open space and landscaping principles.
5. The concept of linear parks will be incorporated into the design to encourage walking, cycling and integration with the city beyond.
6. Technical work to understand the traffic impacts on the city has been undertaken (using Milton Keynes traffic models) and the proposals will include public transport link improvements, pedestrian and cycle improvements and the necessary level of parking.
7. The scheme will be designed to link into the road network of Milton Keynes as required by the policy within the VALP.
8. It is proposed that the development will include a new school, local centre and community centre, which will be designed to provide for the day-to-day needs of both the new and existing residents.
9. The Site is not appropriate for a park and ride for the city but will not prejudice this coming forward in the future in other locations.
10. CN will engage in discussions with AVDC as to the best way to secure the appropriate contributions and agreements related to any future consent.

2.23. One important issue to consider is the policy requirement within the VALP for the Site to provide a multi-user link road through the development from the A421 to H6 Childs Way (or alternatively, H7 Chaffron Way). At present, the area of land required to provide this link road at the NE boundary of the Site is designated as highway land running up to the roundabout with Childs Way via an intermediate junction with Saltwood Avenue. The extent of adopted highway at this location will provide an opportunity to re-configure



these existing roads to provide for a future extension of Childs Way that will connect the Site with the grid road system in Milton Keynes, thereby meeting the policy objectives.

- 2.24. The eventual design of this link would ensure the crossing of the Milton Keynes Boundary Walk (which links in to the North Buckinghamshire Way to the north of the Site) is delivered in an appropriate way that does not sever pedestrian and cycle routes.
- 2.25. In summary, the Site is a sustainable, viable and available site that fully accords with the sustainable development principles embedded in national planning policy guidance.