

ITEM 8(a)

Application Number: 16/02678/DISCON

Details submitted pursuant to discharge of condition 20 (design code) attached to planning permission 14/02167/OUTEIS

AT Land West of Eagle Farm South, Lower End Road, Wavendon

FOR Gallagher Estates

Target: 9th January 2017

Ward: Danesborough And Walton

Parish: Wavendon Parish Council

Report Author/Case Officer: David Blandamer

Contact Details: 01908 254836 david.blandamer@milton-keynes.gov.uk

Team Leader: Neil Sainsbury, Head of Urban Design and Landscape Architecture

Contact Details: 01908 252708 neil.sainsbury@milton-keynes.gov.uk

1.0 INTRODUCTION

(A brief explanation of what the application is about)

1.1 The Site

The application site is located on the east of Milton Keynes and to the west of the M1. The application site, measures 14.46 hectares, and is situated immediately to the south of the A421. The site is located within Strategic Land Allocation Area which the adopted Strategic Land Allocation Development Framework Supplementary Planning Document identifies as being appropriate for up to 2,900 residential dwellings.

1.2 The site is bounded by the A421 to the north and is adjacent to the Magna Park employment site. The eastern boundary of the site adjoins the Eagle Farm South site which is owned by the applicant and also covered by the same Design Code. Lower End Road forms the southern boundary of the site. A small number of residential properties and agricultural land lies to the south, including the Grade II Listed former lodge 20 metres to the south of the southern site boundary. Part of Wavendon Golf Course lies adjacent to the western boundary, which benefits from an outline planning permission for residential development.

1.3 The application site was previously agricultural land managed for arable crops. The site is bordered to the east by a tributary of the Broughton Brook and hedgerows are located adjacent to the northern, southern, eastern and western boundaries of the site. There is a demolished building in the south east corner. There is an access via field gate off Lower End Road which is used by farm vehicles located opposite to the access to Wavendon House.

1.4 Outline planning permission for the application site was granted under

application 14/02167/OUTEIS on the 2nd April 2015 for the development of up to 385 dwellings; multi-functional green infrastructure (totalling approximately 2.58 ha) including parkland; children's play areas, informal open space, allotments, woodland, landscaping and surface water attenuation; vehicular access via connections to adjoining development land to the west and east; internal street, footpaths and cycle ways. The site also benefits from reserved matters planning permission for the first phase of infrastructure under application 15/01666/REM.

1.5 The Proposal

The Site Specific Section 106 Agreement requires the developers to prepare and submit a Design Code for the development prior to the submission of any reserved matters applications. The Design Code will provide design instruction for the development of the entire site. The code sets out a series of design instructions which guide developers in the preparation of a reserved matters design for each parcel. This Design Code has divided the site into a series of development parcels. That said this will not prevent one developer bringing forward multiple development parcels. The Design Code provides overarching design instructions for the development of reserved matters applications. It divides parcels into a series of character areas which provides the instructions to begin developing the layout for each parcel.

- 1.6 A single Design Code is proposed to cover the application site and the adjoining Eagle Farm South site to the east which is also allocated within the Strategic Land Allocation. Outline planning permission was granted under application reference 13/02381/OUTEIS for the development of the Eagle Farm South site for up to 410 dwellings, one primary school, mixed use local centre comprising of A1 retail and C3 residential uses, multi-functional green infrastructure including parkland, children's play areas, informal open space, allotments, woodland, landscaping and surface water attenuation, vehicular access point from A421 via new roundabout junction, future connections to the adjoining development land to the west and east and internal streets, footpaths and cycleways.

