

Application Number: 12/00733/REM

Reserved matters pursuant to planning permission 09/00618/OUTEIS for layout, scale, appearance and landscaping for 64 dwellings and associated works at Noon Layer Drive (Middleton West)

AT Oakgrove, Chaffron Way V8 To V10, Milton Keynes

FOR Crest Nicholson South

Target: 29 June 2012

Ward: Middleton

Parish: Broughton & Milton Keynes
Parish Council

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1.0 INTRODUCTION

(A brief explanation of what the application is about)

1.1 The Site

Middleton West is a development site located in Middleton forming part of the wider Oakgrove development. The site is located to the south of Noon Layer Drive and to the west of Middleton School. The immediate area is suburban in character with the first part of Noon Layer Drive characterised by 4 storey townhouses and flats. With a lower density 2 storey housing to the east.

1.2 The site is vacant greenfield site roughly rectangular in shape approximately 1.9 hectares in size. Noon Layer Drive wraps around the site forming the northern and western boundaries with a lozenge shaped roundabout in the middle of the northern stretch. This links to Brevilles Lane which splits the application site in two and will provide a link to the main Oakgrove site.

1.3 There is a large bank of vegetation and landscaping along the boundary with the V10 which wraps part of the way along the western boundary and forms an embankment. The eastern boundary of the site is a redway adjacent to Middleton School. The site slopes from the eastern boundary down to the roundabout, the western part is flatter rising up the embankment along the western boundary.

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.

1.4 The Proposal

Reserved matters consent is sought for the erection of 64 dwellings and associated works following the grant of outline planning permission for Oakgrove (09/00618/OUTEIS) in October 2011.

- 1.5 The development is a mix of dwelling types from a 3 storey block of flats in the north east corner through to 2 and 2 ½ storey detached, semi-detached and terraced houses. The dwellings generally front highways with a mews style area in the eastern parcel. On plot parking has been provided for most units with limited areas of courtyard parking.
- 1.6 The appearance of dwellings is traditional with brick elevations and pitched tile roofs. Render and timber are used a contrast material. The design includes the use of gables and balconies to provide interest to the elevations.
- 1.7 Amended plans have been submitted following comments from the Crime Prevention Design Advisor, Landscape and Urban Design Officers. These are mainly small changes to the boundaries and landscaping.

2.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

2.1 National Policy

National Planning Policy Framework paragraphs:

14. Presumption in favour of sustainable development
56-64. Requiring good design

2.2 Local Policy

Core Strategy

CS1 Milton Keynes Development Strategy
CS2 Housing Land Supply
CS10 Housing
CS11 A Well Connected Milton Keynes
CS12 Developing Successful Neighbourhoods
CS13 Ensure High Quality, Well Designed Places
CS14 Sustainable Construction
CS19 Healthier and Safer Communities
CS22 Delivering Infrastructure

Adopted Milton Keynes Local Plan 2001-2011

D1 - Impact of development proposals on locality
D2 - Design of buildings
D2A - Urban Design Aspects Of New Development
D4 - Sustainable Construction
NE2 Protected Species

NE3 Biodiversity & Geological Enhancement
NE4 Conserving & Enhancing Landscape Character
T2 - Access For Those With Impaired Mobility
T3 & T4 Pedestrians and Cyclists
T5 Public Transport
T10 Traffic
T11 Transport Assessments And Travel Plans
T15 - Parking
H1 Land Allocated For Housing
H2 - H5 Affordable Housing
H8 Housing Density
H9 Housing Mix
L3 Standards Of Provision (Open Space)

Supplementary Planning Guidance

Addendum to 'Parking Standards for Milton Keynes' 2005 April 2009
Residential Design Guide
Oakgrove SPG adopted 2004

3.0 MAIN ISSUES

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

3.1

1. The principle of development and how it relates to the Oakgrove development.
2. Design and impact on the streetscene.
3. Impact on surrounding residential properties
4. Parking and highways

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that reserved matters consent be granted subject to the conditions set out in Section 6 below.

