

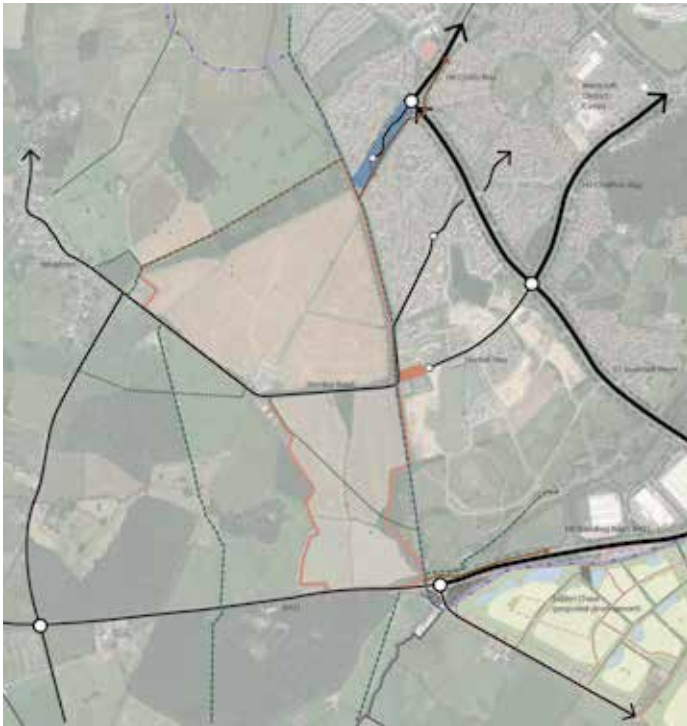
SHENLEY PARK

Sketchbook: Emerging Masterplanning

November 2022

Shenley Park - Access + Movement Scenarios

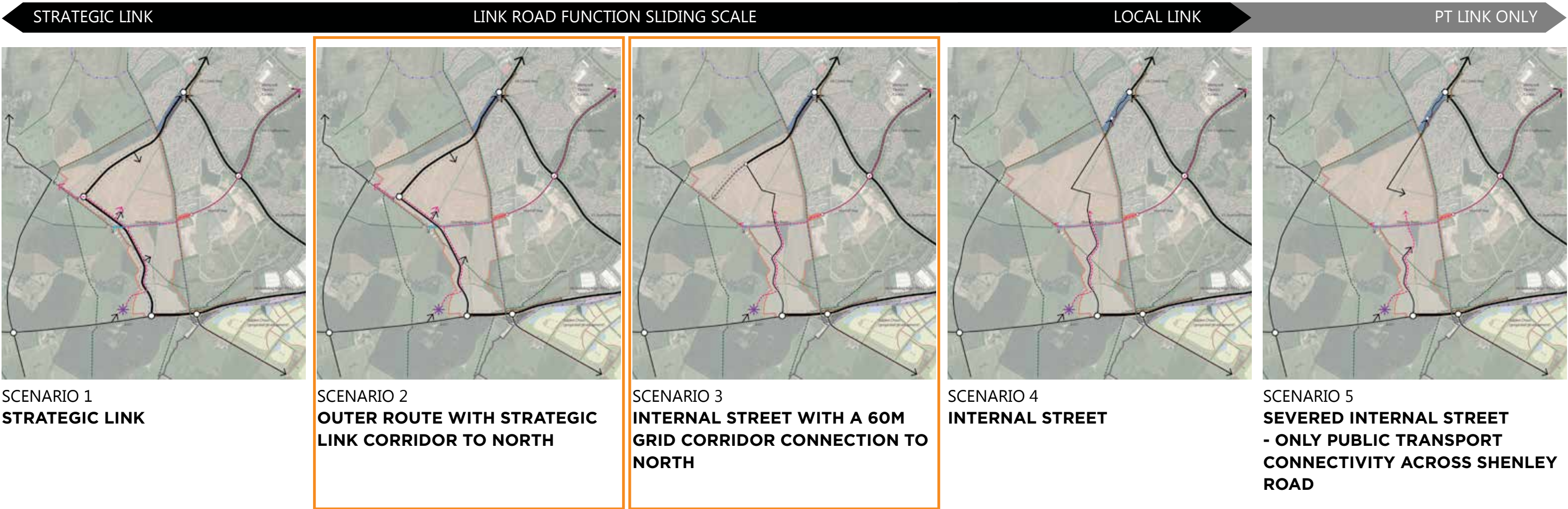
EXISTING NETWORK



This document sets out the emerging masterplan scenarios following the site analysis and engagement exercises undertaken to date.

This page sets out the scenarios for access and movement, a key structuring factor for the site. The scenarios developed were based on a sliding scale of functionality, based on whether a decision is taken to include strategic connectivity or to limit connectivity to local access.

