

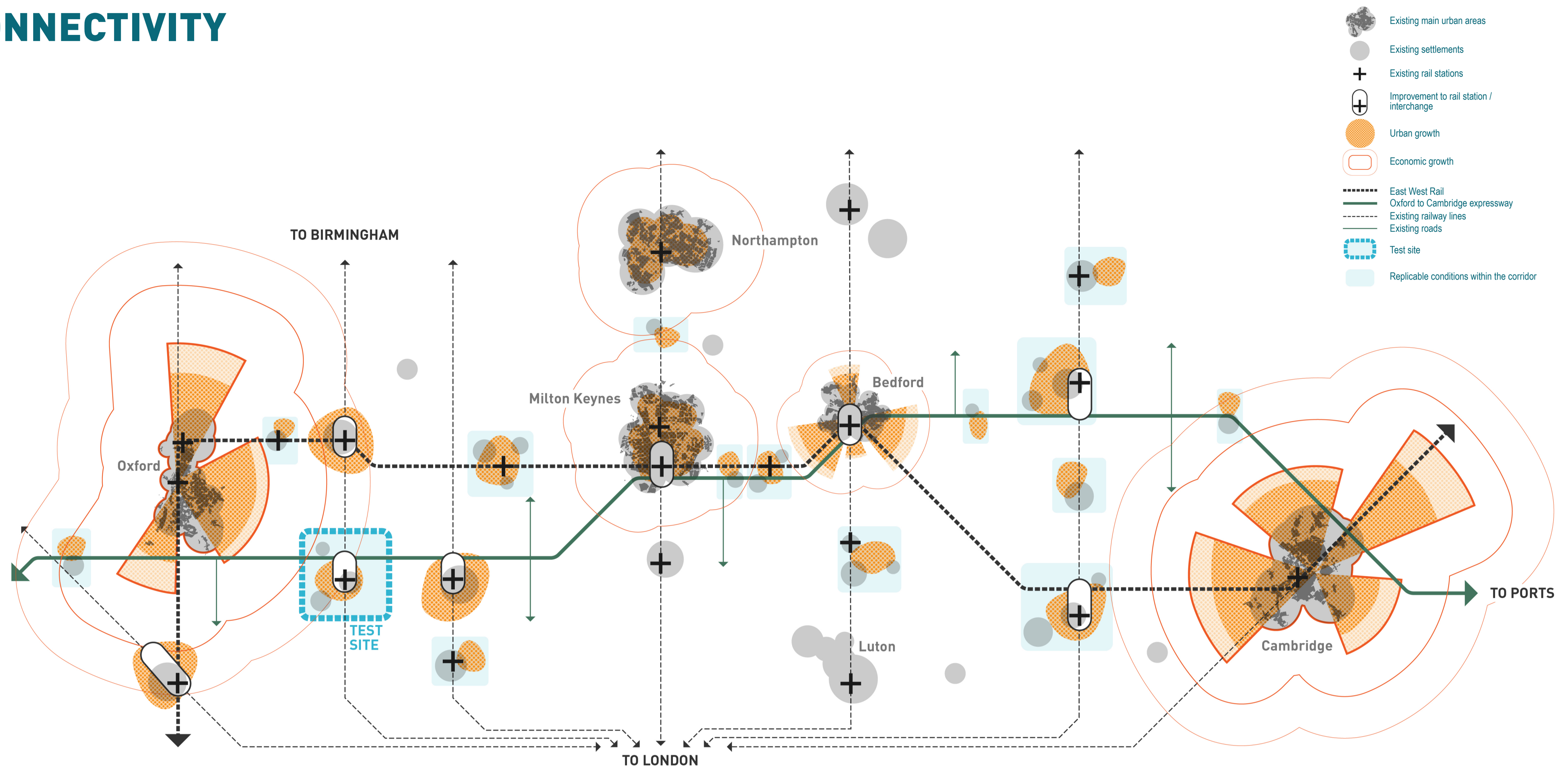
CONCEPT, CONTEXT AND CONNECTIVITY

The 'Mid-Vale Archipelago' is a constellation of linked, distinctive and compact places set within continuous landscapes. Existing and future connections and new approaches to sharing allow them to operate in a reciprocal manner to host civic and economic functions alongside significantly increased populations. It responds to the challenge of growth in a region characterised by towns and villages, combining the best of village life with the critical mass of larger towns while preserving and enhancing landscape character.

