

five

design
principles

design principles



5.1 Broughton Gate Design Workshop

5.1.1 The Broughton Gate Design Workshop (Nov 2002) identified 20 design principles. The more strategic ones applicable to and endorsed by this framework are listed below. It should be noted that these principles apply principally to the residential character areas of the framework.

- all public spaces will be faced by buildings with active fronts (1);
- focus mixed uses at nodal points (2);
- focus community activity in school buildings to ensure sharing of space (3);
- all routes will be legible at all scales: the local networks should be clearly connected to the global network (4);
- connect and integrate sites with their context: create outward facing pieces of Town (8);
- remove the barrier effect of the grid roads (9);
- integrate all modes of transport (10);
- ensure clear distinction between public and private spaces (12);
- public transport will be supported by incorporating adequate housing density and other means (13);
- non-car based travel modes will be given priority in design (15);
- a range of housing density will be provided responding to local needs (19); and
- public spaces (streets, squares, parks etc.) will be designed in an integrated manner, to support social and environmental sustainability (20).

5.2 The Local Plan

5.2.1 The urban design strategy for the EEA seeks to amplify the more general design principles set out in Policy D2a in the Local Plan.



The Design Principles contained in this chapter seek to generate high quality residential, employment and community development which reflects the best of existing local development and UK and International best practice

design principles

(i) Character

5.2.2 Development seeks to create a distinctive sense of place by responding to the urban form of traditional North Buckinghamshire settlements, it will combine the best of traditional design principles with the best of contemporary design. Legibility and variety will be created through the introduction of “Character Areas”. Each character area will have a distinctive urban form which directly responds to the location, local topography and existing and proposed natural features. The protection and enhancement of natural features such as woodland, watercourses and hedgerows is a key element in developing character.

(ii) Continuity

5.2.3 Continuity is to be achieved by using perimeter block built forms. Development in the residential areas will be dominated by an interconnected network of streets. The aim is to create well defined, high quality, street environments.

(iii) Public Realm

5.2.4 The aim is to create a high quality public realm which is attractive, feels safe and provides usable space for a range of activities throughout the day for all people. This is to be achieved by creating a range of linked spaces.

5.2.5 Buildings should be designed at the outset to enliven the street scene through the creation of street frontages. Building entrances and ground floor windows fronting onto the street should be employed to provide activity, at regular intervals. In employment/mixed use areas the office or shop window component will address the street.

(iv) Movement

5.2.6 The emphasis is on creating a public transport orientated development which focuses higher densities along segregated public transport routes. The creation of a sense of place in which built form dominates, and dictates road alignment. Formal building groups should define the areas adjacent to the main segregated public transport avenues complementing the formal character of these corridors.

5.2.7 There is to be a high level of pedestrian and cycle permeability within the layout. The form of development should consist of a fine-grained network of interconnected streets and spaces which accommodate walkers, cyclists and motor vehicles, with segregation of modes onto different routes only used as a last resort. Linkages are to be created both to adjoining areas and within the scheme itself.

5.2.8 Homezones should be created throughout the residential components of the scheme. Highly creative measures for dealing with the private car will be required and these will be detailed in Development Briefs. Well-designed on-street car parking will be appropriate, to enliven the public realm and help with traffic calming. However, the level of on-street parking should not be such as to give rise to street scenes which are dominated by vehicles.

(v) Legibility

5.2.9 Building and layout design, planting and views and “spatial progression” should be employed to form visual focal points and links within the development in order to create legible routes and a hierarchy of spaces to achieve orientation and provide identity. These matters are to be addressed within the individual Development Briefs.

(vi) Adaptability

5.2.10 The design should be flexible to accommodate changes of use and circumstances through changing social, technological and economic conditions. This should be achieved in terms of building design and the overall layout of streets and land uses. The design should allow for the introduction of the ‘Lifetime Homes’ modular concept.

(vii) Variety

5.2.11 Variety is fundamental to creating a place with its own character, visual interest and activity. In residential areas, this should be achieved by varying building heights, dwelling size and materials, and occasional mixed use development.

(viii) Density

5.2.12 Although no aspect of density is highlighted as a design principle, at paragraph 4.9c of the Second Deposit Version of the Local Plan, it is appropriate to address the matter in broad terms in this Framework.