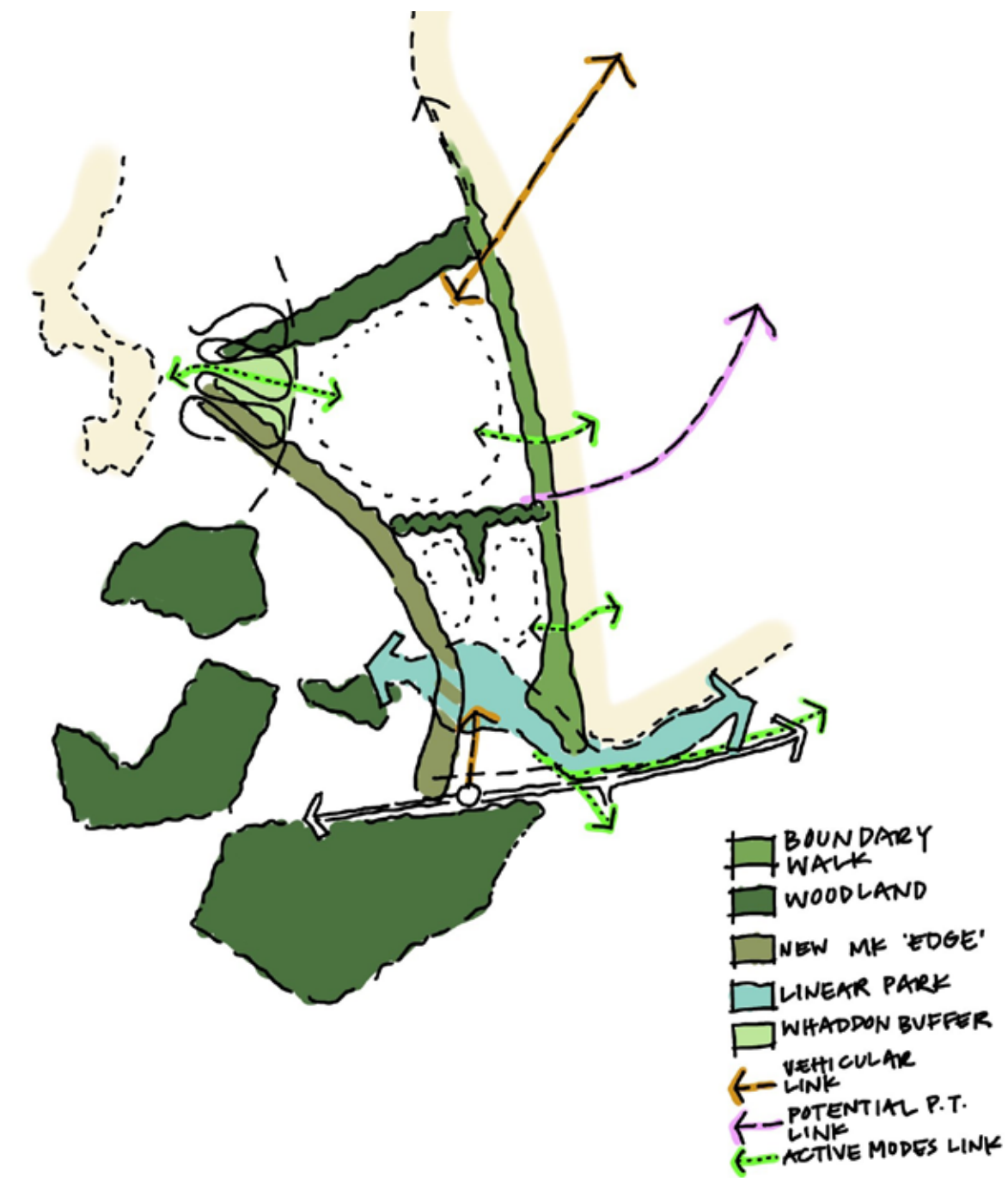
These scenarios were issued and presented previously with the highlighted scenarios 2 and 3 being those which were a best fit with the likely connectivity policy objectives. Concept masterplans have been developed based on these two scenarios on the following pages.



Shenley Park - Scenario Analysis

KEY STRUCTURING ELEMENTS CONSISTENT ACROSS THE SCENARIOS

- MK Boundary walk green corridor to eastern edge
- Retention of Briary Plantation and other existing blocks of woodland within the site
- Creation of a new defensible edge to MK to western boundary
- Extension of the Tattenhoe Valley linear park along route of the water course
- Provision of a landscape offset to Whaddon
- Vehicular connections to enable a link through the site



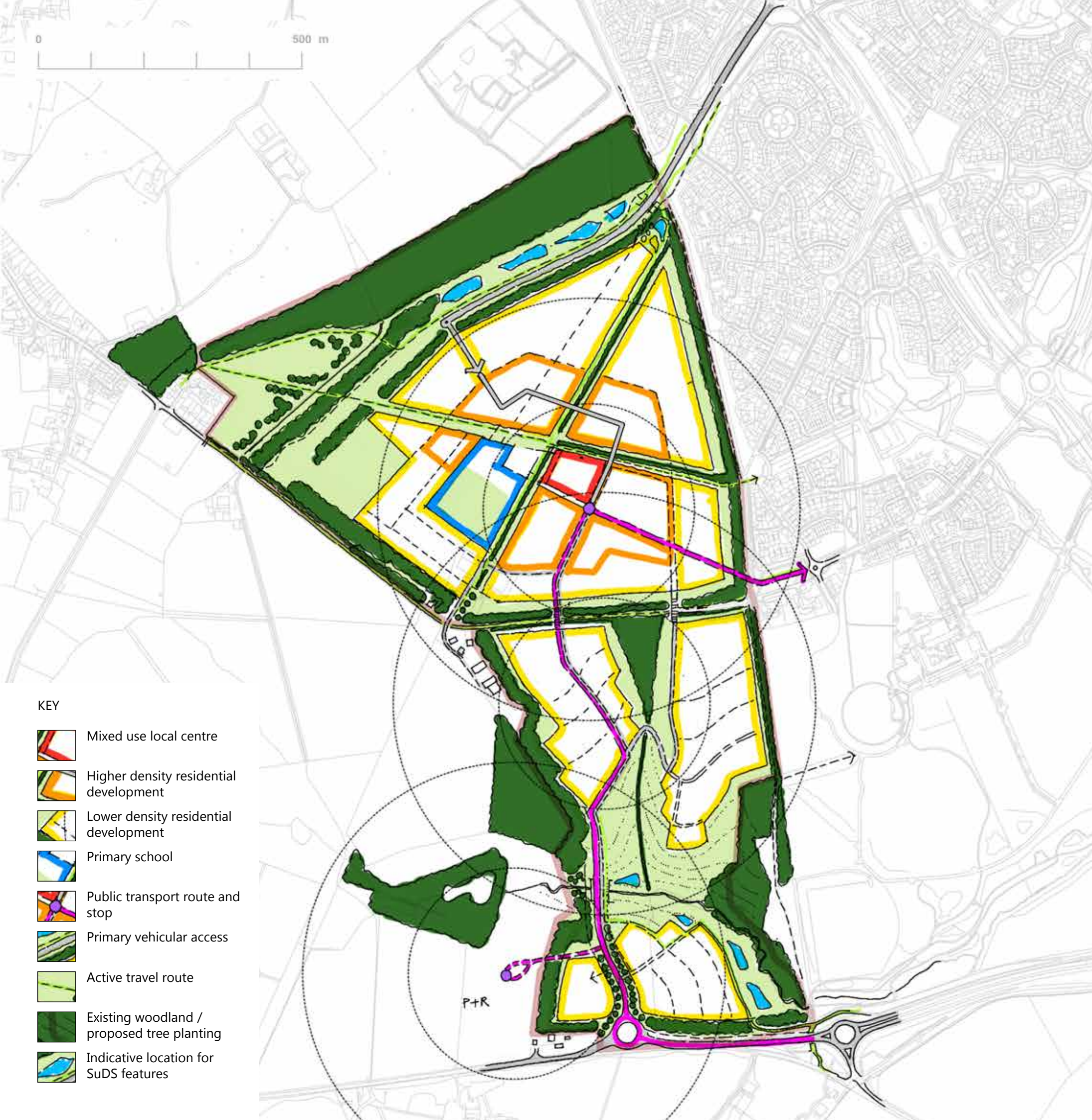
CONSISTENT ELEMENTS

Design response inspired by local Buckinghamshire villages and towns

- Site layout to the southern part of the site is heavily influenced by the topography**
- The northern part of the site is arranged with the local centre, community uses and associated public realm / open space as the focus, incorporating the existing green infrastructure elements**
- The proposed landscape buffer to Whaddon. Whilst not forming part of the buffer landscape, the open character of the sports pitches and/or primary school playing fields can contribute to the perceived separation between Shenley Park and Whaddon**
- The southern section of the link road alignment and connection with the A421 is dictated by the landform and consistent across both scenarios**
- All existing trees and hedgerows proposed for retention with the exception of the southern-most hedge (running north-south) proposed to be removed on both scenarios due to inefficiencies in land use presented by its retention**