Our strategy identifies 'middle' sites between the poles of global success. We select locations where new linked places can be created that exploit existing infrastructures and which have the potential to be enhanced and accelerated by the overlay of new networks.

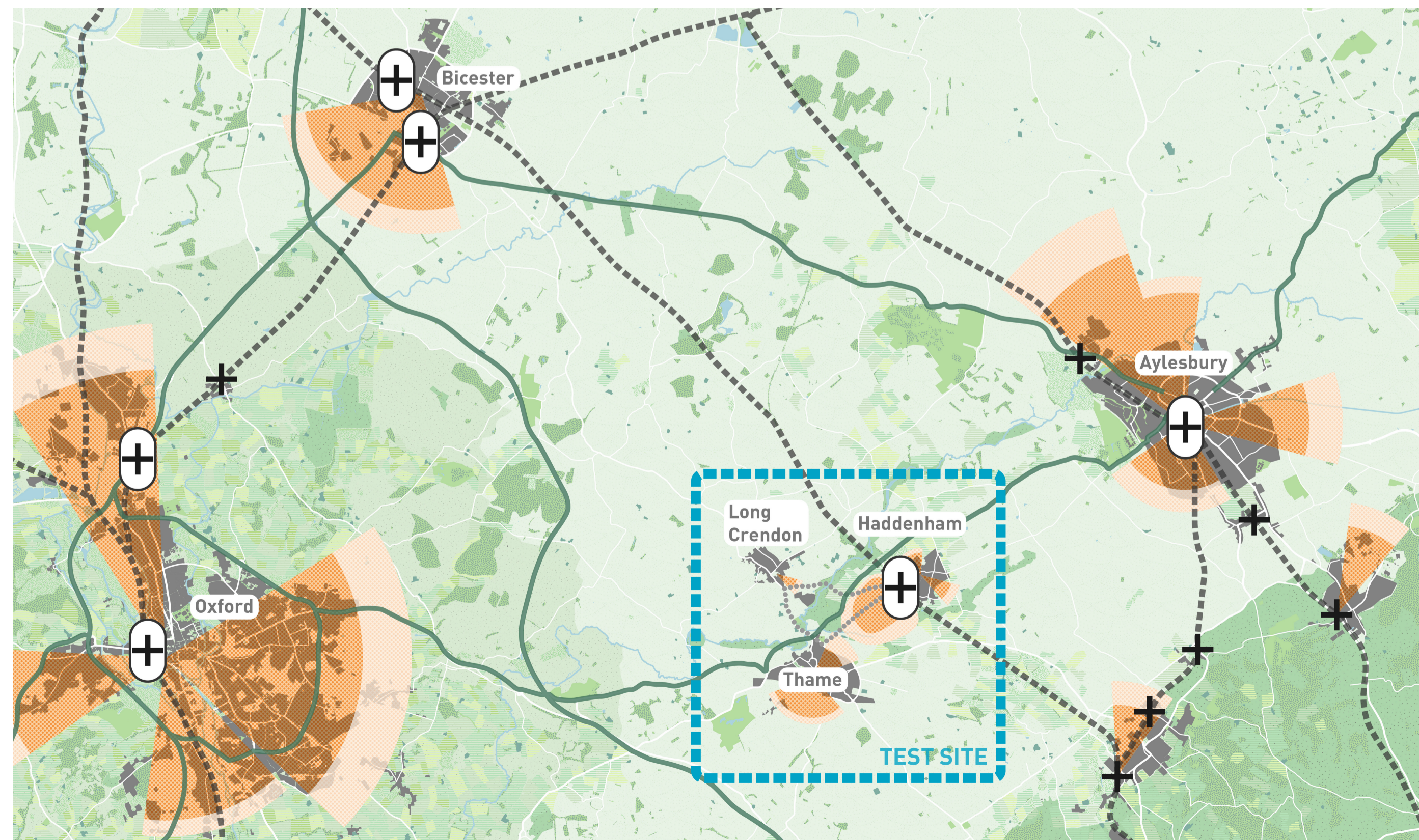
Central to our vision is the desire for beneficial relationships between existing and new communities, combined with a patient approach to delivery prioritising long term capital benefits over short term windfall returns.

