

# Campbell Park H3 and H4 and Newlands G Development Brief



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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 in Campbell Park as well as an adjacent site next to the Grand Union Canal within the Newlands grid square (see fig 2 and 3).
- 1.1.2 MKDP\* and Milton Keynes Council have aspirations, given its prominent gateway location into Central Milton Keynes (CMK) and frontage onto the Grand Union Canal, for the Campbell Park site in particular to deliver an exceptional, exemplar and bespoke residential development while the Newlands site has a significant opportunity to add to the leisure and recreation uses associated with the Grand Union Canal, the Newlands grid square and Willen Lake.

### Vision Statement:

To create a “high quality urban waterside” neighbourhood that enhances the setting of the Grand Union Canal and that is one of the first phases of a much larger mixed use 2000 plus home community adjacent to Campbell Park, an outstanding example of urban green space, public art and a key gateway to Milton Keynes City Centre. There will be a strong sense of place with a wide variety of high quality bespoke, adaptable and energy efficient private and social housing with cafes and restaurants around a new canal basin and marina. Residents will have immediate access to extensive green spaces that includes public art and leisure opportunities and the city centre is furthermore within easy walking distance. The neighbourhood will create an interesting place to visit, perhaps as part of a walk or cycle ride within the city’s linear park system, and provide buildings/facilities that can evolve over time to serve immediate and the growing needs of residents and visitors.

*\*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, Core Strategy 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.*

*The MKDP Agreement furthermore requires that MKDP should seek approval from Milton Keynes Council for the preparation and approval of development briefs by Milton Keynes Council before marketing/selling any of the sites under its control.*

## 1.2 Purpose of Development Brief



1.2.1 The purpose of this document is to provide planning and design guidance for the development of sites in Campbell Park and Newlands. This will aid the development process by allowing developers to submit informed proposals for these sites that respond to MKDP, Council and other local stakeholder expectations for the sites.

1.2.2 Implementation of the Brief helps deliver the Council's Corporate Plan Themes and Outcomes as well as the Core Strategy. It has been informed by relevant planning policy and following formal public consultation will be a material consideration in determining planning applications for the sites.

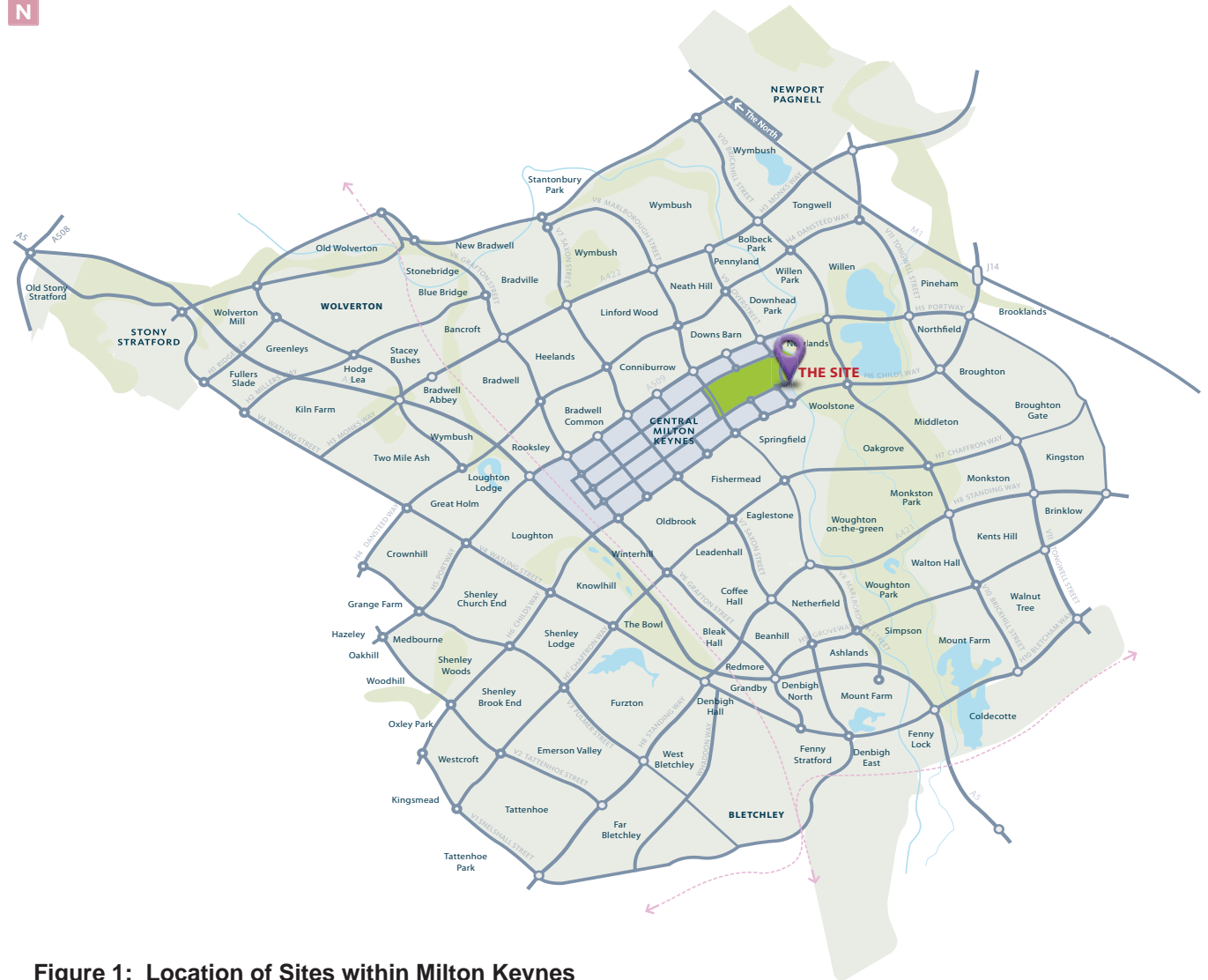


Figure 1: Location of Sites within Milton Keynes

### 1.3 Location, Site Details and Land Ownership

- 1.3.1 This Development Brief covers three sites in MKDP/MKC ownership. Sites H3 and H4 are located in the south east corner of the Campbell Park grid square on the west side of the Grand Union Canal. They are located directly adjacent to each other and together with MKC land on a long lease to the Parks Trust, adjacent to Overgate, Avebury Boulevard and the Canal, form a long rectangular site of 2.75ha. Site H4 forms a key gateway into CMK when viewed from Childs Way (H6).
- 1.3.2 Newlands G is located directly opposite Campbell Park Blocks H3 and H4 on the east side of the Grand Union Canal and covers an area of 3.20ha that includes a small existing car park at the northern end of the site as well as the footpath/cycle route and bridleway along the Grand Union Canal.
- 1.3.3 For the purposes of this Development Brief sites H3 and H4 in Campbell Park are referred to as one site while Newlands G is another site. A key aim of the Development Brief is however to ensure that each site benefits from the development of the other.
- 1.3.4 **Fig 2** outlines landownership information within the area covered by the development brief. The vast majority of land is owned by MKDP. The Canal & River Trust however are the custodians of the Grand Union Canal while the Parks Trust have an interest in a narrow strip of land along the west side of the Grand Union Canal as well as wider strips of land alongside Overgate and Avebury Boulevard with the Development Brief reserving an option to include extending development into these latter areas depending on negotiation between the Parks Trust and MKC.