5.2.13 Milton Keynes is characterised by typically low and medium density development, much of which is embedded within a very green matrix of parkland, woodland and open space. In many respects, this standard Milton Keynes model can be regarded as a highly structured suburbia; it is a model which (in its best interpretations) is well loved by residents. The challenge for the EEA is to deliver a “New Milton Keynes” which updates the Milton Keynes tradition, whilst losing none of its obvious popular appeal or success.

5.2.14 Housing densities will be relatively high along transport corridors (City Streets, High Street etc.) and at nodal points and key frontages, but generally lower in less accessible parts of the EEA. In this way, a range of densities will meet the spectrum of residents’ needs.

5.2.15 An additional and important design principle is that the highest quality of building design will be required throughout the EEA to ensure that the layout and design of the built form adopts best practice in sustainability and energy efficiency.

city street

5.3 City Street

5.3.1 City Streets will comprise a dedicated public transport route, a vehicular route, together with a cycleway and pedestrian route in a corridor of about 30 metres width.

5.3.2 The dedicated public transport route is defined as a road that can carry modern, high quality, articulated buses on separate lanes within the carriageway, and has priority for buses along its entire length. Shared use with other vehicles will be acceptable for short distances in places such as the mixed use, 'high street' area, provided that bus priority can still be maintained. To be capable of upgrading to mass transit characteristics, the route must be designed so that it can be adapted to offer a form of vehicle guidance in the future.

5.3.3 The City Street will be a defining feature of the EEA development and will run through the centre of Brooklands and Large Footprint Employment area. An additional route will link from the High Street through Broughton Gate.

5.3.4 The Development Framework locates higher density development adjacent to the City Street to boost patronage of what could eventually become a new mass transit system for the city. This approach seeks to promote a modal shift away from private vehicles to public transport.

5.3.5 In turn, the higher densities along this route will ensure that the public space is well used and maintains activity throughout the day. The character of the route will be defined by a tree lined boulevard enclosed by high density residential development of generally 3/4 storeys, with up to six storeys in the High Street and at key corner locations and gateways. Although having to accommodate high traffic volumes along certain stretches the route will be designed in a manner that avoids a 'distributor road' feel.

5.3.6 Buildings will front onto the route to form a well defined street. All sections of the route will have a two way cycleway, with footways on both sides of the street. Tree planting will play a significant role in creating an attractive corridor and help to reduce the impact of traffic on adjoining properties. In certain places, both carriageways will be separated by a central landscape median strip, to allow the provision of street trees and bus shelters. In other sections tree planting will be situated in wider pavement areas. The width of this median strip will vary along the length of the City Street. Public transport stops will be situated at regular intervals along the route. They will be detailed with contemporary style bus shelters with real time information displays.



The proposed mass transit vehicle stop within the High Street area should become a key nodal point



The public transport route should have a tree lined boulevard character



Public Transport stops will be located adjacent to Key facilities such as schools and community buildings



In the early phases of the development the existing standard bus services will be run along the public transport route

high street

5.4 High Street

5.4.1 The High Street will include a mix of residential, retail and community uses. Through the High Street area will run a public transport and vehicular link for all vehicles. Within this area, cafes, restaurants and shops will be encouraged to 'spill out' onto the street creating vitality, social interaction and visual richness. The urban fabric of the High Street will be made up of memorable squares and streets.

5.4.2 The urban form of this area should be modelled on the typical historic cores of market towns, such as Stony Stratford and Woburn. The focus of the area will be a series of urban squares and attractive streets. The High Street will accommodate a number of landmark, civic and commercial buildings. It will have a wide range of activities and uses, and be complemented by a secondary school and primary school, within close proximity to the main commercial area.

5.4.3 The High Street will be characterised by frontage development with a variety of building heights and number of buildings up to a maximum of 6 storeys high. Buildings will either be on the back of edge of the pavement or, if set back, under an arcade or canopy.

5.4.4 Servicing and parking will be to the rear of commercial properties. The continuous frontage will only be breached to provide rear service access by means of an arched entrance or through narrow gates or gaps in the frontage. Where servicing is not possible from the rear of properties measures must be taken to ensure servicing occurs outside normal retail opening hours.