We are testing our ideas on an area that straddles the border between Buckinghamshire and South Oxfordshire, around the quintessentially English village of Haddenham and market town of Thame.



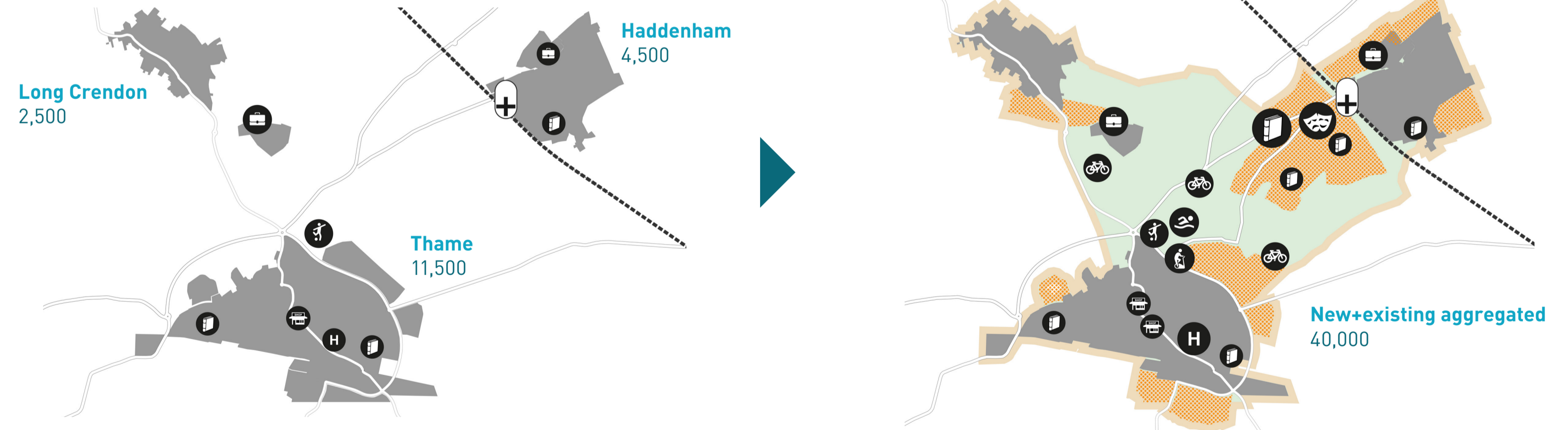
GEOGRAPHICAL ZOOM

Western section of the corridor from Oxford to Aylesbury



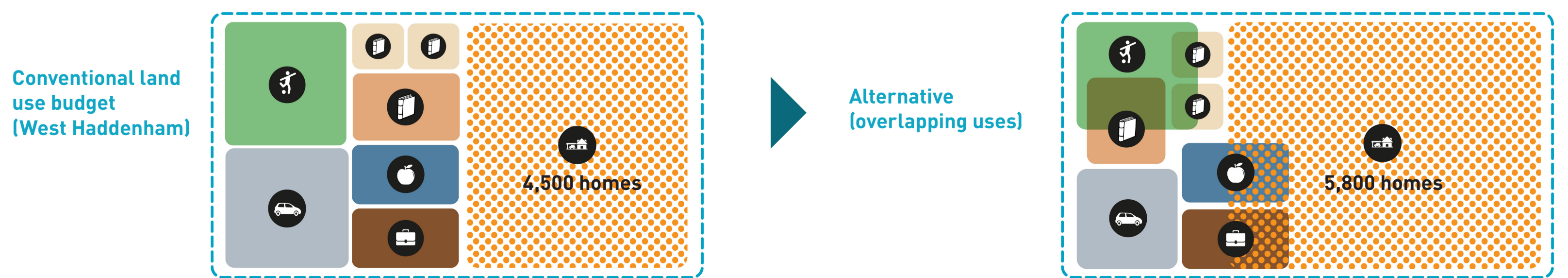
CRITICAL MASS / AGGREGATION

A constellation of linked and distinctive places to deliver critical mass

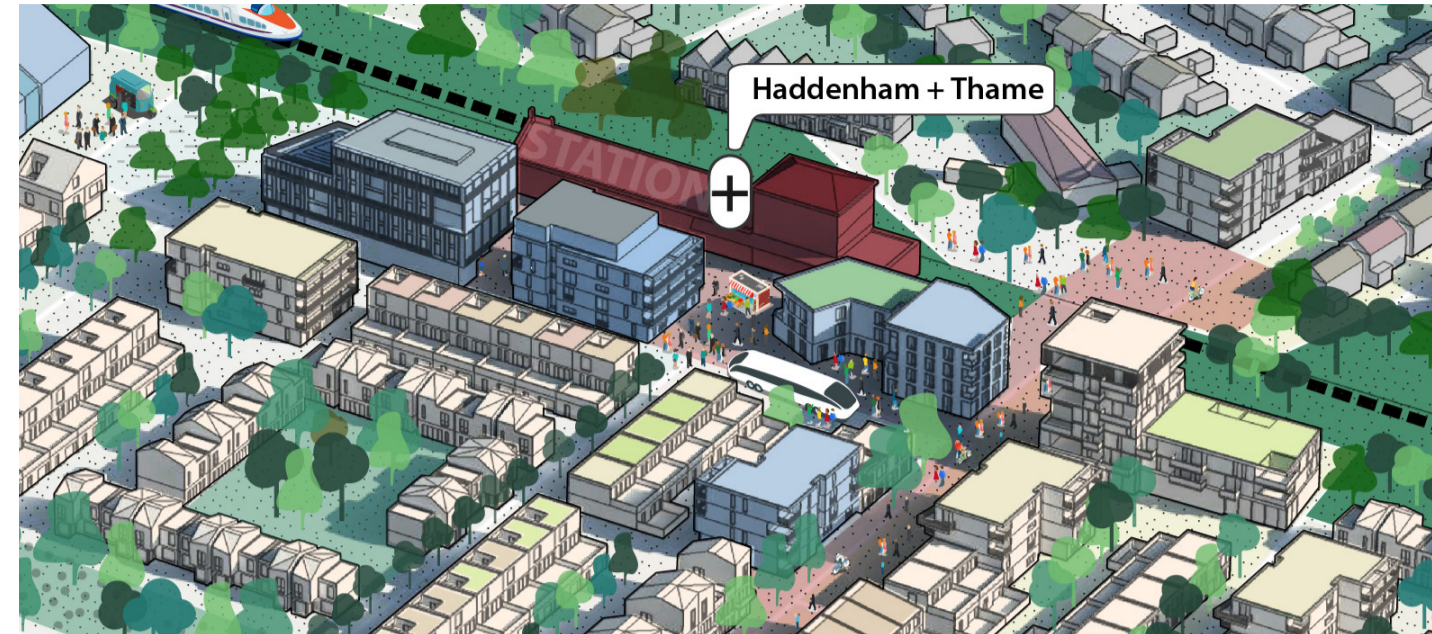


EFFICIENT LAND USE / OVERLAPS

Hybrid and overlapping typologies to reduce pressure on land and deliver better places



PLACEMAKING, INFRASTRUCTURE AND LIVEABILITY



Employment and civic life around Haddenham and Thame station, including improved interchange between multiple modes of transport



Our vision establishes a framework for growth that is bounded, not endless, with defined spatial limits and edge conditions. These include formal frontages and - in this instance - 'Merged Landscape Edges' that establish productive and recreational overlaps with new homes.



