

Statement of Community Involvement

Broughton Gate Parcel D
Milton Keynes

Prepared By:

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1.0 Introduction

- 1.1 This Statement of Community Involvement is submitted in support of the Reserved Matters planning application for the development at Parcel D at Broughton Gate, Milton Keynes by Barratt Northampton.
- 1.2 The community involvement comprised a presentation of scheme proposals at the Eastern Expansion Area Stakeholders Group (EEASG) meeting held on the 27th March 2008. The site had previously been before the stakeholders as a Kingsoak site, but not at the formal group meeting. The scheme has since been amended and progressed by Barratt Homes. A copy of the Kingsoak Statement of Community Involvement is attached at appendix 1.
- 1.3 Scheme proposals were circulated to the EEASG members by Milton Keynes Partnerships (MKP) prior to the meeting for consideration, including: -
 - Planning Layout drawing showing detailed site layout of proposed scheme for 116 dwellings (drawing reference number SL1 Rev A)
 - Proposed Northern Elevation showing the proposed form of development, street elevation and storey heights to plots 1-14, 65-66, 83-85, 105-116 inclusively, fronting Newport Road.
 - Proposed Southern Elevation showing the proposed form of development, street elevation and storey heights to plots 32-36, 55-59, 63-64 inclusively, fronting the Historic Route (Roads 02 & 04) and Public Open Space (POS 4).
 - Proposed Elevations of plots 23-25 inclusively, adjacent the Proposed Lagan Homes development to the East.
- 1.4 Before being presented to the EEASG, the proposed site layout and elevations of Parcel D had evolved through extensive discussions with officers from MKP and Milton Keynes Council (MKC).
- 1.5 Section 3 of this statement outlines the key points that were raised at the EEASG meeting, the minutes of which are attached at Appendix A.

2.0 Design Considerations

- 2.1 Parcel D is a regular parcel, with boundaries formed by the A5130, Newport Road to the North and the Historic Route (Roads 02 & 04) along with a 'triangle' of public open space to the South (POS 4). To the West, the parcel is bounded by the estate of Ravenstone House and to the East by Parcel E, currently being developed by Lagan Homes.
- 2.2 Parcel D has key frontages onto the A1530, Newport Road to the North and the Historic Route (Roads 02 & 04) to the South. Within the Southern Key frontage, there are three key buildings.
- 2.3 Parcel D originally fell within two of the character areas identified in the Broughton Gate Urban Design Code (2006) document (The Design Codes), namely: -
 - City Street (comprising Northern frontage of Parcel D)
 - Manor Fields (comprising circa 2/3rds of the Southern part of Parcel D).However, since the publication of the codes, the highway strategy has been revised, meaning that the City Street terminates further along the Newport Road and does not extend as far as Parcel D.
- 2.4 The proposed Planning Layout and Northern Elevation presented to the EEASG provide apartments of 3 storeys fronting Newport Road, with parking located within parking courts to the rear.
- 2.5 The proposed Planning Layout provides a mix of 1 & 2 bedroom apartments, along with 2, 3 and 4 bed houses. The built form is predominantly two storey within the parcel itself, rising to include 2.5 and 3 storey around the parcel boundary.
- 2.6 The Design Codes require streets to be designed to 20mph vehicle speeds, with mews streets and on street parking at a ratio of 1 per 4 dwellings.

