

# Atterbury Area 1 Development Brief



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This document has been prepared by  
Milton Keynes Council's Urban Design  
and Landscape Architecture Team.

For further information please contact:

Neil Sainsbury, Head of Urban Design and  
Landscape Architecture

Urban Design & Landscape Architecture  
Planning and Transport  
Milton Keynes Council  
PO Box 113, Civic Offices  
1 Saxon Gate East  
Milton Keynes, MK9 3HN

**T +44 (0) 1908 252708**

**F +44 (0) 1908 252329**

**E [urban.design@milton-keynes.gov.uk](mailto:urban.design@milton-keynes.gov.uk)**

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# SECTION 1

# INTRODUCTION

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## 1.1 Introduction

- 1.1.1 This Development Brief concerns a strategically located site within Atterbury, adjacent to Broughton (see fig 1).
- 1.1.2 Milton Keynes Council and Milton Keynes Development Partnership (MKDP\*) have high aspirations that development of this site can in particular help deliver the Council's corporate aims around housing options for all sectors of its population.

### Vision Statement:

“To create a high quality residential neighbourhood with a wider variety of housing types and tenures including the reintroduction of a proportion of ‘self/custom build’ opportunities that is intended to increase the quality of and variety of housing offered in Milton Keynes.”

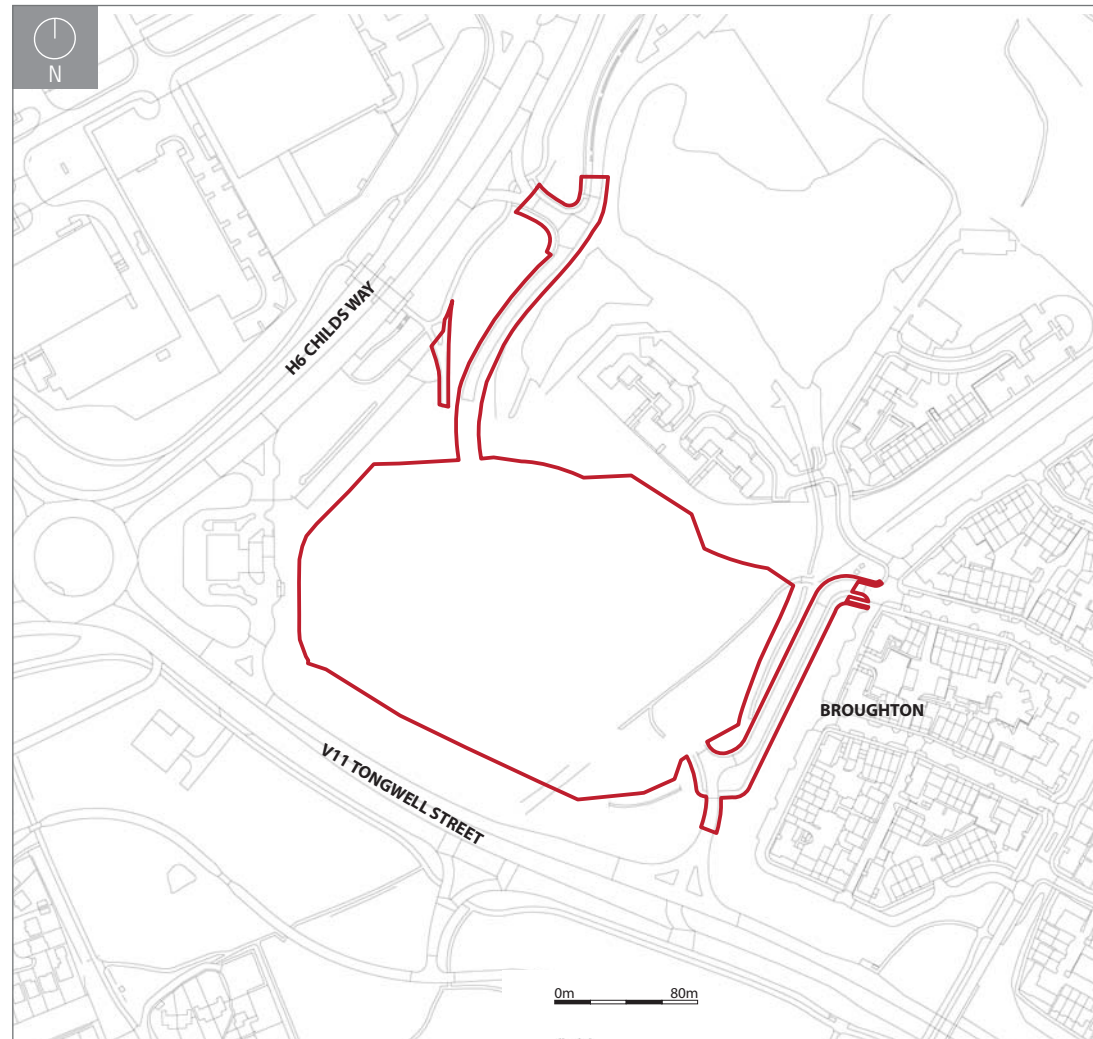


Figure 1: Site Area and other highway land owned by MKDP

## 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 this site in Atterbury. This will aid the development process, by allowing developers to submit informed proposals that respond to the landowner, Council and other local stakeholder aspirations / expectations for the site.
- 1.2.2 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.
- 1.2.3 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 constraints that need to be accommodated.
- 1.2.4 The Development Brief has been prepared to accord with current Planning Policy – a key aim though is to contextualise the policy for

the site covered by the Brief. The Brief cannot formally change current policy, however 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.