VARIABLE ELEMENTS

- ACCESS & CONNECTIVITY**
 - Inner Street**
 - fronted street passing through development with a speed limit of 20/30mph
 - partial construction of northern east-west link between H6 and the inner street
 - creating a landscaped reserve corridor to enable future extension of H6 corridor
 - Outer Road**
 - wider corridor needed for the outer road link results in slightly less developable area
 - loss of development parcel to west of A421 junction due to connectivity challenges
 - outer road runs alongside the new defensible edge to MK with development sitting in-board
 - primary school located towards the edge
- LOCAL CENTRE**
 - Inner Street**
 - potential to be a smaller centre to serve local, day-to-day needs
 - central location within the development, located on the route of the MRT and inner / primary street
 - less car-dominated centre with greater ratio of visits by active modes, potentially requiring less parking
 - Outer Road**
 - potential to require / generate demand for a larger centre
 - vehicular access required from the outer road to capture passing traffic
 - potential to be a more car-dominated centre, with more parking required
- DEVELOPMENT / LAND USE**
 - Inner Street**
 - slightly increased area of development resulting from less land-take for infrastructure (smaller profile roads)
 - additional parcel of development to the west of the A421 junction
 - development extends to the new defensible edge to MK
 - primary school is proposed to be wrapped by development to integrate into the heart of the local centre



Inner Street Scenario

LOCAL FUNCTION

AREAS

42.1ha	net development area incl infrastructure
2.1ha	primary school
2ha	sports pitches

CAPACITY TESTING

Northern Parcels = 26.5ha

@30dph = 795

@35dph = 927

@40dph = 1060

Southern Parcels = 15.6ha

@30dph = 468

@35dph = 546

@40dph = 624

Totals

@30dph = 1263

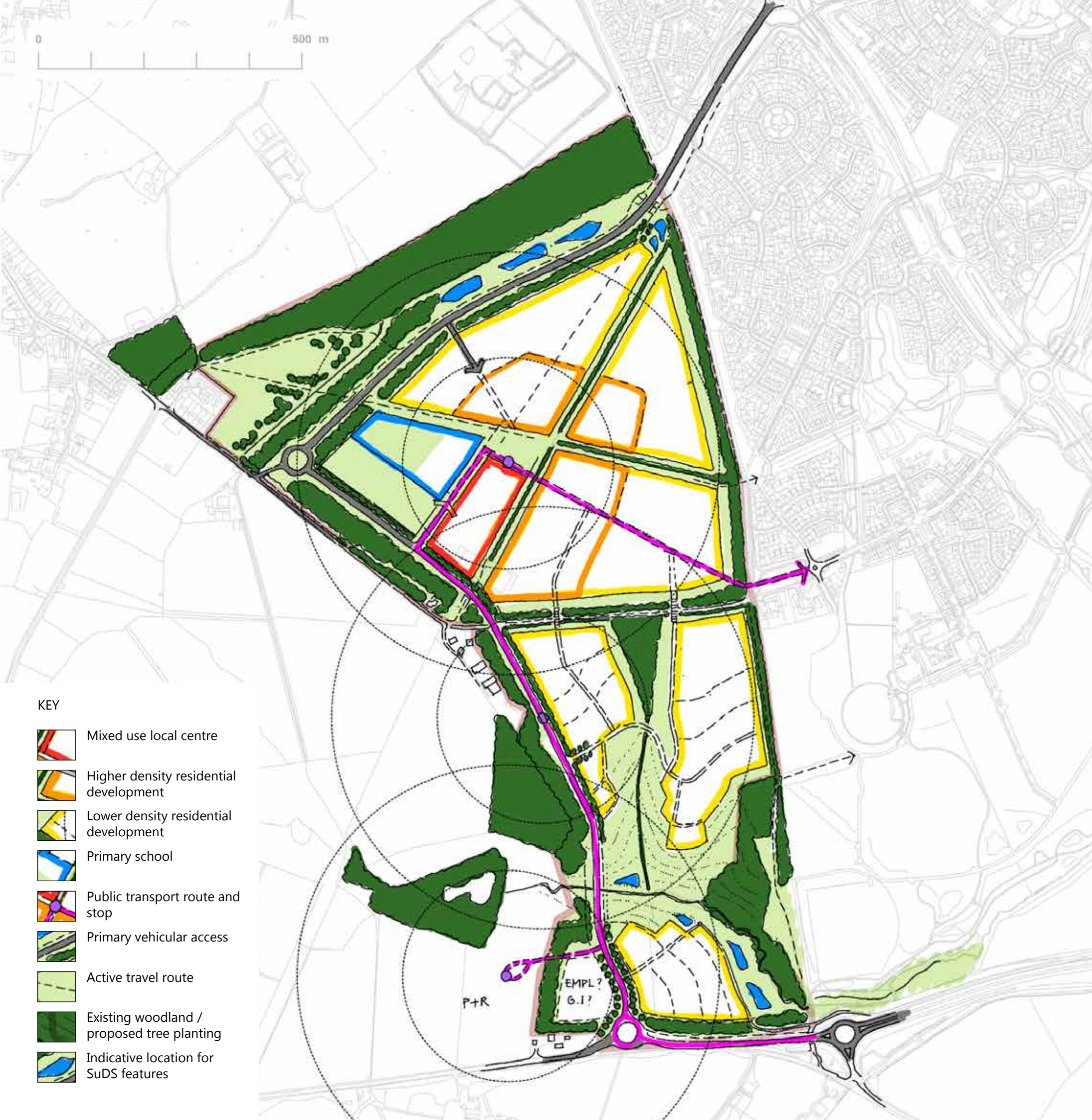
@35dph = 1473

@40dph = 1684










ASSUMPTIONS

Internal (primary) street profile = 20m corridor

East-west link reserve = 60m corridor
(40m offset from development edge to road centre line)



