

Caldecotte Site C Development Brief

CONSULTATION DRAFT



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February 2018



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SECTION 1: INTRODUCTION

1.1 Location and Ownership

- 1.1.1 The site extends to approximately 1.9 ha (4.7 acres) and is located within Caldecotte grid square. The site is located at the junction of Brickhill Street (V10) and Caldecotte Lake Drive (see figure 1).
- 1.1.2 The site is in the ownership of Milton Keynes Development Partnership* (MKDP).

**MKDP is a limited liability partnership set up and owned by Milton Keynes Council to facilitate Milton Keynes's continued growth and economic success by promoting the development of land assets transferred to the council from the Homes and Communities Agency, in line with the Council's Corporate Plan and Economic*

Development Strategy. MKDP take a commercial and entrepreneurial approach to sell and develop these assets with third party developers and investors, whilst ensuring full community and stakeholder engagement in the preparation of development briefs for the sites.

It is a requirement on the MKDP that an adopted Development Brief must be in place before they commence marketing or developing any of their larger sites. This is intended to enable the Council, following consultation with all interested parties, to set clear expectations for the nature of any future development on the site; but also to assist the MKDP in marketing the site and to give potential bidders/development partners a degree of confidence about the parameters within which they should develop their proposals.

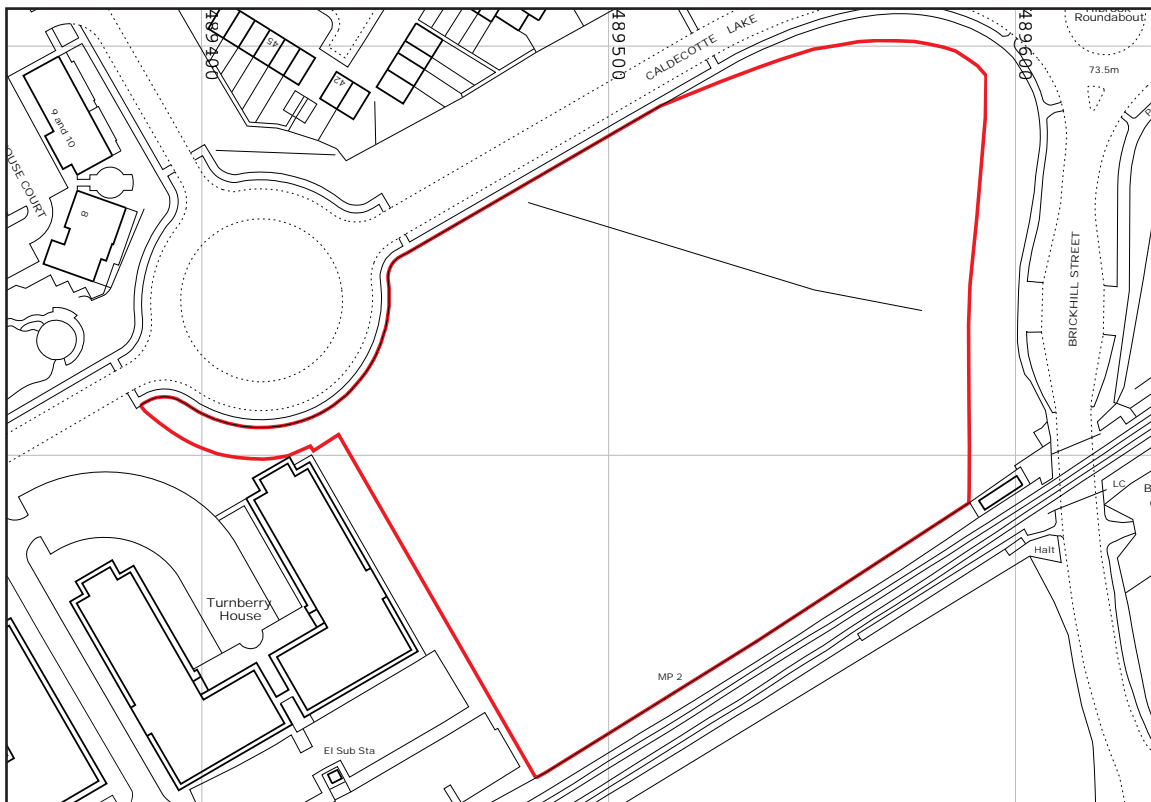


Figure 1: The Site

1.2 Purpose of the Development Brief

