

APP 1

Application Number: 12/01704/REM
Major

Reserved matters application pursuant to outline planning permission
04/00586/OUT for the erection of 169 dwellings and 190sq m of commercial
floor space

AT Blocks 14A And 14B Campbell Park, Avebury Boulevard, Central Milton
Keynes

FOR Taylor Wimpey North Thames

Target: 14th November 2012

Ward: Linford South

Parish: Milton Keynes Town Council

Report Author/Case Officer: Alex Harrison

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1.0 INTRODUCTION

(A brief explanation of what the application is about)

1.1 This application was deferred from the meeting of 8 November 2012 to allow for a Members site inspection to be carried out and to allow for consultation with the Town Council.

1.2 The Site

The application site lies within the south western section of the Campbell Park and is bounded by Avebury Boulevard to the north and Columbia Place to the west. Blocks 12 and 13 of the development are immediately adjacent the site.

1.3 There is a significant level change across the site with a high point in the north west corner falling to a low point in the south east corner close to the underpass below H6 Childs Way which leads to Springfield. The site is largely undeveloped and is generally laid to grass although there is some tree and other planting along with highway infrastructure.

1.4 Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report.

1.5 The Proposal

Reserved matter approval is sought for Blocks 14a and 14b which constitutes 169 dwellings and 190 square metres of commercial floorspace. It is the last phase of development granted in outline form for this area under reference 04/00586/OUT.

- 1.6 The proposal is a reworking of an approved scheme for these blocks permitted under the Reserved matters application which saw the development of Blocks 12, 13 and 14c. Due to the implementation of the other blocks this previous scheme for the application site remains extant but the economic climate has led to a reworking of these blocks by the developer. The provision of 169 dwellings is at a density of 135 dwellings per hectare and is less than the previously approved proposal which provided 177 dwellings at a higher density. Details of the proposal as described above can be seen in the plans appended to this report.

2.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

2.1 National Policy

National Planning Policy Framework paragraph:

Para 14 Presumption in Favour of Sustainable Development

Para 32 Transport Statements

Para 39 Parking

Para 51 Change of Use To Residential

Paras 56, 57, 60, 61,63,64 Design

Paras 7, 109 and 118 Biodiversity Enhancements

Para 69 Crime

Para 98 Sustainability

Para 121 Ground Conditions

Para 123 Noise

2.2 Local Policy

Core Strategy

CS7 Central Milton Keynes

CS10 Housing

CS13 Ensuring High Quality, Well Designed Places

CS14 Sustainable Construction

Adopted Milton Keynes Local Plan 2001-2011

S5 Central Milton Keynes

D1 Impact of Development Proposals on Locality

D2A Design of New Development

D2 Design of Buildings

D4 Sustainable Construction

CC3 CMK Development Framework

CC4 Campbell Park Quarter

CC7a Key Transport Principles

CC7c Key Principles for Parking

CC8 Design and Layout

CC9 Design of New Buildings

T3 Pedestrians and Cyclists

T4 Pedestrians and Cyclists

T11 Transport Assessments and Travel Plans

T15 Parking Provision
H3 Affordable Housing
H4 Affordable Housing
H5 Affordable Housing
H8 Housing Density
H9 Housing Mix

Supplementary Planning Guidance
Adopted Parking Standards 2005
Sustainable Construction 2007
New Residential Development Design Guide 2012

3.0 MAIN ISSUES

(The issues which have the greatest bearing on the decision)

- 3.1
1. Impact of the scale and density of the proposal and on the character of the area.
 2. Impact on the highway. The proposal provides more than the parking standard would require and is laid out to ensure parking is accessible without creating congestion or clashes with pedestrian movements.
 3. Impact on neighbouring amenity. The third party objections are noted but the development maintains suitable distances from existing windows and will not result in a loss of light or overshadowing due to it being of a comparable scale to neighbouring buildings.

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that planning permission be granted subject to the conditions set out at the end of this report.

5.0 CONSIDERATIONS

(An explanation of the main issues that have lead to the officer Recommendation)

5.1 Scale and impact on the character of the area.

The number of dwellings has been approved under the original outline application. The proposed buildings sit no more than four storeys in height and will sit comfortably against the earlier phase of the scheme to the west. The dwellings at the front, phase 14a, are dual-aspect which means they provide frontage to both the front and rear aspects resulting in the scheme addressing both the public realm and the private garden area. As with blocks 12 and 13 the development has been designed taking account of the constraints of the site, namely the slope to the south and as a result the development steps in line with the contours of the land.

- 5.2 The designs of the dwellings in Block 14a are considered to reflect the character of the previous phase and create consistency in the streetscene of Avebury Boulevard. The scale of the buildings are such that it provides housing at a suitable density which compliments the parkland setting