KEY

-  Mixed use local centre
-  Higher density residential development
-  Lower density residential development
-  Primary school
-  Public transport route and stop
-  Primary vehicular access
-  Active travel route
-  Existing woodland / proposed tree planting
-  Indicative location for SuDS features

Outer Link Scenario

STRATEGIC FUNCTION

AREAS

37.7ha	net development area incl infrastructure
2.1ha	primary school
2ha	sports pitches

CAPACITY TESTING

Northern Parcels = 24.3ha

@30dph = 729

@35dph = 850

@40dph = 972

Southern Parcels = 13.4ha

@30dph = 402

@35dph = 469

@40dph = 536

Totals

@30dph = 1131

@35dph = 1319

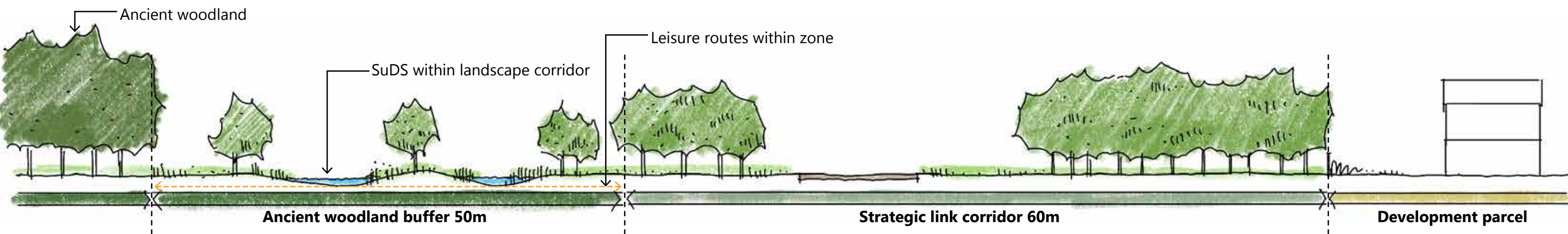
@40dph = 1508

ASSUMPTIONS

North-south outer link = 40m corridor
(20m offset from development edge to road centre line)

East-west link reserve = 60m corridor
(40m offset from development edge to road centre line)