- 1.2.5 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.*

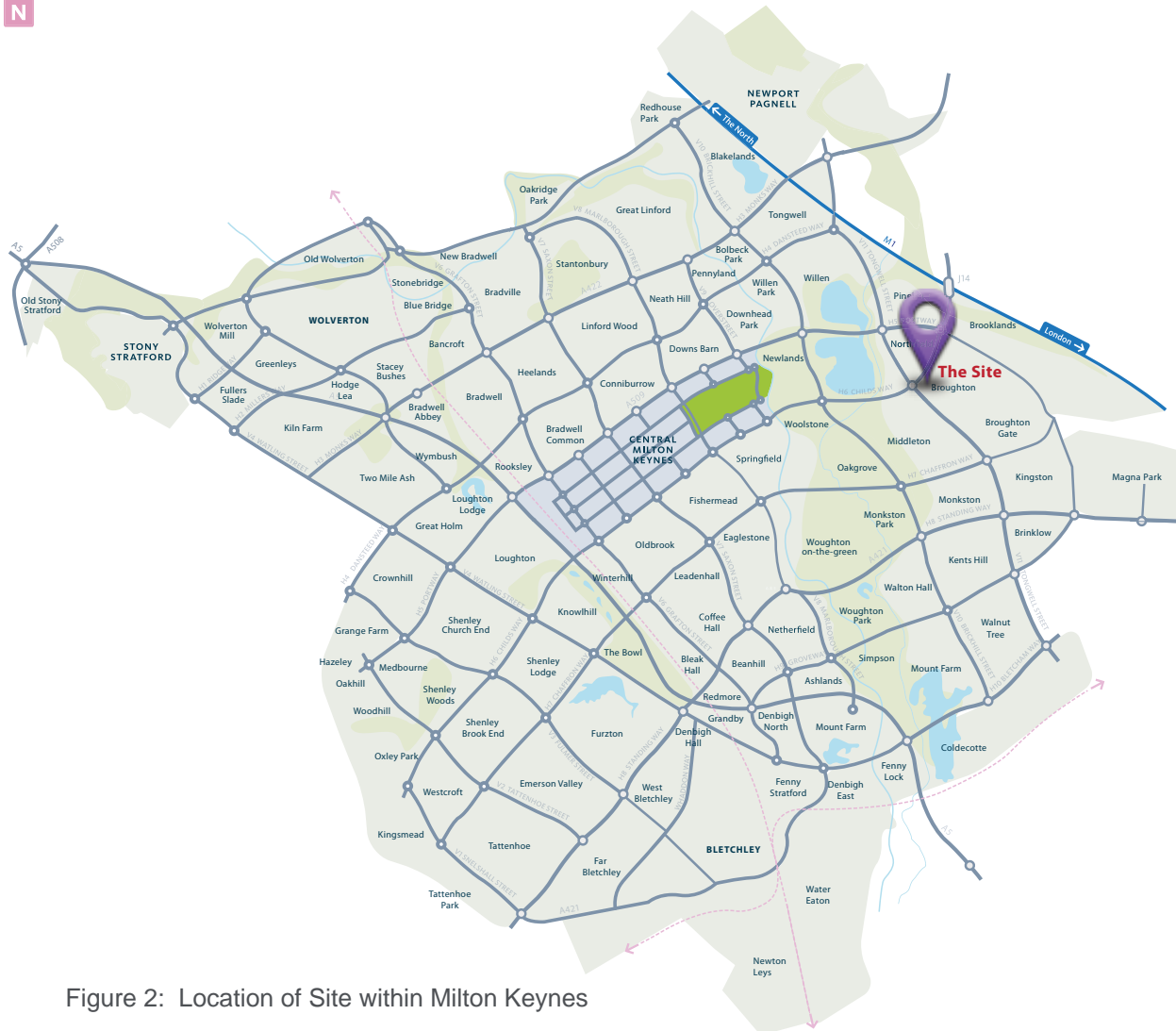


Figure 2: Location of Site within Milton Keynes

### 1.3 Location, Site Details and Land Ownership

- 1.3.1 The site is situated in a highly accessible location on the east flank of Milton Keynes less than 1km from Junction 14 on the M1 and 3km from Central Milton Keynes (see figure 2).
- 1.3.2 The site is strategically located at the junction of 2 key grid roads in Milton Keynes, Childs Way (H6) and the V11 (Tongwell Street) and is adjacent to the established residential area of Broughton (see figure 3).
- 1.3.3 The developable part of the site (excluding vehicular accesses into the site) extends to 3.75ha.
- 1.3.4 The entire site, including required vehicular access points is within the ownership of MKDP. All land immediately surrounding the site is owned by Milton Keynes and on a long lease to the Milton Keynes Parks Trust.



## 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 key design principles and parameters.

**Section 4** outlines what the Brief is seeking to deliver in terms of potential land uses

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



Figure 3: Aerial photo of site



## 1.5 Other Information

- 1.5.1 Once approved, the development brief will be followed and supported by a marketing brief 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 preferred route to the market and selection criteria.