5.4.5 Public car parking within the High Street should be provided in a limited number of small discreetly sited car parks on the perimeter with clear pedestrian links into the main squares. There will be shared parking between the various non-residential uses and at a level of provision which encourages the use of public transport or walking. On street parking will also be provided in order to bring activity to the street and to act as a traffic calming element.

5.4.6 Broughton Gate will include small scale facilities, such as a corner shop, serving Broughton Gate, which are to be located adjacent to the City Street, on parcel MC1.



Cafe uses provide activity throughout the day and evening



The High Street should be a focal point for all new residents to meet, shop and relax



The urban form, scale and massing of the traditional High Street, such as these examples in Stony Stratford and Buckingham, should guide proposals for the High Street area



design elements

5.5 Integration of Secondary School

5.5.1 The High Street will provide the setting for a secondary school which will be integrated into the prevailing urban form. This should be modelled on the type of townscape integration found in the colleges of Oxford and Cambridge.

5.5.2 Facilities for lifelong learning and the sharing of educational resources will ensure that the widest possible spectrum of local residents and workers are able to participate in education. This approach will encourage the education buildings to be integrated parts of the community that can be used for more than just the standard 6 or 7 hours a day.



The Secondary School should be integrated into the prevailing form by fronting the City Street

5.6 Landmark Buildings

5.6.1 Landmarks such as distinctive buildings, features of a building or individual pieces of public art help to provide reference points and emphasise the hierarchy of a place. Such landmarks should avoid imitation buildings, i.e. those designed to look like some kind of building they are not. Opportunities for landmark / feature buildings exist at:-

- The northern gateway to define the entrance to the City and the entrance to the coachway building
- City Street
- Key corner buildings
- Boundaries/thresholds of character areas

5.6.2 In addition, there are opportunities for the siting of public art pieces at the above locations and also at key areas of public open space, such as the district park or other sections of linear parkland.

5.7 Key Frontages

5.7.1 Key frontages will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of the buildings framing key open spaces and streets to ensure these buildings have frontages that would contribute towards creating a unique and memorable experience of distinctive quality and character.



Landmark building used to identify key gateway to residential character area



Key frontage along the edge of a local park defined by unique architectural style, boundary treatment and quality materials

design elements

5.8 Sustainable Construction

5.8.1 High quality sustainable developments will be required in support of government policies on the environment and construction. Developments must comply with Policy D4 of the Local Plan in terms of sustainable construction and include assessment and validation using the Building Research Establishment Environmental Assessment Method (known as BREEAM) and the National Energy Foundation (NEF) scheme known as the NHER (National Home Energy Rating). The BREEAM scheme for residential developments is called EcoHomes. Based on a system of credits, developers must obtain a certain number of points to achieve a specific rating. All development within the EEA will be required to meet a BREEAM rating, incorporating elements of policy D4, to be agreed with the Council following further work by MKP.

5.8.2 All development will be required to use appropriate sustainable construction measures that specifically comply with the criteria set out in local plan policy D4. This allows flexibility where one criterion cannot be met in full, if it can be offset by an appropriately greater provision of another criterion.

5.8.3 A sustainability statement will be submitted with the detailed schemes (full applications or reserved matters) and agreed with the planning authority. This statement will set out the sustainability measures to be used within individual schemes and describe how and to what degree the policy D4 criteria will be met. Compliance with BREEAM and NHER schemes will satisfy some of these criteria.

5.9 Flexible Ground Floors to promote Mixed Use

5.9.1 Within the High Street and Local Centres the potential for a variety of ground floor uses should be encouraged. Further ground floor changes of use over time will be permitted to respond to market opportunities. To minimise the amount of work involved to change uses, ground floors along the High Street must be designed to be flexible. Flexibility can be incorporated by designing high floor to ceiling heights and by selecting a construction technique that allows easy modifications to the layout. Whilst flexibility is recommended to be incorporated into these ground floors, the change of use will be subject to local planning authority approval.

5.10 Safety and Security

5.10.1 Design has a crucial role in delivering and creating a safe and secure residential environment. Natural surveillance in the form of doors and windows overlooking streets and public spaces and therefore creating activity throughout the day and evening are essential in making these routes safe and comfortable for the user. Environmental traffic calming is also a key element in making streets safe and usable.



