PLANNING & DESIGNING FOR STRATEGIC GROWTH
Delivering bespoke strategies for planning, masterplanning and placemaking

We are an independent town planning and urban design consultancy with a reputation for delivering successful, commercially aware projects at all scales. Our projects represent bespoke strategies born out of our extensive industry expertise, our flair for innovation and our focus on excellent design. They influence decision making and investment choices by the public and private sectors. At the strategic scale they help to deliver infrastructure, transform economies and evolve the geography of towns, cities and sub-regions.

Our motivation is our desire to use our combined skills and experience in spatially-led planning, working collaboratively with trusted partners, to help deliver great and sustainable places where communities can grow and prosper. We have been based in Milton Keynes since our inception in 1988.

Please get in touch if you would like to learn more about our unique offer.

DAVID LOCK ASSOCIATES LTD.
50 North Thirteenth Street
Central Milton Keynes
MK9 3BP

+44 (0) 1908 666276
mail@davidlock.com
www.davidlock.com
Planning and designing for strategic growth has been at the centre of our practice activity since the company’s inception. We have amassed 30 years of experience in this field, taking projects from concept to construction. Our years of commitment to strategic planning have resulted in a legacy of places which are gradually gaining critical mass and form. Our strategic frameworks and spatial strategies have weathered economic cycles and regulatory changes and have demonstrated the enduring power and effectiveness of a compelling master plan and a thoughtfully crafted planning strategy. This booklet includes examples from a range of projects at different stages in the planning and development process.

The resurgence of interest in spatially-led strategic growth planning in England is reflected in the 2017 findings of the National Infrastructure Commission (NIC). Its work on the Oxford – Milton Keynes – Cambridge Arc has led to joint working between many of the affected local planning authorities; we are advising a number of them on the growth opportunities spanning local administrative boundaries.

Simultaneously, the new National Planning Policy Framework’s requirement for all local authorities to have a strategic plan for a minimum of fifteen years opens up the potential of a new chapter in spatial planning and infrastructure investment.

The chance to study longer-term growth needs is a liberating exercise with the freedom to consider how we will live, where we will work and how we can make the best use of our resources over a 50-year period. Local authorities who work together to understand and plan for growth across a wider area, and potentially across a longer time trajectory, can inspire market confidence, attract public investment and engender greater community acceptance, leading to better planning at the local level.

As industry leaders in strategic planning, we are well placed to respond to this shifting agenda. Our talented team of planners and masterplanners apply pragmatism and creativity in equal measure. Our offer is complemented by in-house capability in development viability and graphic design and is enhanced by the integration of GIS, mapping and a toolkit of innovative software initiatives for community and stakeholder engagement.
STRATEGIC SPATIAL PLANNING IN THE O2C ARC

The O2C Arc has the potential to accommodate one million homes. In 2017, as the basis of our submission to the NIC Call for Evidence, we examined permitted and promoted development between Bedford and Winslow and analysed how this might align with emerging strategic infrastructure projects to develop a proposition around how the magnitude of development within this part of the arc might best be coordinated to maximise the potential for sustainable integrated growth and infrastructure investment.
In 2016 MK Council, as part of its MK Futures 2050 Visioning work, set out its aspiration to grow Milton Keynes to a population of over 400,000 by 2050. DLA was commissioned to provide consultancy advice for the preparation of an Evidence Study on the Scale and Directions of Growth as part of the emerging long-term growth strategy for the Borough to 2050.

This Evidence Study brought with it the necessary freedom to unhook spatial planning from the constraints of fixed local plan periods or meeting immediate housing, infrastructure and employment needs. Instead, the Study explored how long-term trends and changes in the way we live will shape growth. It provided recommendations as to how MK might best respond to these challenges to find an ‘optimum scale and form of growth and investment’ for MK to 2050, reflecting its population, geography, and environmental capacity.
New Opportunities for integrating growth and transportation
OMKC WEST - STRATEGIC SPATIAL VISIONING

Following on from the completion of our Evidence Study submission to the NIC in autumn 2017, DLA was commissioned by five district and city councils to prepare a high-level spatial framework for growth to 2050 across the western part of the O2C Arc. Undertaken in a similar context to the Evidence Study for MK, the brief sought spatial options for growth which maximise the opportunities for coordinated, well planned and integrated growth which captures the economic and physical benefits arising from central government’s commitment to strategic infrastructure projects in the area, such as East West Rail and the Oxford to Cambridge Expressway.
DLA was commissioned to work up spatial options and recommendations from its previous studies as part of a Joint Strategic Growth Study led by MK Council with its Partner Authorities Aylesbury Vale and South Northamptonshire Councils. Working with specialist consultants, DLA is leading and shaping the long-term policy framework for the central part of the O2C Arc which will enable the delivery of transformational growth and regeneration set out in the 2050 Vision.