5.0 CONSIDERATIONS

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

5.1 **The Principle of Development**

Oakgrove is a part brownfield site in an inner grid square of Milton Keynes. It has been earmarked for residential development since the first strategic masterplan of the City was produced in 1970.

- 5.2 Outline planning permission was granted for the whole Oakgrove development in 2011. The application site whilst being located in within Middleton forms part of Oakgrove development. Therefore, the principle of residential development was established through application 09/00916/OUTEIS. The application was subject to a S.106 legal agreement and included a masterplan which set out the main parameters for the development. A Design Code giving more detailed design guidance for the

site as a whole has been approved. The current reserved matters application is in line with the Design Code, S.106 and Masterplan which will help to ensure the provision of a well planned, high quality and deliverable mixed use development scheme. This is in line with the National Planning Policy Framework paragraphs 57 and 59.

5.3 The density of the proposed development at 33 dws/ha (dwellings per hectare) is considered acceptable and is in line with Local Plan Policy H8 which seeks a density of 35 dws/ha for the built area of Milton Keynes.

5.4. **Design and Impact on Streetscene**

The Council's Urban Designer is broadly satisfied with the layout and appearance of the development. It is considered that it will have an identifiable character related to the form and appearance of the main Oakgrove development. There are a number of different residential developments in this part of Middleton. The use of traditional materials and form of houses will help to ensure that the proposed development will fit in with the established character of the area.

5.5 The proposal uses the perimeter block principle which will provide a positive frontage along this part of Noon Layer Drive. Minor revisions to the plans have been received which provide better more secure boundary treatment and a more positive landscape setting.

5.6 In terms of design, the dwellings are relatively simple in terms of form and materials with pitched gable roofs, using balconies and timber for detailing. The character areas identified in the Design Code for the main Oakgrove site have been used which allows some consistency throughout the wider site. Overall, it is considered that the simple and traditional units will fit in with the surrounding residential development in Noon Layer Drive.

5.7 Concerns have been raised by local residents about the height of the proposed development which could be out of character with the area. It is accepted that there are a number of 2 ½ and 3 storey properties in the development and some of units are large detached properties and blocks of flats. However, opposite the site there are a number four storey townhouses fronting Noon Layer Drive. Therefore, it is considered that the proposed development will not be out of character with the surrounding area. Overall, it is considered that the proposal respects the requirements of the design code and Policies D1, D2A and D2 of the Milton Keynes Local Plan.

5.8 **Impact on Surrounding Residential Properties**

The site is bounded by Noon Layer Drive on two sides, and the V10 and Middleton School on the other sides. This helps to ensure that there is a degree of separation from existing residential properties. As a result there will be no impact on neighbouring houses from overlooking, loss of light or loss of privacy.

5.9 Parking and Highways

The Highway Engineer has no significant concerns or objections regarding the proposed development. The proposed development provides both allocated and unallocated car parking to the maximum levels permissible under the current car parking standards. Cycle parking is provided either by garages, sheds in rear gardens or in communal cycle stores in the case of the flats.

5.10 The matter of traffic impact for this development was dealt with through planning application 09/00618/OUTEIS, therefore the potential increase in traffic using the highway network is not a matter for consideration at this stage. The development will result in the opening of the section of Berevilles Lane that is already adopted as public highway. This will lead to a physical link to the Oakgrove residential area on the west side of Brickhill Street and to the junction that serves as the northernmost access to this development. Construction traffic for these proposals will use this access point rather than use Noon Layer Drive. This helps to address residents concerns about disturbance from construction traffic; a condition is proposed to cover this matter.

5.11 Conclusion

The proposed residential development is in line with the principles of the Oakgrove Masterplan, SPD and Design Code. Design and appearance of the development is acceptable, reflecting the character and appearance of Middleton in line with Policies D1, D2A and D2 of the Local Plan and the Residential Design Guide. The parking provision is adequate in line with the Council standards. Construction traffic will access the site from Oakgrove using Berevilles Lane to prevent disturbance to local residents in Middleton. Overall, there will be no undue impact on the amenities of neighbouring properties from overlooking, loss of light or loss of outlook.

