

C3.3S Site, CMK Development Brief



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SECTION 1: INTRODUCTION

1.1 Location and Ownership

- 1.1.1 The site extends to approximately 0.45 ha (1.11 acres) and is located within CMK. The site is strategically located on Avebury Boulevard (see figure 1).
- 1.1.2 The site is in the ownership of Milton Keynes Development Partnership* (MKDP).

1.2 Purpose of the Development Brief

- 1.2.1 The purpose of this document is to provide planning and design guidance for the development of this site in CMK. This will aid the development process, by allowing developers to submit informed proposals that respond to Council (MKC), landowner and other local stakeholder expectations for the site, and respect the requirements of MKC planning policy.
- 1.2.2 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 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.

**MKDP is a limited liability partnership set up 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.*

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.

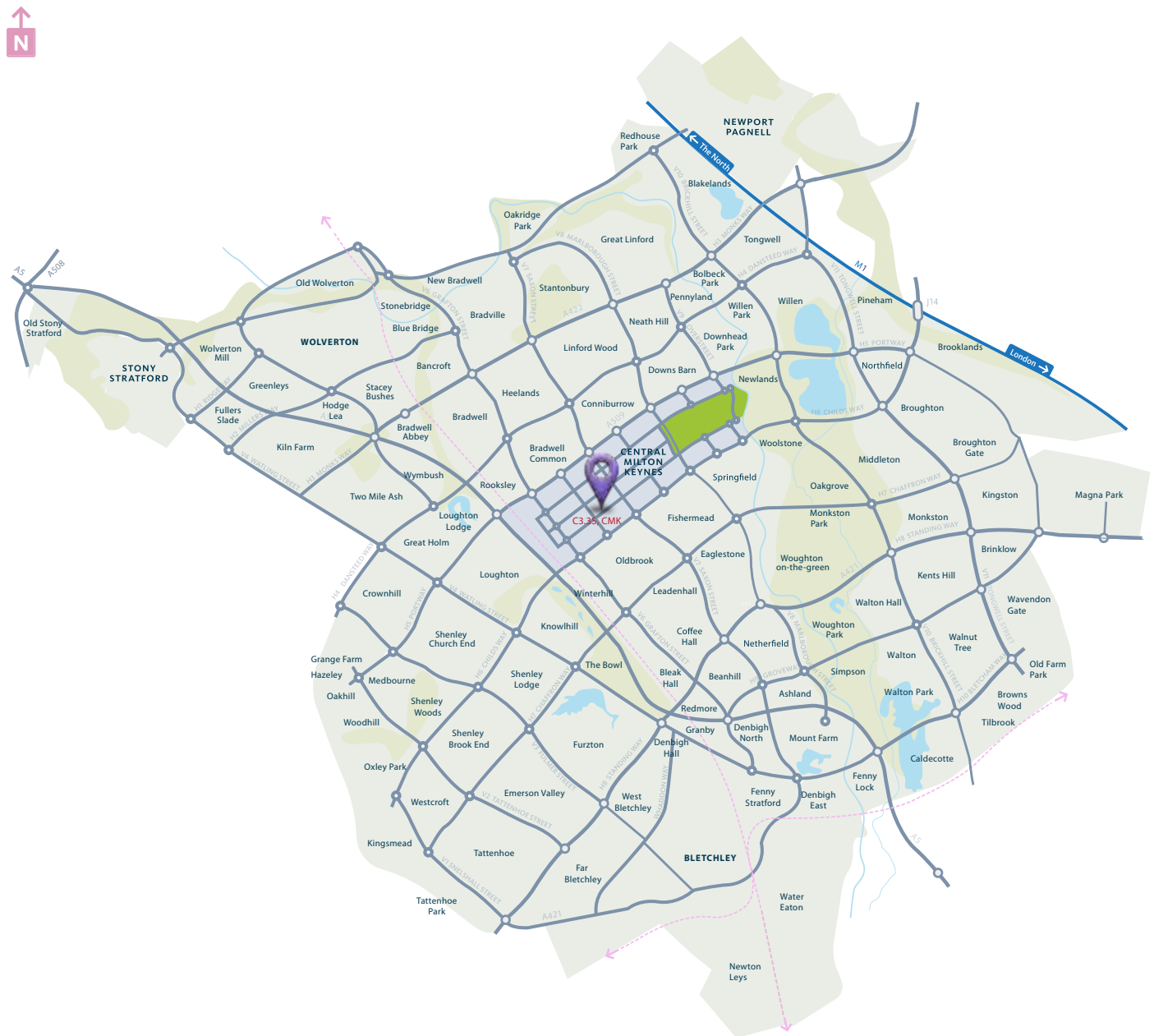


Figure 1: Site Location



Figure 2: Site Boundary

1.3 Structure of Brief

The Brief is divided into five sections:

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

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 Design and Development Principles, that should inform any development proposals. The accompanying Parameters Plan spatially illustrates the design principles.