Flexible ground floors will promote mixed use and encourage greater safety and security after dark



Public art can be used to enhance legibility and reflect local distinctiveness

design elements

5.11 Public Realm

Iconic Civic Art within the EEA

5.11.1 Buildings once told great stories about the people who built them; today the scale and speed of housing growth often forgets to tell this story. To strengthen the story telling quality of urban design and to ensure that the eastern expansion area creates its own sense of place a vivid civic arts programme should be woven into the development..

5.11.2 The EEA has a high profile edge along the M1, and the areas around Junction 14 will become the main gateway to the UK's fastest growing city. As such, the EEA provides a once in a lifetime opportunity to create a bold and innovative statement along this new eastern edge.

5.11.3 Developers should ensure that at least two or three major opportunities for iconic civic art installations are accommodated within the development proposals for the EEA. In particular, the Council will expect to see opportunities for local and national artists to be engaged in a civic arts initiative which will result in a new iconic symbol for the Milton Keynes on the scale of the Angel of the North sculpture by Anthony Gormley in Gateshead, Thomas Heatherwick's B of the Bang for East Manchester and Charles Jenks' Landform at the Scottish National Gallery of Modern Art in Edinburgh.

5.11.4 Innovation should be the focus of the proposals. Particular consideration should be given to integrating civic art ideas with proposed functional elements such as the possible bunding along the M1 and the architecture of mixed use development and an enhanced Coachway at Junction 14.

5.11.5 Artists and developers will be encouraged to think widely about a range of proposals that could include the following techniques;

- Water
- Architecture
- Sound
- Light
- Sculpture
- Landscape and landform
- Murals and friezes.

5.11.6 It is envisaged that a working group will be established under the MKPC to agree and progress the proposals which will be funded through the pooling of developer contributions.

Planting

5.11.7 Landscape design is an integral part of urban design. Landscape issues must be considered at the earliest possible stage in the design process and should not be considered as an afterthought. The developer must provide a landscape plan giving details of new structure planting and existing planting to be retained at the detailed application stage.

5.11.8 The planting design should create a landscape structure for the site. The landscape structure should provide definition to public and private spaces, and also add colour and seasonal interest to the residential environment. Planting is also an integral part of the quality of the housing areas and its careful location can slow traffic speeds by limiting forward views and reducing the physical and optical width of the carriageway.

5.11.9 The careful location of trees is a fundamental element in the design of the EEA as trees have a role to play in defining routes and spaces, providing landmarks and focal points and defining views and vistas.

Six

phasing

phasing



6.1 Strategy

6.1.1 The phasing for the EEA development is based on achieving the Local Plan targets. The Local Plan states that the EEA is expected to start before 2006, although most of the development in the Local Plan period will be in the second 5 years, and will continue after 2011.

6.1.2 The Local Plan requires a logical and orderly sequence of development throughout the expansion area. The Phasing Plan breaks the development of the area into five phases starting at 2006 (see Figure 6.1). Dates for each phase can only be determined when a satisfactory solution for the outstanding transport issues has been achieved.

6.1.3 The Phasing of the EEA is based on the following principles;

- Early establishment of the City Street, initially to the High Street, mixed use centre, and then through the Nova development to A421.
- Early housing development related to this spine, in both residential and employment areas
- Early provision of facilities at the High Street centre
- Connections to the grid road network, in at least two locations, early on
- The need to achieve a mix of housing development at each phase
- That Broughton Gate is identified in the Local Plan as a Priority Housing Site.

6.1.4 The phasing plan has also been influenced by a number of factors:

- the location of surface water drainage catchment areas
- early phasing of community centre and playing fields
- phasing of health and education facilities
- the maximum number of annual housing completions achievable in the EEA
- the market demand for employment land and floorspace
- balanced provision of housing and employment
- landscape improvements and the need for advanced structural tree and shrub planting
- early provision of the community recycling facility.

phasing plan

6.1.5 The Phasing Plan shows:

Phase1 (Yellow)

- Construction of City Street from Northfield roundabout to High Street centre.
- Extension of H7 to High Street as City Street
- Related development along the City Street in both Brooklands and Broughton Gate.
- Employment development astride main City Street spine
- Provision of primary school
- Construction of health care facilities
- Construction of community centre/sports pavilion
- Advanced tree and shrub planting.

