

# Campbell Park Northside Development Brief *Consultation Draft*



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# SECTION 1

# INTRODUCTION

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## 1.1 Introduction

- 1.1.1 This Development Brief concerns a strategically located development site to the north of Campbell Park adjacent to Silbury Boulevard (see fig 1 - 3).
- 1.1.2 MKDP\* and Milton Keynes Council have high aspirations, given its prominent location adjacent to the entire northern side of Campbell Park for the site to deliver an exceptional, exemplar and bespoke residential led mixed use development.

### Vision Statement:

To create a “high quality urban parkside” neighbourhood that enhances the setting of Campbell Park. Residents will have the enviable benefits of immediate access to the extensive green spaces that includes public art and leisure facilities within Campbell Park as well as the mixed use opportunities within the city centre which are within easy walking distance. There will be a strong sense of place with a wide variety of high quality bespoke, adaptable and energy efficient private and social housing while uses such as a hotel, retail and cafes/restaurants will overlook the park and canal. The neighbourhood will create an interesting place to visit, perhaps as part of a walk or cycle ride alongside the historic Common Lane green spine while for residents it will feel like living in the park due to the opportunities to see into the park and/or the green character of the park permeating through into the entire neighbourhood.

*\*MKDP is a limited liability partnership set up and owned by Milton Keynes Council to facilitate Milton Keynes’s 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.*



that a planning document would have to undergo. The Brief has however been prepared to accord with current national and local Planning Policy and has been subject to public consultation. In addition it will be submitted for approval by MKC Cabinet and if approved will therefore be a material consideration in helping determine planning applications albeit with limited planning weight.

### 1.3 Location, Site Details and Land Ownership

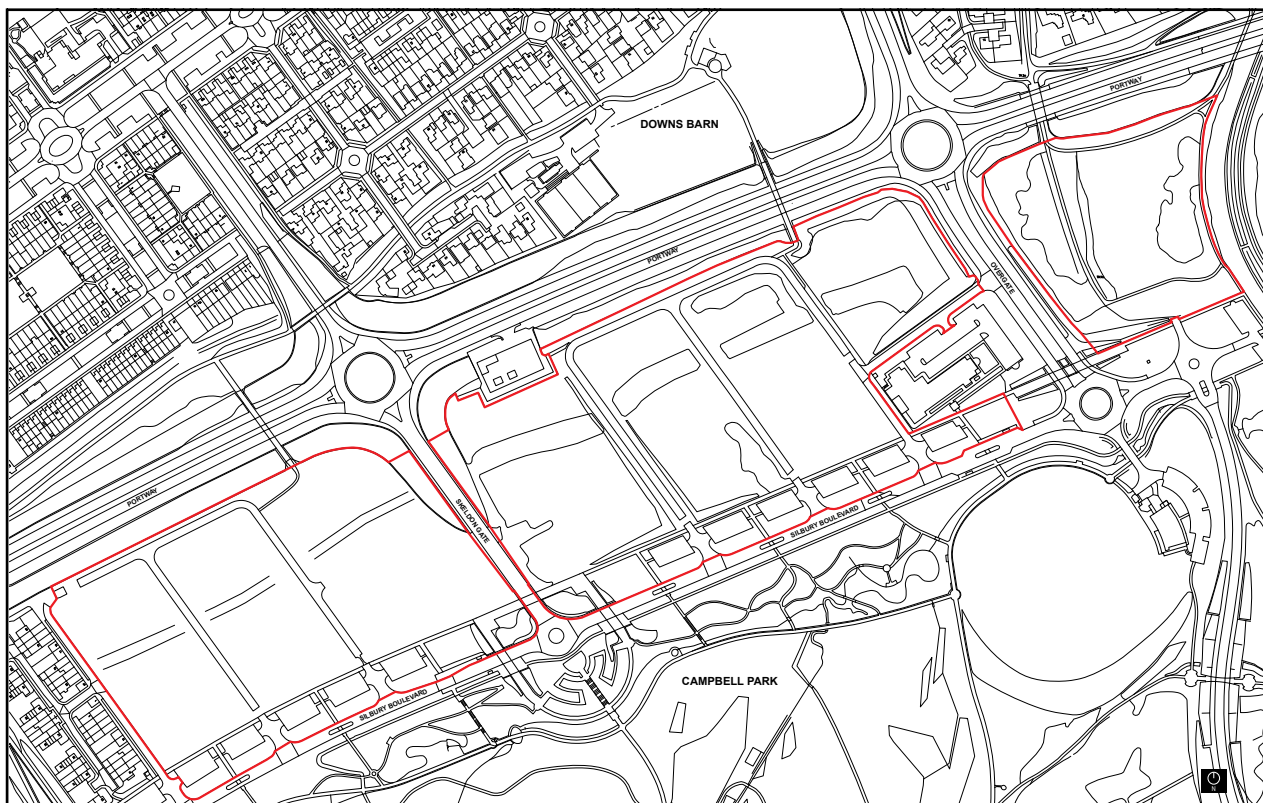
1.3.1 This Development Brief covers three sites (split by Skeldon Gate and Overgate) known as Block F1, G1 and H1 which are located adjacent to Campbell Park between Silbury Boulevard to the south and Portway (H5) to the north. At the western end there is a small amount of existing housing between the site and the city centre while the eastern end abuts the Grand Union Canal.

1.3.2 Figure 2 identifies the redline boundary of the three development sites all of which are in the ownership of MKDP and extend to a total of 16.23 ha (including all existing infrastructure).

1.2.3 Development Briefs are submitted for approval by MKC Cabinet. If approved by MKC Cabinet this does not prejudice the independence and decision making function of Development Control Committee.



Part of the site - looking east towards Skeldon Gate



**Figure 2:** Redline boundary of Campbell Park Northside and MKDP Ownership

## 1.4 Structure of the Development Brief

The Brief is divided into five sections:

**Section 1** provides an introduction and outlines the purpose and status of the brief as well its location and land ownership information.