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. The development shall not begin until details of the adoptable estate roads and footways have been approved in writing by the local planning authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

2. The development shall not begin until details of the disposal of surface water from the highway have been approved by the local planning authority and no dwelling shall be occupied until the works for the disposal of surface

water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

3. No other part of the development shall commence until details of the new vehicular access have been submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until the access has been laid out and constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

4. For the avoidance of doubt all gates to individual dwellings should be arranged to open inwards (away from the public highway).

Reason: In order to avoid danger, obstruction and inconvenience to users of the footway.

5. No building or other site works likely to cause nuisance to adjoining occupiers shall be carried out before 8.00 am or after 6pm Mondays to Fridays, nor before 8am or after 1pm on Saturdays, or at any time on Sundays or Bank Holidays.(S04)

Reason: To limit the detrimental effect on adjoining occupiers by reason of noise and disturbance.

6. Before any demolition, clearance, building or other works commence on site details shall be submitted to and approved by the Local Planning Authority specifying the parts of the site to be used for site huts, storage of materials and plant and parking of employees cars during the construction period, and any proposal for fencing of a site compound.(S05)

Reason: To ensure satisfactory provision in relation to adjoining property and circulation within the site.

7. Construction traffic to serve the development hereby permitted shall only access and leave the site via Berevilles Lane and the main Oakgrove site onto the V10.

Reason: In the interests of highway safety and to prevent

8. The external materials to be used in the development shall be in accordance with samples to be submitted to and approved in writing by the Local Planning Authority before any work is commenced.(M03)

Reason: To ensure that the development does not detract from the appearance of the locality.

9. No demolition, site clearance or building operations shall commence until protective fencing has been erected around the trees along the eastern

boundary of the site in accordance with BS5437 2012. The area thus enclosed shall be kept clear of all excavated material, building materials, plant and rubbish. (L08)

Reason: To adequately safeguard the trees on the site.

10. All planting in accordance with the scheme hereby approved shall be carried out within twelve months of commencement of development. Any trees or shrubs removed, dying, severely damaged or diseased within five years of planting shall be replaced in the next planting season with trees or shrubs of such size and species as may be agreed by the Local Planning Authority.

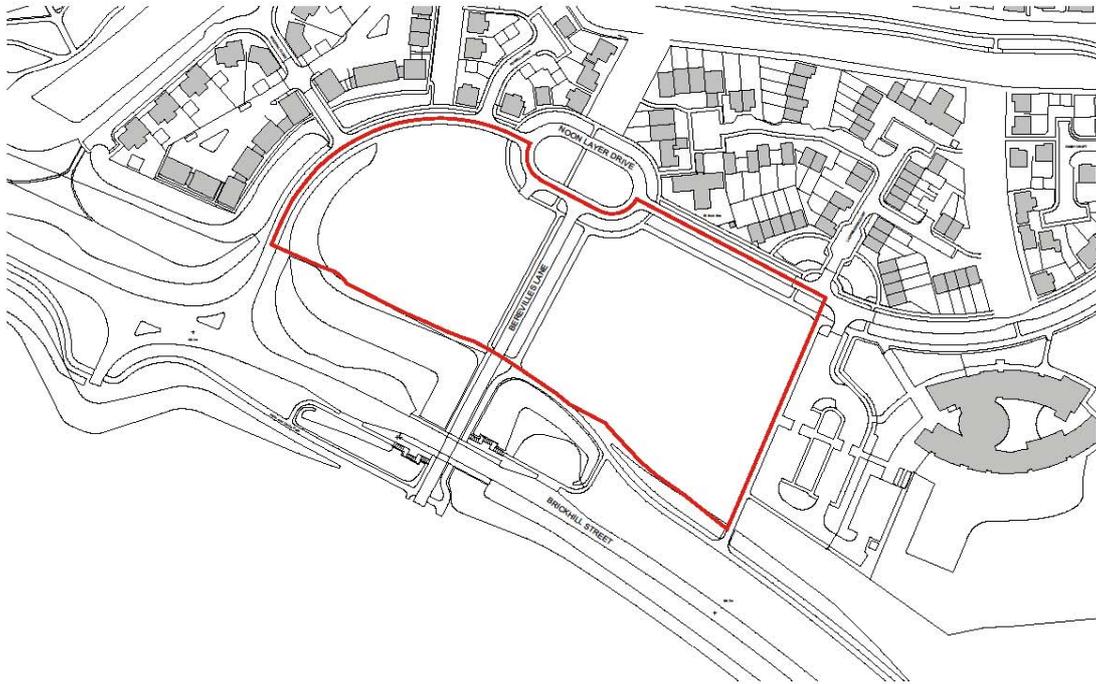
Reason: To protect the appearance and character of the area and to minimise the effect of development on the area.

