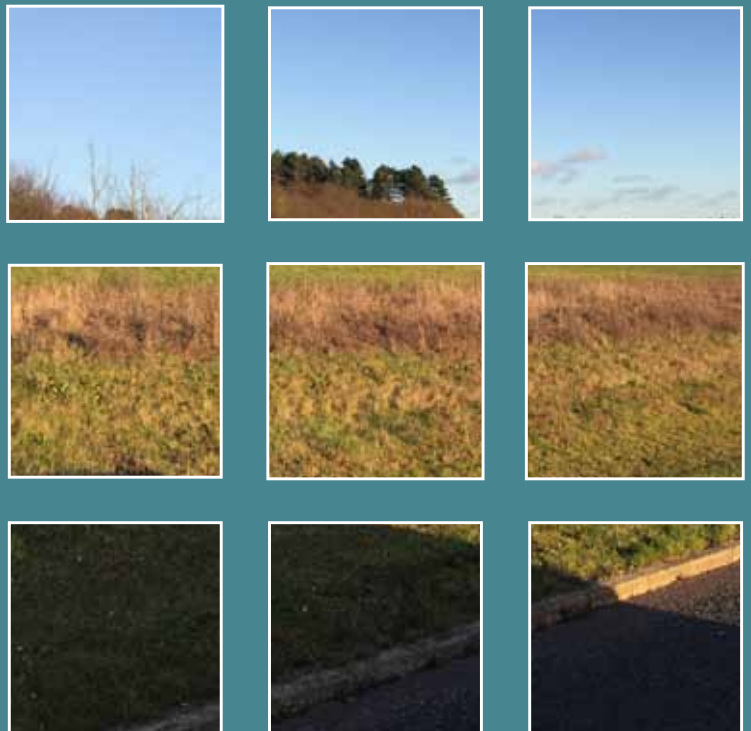


Kents Hill Park Development Brief



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ADOPTED VERSION

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SECTION 1

INTRODUCTION

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1.1 Introduction

1.1.1 This Development Brief concerns allocated strategically located development sites on the eastern edge of Kents Hill adjacent to Brickhill Street (V10), Standing Way (H8) and Groveway (H9) (see fig 1).

1.1.2 Milton Keynes Council and Milton Keynes Development Partnership (MKDP*) have high aspirations that development of this site can help deliver the Council's corporate aims concerning the delivery of housing and education across Milton Keynes that meets individual needs.

Vision Statement:

"To create a high quality development that helps meet housing and education needs across Milton Keynes and which respects the setting of adjacent development"

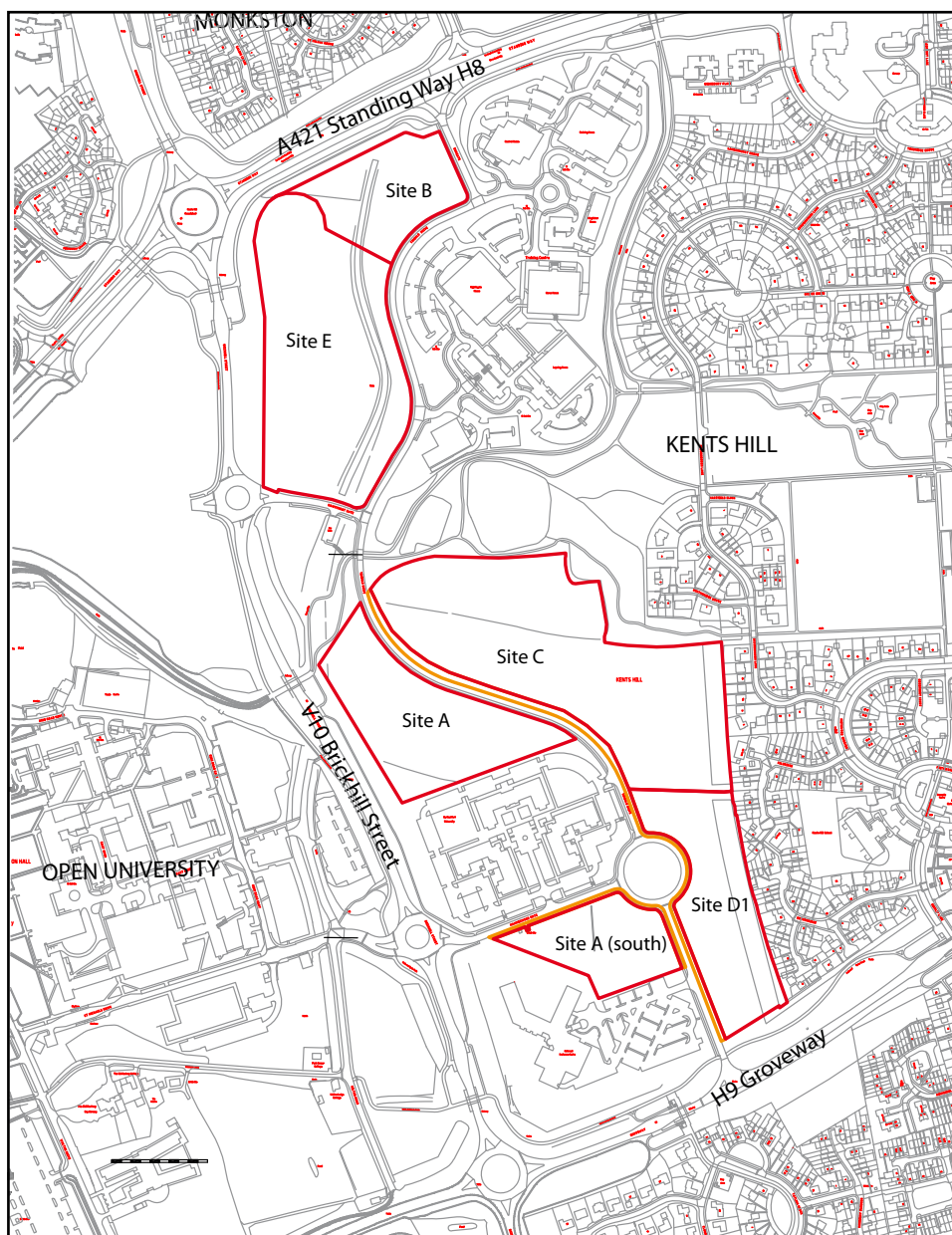


Figure 1: Site Area

1.2 Purpose of Development Brief

- 1.2.1 The purpose of this Brief is to provide strategic planning and design guidance appropriate for the development of these sites in Kents Hill. This will aid the development process, by allowing developers to submit informed proposals that respond to the landowner, Council and other local stakeholder aspirations and expectations for the site.
- 1.2.2 This Brief provides guidance on the all development sites owned by MKDP in Kents Hill West. These cover both housing sites and education sites. The benefit of an overarching Brief to cover all these sites is that the cumulative development impact of all the sites can be better understood and planned for. A particularly important example is in relation to existing infrastructure.
- 1.2.3 The content of the Brief has been prepared to help deliver the Council's Corporate Plan Themes and Outcomes as well as the Core Strategy.
- 1.2.4 The consultation process associated with the preparation of this development brief is intended to give all interested parties full opportunities to set out their aspirations for the site and/or to identify issues and/or constraints that need to be accommodated.
- 1.2.5 Development Briefs cannot be used as a means to change existing land use policy allocation. They normally therefore accord with the existing land use policy with a key aim/role being to contextualise planning and design policy for the site covered by the Brief. In certain cases there may be material considerations that suggest variations of current policy may be appropriate. Where this is the case, the Brief will state what they are and what the preferred use and / or variation in policy is. This will be weighed against the current policy when

determining a planning application for the site. This brief is such a case where opportunities for alternative land uses to the allocated land use is being promoted.

- 1.2.6 Once approved by Milton Keynes Council Cabinet, the guidance contained within the Brief will be a material consideration in helping determine planning applications for the site concerned.

**MKDP is a limited liability partnership set up by Milton Keynes Council to facilitate Milton Keynes' continued growth and economic success by promoting the development of land assets transferred to the council from the Homes and Communities Agency, in line with the council's Corporate Plan and Economic Development Strategy. MKDP take a commercial and entrepreneurial approach to sell and develop these assets with third party developers and investors, whilst ensuring full community and stakeholder engagement in the preparation of development briefs for the sites.*

It is a requirement on the MKDP that an adopted Development Brief must be in place before they commence marketing or developing any of their larger sites. This is intended to enable the Council, following consultation with all interested parties, to set clear expectations for the nature of any future development on the site; but also to assist the MKDP in marketing the site and to give potential bidders/ development partners a degree of confidence about the parameters within which they should develop their proposals.