**Section 2** describes the planning policy context of 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 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

# SECTION 2

# **POLICY CONTEXT**

2.1 Policy Context

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## 2.1 The Development Plan

- 2.1.1 Planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations dictate otherwise.
- 2.1.2 The Development Plan for CMK comprises the made CMK Business Neighbourhood Plan, the adopted Core Strategy and the saved policies of the Milton Keynes Local Plan.
- CMK Alliance Plan 2026**
- 2.1.3 The CMK Business Neighbourhood Plan was made part of the Development Plan by Full Council on 10 June 2015.
- 2.1.4 Once a Neighbourhood Plan has been agreed at a referendum and is made (brought into legal force) by the local planning authority, it becomes part of the local planning authority's development plan as an official development plan document which carries statutory weight. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. If a policy contained in the development plan for an area conflicts with another policy in a development plan, the conflict must be resolved by the decision maker in favour of the policy which is contained in the latest document to become part of the development plan.
- 2.1.5 Neighbourhood Plans therefore form part of the development plan for the relevant area. They will necessarily be in general conformity with the strategic policies contained in the development plan for the area. If they are the most recent document to become part of the development plan, they will attract statutory priority and will take precedence over non-strategic development plan policies.
- 2.1.6 Campbell Park Northside is identified in the CMK Alliance Plan as a development site with a wide variety of indicative uses being identified including housing, employment, retail, food and drink, hotel and D1 / D2 usage.
- 2.1.7 Other policies include:
- SS1 (Strategic Reserve Sites) identifies Blocks F1.2 - F1.4 as reserved for major development of strategic importance such as a university campus, major research or similar institute, or international headquarter offices or government establishment which would raise the profile of Milton Keynes nationally and/or internationally.
  - Classic CMK Infrastructure (CMKAP G1), which for this site particularly relates to the two rows of parking adjacent to Silbury Boulevard, the underpasses around Secklow Gate and Overgate as well as the granite quadrants and kerbs. The exceptional circumstances which might justify alteration of the extent and layout of classic CMK infrastructure are set out in Policy G11. An exceptional development would demonstrably raise the profile of Milton Keynes nationally or internationally, would make a substantial contribution to the economic, employment, social, cultural and other key objectives of the Plan and city prosperity, and would enhance CMK's distinctive identity (CMKAP G11).
  - Mixed use development is encouraged for all development proposals (CMKAP G6)
  - Ground floor blocklet frontages shall be expected to provide predominantly active frontages (CMKAP G7). The Silbury Boulevard frontage is identified as needing to provide a predominantly active and mixed use frontage.

- Weather protection shall normally be provided along blocklet frontages (CMKAP G7)
- Development is generally preferred to be in the form of perimeter development on Blocks and Blocklets with frontages facing the surrounding public realm (CMKAP G8)
- Development is to clearly define the edge of the public realm (CMKAP G8)
- Frontages shall be designed to appear continuous (CMKAP G8)
- Assembly of blocks / closure of streets may be justified so long as alternative arrangements for equivalent public accessibility and permeability of the Block is provided (CMKAP G8)
- New development should respect the existing CMK grid layout, providing continuity and enclosure through appropriate relationships between buildings and spaces (CMKAP G9)
- Buildings on Gates and Boulevards are encouraged up to 8 storeys (CMKAP G9)
- Proposals for taller buildings in excess of eight storeys above natural ground level, will be permissible so long as certain identified criteria are met (CMKAP G9)
- Density of residential development will generally be 100-200 dwellings per hectare (CMKAP G10)
- Proposals should demonstrate that good

- standards of daylight and sunlight are achieved in compliance with BRE Standards, and that there is no overlooking causing unreasonable loss of privacy(CMKAP G10)
- The creation of communities within developments should be fostered by establishing communal facilities, such as shared open space (CMKAP G10)
  - Good standards of daylight and sunlight should be achieved and loss of privacy should be avoided (CMKAP G10)

### Core Strategy

- 2.1.8 The Core Strategy was adopted in July 2013 and forms part of the development plan for Milton Keynes. The following policies are relevant for the development of Campbell Park Northside:
- Policy CS10: Housing
  - Policy CS11: Transport
  - Policy CS12: Developing Successful Neighbourhoods
  - Policy CS13 : Ensuring High Quality, Well Designed Places
  - Policy CS14: Community Energy Networks and Large Scale Renewable Energy Schemes
  - Policy CS18: Healthier and Safer Communities

- Policy CS19: The Historic and Natural Environment

- 2.1.9 These policies will however be deleted from the Development Plan when Plan:MK is adopted.

### Milton Keynes Local Plan

- 2.1.10 The Milton Keynes Local Plan was adopted in December 2005. The following Local Plan policies have been ‘saved’ by the Secretary of State.

- 2.1.11 The following Local Plan Policies are relevant:
- Transport policies T1-T5, T10-T11, T15, T17
  - D1-D2a (design), D4 (Sustainable Construction)

- 2.1.12 These policies (other than T17) will however be deleted from the Development Plan when Plan:MK is adopted.

### Proposed Submission Plan:MK

- 2.1.13 The Proposed Submission Plan:MK document was published in October 2017. It has reached the penultimate stage in its preparation, with only the examination to

take place in July/August 2018 before it can be adopted, should it be found sound. As a whole it therefore should be given moderate weight. Policies within Plan:MK are a material consideration if they are relevant to the planning application being considered. Where policies attracted a greater number of objections and they remain unresolved (and will be debated by the Inspector during the examination) only limited weight can be given to them. Policy SD2, SD18 and ER15 however attracted very few objections so moderate weight can be afforded to them.

#### 2.1.14 Policy SD3 Central Milton Keynes – Growth and Areas of Change:

In order for CMK to maintain and develop its position as a regional centre and the driver of the Borough's economy, significant new levels of growth will need to be accommodated. The Council will therefore seek to accommodate the following in CMK:

1. 2100 additional new homes (proposed modification)
2. 150,000-200,000m<sup>2</sup> of office floorspace (11)

3. Up to 40,000m<sup>2</sup> of comparison retail floorspace

4. The site requirements of existing and potential further and higher education institutions, which may include an element of student accommodation

5. Additional food and drink and hotel floorspace

6. Support services for people with specific needs

This new growth will be accommodated using a combination of the redevelopment of vacant, underdeveloped and under-performing sites and the development of the Strategic Reserve Sites at Blocks B4 and F1.2-1.4 identified in the CMK Alliance Plan 2015. It has now been agreed that the University will be accommodated on Block B4.