3.0 Comments from EEASG Meeting

- 3.1 Appendix A contains a full copy of the minutes from the EEASG meeting on the 27th March 2008.
- 3.2 The EEASG raised concerns that the scheme's density is too high.
- 3.3 The EEASG commented on parking numbers and requested a detailed breakdown of how the parking provision splits into on-plot parking, rear parking courts and on-street visitor parking spaces. It was stated that parking is a major issue in new developments in Milton Keynes.
- 3.4 The EEASG also commented that the parking courts to the rear of the apartments fronting the Newport Road had greater than twelve parking spaces.
- 3.5 Concerns were raised regarding the parking and driveway area to the rear of plots 55 – 59. The distance from the rear of these units to an adopted highway could lead to difficulties in rubbish collection. It was also suggested that there was a lack of soft landscaping in this area.
- 3.6 The 'attractiveness' of Plots 53 and 54 was queried.
- 3.7 The EEASG expressed concern about ad-hoc parking within the square in front of plots 53 and 54.
- 3.8 The EEASG sought clarification on the saleability and design solution regarding plot 35, with reference to the circuitous route to its parking spaces and garage.
- 3.9 The parking court serving plots 1-14 was queried. There was concern that this parking court was isolated and had issues with natural surveillance.
- 3.10 Clarification was sought on how the FOG units (Flat-over-garages/car ports) were configured.
- 3.11 It was stated that FOG units should preferably be above garage units as these are more secure than above carports. It was accepted that in order to meet MKC parking standards, it was sometimes necessary to substitute these areas with carports.
- 3.12 The elevations to the Northern and Southern boundary were tabled, with no adverse comments received.

4.0 Summary of Design Responses

- 4.1 The scheme has been amended from the initial layout submitted as part of the Kingsoak Application. The scheme now displays perimeter development with parking located within parking courts to the rear of frontage properties, complying with the Urban Design Code.
- 4.2 The main change from the Kingsoak scheme was implemented further to comments received from the Highways Officer. The second access through to Newport Road from the Mews Street has now been altered to a cul-de-sac arrangement with pedestrian only access.
- 4.3 The scheme density complies with the Urban Design Code.
- 4.4 Milton Keynes parking Policy requires a minimum of 213 and a maximum of 239 parking spaces to be provided. The scheme provides 230 parking spaces. The final planning layout provides in excess of 1 visitor parking space per 4 dwellings on street, also in accordance with Milton Keynes parking policy requirements. The layout has been amended following various discussions to provide more visitor parking spaces adjacent to the apartments.
- 4.5 The final planning layout does have two parking courts providing greater than 12 spaces. However, these were necessary to provide a design solution for the requirement for continuous frontage development to Newport Road. These parking courts do have good surveillance from dwellings and rear boundaries will meet SBD (Secured by Design) standards.
- 4.6 Plots 55 to 59 will need to take their bins to the adopted highway, whether this will be at the entrance to the shared drive off the courtyard or along the historic route.
- 4.7 As a result of the comments received from the EEASG, some soft landscaping has been incorporated into the shared driveway to the side of plot 54.
- 4.8 Visitor parking spaces have been provided at the entrance to the square to help to reduce the likelihood of 'ad hoc' parking in front of plots 53 and 54. These units provide natural surveillance to the square and in terms of desirability, have a pleasant yet private outlook.
- 4.9 Surveillance to the parking court serving units 1 – 14 was queried. It was confirmed that the Flat over the Car Ports at Plot 22 will have windows from habitable rooms overlooking the parking court. The dual aspect apartment block provides further surveillance and rear fences will also meet Secured by Design standards. The comments regarding flats above car ports were noted. The final planning layout has been designed to provide surveillance into car ports either from other units or by providing windows into the elevations for surveillance from the street.

Appendix A – Kingsoak Statement of Community Involvement

Statement of Community Involvement

Broughton Gate, Parcel D

Section 1

The purpose of this statement is to outline the methods and process followed by the applicant prior to the formal submission of the Reserved Matters Application.

It is important to note that detailed Design Codes have been produced and approved as part of the Outline Planning Permission. These Codes set out various parameters on the development of this parcel and they have been followed in the development of the detailed design by the applicant.

Section 2

Methods of community involvement

The applicant has invited comments from interested parties in two ways,

Firstly there has been a series of meetings at English Partnerships and Milton Keynes Council over the course of the previous three months. At these meetings English Partnerships officers, Milton Keynes highway officers, Milton Keynes urban designers and community police liaison officers have all been given the opportunity to comment on the various stages of the proposed design. The comments made at these meetings have been considered and followed up at the successive meetings. These face to face meetings have been supported by additional e-mail and telephone conversations. The information supplied by the applicant for discussion at the meetings has been in the form of site layouts, house type details and sketches.