- 5.3 The design of Block 14b provides a mix of dwelling types as it incorporates a number of town houses and lower scale flat blocks. The two types sit comfortably together and the scheme is able to provide both private gardens for the houses and communal gardens for the flats that sit comfortably next to one another.
- 5.4 **Parking and highway impact.**
The Highway Engineer has assessed the proposal and raised no objections. The scheme provides parking over the required Council standard. A third party objection has been raised on the grounds of parking and the Town Council has verbally raised concerns. Consideration has to be given to the proposed parking allocation and that a number of spaces will be provided in public highway and therefore cannot be allocated to a specific unit. 23 spaces are to be provided on highway land but 11 can be transferred through varying an existing Highways Agreement to remove these areas from public highway. It would leave 12 spaces within the highway and therefore the development would provide the requisite number of parking spaces but results in a scenario of a number of units not having an allocated parking space.
- 5.5 On balance the Highways Engineer advises that this is not a scenario that is likely to result in detrimental harm to highway safety and convenience as the requisite spaces are provided, with two additional spaces also shown. Policy T15 states that: “...*on site parking should not be reduced below the maximum standard if it would be likely to result in off-site parking causing problems that cannot be resolved by on-street parking controls...*” and the advice from the Highways Engineer is that in this case parking controls could be put in place if a problem occurred. This scenario is not ideal but can be considered acceptable in light of the relevant Local Plan policy and therefore no objection is raised.
- 5.6 There are no concerns with the layout and the scheme proposes a functional mix of surface level and under-croft parking. A new road is created dissecting the blocks and this is proposed as an informal street rather than a through route. Conditions will ensure the implementation reflects this.
- 5.7 **Neighbouring Amenity.**
Objections have been received from neighbouring residents regarding amenity impact given the proximity of the development buildings to the existing blocks. The development sits close by existing units but is as indicated in the previous applications. The site is in Central Milton Keynes and a higher density of development such as this is expected. In spite of these observations the layout of the proposal is such that it is considered acceptable distances will be maintained between the existing blocks and the proposed blocks and no harm to neighbouring amenity through overlooking would occur.
- 5.8 The scale of development is comparable to the surrounding area and therefore the development would not tower over neighbouring buildings. As a result no loss of light or overshadowing impact that would result in detrimental harm is considered to occur.

5.9 Third party objection is raised on the grounds of noise impact form an increased population. There could be a noise increase as a result of the development but it is unlikely to be anything that would harm amenity of residential occupiers. There is a condition on the outline consent requiring measures to show noise mitigation to be approved and this can help with any issue that may arise.

5.10 **Conditions.**

The Outline approval sets out a number of conditions that apply to this reserved matters application. As a result the following subject areas are already covered by conditions on the outline consent:

- external materials,
- tree protection,
- extraction,
- construction access and compounds,
- noise mitigation
- ground conditions,
- public area structures,
- means of access,
- archaeology,
- environmental mitigation,
- public art

5.11 As a result the number of conditions with this recommendation is small. It is only possible to attach conditions specific to the detail submitted within the reserved matters.

5.12 The outline application was approved prior to the adoption of the Milton Keynes Local Plan 2001 – 2011 and did not take account of policy D4. As adopted policy D4 is a material consideration on this reserved matters application to which appropriate weight should be given. On previous developments such as Newton Leys where a similar scenario emerged the Council sought the carbon offset contribution at reserved matters stage and the advice from consultations is to do the same with this application. The applicant has agreed to the Carbon Offset payment for this proposal and a S106 agreement has been drafted. Due to the high quality nature of the proposal and its construction methods the offset payment is considered to be a small one and agreement to the payment means that the scheme is considered to comply with Local Plan policy D4.

6.0 CONDITIONS

(The conditions that need to be imposed on any planning permission for this development to ensure that the development is satisfactory. To meet legal requirements all conditions must be Necessary, Relevant, Enforceable, Precise and Reasonable)

1. Prior to completion of the development a full Code for Sustainable Homes assessment shall be undertaken, detailing how a Code Level 4 rating will be achieved. Prior to the occupation of the first dwelling the developer shall submit a copy of the post construction certification confirming the

achievement of the Code for Sustainable Homes Level 4 rating.

Reason: To ensure that the development complies with the Council's objective for Sustainable Development in accordance with Policy D4 of the Adopted Local Plan: 2001-2011.

2. Notwithstanding the details in the approved plans, no development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of proposed bat and bird boxes to be provided within the fabric of the buildings hereby approved. The works shall then be carried out in accordance with the approved details.

Reason: In order to achieve biodiversity enhancements in accordance with policy NE3 of the Milton Keynes Local Plan 2001 - 2011

3. Prior to their installation, details shall be submitted to and approved by the Local Planning Authority of the proposed pedestrian and vehicle gates. Details shall show the gates to be robust, visually permeable and either be electronic or have self closing/securing features. Works shall then be carried out in accordance with the approved details and the gates shall be installed prior to occupation of the dwellings hereby approved.

Reason: To ensure gates provide adequate security in the interests of policy D1 of the Milton Keynes Local Plan 2001 - 2011.

4. No development shall take place until details have been submitted to and approved by the Local Planning Authority of a proposed security lighting plan to the parking areas and other publicly accessible areas. The plans shall show lighting proposed in accordance with BS5489 standards and that the areas have a minimum uniformity rate of 0.25Uo (25%) and that the colour rendition of the lighting is to at least 60Ra (60%). works shall then be carried out in accordance with the approved details.