Wider than a planning policy document, the Growth Study will not only help to shape the spatial aspects of successive development plans but will also provide a key aspect of the ‘road map’ against which to assess and review the Council’s strategic priorities, corporate policies and direction of travel, so that any future decisions or shifts in policy are made in the full knowledge of what the implications might be for delivering the growth sought.
DELIVERING IN EASTERN O2C

Separately, we are already planning and masterplanning major sites at Alconbury Airfield and Waterbeach for Urban&Civic, and at Brooklands in Milton Keynes on behalf of a developer consortium.

Alconbury Airfield, the 575ha former RAF/USAF airfield was granted planning permission from Huntingdonshire District Council in October 2014 for 5,000 homes and 8,000 new jobs. DLA acted as planning and masterplanning consultant for the scheme. Enterprise Zone status was secured in 2011. The emerging ‘Alconbury Weald’ settlement is focused on Low Carbon, High Tech and Creative Industries, ICT, Research and Development and advanced manufacturing, engineering and processing. The first 630 homes have been consented, with the first phases completed and occupied, and the first primary school opened its doors to pupils in September 2016.
DLA submitted an outline planning application to South Cambridgeshire to develop up to 6,500 homes at Waterbeach Barracks and Airfield. This 300ha site lies just three miles from the internationally renowned science and technology parks in Cambridge. Acting as planning consultant, DLA worked closely with Fletcher Priest Architects as masterplanners.
Our work at Brooklands has seen the delivery of planned growth of a 160ha site immediately adjacent to the designated Development Area west of Junction 14 of the M1 motorway. Working for a consortium of developers (Hallam Land Management, William Davis, TRG Williams, Places for People, Cofton and Haddon Estates), DLA secured an allocation in the Local Plan followed by a hybrid planning permission for over 2,500 mixed tenure homes, primary and secondary schools, a hotel, office and industrial accommodation plus supporting community and open space provision. Our master plan forms a comprehensive framework for delivery.
MARSTON VALE: DELIVERING SUSTAINABILITY

DLA has worked with landowner O&H Properties Ltd in the Marston Vale for many years successfully delivering a series of mixed use and environmental projects of different scales.

Our strategic work in this location has included the long-term promotion of a significant opportunity, now known as Marston Valley. In 2018 an outline planning application was submitted to Central Bedfordshire Council for a series of linked new villages set within a rich and diverse green and blue infrastructure.

Located right in the heart of the Oxford to Cambridge arc, the Marston Valley development will bring significant new infrastructure, community facilities and up to 5,000 homes for the local area, built over a 20-year period.

One of the highlights of the Marston Valley proposal is a major new waterway park connecting existing lakes. It will be the first new and fully navigable English waterway in over 100 years.

The development will also deliver new jobs, new schools, leisure facilities, better public transport and health facilities. Approximately 45% of the 566 hectare site will be for built development, and over 55% (more than 300 hectares of the site) will be green open space, allotments, orchards, nature areas, lakes and water.

During the formation of the proposals DLA prepared an extensive public engagement programme for which more than 20% of households in the area attended the various exhibitions and meetings.

The inspiration for Marston Valley comes from lessons learned from the Garden City movement; creating places that people are proud to live in with a truly bespoke character and high architectural merit. The proposals take a long-term approach to planning for the wider needs of the area and to secure significant investment in infrastructure.
Collectively, the North Northamptonshire communities will deliver in excess of 13,000 new homes to assist in the growth and regeneration of the towns of Corby, Kettering and Wellingborough. Robust and creative spatial planning has been at the forefront of this initiative, commencing with the North Northamptonshire Sub-Regional Growth Strategy which was prompted by the previous Government’s regional growth targets.

DLA prepared the sub-regional growth strategy within the context of the green infrastructure plan for the Nene Valley. Subsequently, we secured outline planning permission for major extensions to each of the three towns. Today we are focused on delivery.
North West Wellingborough is identified in the North Northamptonshire Core Strategy as a direction for growth of the town, and our proposals for Upper Redhill will meet this need. Some 3,000 new homes are planned and will see completion of the Isham to Wellingborough link road, and the downgrading of the A509 which currently passes through villages on its way to the A14.