2.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

2.1 National Policy

National Planning Policy Framework paragraph:
12 Accordance with Development Plan
14 Presumption in favour of Sustainable Development
17 Core Planning Principles
56-66 Design

2.2 Local Policy

Core Strategy (Adopted July 2013)
CSA Presumption in Favour of Sustainable Development
CS1 Milton Keynes Development Strategy
CS5 Strategic Land Allocation

CS10 Housing
CS 11 A Well Connected Milton Keynes
CS12 Developing Successful Neighbourhoods
CS13 Ensuring High Quality, Well Designed Places
CS18 Healthier and Safer Communities

Adopted Milton Keynes Local Plan 2001-2011

D1 Impact of Development Proposals on Locality
D2 Design of Buildings
T15 Parking Provisions
H1 Land Allocated for Housing
H8 Housing Density
H9 Housing Mix

Supplementary Planning Guidance and Documents

Milton Keynes Parking Standards SPD 2016
Milton Keynes Urban Development Area Tariff SPG (2007)
Sustainable Construction SPG (April 2007)
Milton Keynes Drainage Strategy- Development and Flood Risk SPG (2004)
Strategic Land Allocation Development Framework SPD (November 2013)
New Residential Development Design Guide SPD (April 2012)

3.0 MAIN ISSUES

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

- 3.1 Whether the details of the Eagle Farm South Design Code are acceptable and in accordance with the Development plan.
- 3.2 Whether the reasons for refusal of the previous application have been addressed.

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that the Eagle Farm South Design Code is **APPROVED**.

5.0 CONSIDERATIONS

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

Details of the Eagle Farm South Design Code

- 5.1 The adopted Core Strategy identifies this site as within the Strategic Land Allocation. The principle of residential development within this location has previously been approved as an outline planning permission in accordance with the Strategic Land Allocation Development Framework. The submission of a design code is a requirement set out as a condition to the outline planning permission and as a clause within the section 106 agreement for this site. Design Codes provide the final piece of site specific guidance and consist of a set of illustrated design rules and requirements which guide

developers on how a site should be developed. These rules or instructions are in accordance with the New Residential Development Design Guide SPD

- 5.2 Paragraph 59 of the NPPF states that *“Local planning authorities should consider using design codes where they could help deliver high quality outcomes.”*
- 5.3 “Preparing Design Codes: A Practice Manual” (DCLG, 2006) defines a Design Code as “a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such as a masterplan or other design and development framework for a site or area.”
- 5.4 The structure of the Design Code, builds upon the context of the outline planning permission and the Strategic Land Allocation Development Framework. The structure of the code is as follows:
- Introduction - which sets out the purpose of the document and how the code should be used in the development of a reserved matters application.
 - Overarching Regulating Instructions - which sets out the principal instructions or rules for the development of a parcel.
 - Detailed Design Instructions - which sets out character areas, street hierarchy, key frontages and key spaces.
 - Implementation and Delivery - including details of the proposed review process

Overarching Regulating Plans

- 5.5 The Regulating Plans are the overarching co-ordinating plans for the Code area. They have evolved from the parameters plans contained in the Design and Access Statement for Eagle Farm South and Land West of Eagle Farm South.
- 5.6 The Regulating Plans are the first point of reference for designers using the Code, providing the context in which individual parcels can be considered and ‘signposts’ the detailed design instructions that are relevant to each area set out in subsequent sections of the Design Code.
- 5.7 The Regulating Plans for Eagle Farm South cover, Street Hierarchy, Key Frontages /Spaces and Character Areas, and Landscape, Key Spaces, Hedge Hierarchy and Playspace.

Character Areas

- 5.8 The Design Code proposes the division of the site into distinct ‘character areas’ as follows:

The Formal Core

- 5.9 This area is located to the north of the site fronting onto the northern wetland park which separates the site from the A421. This area will respond to the

urban influences of the A421 and adjacent uses as such this area is allocated for higher density development (30-50 dwellings per hectare) and building heights of up to 3 storeys. The character area will include three key frontages which will front the A421, the spine street (which runs east-west across the site) and the principal spine road which will form a gateway into the SLA. The use of contemporary design and materials is identified as appropriate within this area to help strengthen the character of this area.

The Suburban Core

- 5.10 The suburban core is a transition area between the higher density formal core and the rural edge. In response to this setting, densities of 25-40 dwellings per hectare are proposed and building heights of 2.5 storeys. Key frontage and key buildings within this location are reduced in number within this core and are used to demarcate the primary school site. Residential development will be less formal in character than the Formal Core and greater diversity in the material palette is proposed to include more traditional secondary materials.