11. No development shall commence until a lighting scheme has been submitted to and approved by the Local Planning Authority. The scheme should show that the parking courtyards 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%) and be accompanied by a LUX plan detailing what lamps are being proposed and also the maximum, minimum, average and uniformity levels for each area.

Reason: To ensure that the site is adequately lit

12. All glazing, doors and windows shall be installed to Secure by Design Standards (doors to PAS24 standard and Windows to BS7950 standard). No dwelling shall be occupied until the applicant supplies certification for the doors and windows and that a visual inspection of the glazing is carried out.

Reason: To ensure that the development is suit to the Secured by Design Standards.



SITE LOCATION PLAN
MIDDLETON WEST



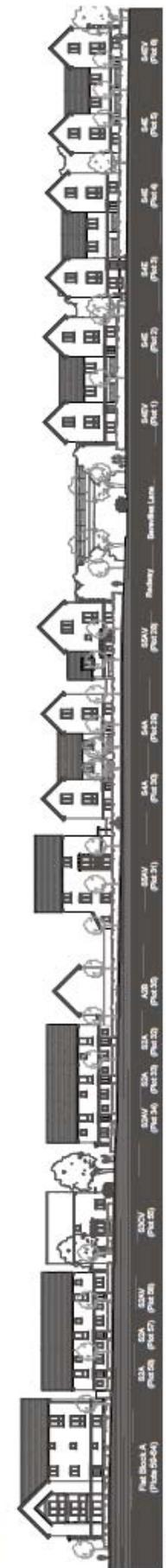
PROPOSED SITE PLAN
MIDDLETON WEST

site	Middleton West	drawn	AW
	Proposed Site Plan	checked	BD
		scale	1:500 GA1
drawing no	AA2107/2.1/203 E	date	Dec 2011

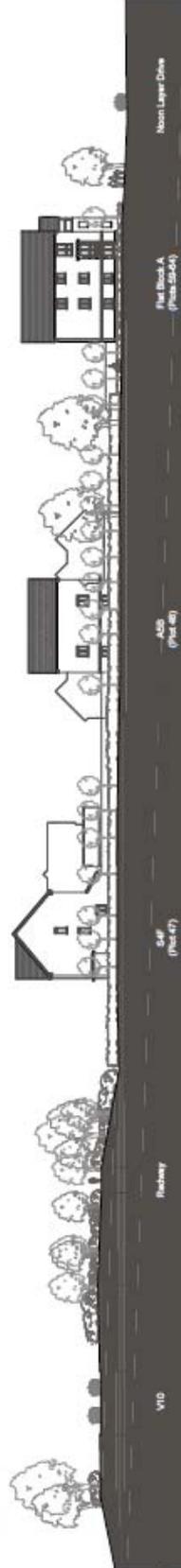




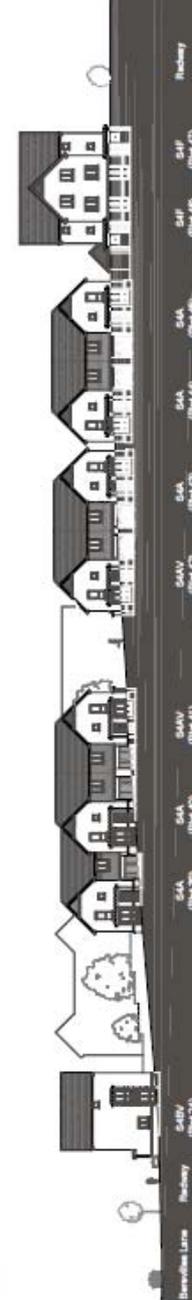
Elevation 1
1:30 Feet Scale Street Elevation View