SECTION 2: POLICY CONTEXT

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.
- 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 The site is part of a larger area identified in the Neighbourhood Plan as a development site. Table 4 of the Neighbourhood Plan shows the principal indicative land uses for the site are to be offices, and residential with other uses of A1, A3, D1 and D2. Policy CMKAP SS4 (b) encourages the delivery of the broad land uses shown on figure 16 and in Table 4 but allows variations as long as they ensure mixed use development in line with Policy CMKAP G6.
- 2.1.7 Other relevant policies require:
- Buildings facing onto Avebury Boulevard must include within these frontages a weather protected walkway (CMKAP G7)
 - Buildings facing onto Avebury Boulevard will be expected to provide predominantly active frontages (CMKAP G7)
 - Buildings on Boulevards are encouraged to be up to 8 storeys, although taller buildings may be acceptable subject to certain criteria (CMKAP G9)
 - Retention of existing surface level car parking ("classic CMK infrastructure") (CMKAP G1)
 - New development to provide its required parking within the application site (CMKAP T4)
 - Development to define the edge of the public realm (CMKAP G8)

- Mixed use development is encouraged for all development proposals (CMKAP G6)

Core Strategy

- 2.1.8 The Core Strategy was adopted in July 2013 and forms part of the development plan for Milton Keynes.
- 2.1.9 Policy CS7 refers to the key objectives for the development of CMK: “1. Achieve higher quality buildings and spaces around them, with greater attention to human scale and more detail and variety of uses within proposals; 2. Promote a higher density of development in appropriate locations; 3. Achieve growing visitor numbers from outside the city to further enhance CMK’s status as a regional and national destination for shopping, culture and leisure; 4. Offer a range of travel options which collectively will support an increase in visitor numbers to the city centre and increased travel distances; 5. Develop as an attractive focus for all the residents of the Borough, whilst recognising its role as a District Centre for most of the surrounding estates; 6. Encourage greater access to and within the area by walking, cycling and public transport; 7. Provide more pedestrian-friendly routes and spaces between new and existing buildings and public areas; 8. Improve integration between the facilities and defined quarters of the area; 9. Accommodate the expansion needs of tertiary Higher Education such as the University Campus Milton Keynes (UCMK); 10. Offer an attractive urban living environment for the residents of current and future dwellings.”

- 2.1.10 Milton Keynes benefits from an innovative and strategic approach to open space provision and surface water management. In line with local policy contained within the Core Strategy, all new developments will be required to ensure that flood management is planned at the largest appropriate scale, providing sustainable and strategic surface water drainage as part of a network of multi-purpose open spaces.

Milton Keynes Local Plan

- 2.1.11 The Milton Keynes Local Plan was adopted in December 2005. The following Local Plan policies have been ‘saved’ by the Secretary of State.
- 2.1.12 The following Local Plan Policies are relevant:
- Transport policies T1-T6, T10-T11, T15
 - D1-D2a (design), D4 (sustainable construction)
 - CMK policies CC1-CC2 (retail development), CC5 (office development), CC7A (key transport principles), CC8 (design and layout), CC9 (design of new buildings), CC7C (key principles for parking), CC10 (planning obligations), CC11 (CBX3), CC17 (Central Business District)

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:

- Ensuring the vitality of town centres
- Delivering a wide choice of high quality homes
- Promoting healthy communities
- Requiring good design

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)
- A suite of Supplementary Planning Documents and Guidance relating to Developer Contributions

CMK Handbook for Public Realm

2.3.2 The CMK Handbook for the Public Realm has been developed to provide guidance and set standards for the design and delivery of the public environment within Central Milton Keynes to ensure it is co-ordinated, attractive, easily understood and easy to move around.

2.3.3 The Handbook was adopted as Technical Guidance by Milton Keynes Council on 26 September 2006.

2.4 Corporate Plan

2.4.1 This Brief will, in particular, support the Themes of "Living in MK", "Visiting MK", "Working in MK" and "Cleaner, Greener, Safer, Healthier MK".

2.5 Planning Summary

2.5.1 The site is part of a larger area identified in the Neighbourhood Plan as a development site. Principal indicative land uses for the site are offices, and residential, although the Neighbourhood Plan allows for variations to these indicative land uses as long as they ensure mixed use development.

*The new SPD will be relevant to future planning applications on the site and will use the parking standards for CMK as set out in the CMK Business Neighbourhood Plan.

SECTION 3: CONTEXTUAL ANALYSIS

3.1 Introduction

- 3.1.1 It is important to understand the existing site and surrounding area and their features, as this informs the layout and design principles for any redevelopment of the site. Figures 3 and 4 provide an analysis of the site and its context.