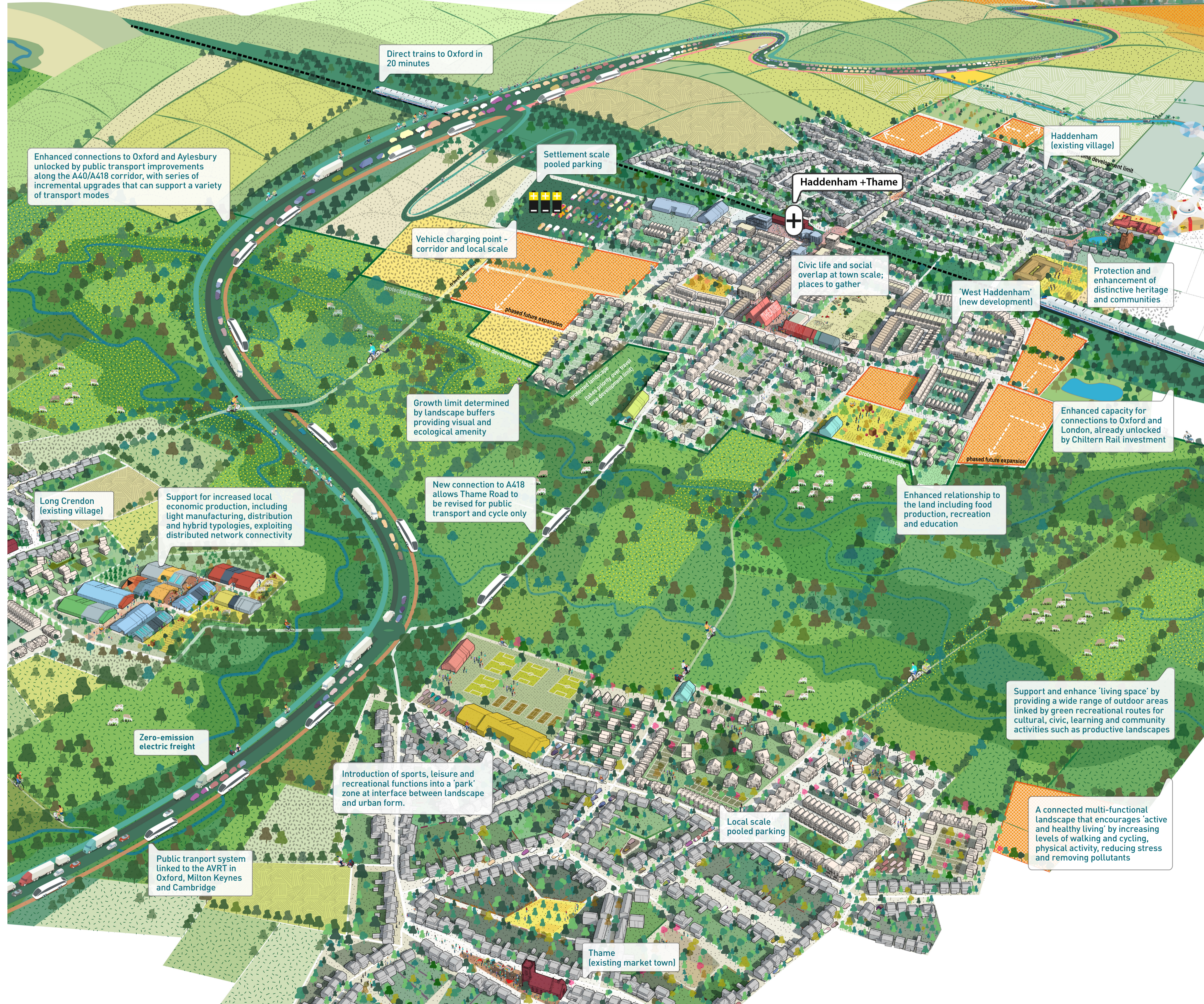
Hybrid typologies combine otherwise separate and unviable uses into flexible single structures. Civic buildings integrate educational, community and commercial functions to give identity to new neighbourhoods and use public resources highly efficiently.



In place of the accumulation of individual private cars parked adjacent to dwellings, alternative models of sharing allow space normally needed for driveways and car parking to be used for recreation and communal gathering space.