Phase 2 (Green)

- Extension of City Street from High Street to A421.
- Related development along the City Street
- Provision of Secondary school
- Further development of housing and employment away from City Streets.

Phase 3 (Blue)

- Further development on linear park edges
- Provision of second primary school.

Phase 4 (Red)

- Further development along Motorway edges of EEA.

Phase 5 (Magenta)

- Development of Strategic Reserve Area.

6.1.6 The actual phasing timescale is complicated by possible junction improvements at M1 Junctions 13 and 14, which are currently under discussion with the Highways Agency. They have issued Article 14 directions, on the grounds of highway safety, which may inhibit the timing and scale of development in the EEA. The Joint Transport Team will examine these issues in relation to phasing.

6.1.7 The Council will seek the provision of strategic infrastructure, such as the provision of the Linear Park, balancing lakes/wetlands and public transport facilities, to be planned comprehensively and not based on landownership patterns. The delivery of such infrastructure should be phased in step with the development to which they relate.

6.1.8 The annual dwelling completions are only indicative at this stage, but are based on a slow build up to a maximum level of about 500-600 dwellings in a year.

Phasing Table

Phase	Dwellings
1	1465
2	1672
3	498
4	355
5	0
Total	3991

phasing plan

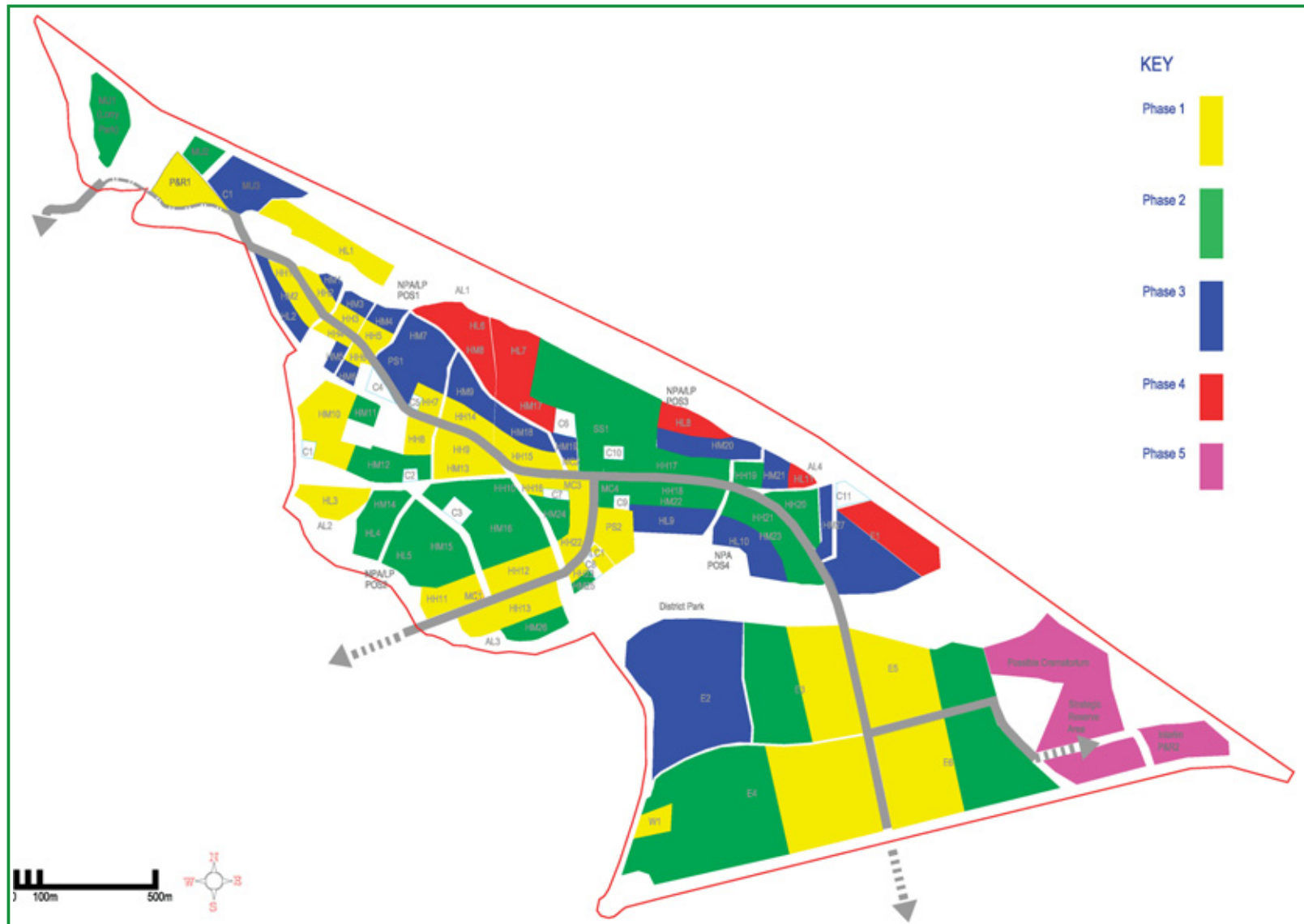


Figure 6.1 EEA Phasing Plan

seven

implementation

implementation

7.1 Introduction

7.1.1 Following adoption of this EEA Framework as SPG, Development Briefs for each of the sub-areas will be prepared and adopted.

7.1.2 Outline Planning Applications would then be submitted to MKPC in the normal way, with accompanying transport, environmental and flood risk assessments. Following approval, detailed planning applications would then follow for individual sites and infrastructure.

7.1.3 As part of determining the applications, associated Section 106 agreements would need to be negotiated. The following sections outline some of the relevant considerations.

7.2 Transport and Highway Infrastructure

7.2.1 All highway infrastructure on the site, including provision of dedicated public transport routes, will be funded by the developers of the EEA. The access arrangements from the surrounding grid roads, including any new or improved junction arrangements, will also be fully funded.

7.2.2 Pedestrian and cycling provision in the EEA will also be provided. Links to the existing Redway system, including appropriate crossing provision of the grid roads, will also be fully funded.

7.2.3 Initial traffic modelling work has shown that the development of the EEA will significantly increase peak hour queues and delays at a number of off-site junctions between the EEA and CMK. As a result of this analysis, and similar work associated with other major developments in the City, Milton Keynes Council has formed a tentative view of the overall scale of works that might be necessary, including indicative junction improvements and route strategies. Transport assessments accompanying planning applications, will need to confirm the impact of individual