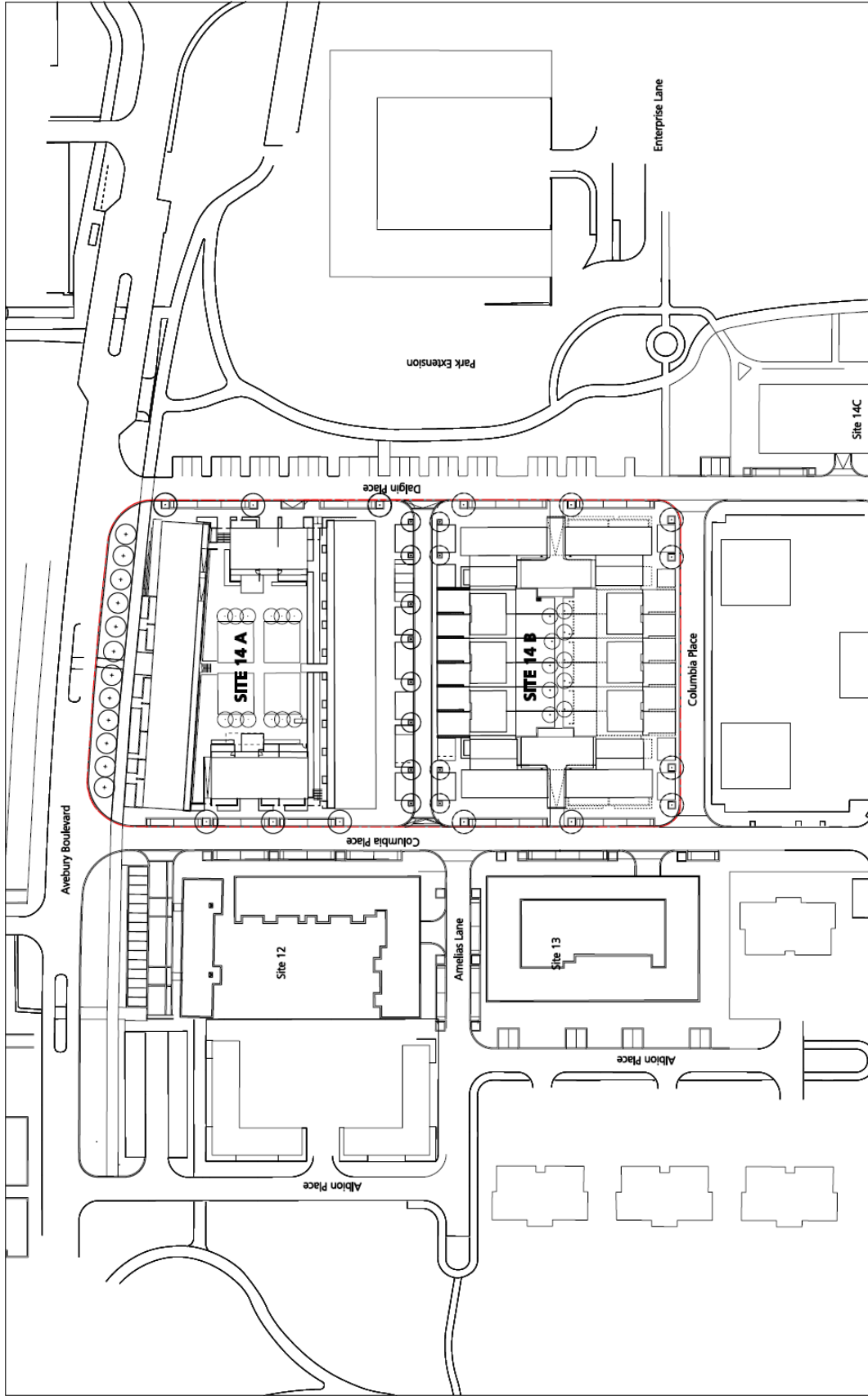
Reason: To ensure adequate security levels are provided in accordance with policy D1 of the Milton Keynes Local Plan 2001 - 2011.

5. Prior to the commercial unit hereby approved being brought into use, details shall be submitted to and approved by the Local Planning Authority of a proposed waste management strategy for the unit which shall include details of arrangements for waste collection. The strategy shall be in place and functioning when the unit comes into use and thereafter be retained.

Reasons: To ensure waste management is acceptable in the interests of visual impact on the character of the area in accordance with the advice of the National Planning Policy Framework and policies D1 and D2 of the Milton Keynes Local Plan 2001 - 2011.

6. The ground floor frontage of the commercial unit shall be implemented in accordance with the designs shown on the approved plans and shall maintain active frontages to the Avebury Boulevard elevation.

Reason: To ensure animation of the mixed use development and to limit to a minimum the impact of dead frontages in the interests of policies D2 and D2A of the Milton Keynes Local Plan 2001 - 2011.