3.2 Surrounding Area

Land Uses

- 3.2.1 Immediately to the west of the site is an undeveloped area of land. Further to the west is The Hub development, a mixed use scheme including restaurants, offices, retail and residential. To the east of the site is, an office building (Avebury). To the north of the site is a CHP plant, the Winter Garden and the CBX office building.

Public Realm

- 3.2.2 Pedestrian access to the site is provided:
- along Avebury Boulevard to the north of existing parking, and
 - across Avebury Boulevard via portes-cochere.

Existing Infrastructure

- 3.2.3 The site fronts Avebury Boulevard, and consequently is served by the typical boulevard infrastructure: existing surface level parking, transport access, servicing, pedestrian routes, landscaping and utilities.
- 3.2.4 Appendix A highlights the key utilities in proximity to the site.



View looking east towards site



Avebury office building to the east of the site



View looking west towards The Hub

Building Heights, Setbacks and Edge Conditions

- 3.2.5 The adjoining office building (Avebury) is 5 storeys in height. The Hub, to the west of the site, is 9 storeys in height.
- 3.2.6 The eastern boundary of the site is formed by the existing office building. The remaining boundaries of the site are open. A service road runs along the northern edge of the site, connecting into the road that bisects the site and into the road that serves the multi-storey car park. These service roads provide access to CBX, the CHP plant and the Hub.
- 3.2.7 Part of the service road to the north of the site is decked over and links into the existing CBX building. This higher level decked area, if extended, has the potential to provide a pedestrian link between the Hub and CBX.

Public Transport Access

- 3.2.8 The site is located within walking distance (approximately 900 metres) of the Central Railway Station.
- 3.2.9 There are bus stops located on Avebury Boulevard adjacent to the site.