- 1.2.1 The purpose of this document is to provide planning and design guidance for the development of this site in CMK. This will aid the development process, by allowing developers to submit informed proposals that respond to Council (MKC), landowner and other local stakeholder expectations for the site, and respect the requirements of MKC planning policy.
- 1.2.2 The Brief has been prepared to help deliver the Council's Corporate Plan Themes and Outcomes as well as the Core Strategy.
- 1.2.3 The consultation process associated with the preparation of this development brief is intended to give all interested parties full opportunities to set out their aspirations for the site and to identify constraints that need to be accommodated.
- 1.2.4 The Development Brief has been prepared to accord with current Planning Policy. A key aim though is to contextualise the policy for the site covered by the Brief. The Brief cannot formally change current policy, however there may be material considerations that suggest variations of current policy may be appropriate. Where this is the case, the Brief will state what they are and what the preferred use and/or variation in policy is. This will be weighed against the current policy when determining a planning application for the site.
- 1.2.5 Once approved by Milton Keynes Council Cabinet, the guidance contained within the Brief will be a material consideration in helping determine planning applications for the site.

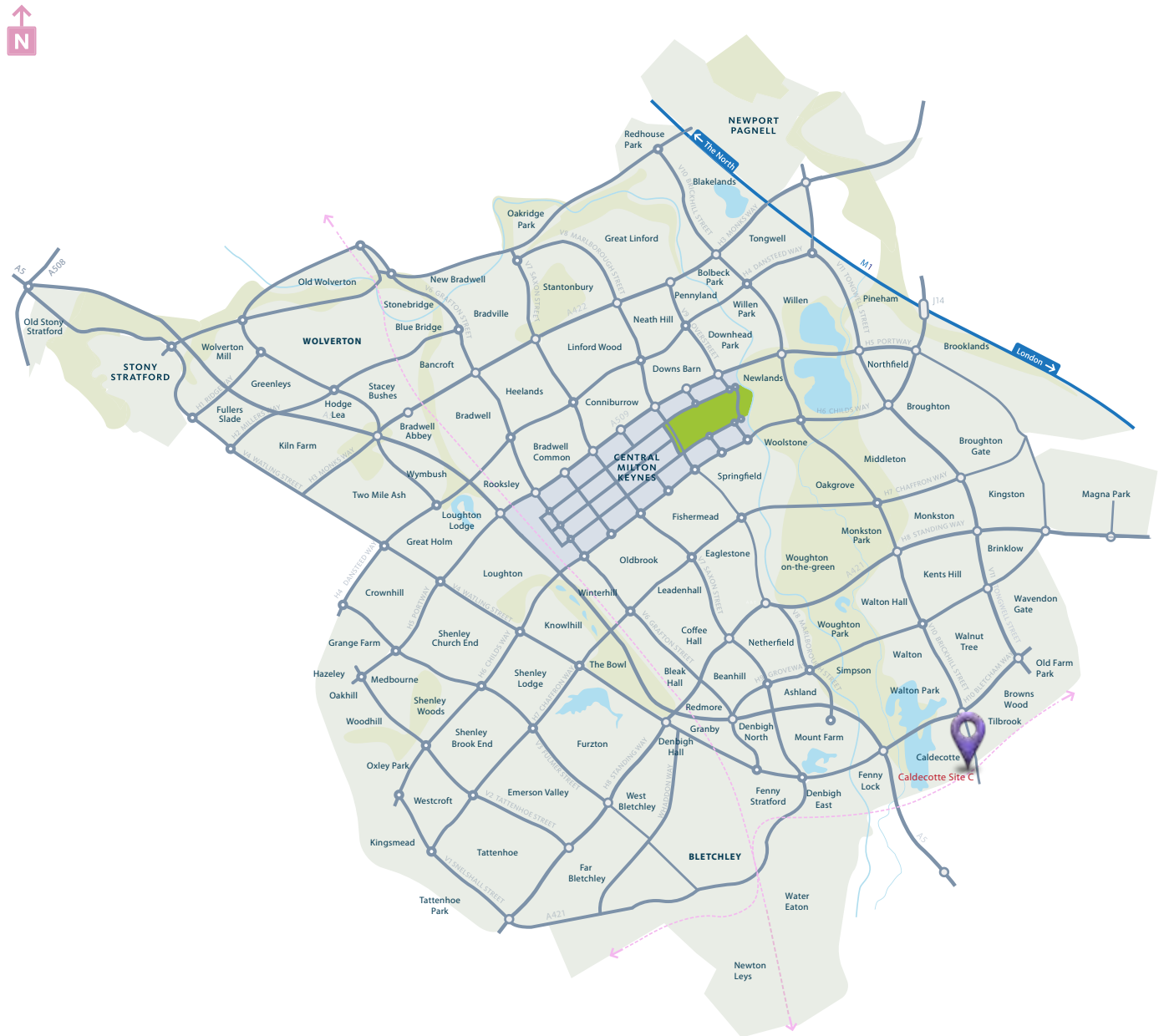


Figure 2: Site Location



1.3 Structure of Brief

The Brief is divided into five sections:

Section 1 outlines the purpose of the brief, its location and ownership and other administrative information for developers.