#### 2.1.15 Policy SD18: Campbell Park states that development within Campbell Park must accord with the following principles.

Residential development should be designed:

1. To provide a range of well-designed good quality living environments.
2. To be flexible and adaptable meeting a range of needs including those of older people, young professionals and families.

2.1.16 Policy SD2 of Plan:MK sets out the role and function of CMK. The plan also includes policies on sustainable construction (SC1), flood risk (FR2), biodiversity (NE3), design (D1-D4), housing (HN1-HN4, HN8), transport (CT1-CT3, CT5-CT6), digital communications (CT9), parking (CT10), further and higher education provision (EH4), promoting healthy communities (EH7) and infrastructure (INF1).

2.1.17 Policy ER15: New Local Centres, requires residential developments of more than 500 units to provide a local centre. Campbell Park is identified as one such site. The local centre should be located so that the majority of all new dwellings are within 500m walking distance of a local centre.

#### Housing and Neighbourhoods : Housing Mix and Neighbourhoods

2.1.18 "In summary, what constitutes an appropriate mix of housing within development proposals will be influenced by both site-specific factors, wider trends, information on households with specific needs at that

time, and the strategic objectives in addition to the recommended housing mix set out above. Policy HN1 therefore adopts a flexible approach, with proposals to be considered on a case-by-case basis. Evidence and information on the housing need of different households will be kept under review to ensure decisions on housing mix within development proposals are suitably informed.

2.1.19 Regarding the density of housing, it is the Council's ambition to increase the density of housing and people within certain parts of the urban area to help achieve the wider strategic objectives set out in this plan and to aid the delivery of the wider vision and aims for Milton Keynes set out by the MK Futures 2050 Commission and subsequent work carried out on this. These areas are principally Central Milton Keynes, Bletchley and areas that can benefit from good accessibility to existing or proposed public transport corridors."

2.1.20 HN2 Affordable Housing requires for schemes of 11 or more units that 31% (and no more than 50%) of units are affordable. There were

however strong objections to this policy and at this stage only limited weight can therefore be given to it.

## 2.2 National Policy

2.2.1 The National Planning Policy Framework (NPPF) was published in 2012. The NPPF constitutes guidance and is a material consideration in determining planning applications. At the heart of the NPPF is a presumption in favour of sustainable development.

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

- Planning policies should avoid the protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose (Para 22)
- Ensuring the vitality of town centres (Para 23)
- Delivering a wide choice of high quality homes (para 50)
- Promoting healthy communities (Para 69-70)
- Requiring good design (Para 56-61, 63-64)

2.2.3 As of 6 April 2015, National Planning Policy has been strengthened to make it clear that the Government's expectation is that Sustainable Drainage Systems (SuDS) will be provided in new developments. To this effect it is expected that, where planning applications are for major development, the Local Planning Authority must ensure that SuDS are put in place, unless demonstrated to be inappropriate.

2.2.4 Milton Keynes Council will therefore determine planning applications in accordance with national standards and local policy, whilst taking into account technical advice provided by the Lead Local Flood Authority.

## 2.3 Other Planning Guidance

### Supplementary Planning Guidance (SPG)/ Documents (SPDs)

2.3.1 The following Supplementary Planning Guidance/Documents (SPG/SPDs) should be considered as material considerations when preparing any planning application for the site:

- Sustainable Construction SPD (2007)

- Parking Standards SPG (2016)
- New Residential Development Design Guide (2012)
- Affordable Housing (2013)
- Milton Keynes Drainage Strategy – Development and Flood Risk SPG (2004)

**Milton Keynes Futures 2050 Commission - Milton Keynes: Making a Great City Greater**

2.3.2 Although this document approved by MKC in July 2016 is not policy it does outline the strategy for growth until 2050. It also includes six 'big' projects that will enable the future prosperity of the city and should be pursued now.

**Project 5: Renaissance CMK**

2.3.3 The intention is to (re)create an even stronger city centre fit for the 21st century and build on the CMK Alliance Plan. The background to this project is that some stakeholders believe that CMK has “lost its way” and is not a lively and inviting city centre, particularly for the pedestrian.

2.3.4 Delivering Renaissance CMK will capitalise on Milton Keynes’s location at the centre of the Oxford-MK-Cambridge Arc of investment. It will attract investment that will ensure that CMK is a thriving, lively, inviting and prosperous city centre with a high quality public realm that responds to emerging trends in city centre growth and is at the heart of Milton Keynes.

**2.4 Planning Summary**

2.4.1 Campbell Park Northside is allocated in the CMK Alliance Plan for mixed use development. The Proposed Submission Plan:MK proposes the entire site for residential-led mixed use development and acknowledges a future university to be located on Block B4 in CMK.

2.4.2 The CMK Alliance Plan indicitavely identifies housing as the predominant use for Campbell Park Northside and envisages higher densities than were originally planned for in CMK, the protection of the Common Lane landscape feature as an integral part of the development as well as the requirement for an active and mixed use frontage onto Silbury Boulevard.

2.4.3 The proposed submission Plan:MK recognises the need for new development to contribute to the vitality of CMK as well as its overall mix of uses, and hence proposes predominantly residential-led development for Campbell Park. There is also a requirement for a new local centre although the indication is that this needs to serve Campbell Park as a whole, so it is likely that a single local centre will be split to serve the various development sites within Campbell Park.