Figure 2: Site area and land ownership

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



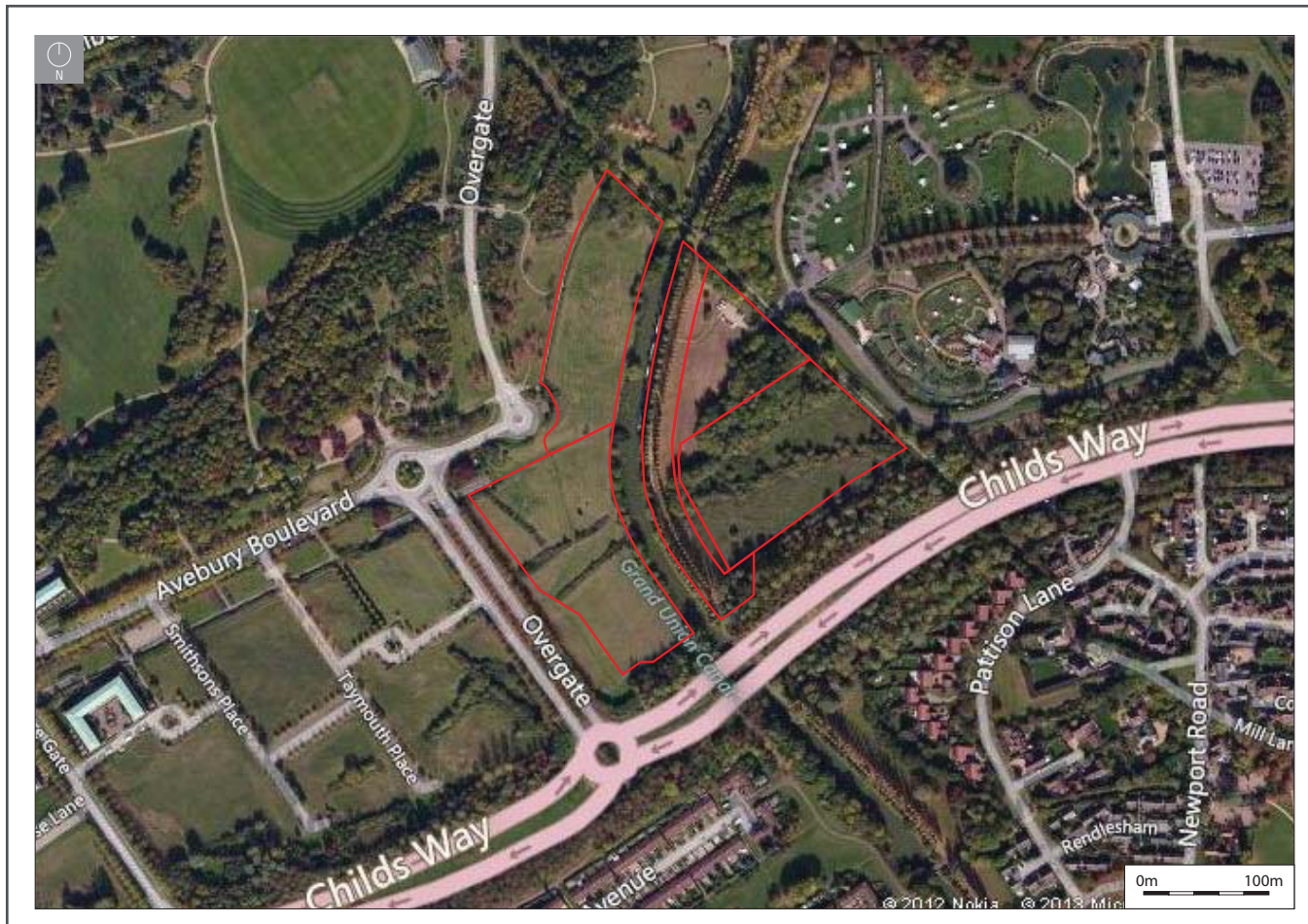


Figure 3: Aerial photo of site

## 1.5 Other Information

- 1.5.1 Once adopted the Development Brief will be followed and supported by a marketing brief which outlines 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's aspirations for sustainability / energy standards, design and mix of uses and tenures, together with more detail on MKDP's preferred route to the market, the selection criteria, phasing of development etc.

# SECTION 2

# POLICY CONTEXT

2.1 Policy Context

pg11

## 2.1 Policy Context

2.1.1 Any proposals for the sites 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:

### The Milton Keynes Council Corporate Plan

2.1.2 The implementation of the Brief will meet the following themes of the Council's Corporate Plan:  
World Class MK; Living in MK; Visiting MK and Cleaner, Greener, Safer and Healthier MK.  
TSection 4 will explain further how the development proposals will help meet these Corporate Plan Themes

### 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 these sites:

- Promoting sustainable transport (and in particular para's 35 and 38)
- Delivering a wide choice of high quality homes
- Requiring good design
- Promoting healthy communities
- Conserving and enhancing the natural environment

### 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 CSA National Planning Policy Framework - Presumption in favour of sustainable development
- Policy CS2 Housing Land Supply
- Policy CS7 Central Milton Keynes
- 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
- Policy CS19 The Historic and Natural Environment

## Milton Keynes Local Plan

2.1.6 The Local Plan policy position is very different for the Campbell Park Blocks (H3 and H4) and the Newlands G site.

### Campbell Park

2.1.7 Policy CC4: Campbell Park Quarter

- iv. Create a mixed use development and canal basin alongside the Grand Union Canal
- viii. Contribute to the provision of new or improved pedestrian and cycle links, public transport facilities and services and other necessary transport infrastructure within CMK as a whole

### Newlands G

2.1.8 The site is allocated in the Local Plan as partly Recreation and Open Space (Policy L2), but most of the site is allocated as Proposed Recreation and Open Space.

2.1.9 It is also within the boundary of linear and district parks (Policy S12) and is entirely within a Wildlife Corridor (NE1) . There will likely be protected species on the site so Policy NE2 will apply.