Service road running along northern edge of the site



View looking east along Avebury Boulevard



Entrance to CBX adjacent to the site

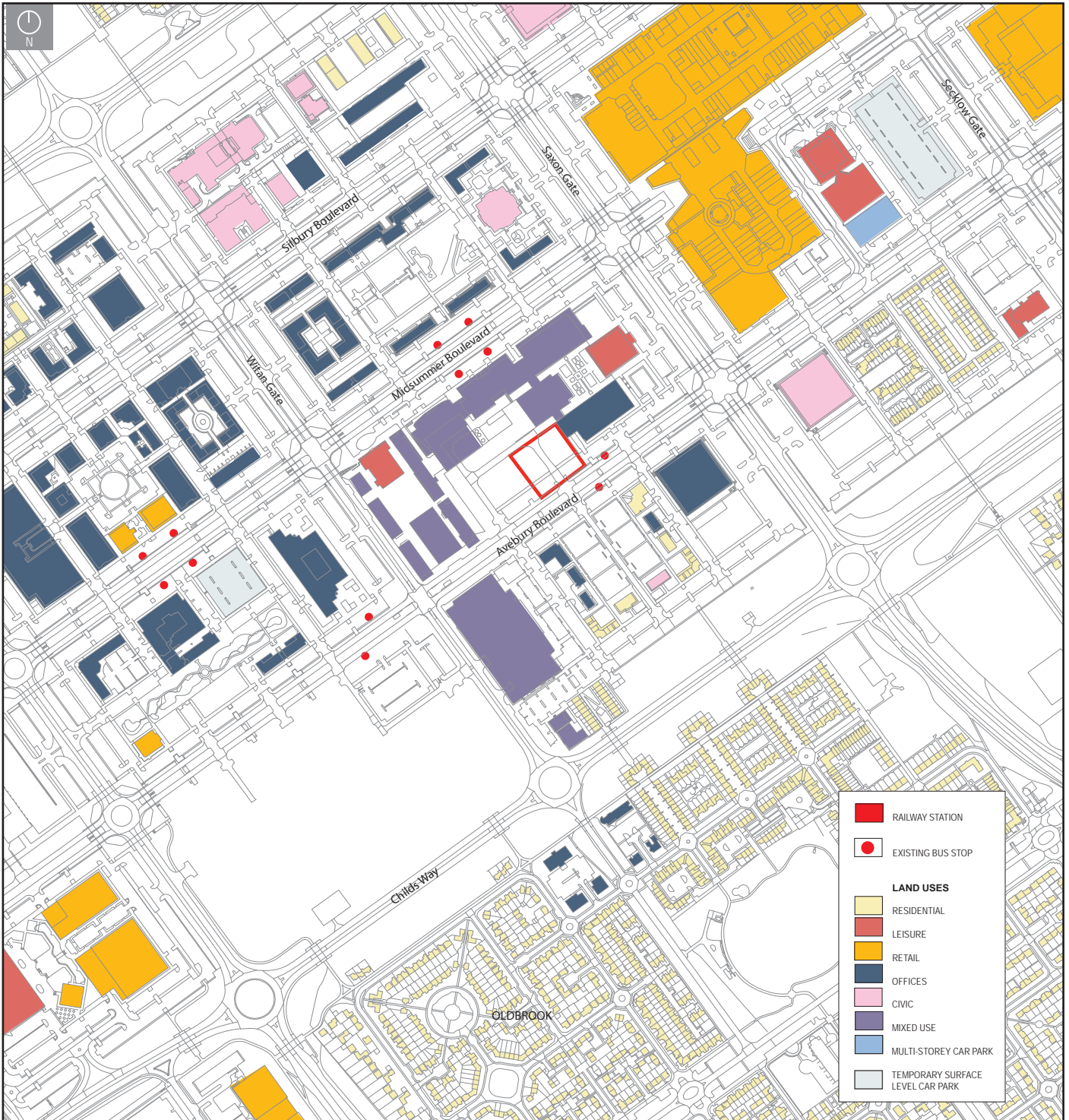


Figure 3: Surrounding Area

3.3 The Site

- 3.3.1 The site comprises the southern portion of blocklet C3.3. The site naturally slopes downwards from north-east to south-west, although the land has been made up.
- 3.3.2 The site is currently vacant land. There is an electricity sub-station located adjacent to the footway on the eastern edge of the site.
- 3.3.3 The southern part of the site comprises a double row of right-angled parking spaces, forming part of the classic CMK infrastructure. A public footway, with a line of street trees, runs along the northern boundary of the parking spaces.
- 3.3.4 Existing vehicular access to the site is provided off Avebury Boulevard by a service road which bisects the site. The service road serves the CHP plant and CBX development.