# 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 following national and local planning policy.

### Milton Keynes Council Corporate Plan

2.1.2 This Brief will in particular will support the Themes of “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:

- 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 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 The site is allocated in the Local Plan for employment uses.

2.1.7 Based however on the outcome of discussions around employment sites across Milton Keynes at the Core Strategy Examination, the site was not considered suitable for employment uses. This is largely because of the extent of residential used already in existence around the site. Residential uses were seen as more compatible with the surrounding context.

2.1.8 If residential uses are developed on the site, key policies include:

### 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

- T3, T4 Pedestrians and Cyclists

Housing Policies

- H3-H5 Affordable Housing
- H7 Housing on Unidentified Sites
- H8 Housing Density
- H9 Housing Mix

Leisure and Recreation Uses

- L3 Standards of Provision

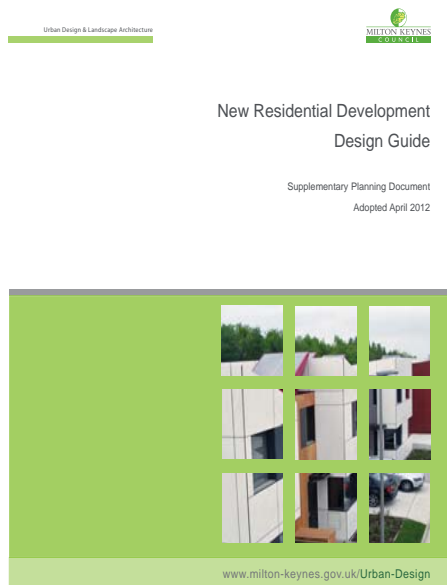
Planning Obligations

- PO1, PO2 General Policies
- PO4 Percent for Art

Supplementary Planning Documents

2.1.9 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

Existing Planning Permissions

Bedford - Milton Keynes Waterway

2.1.10 Outline planning permission was granted in 2007 to construct a canal from the Grand Union Canal to Willen Lake and through to Bedford. The consented route follows the northern edge of the Atterbury Site.