Elevation 2
1:30 Feet Scale Street Elevation View



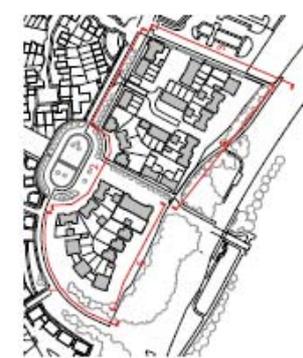
Elevation 3
1:30 Feet Scale Street Elevation View

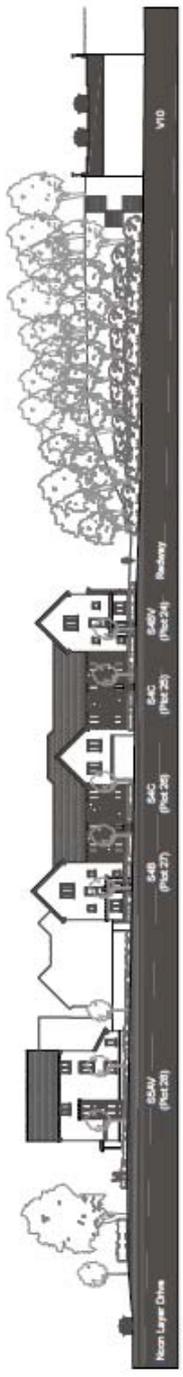


Elevation 4
1:30 Feet Scale Street Elevation View

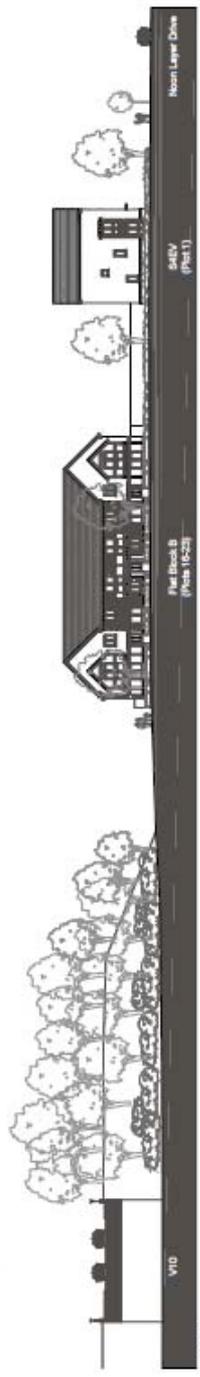


Elevation 5
1:30 Feet Scale Street Elevation View





Example 6
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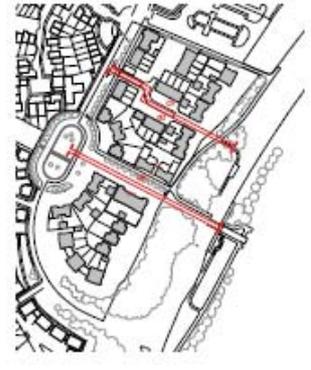
Example 7
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Example 8
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Example 9
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Appendix to 11/01024/FUL

1.0 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)

- 2.1 09/00618/OUTEIS - Development of land for 'Oakgrove Millennium Community' comprising up to 1105 dwellings, a neighbourhood centre comprising up to 4850 sqm gross internal a1 retail (including up to 2350 sqm of convenience shopping), up to 600 sqm a3/a4 (cafe/restaurant/pub) gross internal floor space, up to 1000 sqm of b1(a) commercial floor space, nursery, 'Oakgrove Community Centre' and associated parking. Primary development works include the creation of wildlife corridor and sustainable urban drainage system and associated open spaces and wildlife areas and means of access and a reserve site (subject to future need assessment) for the provision of a two form entry primary school – permitted October 2011.
- 2.2 11/02404/REM - Reserved matters pursuant of planning permission 09/00618/OUTEIS for layout, scale, appearance, and landscape for phase 1 of Oakgrove Development, comprising of 231 dwellings, 389sqm of A3/A4 (restaurants/cafes and drinking establishments) use, 4,648sqm of A1 (retail) use, Oakgrove Community Centre, V10 underpass and play area and associated works – permitted February 2012.