developments in the EEA, as well as the scale and details of improvements that are considered necessary. In doing so, it will be necessary to distinguish improvements that are specifically required to facilitate development in the EEA from those that are the result of general traffic growth or other developments elsewhere in the City. To ensure compatibility of assumptions and methodologies, use should be made of the Milton Keynes multi-modal transport model to undertake these assessments, wherever possible.

7.2.4 Infrastructure improvements will also be required along the H5 and H6 corridors to ensure that public transport can reach CMK efficiently. Initially, these will take the form of on-street bus priority measures but, at a later date, these may be upgraded to provide a segregated public transport system. Developers of the EEA will be required to contribute to the costs of such infrastructure. Support funding of initial public transport services to the EEA, which are not commercially viable, will also be required, typically for a period of up to 5 years. Consideration should also be given to innovative ways in which the use of public transport can be promoted (eg by issuing new household discount tickets).

7.2.5 It is currently envisaged that developers' financial contributions towards transport infrastructure up to 2016 will be included in the overall tariff system being developed for the remaining developments on the East and West Flanks. This will require a contribution based on the number of dwelling units involved in each development, and a separate contribution for each employment site calculated on the basis of floor area. The tariff amounts will be based on a proportional contribution to both local (community) and strategic infrastructure requirements.

7.3 Surface Water Drainage

7.3.1 Development of the EEA will require a new surface water drainage system, including balancing ponds/wetlands. Mitigation of the flooding in the Broughton Brook catchment will also be required, as will strategic flood risk mitigation. This will all be fully funded by the development.

7.4 Services

7.4.1 The provision of, and reinforcement of, all services, including gas, water, electricity, foul drainage and telecoms and the on-site provision of infrastructure (eg electricity sub stations) will be fully funded by the development.

funding & delivery

7.5 Section 106 Obligations and Equalisation

7.5.1 The Milton Keynes Local Plan establishes the requirement for planning obligations relating to the phasing of development and the early provision of on-site and off-site infrastructure and facilities, to include land, capital and initial running costs (Policy EA2 and PO1 and PO2). Further details are set down in the draft Planning Obligations SPG.