Summary of Planning Policy Position

2.1.11 There is an expectation that the site will be developed. It is allocated in the Local Plan for employment uses. While this Brief can't formally change the existing land use allocation, at the Core Strategy examination where employment sites across Milton Keynes were discussed it was acknowledged given the surrounding residential uses that this site is unlikely to be developed for employment uses and residential uses would be seen as more appropriate.



# SECTION 3

## CONTEXTUAL ANALYSIS

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### 3.1 Introduction

3.1.1 It is important to have a full understanding of the existing site and surrounding area as this helps inform and underpin the opportunities, design principles and associated parameters plan.

### 3.2 Surrounding Area (Fig 4)

3.2.1 The site is surrounded by predominantly offices to the north and west in Fox Milne, and the B1/B2/B8 Northfield Employment Area to the north west.

3.2.2 The residential area of Milton Keynes Village and Middleton is located to the south, Broughton residential estate directly to the north and east and proposed recreation and open space further to the north.

3.2.3 To the south and west the dual carriageway grid roads of Tongwell Street and Childs Way provide significant separation distance between the site and Northfield and Milton Keynes Village / Middleton respectively.

3.2.4 While the residential density of Middleton/ Milton Keynes Village to the south is fairly low, the closest existing housing to the site at

Broughton is in fact built at quite a high density of generally between 40-50 du/ha.

3.2.5 Broughton Local Centre, located at Tanfield Square is within 200m of the site.

3.2.6 Willen Lake and the leisure and recreational opportunities associated with it is within 1km of the site, being easily accessible by foot.



Housing in Broughton facing the eastern edge of the site



Neighbouring large floorplate employment uses in Northfield



Housing in Pye Bridge End facing the northern edge of the site with public footpath



Figure 4: Land Uses in the Surrounding Area

### 3.3 Site Analysis

- 3.3.1 The site is almost exclusively covered by grass and hence is largely featureless. The site is however a former gravel pit and landfill site for industrial, domestic and inert waste excavated from subsoil from sites across MK. For this reason although generally flat, the site has been artificially mounded through its former uses.
- 3.3.2 A landfill gas barrier was constructed in the early 1990s, which is now redundant. In

particular, methane levels were quite high then; but are considered to be much lower now. It is worth noting that nearby sites with similar historic levels have successfully been developed since.

- 3.3.3 Any development proposal will have to be supported by a new contemporary ground-conditions survey, as current information is at least 8-9 years old, but no significant issues that would impact on the site layout etc. are anticipated. In order to do a thorough job however (e.g. identify any hotspots

and/or zones less suitable for residential development etc.) then a new ground survey is necessary.

- 3.3.4 There is no archaeology on the site. The site is also well serviced by utilities laid adjacent to Wansford Avenue.
- 3.3.5 There are no rights of way across the site.
- 3.3.6 The site is not within Flood zone 1 or 2 so there no significant problems to development of the site in this regard.
- 3.3.7 The site is currently surrounded by a new barrier and is free for development within the



Open nature of the site looking west



Grass covered site looking toward the southern entrance off Oakworth



Site looking toward the housing on the northern edge of the site in Pye Bridge End



fence, but in order to connect the site to the accesses off Wansford Avenue and the ditches adjacent to Oakworth Avenue, the fences will need extending which would require an English Nature Licence Agreement.

3.3.8 The site is bordered on 2 of its edges by the landscaped grid road reserves of Childs Way and Tongwell Street. This prevents clear views of the site from these 2 streets.

3.3.9 Its eastern edge is Oakworth Avenue which provides a key vehicular route to not only the site but also Broughton. A landscaped ditch and watercourse runs between Oakworth Avenue and the edge of the site.

3.3.10 The northern edge of the site is bordered by a

thin strip of linear parkland including a public footpath which also contains the consented Bedford-Milton Keynes waterway alignment. Immediately to the north of this thin strip of linear parkland are 3 storey residential blocks of housing occupied by the Luminus Housing Association. A recently built contemporary B1 office development occurs approximately 200m to the north of the site served off Bressingham Gate.

3.3.11 Adjacent to Fox Milne Roundabout at the western corner edge of the site is a petrol filling station that backs onto the site.