1.3 Site Location, Land Ownership and Site Area

- 1.3.1 The sites are situated toward the east flank of Milton Keynes on the western side of the residential estate of Kents Hill (fig 2) .
- 1.3.2 The sites are located in fairly close proximity, just over 1km from Kingston District Centre and 4km from Central Milton Keynes.

1.3.3 Fig 1 highlights land ownership and site area. All sites are entirely owned by Milton Keynes Development Partnership as identified by the redline. The area covered by the Brief has however for practical reasons been extended to the back of existing carriageways as identified by the orange line. This land is owned by Milton Keynes Council as adoptable highway. Including the area within the orange boundary, Site C and D1 extend to 7.18ha while Site A (south) extends to 1.23ha. Sites B and E extend to 5.4ha with Site A being 2.26ha in area.

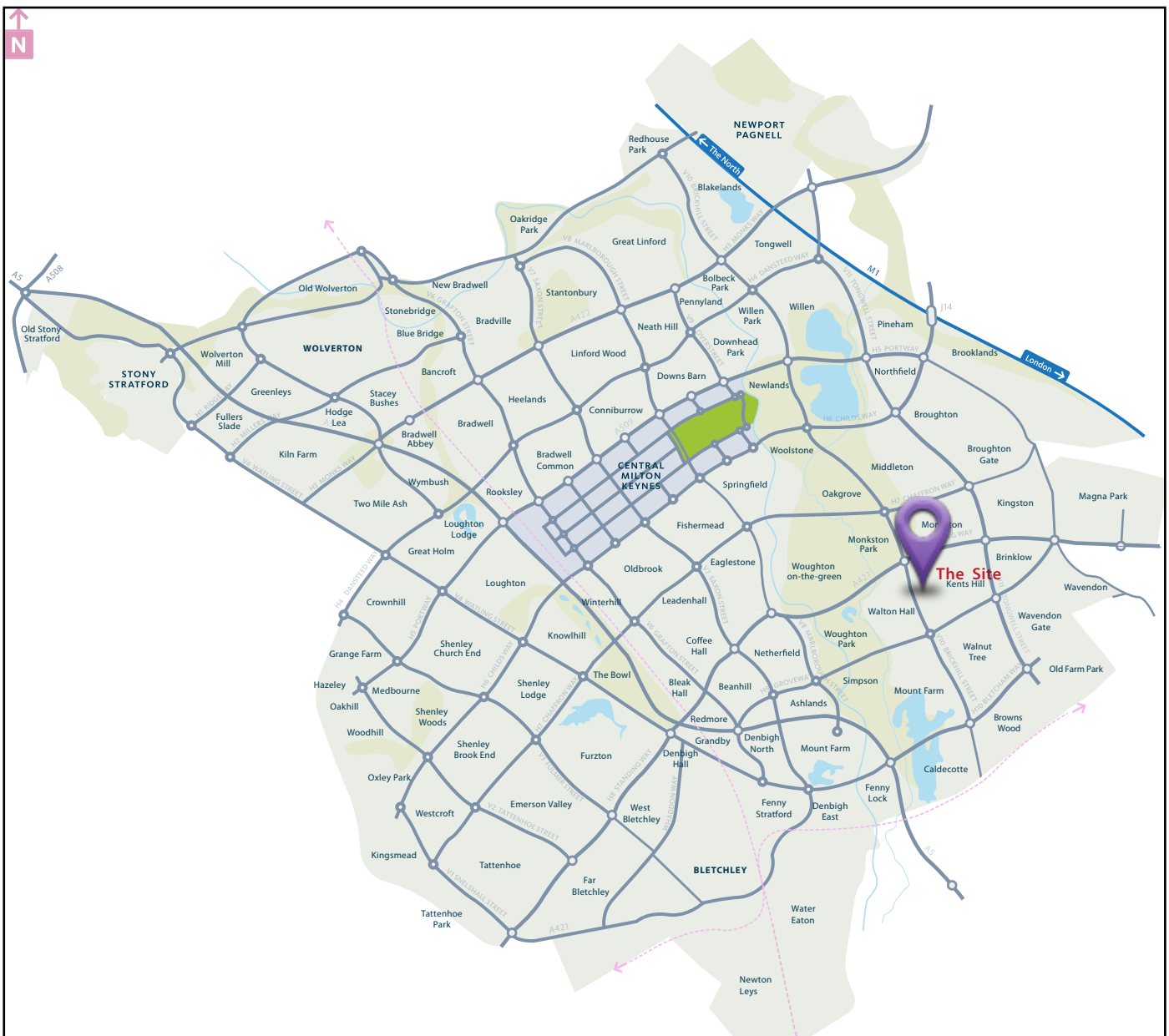


Figure 2: Location of Sites within Milton Keynes

1.4 Structure of the Development Brief

The Brief is divided into five sections:

Section 1 outlines the purpose of the brief, its location and ownership and other related information for developers.

Section 2 describes the planning policy context for the site.

Section 3 provides a site analysis of the site itself and the surrounding area. A thorough understanding of this will have an important bearing on the potential land uses, key design principles and parameters.

Section 4 outlines what land use opportunities exist for the sites.

Section 5 represents the Key Planning and Design Principles, that should inform any development proposals. The accompanying Parameters Plan spatially illustrates the design principles.

1.5 Other Information

1.5.1 Once adopted the development brief will be followed and supported by a marketing brief prepared by MKDP which will outline pertinent information where appropriate regarding title, any existing leasehold arrangements, rights of access, restrictive covenants and clawback arrangements.

1.5.2 The marketing brief is also intended to set out additional MKDP aspirations for sustainability / energy standards, design and mix of uses and tenures, phasing of development, together with more detail on MKDP's preferred route to the market and selection criteria.



Figure 3: Aerial photo of sites

SECTION 2

POLICY CONTEXT

2.1 Policy Context

pg11

2.1 Policy Context

2.1.1 Any proposals for the site should be informed by and will be expected to support the delivery of the Milton Keynes Council Corporate Plan and comply with the below national and local planning policy.

Milton Keynes Council Corporate Plan

2.1.2 This Brief will in particular will support the Themes of “World Class MK”, “Living in MK” and “Cleaner, Greener, Safer, Healthier MK”.

National Planning Policy Framework (NPPF)

2.1.3 The National Planning Policy Framework (NPPF) was adopted in March 2012 and sets out in a concise document, Government policy on planning and achieving sustainable development. Paragraph 7 sets out that there are three dimensions to sustainable development; economic, social and environmental, which the planning system and hence developments should contribute towards the achievement of.

2.1.4 The following sections of the NPPF are of particular relevance to the development of this site:

- Promoting sustainable transport
- Delivering a wide choice of high quality homes
- Requiring good design
- Promoting healthy communities

Milton Keynes Core Strategy

2.1.5 The following are the key policies within the adopted Core Strategy which all proposals would need to adhere to:

- Policy CS2 Housing Land Supply
- Policy CS4 Retail and Leisure Development

- Policy CS10 Housing
- Policy CS11 A well connected Milton Keynes
- Policy CS12 Developing Successful Neighbourhoods
- Policy CS13 Ensuring High Quality, New Designed Places
- Policy CS17 Improving access to local services and facilities
- Policy CS18 Healthier and Safer Communities

Milton Keynes Local Plan

2.1.6 Site C and D1 are allocated in the Local Plan as Education Sites, originally earmarked for future higher education use associated with expansion of the Open University. The eastern edge of Site C and D1 which comprises a treebelt is allocated as open space.

2.1.7 Site A (south) located to the north of the Hilton Hotel is allocated for commercial uses.

2.1.8 Following discussions with the Open University and colleagues in Milton Keynes Council Education department, Site C and D1 are not however needed for future education or Science Park related purposes and residential uses are seen as more appropriate and suitable. Site A (south) is furthermore considered larger than that which could viably provide commercial uses and therefore residential led mixed use development is likely to be seen as more viable.

2.1.9 Sites B and E are allocated in the adopted Local Plan for employment uses. Policy E1 (Protection of Existing Employment Land) of the adopted Local Plan therefore applies. The recently completed Economic Growth and Employment Land Study, commissioned by MKC ranked these 2 sites 105th out of 119 employment sites across MK for suitability. The greatest demand for employment space in Milton Keynes is furthermore for B8 (Warehousing and Distribution) uses which

these site are not suitable for. This coupled with the fact that there is an urgent need to find a suitable site for a new secondary school to serve in particular the catchment south of Central Milton Keynes and no other suitable site can be found has meant that this Brief is proposing a secondary school for these 2 sites.