The site - looking north from Avebury Boulevard



Service road running along northern edge of site



Existing access into site

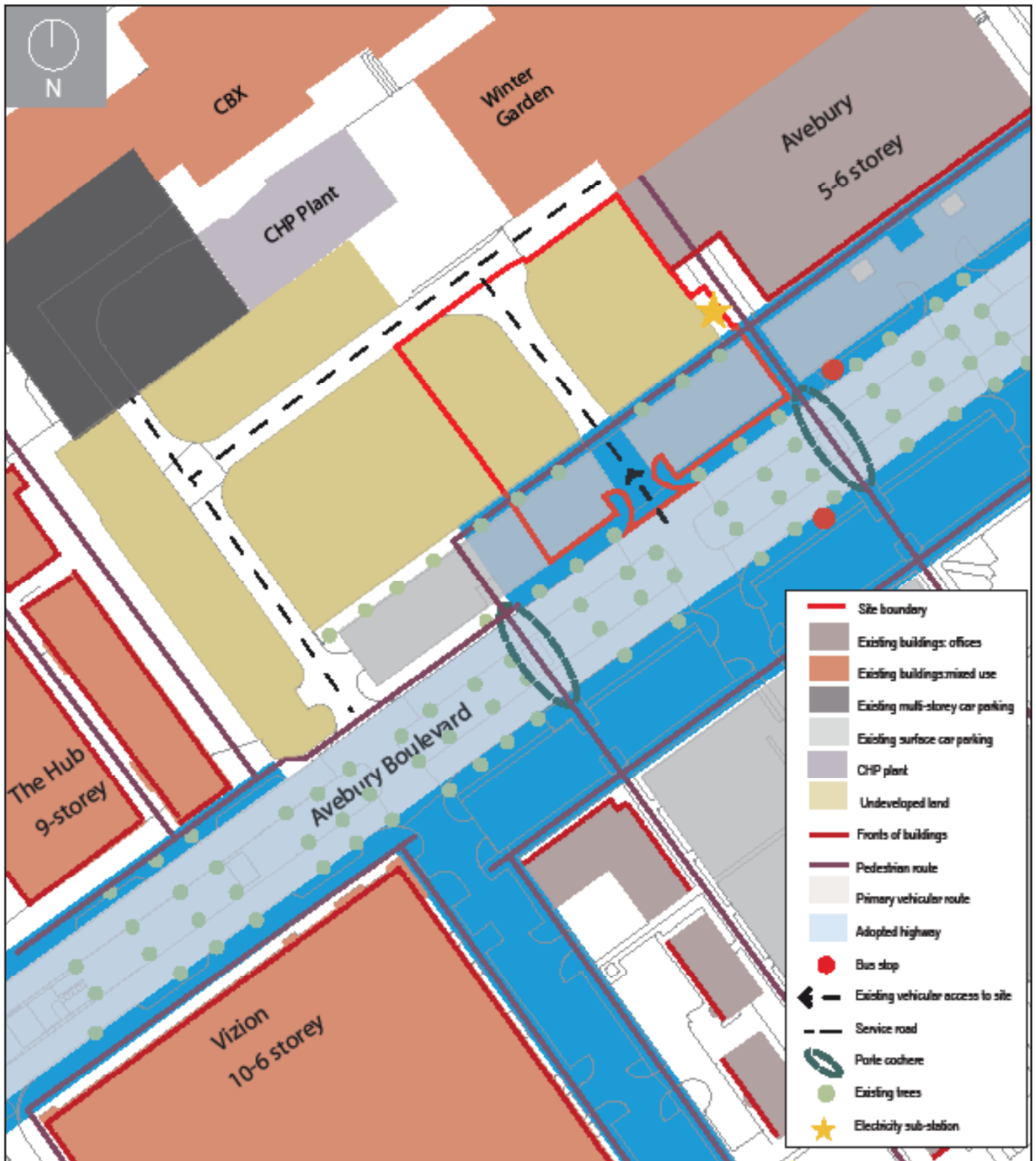


Figure 4: Site Analysis

3.4 Opportunities and Constraints

- 3.4.1 The preceding sections of the development brief provide an appraisal of the site's existing character and context.
- 3.4.2 The site is situated in a highly accessible location in CMK.
- 3.4.3 The site has a street frontage to Avebury Boulevard which needs to be addressed. It is served by existing public realm, transport and utilities infrastructure.
- 3.4.4 The sloping site provides the opportunity to accommodate parking at basement level.
- 3.4.5 The site is within close proximity of bus stops and within walking distance of Milton Keynes Central railway station.
- 3.4.6 The opportunities and constraints have served to underpin the rationale behind the approach and principles of this Brief and the Parameters Plan, outlined in section 5.



Service road serving CBX



Eastern half of the site



Raised pedestrian route adjacent to eastern edge of The Hub

SECTION 4:
DEVELOPMENT
OPPORTUNITIES

4.1 Development Opportunities

- 4.1.1 The planning policy context as outlined in Section 2 states that the site is, in principle, suitable for a number of uses. The Neighbourhood Plan identifies principal indicative land uses for the site as being offices, and residential.
- 4.1.2 The Neighbourhood Plan allows for variations to these indicative land uses as long as they ensure mixed use development. It is considered that, given the existing mix of uses within the block, other town centre uses, such as hotel or leisure, might also be appropriate.
- 4.1.3 The Neighbourhood Plan furthermore states that mixed use development could be horizontal (floor by floor), or vertical (dividing blocks into separate buildings with different uses). Therefore, development could come forward either as an individual use occupying the entire site or as a mix of uses. Small-scale retail uses (A1 shops, and A3 restaurants and cafes) at ground floor level would be appropriate as part of a mixed use scheme.
- 4.1.4 If housing is provided, it is expected that 30% of the total housing will be provided as affordable housing, as outlined in the Council's Affordable Housing SPD adopted in 2013.



SECTION 5:
PLANNING AND DESIGN
PRINCIPLES

5.1 Introduction

- 5.1.1 This section outlines the principles relevant to the design and development of the site. A Parameters Plan serves to spatially represent the key design principles (see figure 5).
- 5.1.2 Development proposals should be based on a thorough appraisal of the site's context. There are areas of undeveloped land to the north and west (C3.2S) of the site. Developers are encouraged to enter into dialogue with the adjoining landowners to explore opportunities for the cohesive development of the area. In particular, proposals should be designed to encourage the integration of levels between the site and adjoining land.

5.2 Layout

- 5.2.1 Development should follow perimeter block principles so that there is a clear public front with entrances and a clear private back. Built form should come up to the back of the existing footways along Avebury Boulevard. The layout should not result in ambiguous space that is not clearly public or private (such as alleyways) or public space that is not properly addressed.

5.3 Building Lines and Frontages

Building Lines

- 5.3.1 New development should adhere to existing building lines and be located behind the existing surface level parking and public footway along the Avebury Boulevard frontage.

Frontages

- 5.3.2 An active frontage is to occur along the Avebury Boulevard frontage in recognition of it being on the most heavily utilised pedestrian route. An active frontage is defined as “a building facade that responds positively to the street and particularly at the ground floor includes uses, entrances, and windows that generate activity, which then improves surveillance of and safety on the street.”
- 5.3.3 Servicing must not occur off Avebury Boulevard and should be designed to be as discreet as possible to avoid any negative impact of the building frontage onto the public realm.
- 5.3.4 The development should provide a weather protected walkway within the building envelope, with a depth of at least 2 metres, along the Avebury Boulevard frontage. The design of weather protection features can be a lightweight, high quality canopy without numerous supports, that allows for good visibility of ground floor businesses.