Site Location Plan **CPK AL (0) 001** **B**

drawing number revision

date / job name **TAYLOR WIMPEY Campbell Park**

job reference **WIN-CPK-011** scale **1:1250 @A4**

drawn **ECH**

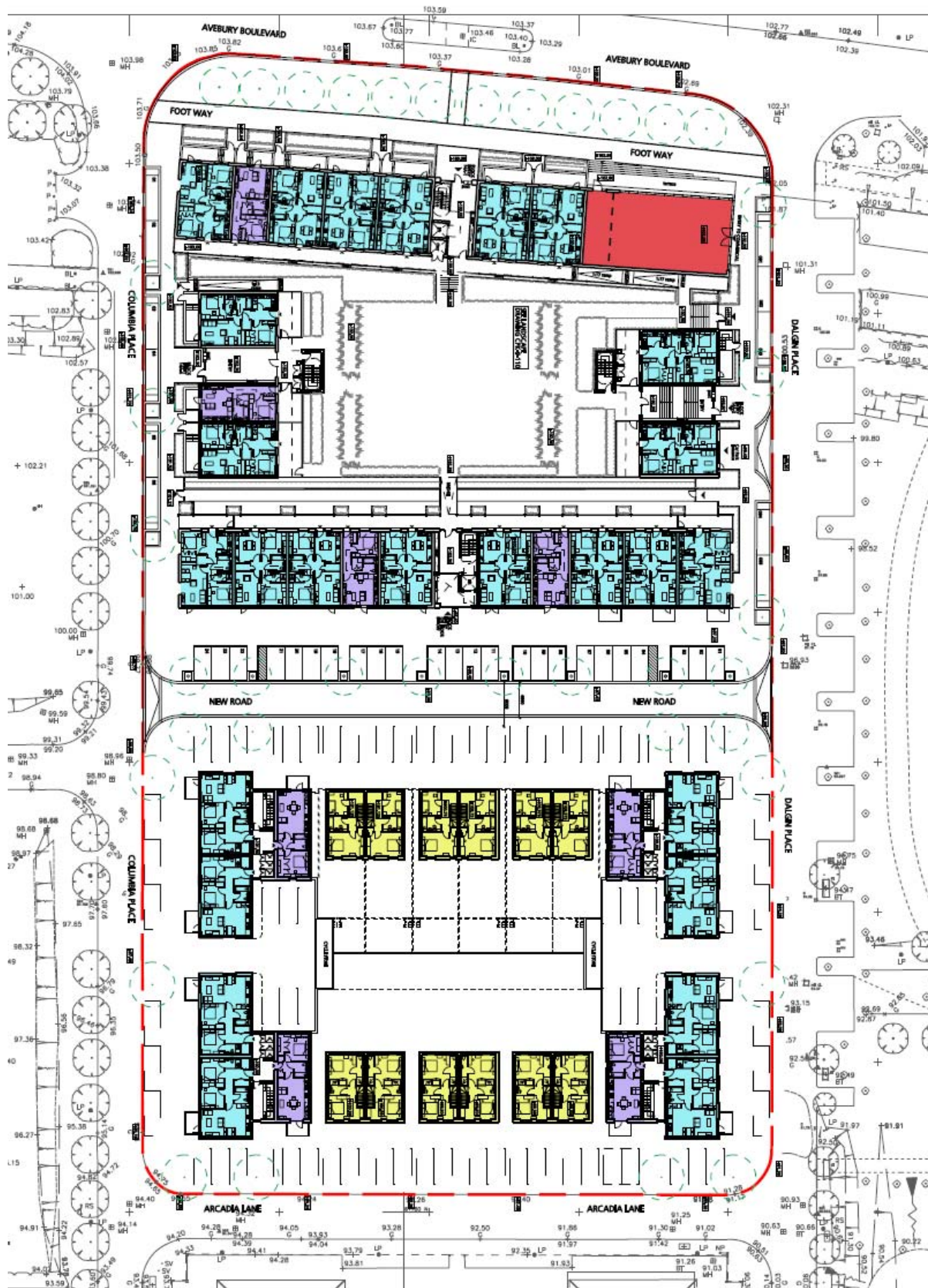
106110 Avenue Boulevard, London, UK WIN 09K
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FOR PLANNING



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| revision | date | drawn | description |
|----------|----------|-------|---------------------|
| 1 | 06.07.12 | ECH | Initial Issue |
| 2 | 03.08.12 | ECH | Issued for Planning |





BLOCK 14A 1



BLOCK 14B 2

BLOCK 14B 1

NEW STREET

BLOCK MA 3

BLOCK 14A 2

BLOCK 14A 1

variation A



BLOCK 14B 2

BLOCK MA 3

BLOCK 14A 2

BLOCK 14A 1

BLOCK 14B 1



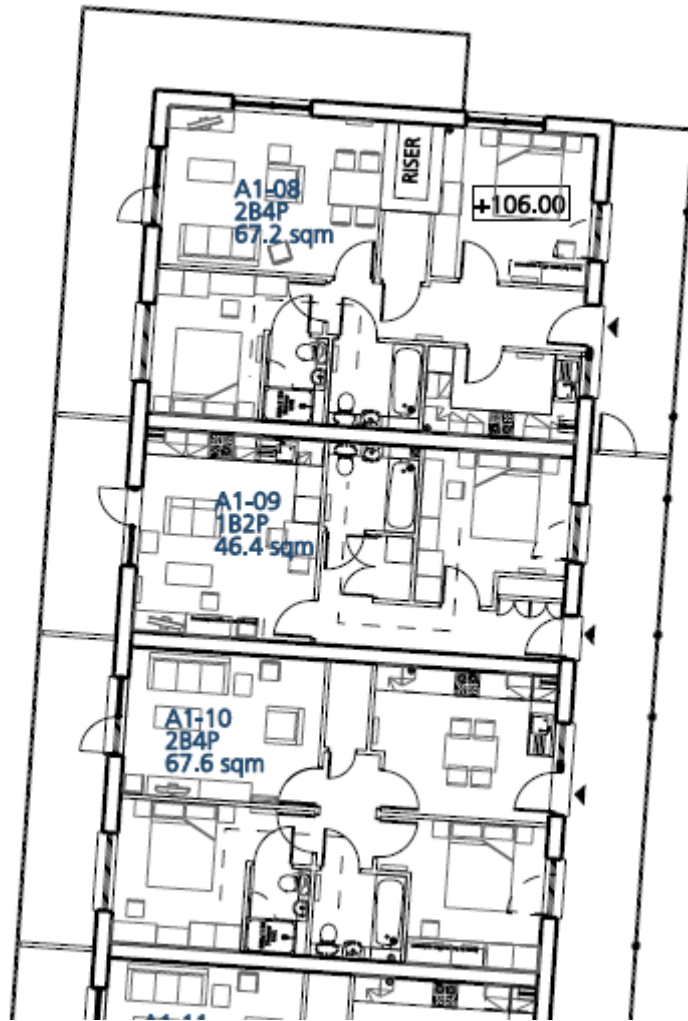
DALGIN PLACE

BLOCK 14B 1

BLOCK 14B 5 (Houses)