Section Studies - Northern Edge



1 EASTERN SECTION - BOTH SCENARIOS

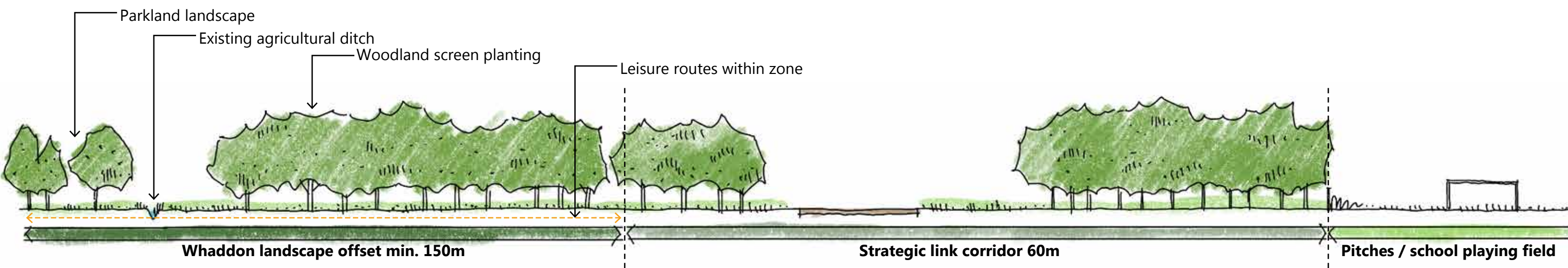
Outer link



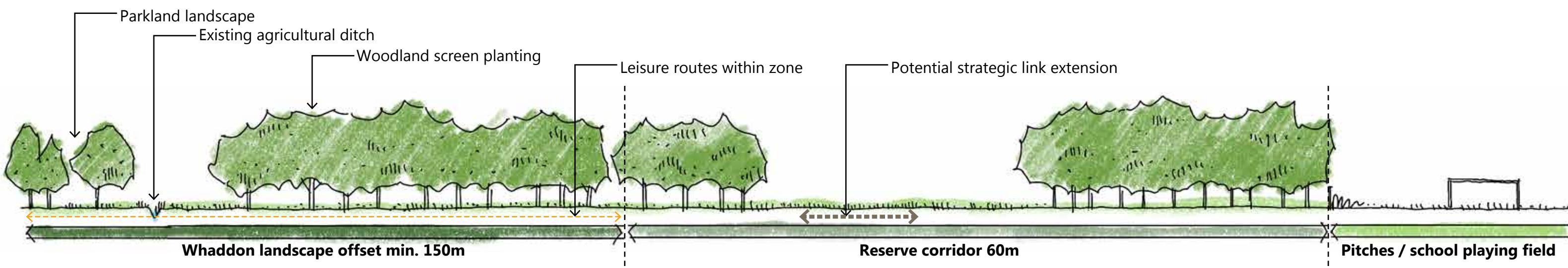
Inner street



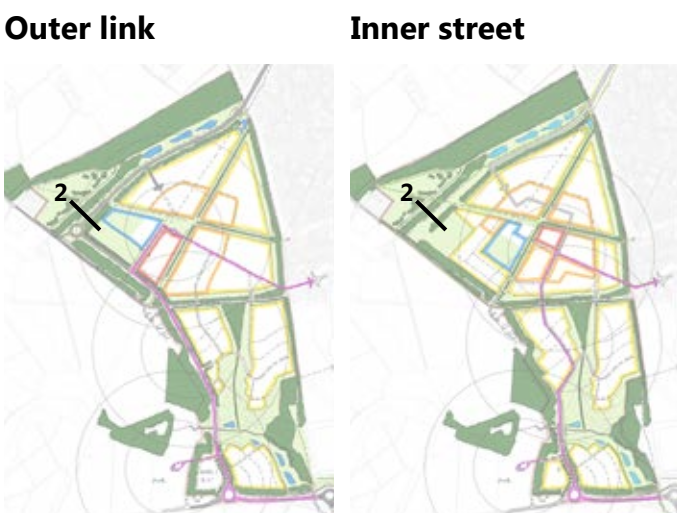
Section Studies - Northern Edge



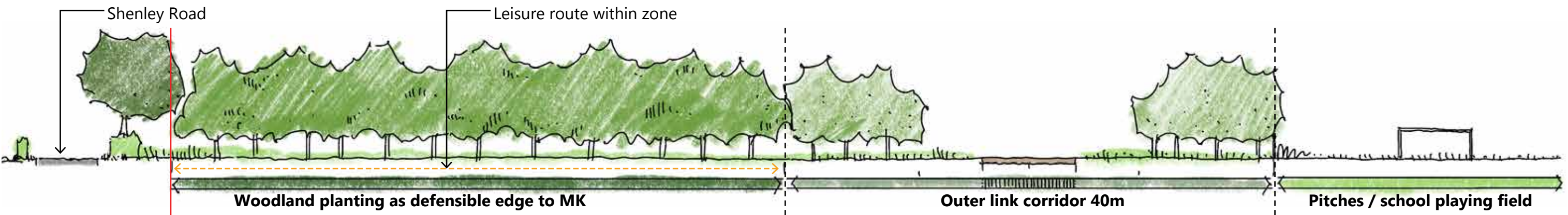
2 WESTERN SECTION - OUTER LINK SCENARIO



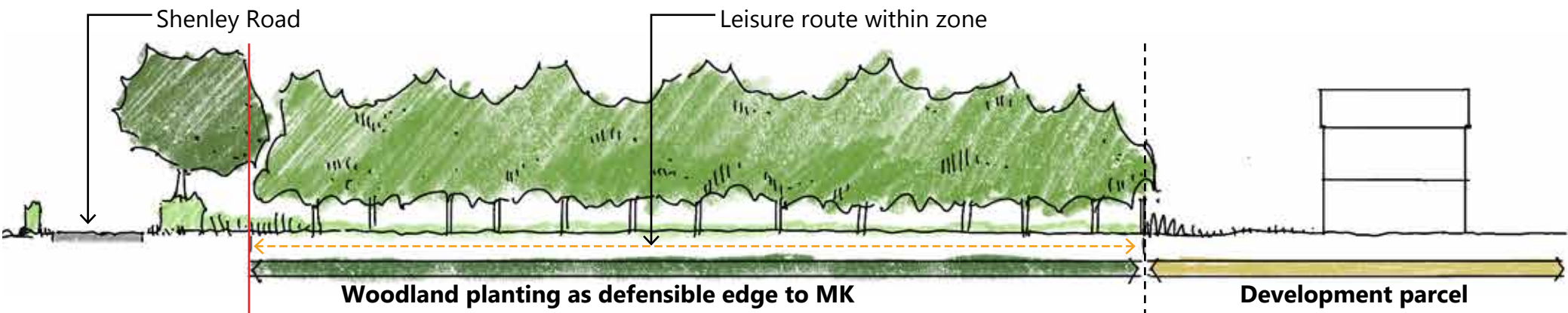
2 WESTERN SECTION - INNER STREET SCENARIO