Section 2 describes the planning policy context of the site.

Section 3 provides a site analysis of the site itself and the surrounding area. A thorough understanding of this will have an important bearing on the key design principles and parameters.

Section 4 outlines what the Brief is seeking to deliver in terms of land uses

Section 5 represents the Key Design and Development Principles, that should inform any development proposals. The accompanying Parameters Plan spatially illustrates the design principles.

SECTION 2: POLICY CONTEXT

2.1 National Planning Policy Framework

- 2.1.1 The National Planning Policy Framework (NPPF) was published in 2012. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.1.2 The following sections of the NPPF are of particular relevance to the development of this site:
- Building a strong, competitive economy
 - Requiring good design
- 2.1.3 As of 6 April 2015, National Planning Policy has been strengthened to make it clear that the Government's expectation is that Sustainable Drainage Systems (SuDS) will be provided in new developments. To this effect it is expected that, where planning applications are for major development, the Local Planning Authority must ensure that SuDS are put in place, unless demonstrated to be inappropriate.
- 2.1.4 Milton Keynes Council will therefore determine planning applications in accordance with national standards and local policy, whilst taking into account technical advice provided by the Lead Local Flood Authority.

2.2 Walton Neighbourhood Plan (January 2017)

- 2.2.1 The Walton Neighbourhood Plan was made part of the development plan in January 2017.
- 2.2.2 Once a Neighbourhood Plan has been agreed at a referendum and is made (brought into legal force) by the local planning authority, it becomes part of the local planning authority's

development plan as an official development plan document which carries statutory weight. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. If a policy contained in the development plan for an area conflicts with another policy in a development plan, the conflict must be resolved by the decision maker in favour of the policy which is contained in the latest document to become part of the development plan.

- 2.2.3 Policy WNP 6 (Caldecotte 'Site C') of the neighbourhood plan states that "Residential, commercial or leisure uses on the Caldecotte Site C will be supported. Development proposals will be expected to adhere to all of the development principles below:
- Residential proposals should not exceed 35 dwellings per hectare (net)
 - Development proposals should safeguard and incorporate the hedgerow frontage to Caldecotte Lake Drive into the layout of the development
 - Highway access to be taken from a new arm off Water Mill Roundabout – no highway access will be permitted directly to Caldecotte Lake Drive
 - An enhanced planting buffer to be provided to the railway line boundary to mitigate visual impact, and
 - All proposals should be designed so that they do not preclude the delivery of a preferred solution for a new railway crossing.

Provision of off street parking to address the current issues on Caldecotte Lake Drive, in addition to parking provision in line with Milton Keynes Council standards to serve the new development, would be supported and should be provided where possible.

2.2.4 Modelling has been undertaken in relation to the East/West Rail upgrade which indicates that a new bridge crossing is not required in this location. Consequently, proposals do not need to safeguard land for a new crossing.

2.3 Proposed Submission Plan:MK

2.3.1 The Proposed Submission Plan:MK consultation document was published in October 2017. It is anticipated that an examination will take place in summer 2018.

2.3.2 Plan:MK includes policies on place-making (SD1), sustainable construction (SC1), flood risk (FR2), biodiversity (NE2, NE3), heritage assets (HE2), open space (L4), design (D1-D4), housing (HN1-HN6), transport (CT1-CT4, CT5-CT6), parking (CT10), digital communications (CT9), promoting healthy communities (EH7) and infrastructure (INF1).