2.1.10 Policy S12 states that development proposals in the Linear Parks should contribute to achieving the following objectives:

- Protecting and improving the landscape
- Protecting and enhancing features of nature conservation value
- Retaining and improving public access to land and water areas for countryside recreation
- Flood control
- Minimising any adverse impact on local residents and agriculture
- Protecting and interpreting areas of archaeological interest

2.1.11 Policy L1 moreover states that planning permission will be granted for outdoor leisure and recreation uses within the Linear and District Parks unless the proposals would result in:

- An unacceptable visual impact
- Excessive traffic
- An unacceptable impact on wildlife
- Excessive noise
- An adverse impact on the floodplain
- Visitors should be able to reach the site easily and conveniently using non-car modes of traffic

### Policy D3 Canalside Development

- 2.1.12 Development alongside canals should help meet the following objectives (selected where applicable):
- i. Improved public access to an enjoyment of the waterway, including those with impaired mobility
  - ii. The protection and enhancement of wildlife habitats
  - v. New buildings should present a public face to the canal and be in keeping with local character in terms of scale, design and materials
  - vi. Development proposals in the vicinity of the Canal should also take into account the potential for localised flooding from the Canal
- 2.1.13 Policy T3 states, “The existing redway, footway and right of way network should be retained, improved and extended.”
- 2.1.14 Policy T13 (Transport Reservations) protects transport reservations which includes canal routes, from development which would prevent the future use of the reservation for transport purposes.

### CMK Development Framework Supplementary Planning Document

- 2.1.15 This SPD supports a residential-led mixed use development on the Campbell Park sites.

### CMK Business Neighbourhood Plan (Awaiting Referendum)

- 2.1.16 Under the Government’s Localism Act (2011), a Business Neighbourhood Plan has been prepared for Central Milton Keynes. Neighbourhood Plans are prepared by the people and businesses that live and operate in a community. They can address such issues as where new development should take place, what improvements are needed to roads, footpaths and general public space and how the housing needs of the local community should be met.
- 2.1.17 This plan includes a proposed residential led mixed development comprising mainly residential supported by shops, small businesses (Class A2), restaurants/cafes, hotels (Class C1) and leisure / non-leisure facilities (Class D1/D2).

- 2.1.18 Proposals for a boat basin in Blocklet H3.1 and H4.1 in the south east of the Campbell Park Grid Square, with marina facilities and a public slipway, would be welcomed subject to detailed design and content, and having good connections to the existing public footpath route on the west bank of the canal. The design of developments adjacent to the canal will be required to enhance the appearance of the waterway and to provide active elevations facing the waterway.
- 2.1.19 Once adopted the Neighbourhood Plan will form part of the Council’s Development Plan and replace Local Plan policies.

### Supplementary Planning Documents

- 2.1.20 The following Supplementary Planning Documents (SPD's) 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 SPD's and Guidance Notes relating to Developer Contributions

### Other Council Strategies

#### Arts and PublicArt Strategy

- 2.1.21 A strategic priority within this strategy programme is the development of Campbell Park as a Sculpture Park of international quality and the developer contribution for public art on Campbell Park Block H3 and H4 should support this strategic priority

### Extant Planning Permissions

#### Campbell Park Outline Planning Consent (04/00586/OUT)

- 2.1.22 Blocks H3 and H4 as well as land directly to the north of Glebe Roundabout (around the existing car park) have permission for marinas along the Canal with mainly residential uses but also small amounts of live-work, commercial and ground floor, A1, A3 and Community and Leisure Uses focussed around a Marina.
- 2.1.23 Permissible building heights are between 3 and 8 storeys

### Bedford & Milton Keynes Waterway

- 2.1.24 Planning permission was granted in 2007 to construct a canal from the Grand Union Canal through to Willen Lake as part of the longer Bedford & Milton Keynes Waterway. The permitted alignment runs along the southern edge of the Newlands G site within the V6 Childs Way Grid Road Reserve.

## Planning Policy Summary

- 2.1.25 Planning Policy and an extant planning permission support a residential-led mixed use development on Campbell Park Blocks H3 and H4.
- 2.1.26 These land uses would be suitable adjacent to the Grand Union Canal, being able to exploit the inherent qualities and benefits of developments that are associated with water.
- 2.1.27 The policy position is very different for Newlands G which in effect is protected from development, although because it is included within the Linear Parks designation, outdoor leisure and recreation uses will be supported so long as there are no unacceptable impacts on the linear park and wildlife corridor.



# 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.

### 3.2 Surrounding Area (fig 3)

- 3.2.1 Sites H3 and H4 are part of Central Milton Keynes, being approximately 1.5km from the centre:mk and 3km from Milton Keynes train station.
- 3.2.2 All three sites are within 1km of the major leisure destination of Willen Lake.
- 3.2.3 The three sites together are broadly surrounded in the west by the acclaimed city centre urban park that is Campbell Park that has a focus on public art and sculpture as well as the undeveloped sites of the Campbell Park grid square which have outline planning consent for significant mixed use development and in the south by the established residential estates of Springfield and Woolstone.
- 3.2.4 To the east are the existing leisure and recreation uses in Newlands grid square, most notably Gullivers Land Theme Park and to the north are the latter uses as well as Campbell Park and further undeveloped sites within the Campbell Park grid square.