2.1.10 If residential uses are developed on the site the following policies in particular need to be considered:

Design Policies

- D1 Impact of Development Proposals on Locality
- D2A Urban Design Aspects of New Development
- D2 Design of Buildings
- D4 Sustainable Construction

Transport Policies

- T1 The Transport User Hierarchy
- T3, T4 Pedestrians and Cyclists
- T9 The Road Hierarchy
- T10 Traffic
- T15 Parking Provision
- T17 Traffic Calming

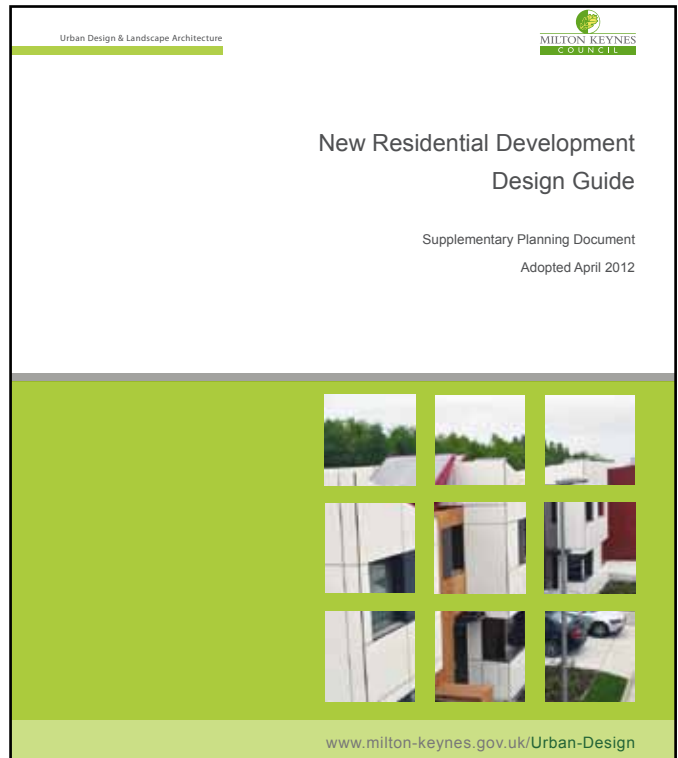
Housing Policies

- H3-H5 Affordable Housing
- H8 Housing Density
- H9 Housing Mix

Leisure and Recreation

- L2 Protection of Public Open Space and Existing Facilities
- L3 Standards of Provision

Community Facilities



- C2 Protection of Community Facilities
- C4 Education

Planning Obligations

- PO1, PO2 General Policies
- PO4 Percent for Art

Supplementary Planning Documents

2.1.11 The following Supplementary Planning Documents (SPDs) should be considered when preparing any planning application for the site.

- New Residential Development Design Guide (2013)
- Affordable Housing (2013)
- Sustainable Construction (2007)
- A suite of Supplementary Planning Documents

and Guidance Notes relating to Developer Contributions

Summary of Planning Policy Position

2.1.12 There is an expectation that these sites will be developed. They are allocated in the adopted Local Plan for employment, education and commercial uses. While this Brief cannot formally change the existing land use allocation, for reasons outlined in this section and elsewhere in the Brief, alternate uses are being proposed.

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3.1 Introduction

- 3.1.1 It is important to have a full understanding of the existing sites and surrounding area as this helps inform and underpin the opportunities, potential need for certain land uses, design principles and associated parameters plans.
- 3.1.2 With respect to the surrounding area all sites are looked at together, however for the section on 'Site Analysis' Sites A (south), A, C and D1 are looked at separately from Sites B and E.

3.2 Surrounding Area (Fig 4 and 5)

- 3.2.1 Figure 4 highlights within a 1km catchment of the sites, existing and proposed local facilities. These are important to identify and be aware of as the shortfall / surplus of local facilities in the surrounding area can potentially influence whether they need to be provided on the site. Fig 4 demonstrates how to the east of the site the predominant use is residential with Kingston District Centre a notable exception a little over 1km from the site. To the west of the site the area is dominated by the Ouzel Valley linear park adjacent to which sits the Open University. To the north and south of the sites are the



Kents Hill Business Park sits on an elevated position overlooking Timbold Drive and Site B and E



Looking across Site D1 from Timbold Drive. The existing treebelt and housing along the eastern edge is visible



The Open University (east campus) adjacent to the sites viewed from Hammerwood Gate.