The Regus office building to the north of the site



Grid Road Reserve planting adjacent to the V11



Oakworth Avenue and an existing ditch from the eastern boundary to the site



The western corner of the site is adjacent to a petrol filling station

### 3.4 Existing Access (Fig 5)

- 3.4.1 The site is well served by vehicular access with 2 existing access points into the site. One is off Wansford Avenue which in turn is off Bressingham Gate and Childs Way while another access is located off Oakworth Avenue which is served from Tongwell Street.
- 3.4.2 There is an existing redway and underpass under Childs Way that provides pedestrian access from the site to Northfield and beyond.
- 3.4.3 A public right of way in the form of a paved footway passes around the northern edge of the site.

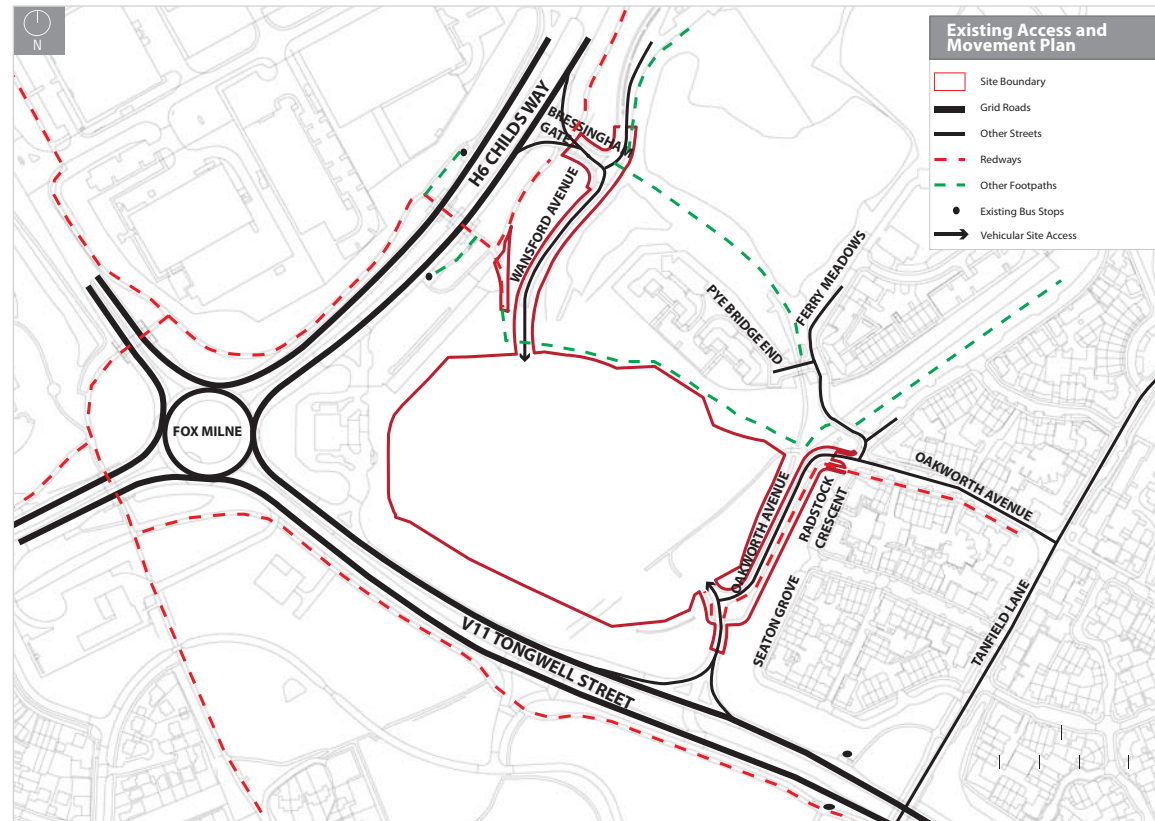


Figure 5:  
Existing  
Access and  
Movement  
Plan



The south east vehicular entrance to the site off Oakworth Avenue



The northern entrance to the site off Wansford Avenue



Existing redway underpass connecting site to Northfield

### 3.5 Summary Opportunities and Challenges (Fig 6)

#### Opportunities

- 3.5.1 The site is allocated in the Local Plan for development and there is an expectation that it will be developed
- 3.5.2 Milton Keynes requires new housing and there is an opportunity to in particular provide a wide mix of housing tenures to meet a wide variety of housing needs across Milton Keynes
- 3.5.3 There is an opportunity to develop a site that has previously been subject to traveller occupation and fires
- 3.5.4 The site is generally unconstrained in terms of features above ground
- 3.5.5 There is an opportunity to help mark the gateway when entering the site off Tongwell Street from the V11
- 3.5.6 There is an opportunity to exploit the potential future Bedford-Milton Keynes Waterway through locating housing to front onto this attractive feature