2.4 Milton Keynes Local Plan

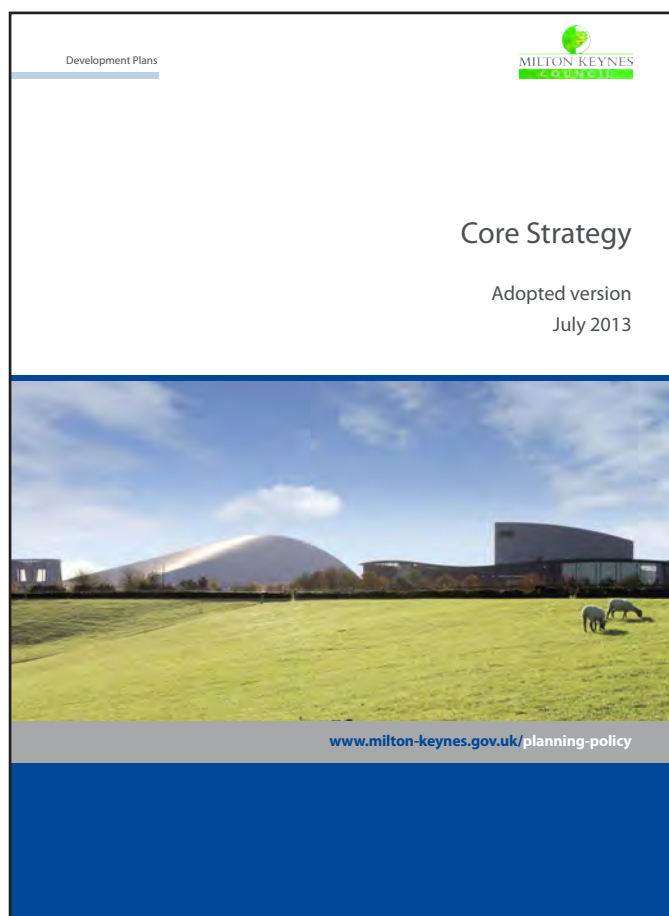
2.4.1 The Milton Keynes Local Plan was adopted in December 2005. The following Local Plan policies have been ‘saved’ by the Secretary of State. They remain in force until superseded by policies in other development plan documents, e.g. Plan:MK.

2.4.2 The site is allocated for employment use (Use Classes B1, B8).

2.4.3 Policy E7 (Retailing on Employment Land) states that “Planning permission will be refused for retail development on employment land, unless the retail use is either:
 (i) Ancillary to on-site production or storage; or
 (ii) Satisfies Policy R3 concerning car-related retail uses”

2.4.4 Policy D4 of the Local Plan sets out the Council’s requirements with regard to sustainable construction.

2.4.5 Policies D1 and D2 are general design policies that apply borough-wide. They look at the impact of development proposals on locality and the design of buildings. Policies T10 and T15 take account of traffic and parking provision respectively, while Policy T11 sets out the Council thresholds regarding whether or not a Transport Assessment/Travel Plan is required.



Core Strategy (2013)

2.5 Core Strategy

- 2.5.1 The Core Strategy was adopted in July 2013 and forms part of the development plan for Milton Keynes.
- 2.5.2 Policy CS3 allocates the site for employment use. Planning applications for more than 1,000 sq m of B1a/B1b uses on sites outside CMK will need to provide evidence that demonstrates why the development cannot occur in CMK.
- 2.5.3 Relevant Core Strategy policies include:
- Policy CSA National Planning Policy Framework - Presumption in favour of sustainable development
 - Policy CS4 Retail and Leisure Development
 - Policy CS11 A Well Connected Milton Keynes
 - Policy CS12 Developing Successful Neighbourhoods
 - Policy CS13 Ensuring High Quality, New Designed Places
 - Policy CS21 Delivering Infrastructure
- 2.5.4 Milton Keynes benefits from an innovative and strategic approach to open space provision and surface water management. In line with local policy contained within the Core Strategy, all new developments will be required to ensure that flood management is planned at the largest appropriate scale, providing sustainable and strategic surface water drainage as part of a network of multi-purpose open spaces.

2.6 Supplementary Planning Guidance (SPG)/Documents (SPDs)

- 2.6.1 The following Supplementary Planning Guidance/Documents (SPG/SPDs) should be

considered as material considerations when preparing any planning application for the site:

- Sustainable Construction SPD (2007)
- New Residential Development Design Guide SPD (2012)
- Parking Standards SPD (2016)
- A suite of Supplementary Planning Documents and Guidance relating to Developer Contributions

2.7 Council Plan

- 2.7.1 This Brief will, in particular, support the Key Priorities of “Housing” and “Economy”.

2.8 Planning Summary

- 2.8.1 The Walton Neighbourhood Plan supports residential, commercial and leisure uses. It requires developers to demonstrate that their proposals would not preclude the delivery of a preferred solution for a new railway crossing. However, modelling has been undertaken in relation to the East/West Rail upgrade which indicates that a new bridge crossing is not required in this location.



Parking Standards (2016)

SECTION 3: CONTEXTUAL ANALYSIS

3.1 Introduction

- 3.1.1 It is important to understand the existing site and surrounding area and their features, as this informs the layout and design principles for any redevelopment of the site. Figures 3 and 4 provide an analysis of the site and its context.

3.2 Surrounding Area

Land Uses

- 3.2.1 Immediately to the south of the site is the Marston Vale railway line. Further south is open countryside. To the east of the site is Brickhill Street, with Red Bull and the Tilbrook employment area further east.
- 3.2.2 To the north of the site is residential development. To the west of the site is office development. Further west is Caldecotte Lake.
- 3.2.3 There is a good quality play area within 400m to the north of the site.