2.0 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	Policy Reference
2.1	Highway Engineer		
	1. No objections to the proposal. The proposed development provides both allocated and unallocated car parking to the maximum levels permissible under the current car parking standards. The matter of traffic impact for this development was dealt with by way of planning application 09/00618/OUTEIS.	Noted.	None
2.2	2. Some minor changes required, e.g. refuse collection points should be installed adjacent to units 44 and 10/11.	Amended plans requested. See para 3.1 in the Report below (additional matters).	MKLP T15 and Parking Standards SPG

2.3	3. The visitor spaces for some units are mixed with allocated parking, not clear	Amended plans requested. See para 3.1 in the Report below (additional matters). Noted	MKLP T15 Parking Standards SPG
2.4	Landscape No objections		
2.5	Urban Design I don't object to this planning application. However, I do share the concerns of the Crime Prevention Design Advisor with regard to the detail of the exposed rear boundaries to some properties.	Addressed by amended plans. See para 1.7	
2.6	Crime Prevention Design Advisor Boundary Treatment – The boundary treatment between public and private space plays an important part in ensuring that surveillance opportunities are maximised and that the security of the private space is maintained. The most vulnerable part of a dwelling is the rear garden area, therefore it is important that an appropriate boundary treatment is provided. I have concerns with regards to the following areas:	Addressed by amended plans. See Para 1.7	
2.7	Lighting - I have concerns that the application does not provide any details as to how the parking courtyards and other non-adopted public realm will be lit. It is requested that a condition is imposed on the applicant to ensure that the parking courtyards are lit to the BS5489 standard.	Condition attached	
2.8	Physical Security/Protection – It is requested that a condition is imposed on the applicant to ensure that this development is built to the Secured by Design standards.	Condition attached	
2.9	Housing Strategy No Objections	Noted	
2.10	Environment Agency No Objection	Noted	None

2.11 Public Representations

Three letters has been received from local residents. They comment that:

- | | | | |
|------|--|---|---------------------------------------|
| 2.12 | 1. There are currently parking issues in Woodall Close/Noon Layer Drive which will not be solved by the introduction of resident parking. | The current proposal provides adequate parking to serve the new development. See para 5.9 in report above | MKLP T15 & Parking Standards SPG |
| | 2. Construction traffic will cause traffic and parking problems. | Construction traffic can access the site via Brevilles Lane and Oakgrove. This can be conditioned. | |
| | 3. Impact the development will have on appearance of the area, car parking, road traffic congestion, which is already quite bad during school hours. | Noted see paras 5.4-5.7, 5.9 and 5.10 of report above. | Policies D1, D2A, D2 of MKLP and NPPF |
| | 4. The impact of the development upon the character of & appearance of the greenery. | Noted see para 5.2 | Policies D1, D2A, D2 of MKLP and NPPF |
| | 5. Concerns over the heights of the proposed properties, not being in keeping with the neighbouring properties. | Noted see para 5.7 | Policies D1, D2A, D2 of MKLP and NPPF |
| | 6. Traffic and congestion problems will arise | Noted see paras 5.9 and 5.10 | |

3.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

3.1 Highways

The Highways Engineer has raised a number of small concerns about the details of the layout. These include such matters as the visitor spaces (units 56/57) not always being distinguishable from allocated spaces and potential conflicts that could arise from users. In addition, the spaces for unit 12 need moving 1m away from the adjacent turning head. And the spaces for the drive-under carports are required to be 3m wide and therefore require revision. Amended plans have been requested and Members will be updated on progress at the Committee meeting.