The Rural Edge

- 5.11 This area fronts Lower End Road and forms the boundary between the development within the SLA and the adjacent open countryside. In response to this rural edge setting this core will have the lowest densities (20-35 dph), predominantly detached properties and a building height of up to 2 storeys with occasional 2.5 storeys. In accordance with the Strategic Land Allocation Development Framework the existing hedge at the boundary with Lower End Road will be retained and a redway route will be located inside the hedgerow separating cyclists from the road. The material palette within this core will be traditional to reflect the rural influences to the south.

Street Hierarchy

- 5.12 Coding material on the street hierarchy is important because the streets are the most visible and accessible parts of the development. The street hierarchy corresponds to the street hierarchy and street design table outlined within the New Residential Development Design Guide SPD.
- 5.13 A street hierarchy furthermore helps vary character across the development as well as help with wayfinding and legibility. At the top of the street hierarchy for this site is the Spine Street which will run east to west across the site linking to the Eagle Farm South site and the adjoining Golf Course site. The Spine Street will accommodate the most traffic. At the bottom of the hierarchy are mews streets which will accommodate the lowest volumes of traffic.
- 5.14 The Design Code provides coding material on the different elements that make up the 'streetscape' between building lines, including amongst others, carriageway width, footways, redways, landscaping, private setbacks, front boundary treatment and whether direct access is permitted.
- 5.15 Parking on street is not permitted within the Principal Spine Road and bus access will be on street within a non-dedicated lane.

Key Frontages

- 5.16 Key frontages are defined as those that are in the most accessible locations and hence are the most visually prominent as well as those that form an important interface with the surrounding area. The Design Code therefore provides coding material regarding the urban form and massing of development making up these key frontages as well as architectural approach, buildings heights and setbacks to ensure that a co-ordinated approach to the design of these key frontages is taken.
- 5.17 Within Eagle Farm South, the key frontages are the Principal Spine Road, Spine Street, Northern Park and Lower End Road.

Key Spaces

- 5.18 The design code area includes a series of open spaces which are divided into key spaces (Northern Wetland Park, Village Green, Spine Street Park and Spine Street Square) and four areas of incidental open spaces dispersed within the site. The key spaces tend to be larger and are more formal open spaces. All spaces benefit from detailed design instruction setting out the intended purpose for these areas and required facilities. Incidental spaces are identified as appropriate when they will contribute to place making, legibility and wayfinding.
- 5.19 Developers will be required to develop bespoke design solutions for each area of either key or incidental open spaces. Building form and landscaping in these areas will need to be as an integrated solution to create a well-defined, legible space with a clear identity.

Residential Design Principles

- 5.20 The design principles set out for residential development within this code are considered to be in accordance with the principles contained within the New Residential Development Design Guide SPD (April 2012).
- 5.21 The Design code outlines the mandatory elements within these above sections to ensure a co-ordinated approach to the development of the entire site is taken and that the design vision for the area is adhered to. Any departure from the mandatory elements of the Design Code will require significant justification by the designers. The Design Code will be used in the consideration of reserved matters applications by the Local Planning Authority.
- 5.22 Overall, the developer is considered to have addressed all the general and detailed comments made by Officers. The document has been reviewed for its consistency, quality of outcomes and design principles and for its application in assessing planning applications. The Design Code provides a set of design controls to ensure the creation of high quality and sustainable development within the site.

Reasons for Refusal of Previous Application

5.23 The previous Design Codes application (15/01688/CONS) was refused for the reason that “The proposed Design Code principles are not in accordance with the expectations of national and local planning policies due to the following identified issues:

- Tandem car parking;
- Rear parking courts;
- On-street car parking;
- Indiscriminate car parking;
- Insufficient car parking;
- Building line setbacks;
- Continuous and uncompromising frontages;
- Out of character road layouts.