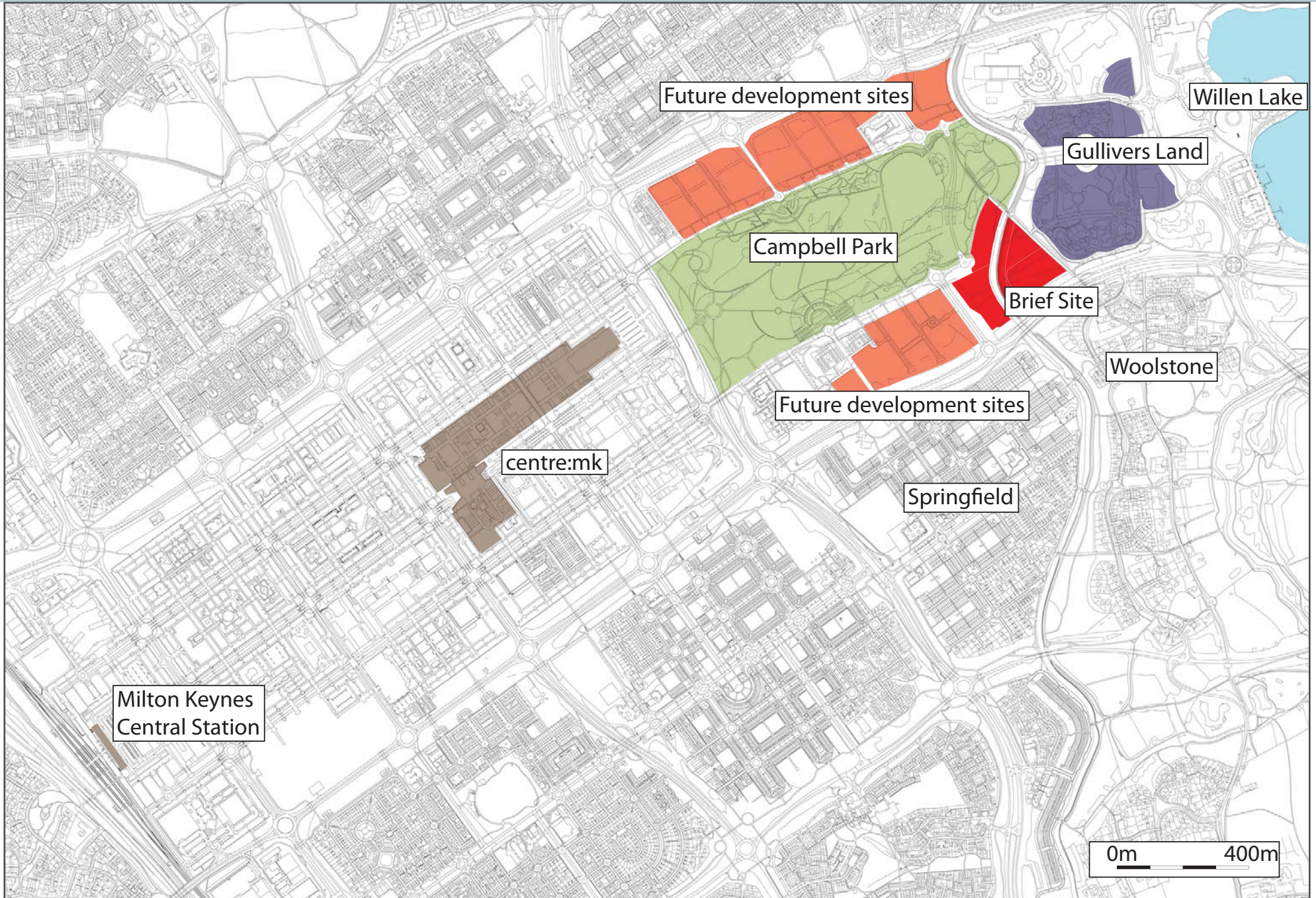


Figure 4 Surrounding area analysis



### 3.3 Site Analysis (fig 11)

- 3.3.1 The dominating feature of the three sites is the tree lined Grand Union Canal which runs in a north-south direction between the H3 and H4 in Campbell Park and the Newlands G Site.
- 3.3.2 All three sites generally slope in an easterly direction by a distance of about 10m from the highest point at the north eastern edge of Block H3 to the lowest point at the western corner of Newlands Site G. The Newlands site is generally flatter than the Campbell Park Sites.
- 3.3.3 Childs Way, a dual carriageway grid road and associated grid road reserve forms the

southern boundary to the Campbell Park H4 and Newlands G sites. The grid road reserve consists of thick landscaping which in particular screens the Newlands G site from views from Childs Way. The grid road reserve slopes down to both sites such that the grid road is at an elevated position. Located within the grid road reserves and forming an immediate southern boundary to the Newlands G site is the consented alignment for the Bedford & Milton Keynes Waterway with the proposed canal being located at an elevated position above the Newlands G site.

- 3.3.4 Overgate, a dual carriageway grid road forms the predominant western boundary to the Campbell Park H4 site. When the street network for the Campbell Park development sites was constructed the earthworks were such that Overgate was positioned at a raised level on made ground from the surrounding development plots by about 3m such with a resulting fairly significant slope down to the H4 development site.
- 3.3.5 An existing maintained hedgeline forms the western boundary to the Newlands H3 site beyond which lies Campbell Park itself. The short northern boundary of Campbell Park H3



**fig 5** The Grand Union Canal is a key feature that divides the site into two distinct areas



**fig 6** Child's Way dual carriageway borders the southern edge of the site



**fig 7** Overgate dual carriageway forms western boundary to Campbell Park site H4

is enclosed by hedging and scrub vegetation.

3.3.6 The eastern boundary of Newlands G is also comprised of an unmaintained hedgeline with some mature Ash, Willow and Oak trees.

3.3.7 The Grand Union Canal which forms the lengthy eastern and western boundaries of the Campbell Park and Newlands Sites respectively, is the dominant feature and structuring element of the entire site. The canal edge conditions are however very different for the two sites:

- On the Campbell Park side there is no public footpath and a sporadic amount of low quality

vegetation (interspersed with a few trees) is located along its bank. The land also generally falls down to the canal such that the site 'overlooks' the canal with the result that development can have a positive relationship with the canal.

- On the Newlands G side there is a towpath, a mature hedgeline (in ditch) two rows of mature poplars, a paved footpath/national cycle route (Route 6) and a bridleway all running in parallel alongside the canal. This has the effect of segregating the canal from the remainder of the Newlands G site. The double rows of poplars are certainly a very distinguishing feature along a considerable length of the canal and help people from some distance away locate the canal and help with city wide legibility and wayfinding.



**fig 8** Eastern boundary of the site exhibiting hedgerow with various oak, ash and willow tree species



**fig 9** West side of canal with development site overlooking the canal



**fig 10** Strong tree-lined structure of poplars, combined with rights of way undermine the relationship of Newlands G with the canal



Figure 11 Existing landscaping plan



3.3.8 With respect to the sites themselves they also have very different conditions:

#### Campbell Park Sites

- The Campbell Park sites are largely unconstrained comprising predominantly maintained grassland with a few low quality, predominantly bramble hedges running across them. There are however two live ditches running within the site boundaries that accommodate some of the hedges.
- The constraints plan also indicates a sewer running just south of and parallel to Overgate that would need to be relocated if development occurred up to Overgate as well as a surface water drain.
- Studies have shown that while the sites are not located within any zone 2 or 3 floodplain, significant surface water flooding in parts of Campbell Park site H4 (in proximity to the existing ditch) does occur, likely due to the existing ditch. A brief flood risk assessment will be required for any development on the Campbell Park sites.

- There is a gentle land fall across the sites from west to east but with a pronounced land fall due to ready made earth from the construction of Overgate and the eastern end of Avebury Boulevard. These short steeper slopes however occur on Parks Trust land.
- Two distinct pine trees mark the location of the eastern end of Avebury Boulevard entering the site.



**fig 12** The largely unconstrained Campbell Park sites as seen when looking to the north



**fig 13** Constructed slope from Overgate down to the Campbell Park site

### Newlands G Site

- The Newlands G site is very different to the Campbell Park sites not least because it slopes down away from the Grand Union Canal. It also as identified in para 3.3.8 as having significant existing planting and rights of way along its edge adjacent to the Grand Union Canal.
- It is characterised by three areas of grassland all which fall at their highest points about 1m from the bridlepath and cycle route along the canal.
- The three areas of grassland have been divided by a hedgeline along a watercourse and a significant large copse of woodland that is sunken below the surrounding grassed areas and contains ponds.
- This woodland has been subject of a desk top analysis and while being historic in nature and has good quality mature species of Ash, Lime and Oak, it does not have a significant understorey planting. While there are no records of great crested newts within the woodland, protected species are likely to exist.



fig 14 The three areas of grassland within the Newlands G site

- An unofficial bridleway runs along the southern boundary along the line of the consented Bedford-MK waterway route.
- A small car park is located in the northern corner of Newlands G which is currently used largely by the owners of boats moored in the Grand Union Canal in this location

3.3.9 Other than the primary access into the Newlands site and an associated footpath off it leading to the Grand Union Canal there are no rights of way across any of the sites.