Section Studies - Western Edge



3 NORTHERN SECTION - OUTER LINK SCENARIO



3 NORTHERN SECTION - INNER STREET SCENARIO

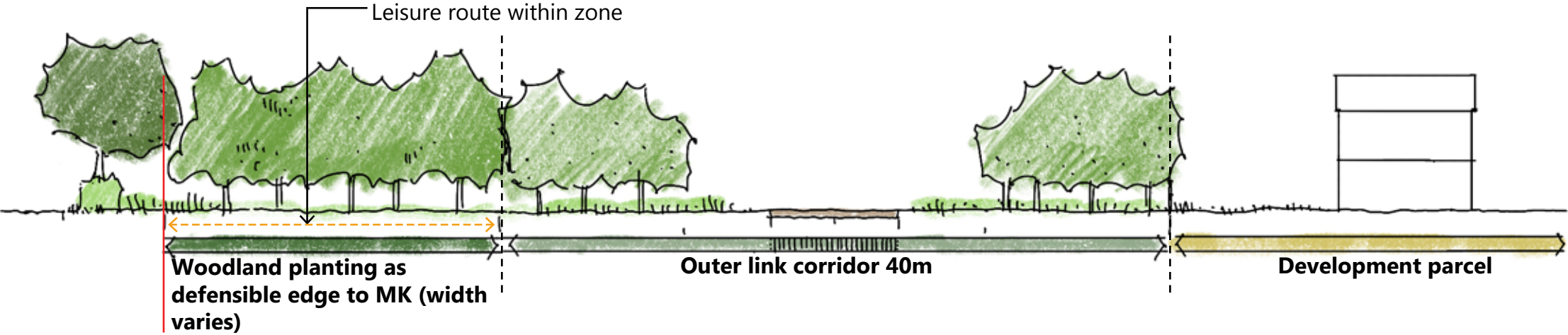
Outer link



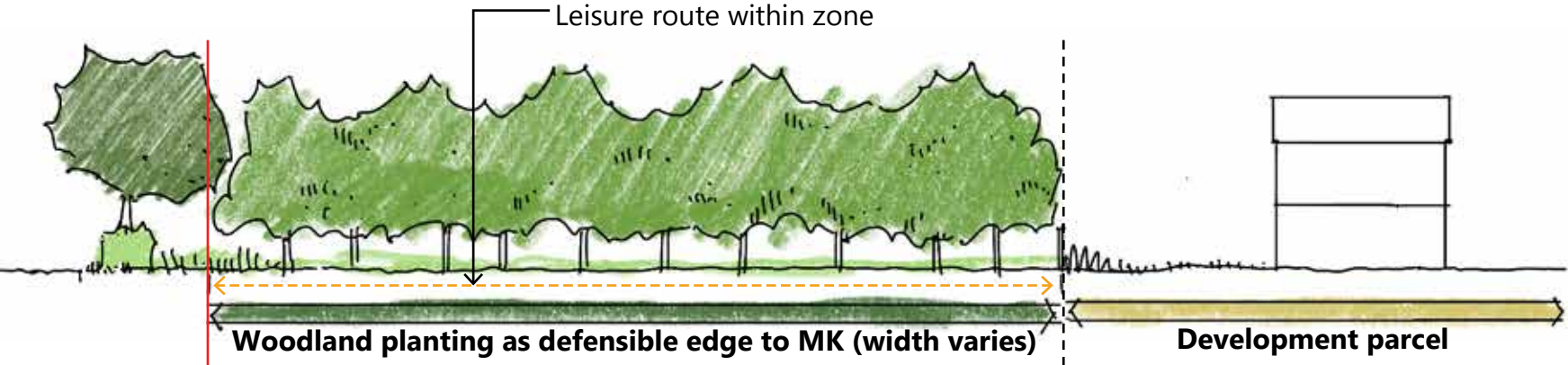
Inner street



Section Studies - Western Edge



4 SOUTHERN SECTION - OUTER LINK SCENARIO



4 SOUTHERN SECTION - INNER STREET SCENARIO

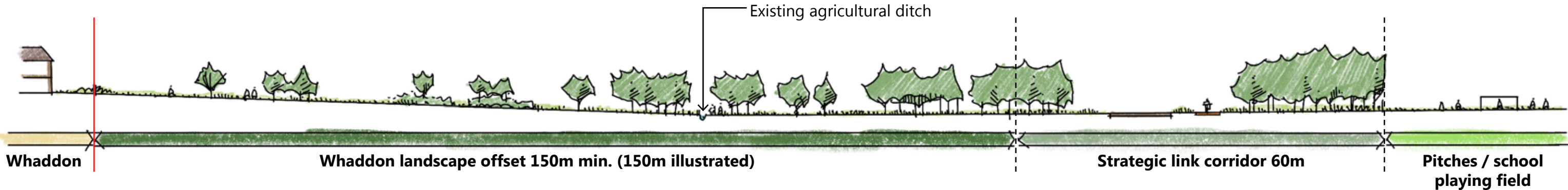
Outer link



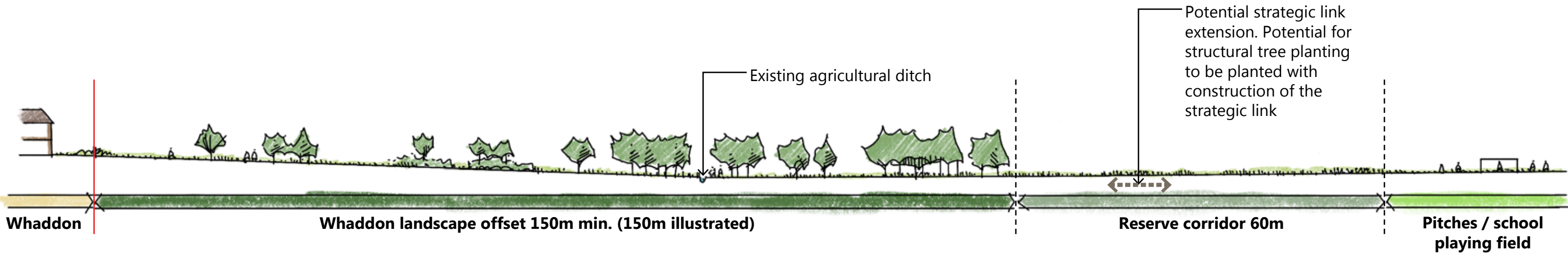
Inner street



Section Studies - Whaddon Landscape Offset



5 WHADDON LANDSCAPE OFFSET - OUTER LINK SCENARIO