# SECTION 3

## CONTEXTUAL ANALYSIS

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### 3.1 Introduction

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



The leisure destination of Willen Lake is within 1 mile of the site



The centre:mk and other city centre opportunities are within walking distance of the site

### 3.2 Surrounding Area (fig 4)

- 3.2.1 Campbell Park Northside is part of Central Milton Keynes, with the city centre and its range of mixed use opportunities being located within easy walking distance, particularly the western end of the site.
- 3.2.2 The site is located within 1 mile of the major leisure destination of Willen Lake and the recreational grid square of Newlands and is directly adjacent to the acclaimed Campbell Park and its recreational offer.
- 3.2.3 To the north of the site are the established residential grid squares of Downs Barn and Downhead Park. While the latter is exclusively a fairly low density residential estate, Downs Barn does include a primary school, pub, shop, community pavilion, local park and playing fields.
- 3.2.4 To the south east of the site, adjacent to the Grand Union Canal, a new residential development of approximately 380 units has recently commenced. This will include a central area of shops and restaurants as well



The acclaimed Campbell Park is adjacent to the site



The residential estate of Downhead Park is located to the north of the site



Figure 4 Surrounding Area Analysis

as a new bridge connecting over the Grand Union Canal to a new marina and pub within the Newlands Grid Square.

- 3.2.5 An existing 2 storey office development and associated parking is located at the corner of Silbury Boulevard and Overgate.

### 3.3 Site Analysis (fig 5)

- 3.3.1 Campbell Park Northside is divided into 3 development sites by Skeldon Gate and Overgate which both connect Portway (H5) to Silbury Boulevard. All 3 sites are bordered to the north by Portway and the associated grid road landscaped bund and Silbury Boulevard along the southern edge. The Grand Union

Canal forms the far eastern edge while Adelphi Street and the adjacent 'suburban' housing forms the immediate western edge. A large electric substation and significant tree planting forms part of the border of the site along the northern edge with the trees particularly to the west of Skeldon Gate forming an attractive backdrop to new development. This will also restrict any views from Portway to the new development.

- 3.3.2 There are level changes to Campbell Park Northside with all 3 sites sloping fairly significantly from west to east and more gently from north to south, with the highest point in the north west of the site and lowest point in south east. There is also a short

but significant slope down to Eskan Court adjacent to Overgate and from Overgate down to the Canal.

- 3.3.3 All sites are predominantly laid to rough grass although the historic Common Lane hedgerow does pass through the northern part of two of the development sites and is a key feature of the entire site. There is also some additional groups of unmaintained hedgerows in the sites east of Skeldon Gate and adjacent to the Grand Union Canal.
- 3.3.4 Existing infrastructure in the form of block paved roads are geometrically arranged across the sites between Adelphi Street and Overgate while groups of parking and a



Development site east of Overgate sloping down to and overlooking the Grand Union Canal



Development site west of Skeldon Gate with the housing on Adelphi Street forming the most western edge



Development site east of Skeldon Gate viewed from redway along Silbury Boulevard illustrating the sloping nature and open / grass nature of site

redway (the latter which is adopted highway) are located within the southern portion of the site adjacent to Silbury Boulevard.

3.3.5 Skeldon Gate forms a significant piece of infrastructure comprising 3 lanes with no existing footpaths. At its northern end it is located within a heavily landscaped cutting with rows of plane trees lining its more southern end where the adjacent land is also more level with the Gate itself.

3.3.6 Overgate, a dual carriageway grid road, again without any footpaths divides the central and most easterly development site. Overgate

has a strong landscape character with horse chestnut trees forming an avenue along the central median and outer edges.

### 3.4 Existing Access (fig 5)

3.4.1 While Skeldon Gate and Overgate are key pieces of infrastructure passing through Campbell Park Northside, they provide no existing vehicular or pedestrian access to the development sites.

3.4.2 Silbury Boulevard which forms the southern edge of the site is a 3 lane 30mph road that includes a raised speed table just west of

Skeldon Gate.

3.4.2 There are 6 existing vehicular access points to the site that are provided off Silbury Boulevard through the existing parking areas.

3.4.3 An existing redway runs along the northern edge of the parking areas adjacent to Silbury Boulevard which provides pedestrian access to the entire Campbell Park Northside. Existing underpasses under Skeldon Gate and Overgate provide continuous unimpeded



The wide and engineered nature of Skeldon Gate, looking down to Campbell Park - it acts as a barrier to east-west integration



Overgate is a tree lined dual carriageway



Silbury Boulevard forms the southern edge of the site and separates the site from Campbell Park



Figure 5: Site Analysis

pedestrian movement between the city centre part of CMK and the Grand Union Canal.

3.4.4 The sites are also connected from a pedestrian and cycling perspective to the residential grid squares to the north via two overbridges (to Downs Barn) and an underpass (to Downhead Park).

3.4.5 Two existing underpasses also provide direct pedestrian access to Campbell Park where Skeldon Gate joins Silbury Boulevard.

3.4.6 Campbell Park Northside is well served by public transport with two sets of bus stops being located on Silbury Boulevard.



Redway and existing underpass underneath Skeldon Gate which runs alongside the southern edge of the development sites

### 3.5 Summary Opportunities and Constraints/Challenges (fig 6)

#### Opportunities

- Capitalise on the opportunity for higher density housing to be within walking distance of both the range of uses within the city centre of CMK and the tranquillity and beauty of Campbell Park
- Exploit the parkside location
- Enhance the setting of the Park by framing the it with attractive, high quality housing
- The location and shape of the site between the formal grid of the city centre to the west



Existing infrastructure within the site

and the more informal character associated with the Grand Union Canal which forms the eastern boundary allows for varied character to take place through the site - from more formal in the west toward more informal in the east but in both instances creating the perception of 'living in the park' by 'bringing the park' into the development

- Lack of nearby development allows the development to create its own character – being distinctive, bold and memorable!!
- Existing vehicular access points off Silbury Boulevard allow for easy development of the site
- Potential to explore the future of the southern