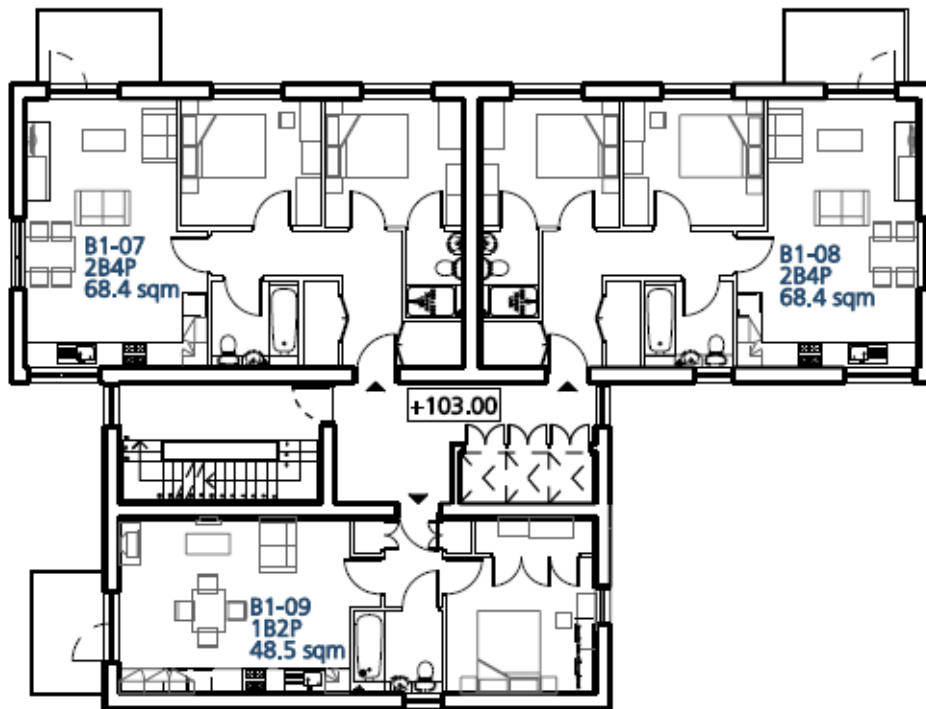
BLOCK 14B 4

COLUMBIA PLACE

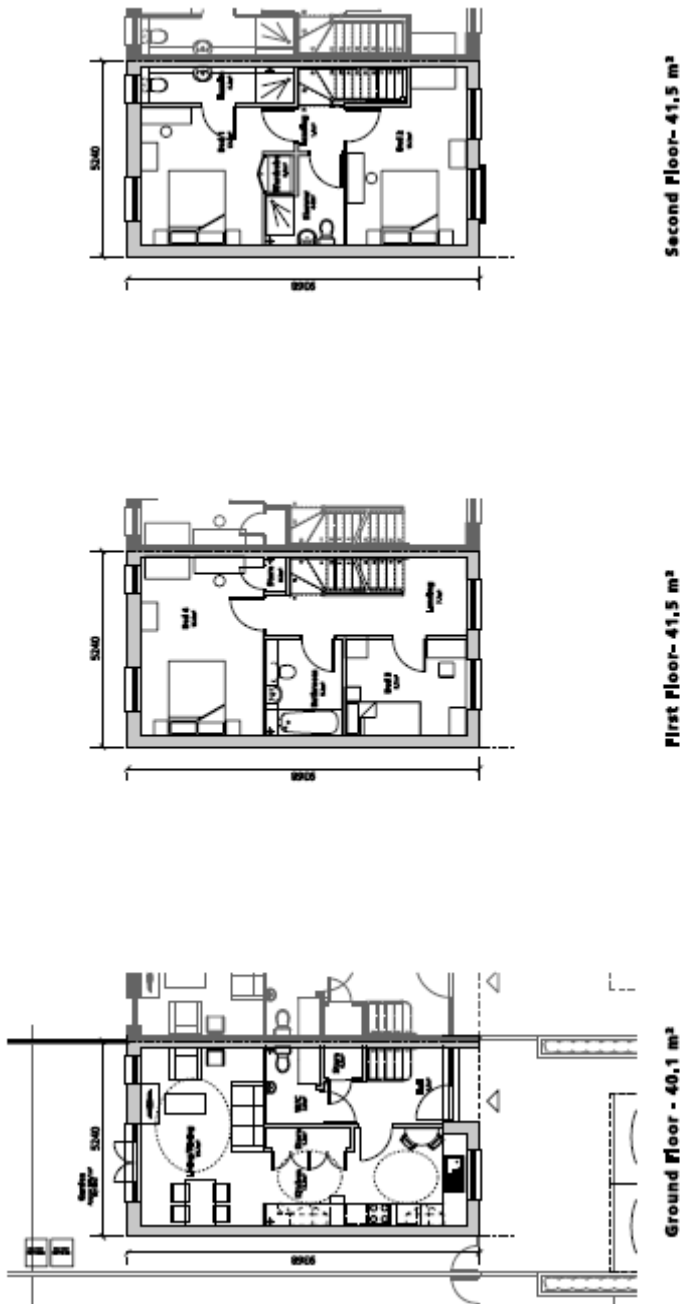


Typical floorplan for 2 bed apartments

BLOCK 14B-1



Typical floorplan for cluster flats on Block 14b



Typical Town house payout plans.

A1.0 RELEVANT PLANNING HISTORY

(A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case)

A1.1 04/00586/OUT

Major Mixed Use Development Including: New Marinas Along The Grand Union Canal, Residential Development (307,697 Square Metres - Use Class C3), Live Work Units (6460 Square Metres), Retail Development (4052 Square Metres - Use Class A1) Food And Drink Uses (9103 Square Metres - Use Class A3), Business Uses (127,230 Square Metres - Use Class B1), Leisure And Community Facilities (2,366 Square Metres - Use Classes D1 And D2) With Associated Open Space, Landscaping, Parking And Infrastructure (Outline)
Permit 26.03.2007

06/02039/REM

Approval Of Reserved Matters (Siting, Design, External Appearance And Landscaping) With Reference To Outline Permission 04/00586/Out For Phase 1 Comprising 280 Dwellings, 200 Sq M Of Retail Space (Class A1/A3), Associated Access, Carparking And Open Space
Permit 23.08.2007

A2.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

A2.1 Affordable Housing

The Council's Housing Officer has advised that the affordable units proposed are acceptable in terms of their number and that the tenure mix, while complying with that set out in the S106 agreement attached to the outline, also provides an element of social rent. The affordable housing provide 40 units (8 1-bed apartments and 32 2-bed apartments) with the tenure split being 50% shared equity and 50% social rent. This mix is considered to provide tenure that is more in line with the Council's policy and is also in line with the S106 for the site.