Secondly, KingOak Homes have had produced a brochure outlining details of the proposal which was posted to all of the members of the Broughton Gate Consultation group inviting them to offer their comments. KingsOak Homes acknowledges the efforts made by that the consultation group to meet at regular intervals and consider planning applications associated with Broughton Gate development, however the high demand for places at these meetings significant delays would have been incurred with considerable commercial implications.

Section 3

Comments received

As a result of the comments made the following significant alterations have been made. Since many of the points arose out of group discussion it is not practical to assign them to any one party. These are the more significant alterations made, many alterations of a lesser nature have also been considered and incorporated.

- *Highway access has been taken all the way through parcel D to the Newport Road to form two new junctions. The original intention was to form two cul de sacs with pedestrian access only through the site*
- *On street visitor parking has been increased. Visitor parking was previously indicated primarily within shared drives and parking courts.*
- *The numbers of homes served off a single private drive have been limited. This has meant some fundamental changes in certain areas of the site to adjust the number and type of homes served from drives and where they access adoptable highways from.*
- *Only one access to each private drive has been provided. Linked or through drives have been removed to design out opportunities for crime and to prevent unsupervised short cuts developing.*
- *Boundaries between private drives and parking courts have been indicated as substantial fences or walls to prevent unauthorised through traffic and reduce the opportunity for crime*
- *The junction design of the Mews street with the Newport Road has been considered to encourage through traffic to use alternative accesses. This access will now be perceived as a secondary route to the eastern access.*
- *The distribution of affordable housing has been revisited to remove it from the eastern pods within Parcel D in accordance with guidance contained in the design codes.*
- *Groups of affordable homes have been strictly limited to 12. Initially we perceived that affordable homes that were served off different roads but that shared rear garden boundaries would not form part of the same group. Following lengthy debate these situations were avoided.*
- *The distribution of storey heights was re-considered to place a greater emphasise on height along the northern and southern boundaries. The design codes called for greater storey heights along these boundaries however with the arrangement of roads and junctions around parcel D we also wanted to introduce further “tall” buildings to act as vista stops and focal points and to assist in providing an more eclectic mix of houses which we would associate with a traditional developing village.*
- *The mews streets have been amended to reduce vehicle speeds through horizontal movement, narrowings and on street visitor parking.*
- *Groups of terraced homes introduced to the sensitive southern boundary where it was previously considered to be dominated by detached homes.*
- *Individual house designs have been revisited to make them appear more contemporary and modern than originally proposed. Designs have been revised to include balconies, additional windows, alternative elevational materials, door designs, roofscapes etc.*

KingsOak Homes Milton Keynes would like to thank all parties for their advice and assistance in developing the scheme.

Appendix B – Minutes from the Eastern Expansion Area Group meeting held
27th March 2008

Eastern Expansion Area Stakeholder Group (EEASG)

Meeting at 5.00pm on 27/03/08 at MKP offices

Those in attendance:

Stephen Gee	MKP
Norman Wilkes	Wavendon Parish Council
Brian Rodger	Thames Valley Police
John Stanbridge	Bedfordshire County Council
Ian Pickering	Aspley Guise Parish Council
Richard Peters	Broughton & Milton Keynes Parish Council
Mark Preston	Urban Housing Design Company (UHDC)
Paul Costiff (part)	Taylor Wimpey (Bryant South Midlands)
Nigel Meredith (part)	Barratt Northampton

Apologies:

Bob Wilson	MKC Policy
David Lawson	MKC Highway Authority
Vanessa McPake	Lib Dem Walton Park Ward
Cllr Jeannette Green	Walton Parish Council
Cllr David Hopkins	Danesborough Ward & Wavendon Parish Council
Jacky Jeffreys	Woburn Sands Town Council
Badj Rahman	Cofton
Nicola Chessum	Mid Beds District Council

Approval of Notes of Meeting on 29/11/2007

The Notes of the EEASG Meeting on 27/9/07 were agreed.

Norman Wilkes raised a query on the Statement of Community Involvement (SCI) for Broughton Gate Parcel L – SG confirmed that the application for Parcel L was considered at MKP Planning Sub-Committee on 25th February 2008. However, the SCI submitted by David Wilson Homes for this Parcel included the minutes of the September 2007 EEASG meeting when Parcels H1&H2 was considered and not the minutes of March 2007 EEASG meeting when Parcel L was considered. This error was corrected by an addendum to the committee report.