The Hilton Hotel viewed from Timbold Drive

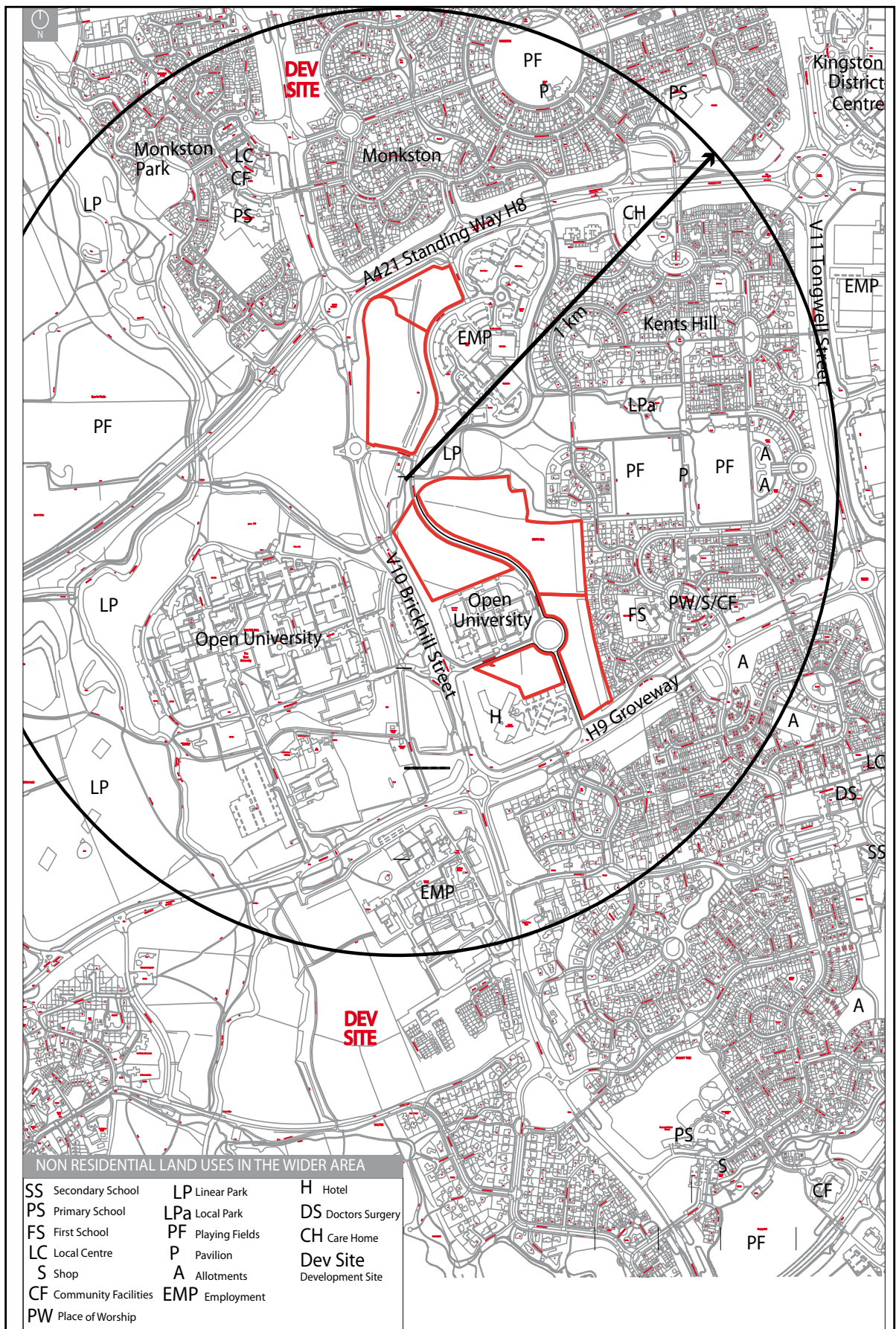


Figure 4: Existing and Proposed Land Uses in the Wider Surrounding Area

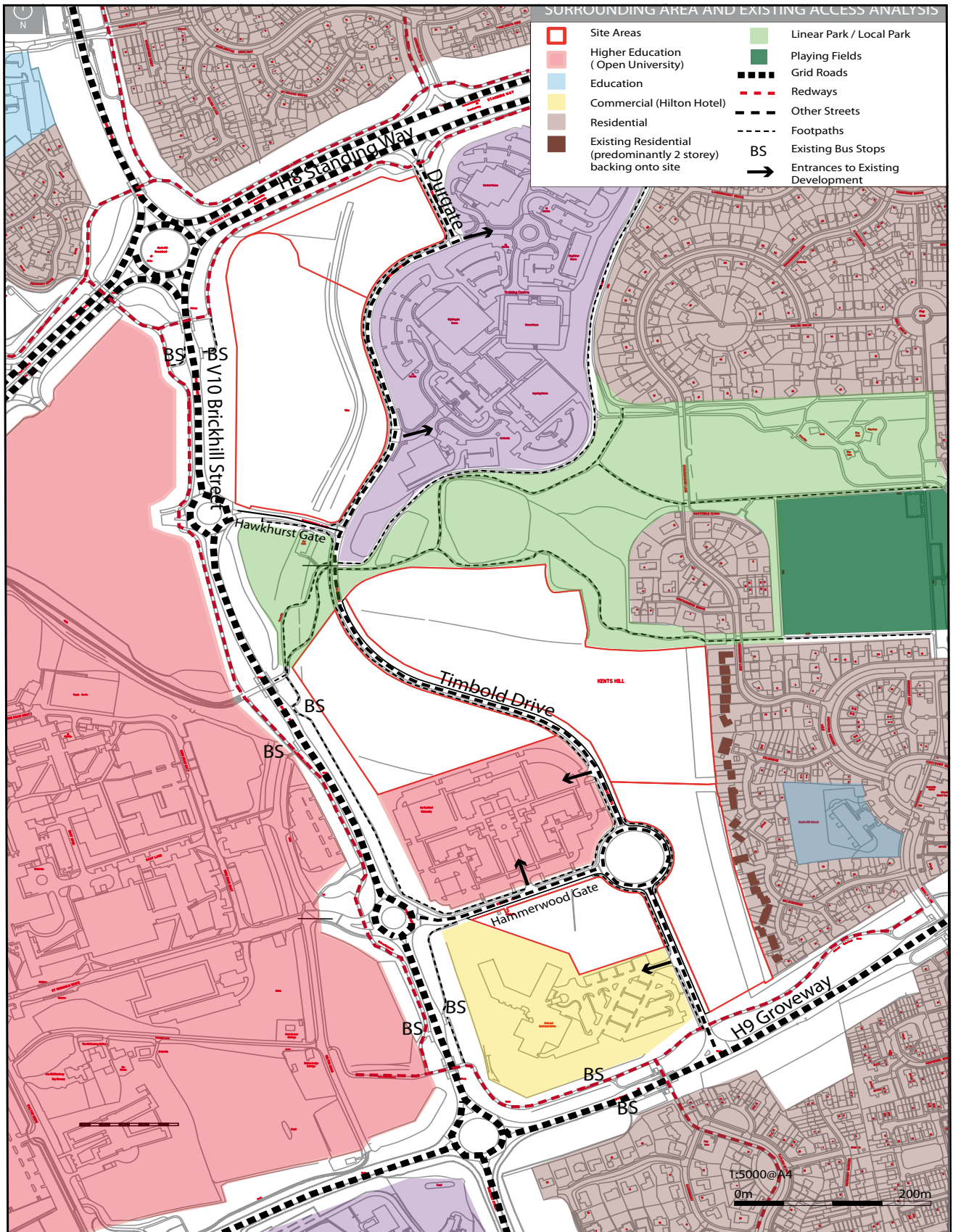


Figure 5: Land Uses and Access adjacent to and in the Surrounding Area

established residential areas of Monkston and Walnut Tree respectively.

3.2.2 Within its immediate surrounds, Site C and D1 site are backed onto along its eastern edge by 2 to 3 storey predominantly family housing in Kents Hill with an existing treebelt acting as a buffer between the 2 areas. Along the south western edge of Site A (south) is the 3 storey Hilton Hotel while to the west of Site A is the V10 grid road. West and north of Site B and E is the V10 and H8 respectively while Kents Hill Park Training and Conference Centre lies to the east of Site B and E.

3.2.3 A strip of linear parkland owned by the Parks Trust, which contains a pedestrian leisure route and bridalway separates Sites A (south), A, C and D1 from the northerly located Sites B and E. This linear park connects Kents Hill Park in the west to the Ouzel Valley Park in the west.

3.2.4 Para 3.2.2 - 3.2.3 highlight the relative isolation of the sites from the surrounding area including Kents Hill itself.

3.3 Site Analysis (fig 6)

Site A (south), A, C and D1

3.3.1 These sites are all largely featureless comprising predominantly maintained grassland. Three significant hedges with occasional trees within it however cross the sites, one on Site A (south), one on Site C and one forming the boundary between Site C and D1. A smaller hedge and associated 'scrub' also crosses the south west corner of Site A.

3.3.2 A mixed treebelt of approximately 20m in width is located along the eastern edge of Site C and D1 and forms a strong buffer for the existing housing along the eastern edge of the site.

3.3.3 A strong avenue of trees furthermore line the southern end of Timbold Drive adjacent to Site A (south) and the Hilton Hotel as well as Hammerwood Gate.



Site A (south) viewed from its south west corner. The existing hedgerow and occasional tree is visible.



Site D1 viewed from the southern edge. The treebelt is visible on the right hand side



The sloping nature of Site C. The existing hedgerow is visible in the distance

- 3.3.4 The northern boundary of Site C is made up by an existing non-historic hedgeline adjacent which is a pedestrian leisure footpath as part of Kents Hill Park linear park to the north of the site. Two informal footpath connect into Site C from this leisure route (see fig 6)
- 3.3.5 A culverted stream occurs along the south west boundary of Site A (south) adjacent to the Hilton Hotel while 2 electricity substations exist along the north west edge on Hammerwood Gate.
- 3.3.6 The sites all slope with Site A (south) and D1 sloping fairly gently while Site C has a significant slope down to Timbold Drive. This slope affords significant views from the north and eastern edges of Site C. Site A also slopes fairly steeply immediately away from Timbold Drive and at the northern end.
- 3.3.7 While none of the sites are within flood zone 2 or 3 there is significant evidence around surface level flooding particularly at the western end of Site A and the southern end of Site D1.
- 3.3.8 No other known site constraints exist.

Site B and E

- 3.3.9 The substantial part of these 2 sites is featureless, comprising maintained grassland. Site E in particular however is very much hidden away by extensive hedgerow planting especially along the eastern edge where the old Walton Road passes between 2 mature and substantial hedges. Substantial grid road planting along the H8 and V10 grid roads further screen Site B from general view.
- 3.3.10 While much of Site B is visible from Timbold Drive and Durgate, the same hedge mentioned in para 3.3.9 above passes centrally through the site.
- 3.3.11 Site E is relatively flat except for the eastern edge along Timbold Drive where the land falls away a little more steeply. Site B however falls more steeply away from Timbold Drive.
- 3.3.12 The sites' side of Timbold Drive, Hawkhurst Gate and Durgate are all planted with an avenue of trees.
- 3.3.13 While none of the sites are within flood zone 2 or 3 there is significant evidence around surface



The featureless nature of Site E viewed from Hawkhurst Gate. The planting surrounding the site is evident.



The sloping nature of Site B viewed from the corner of Timbold Drive and Durgate. The centrally located hedge is evident.



Site A which is largely featureless slopes gently away from Timbold Drive



The existing hedge adjacent to Timbold Drive next to Site E. The avenue of trees along Timbold Drive is also evident.

SITE ANALYSIS: SITES B and E

- Site Area
- Grass
- Tree Belt
- Hedgerow
- Avenue of Trees
- Significant slope (and direction)
- Flatter Areas
- Areas subject to significant surface/pluvial flooding
- The Old Walton Road
- Grid Road planting (screening site from wider public view)



Figure 7: Site Analysis: Sites B and E

level flooding particularly at the western edge of Site E where a small drainage ditch occurs.

3.3.14 There are no other known site constraints. .

3.4 Existing Access (Fig 5)

3.4.1 All the sites have a choice of good vehicular access to the surrounding grid road network with Timbold Drive, Hammerwood Gate, Hawkhurst Gate and Durgate providing access to Groveway (H9) to the south, Brickhill Street (V10) to the west and the A421 (Standing Way/H8) to the north.

3.4.2 Timbold Drive runs north-south between Groveway and Standing Way, linking all sites together and provides the primary access and frontage for all the development sites.