7.5.2 Each part of the EEA will be required to contribute, in proportion to its scale and impact, according to the principles set down in Circular 1/97. Contributions for some or all of the following requirements will be sought:

- Affordable housing; 30% of housing
- Highway Infrastructure, both on and off-site
- Public transport services, walking and cycling provision and improvements to coachway
- Education, including combined, secondary and post 16 schooling and encompassing capital, fitting and setting up costs
- Recreation and Open Space, including play spaces, playing fields and sports centres, nature conservation, community forest woodland planting
- Community Facilities, including healthcare, library, community centres, childcare facilities, emergency services, Community Recycling Centre & Crematorium, improvements to All Saints Church, Middleton
- Public Art
- Management and maintenance of facilities and infrastructure (as commuted sums)

7.5.3 Many of these requirements will be fulfilled through suitable provision in the EEA itself, as the intention is that the EEA will form a substantially self contained community.

7.5.4 It is essential that the contributions to the above, made by the different landowning interests, are based on an equitable equalisation mechanism (eg based on land areas owned in the EEA). An equalisation mechanism will therefore need to be agreed by all landowners in the EEA to permit development to proceed.

7.6 Strategic Infrastructure Investment

7.6.1 MKPC is working with ODPM, local partners such as MKC and the Primary Care Trust, and other agencies such as the Highways Agency to establish a broad framework within which contributions towards the cost of local and strategic infrastructure can be required via S106 agreements. The emerging approach builds upon the traditional S106 approach but may alter and supplement the S106 obligations and requirements outlined above.

7.6.2 A Prospectus for both local and strategic infrastructure directly related to the development areas, has been produced by MKPC. It includes provision for the services and infrastructure noted above. It will be underpinned by a legal framework which is likely to comprise (a) an overarching S106 framework including tariffs for each element of provision and (b) a Memorandum of Understanding (MOU) with the Highways Agency and Highway Authority setting out the arrangements for the delivery of essential transport and highway infrastructure.

7.6.3 The Prospectus assumes that the S106 agreement provides a contribution to capital funding only(including commuted sums for long term maintenance and management) but that all revenue/funding requirements are met via normal funding mechanisms.

7.6.4 The Prospectus will provide the basis for detailed 5-year delivery plans, which will set out the facilities and infrastructure to be provided on an annual basis together with their cost, source of funding and implementation agency. In releasing planning consents MKPC will need to be satisfied that appropriate growth related infrastructure, to support each phase of development, will be funded and implemented.

7.7 Delivery Structure and Mechanisms

7.7.1 The coordination of all the development of the EEA, including provision of infrastructure, will be the responsibility of MKPC acting with the developers. MKPC will determine major applications with MKC assuming its usual statutory powers (eg education, environmental health etc).

7.7.2 The provision of services, public transport, health etc will be the responsibility of the normal authority, or agency, as in other parts of Milton Keynes.

7.7.3 In the case of the EEA, which involves several different development groups, it is vital that some form of coordination forum, possibly chaired by MKPC, is set up to coordinate development activity and resolve difficulties.

7.8 Management and Maintenance

7.8.1 Consideration should be given at an early stage to the future management arrangements for the EEA infrastructure and facilities. It is assumed that MKC, as Highway Authority, will adopt the roads and related infrastructure and the services infrastructure will be the responsibility of the services provider.

7.8.2 The management and maintenance of the various facilities and land uses, particularly areas of open space, woodland, community facilities, and the linear park will require particular consideration. Such uses do not normally generate much revenue and this might need to be recognised in determining the scale of the S106 obligations. Milton Keynes Parks Trust may have a significant role to play in the future management of such uses. MKC is agreeable to Milton Keynes Parks Trust adopting the linear park, subject to MKC approval of design, and that all other open space be offered to MKC for adoption.

programme & milestones

7.9 Programme and Milestones

7.9.1 The next stages in the process of development are as follows:

October 2005	Approval of Development Framework by MKC
Ongoing	Submission of outline planning applications, reserve matters applications, development briefs and design codes
Summer 2006	Construction of first access and infrastructure
Autumn 2006	Construction of first dwelling
End of 2006	Occupation of first dwelling