Therefore the development constitutes inappropriate development that is not sustainable development under the policy expectations of the NPPF and the issues collectively demonstrate demonstrable and significant harm that is contrary to Paragraph 59 of the National Planning Policy Framework (NPPF) (2012), policies T15 (Part ii and iii) and D2A of the Local Plan 2005, the New Residential Design Guide (July 2013) and the Parking Standards Supplementary Planning Document (January 2016).”

5.24 A number of changes have been made to the Eagle Farm South Design Code by the applicant, in order to address the reasons for refusal on the previous application.

Tandem Car Parking

5.25 The previous application included guidance from the New Residential Development Design Guide SPD which has been superseded by guidance in the Parking Standards SPD. The revised Design Code has removed any reference to tandem car parking, and within Section 5 states that parking will be “in accordance with Parking Standards SPD (January 2016).”

Rear Parking Courts

5.26 The previous application included guidance from the New Residential Development Design Guide SPD which has been superseded by guidance in the Parking Standards SPD. The revised Design Code has removed any reference to rear parking courts, and within Section 5 states that parking will be “in accordance with Parking Standards SPD (January 2016).”

On-street Car Parking

5.27 The provision of on-street parking accords with the Parking Standards SPD. The Design Code allows for on-street parking for visitors on all streets within the hierarchy apart from the Principal Spine Road. The design code requires on-street parking to be in dedicated spaces outside of the carriageway to ensure the smooth flow of traffic and large vehicles through the site.

Indiscriminate Car Parking

- 5.28 The revised Design Code states, within Section 5, that parking will be “in accordance with Parking Standards SPD (January 2016).” There is nothing within the revised Design Code that would encourage indiscriminate car parking. On the contrary the design code codes for dedicated on-street parking spaces wherever practical and in accordance with junction visibility splays.

Insufficient Car Parking

- 5.29 The revised Design Code does not include any reference to the amount of car parking, and within Section 5 states that in reserved matters parking will be “in accordance with Parking Standards SPD (January 2016).”

Building line setbacks

- 5.30 The coding instructions for the Spine Street have been amended to allow for 1.5m - 6m setbacks. Private setbacks up to 6m are permitted on all other street types as well.

Continuous and Uncompromising Frontages

- 5.31 Changes have been made in relation to the Spine Street. Reference to “near continuous frontages” and links at 1st and 2nd floor levels have been removed, in order to allow for a more broken frontage. Figure 7.3 has been amended to include more gaps within the spine street frontage.
- 5.32 Setbacks have been increased along the Spine Street to allow for further greening of the street, in addition to tree planting within the verges on both sides of the street.
- 5.33 The design code now permits front parking courts and on plot parking within the private setback along the Spine Street, which together with key spaces and school playing fields will help to break up the continuity of the street frontage. The Design Code has furthermore been amended to allow semi-detached and detached dwellings as permissible building types along the Spine Street frontage. This will also help to create a more broken and less uncompromising frontage but retain its distinct character.

Out of Character Road Layouts

- 5.34 The revised Design Code makes it clear, in Section 6, that lower order streets (i.e. side street, edge street, mews) can be “designed as cul-de-sacs.”

6.0 CONCLUSION

- 6.1 The developer has amended the draft Design Code to address the comments received by Officers and consultees. The finalised document is consistent with

the Strategic Land Allocation Development Framework, outline planning permission, national and local planning policy, including the Council's New Residential Development Design Guide SPD.

- 6.2 The document provides robust direction and guidance for the preparation of reserved matters applications and will ensure that development is consistent within the site and with the neighbouring sites, to help to achieve the overall vision for the development of the Strategic Land Allocation. It is therefore recommended that the Eagle Farm South & Land West of Eagle Farm South Design Code is approved.