Building Heights and Frontages

- 3.2.4 Adjoining office development is 2-3 storeys. Residential development to the north of the site is 2 storeys.
- 3.2.5 Residential development to the north of the site backs onto Caldecotte Lake Drive.

Public Transport Access

- 3.2.6 The nearest bus stops are located adjacent to the site on Brickhill Street. Bow Brickhill railway station is located adjacent to the site.

Building Appearance

- 3.2.7 Houses to the north of the site are built in a variety of brick colours and render with red pantile pitched roofs. However, these houses do not have a visual relationship with the site, due to the landscaping along Caldecotte Lake Drive, and do not form part of its immediate context.



View of interior of the site looking west



View of interior of the site looking south

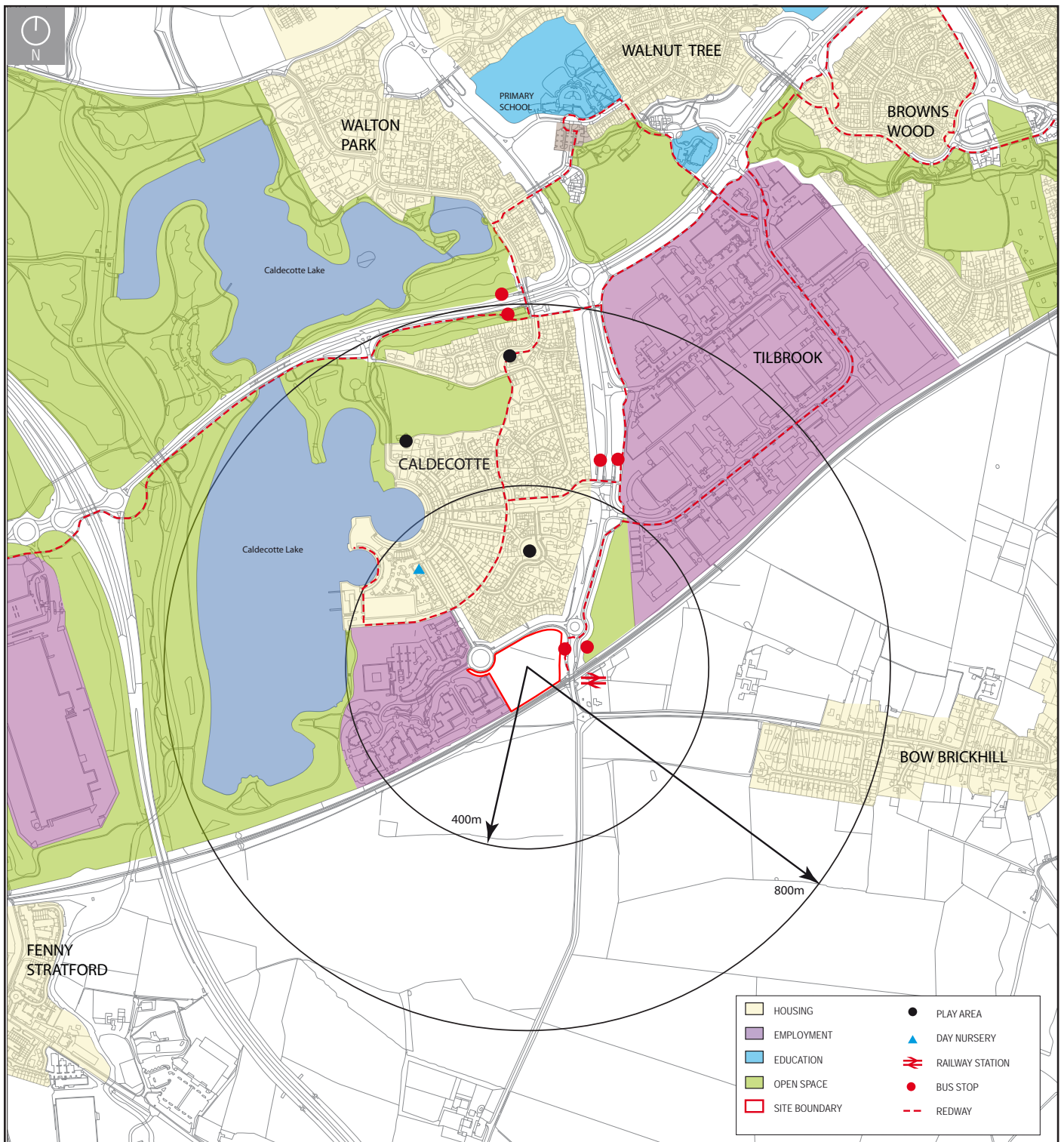


Figure 3: Surrounding Area

- 3.2.8 Adjoining office buildings are red brick, with significant areas of glazing.