EEA Applications Update

SG circulated copies of the EEA applications update which details all planning applications to date within the EEA and provides information on timescales. In particular, since the last EEASG meeting, the following was noted:

- The approval of three reserved matters applications at Broughton Gate (Parcels K, C and E)
- The refusal of the Strategic Reserve applications (Glebe Farm, Eagle Farm and Golf Course Site S.of A421)

It was suggested that for future update sheets those applications which have been withdrawn or refused could be removed or included as a separate appendix.

Broughton Gate Parcel A

SG briefed the group that reserved matters approval had already been granted for Parcel A and the first phase of development of this Parcel had commenced on site. However, the Developer was now seeking a re-plan of part of the site.

SG explained that the group had not previously considered the proposed scheme for Parcel A as a planning application was submitted to MKP before the establishment of the EASSG.

Taylor Wimpey Presentation

Paul Costiff of Bryant South Midlands presented to the group and explained that Bryant South Midlands was part of the Taylor Wimpey Group.

Broughton Gate Parcel A has the benefit of an existing consent for the approval of reserved matters. However, since consent was granted there has been a change in the housing market and therefore the developer is looking to provide a more appropriate product.

The proposed changes are as follows:

- A reduction in the number of larger units and replacement with increased number of 2-bed, 3-bed and smaller 4-bed units.
- An increase in the overall total number of units on Parcel A from 120 to 126.
- The provision of additional affordable housing – of the additional 6 units proposed, 3 are affordable units.

Mark Preston of the UHDC explained the design rationale for the re-plan of Parcel A. It was explained that the road layout and block structure for Parcel A had not changed. The re-plan only involves a change in house types. The proposed landscaping and open space 'square' is retained.

The proposed density of the scheme is within the recommended range set out in the Broughton Gate Urban Design Code. The main frontage to Newport Road to the north has not changed from that originally proposed. Aim is to keep a 'village vernacular' style.

Across the whole site there will remain a mix of dwellings up to 5-bed houses, predominantly 2-2.5 storey development. There are total of 247 parking spaces proposed in a mix of on-plot and courtyard spaces. The number of visitor parking spaces is above the minimum requirements.

Comments	Response
What will the density be? Concerns that the density proposed is too high.	The overall density following the re-plan will be 35 dwellings per hectare.
What is the breakdown of flats to houses?	No additional flats are proposed (the previous scheme provided 25 flats). However, the footprint of the apartment block to the north of the site has increased to provide larger room sizes.
Query over the space to the rear of units in perimeter block to the west (plots 111-126).	Confirmed that these are rear private gardens.

Where will the most expensive homes be located?	These are generally the large houses along the western boundary of the site and along the southern boundary (excluded from the re-plan area)
What are the square areas shaded orange?	These areas indicate a change in surface material which will help to reduced traffic speeds.
The area of carports serving plots 58, 59 & 70 is too open. Previously had a bridge-over which helped to reinforce the distinction between public and private spaces.	Will look at amending plot 58 so that greater surveillance is provided.
Concern that the parking spaces in the parking court serving the apartment block to the north are located too far from the flats. Will this encourage parking on the street?	The apartment block is served by an entrance in the centre of the building only and it is therefore more convenient for people to park in the parking court.
Concern also raised about end-to-end parking in some courtyards.	Confirmed that the same owner would have both parking spaces included within sales deeds.
Will external letter boxes be provided for apartments?	This will be covered as part of the Secured by Design application process.
What prompted the re-plan?	Due to current economic climate/housing market there is concern that there are too many large properties so looking to swap for smaller housetypes, for which there is more demand.

Broughton Gate Parcel D

SG briefed the group that an application for the approval of reserved matters for Broughton Gate Parcel D was submitted by Kingsoak in April 2007. Prior to the submission of this application Kingsoak circulated an information leaflet to group members rather than attending an EASSG meeting.