3.4.3 While there are no rights of way across any of the sites there is an extensive pedestrian network in proximity to all the sites with existing footpaths along Timbold Drive, Hammerwood Gate, Hawkhurst Gate and Durgate that connect with redways and existing underpasses along the H9, V10 and H8 grid roads.



Timbold Drive with Site D1 on the right, provides the main access route for development for all the development sites



Timbold Drive with Site C on the right and the OU east campus on the left.



Timbold Drive with adjacent footpath, looking over Site A



The sites are well connected to the surrounding redway network. This redway runs along the southern edge adjacent to Groveway.



Hawkhurst Gate off the V10 with Site E to the left and small car park within the linear park to the right

3.4.4 The footpath along Timbold Drive as well as the redway along Brickhill Street also link with the pedestrian leisure route through the linear park that separates Site B and E from the sites to the south.

3.4.5 There is an existing informal pedestrian route connecting Kents Hill linear park to the northern edge of the treebelt across an existing wooden fence as well as one into Site C from the leisure route through Kents Hill Park.

3.4.4 The sites are also well served by existing bus stops close to the sites on the H9, V10 and H8 (see fig 5).



Durgate providing access off the H8 and connecting with Tmbold Drive



The existing pedestrian leisure route running through Kents Hill Park linear park along the northern edge of Site C

3.5 Summary Opportunities and Challenges (Fig 8)

Opportunities

- 3.5.1 There is an acceptance that the sites will be developed - they are allocated in the Local Plan for development. While the sites are not allocated for housing, higher educational uses and science park related uses in particular are said not to be needed on Sites C and D1 in the future and indications are that housing will be supported. Similarly, Sites B and E while not being allocated for education uses are seen as fulfilling an important education need serving the catchment to the south of CMK.
- 3.5.2 Milton Keynes requires new housing and Sites A (south), C and D1 can help to deliver this. The sites can be used to showcase innovative new housing.
- 3.5.3 Exploit the sites proximity to a range of other existing and proposed land uses.
- 3.5.4 There are opportunities for gateway buildings at the southern and northern end of Sites C and D1
- 3.5.5 The sites have very good access to the surrounding grid road network
- 3.5.6 There are existing underpasses in close proximity to the sites. In this way the sites are well connected to the surrounding estates which is especially important to allow children easy and safe access to the proposed schools.
- 3.5.7 There are numerous bus stops in served by public transport in close proximity to the sites on the H9, V10 and H8.
- 3.5.8 Timbold Drive offers significant frontage access and opportunities for vehicular site access

- 3.5.9 The sites comprise mostly grassland and with no known site constraints should be relatively easy to develop.
- 3.5.10 The existing mature hedges on Sites C and D1 in particular could be exploited to help create character for the development.
- 3.5.11 The sloping nature of the site means there are extensive opportunities to afford long views.

Constraints / Challenges

- 3.5.10 The sloping nature of Site C in particular
- 3.5.11 The existing culvert along the south west edge of Site A (south)
- 3.5.12 The existing hedgerow in the middle of Site A (south) and Site B
- 3.5.13 Existing sub-stations along the northern boundary of Site A
- 3.5.14 The existing treebelt along the eastern edge of Site C and D1.
- 3.5.15 Proximity to existing housing along the eastern edge.

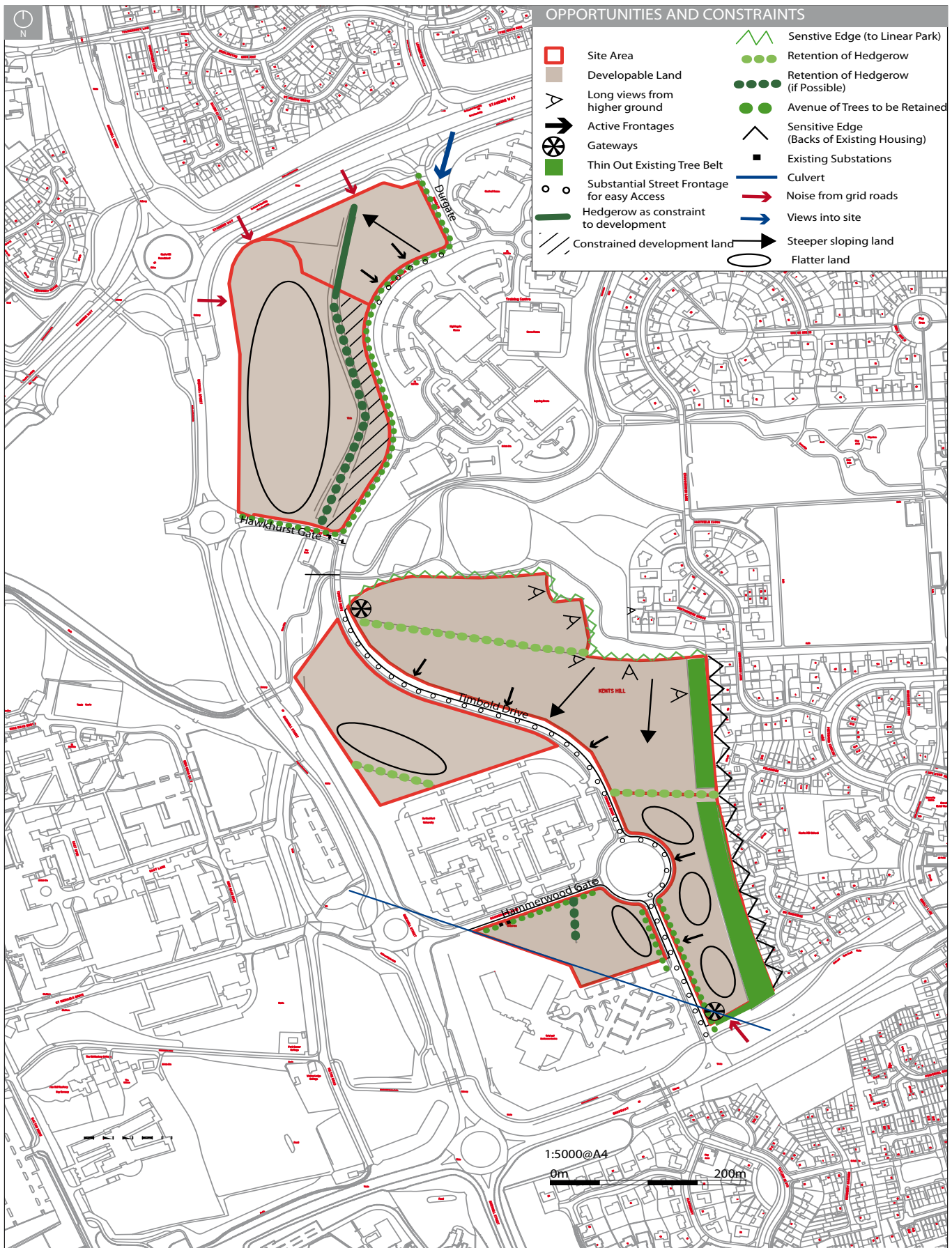


Figure 8: Opportunities and Constraints Plan

SECTION 4

DEVELOPMENT OPPORTUNITIES

4.1 Development Opportunities

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4.1 Development Opportunities

- 4.1.1 Site B and E are currently allocated for employment uses. The urgent need to find a suitable site for a new secondary school to cater in particular for the catchment south of Central Milton Keynes and with no suitable alternative site being found has meant that these 2 sites are being proposed to co-locate a new Secondary School and Special School.
- 4.1.2 Site A is allocated for education uses with a new Primary School being the likely end use for this site.
- 4.1.3 While Sites C and D1 are allocated for higher education uses, the combination of the Open University not requiring them and their shape, level changes and location means that they would be more suitable for residential uses and the latter uses are therefore the preferred use.
- 4.1.4 The size of the sites means that a variety of residential uses are seen as appropriate, from apartments to larger family homes. There are significant opportunities with these sites to showcase Milton Keynes approach to innovative, bespoke and exemplar housing design. In this regard and to demonstrate inclusiveness, homes should where possible be built to Lifetime Homes standards. Opportunities for some custom build housing and an element of specialist / supported housing (eg 15-20 units) on the flatter Site D1 should furthermore be considered.
- 4.1.5 The housing mix for the affordable accommodation should reflect the Council's SHMA (Strategic Housing Market Assessment). Local experience furthermore suggests a shortage of affordable 3-bed homes (which would then release 2-bed homes), homes (both "affordable" and commercial) suitably adapted for the frail and mobility-impaired elderly and single person accommodation for young people. The affordable housing mix should attempt to address these local needs.
- 4.1.6 Given the size of the sites furthermore, supporting non-residential uses such as play areas and other open spaces will be required.
- 4.1.7 Site A (south) is allocated for commercial uses. Kents Hill does not feature in the Council's retail hierarchy (Core Strategy Table 5.5) as a regional shopping, district or town centre, so if new retail development is provided at Kents Hill it should be consistent with its status as a Local centre whose role is defined in Policy CS4 as providing convenience shopping and service facilities in order to reduce and minimise car dependency and to ensure ready access by non-car owning households.
- 4.1.8 Local Plan policy LC3 (New development in Local centres) says 'Planning permission will be granted for new retail and other facilities in Local Centres provided the scale and nature of the proposal is consistent with their role and function as Local Centres.' A food store of up to 2000 sq.m gross would likely be considered acceptable.
- 4.1.9 Site A (south) may therefore accommodate some small scale commercial uses as part of a residential led mixed use development to support the potential residential development as well as the existing residential development within Kents Hill which does not have a local centre (other than a single shop on Tenterden Crescent). Commercial uses located at the junction of Timbold Drive and Hammerwood Gate would represent a highly visible and accessible location.
- 4.1.10 Within a density range of 34-36 du/ha (net) , Sites A (south), C and D1 could accommodate between 286-303 new homes.
- 4.1.11 These uses outlined above would help meet