### 3.4 Existing Access (fig 19)

3.4.1 The eastern end of Avebury Boulevard off the Canalside Roundabout offers the primary vehicular access to the Campbell Park sites.

3.4.2 An existing underpass under Overgate similarly provides an existing pedestrian access to the site. This pedestrian route runs along the entire length of Avebury Boulevard connecting to the city centre.

3.4.3 While there is currently no footpath along Overgate there is an existing footpath along the western edge of Campbell Park H3.

3.4.4 Newlands G is poorly served by existing vehicular access, with the only access being the convoluted Frobisher Gate off Brickhill Street (V10).

3.4.5 Newlands G is however well served by public footpaths which run along the outside of 2 of its edges and which extend under Childs Way in 2 locations into Woolstone. An unadopted bridleway also runs alongside the southern edge just outside the site boundary.

3.4.6 The Campbell Park and Newlands sites are connected by foot through an existing bridge over the canal at the most northern corner of



fig 15 Existing car park and access to the Newlands site



fig 16 Existing pedestrian underpass into Campbell Park site from Avebury Boulevard



fig 17 Vehicular access to Newlands site off Frobisher Gate

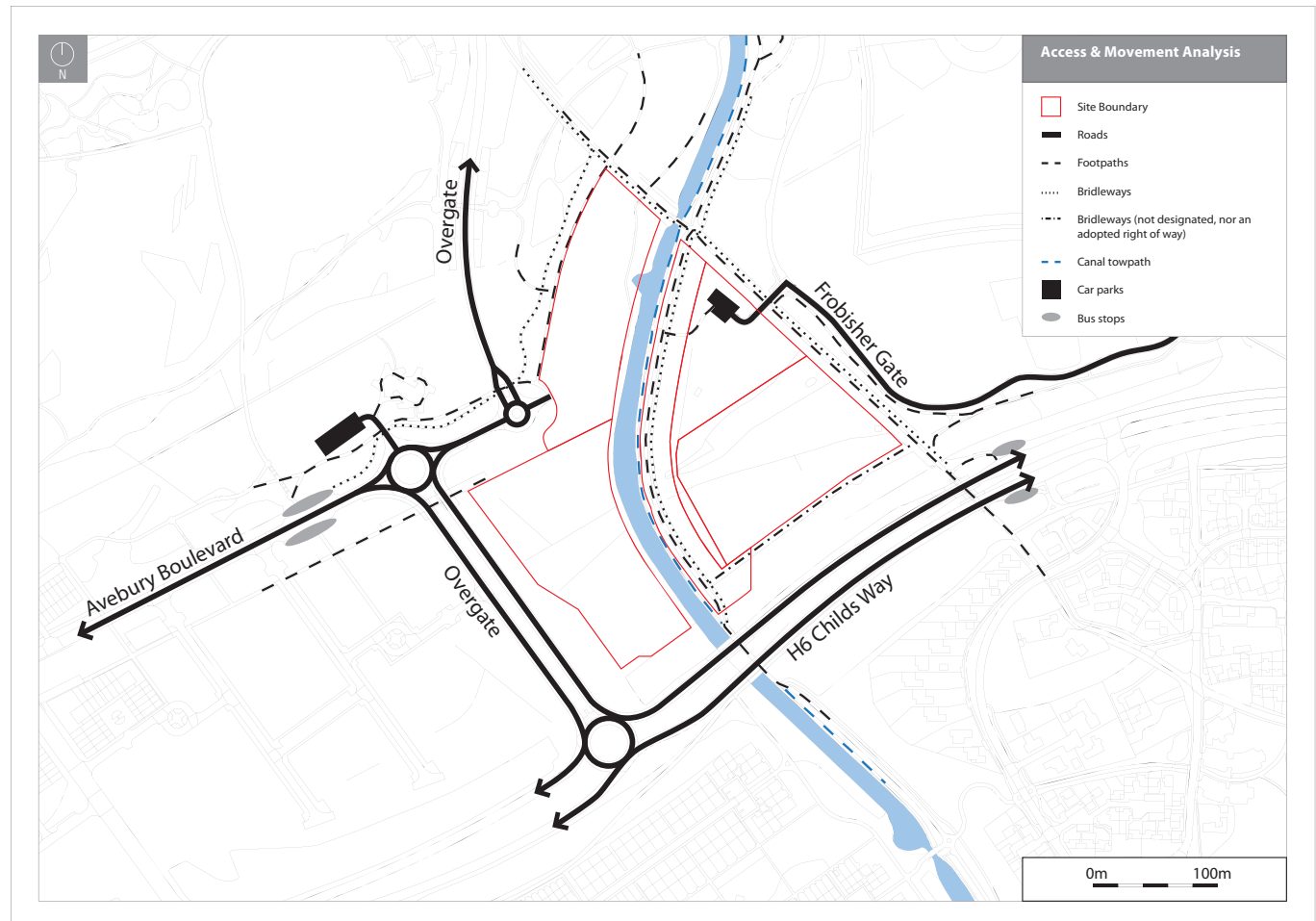


the Newlands Site. National Cycle Route 6 crosses this bridge, serving as a footpath as well and runs along the canal along the edge of the Newlands G site.

- 3.4.7 The sites are served by a fairly infrequent public transport service with bus stops occurring on the H6 in close proximity to Newlands G and at the bottom end of Avebury Boulevard within 100m of the Campbell Park sites. The latter stops include Route 8 which runs on a regular 15min frequency.



**fig 18** Existing pedestrian route along eastern edge of site going into Woolstone



**Figure 19: Existing Access and Movement Plan**

### 3.5 Summary Opportunities and Constraints/Challenges (fig 20)

#### Opportunities

##### Campbell Park H3 and H4

- Exploit waterfront location
- Enhance the setting of the Grand Union Canal
- Exploit proximity to the acclaimed Campbell Park
- Capitalise on the existing presence of public art and sculpture in Campbell Park in the development of the sites
- Development interface with Campbell Park north of the Canalside Roundabout
- Create a landmark at southern end of Block H4 adjacent to Childs Way to help with wayfinding / legibility around the grid road network
- Relatively unconstrained site
- Lack of nearby development allows the development to create its own character – being bold and memorable!!
- Existing vehicular access point with 2 further potential vehicular access points
- No rights of way across site

##### Newlands G

- Exploit an underutilised site – increase amenity value of site
- No rights of way across site
- Complement and reinforce existing leisure uses in Newlands Grid Square
- Site very accessible by foot, bicycle and public transport
- Exploit existing Bedford-MK waterway alignment along southern edge of site
- Existing level changes facilitate construction of marina

#### Constraints/Challenges

##### Campbell Park H3 and H4

- Level changes across the site particularly adjacent to Overgate and Avebury Boulevard
- Two live existing ditches
- Sewer to be diverted/upgraded
- Other utilities (manhole covers present on site)
- Afternoon shade along the canal
- No existing access over the canal within the overall site boundaries
- Development interface with Campbell Park north of the Canalside Roundabout