Appendix to 15/02678/CONS

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 14/02167/OUTEIS

Outline planning permission for the development of up to 385 dwellings; multi-functional green infrastructure (totalling approx 2.58 ha) including parkland; children's play areas, informal open space, allotments, woodland, landscaping and surface water attenuation; vehicular access via connections to adjoining development land to the west and east; internal street, footpaths and cycle ways

PERMITTED 02.04.2015

15/01666/REM

Reserved matter application for first phase infrastructure works comprising roads, redways, attenuation ponds, foul & surface water drainage and associated earthworks attached to planning permission 14/02167/OUTEIS

PERMITTED 06.10.2015

15/01688/CONS

Details submitted pursuant to discharge of condition 20 (design code) attached to planning permission 14/02167/OUTEIS.

REFUSED 13.06.2016

A2.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

A2.1 None

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 Parish – Wavendon

No action required.

A3.2 Highways Development Control

Landscape Key Spaces, Hedge Hierarchy and Play Space Regulating Plan

1. All hedge planting needs to be carried out with respect of highway visibility requirements. Species should be selected to avoid mature heights that obstruct visibility.

Note included to figure 4.3 – Landscape Regulating Plan.

Character Areas (Formal Core)

2. Table 5.1 needs to include a note alongside 'Low hedge/shrub planting' to say that boundary planting needs to respect highway visibility splays and any boundary planting should not exceed a mature height of 0.6m. This note should be replicated for tables 5.2 and 5.3.

Note added to tables 5.1, 5.2 & 5.3, as requested.

6.0 Street Hierarchy

Principal Spine Road

3. No solution is provided for 'safe crossing points' of this road and there is therefore an expectation that the developer will forward details of safe crossing points for approval.

Safe crossing points will be addressed as part of the S38 technical approval.

Spine Street

- | | |
|---|--|
| 4. All parallel visitor parking should be in spaces 6m long (with additional 1m x 1m entry and exit splays) and 2.5m wide. | Note added to table 6.2. |
| 5. Where visitor parking is accommodated within the verge it will be to the dimensions given at 4 above with the 1m wide residual verge being constructed in a hard surface material to contrast with surface finish used for the parking space and redway. | Note added to table 6.2. |
| 6. Footways should be constructed in either flexible macadam materials or in blockwork. | Unnecessary level of detail for Design Code. |
| 7. There is no mention of surface finishes for driveways. | Unnecessary level of detail for Design Code. |
| 8. The criteria for vehicle swept path (refuse vehicles) seems to guarantee that there will be no parked cars on the side of the road that refuse vehicles have to negotiate. | The Design Code provides an appropriate level of detail. |
| 9. The redway should be specified as 3m minimum running width with 1m wide adoptable verges either side. | Table 6.2 amended. |

Secondary Street

- | | |
|---|------------------------------------|
| 10. There should be a note to specify what determines the road width (4.8m or 5.5m). | Note added to table 6.3. |
| 11. On street parking as for Spine Street. | Note added to table 6.3. |
| 12. Design speed should be 20mph. | Design speed amended in table 6.3. |
| 13. Carriageway surfacing should allow for an alternative of concrete blocks or at least contrasting sections of concrete block paving. | Table 6.3 amended. |
| 14. Footway surface finishes should contrast with chosen materials for carriageways. | Unnecessary level of detail. |
| 15. Minimum forward visibility requires adjustment for 20mph. | Table 6.3 amended. |
| 16. Junction radii - 6m. | Table 6.3 amended. |

Side Street

The highway design parameters for this street attempt to bridge over two street types through variations that would be best dealt with as two independent street types. This mainly concerns the number of units that the street type could/should serve. Highways strong preference is for a street (side) that serves up to 25 units and for another (community street perhaps) that serves between 25-50 units. The *note on page 35 makes reference to the fact that a segregated footway should be installed once more that 25 units are to be served but a separate street type should be included for this scenario as this will establish a firmer street type and hierarchy.

There is sufficient clarity within the Design Code without the need to create an additional street type.

The design speed for both street types should be 10-15mph.

Design speed amended in table 6.4.