5.4 Detailed Design Appearance

- 5.4.1 Buildings must be of exceptional contemporary design quality, should enhance their surroundings and be constructed from high quality, durable materials.
- 5.4.2 Particular attention should be paid to the Avebury Boulevard frontage, which occupies a key location for portraying the image of Milton Keynes as a modern, innovative and 21st century city.

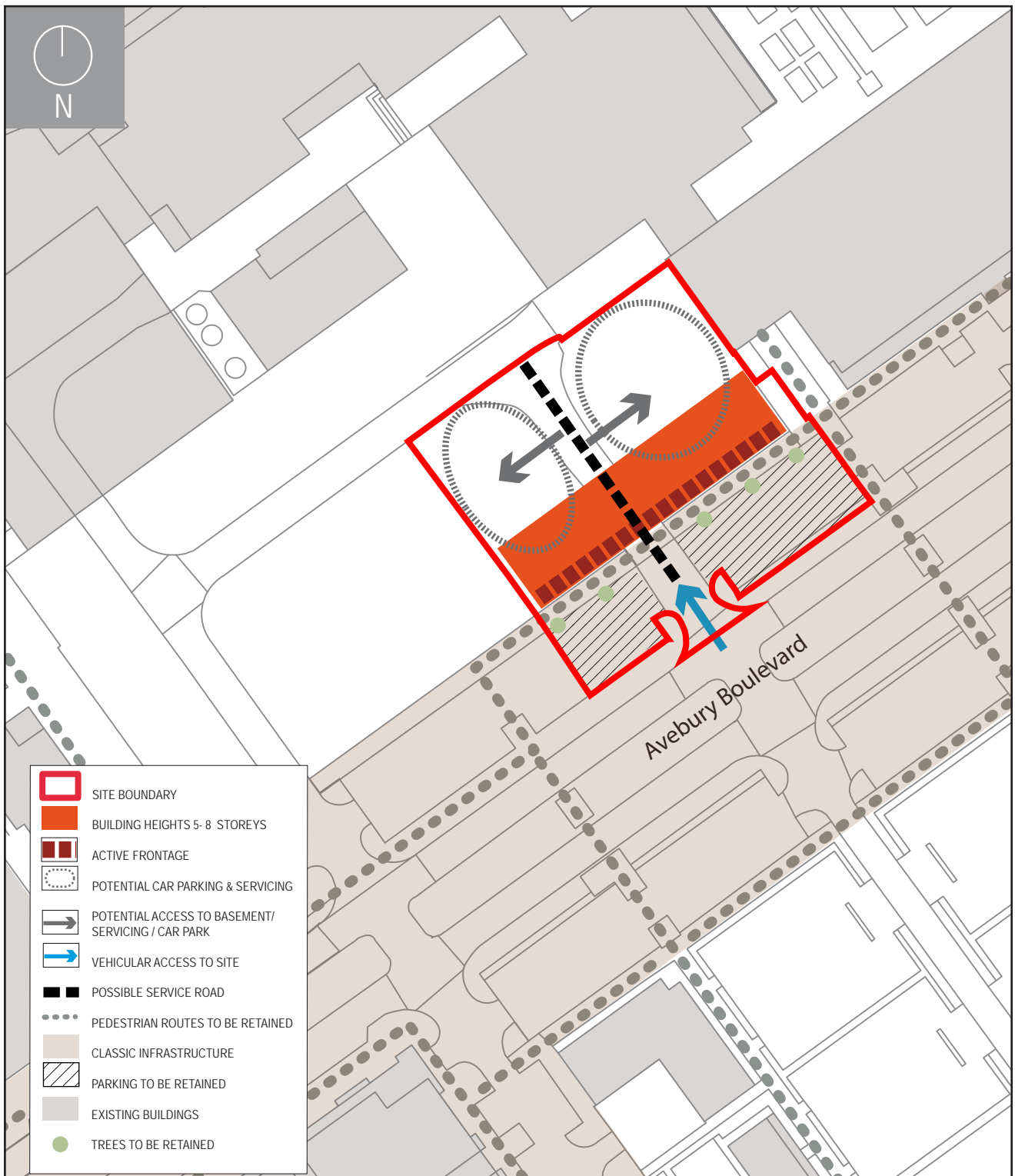


Figure 5: Parameters Plan

- 5.4.3 Building heights along Avebury Boulevard of a minimum of 5 storeys are required, but up to 8 storeys will be encouraged. Proposals for buildings over 8 storeys will be considered where they offer outstanding economic and social benefits, enhance the skyline and create a landmark.

5.5 Access and Movement

Vehicular Movement

- 5.5.1 The principal vehicular access to the development will be taken from Avebury Boulevard.