##### Newlands G

- Woodland and associated ponds/watercourses
- There will likely be protected species on the site
- Existing watercourse
- Relatively inaccessible by car necessitating a convoluted vehicular access from Brickhill Street (no vehicular access from H6)
- A more awkward relationship exists with the canal than for the Campbell Park sites – 3 public rights of way, a historic hedge and 2 rows of mature poplars make it challenging for the site to have a direct relationship with the canal
- Noise from H6
- Relationship of consented Bedford-Milton Keynes Waterway route and site due to requirement for embankments

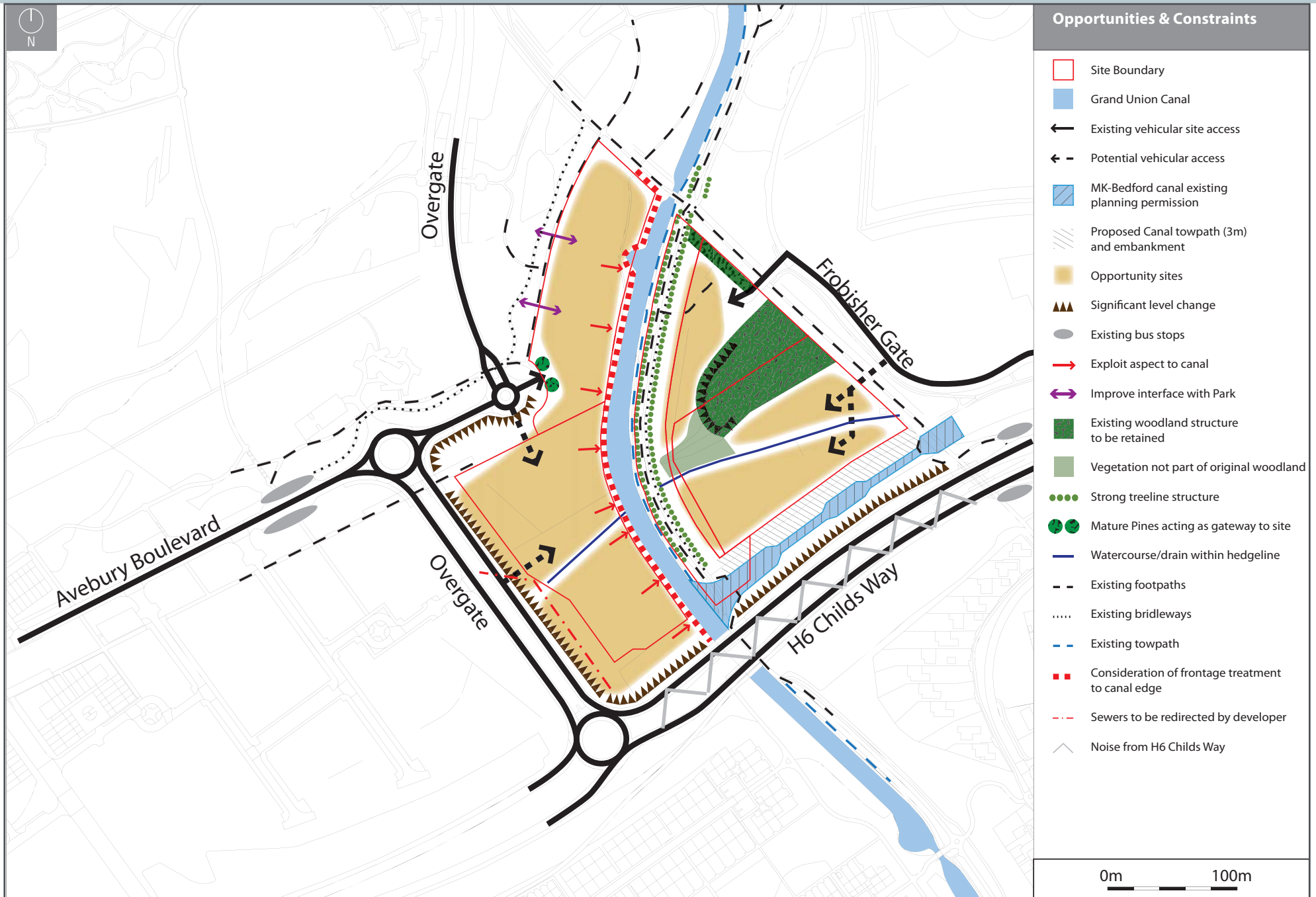


Figure 20 Opportunities and Constraints Plan

# SECTION 4

# DEVELOPMENT

# PROPOSALS

4.1 Development Proposals

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## 4.1 Development Proposals

- 4.1.1 The planning policy context as outlined in Section 3 is very different between the two Campbell Park Sites and the Newlands Site locations. However, the canal should be seen as passing through a unified development with all site locations complementing and benefiting from each other’..
- 4.1.2 Campbell Park Blocks H3 and H4 will in line with existing planning policy and the outline planning consent will be seeking a high quality bespoke residential-led mixed use development. A variety of housing types will likely be sought across the site with higher density apartments and townhouses toward the southern end of the site and lower density housing toward the northern end. The ground floors of some of the housing will be expected to be designed to be adaptable to accommodate changing needs overtime. This will demonstrate how the MKC Corporate Plan outcomes of “Being an exemplar for building and supporting new communities”, “Being a leading city for new approaches and technologies”, “Its distinctive and flexible urban design” and “occupy fit for purpose housing that meets individual needs” can be met. A small amount of non-residential development such as restaurants that could exploit the opportunities of being associated with water should also be included. This is supported by the extant outline planning consent.
- 4.1.3 Housing on Block H3 will be within 250m from the noisiest attraction at Gullivers Theme Park. The potential issue of noise from the Theme Park should be dealt with by condition on any grant of planning permission that the developer engages qualified acoustic consultants to undertake an investigation of potential noise issues to any development and determine appropriate mitigation measures to be put in place during the development.
- 4.1.4 Affordable housing will meet the Council’s requirement. This is currently 30% in the Local Plan and Core Strategy and the tenure mix will be based on the Affordable Housing SPD adopted in 2013.
- 4.1.5 A new pedestrian bridge at the heart of the overall development is required to better link the Campbell Park sites with Newlands G. This accessible location would be seen as appropriate for supporting non-residential uses.
- 4.1.6 Development of Newlands G should be seen as complementing existing land uses in the Newlands Grid Square and Willen Lake and serve to enhance the quality of and in particular the usage of the linear parks and public access of the Grand Union Canal.
- 4.1.7 In line with Local Plan Policy a marina accommodating up to approximately 50 berths , which would help enable the delivery of the first part of the Bedford-Milton Keynes Waterway. The waterway is not however on MKDP land and neither the waterway or the marina are reliant on the other for successful implementation.
- 4.1.8 Development proposals should also seek to exploit the current lack of amenity value of the historic woodland and ponds on Newlands G through public access via managed pedestrian routes (via boardwalks) through it and

potential educational information boards linked as part of a “trail” through the woodland. This could potentially be associated with a summer camp or eco-educational facility and / or holiday lodges that builds upon the ecological value of the woodland and that schools etc could visit. The latter facility would be located on existing grassland to the north of the woodland together with ancillary development that complements the marina and the general leisure and recreational setting of the Newlands Grid Square and proximity to the Grand Union Canal.