#### Constraints / Challenges

- 3.5.7 Noise from Childs Way and Tongwell Street
- 3.5.8 Potential land contamination
- 3.5.9 The need for Wansford Avenue to cross the alignment of the consented Bedford-Milton Keynes Waterway in the northern corner of the site
- 3.5.10 A sensitive response is required on the northern and eastern edges adjacent to existing housing





Figure 6: Opportunities and Constraints Plan

# SECTION 4

# **DEVELOPMENT OPPORTUNITIES**

4.1 Development Opportunities

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## 4.1 Development Opportunities

- 4.1.1 The planning policy context as outlined in Section 3 states that the site is allocated for employment uses.
- 4.1.2 Based however on the outcome of discussions around employment sites across Milton Keynes at the Core Strategy Examination, the site was not considered suitable for employment uses. This is largely because of the extent of residential used already in existence around the site. Residential uses were seen as more compatible with the surrounding context.
- 4.1.3 Initial consultation also indicated that surrounding residents would prefer residential uses than employment uses which would tend to be more noisy and an incompatible use so close to existing housing.
- 4.1.4 While this brief cannot formally change the existing employment land use allocation it does support residential uses and in particular a wider variety of housing types and tenures including the reintroduction of a proportion of 'self/custom build' opportunities that is intended to increase the quality of and variety of housing offered in Milton Keynes.
- 4.1.5 These residential uses would help meet the Corporate Plan Themes of "Living in MK" and a "Cleaner, Safer, Healthier MK".
- 4.1.6 There is no existing bund along Childs Way and Tongwell Street in particular, which are both 70mph grid roads. It is likely therefore that appropriate noise mitigation measures will need to be included in the design and construction of new housing closest to these two roads.

# SECTION 5

# PLANNING AND DESIGN PRINCIPLES

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## 5.1 Introduction

- 5.1.1 Proposals for the site 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. The Brief seeks to enable Milton Keynes to further enhance its reputation for its approaches to housing design and delivery when it pioneered non-standard, bespoke housing schemes such as Homeworld, Futureworld and Energyworld.
- 5.1.2 Where relevant, the principles are spatially represented by the accompanying Parameters Plan (see figure 7).

## 5.2 Layout

- 5.2.1 While development doesn't necessarily need to follow the 'perimeter block' approach, it is essential that there is a clear distinction / separation between public and private space so that all publicly accessible parts of the development are fronted by active frontages (or at the very minimum are not fronted by blank frontages where there is no

visual connectivity between occupants inside the building and those outside in the public realm) and private areas are inaccessible to the public. The layout should not result in ambiguous space that is not clearly public or private (such as alleyways or other 'leftover space').

- 5.2.2 The layout of the development should be legible to enable easy wayfinding and ease of movement.
- 5.2.3 While this Brief is not specifying a layout, the existing access/s off Wansford Avenue and Oakworth Avenue will help establish a viable layout.
- 5.2.4 The layout (street network) should be such so as to ensure that a rat-run isn't inadvertently created through the site through a direct route linking the 2 existing accesses off Wansford Avenue and Oakworth Avenue.

## 5.3 Key Corner Buildings and Frontages

- 5.3.1 There are 2 logical gateways into the site at the locations of the 2 primary vehicular access

points. This is where there the site will be most visible and the massing of development and detailed design of the corner buildings adjacent to these entrances needs to therefore be appropriate to justify and reflect these key locations.

- 5.3.2 The key frontages which require an appropriate design response are those fronting onto and overlooking Oakworth Avenue and the consented MK-Bedford Waterway. Route Conversely frontages along Tongwell Street and behind the petrol filling station are less important and development could back onto them.