the Corporate Plan Themes of “World Class MK” (in terms of promoting its distinctive and flexible urban design, being a leading city for new approaches and technologies and being an exemplar for building and supporting new communities), “Living in MK” (in terms of being satisfied with their area as a place to live) and a “Cleaner, Greener, Safer, Healthier MK”.

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PLANNING AND DESIGN PRINCIPLES

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5.1 Introduction

- 5.1.1 Proposals for the sites should be informed by the following principles. These principles have been informed by the existing planning policy position, the contextual analysis as well as the constraints/challenges and opportunities facing the site.
- 5.1.2 Where relevant, the principles are spatially represented by the accompanying Parameters Plan (see figure 9 and 10). Guidance for the sites with residential opportunities (sites A south, C and D1) are generally looked at separately to the 3 education sites because the design and planning principles are clearly different.

5.2 Layout

Sites A (south), C and D1

- 5.2.1 Development should be laid out to follow the 'perimeter block' approach so that there is a clear distinction / separation between public and private space with all publicly accessible parts of the development being fronted by active frontages and private areas inaccessible to the public.
- 5.2.2 The layout should not result in ambiguous space that is not clearly public or private (such as alleyways or other 'leftover space') and hence tends to get neglected.
- 5.2.3 The layout of the development blocks should be legible to enable easy wayfinding and ease of movement.
- 5.2.4 Development should be laid out such that in the main, housing fronts onto streets (versus just footpaths as this requires rear access and associated likely rear parking courts) which allows parking to be conveniently located to

the front or side of dwellings.

- 5.2.5 The sole access street, Timbold Drive will act as the key structuring element to the layout of the site with numerous blocks created by streets constructed off Timbold Drive.
- 5.2.6 The shape of the site (and in particular Site D1) as well as the key landscaping features will also play a key role in structuring the site. The shape and dimensions of the site will likely result in a 'spine road' running within the site and parallel to Timbold Drive (particularly for Site D1). Fig 9 illustrates an indicative alignment of this central route.
- 5.2.7 The tree belt alongside the eastern edge of Site C and D1 performs an important ecological and wildlife corridor as well as buffer for existing residents who back onto the site and amenity space for residents for of Kents Hill. Following extensive feedback during consultation on how to best deal with and address this edge it is proposed that the treebelt should remain in its entirety (subject to Parks Trust management regimes) within the public realm. New housing of 2 stories in height should face onto it with the potential for a series of private cul-de-sacs to the front. This will provide a degree of natural surveillance over the treebelt reducing the risk of anti-social behaviour from occurring within it. An additional pedestrian leisure route should be provided along the western edge of this treebelt.
- 5.2.8 The existing hedges on Site C and D1 should be retained and used as structuring elements. A small break in the hedge within Site C is likely permissible to enable road access to the development site at the northern end of Site C. The hedges should be retained within the public realm and should form part of open