A2.2 Ecology

The Council's countryside Officer has requested bat and bird boxes are provided as part of an enhancement to the scheme. The request is to have these incorporated into the buildings rather than as an attachment once built as it is proven to be more successful. The applicant agrees to this inclusion and a condition has been proposed to reflect this.

A2.3 Play areas

Play areas were addressed at the outline phase. In this instance the original proposal showed play areas would be incorporated into a number of park extensions proposed in the wider schemes within Campbell Park. As with the

first phase reserved matters informal play opportunities are provided in the amenity areas. These extension areas are to be transferred to the Parks Trust when completed and following a set maintenance period. Under the S106 agreement, for each phase of development, the developer is required to submit a Communal Space Management Strategy.

A2.4 In terms of existing facility locations, there is play equipment south west of the site approximately 194 metres away. This is linked to the Campbell Park area through one of the park extensions mentioned above. Beyond this there is another play area in Springfield approximately 650 metres away. In CMK itself there are play facilities in the green frame on South Row approximately 800 metres away and there has been a recently approved proposal for play equipment at the flats located adjacent Centrecom which will be approximately 955 metres away.

A2.5 This proposal does not address the park extensions as the ones required from these blocks have been provided already in the first phase. The outline permission relates to a very wide area which includes the canal-side site at the eastern extent of the site. The original agreement included a plan which set aside the park extensions to be provided with each phase of development that comes forward. Discussions into play equipment etc can take place if and when the relevant area comes forward for consideration.

A2.6 **Commercial Unit**

The commercial unit has its entrance on what would be regarded as the side and not on the perceived front. This is not considered to be detrimental as the nature of the area makes this corner a prominent feature and the entrance would also face an adjacent area of public parking which visitors can use. The back of house area opens onto the Avebury Boulevard face of the development. The impact of this is dependent of the nature of the occupier which is wide ranging given the mix of proposed uses. However there is a scenario that would result in bins being left and emptied in an undesirable location. In the interests of ensuring the best solution is found a condition is proposed requiring the approval of a waste management strategy for this unit.

A2.7 Comment has been made regarding active frontage and the need to ensure that the commercial unit maintains active frontage to Avebury Boulevard. This is considered to be a pertinent point and a condition is proposed for the unit to ensure active frontage is provided.

A3.0 CONSULTATIONS AND REPRESENTATIONS

(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)

Comments

Officer Response

A3.1 Highways Development Control Parking

The plans show car parking provided slightly in excess of the minimum requirement as indicated by the current car parking standards and this is considered acceptable. The plans also show adequate cycle parking. There is no requirement for specific disabled persons parking spaces with regard to C3 planning applications. On street car parking spaces are proposed along Columbia Place as part of the development. This is adopted highway and therefore a S278 agreement will be required for their construction. A S278/S38 agreement is required for other parts of the development in terms of highway related matters and this can be conditioned.

Noted. Paras 5.4 – 5.6 address. MKLP policy T10 and T15.

A3.2 The plans and the section on car parking within the design and access statement show that 183 car parking spaces are to be provided as part of the development. The car parking standards show that the 157 one/two bedroom dwellings should each be allotted 1 car parking space each and the 12no 4 bedroom dwellings should be allotted 2 spaces each therefore giving a total provision of 181 spaces. The plans show a provision of 183 spaces.

Noted. Paras 5.4 – 5.6 address. MKLP policy T10 and T15.

- A3.3 The parking standards show that to meet the minimum provision 181 allocated car parking spaces should be provided. The standards show that there is no requirement to provide unallocated (visitor) spaces in this part of Campbell Park as it falls within zone 2 accessibility. Noted. Paras 5.4 – 5.6 address. MKLP policy T10 and T15.
- A3.4 The plans do not show how the individual spaces will be allotted to the residents of the proposed development. The figure of 183 spaces includes 12 spaces on existing public highway and 11 spaces that are on land which is currently under a Section 38 highways agreement (so land on which there is agreement to adopt but that has not at this stage been formally offered). In theory the S38 agreement could be varied and the area of land required for the car parking spaces be removed allowing these to be placed on private land. However, this may not be helpful in terms of service utilities needing public space for their equipment. I have no objection to the 23 spaces being constructed on highway land but these spaces cannot be designated as allocated spaces and must remain as public highway spaces and as such, available for anyone to use. Noted. Paras 5.4 – 5.6 address. MKLP policy T10 and T15.
- A3.5 Theoretically the development doesn't provide the number of allocated car parking spaces as required by the car parking standards but does provide sufficient parking spaces for the development. It should be borne in mind that this is an apartment development and none of the spaces are allotted. Apartment developments normally allot spaces through marking apartment numbers on the spaces and this could still be done but not for the 23 spaces on highway. Given the overall provision I see no harm from the highway perspective and this is supported by the fact that Local Plan Noted. Paras 5.4 – 5.6 address. MKLP policy T10 and T15.

Policy T15 (ii) states that *on site parking should not be reduced below the maximum standard if it would be likely to result in off-site parking causing problems that cannot be resolved by on-street parking controls* and clearly in this case parking controls could be put in place if a problem occurred. Additionally it is likely that given the application site's close proximity to the CMK shopping area, MKC Transport would take a sympathetic view and look to protect residents from inappropriate on-street car parking. Alternatively a Residents permit scheme could be introduced but that cannot form part of this planning application as it needs to be considered under different legislation.