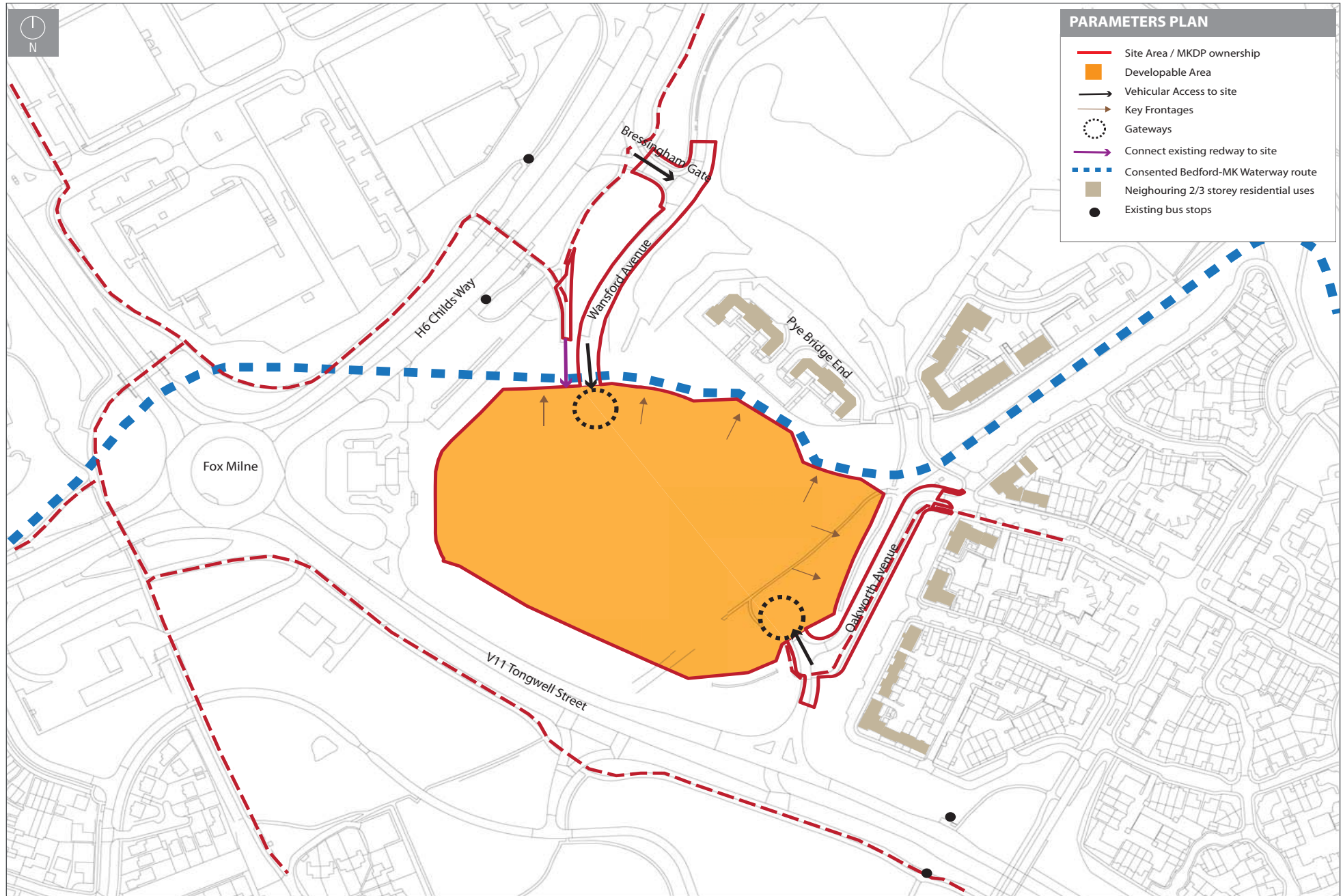


Figure 7: Parameters Plan



## 5.4 Density and Building Heights

- 5.4.1 The density of development should reflect that of the surrounding area and therefore densities of generally between 35-45du/ha would be appropriate.
- 5.4.2 Building heights should reflect that of the surrounding area and therefore between 2 and 3 stories would be appropriate with a small amount of 4 stories potentially suitable particularly to help reinforce the two gateways into the sites.
- 5.4.3 Generally speaking building heights can be taller toward the western edge of the where there is less of a constraint on the existing 2/3 storey housing that is located on the northern and eastern edges of the site.