The proposals include extensive new parklands to provide a defined edge to the town, new schools and a local centre with shops and offices. The proposals will see the first major technology park developed in North Northamptonshire under the Northamptonshire Technology Realm initiative.
At Hanwood Park in Kettering, our plans for the largest sustainable urban extension in the North Northamptonshire growth area were approved in 2009. The plans will see some 5,500 new homes built to the east of the town and deliver vital new infrastructure to enable growth including a new junction 10a on the A14, a link to the A6 and a bypass to the conservation area villages of Warkton and Weekley in the north.

The proposals include a new secondary school, four new primary schools, create over 3,000 new jobs and provide a major stimulus to the economy of the town with a new gateway employment site and district centre. Reserved matters approval has been granted for some of the housing parcels and the first primary school.
PRIORS HALL: STRATEGIC GROWTH OF CORBY

Priors Hall is a new community of 5,100 dwellings and associated mixed use development on the eastern edge of Corby. The Priors Hall outline planning application, prepared by DLA, was approved by Corby Borough Council in 2007. The ambition for the development is for a new sustainable community within an extensive parkland setting. The parkland will make an important contribution to the regeneration of the town, providing an area of open countryside within easy reach of many homes. In addition, Priors Hall will transform the linkage between the existing industrial edge of Corby and its rural hinterland. The original master plan prepared by DLA, was recognised by CABE review panel as ‘exemplary’ paving the way for a step change in public realm and architecture quality in this part of Northamptonshire.

In February 2009, the £30 million Corby Business Academy was officially opened by the Prime Minister. DLA, with DLA Architects Practice, prepared the detailed design and helped secure funding from NNDC, EMDA & NEL for an Enterprise Centre in Priors Hall. The same team also designed the Priors Hall combined 1st School and Community Centre. The first 2,000 dwelling phase of the project is being completed by new site owners, Urban&Civic, with DLA acting as planning consultant.
SOUTH ESSEX STRATEGIC GROWTH LOCATIONS STUDY

In May 2018, DLA was commissioned with PBA and Cushman & Wakefield to undertake a strategic growth locations study for South Essex local planning authorities (Basildon, Brentwood, Castle Point, Rochford, Southend-on-Sea and Thurrock). The purpose of the study was to develop and test a series of growth options to explore the potential for increasing the supply of housing across South Essex, and to identify what kinds of impacts, risks, infrastructure costs and policy implications from pursuing these options. The study comprised two initial stages: stage one reviewed the baseline housing supply and housing need to understand the shortfall in land over the future plan period; stage two identified and assessed a series of growth options to meet the shortfall.

DLA’s role involved gathering constraint and land supply data in GIS to form the basis of mapping and identifying a series of growth options. For public transport corridors, new settlements and urban extensions, DLA identified unconstrained and undeveloped land parcels, and for urban intensification and town centres, DLA used existing SHLAA sites. The output for each option provided a land hectarage which was then assessed for viability at different densities along with infrastructure implications.

Stage three (preferred option) has not been undertaken, but will involve choosing a preferred strategy and housing trajectory for meeting future housing needs in South Essex to 2038, and beyond to 2050. This will then form part of the strategic growth locations strategy for inclusion in the South Essex Joint Strategic Plan.
Since 2013, David Lock Associates has been assisting Thurrock Council in shaping a new strategy for growth and regeneration across their administrative area. Economic opportunity, housing need, the prospect of a new Thames Crossing, and a clear ambition to raise expectations and realise benefits for existing communities in accepting the potential for significant growth, have been the key factors giving impetus to fresh thinking and new approaches in a series of studies, prepared and coordinated by DLA:

• A Development Framework for Lakeside Basin examines the future of the area around the Lakeside Shopping Centre, within a radically and rapidly changing retail environment. A parallel Transport Strategy examined the approach to access and movement within the Basin.
• A new Design Strategy Supplementary Planning Document, adopted in March 2017, is intended to drive up the quality of urban design and the built development, by spreading good practice and highlighting exemplar schemes delivered within Thurrock in recent years.
• A strategic Development Capacity Study examines the potential for Thurrock to accommodate growth, utilising GIS based constraints analysis and sieving. This has led to further work considering growth typologies including Master Plan Studies for potential, large-scale growth locations. This will inform development plan options and is feeding into early thinking on a new development strategy for Thurrock.
• The Capacity Study is complemented by a thorough examination of Housing Land Availability also undertaken by DLA. Work is ongoing to examine how to ensure the development potential of the urban areas is realised fully, to ensure loss of greenfield/Green Belt land is minimised.