The historic Common Lane hedgerow is a key feature running across the site

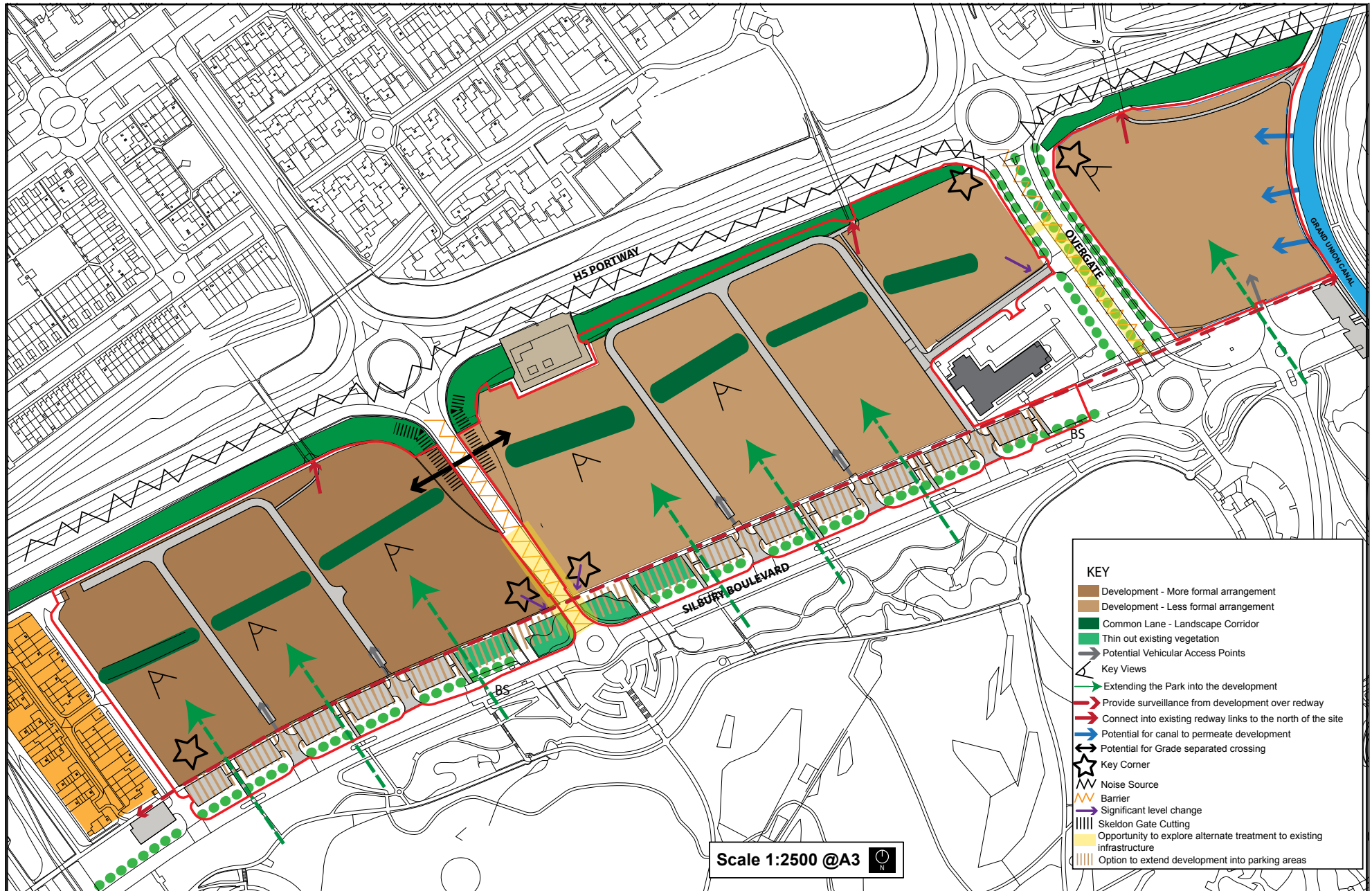


Figure 6: Opportunities and Constraints

half of Skeldon Gate as an 'integrator' to development either side of it

- Existing parking areas alongside Silbury Boulevard can provide parking for the development
- New development can provide surveillance over existing redway
- The level changes allow for an innovative approach to housing design such that most residents can benefit from views over the park
- Capitalising on the historic Common Lane through the creation of a publicly accessible 'green spine' through the development
- Relatively unconstrained site
- No rights of way across site



Existing overbridge across Portway into site from Downs Barn



Campbell Park Northside with adjacency to the city centre, Campbell Park, the Grand Union Canal and Newlands



### Constraints/Challenges

- Skeldon Gate and Overgate which are heavily engineered and act as barriers to east-west integration and pedestrian movement / connectivity
- Level changes across the site
- While there are no other known site constraints surveys may show up underground utilities etc which may need to be relocated
- How to integrate the development with the park in the context of the existing parking areas that separates the two
- The interface with housing that fronts onto Adelphi Street requires careful consideration



Existing parking and overgrown vegetation to the immediate south of the development site restricting integration with the park



Existing housing on Adelphi Street and avenue of trees along western edge of site.



Significant level changes adjacent to Eskan Court.

# SECTION 4

# **DEVELOPMENT**

# **PROPOSALS**

4.1 Development Proposals

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## 4.1 Development Proposals

- 4.1.1 Campbell Park Northside is included as a development site in the CMK Alliance Plan and the indicative land uses plan allocates it for a variety of uses with residential being the predominant uses but offices, hotels, D1/D2, retail and food and drink also being encouraged.
- 4.1.2 The Proposed Submission Plan:MK Policy SD 18:Campbell Park identifies residential development as the predominant use for Campbell Park Northside. Policy ER15 also identifies the need for a new local centre to serve Campbell Park as a whole, so the site will need to contribute to this local centre provision.
- 4.1.3 This development brief therefore proposes a high quality bespoke residential-led mixed use development for Campbell Park Northside.
- 4.1.4 A variety of housing types will likely be sought across the site. The 2017 Strategic Housing Market Assessment indicates that across Milton Keynes as a whole the predominant property types needed are 2 and 3 bedroom houses - for both market and affordable housing. The context of the site location also needs to be considered and given Campbell Park Northside is located within CMK where the CMK Alliance Plan requires densities of between 100 - 200dph then it is likely that a higher proportions of apartments will be provided.
- 4.1.5 As identified in Section 2, the Proposed Submission Plan:MK furthermore states that what constitutes an appropriate mix of housing within development proposals will be influenced by both site-specific factors, wider trends, information on households with specific needs at that time. It also states the Council's ambition to increase densities in sustainable locations such as CMK that benefit from good accessibility to existing or proposed public transport corridors.
- 4.1.6 It is likely that higher densities and more apartments will be located closest to Silbury Boulevard with the site's lowest densities and more family housing located toward the northern edge of the site, adjacent to the Portway grid road corridor.
- 4.1.7 A neighbourhood of this size will be expected to provide other facilities typically found in a local centre. In addition other mixed uses will also be sought, such as a hotel, retail and restaurants/bars. These will be located along the Silbury Boulevard and canalside frontage to exploit the adjacency with the Park and Canal.
- 4.1.8 While the nature of the future demographics indicates that on-site education provision will not be required, contributions to off site provision will be sought.
- 4.1.10 Affordable housing will need to be provided and is expected to meet or exceed current standards.