Pedestrian and Cycle Movement

- 5.5.2 Pedestrian movement will occur along the existing footway to the front of buildings on Avebury Boulevard.
- 5.5.3 Provision shall be made for cycle parking and, within commercial development, facilities for cyclists (changing rooms, showers, lockers etc.), in order to encourage greater cycle usage. Proposals should provide as a minimum the cycle parking standards in force at the time of the planning submission.

5.6 Parking

- 5.6.1 Car and powered two wheelers parking requirements shall be in accordance with the parking standards in force at the time of planning submission. Electric vehicle parking points will be expected as part of the car parking provision.



Integrated Parking Structure: The Pinnacle

- 5.6.2 A development's parking requirement will normally be provided within the development site, or where this is not possible, it will be provided elsewhere in an agreed location at the developer's expense.

- 5.6.3 Car parking should be provided in the form of basement parking. Basement parking shall not be located so as to impinge on the frontage along Avebury Boulevard.



Integrated Parking Structure: Vizion development

5.7 Public Realm and Landscaping

- 5.7.1 Street trees in the footway on the northern edge of the surface level car parking shall be retained. There is existing street tree planting within the footways immediately beyond the site's boundaries, which must be protected during construction work.
- 5.7.2 Development proposals should be accompanied by a plan illustrating indicative landscape principles for the site.
- 5.7.3 Where flats or apartments are proposed these must have access to private open space. This can be provided in the form of a private shared courtyard, balconies, roof gardens or terraces.
- 5.7.4 Opportunities to include green infrastructure as part of the proposed building, either in the form of a green roof, roof garden, growing spaces, green wall, terraces, balconies and/or planters, can provide amenity landscape at various levels of a building design.
- 5.7.5 The development proposal should make a positive contribution to the amenity of the area and the hard and soft landscape detailing will be an important factor to its success in this regard.

5.8 Ecology

- 5.8.1 Local Plan Policy NE3 on Biodiversity Enhancement has the objective of achieving positive gains for biodiversity in the design of new development. All new development exceeding 5 dwellings (in the case of residential development) or incorporating gross floorspace

in excess of 1000sqm (in the case of other development) will be required to incorporate proposals to enhance biodiversity.

- 5.8.2 New buildings provide many opportunities for wildlife with benefits for biodiversity and the building occupiers. Specialist boxes or spaces are available (for example bird/bat bricks, swallow nest cups and sparrow terraces). Elements such as climbing plants can create habitat; enhance the visual appearance of buildings as well as providing cooling, insulation and microclimate moderation.

5.9 General Planning Requirements

Sustainable Urban Drainage Systems

- 5.9.1 When making planning applications it is essential that, to get the best results, the integration of water and SuDS options are considered early in the site evaluation and planning process, not just at the detailed design stage. Full consideration of SuDS at the pre-application and outline stage is important to ensuring surface water management is fully integrated into the development, leading to an effective drainage design, providing multiple benefits and with costs considered from the outset. Further guidance and information can be found in the "Milton Keynes Council Surface Water Drainage; Local Guidance for Planning Applications", which is available on the Council's website.

Safety and Security

- 5.9.2 The developer must consult with the Crime Prevention Design Advisor at an early stage in

the design process: initially, regarding design and layout and subsequently, regarding any additional physical security or community safety requirements. The Council will seek to design out opportunities for crime and anti-social behaviour following best practice guidance in 'Secured by Design'.

- 5.9.3 Most importantly, the layout of the development should avoid the creation of areas of public realm that are 'leftover' and not overlooked by any development, as they can become areas of anti-social behaviour. Furthermore, there should be no ambiguous space in terms of ownership.

Public Art

- 5.9.4 Any potential redevelopment shall include an element of public art, in line with the Council's policy.