5 WHADDON LANDSCAPE OFFSET - INNER STREET SCENARIO

Outer link



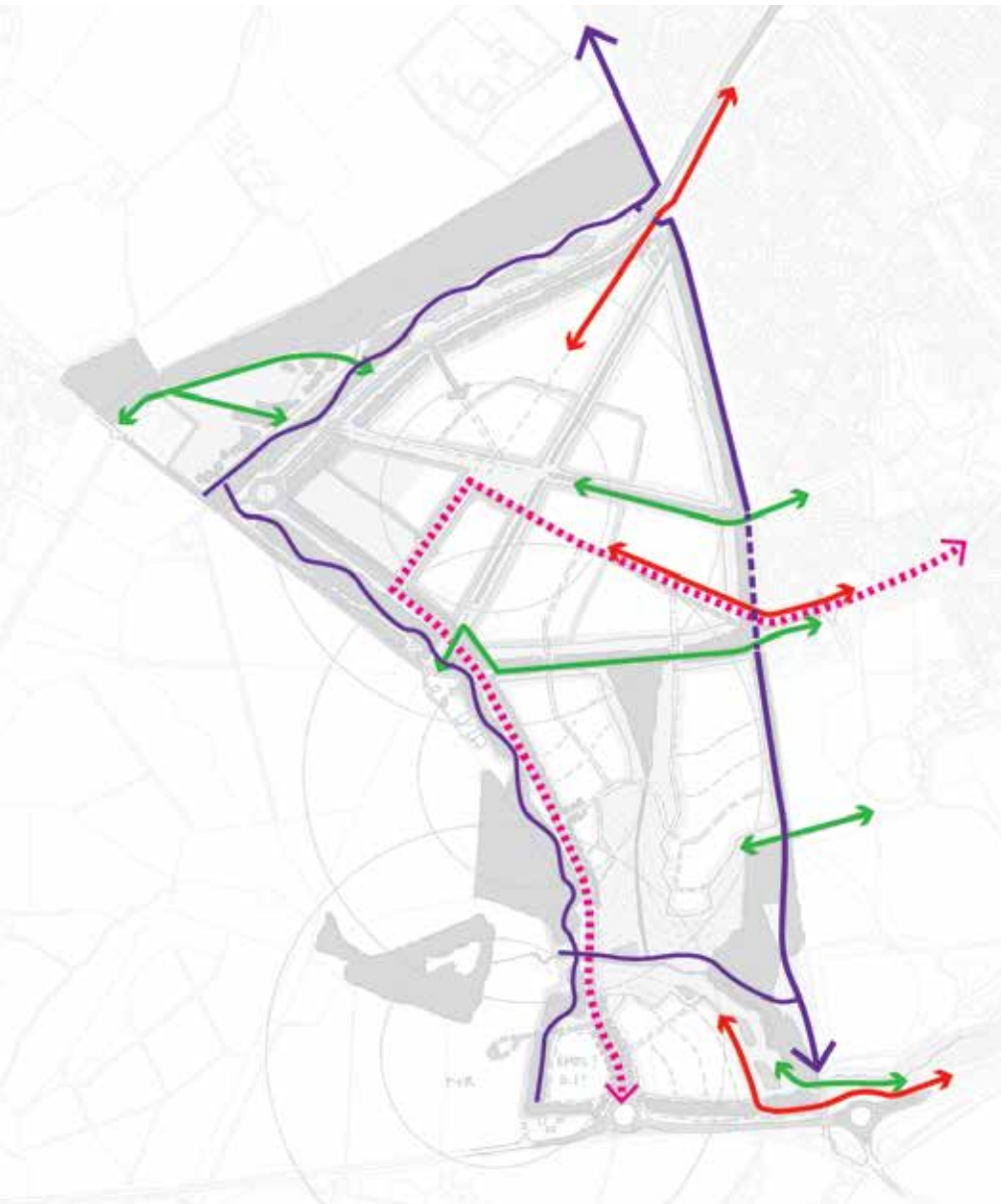
Inner street



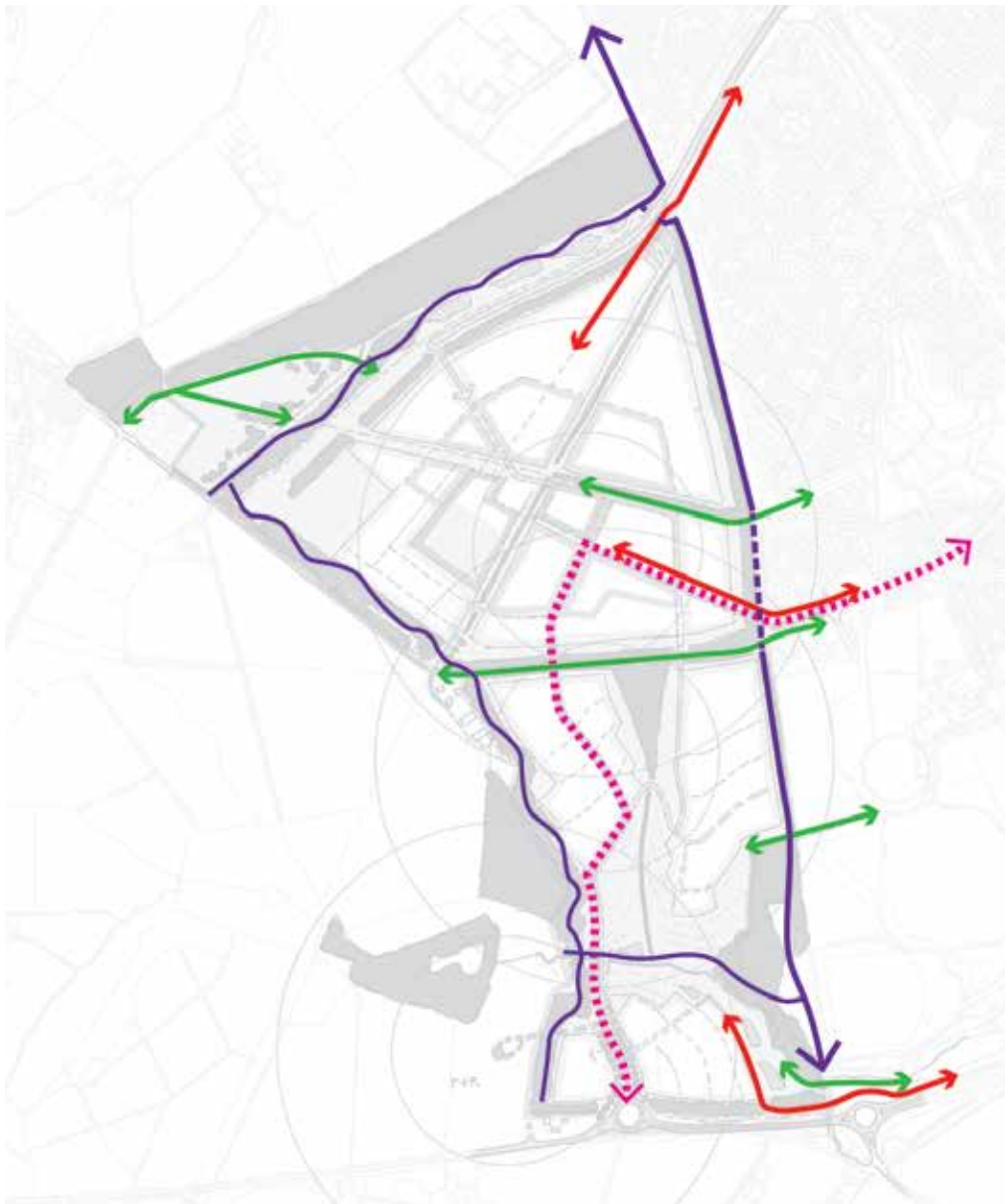
Both Scenarios

ACTIVE MODES CONNECTIVITY

- Public transport
- Redway connectivity
- Active travel connectivity
- Existing MK Boundary Walk (off road)
- Existing MK Boundary Walk (on road)
- Recreational routes / bridleway network



OUTER LINK SCENARIO



INNER STREET SCENARIO

Outer Link Scenario

STRATEGIC FUNCTION

- Primary Shenley Park vehicular link
- Vehicular connectivity
- Local access only
- Public transport