# SECTION 5

# DEVELOPMENT AND DESIGN PRINCIPLES

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## 5.1 Introduction

5.1.1 Any proposals for Campbell Park Northside should be informed by the following development and design principles. These principles have been informed by the current planning policy position, the contextual analysis, and the opportunities and constraints /challenges facing the site. The principles seek to capitalise on the outstanding location of the site adjacent to Campbell Park and the city centre and enable Milton Keynes to further enhance its reputation for its approaches to housing design and delivery when it pioneered non-standard, innovative housing schemes such as Homeworld and Energyworld.

5.1.2 Where relevant, the principles are spatially represented by the accompanying Parameters Plan (fig 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 in the use, design and perception of space so that all publicly accessible parts of the development are fronted by predominantly active frontages - with entrances (or at the very minimum animated frontages where there is visual connectivity between occupants inside the building and those outside in the public realm) and private areas are inaccessible to the general public. Communal spaces that serve surrounding housing can also be included. The layout should not however result in ambiguous space.

5.2.2 Section 3 has already identified how the surrounding context could potentially inform a layout response for the site. The western portion of the site (west of Skeldon Gate), being closer to the formality of the city centre of CMK, could have a more formal layout approach while that part of the site east of Skeldon Gate which is closer to the Grand Union Canal could respond to this context by having a more

informal approach with a greener character to respond to the Canal setting. This could for example be translated into the vision or concept of 'living in the park' whereby the park 'extends' into the development. This may consequently have implications for some of the existing parking areas alongside Silbury Boulevard which currently may hinder this vision but this brief is not discouraging the inclusion of existing parking into the new neighbourhood.



Example of housing surrounding a communal public space

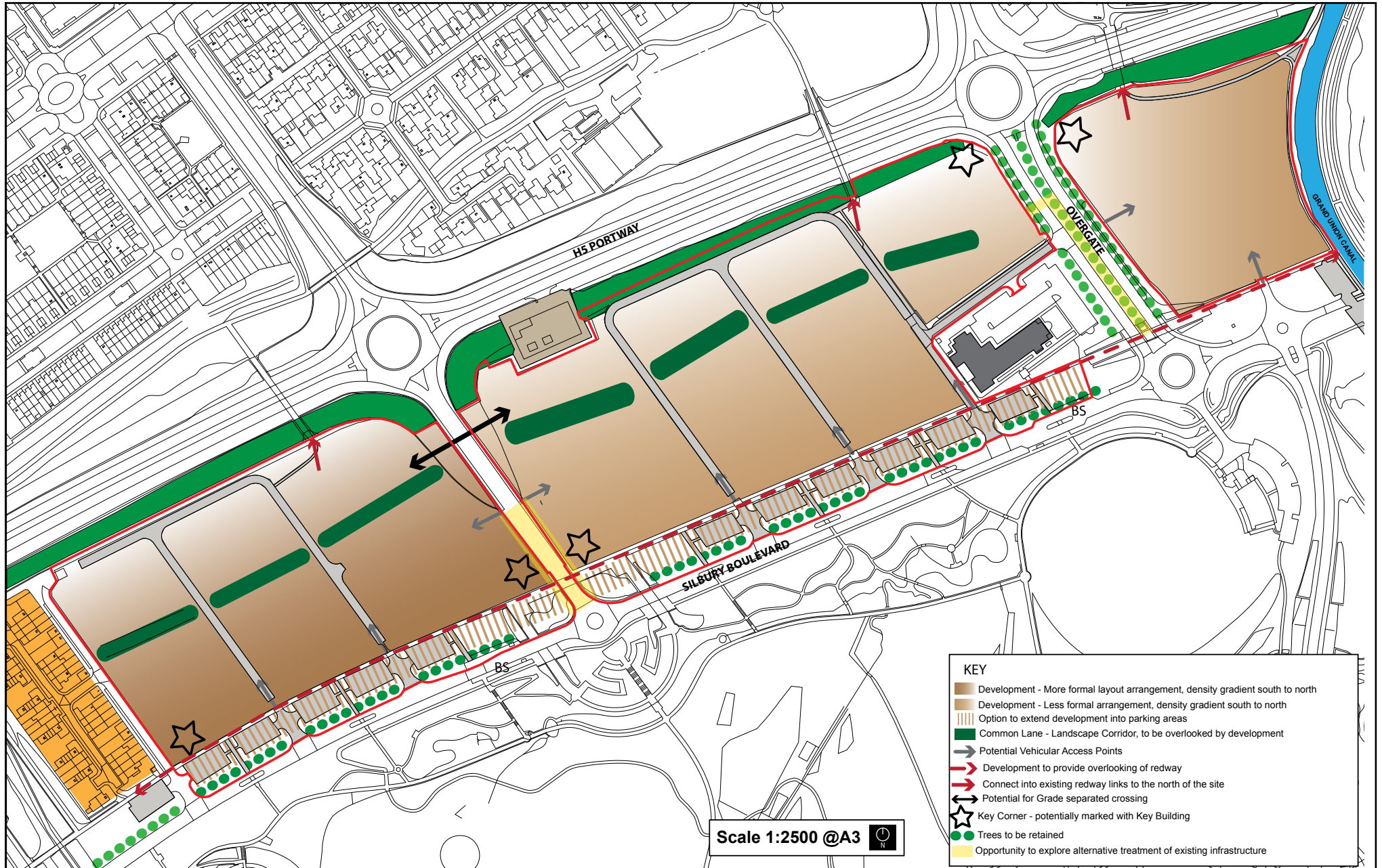


Figure 7: Parameters Plan

5.2.3 The site is served and crossed by a series of formally aligned / positioned streets. These can be used to structure the development, or alternatively they can be removed and new streets in different locations can be constructed.