Redway and footpath network

- 3.2.9 There is an existing redway which runs along the eastern side of Brickhill Street. There is a pedestrian footpath link from Caldecotte Lake Drive to the residential development to the north.

3.3 The Site

Topography and Landscape

- 3.3.1 The site is generally flat.
- 3.3.2 There is a hedge crossing the north-eastern corner of the site. The hedgerow and trees running diagonally across the site is the remnant of a field enclosure hedgerow.
- 3.3.3 The site is screened with planting from Brickhill Street. There is a line of trees along the boundary with the railway line.
- 3.3.4 There is a strong landscaped frontage to Caldecotte Lake Drive.

Vehicular Access

- 3.3.5 There is a roundabout at the north-western corner of the site (Water Mill Roundabout). An extra arm could be taken off Water Mill Roundabout to provide vehicular access into the site.



Caldecotte Lake Drive looking east.



Water Mill roundabout providing potential vehicular access point.



Line of trees along boundary with railway line.

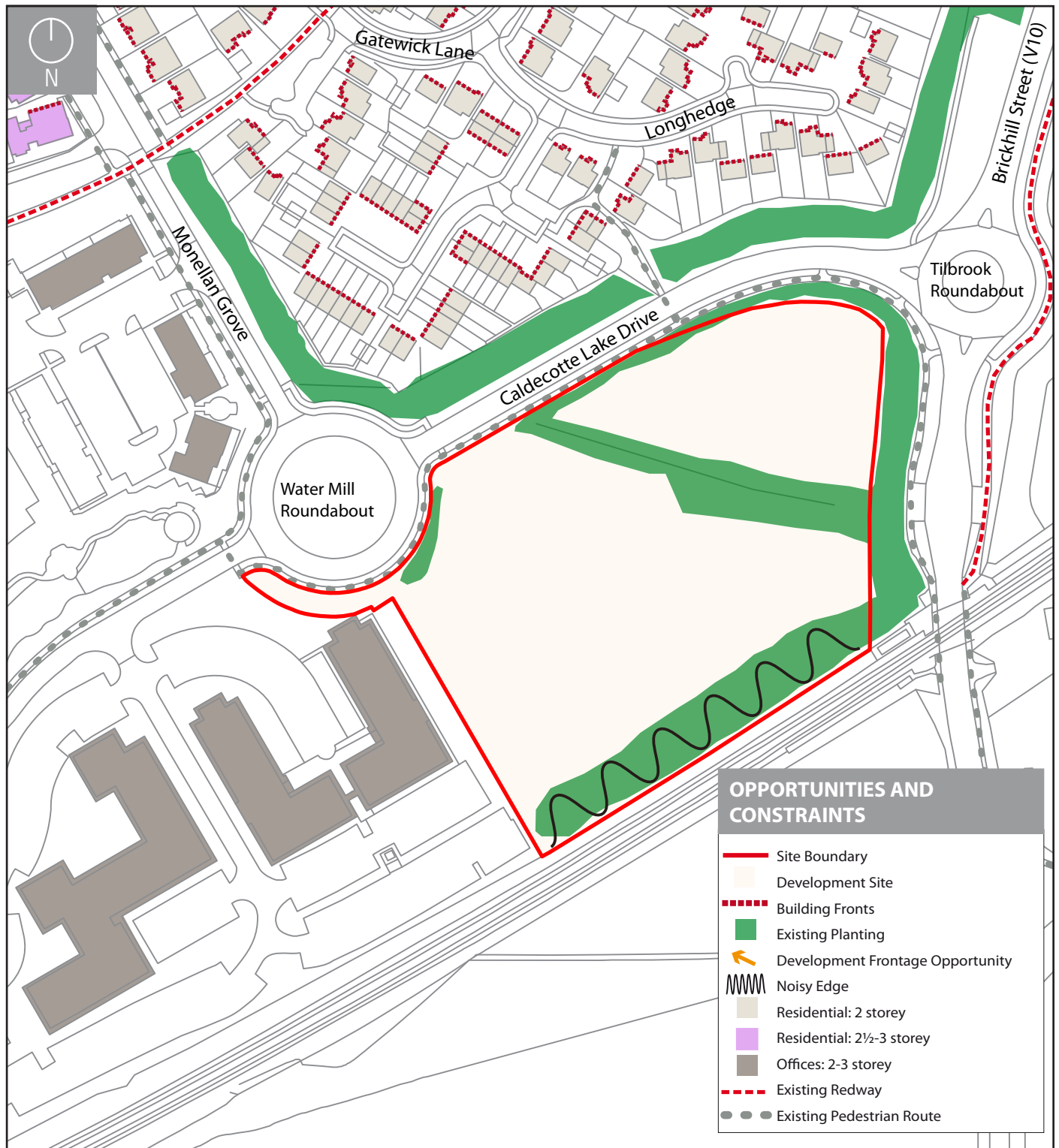


Figure 4: Site Analysis

3.4 Opportunities and Challenges

3.4.1 The preceding sections of the development brief provide an appraisal of the site's existing character and context.

Opportunities

- Site is adjacent to Bow Brickhill Railway Station on east-west rail line.
- Site is accessible by public transport, both bus and rail, and car.
- There is easy access to the redway network.
- Vehicular access can be provided off Water Mill Roundabout.
- The site is generally flat.

Challenges

- Noise from railway.
- Mature hedge and trees within site.
- Landscaping along Brickhill Street and Caldecotte Lake Drive reduces the site's visibility.
- Significant on-street parking, related to existing employment uses, occurs on Caldecotte Lake Drive.

3.4.2 The opportunities and challenges have served to underpin the rationale behind the approach and principles of this Brief and the Parameters Plan, outlined in section 5.



Pedestrian access to housing on northern side of Caldecotte Lake Drive.



Rail crossing on Brickhill Street.



Mature trees and hedgerow crossing the site.

SECTION 4:
DEVELOPMENT
OPPORTUNITIES

4.1 Development Opportunities

- 4.1.1 The planning policy context as outlined in Section 2 highlights that employment development uses are appropriate.

Employment

- 4.1.2 Employment use accords with Local Plan and Core Strategy policies. The site would be particularly appropriate for B1 use, given the nature of adjoining uses. Planning applications for more than 1,000 sq m of B1a/B1b uses will need to provide evidence that demonstrates why the development cannot occur in CMK.

Retail

- 4.1.3 Small-scale retail, as part of a mixed use development, would accord with the Walton Neighbourhood Plan. A small food store could serve both the existing businesses and adjoining housing.