NO CONNECTIVITY TO WHADDON



DIRECT CONNECTIVITY TO WHADDON



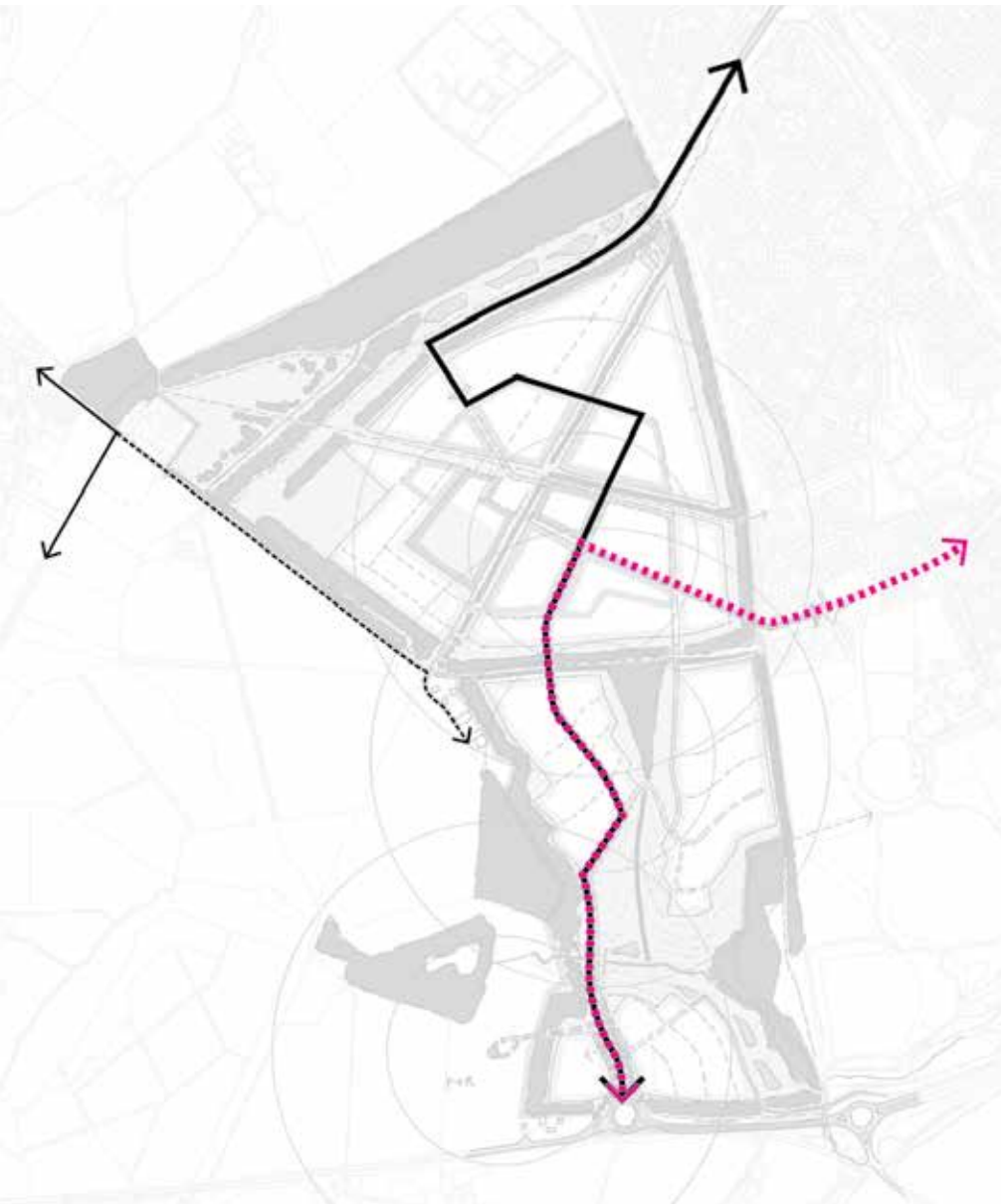
INDIRECT CONNECTIVITY TO WHADDON

Inner Street Scenario

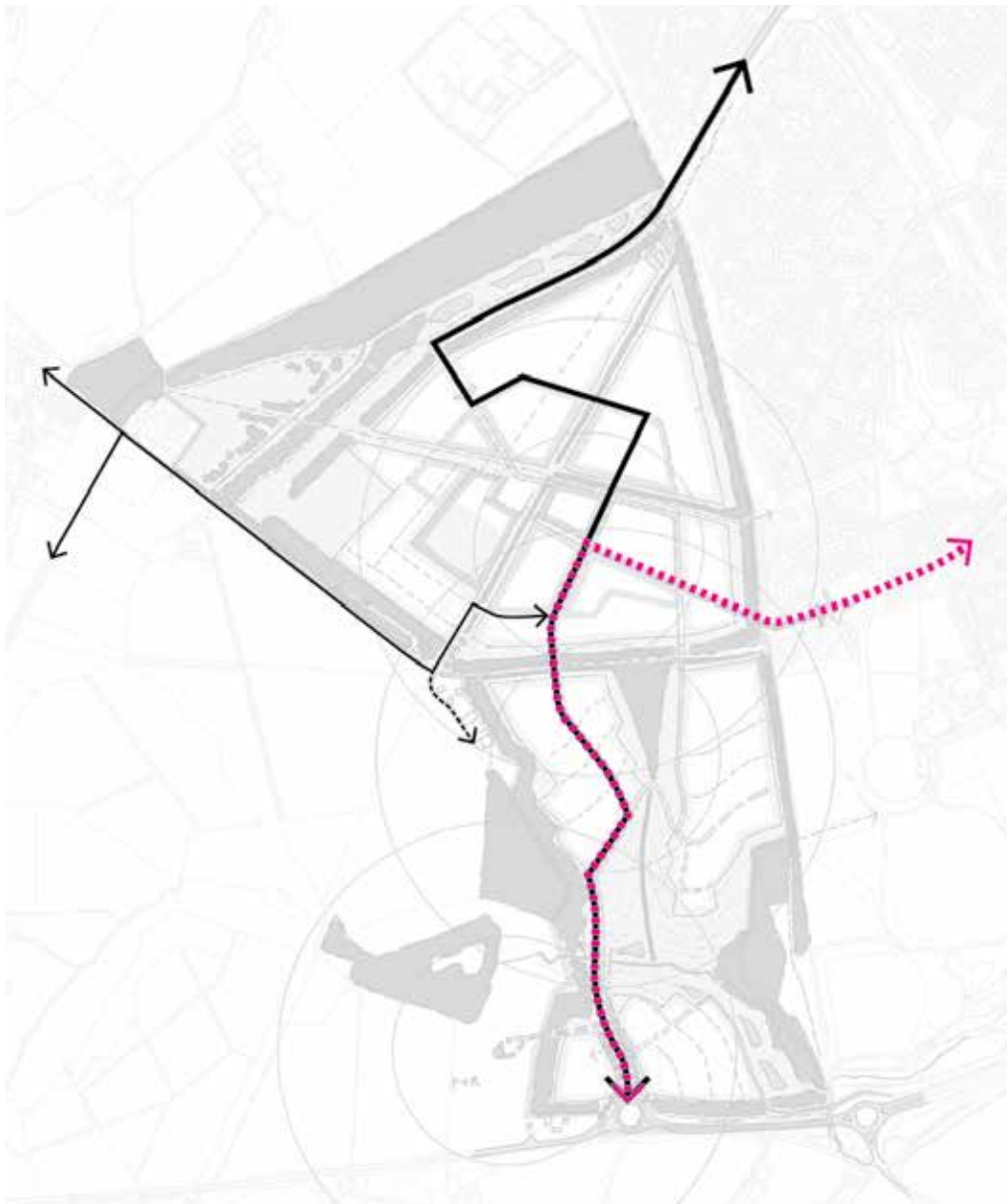
LOCAL FUNCTION

Plans illustrating options within the Inner Street Scenario for vehicular connectivity between Shenley Park and Whaddon

- Primary Shenley Park vehicular link
- Vehicular connectivity
- Local access only
- Public transport



NO CONNECTIVITY TO WHADDON



INDIRECT CONNECTIVITY TO WHADDON

Shenley Road

DOWNGRADING TO ACTIVE MODE ACCESS ONLY



Newport Road
(Woolstone)

Vehicular access control

Grade-separated access
Chaffron Way bridges over
Newport Road (the original rural
lane)

Vehicular access control

Newport Road
(Woughton on the Green)



Newport Road
(Woolstone)



Newport Road
(Woughton on the Green)