5.2.4 The historic hedge of Common Lane that runs through the northern half of the site west of Overgate should be retained and incorporated into a landscaped corridor that offers a pedestrian leisure route through the development. The development response to this should be such that this open space corridor feels public where non-residents also feel welcome. It should thus have sufficiently wide and legible entrances at its western end to encourage, for example, an alternate pedestrian access connecting the city centre to the Grand Union Canal. In keeping with the overall vision for the new neighbourhood, this landscaped corridor could have a different built form frontage design response along its length with a more formal approach west of Skeldon Gate and potentially a more informal approach east of it.

5.2.5 Development should also be laid out such that the existing pedestrian overbridges from Downs Barn and the underpass from Downhead Park provide legible and direct pedestrian links to Silbury Boulevard.

### 5.3 Key Frontages and Buildings

5.3.1 The most important development frontage as part of Campbell Park Northside is the one that faces Silbury Boulevard. This is because it is



The most eastern site affords a key frontage to overlook the Canal

the most visible part of the development and provide a critical interface with the park. This should be an active frontage and also provide overlooking of the redway that runs parallel to Silbury Boulevard. This frontage is 800m long so can take on different forms to respond to varying character of the development along its length. It can for example, be more formal and perhaps setback behind a piazza nearer the city centre end and have a more broken frontage interspersed with green space towards the canal where a more informal layout/ character is sought.

5.3.2 The Grand Union Canal is a key asset which should be exploited through an appropriate development response with active frontages to capitalise on the adjacency to the canal and provide overlooking of the canalside path.

5.3.3 Skeldon Gate and Overgate also form important vehicular routes passing through the site and therefore the appropriate built form frontage should occur. The top half of Skeldon Gate occurs within a 'cutting' and is flanked on each side by substantial landscaping so it is unlikely development will be seen from this

part of Skeldon Gate and hence there is more flexibility around the frontage treatment. The southern half of Skeldon Gate however is more level with the adjacent development parcels and will be highly visible from passers-by and should therefore be an attractive frontage that faces onto Skeldon Gate.

5.3.4 Overgate has a different relationship to the adjacent land - there is less mature planting either side, a 'cutting' doesn't exist and an existing office building occupies the half the western side frontage of Overgate. The development frontage response will still need to ensure backs of development are not facing Overgate but a more informal / broken frontage is likely to occur.

5.3.5 The frontages onto the Common Lane open space corridor are also important. This linear public open space will form an important pedestrian route and development should address the route such that it feels overlooked and safe.

5.3.6 The most significant corners are those where Skeldon Gate meets Silbury Boulevard and

these should be potentially marked with Key Buildings that are distinguished through their architectural form, materials and/or height. Two additional potential key corners are at the western end of Silbury Boulevard where development marks the entrance to the Common Lane open space corridor as well as the north east corner adjacent to North Overgate Roundabout on Portway where the existing levels and low height of the vegetation could allow for this corner to be marked with a key corner building.



Potential for lower density housing north of the Common Lane Hedgerow

## 5.4 Density and Building Heights

5.4.1 The CMK Alliance Plan states that net densities should be between 100-200 dwellings per hectare across Campbell Park as a whole.

5.4.2 The context of the site suggests that the highest densities will be closest to Silbury Boulevard to maximise the number of residents to live as close as possible to the park and the city centre as well as the bus stops along Silbury Boulevard.



Example of a contemporary taller building



- 5.4.2 Conversely lowest densities will likely be closest to the northern edge adjacent to the Portway grid road corridor.
- 5.4.3 The sloping nature of the site permits an interesting built form response with respect to building heights. A variety of building heights will be sought. While some taller buildings will be sought on the southern edge of the site to help frame the park, in other locations within Campbell Park Northside buildings might be taller further away from Silbury Boulevard so to maximise the number of residents who will be able to overlook the park.

## 5.5 Detailed Design Appearance

- 5.5.1 The architectural approach to development, particularly on the Campbell Park sites should be informed by the contextual analysis. This indicates that the site is relatively isolated from the nearest development which allows greater freedom in terms of the architectural approach as there are no clear contextual design cues

that need to be considered. The overarching aim is for the detailed design to be such that it establishes a strong character or sense of place for the new neighbourhood - one that adds to the “patchwork” character of the city. The large extent of the site furthermore means that a variety of character architecturally can be created within Campbell Park Northside.



Interesting use of materials and detailing

- 5.5.2 The approach to architecture should also be informed by Milton Keynes’s acknowledged Design City USP (embedded now in the adopted Creative and Cultural Strategy) and the opportunity that this site has to capitalise

on and exploit this USP. Opportunities should be fully explored to include contemporary and innovative housing designs.

- 5.5.3 All buildings should therefore be of exceptional design quality, should enhance their surroundings and be constructed from high quality, durable materials. Example photos of residential development elsewhere are included to show the sort of aspirations that MKDP and MKC have for Campbell Park Northside.
- 5.5.4 All social/affordable housing must be indistinguishable from market housing (i.e. ‘tenure blind’).
- ## 5.6 Sustainable Construction & Energy Efficiency
- 5.6.1 The Council’s Local Plan Policy D4 and its supplementary Sustainable Construction SPD set sustainability standards that will have to be considered as part of the overall design process.



Contemporary development in Eddington, Cambridge



Example of a potential looking apartment block



Abode, Cambridge - distinctive architecture

**The design of these buildings are not intended to be replicated, rather they are simply included to help illustrate the aspirations that MKDP have for new housing on the site. MKDP want to see bold, innovative and bespoke approaches to housing design and delivery**



Homes provide contemporary living space and address car parking well



Good quality design



Potential building to occupy a key corner

## 5.7 Access and Movement (fig 7)

5.7.1 Access by all modes of movement to Campbell Park Northside will be served by existing infrastructure. Silbury Boulevard will provide the primary vehicular access to the sites via either the existing access routes or new ones. Vehicular access may however also be permitted off either Skeldon Gate and/or Overgate.