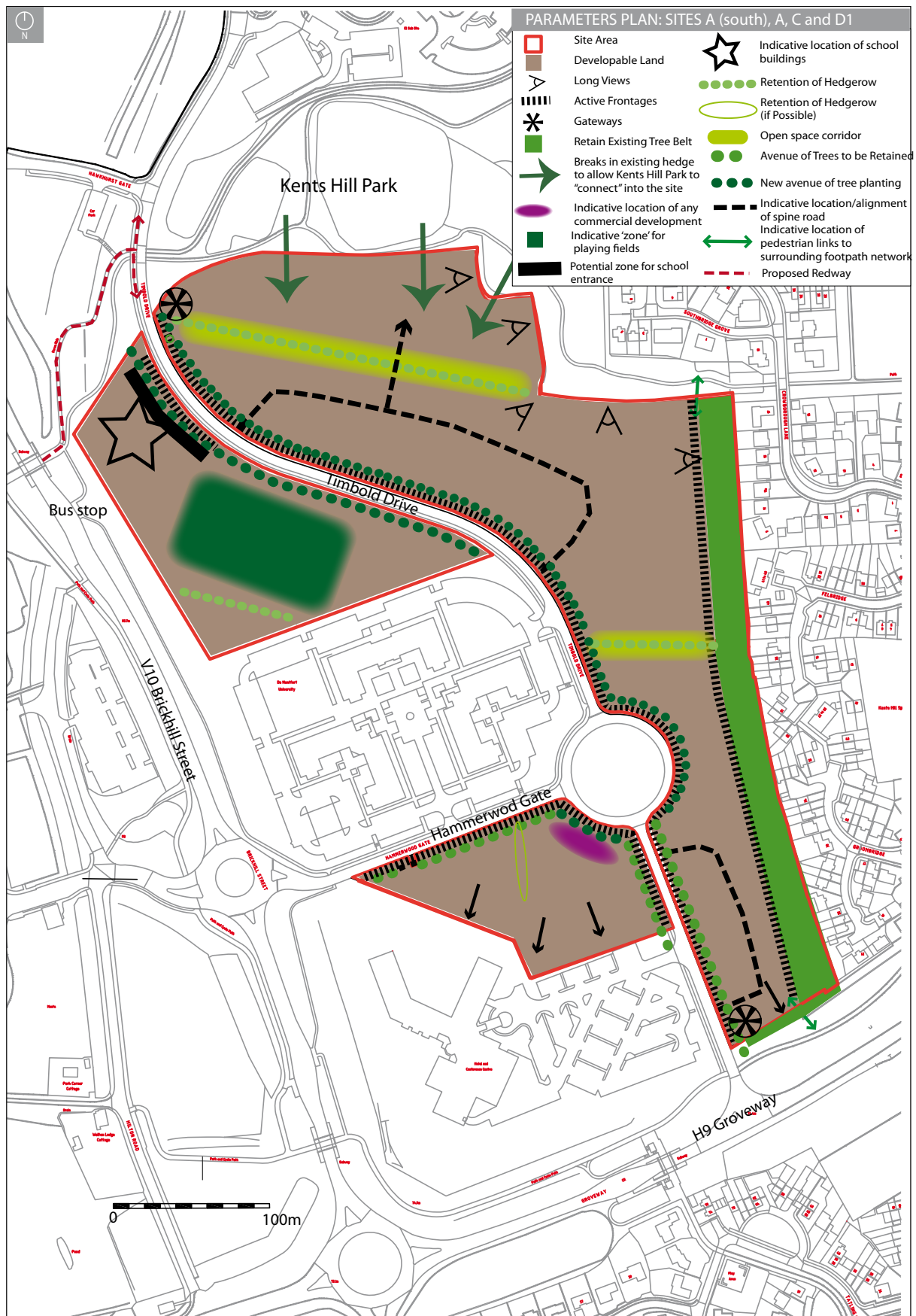


Figure 9: Parameters Plan: Sites A (south), C and D1

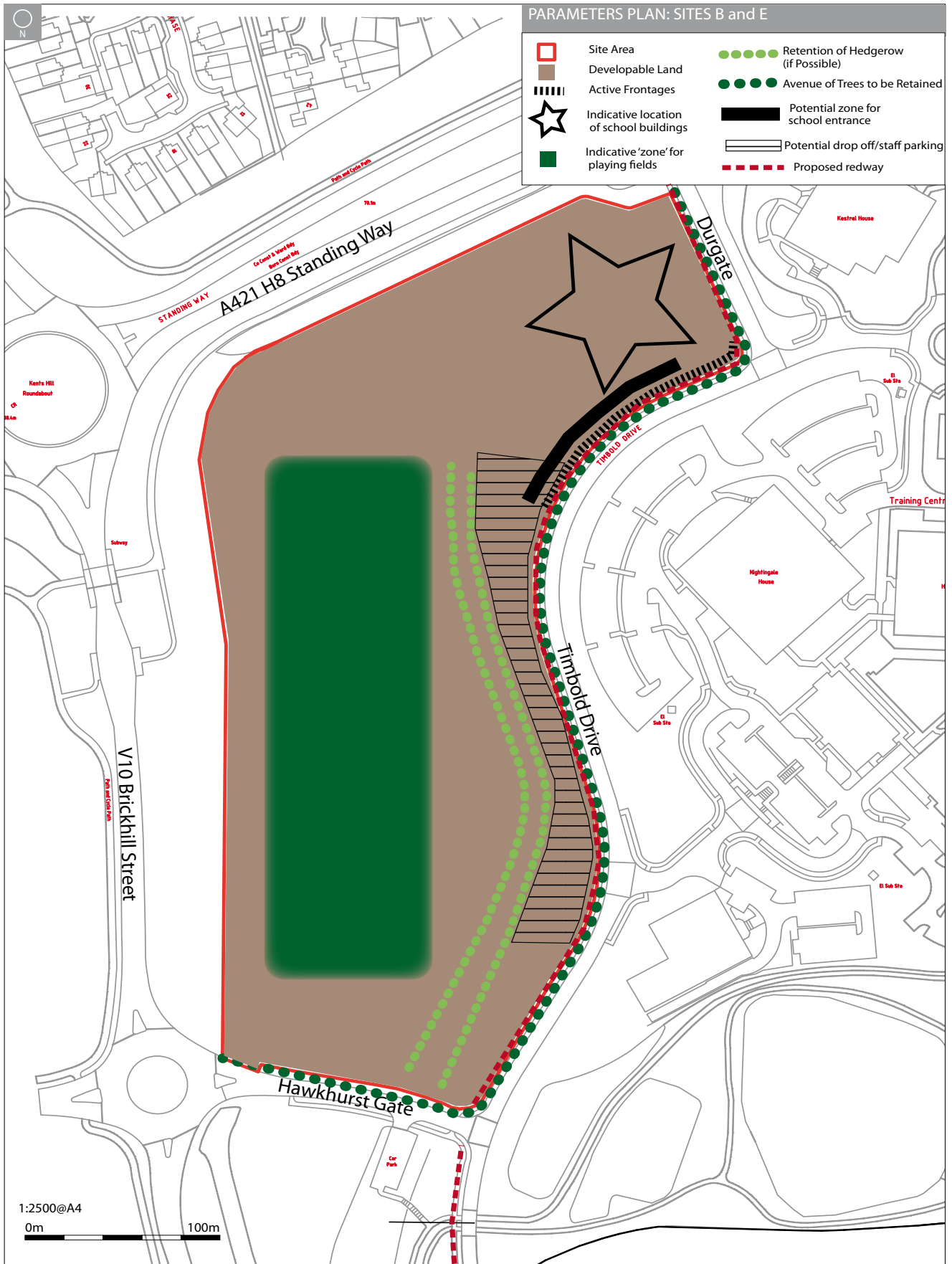


Figure 10: Parameters Plan: Sites B and E

space networks across the sites with houses facing them with street access to the front.

- 5.2.9 The interface with Kents Hill Park to the north is important. The existing hedge that forms the northern boundary of Parcel C has no historical value and it is proposed therefore that a couple of breaks are made in it to create some open space connections between Kents Hill Park and the development. Development should preferably face onto this hedge with a series of short private drives to the front.
- 5.2.10 The slope on Site C in particular will likely require streets to run parallel and at right angles to the slope.

Sites A, B and E

- 5.2.11 The existing site features indicate that for Sites B and E the school buildings should be located on Site B with the playing fields located on Site E which is flatter.
- 5.2.12 Proximity to the existing footpath directly to the north of Site A that connects with an existing bus stop on Brickhill Street as well as existing site levels suggest the school buildings on Site A be located at the northern end with playing fields to the south where the land is flatter.
- 5.2.13 Because of their civic presence, school buildings should be positioned as close as possible to Timbold Drive (Site A) and Timbold Drive / Durgate for Site B. This latter location will allow glimpsed views of the building when viewed up Durgate from Standing Way.
- 5.2.14 Wherever possible school buildings should also not be located in locations that will encourage drop off and pick up from either Brickhill Street or Standing Way.
- 5.2.15 It should be noted that while the guidance in para 5.2.11 - 5.2.13 above, does reflect best practice and the site context, it is just indicative and the critical factor when undertaking detailed masterplanning is

ensuring that school sites be developed in such a way to meet the needs of the schools/ pupils and wider community.

5.3 Key Frontages and Corners

Sites A (south), C and D1

- 5.3.1 Timbold Drive and Hammerwood Gate will have the most passing traffic and hence be the most publicly visible parts of the development and therefore both these streets should be treated as key frontages consequently requiring the greatest attention to design detail.
- 5.3.2 The north west corner of Site C and the south



Innovative, non-standard housetypes are encouraged as occurs in Homeworld, Bradwell Common



The detailed design has helped create a positive character for this development

west corner of Site D1 represent gateways into the site and should be treated as key corners.

Sites A, B and E

- 5.3.3 Timbold Drive will have the most passing traffic and hence be the most publicly visible parts of the development and therefore both these streets should be treated as key frontages.

5.4 Density and Building Heights

Sites A (south), C and D1

- 5.4.1 In line with local plan policy and broadly to reflect the density of the surrounding residential area within Kents Hill, net densities should not exceed an overall average across the site of 35dph. Within this average though densities should vary to provide varying character across the development. Highest densities are envisaged along Timbold Drive and Site A (south) and lowest densities along the higher ground in Site C.
- 5.4.2 Building heights should reflect that of the surrounding area and therefore predominantly 2 storey development would be appropriate.
- 5.4.3 Some taller elements of up to potentially 4 stories would be suitable along the lower parts of Timbold Drive, most notably south of the roundabout on Hammerwood Gate and Site A (south).
- 5.4.4 Buildings should be restricted to 2 stories in height on higher ground to retain the existing long views to the west from Kents Hill Park with the roof line roughly mimicking the contour line

Sites A, B and E

- 5.4.5 The relative isolation of these sites and their low lying nature (relative to land to the east) suggests buildings could be up to 4 storeys in

height.

5.5 Detailed Design Appearance

Sites A (south), C and D1

- 5.5.1 The relative isolation of the sites from existing housing (the existing treebelt further segregates the site from existing housing to the east) means that there is little immediate context to inform the detailed design or architectural approach to the design of new housing.
- 5.5.2 The approach to the detailed design of development on the sites should therefore be one that builds on and reinforces Milton Keynes's identity as a forward thinking city that "thinks differently" and strives to showcase new innovations, building from a housing perspective on many of its pioneering housing schemes such as Homeworld, Energyworld and Futureworld.
- 5.5.3 The appearance of buildings should furthermore be such that it helps create a strong character and sense of place for the development. In this respect a contemporary yet simplistic approach to design particularly along the key frontages



The uniform palette of materials and contemporary design has helped create a strong character for this development

is encouraged. Future World is located to the north and east of Site C and could act as an inspiration for another parcel of innovative housing within the overall development.

- 5.5.4 All buildings should enhance their surroundings and be constructed from high quality, durable materials.
- 5.5.5 Social / affordable housing provided must be indistinguishable from market housing (ie 'tenure blind').



Sustainable technologies should be used

sets sustainability standards that will have to be considered as part of the overall design process.



Education buildings should be built to have a striking identity with a strong civic presence

5.7 Access, Movement and Parking

Sites A (south), C and D1

- 5.7.1 Timbold Drive which runs along the entire western edge of Site C and D1 provides the street from which vehicular access points to Site A (south), C and D1 will be taken. Hammerwood Gate which runs along the northern edge of Site A (south) provides access to Site C and D1.
- 5.7.2 Given the entire site is within 400m of existing bus routes along the H8, V10 and H9 it is unlikely public buses will use Timbold Drive or any of the development sites. Buses will however need to pick and drop off children from the 2 proposed schools, so the highway infrastructure associated with the fronts of the schools in particular will need to cope with bus movements.
- 5.7.3 The size of the sites means that various streets will be included within them. These should provide a legible structure to the development. Section 5.2 outlined some layout principles

Sites A, B and E

- 5.5.6 In line with the above guidance for the appearance of the residential buildings on Sites A (south), C and D1, the school buildings should have a strong character and be contemporary in design, typical of most schools in Milton Keynes and reflective of their civic importance and creative ethos.