## 5.5 Detailed Design Appearance

- 5.5.1 The architectural approach to development should be informed by the contextual analysis. This indicates that while the site does have existing residential development along its northern and eastern edges it does still function discretely enough for a new / distinct character to be created. The architectural

approach does not need to be constrained and influenced by the approach taken in the surrounding area.

- 5.5.2 The approach to architecture should also be informed not just by Milton Keynes's vision of a city that "think differently", "create opportunity" and be the premier "can do" place of the 21st century, but also as alluded to in para 5.1.1 to seek innovative, bespoke and cutting edge approaches to housing design and delivery.



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



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



Sustainable technologies should be used

- 5.5.3 All buildings should be of exceptional contemporary design quality, should enhance their surroundings and be constructed from high quality, durable materials. Example photos of development elsewhere that addresses water are included to show the sort of aspirations that MKDP and MKC have for the site.
- 5.5.4 The introduction of non-standard house types on at least part of the site is also encouraged.
- 5.5.5 Depending on the extent and model of self build housing, the appearance of housing in Atterbury may reflect a 'patchwork approach' with a greater variety of different appearances.
- 5.5.6 All social / affordable housing must be indistinguishable from market housing (ie 'tenure blind').



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

## 5.6 Sustainable Construction and Energy Efficiency

- 5.6.1 The Council's Local Plan Policy D4 and its supplementary Sustainable Construction SPD furthermore sets sustainability standards that will have to be considered as part of the overall design process.

## 5.7 Access and Movement

- 5.7.1 A key aim of the access and movement strategy is to integrate the site with its surroundings. This will be facilitated through the 2 existing vehicular site accesses off Wansford Avenue and Oakworth Avenue. These access will also serve as the primary pedestrian accesses to the site.
- 5.7.2 No other vehicular accesses are desirable or expected into the site.
- 5.7.3 The extension of Wansford Avenue into the site will require a bridge to pass over the consented Milton Keynes – Bedford Waterway 'corridor'.
- 5.7.4 Wansford Avenue should include a footpath down at least 1 side.
- 5.7.5 The existing redway that passes underneath Childs Way currently terminates just north of the site. This redway should be extended into the site to provide all future residents with access to the wider Milton Keynes Redway Network
- 5.7.6 The consented Milton Keynes – Bedford Waterway will include a towpath for pedestrian access along the northern side

of the waterway. This will serve to replace the existing footpath that runs within the consented waterway 'corridor'. In this case the layout and development of the site should allow for public access to the southern side of the waterway.

- 5.7.7 The primary pedestrian network within the site will generally follow the street network - all streets within the development should have at least 1 footpath along 1 side of the street unless it is a level surface street designed as a shared space which by definition will have small number of vehicular movements and slow vehicle speeds. (Further guidance on these street types can be found in MKC New Residential Development Design Guide SPD).

## 5.8 Parking

- 5.8.1 Car parking will normally be provided in accordance with Milton Keynes Council's Parking Standards.
- 5.8.2 It is anticipated that a range of parking solutions will be required to support the

development. The key principle however is that parking be located as conveniently as possible for all residents.

- 5.8.3 On street parking is seen as an important part of the overall parking provision but must be carefully designed into the streetscape as parking bays so that it is not seen as cluttering the streetscape or restricting through movement of traffic including service delivery vehicles.
- 5.8.4 As stated in the New Residential Development Design Guide SPD, where practicable, dwellings should be designed to enable the installation of a domestic electric vehicle charging point to approved industry standards at a later date.

## 5.9 Public Realm and Landscaping

- 5.9.1 There is no existing landscaping on site that requires retention.
- 5.9.2 Landscaping is however 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.

- 5.9.3 Landscaping can not only soften the development but can also reinforce the movement hierarchy and aid legibility.

## Urban Design & Landscape Architecture

Planning & Strategic Transport

Milton Keynes Council

PO Box 113, Civic Offices

1 Saxon Gate East

Milton Keynes, MK9 3HN

T +44 (0) 1908 252708

F +44 (0) 1908 252329

E [urban.design@Milton-keynes.gov.uk](mailto:urban.design@Milton-keynes.gov.uk)



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