4.1.10 A cafe or similar facility that complements and that would be considered ancillary to the predominant leisure and /or recreation uses and that could benefit from the increased usage in Newlands G would also be considered acceptable. The development of both the Campbell Park sites and Newlands G site will also help deliver the MKC Corporate Plan outcomes of “A strong reputation as a visitor destination, nationally and internationally” and the “commitment to the implementation of a low carbon agenda”

4.1.11 Any uses on Newlands G will need to be carefully managed so as to not destroy the ecological interest of the block of woodland . A management regime will likely be required with the intention that it improves the wildlife value of the woodland.

# SECTION 5

# PLANNING AND DESIGN PRINCIPLES

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## 5.1 Introduction

- 5.1.1 Any proposals for the sites should be informed by the following principles. These principles have been informed by the existing planning policy position, the contextual analysis, 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 and Energyworld.
- 5.1.2 Most of the principles are more applicable to the Campbell Park sites where most of the development is proposed.
- 5.1.3 Where relevant, the principles are spatially represented by the accompanying Parameters Plan (**fig 21**).

## 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 - 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 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 Development on Blocks H3 and H4 should be structured around the preservation of a direct pedestrian link between the existing pedestrian underpass under Overgate (and that provides the most direct access to CMK alongside Avebury Boulevard) and the proposed pedestrian footbridge over the Grand Union Canal. Development should be laid out to allow this pedestrian route to run through a corridor of open space that is fronted onto by development.
- 5.2.3 While this Brief is not specifying a layout, site constraints, the existing access/s off the Canalside Roundabout and a further potential access into the site off Overgate do begin to inform an overall layout or structure for the site, with these potential access streets dividing the site into a series of development parcels.
- 5.2.4 The development edge in Blocks H3 and H4 facing the canal should include a variety of setbacks rather than the implementation of a single distance back from the canal.



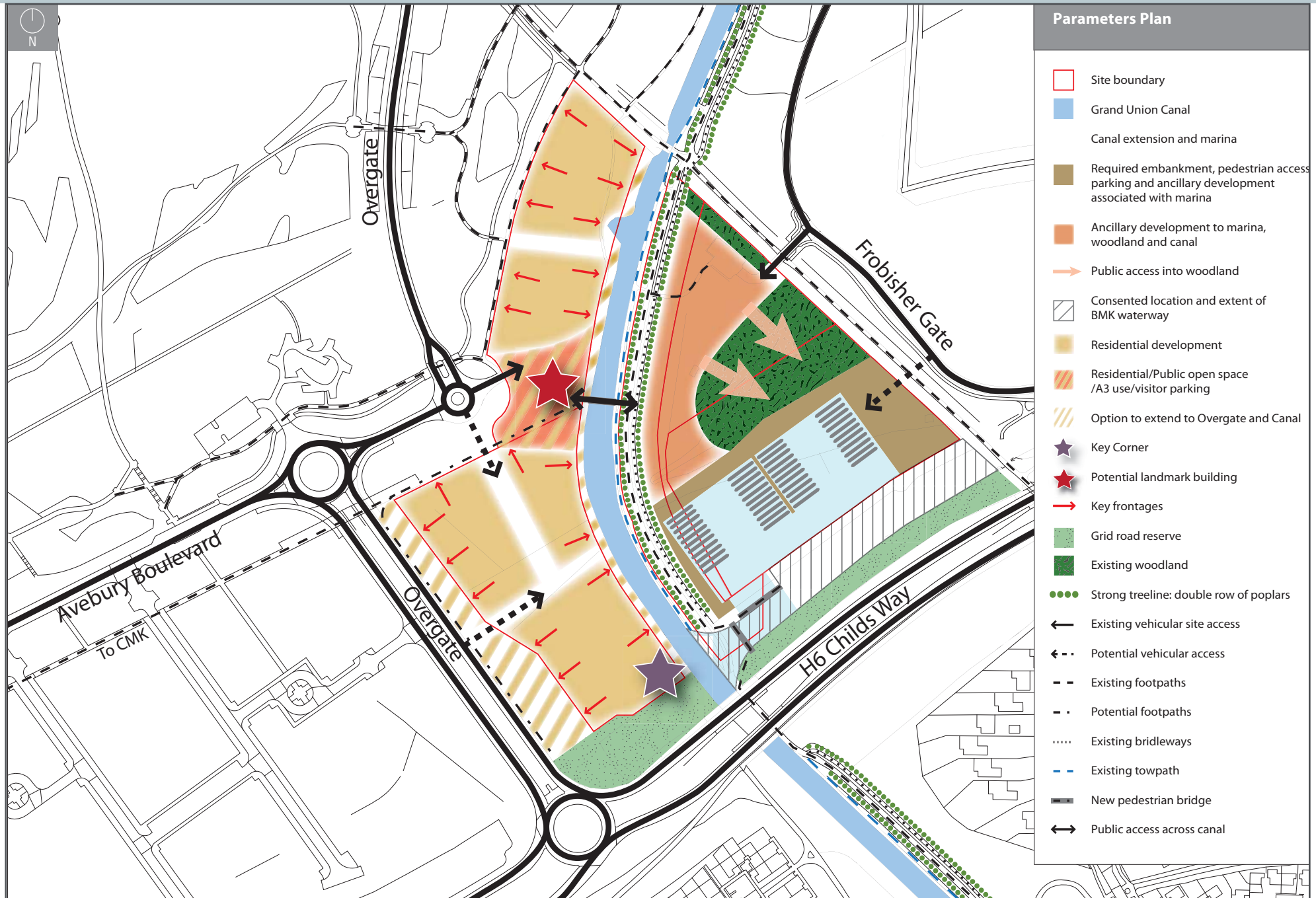


Figure 21: Parameters Plan

### 5.3 Key Corners, Landmark Buildings and Key Frontages

- 5.3.1 The southern end of Campbell Park Block H4 fronts onto Childs Way and therefore has the ability to be a landmark building helping to improve wayfinding and legibility around the MK Grid Road Network. A bespoke design that helps create a landmark building will be required in this location.
- 5.3.2 A landmark building is also important in terminating the vista of Avebury Boulevard adjacent to the proposed pedestrian bridge in the area identified in the Parameters Plan for a variety of uses.
- 5.3.3 The Campbell Park sites in general are very prominent with key frontages onto Overgate, Campbell Park itself where Block H3 faces it as well as the Grand Union Canal. This will require an appropriate design response to help celebrate these frontages. A soft interface may well be appropriate in Block H3 where the development will interface with the Park.