Since the application was submitted, responsibility for progressing the site has transferred to Barratt Northampton. As a consequence, Barratt are seeking to revise the scheme. A formal period of re-consultation with the public and other stakeholders will be undertaken. However, before this the developer has chosen to present the revised scheme to group members.

Barratt Northampton Presentation

Nigel Meredith of Barratt Northampton explained that Parcel D was located in between the Redrow scheme at Parcel B and the Lagan Homes scheme at Parcel E and was bounded to the north by the Newport Road and to the south by the 'Historic Route'.

The proposed scheme is for 116 units which is within the density range of 45-50 dwellings per hectare in the Broughton Gate Urban Design Code. The built form is predominantly 2-storey with 3 storey buildings along the key frontages along the northern and southern boundaries of the site. It is proposed to provide a mix of dwellings including 1- and 2-bed apartments and 2-, 3- and 4-bed houses.

Mark Preston of the UHDC explained the design rationale for the re-plan of Parcel D. The scheme still has the same perimeter block structure as the previous scheme

which accords with the Design Code with a north-south vehicular link and east-west link vehicular link between parcels.

The main change is that the previous scheme had two vehicular links the Newport Road to the north of the site. The revised scheme retains one of these vehicular links but has amended the second to be a pedestrian link only. The southern boundary has been amended to reflect the contemporary scheme at Parcel E.

The proposed scheme provides 35 affordable housing units (30%) and 227 parking spaces located as much as possible on-plot or in parking courts.

Comments	Response
Concern was raised that the density of the proposed scheme is too high.	The proposed density is within the range set out in the Urban Design Code.
How is the parking provision split between parking courts and on-plot parking?	Breakdown of parking provision is: 59 on-plot driveway spaces 99 spaces in rear parking courts 26 car-port spaces 32 on-street visitor spaces + rear access Chillingham plots Also 54 garage spaces (although not counted)
Parking Courts – should we not be looking for no more than 12 spaces?	The number of spaces in a parking court should be approx 12 spaces but this could be more if there is adequate surveillance from dwellings.
<p>Concern raised over parking court providing access to the rear of plots 55-59:</p> <ul style="list-style-type: none"> • Where do people put their rubbish – there is some distance between plots 55-59 and the highway? • There is a lack of soft landscaping. • How attractive is this area for plots 53 & 54? • People are just going to park in the area outside plots 53 & 54. 	<p>In response to comments raised:</p> <ul style="list-style-type: none"> • People will be expected to put rubbish by the adopted highway for collection. This would either be at the entrance to the parking court or along the Historic Route to the front of the properties. SG confirmed that MKC Waste Collection are consulted on applications. • Noted - detailed soft landscaping proposals will be submitted as part of revised scheme. • Plots 53&54 provide surveillance into the parking court. • Visitor parking spaces are provided at the entrance to the parking court.
Concern also raised about parking court serving the apartment block in the north west corner of the site being isolated.	The apartment block is dual aspect and surveillance is also provided from plot 22 (fog unit). Rear boundary treatments will meet Secured by Design (SBD) standards.
Who's responsible for the fencing along the eastern boundary of the site?	This will be the responsibility of either management company or individual households. SG confirmed that boundary treatment details are assessed by MKP and Thames Valley Police as part of SBD process.
Plot 23 (fog unit) where is the living accommodation? How well do these units sell?	All living accommodation is on the 1 st floor with 2 carports and drive-through below. It is considered that there remains a demand for these types of units, particularly from first time

	buyers.
Fog units should preferably be above garage units and not carports as there is a greater risk of gathering, social disorder and arson attacks. However, it is accepted that sometimes carports are unavoidable in order to meet parking standards.	Noted. Will ensure that all fog units with carports underneath have adequate surveillance.

A.O.B

Ian Pickering raised concern about the problem of litter on roads into Milton Keynes, particularly from the Stoke Hammond Bypass.

It was suggested that the situation may have been worse recently due to bad weather. If the litter was from neighbouring industrial estates then could contact Enforcement Officer within Minerals and Waste at the County Council. SG suggested that he would find out who at MKC could be contacted regarding this issue and will report back.

Date of next meeting- 5.00pm, Thursday 24th April 2008, Room 101 MKP offices