5.10 Development Requirements

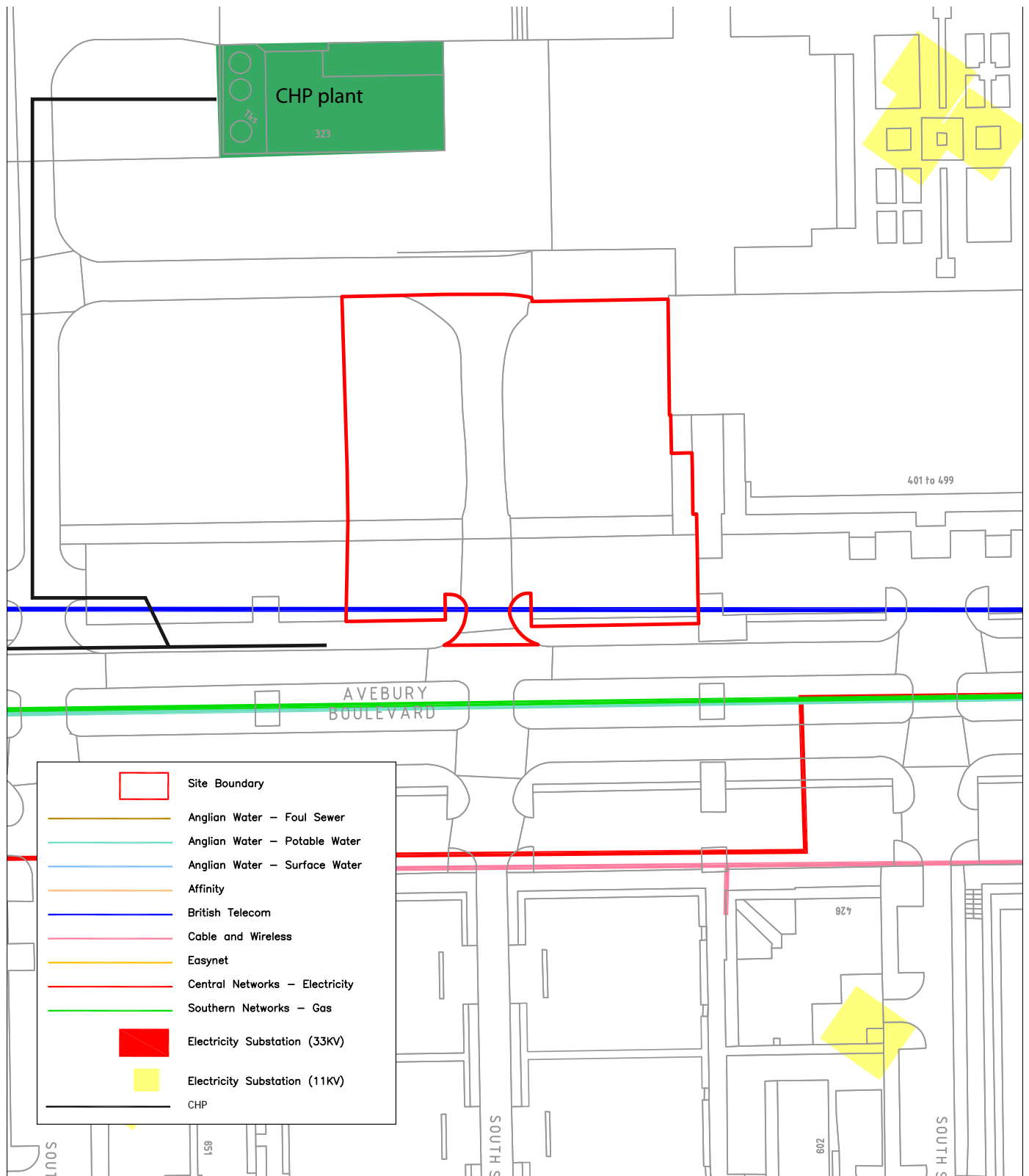
Servicing, Waste and Utilities

- 5.10.1 The layout and design of the building(s) shall accommodate requirements and access for servicing, waste storage and collection and utilities equipment.
- 5.10.2 Methods of dealing with, and integrating servicing, waste storage and collection shall reflect the city centre location and be part of the building envelope, with no separate enclosures. Service yards should not dominate any elevation and should not occur along the Avebury Boulevard frontage.
- 5.10.3 Utilities equipment - electricity sub-stations, gas governors, telecoms cabinets - shall be located in accordance with the CMK Handbook for the Public Realm.
- 5.10.4 The Council's Local Plan Policy D4 and the Sustainable Construction SPD set sustainability standards that will have to be considered as part of the overall design process.
- 5.10.5 The CHP network runs adjacent to the site (see Appendix A - existing utilities). Development will be expected to link into the existing CMK combined heat and power (CHP) system, unless the developer can demonstrate that it would not be feasible or viable. CHP is the means by which the heat produced during the generation of energy is used to produce hot water for heating. CHP is most efficient when there is a mix of uses near the plant that create a balanced need for the heat during the day and night such as residential, schools, retail and offices. The CHP system is connected to the mains power grid, providing additional security of electrical supply.
- 5.10.6 Connection into the Central Milton Keynes CHP system will enable the development to fulfil the low carbon/renewable energy requirement which forms part of the Council's planning policy on sustainable construction. The policy currently requires a minimum of 10% of carbon dioxide emissions from the development to be offset specifically through the use of low/carbon renewable energy technologies.

Drainage

- 5.10.7 Where Anglian Water requires the diversion of, or any other works to adopted sewers within the site, the developer is responsible for all works and costs incurred in meeting their requirements.
- 5.10.8 The sewers shall be constructed in accordance with the current edition of 'Sewers for Adoption' irrespective of their future adoption status.

APPENDIX A: EXISTING UTILITIES



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