### 5.4 Density and Building Heights

- 5.4.1 While the adopted Milton Keynes Local Plan states that new residential development should be developed at a net density of 100-200 dwellings per hectare, this policy is applicable for Campbell Park as a whole. Being only a small part of the overall Campbell Park development site, and located at the far eastern end of the Campbell Park grid square as well as the sites contextual factors, together suggest a more flexible approach to density is appropriate.
- 5.4.2 Highest densities and building heights of approximately 8 stories in height will be permissible at the southern point of the site in line with the existing planning consent and act as a landmark to help with legibility and wayfinding around the MK Grid Road network.
- 5.4.3 Lowest densities (significantly lower than 100 du/ha) and buildings of 2/3 stories in height are seen as appropriate particularly at the northern end of the site which is in a less prominent and visible location.
- 5.4.4 Lower densities will also be permissible if it can be demonstrated that higher densities would render a scheme unviable and / or the housing is of exceptional design.
- 5.4.5 Any development at the Newlands G site that supports the predominant leisure and recreations uses of the site is likely to be no taller than 2/3 stories in height relative to the level of the marina.

## 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.
- 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 by the desire to seek innovative, bespoke and cutting edge approaches to housing design and delivery and the creation of a lively, animated waterside destination.

- 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 the Campbell Park sites.
- 5.5.4 An introduction of non standard house-types on the Campbell Park sites is also sought.
- 5.5.5 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.





fig 21 Accordia, Cambridge with semi-basement parking



fig 22 Pennyland Marina

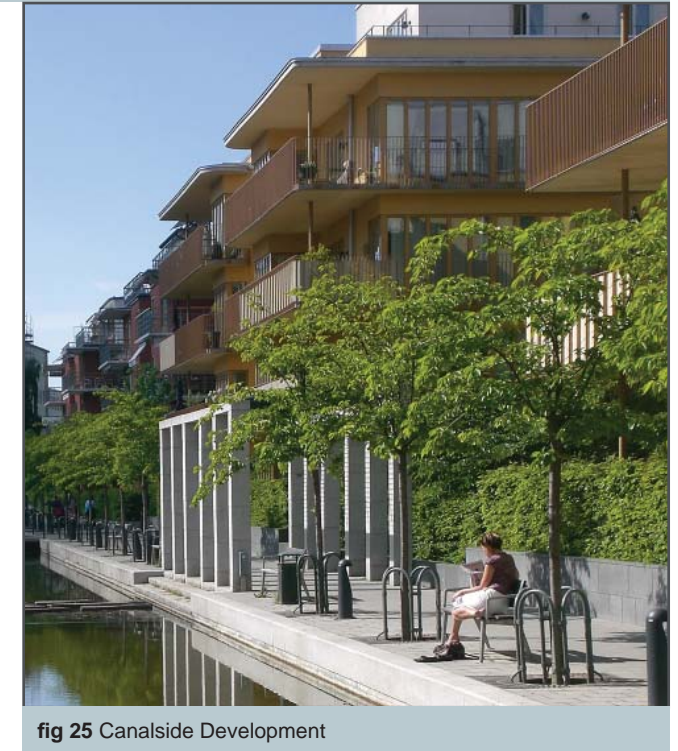


fig 25 Canalside Development

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



fig 23 Leidsche Rijn, Netherlands



fig 24 Borneo Sporenburg, Amsterdam



fig 25 A gateway building, New York City

## 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, most notably Campbell Park and the Grand Union Canal for all modes of movement.
- 5.7.2 The existing Canalside Roundabout at the eastern of Avebury Boulevard provides the primary vehicular access into the two Campbell Park sites. The nature of the roundabout means that an additional access maybe permissible serving site H4 more directly.
- 5.7.3 In order to further integrate the site into the surrounding area and create a permeable development, an additional left-in, left-out vehicular access route into the site from Overgate is considered acceptable in principle.
- 5.7.4 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 stree
- 5.7.5 The layout of development should enable public pedestrian access to the western side of the Grand Union Canal so that the canal frontage is not 'privatised'. This does not however imply a public footpath alongside the full west bank is necessary or required.
- 5.7.6 The primary pedestrian entry to the site is via the existing underpass at the corner of Avebury Boulevard and Overgate. This existing pedestrian route provides direct access up Avebury Boulevard into CMK.
- 5.7.7 A new footbridge over the canal is also required that will not only improve pedestrian access over the canal but will also better link the Campbell Park sites with the Newlands site which will be mutually beneficial to both developments. This is important given that there is no pedestrian access down onto the canal where the H6 crosses over it.
- 5.7.8 The only existing vehicular access to the Newlands G site is via Frobisher Gate off the V10 Brickhill Street. No vehicular access will be permitted off the H6. A further vehicular link to access the marina is however potentially possible further east off Frobisher Gate. This would also allow pedestrian access to the site as well as along the north side of the marina and access to the canal.

## 5.8 Parking

5.8.1 Car parking will normally be provided in accordance with Milton Keynes Council's Parking Standards. Current residential parking standards are as follows

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

5.8.2 Any non-residential element should comply with the existing parking standards. Additional parking in excess of these standards may be permitted.

5.8.3 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.

5.8.4 Detached homes with 5+ bedrooms will

generally be expected to have at least 2 on-plot, independently accessible parking spaces.

For smaller homes (i.e. 4 bedrooms or fewer), independently accessible on-plot parking spaces are preferred but tandem parking (including any similar layout where the spaces are not independently accessible) will be acceptable, provided that:

The unallocated (on-street) provision is visible from and in close proximity (within 15m from the front of the property) to those homes that have tandem parking (or any similar layout where the spaces are not accessed independently).

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

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

5.8.7 The Parameters Plan also highlights the potential for visitor parking included in the mixed use 'zone' at the western end of Avebury Boulevard. This will be particularly important for any non-residential uses included on the site that generate high levels of traffic.

Management and / or protection measures will also be required to prevent visitors to the canal, marina and any other non-residential uses from abusing residential parking spaces.

## 5.9 Public Realm and Landscaping

5.9.1 Given the location and hence the publicly accessible nature of the sites and resulting number of people who will pass through the sites, the treatment of the public realm is fundamental to the overall quality and perception of development.

5.9.2 Equally, the existing landscaped settings of the sites requires not only the enhancement of the setting but equally carefully landscaping needs

to permeate across the whole development.

- 5.9.3 The treatment of the new pedestrian link between the existing underpass and the proposed pedestrian bridge requires particular attention.
- 5.9.4 Along the west side of the Canal, good specimen trees should be retained, whilst the lower quality hedging can be removed to improve access and the relationship of the new development with the canal.
- 5.9.5 The existing hedges within the Campbell Park site can be removed.
- 5.9.6 Site inspections by council tree officers have indicated that the most western part of the central woodland closest to the canal which is not part of the original woodland could be removed to allow development to have a more positive and closer relationship with the marina. As a general principle, compensation of appropriate planting should occur to replace any removed vegetation.

- 5.9.7 While many of the trees within the central woodland are to be retained, MKC tree officer views are that because the understorey vegetation is relatively thin and not of significant quality, controlled public access (via dedicated footpaths) could penetrate and cross the woodland.

## 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.





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