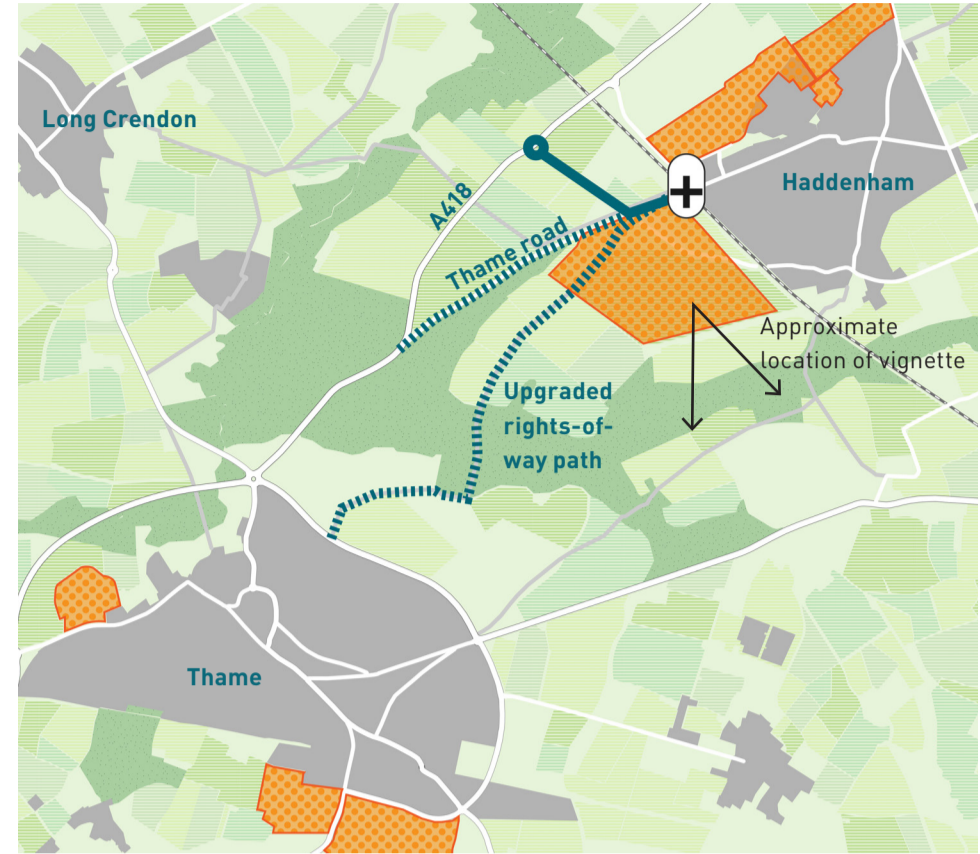
Linking of places can deliver distinctive roles for a series of towns and villages that have the potential to overlap, sharing some facilities and exploiting critical mass to operate collectively. For example, an increased population can support Thame's role as a modern market town.