- A3.6 No car parking provision has been made for the commercial unit. I have taken the view that use could be made of the car parking spaces in Dalgin Place for this element of the development. Noted. Paras 5.4 – 5.6 address. MKLP policy T10 and T15.
- A3.7 Layout
The layout is acceptable from the highway perspective. The submission reference to the design code for Campbell Park includes materials for the proposed Henrietta Way (new road) and these will inform design with regard to ensuring that the road receives an informal finish in relation to the other sections of highway around its perimeter. Noted. Paras 5.4 – 5.5 address. MKLP policy T10 and T15.
- A3.8 Dalgin Place and the footway adjacent and parallel to Avebury Boulevard are not adopted but are under a S38 agreement and it is hoped these will be offered for adoption on completion of the proposed development. Noted. Paras 5.4 – 5.5 address. MKLP policy T10 and T15.

- A3.9 **Development Plans Policy D4** Noted
They are proposing to achieve Code for Sustainable Homes level 4, so from that point of view they are satisfying the policy requirements.
- A3.10 In the detail, they are proposing 10% renewable energy as part of their approach. We should make them aware that if they are achieving CSH level 4 we don't specifically require them to provide 10% renewable energy (which they have included). They do currently need the credits gained for renewable energy to reach CSH level 4 (as they are just scrapping there at the moment), but they may be able to achieve the credits in a different, more cost effective way if they have currently designed the scheme around providing the renewable energy. Noted. Draft condition 2 takes account of this.
- A3.11 In terms of the offset payment, I agree that we should be seeking it. I'm not sure why it wasn't secured on the original reserved matters. Our starting point should be that the payment is required and that it should only not be secured if there are viability grounds. Based on the figures submitted, I'd estimate the payment would be about £31,000 (£185 per unit). I haven't added the figures up exactly but it will be in that ball park. Noted. Para 5.11 takes account of this.
- A3.12 **MKC Urban Design** Noted. MKLP policies D2 and D2A apply.
Character
The architecture is contemporary reflecting Milton Keynes' reputation as an ambitious, forward thinking, innovative 21st century city. The appearance, built form and layout is typical of development elsewhere in Campbell Park and reflects the character of adjoining development.

- A3.13 Continuity and enclosure Noted. MKLP policies D2 and D2A apply..
Public and private areas are clearly distinguished and main building entrances are located on the street.
- A3.14 Quality of the public realm Noted. MKLP policies D2 and D2A apply..
The public realm is overlooked by buildings with active frontages. By employing a range of parking solutions - underground parking, small parking courts and on-street parking – vehicles have been accommodated without visually dominating the public realm. Whilst rear parking courts are not encouraged, it is considered that in this instance they are acceptable because they:
- are small (6 spaces)
 - are serving apartments
 - enable continuity of frontage to be achieved
 - ensure that public realm is not dominated by car parking
- A315 Ease of movement Noted. MKLP policies D2 and D2A apply..
The development consists of two perimeter blocks, surrounded by streets which provide easy access around the scheme and through the wider residential area.
- A3.16 Legibility Noted. MKLP policies D2 and D2A apply..
There is a hierarchy of streets, ranging from Avebury Boulevard to the new east-west shared surface street. Location of the commercial unit on the corner of the northern block will help to aid navigation.
- A3.17 Diversity Noted. MKLP policies D2 and D2A apply..
There is a variety of housing types within the scheme, with apartments and family housing, as well as a mix of tenures.

The scheme provides a mix of uses with commercial floorspace accommodated in the northern block. All dwellings have private amenity space in the form of balconies for apartments and rear gardens for houses.

A3.18 Scale

The buildings are generally of the same height (four storeys) as those of the adjoining development. The northern block is taller (five storeys) to give it a greater presence onto the principal street and overlooking Campbell Park. This is a reduction in height from the previous approved reserved matters.

Noted. MKLP policies D2 and D2A apply.

A3.19 Following a conversation with the Town Council a number of design issues have been raised regarding the commercial unit that turns the corner on Avebury Boulevard and Dalgin Place.

Noted. Para A2.6 addresses.

- It has been suggested that the entrance should be placed on Avebury Boulevard not face the side street Dalgin Place. I would be happy for the entrance to be relocated as there is a strong argument for the active façade to face the Boulevard. However, we also felt that the side street location of the entrance relates to the parking spaces better and will be visible from Avebury Boulevard on account of the building line coming forward and the entrance being on the corner overlooking the Campbell Park extension.
- The door to 'back of house' should not open onto Avebury Boulevard. I agree that this is not ideal, but due to the lack of access at the rear and the visibility of the corner location I'm not sure there is a better

alternative unless the commercial unit can use the undercroft servicing area that the residential units use, is this possible?

- Could a condition be put on the development to ensure that views are maintained into the commercial unit through the glazing on Avebury Boulevard / Dalgin Place this will ensure an animated front and prevent shelving etc being placed in front of the glazing. I think this is a good suggestion.

A3.19 **Crime Prevention Design Advisor**

Noted. Draft condition 4 addresses this issue.

1. Pedestrian and Vehicle Gates – It is good to see that the Design and Access Statement and the layout plans show gates at the entrance to the communal gardens and the parking areas. However, I do have concerns that there are no details with regards to the height of the pedestrian gates, the materials being proposed and the access control systems to be incorporated.

Safer Places – The Planning System and Crime Prevention highlights that crime and anti-social behaviour are more likely to occur if: private space is easily accessible to people who have no right to be there; and where the target hardening measures, for example for doors, windows and gates, set out by Secured by Design, are not selected to be appropriate to the building and to the crime risk faced.