Edge Street

17. Can I please ask for confirmation of the purpose of the 0.5m space shown to the front of the private boundary on the street cross-section?
18. The 0-2m stipulated width needs amending to 0-2.5m.
19. The Design Speed is shown as 10mph/5mph. Is there any reason why this shouldn't read 5mph/10mph? Why the differentiation?
20. The minimum forward visibility requires amendment.
21. It should be borne in mind that vehicles parked on-plot in perpendicular arrangement require a reversing depth of 6m from the back of the on-plot parking space.
22. Long lengths of Edge Street should be avoided as

The New Residential Development Design Guide SPD Street Design Table (p53) requires a 0.5m verge on level surface streets. To the front of the dwelling on the edge street this would be hard surfaced.
Figure 6.9 amended as requested.

Table 6.5 - Design Speed amended to 10mph.

Table 6.5 – minimum forward visibility amended.
Note added to figure 6.9.

Note added to table 6.5.

these have a tendency to be used inappropriately by residents and visitors. Edge Streets should be designed in shorter lengths or be interrupted at regular intervals to provide access to streets of higher status in the chosen hierarchy. At all times they should be made uncomfortable for use over long distances through the application of the full suite of traffic calming measures.

23. Edge streets should accommodate the need for refuse vehicles to turn. Note added to table 6.5.

Mews Street

24. The Design Speed should be set at 10mph. Table 6.6 amended.

25. Is refuse vehicle access required on mews streets? The carry distances for operatives state a maximum of 25m. Whilst note 6.16 includes a note that mews streets have the opportunity to be designed as culs-de sac, they could equally be designed as through streets but could incorporate bin collections points giving a maximum length of 110m if use is made of the maximum carry distance for residents of 30m. The refuse vehicle could then pick up from a parked location at either end to collect refuse from the refuse collection points. Unnecessary level of detail for Design Code.

A3.3 **Council's Arboricultural Officer**
No response received

No action required.

A3.4 **Landscape Architect**

Soft Landscape:

The Design Code should prescribe design of tree and shrub species to be used and hard and soft landscape materials (ref. SLA Framework SPD). A greater level of detail is expected in the design code and I would expect to see details of landscape principles in respect to each street category and character area such as: its main function, tree spacings, suggested tree species in a street tree schedule with supply sizes of minimum girth ranging from 18-20cm to 40-45cm. In order to add character and identity to each street type, street tree planting will be implemented in accordance with the Street Tree Schedule. The tree schedule should be outlined in a table and its broad parameters indicated on a plan. Also references to tree planting details should be included on the street hierarchy sections, currently there is no mention of tree planting for the street typologies: side street, edge street and mews street.

Appendix included detailing tree species appropriate for different street types.

Along the lines of other design codes for developments in MK the text should provide the following information, or equivalent:-

Unnecessary level of detail for Design Code.

Tree planting is required to enhance, and be consistent with, the required character area and street typology. It is to adhere to the following principles:

- Planting is to be appropriate given adjacent buildings;
- Planting is to be designed in such a way that it incorporates and functions alongside the construction of footways and buried services;
- Planting in build outs, narrow planting beds adjacent to paved areas, or in hard landscape and continuous paved surrounds, will include load-bearing root space soil cells

providing species-appropriate soil volumes, aeration and drainage. To ensure ongoing maintenance and replacement costs are to be minimised;

- Tree planting and lighting locations are to be coordinated to avoid conflict and to maximise lighting levels and the benefits of street tree planting;
- Tree spacing will be subject to local context, but should generally range from 7-10m with the potential to include regular groupings and space for special landmark trees;
- Clear pedestrian sight lines and bus stop sight lines are to be retained;
- The effect of planting on forward visibility is to be taken account of in order to ensure safety and contribute to traffic calming.

The design code should make reference to consideration of retained hedgerows within the street which will adhere to the following principles:

- Ensure maximum continuity of continuous green corridors;
- Infrastructure is to be off-set from hedgerows in order to preserve their ecological status. The off set to be 5m from centre line of hedge, or 5m from top of ditch;
- Existing retained trees require a greater “off set” distance following BS 5837 2012 “Trees in relation to construction”. The BS standard will be applied on a parcel by parcel basis;
- Occasional footpath breaks through hedges, where there is an expectation of pedestrian desire lines, are to be treated sensitively so that damage to the hedgerow is limited.