- 4.1.4 Any application for retail development would need to satisfy the NPPF's sequential and impact tests.

Hotel

- 4.1.5 Hotel use would accord with the Walton Neighbourhood Plan.
- 4.1.6 Any application for hotel development would need to satisfy the NPPF's sequential and impact tests.

Housing

- 4.1.7 Residential use would accord with the Walton Neighbourhood Plan.
- 4.1.8 It is expected that 30% of the total housing will be provided as affordable housing, as outlined in the Council's Affordable Housing SPD adopted in 2013.
- 4.1.9 For developments of 50 dwellings or more, a Local Play Area should be provided on site. The play area should accord with the standards set out in Appendix L3 of the Local Plan.

SECTION 5:
PLANNING AND DESIGN
PRINCIPLES

5.1 Introduction

- 5.1.1 This section outlines the principles relevant to the design and development of the site. A Parameters Plan serves to spatially represent the key design principles.
- 5.1.2 Development proposals should be based on a thorough appraisal of the site's context.

5.2 Layout

- 5.2.1 The layout of development should respect the existing planting that exists on the northern and eastern edges of the site and be setback behind it. Development should be laid out and designed so that it fronts onto Caldecotte Lake Drive. As vehicular access is not allowed from Caldecotte Lake Drive, private drives should be included parallel to Caldecotte Lake Drive to provide frontage access to properties. The layout can be such that housing can front or back onto the other three boundaries.
- 5.2.2 Private areas created as part of the development should be inaccessible to the public.

5.3 Key Buildings and Frontages

Key Buildings

- 5.3.1 The north-eastern corner of the site is an appropriate location for a key building, which will assist with way-finding. It should be designed so that it is distinct from the surrounding buildings by virtue of its use, scale, architectural style, detailing or materials.

Frontages

- 5.3.2 The most important frontage is onto Caldecotte Lake Drive. Development should however overlook all other streets created as part of the development. In this regard care must be taken to avoid layouts and building footprints that result in blank elevations that front any of these routes.

5.4 Building Heights

- 5.4.1 Buildings should be predominantly 2-3 storeys in height. 4 storeys would be appropriate for a key building in the north-eastern corner of the site.

5.5 Detailed Design Appearance

- 5.5.1 The architectural approach to development should be informed by the contextual analysis.
- 5.5.2 As a general principle, the appearance of buildings should reflect Milton Keynes's ethos as a forward thinking, and innovative city. All buildings should be of exceptional design quality, should be well proportioned, should enhance their surroundings and be constructed from high quality, durable materials.