In addition, the South Essex Authorities (Thurrock included) have now committed to a joint strategic plan making process. DLA is now part of a team working to shape a shared vision and approach to development across this wider area.
Typology One: Urban Centres and Transport Hubs

Urban Centres are the areas that draw people to them. They provide a focus for a mix of different uses including commercial, retail, employment, community and civic functions, and also include transport development. They are also characterised by being highly accessible for a mix of modes including public transport. As such, the typology includes Transport Hubs, particularly where they are well related to existing urban centres.

Urban Centres will also include principal pedestrian and public spaces as well as important residential buildings. They will traditionally have inclusive urban spaces, but also include site-specific buildings that will often contribute significantly to the character and identity of a particular town, village or neighourhood.

Local Centre Example
1. Opportunity for "pop-up" space
2. Integral cycling provision
3. Mix of commercial and community uses
4. Higher density residential development

The transition between the Urban Centre and surrounding neighbourhoods is also important to consider. Development around the edges of a town centre or large new development units can include a larger proportion of other uses that complement the function of the centre and high-density forms of development. Development in smaller existing and new neighbourhoods and local centres might only contain a proportion of these uses in the wider residual and higher density forms are more appropriate.

The urban centre places a great deal of importance on ensuring that Urban Centres, including transport hubs, are well designed. The mixed-use nature and the nature of the transport links that they provide are key factors in ensuring that these areas are well integrated into the wider settlement and transport network. This will support a more sustainable and vibrant local economy, and facilitate the growth and development of new town and local centres.
Our company’s portfolio of strategic projects dates back to 1995 with the production of the Kent Thames-side Vision on behalf of the public/private sector Kent Thames-side Association. The Vision foresaw the development of over 30,000 new homes and the provision of 50,000 new jobs largely on brownfield land, based on mixed use, public transport orientated development. Ebbsfleet, within its international rail link, is a key element of our strategic plan, and we secured a resolution to grant outline planning permission for that project in 1998, with consent issued in 2002 following the S106 Agreement.

DLA has also advanced the planning and masterplanning of a number of other key sites within the area on behalf of Tarmac.

DLA worked closely with Lafarge Cement UK to deliver the comprehensive redevelopment and regeneration of Northfleet Cement Works. The site comprises over 40 hectares of brownfield riverside land at the heart of the Kent Thames-side regeneration area close to Ebbsfleet International and domestic passenger stations. DLA has secured planning permission for a Bulk Aggregates Import Terminal, based around 42 Wharf, one of the best deep-water wharfs in this part of the Thames, and served by a reinstated rail access. The rail link is now operational and is being used by Crossrail, for a temporary period, for handling excavated material from tunnelling activity. A high quality residential-led mixed use riverside community comprising 532 new homes and supporting shops, open spaces and services is also proposed alongside new employment uses.

Swanscombe Peninsula West is a 73ha brownfield riverside site at the heart of the Thames Gateway, previously occupied by Swanscombe Works. It enjoys strong linkages with other major developments in the Kent Thames-side regeneration area including Ebbsfleet international and domestic passenger station. Our proposals for a sustainable community will contribute to realising the wider vision for Kent Thames-side and the significant growth envisaged.

On behalf of Land Securities Group Plc and Blue Circle Industries Plc, DLA submitted an outline planning application based on a development framework, master plan, and detailed design guidance prepared by ourselves. Swanscombe Peninsula West is proposed to be transformed from its previous use as a cement factory, into a high quality sustainable community of 1,750 new homes, a mixed use local centre, two primary schools, new business space, parks and nature conservation reserves.
THE BREADTH OF OUR SERVICES

We work with public and private sector clients of all sizes to create deliverable planning strategies and successful master plans which in turn secure robust permissions and guide high quality development on the ground.

The breadth of our services includes all core planning and masterplanning activities, and is enhanced by a wide range of associated skills which enable us to produce project specific outputs.

**Town Planning**
- Strategic planning
- Planning strategies
- Site promotion & advocacy
- Outline, detailed and reserved matters applications
- Environmental statements
- S106 monitoring
- Consultation strategies and stakeholder engagement
- Planning application management including team coordination
- Viability assessments & development advice

**Masterplanning & Urban Design**
- Strategic spatial strategies
- Masterplanning
- Development Frameworks and Parameter Plans
- Site layouts
- Design & Access Statements
- Design codes & site briefs
- Phasing strategies

**Communication & Mapping**
- Graphic Design
- AutoCAD
- GIS
- 3D illustration and visualisations
- 3D printing
- Drone imagery