Unnecessary level of detail for Design Code. The Hedge Hierarchy Regulating Plan identifies existing hedges and trees that are to be retained.

Play Areas:

Page 13 Figure 4.3 maps the landscape key spaces and play-space, and shows: a combined NEAP and LEAP within the Northern Wetland Park adjacent to the canal extension; Village Green LEAP and Spine Street Park NEAP. However under 'Section 8 Key Spaces' the combined NEAP and LEAP are not shown in the further information given on the northern wetland park. Clarification is required.

The Design Code should prescribe design of public spaces including play areas. A greater level of detail on the play areas is expected in the design code (similar to that given in the street hierarchy section 6) and I am concerned that the size of areas shown as play areas will not meet the play space standards. The latter point has been raised in previous comments.

The indicative layout plans should demonstrate that the playing space standards of Policy L3 can be met as all reserved matters will follow on from the design code. Therefore it is essential that the characteristics highlighted in red below are demonstrated on plans in the design code.

Along the lines of other design codes for developments in MK the text should provide the following information, or equivalent:-

Within the first two phases of development at Eagle Farm two local equipped areas for play and an area of neighbourhood play will be provided. These will at least equal the standards established by the Milton Keynes

Figure 8.1 shows only part of the Northern Wetland Park key space, and focuses on its amenity, ecological and hydrological functions.

Unnecessary level of detail for Design Code. Any reserved matters will need to accord with Local Plan policy L3, in relation to play areas.

Council Local Plan Policy L3 for outdoor playing space.

In order to encourage active play and the legibility of the Eagle Farm development each play area should offer different equipment in a different themed way.

Each area of local equipped play will:

- be designed to provide a stimulating, exciting and challenging play experience for children up to 8 years in age;
- include at least 5 types of play equipment of which at least two are individual pieces rather than part of a combination;
- include a small games area, space between / around equipment to encourage exuberant play;
- have a core activity zone of at least 400m²;
- have a 20m buffer between the equipped activity zone and residential property boundaries;
- have a minimum overall area of 0.35hectares (3,500sqm)
- where appropriate be secured by a child-friendly 1.2m high galvanised metal fence and 2 self-closing gates (minimum 1m clear opening);
- have a vehicular maintenance access gate;
- have appropriate safety surfacing to the theme of the play area;
- include seats (some with back/arm rests) for parents, carers, siblings to observe the play;
- be accessible by footways that can accommodate two double-width pushchairs passing each other;

Each neighbourhood equipped play area will:

- be designed to provide a stimulating, exciting and challenging play experience for children of all ages but principally those above the age of 8;
- include at least 8 types of play equipment of which at least three are individual pieces rather than part of a combination;
- have a core activity zone of at least 1,000m² and should be divided into two elements: 1). play equipment with larger more adventurous equipment and 2). at least 465m² to facilitate a multi-use games area. There must also be provision for wheeled sports and a youth shelter with seats for teenagers to socialise on;
- have a 40m buffer between the core activity zone and residential property boundaries;
- have a minimum overall area of 0.6hectares (6,000sqm)
- include space between / around equipment to encourage exuberant play;
- convenient and secure parking facilities for bicycles.

In addition each area of equipped play will:

- where appropriate be secured by a child-friendly 1.2m high galvanised metal fence and 2 self-closing gates (minimum 1m clear opening);
- have a vehicular maintenance access gate;
- have appropriate safety surfacing to the theme of the play area;
- include seats (some with back/arm rests) for parents, carers, siblings to observe the play;
- be accessible by footways that can accommodate two double-width pushchairs passing each other.

A3.5 Ward - Danesborough And Walton - Cllr D Hopkins

No action required.

No response received

A3.6 **Ward - Danesborough And Walton - Cllr Bramall**
No response received

No action required.

A3.7 **Ward - Danesborough And Walton - Cllr V Hopkins**
No response received

No action required.