5.7.2 Pedestrian access will be taken directly off the existing redway that runs parallel to Silbury Boulevard. This redway connects across Skeldon Gate and Overgate via underpasses and provides pedestrian access to Campbell via underpasses at the junction of Skeldon Gate and Silbury Boulevard. Vehicular cross-overs of this redway should be kept to a minimum.

5.7.3 There are 7 further informal pedestrian crossings from the site over Silbury Boulevard to the park. Pedestrian access routes within the development should be aligned to line up as closely as possible with these crossing points to enable direct and legible pedestrian movement to the park.

5.7.4 Campbell Park Northside also provides pedestrian access to Downs Barn and Downhead Park via existing overbridges and underpasses respectively. It is important that proposed movement network connects up in a direct and legible way with these connections providing legible and direct pedestrian access to Silbury Boulevard.

5.7.5 A key aim of the access and movement strategy is to integrate the site with its surroundings, most notably Campbell Park and the Grand Union Canal, for all modes of movement. In order to achieve this, the following principles should be adhered to:

- In order to facilitate strategic pedestrian connectivity along the Common Lane Open Space Corridor, the inclusion of a grade separated crossing should be explored to provide access across Skeldon Gate. Where this pedestrian route emerges onto Overgate consideration could be given to a pedestrian crossing to the central median of Overgate which is sufficiently wide to allow a footpath to connect directly to the redway running along



Example of pedestrian crossing over Silbury Boulevard



Existing infrastructure which can be used for access and locate development along but can also be removed

Silbury Boulevard and passing underneath Overgate.

- Skeldon Gate is currently a wide 3 lane 30mph road that acts not only as a visual barrier to an integrated development but also hinders pedestrian permeability across the entire site. The layout of development can either restrict or enable pedestrian at grade access over Skeldon Gate and consideration needs to be given to this as it will inform any potential changes to Skeldon Gate. In this regard it is suggested that the lower half of Skeldon Gate is explored further to establish whether an alternative treatment could occur to enable at-grade crossings and there by be an integrator and not a segregator. This will include exploring whether any footways should run along the southern part of Skeldon Gate. If the southern half of this route does have an alternative treatment this will need to continue around into Silbury Boulevard for a short stretch.

- The current surface level parking running

alongside Silbury Boulevard undermines a close integration between the park and the new neighbourhood and innovative ways needs to be explored as to how this parking can be reconceived to 'knit' together the park and the neighbourhood particularly east of Skeldon Gate.



Example of alternative treatment on Silbury Boulevard to facilitate pedestrian crossing

## 5.8 Parking

- 5.8.1 Car parking will normally be provided in accordance with Milton Keynes Council's Parking Standards. Residential standards are identified below which reflect those in the CMK Alliance Plan and are maximum standards:

Dwelling size (Bedrooms)	No. of allocated parking spaces
1	1
2 (flat)	1
2 (house)	1
3	2
4+	2

- 5.8.2 Unallocated parking is required at a ratio of 1 space per 3 dwellings. These should preferably be provided on street.
- 5.8.3 Any non-residential element should comply with the existing parking standards, again as a maximum standard.
- 5.8.4 It is anticipated that a range of parking solutions will be necessary to support the development mix. The key principle however

is that parking be located as conveniently as possible for all residents.

5.8.5 Level changes across the Campbell Park Northside should facilitate the use of undercroft or basement parking rather than significant amounts of surface level parking.

5.8.6 On street parking must be carefully designed into the streetscape so that it is not seen as cluttering the streetscape.



Example of a front parking court which is both practical to residents and enhances opportunities for social interaction

## 5.9 Public Realm and Landscaping

5.9.1 While Campbell Park Northside does benefit from extremely close access to the acclaimed Campbell Park, the public realm and landscaping will be a critically important feature to the quality and perception of the overall new neighbourhood. On one level this should extend to green architecture including green walls and roofs. At a more strategic level this is also important given the potential for the development to be more informal in character east of Skeldon Gate and provide the feeling of 'living in the park' with the green of the park 'permeating' its way through the development.



Sustainable urban drainage should be included

5.9.2 While Campbell Park Northside does largely comprise rough grass land there are some existing landscape features that should be used to structure the development and / or retained to reinforce a green character:

- The historic Common Lane hedgerow is the key landscape feature that runs more or less parallel to Portway across the northern half of all the development sites west of Overgate. This green spine should be retained and enhanced and incorporated as part of a landscape corridor across all sites west of Overgate that will provide a strategic pedestrian leisure route through the site. In line with the vision for the new neighbourhood the landscaped corridor could have a less formal built form design response east of Skeldon Gate.
- There is substantial existing planting along the northern edge of the site adjacent to Portway which should be retained and will allow for a soft green northern edge to the development. This green edge will form a vista stop to long views up existing and / or

new streets from Silbury Boulevard further accentuating the green character of the development.

- Existing trees lining Silbury Boulevard should be retained.

5.9.3 Sustainable urban drainage should be integrated into overall layout which will also help provide a green character to the overall development. The sloping nature of the site can help facilitate this.

5.9.4 There is a significant amount of overgrown landscaping located within the existing parking areas (particularly around the underpasses at Skeldon Gate) alongside Silbury Boulevard that will need to be substantially cut back and maintained to provide views across to the park.

5.9.5 Play provision should be explored as part of the Campbell Park Northside development and this could be located as part of the landscape corridor along Common Lane.



Green walls can help create a green character for the site

## 5.10 Public Art

5.10.1 Milton Keynes has a long tradition of successfully integrating Public Art into all major developments, and has an international reputation both for its public artworks and the use of planning policy in relation to public art. While the Park itself will be the main focus for future public art and sculptures, public art on sites covered by this brief will be delivered in line with Council Policy and could be built into the development.



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