It is requested that a condition is imposed to ensure that the gates are approved prior to installation. It is

important that these gates are robust, visually permeable and are electronic or have self closing and securing features. The pedestrian gates should be at least 2.0m in height

- A3.19 2. Lighting – This is an area that is often overlooked, however, can have a dramatic affect in reducing crime, the fear of crime and anti-social behaviour. I have concerns that the application does not give any details as to how parking areas and the other none adopted, publically accessible areas will be lit. Noted. Draft condition 5 addresses this issue.

Safer Places – The Planning System and Crime Prevention highlights that well designed lighting increases the opportunity for surveillance at night and sends out positive messages about the management of an area. Well lit spaces are also crucial in reducing the fear of crime.

It is requested that a condition is imposed on the applicant to ensure that the parking areas and other none adopted, publically accessible areas are lit to the BS5489 standard. This should also include ensuring that the area has a minimum uniformity rate of 0.25Uo (25%) and that the colour rendition of the lighting is to at least 60Ra (60%). I would also ask that this condition ensures that the applicant submits a LUX plan showing how this standard is being met prior to commencement of any works on site and that the scheme is implemented prior to occupancy. This LUX plan should detail what lamps are being proposed and also the maximum, minimum, average

and uniformity levels for each area.

- A3.20 3. Physical Security/Protection – This is a critical area when looking to provide a safe and secure development. It also assists in achieving a high quality development.

Safer Places – The Planning System and Crime Prevention highlights that crime and anti-social behaviour are more likely to occur if: the target hardening measures, for example for doors, windows and gates, set out by Secured by Design, are not selected to be appropriate to the building and to the crime risk faced.

It is requested that a condition is imposed on the applicant to ensure that this development is built to the Secured by Design standards. Alternatively, if this is deemed unacceptable, I would request that a condition is imposed on the applicant to at least ensure that the Secured by Design standard of doors, windows and glazing is installed within these dwellings. This should include ensuring that the applicant supplies certification for the doors and windows and that a visual inspection of the glazing is carried out prior to occupancy. The Secured by Design standard for such a development is: doors to PAS24 standard and Windows to BS7950 standard. The ground floor and easily accessible glazing should have at least one pane laminated to at least 6.4mm in thickness. Any condition should also include ensuring that a physical check is carried out

prior to occupancy.

- A3.21 **Senior Landscape Architect** Noted.
Raised no objections
- A3.22 **Housing Strategy (Affordable Housing)** Noted. Annexe para A2.1
1) 40 Affordable Housing units in addition to 43 Affordable Housing units that have already built as part of the overall Phase 1 development provides the required 30% Affordable Housing.
- A3.23 2) 20 Social Rent units will provide an Affordable Housing tenure mix that is more in line with current affordable housing policy and need. Noted. Annexe para A2.1
- A3.24 3) Fully support the building of all properties to Lifetime Homes standards. Noted. Annexe para A2.1
- A3.25 **Countryside Officer** Noted.
All new development exceeding 5 dwellings (in the case of residential development) or incorporating gross floorspace in excess of 1000 sq m (in the case of other development) will be required to incorporate proposals to enhance biodiversity and geological features which are appropriate to, and where possible compensate for, impacts on the immediate area and the site characteristics. Measures may include use of native species in landscaping schemes, or the improvement or creation of wildlife habitats or features of geological interest. Priority will be given to woodland planting and other habitats and species identified by local Biodiversity Action Plan. Where enhancement is not possible on the site, appropriate enhancements will be

sought on other land.

A3.26 This application should not be approved unless:

Noted. Draft condition 3 addresses this issue.

1. The bird and bat boxes as recommended in the Ecological Report are integrated into the fabric of buildings.
2. The applications Sustainability Statement, Eco 2 – Ecological Enhancement states that, ‘All key and additional recommendations of ecologist’s to be adopted’. This should be conditioned.

A3.27 **Parish - Campbell Park**
Had no comments to make

Noted.

A3.28 **Parish – Central Milton Keynes Town Council**
No written comments received but discussions have been had through Highways and Urban Design.

Noted. Para’s 5.4 – 5.6 reflect parking discussions and paras A2.6 and A2.7 reflect Urban Design comments.

A3.29 **Local Residents**

The occupiers of the following properties were notified of the application:

- 2 – 60 (even) Enterprise Lane Campbell Park
- 81 – 139 (odd), 2 – 88 and 100 - 110 (even) Columbia Place Campbell Park Milton Keynes
- 1 – 49 (odd), 57 – 107 (odd) and 2 – 84 (even) Albion Place Campbell Park
- 82 – 108 (even) and 301 – 357 (odd) Dalgin Place Campbell Park
- 1 – 7 Huntley Crescent Campbell Park
- 1 – 11, 72 and 74 Amelias Lane Campbell Park

- 1 - 8 Glenstal Place Campbell Park

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|-------|--|---|
| A3.30 | Three letters of objection have been received raising the following objections: Loss of light to 32 Columbia Place. Overshadowing to Columbia Place as a whole. | Noted Paras 5.6-5.8 address. MKLP policy D1 |
| A3.31 | Parking is limited without this development and a problem when there are events in Campbell Park. | Noted. Paras 5.4 – 5.5 address. MKLP policy T10 and T15. |
| A3.32 | Concern of overcrowding, noise and parking problems due to the density of development | Noted Paras 5.6-5.8 address. MKLP policy D1 |
| A3.33 | Noise impact from increased residents. | Noted Paras 5.6-5.8 address. MKLP policy D1 |
| A3.33 | Lack of play facilities proposed. | Garden and amenity space provided within the development. |