SCALABILITY AND DELIVERABILITY

POTENTIAL DELIVERY SEQUENCE

Indicative phasing in relationship to infrastructure



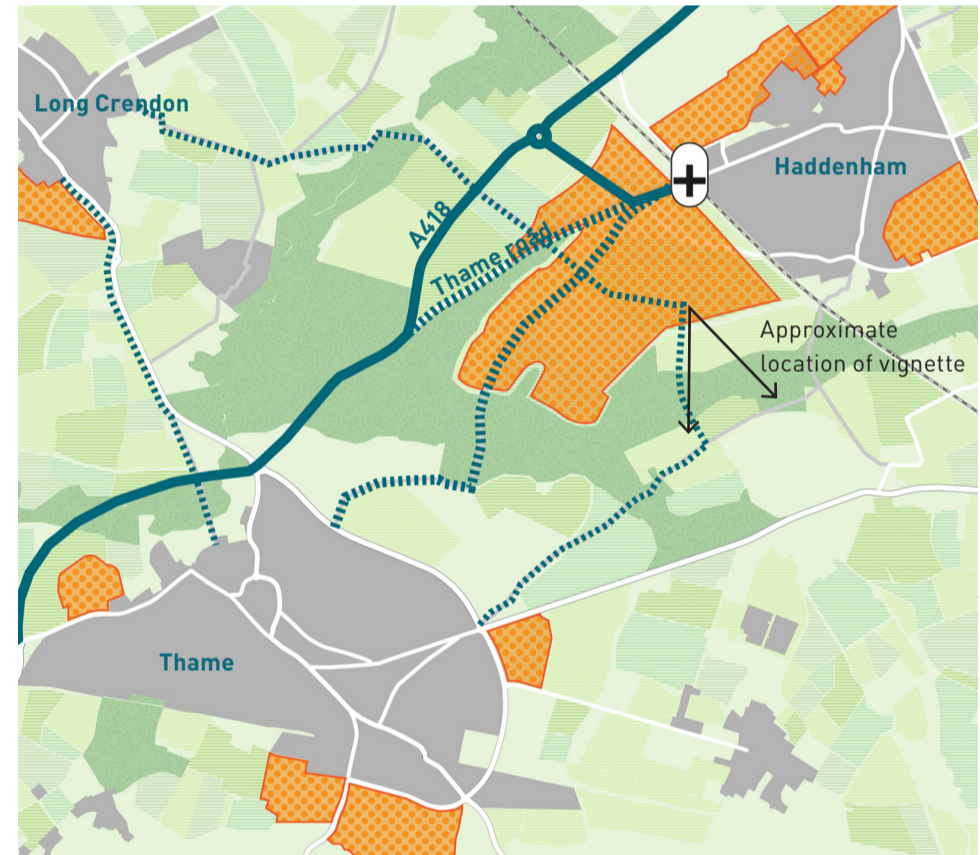
2022

Rapid development of the West Haddenham site, together with early delivery of major civic infrastructure. New connection to A418 allows Thame Road to be revised to public transport and cycle use. 'Last mile' connections delivered to Thame. Edge developments to Haddenham and Thame in line with strategic landscape limits.



Our approach is to create conditions where landscapes can be designed to change and flex over time; adapting to the needs of the community and responding proactively to societal and environmental change

The early stages of implementation are characterised by sustained engagement activity that seeks to encourage significant participation from existing communities. This is supported by numerous events at key moments in the development of proposals and temporary use of the previously inaccessible landscape

