

**DEVELOPMENT CONTROL COMMITTEE
1 December 2016**

STOKE ROAD, WATER EATON, DEVELOPMENT BRIEF

Contact: Matthew Clarke

1.0 INTRODUCTION

- 1.1 The Milton Keynes Development Partnership (MKDP) Agreement requires MKDP to seek approval from MKC for development briefs for each site in its ownership before they are marketed.
- 1.2 A site off Stoke Road, Water Eaton, is contained within the current Business Plan for MKDP which hence requires a development brief to be prepared.
- 1.3 The Council's amended adopted protocol for preparing and adopting development briefs (January 2015) includes the Development Control Committee as a consultee at the formal consultation stage
- 1.4 The formal consultation period for this Development Brief was undertaken from the 12th September to the 7th of November 2016.
- 1.5 The aim of this report is to summarise the key guidance contained within the draft Brief (included as an Annex) as well as the consultee comments (included as Annex B)

2.0 AIM / PURPOSE OF DEVELOPMENT BRIEF

- 2.1 The aim of the Development Brief is to provide clear planning and design guidance for this development site so that the selected developer has a degree of clarity and confidence in preparing a planning application having regard to the site context as well as MKDP, Council and local stakeholder expectations for the site.
- 2.2 The development brief will also be used to help determine planning application/s.

3.0 SCOPE OF BRIEF

- 3.1 The Development Brief has been informed by current planning policy, the site context and reflects best practice, the MKC Council Plan as well as the aspirations of the landowner; Milton Keynes Development Partnership and Milton Keynes Council.

- 3.2 The Brief provides strategic guidance that is important to any eventual detailed planning application. It is not intended to stifle the creativity of developers but rather provide clarity on what the key principles and parameters of any scheme should be.

4 CONTENT OF BRIEF

Planning Policy

- 4.1 There is an expectation that the site will be developed as the site is allocated in the adopted Local Plan and the Lakes Estate Neighbourhood Plan for residential development. The brief is therefore proposing a residential land use on the site.

Site Context

- 4.2 The site lies in close proximity to a range of other uses. To the north and east is Waterhall Park with Manor Fields Sports Ground beyond. To the west is the Lakes Estate with Water Eaton to the north-west. Both these communities have a range of local facilities.
- 4.3 The site is 0.32 ha (0.79 acres) in size and is located between Stoke Road and the Grand Union Canal. It lies at a slightly lower level than the surrounding development to the north and west. The recently completed existing development that faces the site is 2-3 storey housing and apartments.
- 4.4 The site is bordered on the south-west by trees and planting which incorporates part of the wildlife corridor along the Grand Union Canal.
- 4.5 The site is accessible by vehicle via Phelps Road, off Stoke Road.
- 4.6 The site is also accessible by foot and cycling with an existing leisure route / bridge which takes pedestrians from Phelps Drive directly into Waterhall Park.
- 4.7 The site is served by public transport, with bus stops nearby off Stoke Road.
- 4.8 The site is largely unconstrained comprising mainly shrub land although there are a number of mature trees within the existing wildlife corridor along the canal.
- 4.9 Vision as outlined in the Brief

“To create a high quality residential development at this waterside location”

5.0 DEVELOPMENT OPPORTUNITIES

5.1 The attractive landscape setting, location on the Grand Union Canal and the surrounding residential context suggests a high quality residential development would be appropriate for the site. This is in line with the adopted Local Plan and the Neighbourhood Plan.

5.2 The context of the surrounding area suggests housing or apartments or a combination of both would be the best residential use of the site.

Key Planning and Design Principles

5.3 The shape and size of the site will likely lead to a cul-de-sac type development. This does not however obviate the need for the layout to adhere to perimeter block principles, notably a clear public front and a secure private back.

5.4 If apartments are the predominant form of residential development, the development footprint will likely mainly be to the west and north of the site with parking on the eastern side of the site. If housing is mainly included then parking will likely be to the front of houses facing Stoke Road (served off an access road parallel to Stoke Road) and Phelps Road, with rear gardens backing onto the Grand Union Canal.

5.5 The canal side landscape strip should be kept in public management at the rear of the proposed properties, as it would be far easier to ensure it maintains a degree of biodiversity value and the excessive disturbance and lighting often associated with private property could be reduced. Retention of the trees is beneficial to the wildlife corridor.

5.6 In any development option housing should front onto Stoke Road and Phelps Road. This accords with Policy SSP2 and Fig 6.5 pertaining to Development Opportunity Site DS2 within the Lakes Estate Neighbourhood Plan. If apartments are included they should address Stoke Road as well as the Grand Union Canal.

5.7 The density of housing development should reflect that of the recent housing development to the north. Therefore densities of approximately 35 dw/ha would be appropriate. Densities would likely be higher than this if only apartments were provided.

5.8 As stated in Section 3 of the Brief, the site occupies a slightly lower level than the surrounding area. The type of residential uses to be included will to an extent dictate building heights, but the Neighbourhood Plan states that built form should not exceed 4 storey's in height.

- 5.9 The architectural approach to development should be informed by the contextual analysis. The adjoining development on Phelps Rd, is characterised by a variety of building materials and forms. These materials should be employed within the proposed development.
- 5.10 Vehicular access to the development will be taken off Phelps Road. The design and positioning of accesses, including appropriate visibility splays, should accord with guidance in the Council's Highway Design Guide. In accordance with the Residential Design Guide, no shared or private driveways will be allowed access to Stoke Road.
- 5.11 Car and cycle parking must be in accordance with Milton Keynes Council's Parking Standards. All parking, including visitor parking, will be provided within the redline of the site.
- 5.12 As all trees on site are part of the wildlife corridor along the canal they should be retained and /or enhanced where possible.
- 5.13 Any reduction in the wildlife corridor will require to be compensated by providing higher quality habitats in the remaining area.

6.0 PUBLIC CONSULTATION

- 6.1 There were 7 representations from member's, officers and the public. While the full list of representations with the officer response and any proposed changes to the Brief can be found in Annex 1, a summary is found below.
- 6.2 The Town Council unanimously endorsed the Brief.
- 6.3 The main concern from the public related to the manner in which planning gain from the development would be reinvested directly into the Lakes Estate, which has been clarified within the Brief.
- 6.4 During the consultation some interest was shown in the site for a GP's surgery. However, upon contacting the Clinical Commissioning Group (CCG) the interest in this site was withdrawn. This proposed use would also be contrary to the land allocation for the site in the 'made' Lakes Estate Neighbourhood Plan, 2015.
- 6.5 Concerns were also expressed relating to the increase in traffic on Stoke Road, Parking and the proposed parameter plan.
- 6.6 A concern was expressed regarding the principles pertaining to the layout of the site. These have been addressed in the Brief and accord with what is included in the Lakes Estate Neighbourhood Plan for

potential development sites that are identified in the Neighbourhood Plan.

7.0 RECOMMENDATIONS

- 7.1 That DCC note the proposed changes to Brief and provide any further comments that will be reported as part of the delegated decision to approve the brief.

ANNEX A - The Stoke Road Development Brief (Proposed Changes Marked in Red)

ANNEX B - Stoke Road Draft Development Brief – Consultation Responses