5.6 Sustainable Construction and Energy Efficiency

- 5.6.1 The Council's Local Plan Policy D4 and its supplementary Sustainable Construction SPD

relevant for the site that have implications for Access and Movement.

- 5.7.4 The movement network should allow for a hierarchy of streets to be developed. Timbold Drive will be at the top of the hierarchy followed by the illustratively shown central 'spine street' (see fig 9). At the bottom of the hierarchy will be private drives and single sided level surface streets both likely to front the existing hedges and associated open space.
- 5.7.5 Individual drives will likely be permitted off Timbold Drive to serve new housing except off the southern end between Groveway and the junction with Hammerwood Gate (including the circulatory part of the roundabout). A limited number of driveways serving front parking courts maybe however be acceptable to serve housing along this stretch of Timbold Drive.
- 5.7.6 Direct access from Hammerwood Gate to Site A (south) should not however occur.
- 5.7.7 The southern end of illustratively shown 'spine street' in Block D1 should be setback at least 50m from Groveway.
- 5.7.8 A footpath should be included along the eastern side of Timbold Drive to serve new housing facing it.
- 5.7.9 The footpath access from the bus stop directly south of Hammerwood Gate on Brickhill Street should be extended into the future development on Site A (south).
- 5.7.10 There is currently little in the way of traffic calming within Kents Hill Park and this will need to be installed along Timbold Drive in particular, as part of the development. All streets should be designed to a maximum 20mph speed limit especially at the southern end of Timbold Drive in proximity to where it joins (H9) Groveway.
- 5.7.11 Within the development sites, pedestrian access will be provided in the form of footways that follow the street network.
- 5.7.12 While most footpaths will follow the street network where they benefit from being overlooked by adjacent housing, segregated

footpaths will be encouraged if they can demonstrate they provide shorter walking routes which link destinations (to encourage walking), they are designed into the overall layout and feel safe (avoiding alleyways for example)

- 5.7.13 The existing development on Kents Hill enjoys a high degree of pedestrian connectivity, which has been successful in encouraging walking and other modes of non-car transport as well as enhancing community cohesion. The new footpaths within the development should connect with the existing pedestrian network to the north of the site within Kents Hill Park and from the southeast corner of the development to the redway along Groveway. The latter connection will enable more direct access to the existing shop in Kents Hill (as indicated in figure 9). Discussion with the Parks Trust should take place regarding these two footpath connections.
- 5.7.14 Car parking shall be provided in accordance with Milton Keynes Council's parking standards current at the time planning applications are made to the authority.
- 5.7.15 It is anticipated that a range of parking solutions will be required to support the development (see the Council's adopted New Residential Development Design Guide Supplementary



The existing footpath from the bus stop on Brickhill street running through the linear park along the northern edge of Site A could potentially be upgraded to a redway to help facilitate sustainable travel to schools

Planning Document for acceptable examples of parking provision). The key principle however is that parking be located as conveniently as possible for all residents. This suggests on plot to the side and front of properties. Right angled parking located to the front can either be allocated on plot which requires



“L-shaped” housing at Oakgrove which allows independently accessible on plot parking as well as a street frontage to be provided.

setbacks of at least 5m or allocated to the front of the property (but not on plot). In the former case, L shaped units have been included at Oakgrove, Milton Keynes which has the dual benefit of providing a strong building frontage up to the street but also allowing independently accessible parking to the front. In both cases this should be used carefully used to reinforce varying character across the development and that parking does not totally dominate the streetscape.

- 5.7.16 On street parking should be included as part of the new residential development in dedicated bays along Timbold Drive but not Hammerwood Gate.

Sites A, B and E

- 5.7.17 Timbold Drive which provides a common street frontage to all development sites within the Kents Hill Park provides the sole vehicular



The existing mixed species treebelt along the eastern edge of Site C and D1

access to Site A for the primary school as well as to Sites B and E which will accommodate the proposed secondary school and Special School.

- 5.7.18 No vehicular site access should be taken off Durgate or Hawkhurst Gate.
- 5.7.19 In order to encourage sustainable forms of transport right up to the point of access to the proposed new schools there should be new redway links to these schools. This should include as a minimum, a link from the existing redway along Standing Way up Durgate to the secondary school entrance on Timbold Drive.
- 5.7.20 The preference would however be for this redway to be extended along the full length of the western side of Timbold Drive connecting with the existing redway along Groveway. This will however, require taking a 1m strip wide strip from the development sites in order that a 1m wide landscape verge on either side of the new redway can be achieved (the current verge/footway is 4m wide.)
- 5.7.21 The need for Zebra crossings or similar along Timbold Drive for access to the schools should be considered. Theoretically the installation of zebra crossings should be in compliance with the Zebra Crossing Regulations that sets levels for pedestrian and traffic flows to demonstrate

that a specific location warrants such a crossing.

- 5.7.22 Consideration should also be given to upgrading the existing pedestrian leisure route from the underpass (and bus stop) south of Kents Hill Park Roundabout on Brickhill Street to Timbold Drive where the suggested location for the primary school building would be positioned, into a redway (see fig 9).
- 5.7.23 Car parking shall be provided in accordance with Milton Keynes Council's parking standards current at the time planning applications are made to the authority.
- 5.7.24 Drop off parking should preferably be located so that the school buildings can have a presence on Timbold Drive and/or Durgate rather than be located solely in front of the school which has the negative consequence of setting the building back behind a large car park, thereby undermining the civic presence that the schools have within the community.



The existing hedgerow on the right hand side of the photo is the one that runs alongside Timbold Drive in Site E.

5.8 Public Realm and Landscaping

Sites A (south), C and D1

- 5.8.1 While the sites largely comprise maintained grassland there are 2 mature hedges within Sites C and D1 that need to be retained. These should remain within the public realm and should be used to help structure the development. An additional open space buffer should be provided either side of these hedgerows. These buffers will act both to protect the hedge during the construction of the development and help to prevent potential future conflict between tree roots and buildings and hard surfaces. The buffer zones will also provide routes for access to maintain the hedge. The retained hedges should have appropriate management plans put in place, including advance work to improve the structure of the hedges to make them suitable for the new setting within a developed area.
- 5.8.2 While the mature hedge within Site A should be retained if possible, its central location may make this difficult and achieve a viable development. In this event the loss of the hedge could be mitigated by the planting of a new native hedge/planting within the site.
- 5.8.3 A treebelt approximately 20m wide that is allocated as open space in the Local Plan exists along the eastern edge of the site. This was likely planted to act as a buffer between the existing housing directly to the east and the existing higher education allocation for Sites C and D1. Para 5.2.7 outlines the proposed approach to this treebelt as part of the development of Sites C and D1.
- 5.8.4 There is an avenue of trees along the both sides of the southern end of Timbold Drive. This avenue of planting should be extended along the entire length of Timbold Drive emphasising the importance of this street within the street hierarchy of Kents Hill Park.
- 5.8.5 The size of the development requires a neighbourhood play provision to be provided (within Site C and D1). There is a shortage of active play elements for pre-teenagers and young teenagers in the area and the play facilities should address this, with suitable noise

abatement or siting. This play area should be seen as a structuring element in the masterplan and be included in the wider open space network. A potential location would be adjacent to one of the existing hedgerows (see para 5.8.1). It is important that a condition is included at the contract stage that play areas must be shown on the overall masterplan before any of the adjacent housing is occupied.

- 5.8.6 Landscaping is furthermore a unique selling point of MK and therefore the development of the site must be underpinned by an overall landscaping masterplan that delivers high quality landscaping to the development.

Sites A, B and E

- 5.8.7 The existing hedge that runs along the eastern edge of the site adjacent to Timbold Drive should be retained subject to ecological and wildlife value as well as viability in terms of constructions costs and meeting the school/ educational needs, with the playing fields set behind it on the flatter Site E. If the hedge is removed then a replacement planting / wildlife corridor in proximity to the hedge should be included.
- 5.8.8 The existing hedge at the south west corner of Site A should also be retained subject to subject to ecological and wildlife value as well as viability in terms of constructions costs and meeting the school/educational needs.
- 5.8.9 There should be an emphasis on a high quality public realm to the front of the schools on both Sites A and B.
- 5.8.10 The existing avenues of trees lining Timbold Drive, Hawkhurst Gate and Durgate should be retained.

5.9 Digital Infrastructure

- 5.9.1 In line with the Council's adopted MK Digital Infrastructure Strategy, it is expected that the developer will include provision for next generation fibre optic networks in designs to facilitate the provision of superfast broadband (in excess of 30 mb/s download speeds) to all properties.

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