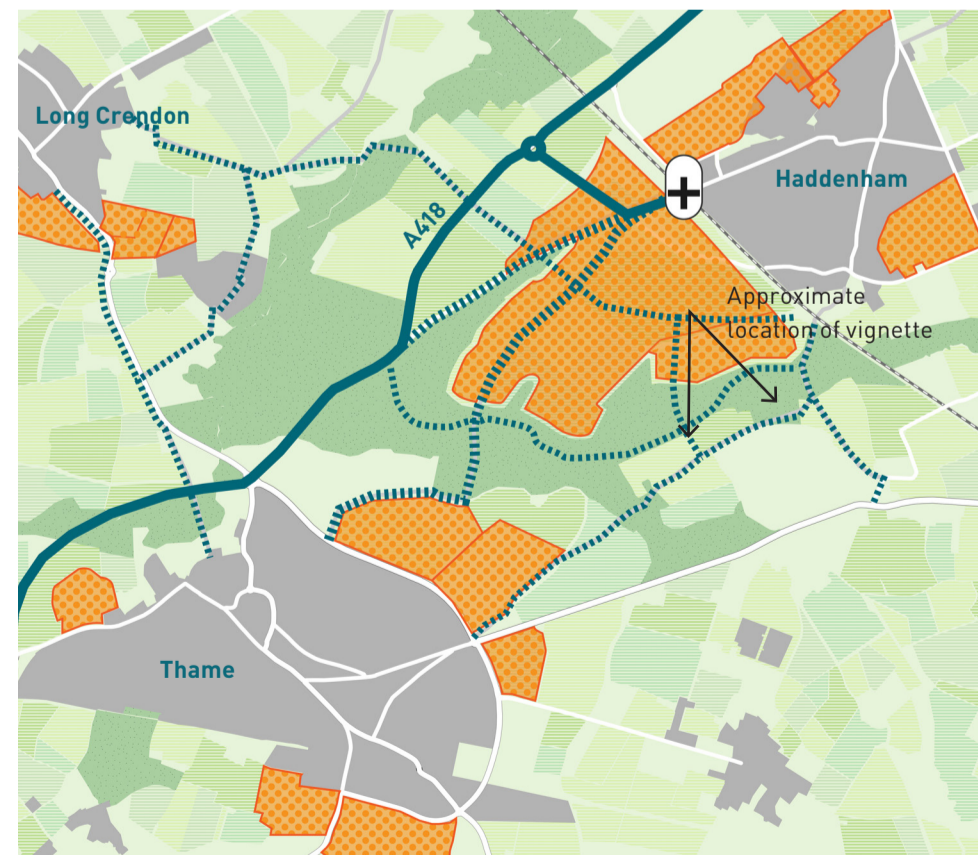


2035

Ongoing growth in Thame, Haddenham and Long Crendon; additional 'last mile' connections between all three introduced alongside ongoing incremental corridor transformation of the A418 into a multi-modal movement route. Landscape limits delivered.



By 2035 much of the site has been built upon and much of the infrastructure has been delivered. New local connections link Thame, Haddenham and Long Crendon easily to one another, and to the newly developed areas



2050+

Further corridor transformation enhances speed and quality of interconnections between clusters of settlements and wider relationships to the east and west.



By 2050 the development has been built up to the limits set by protected landscape and travel times. There is ongoing maturity of landscape within and beyond the edges of urban form

SUSTAINABILITY AND ENVIRONMENTAL PROTECTION

Our proposed green infrastructure will create healthier more socially cohesive and biodiverse settlements integrated with smart and adaptive ecosystems for people and wildlife that also build in resilience measures and protection against disease and climate change.

PROTECTED LANDSCAPE



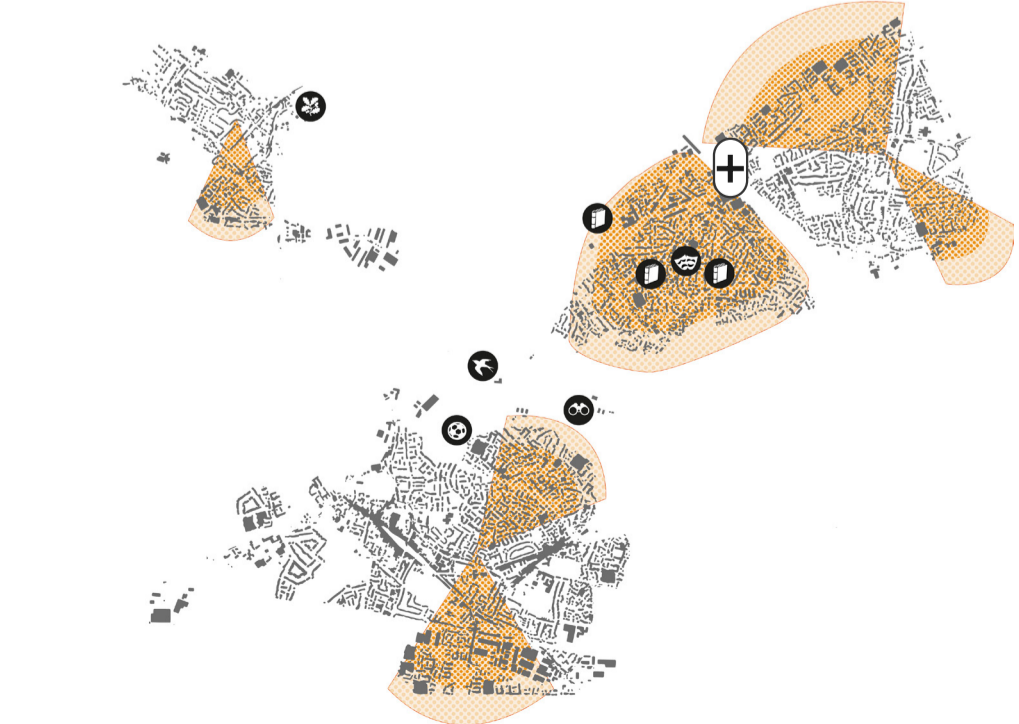
WATER MANAGEMENT



INFRASTRUCTURE



URBAN FORM



TEST SITE: HADDENHAM/THAME/LONG CRENDON

Linked cluster created by interconnections of existing and new places