5.6 Sustainable Drainage

- 5.6.1 Sustainable drainage will be required to deal with surface water run-off on site. Measures that could be incorporated include green/brown roofs, rainwater harvesting systems, permeable pavements, and filter strips and swales.

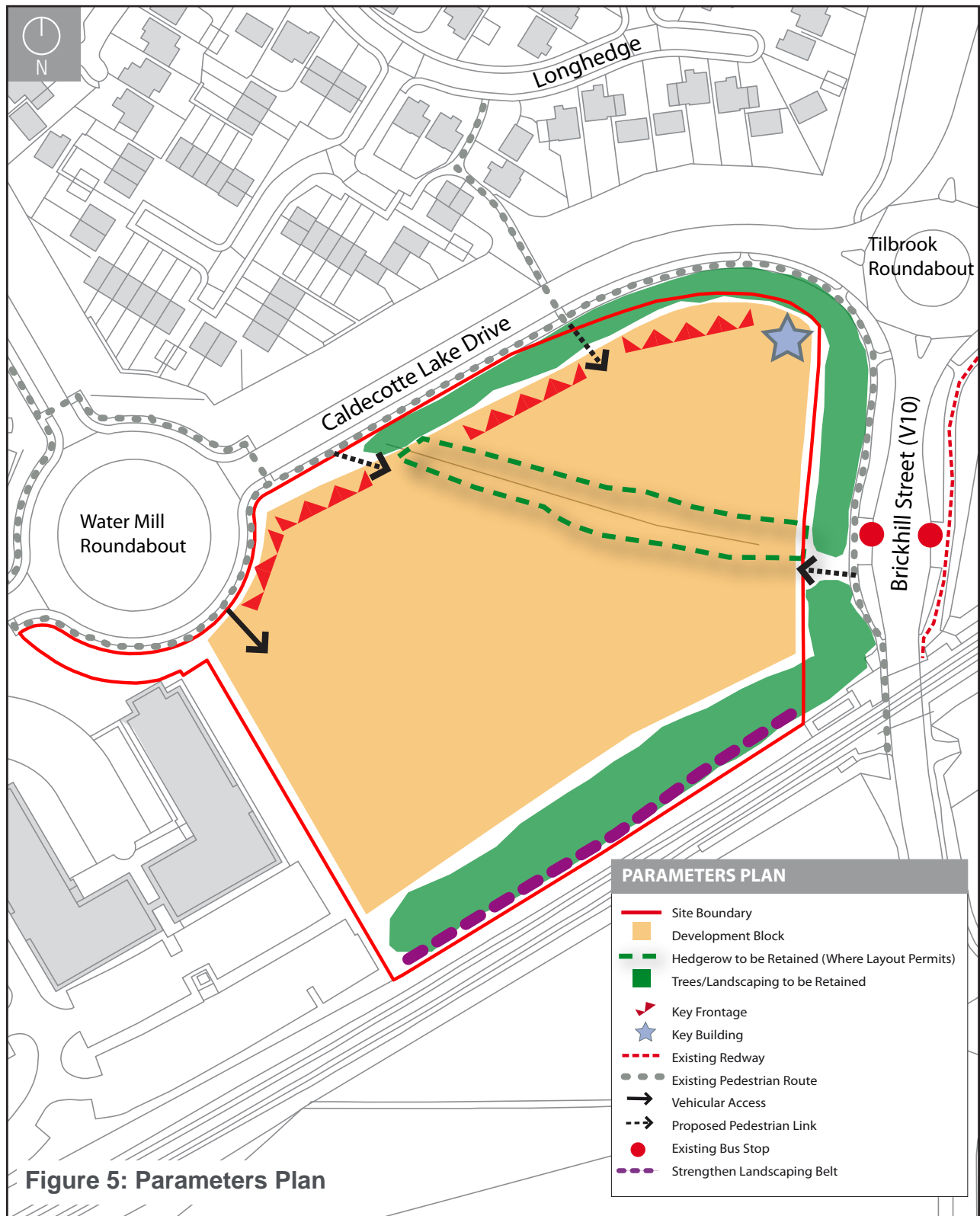


Figure 5: Parameters Plan

5.6.2 When making planning applications it is essential that, to get the best results, the integration of water and SuDS options are considered early in the site evaluation and planning process, not just at the detailed design stage. Full consideration of SuDS at the pre-application and outline stage is important to ensuring surface water management is fully integrated into the development, leading to an effective drainage design, providing multiple benefits and with costs considered from the outset. Further guidance and information can be found in the “Milton Keynes Council Surface Water Drainage; Local Guidance for Planning Applications”, which is available on the Council's website.

5.7 Sustainable Construction and Energy Efficiency

- 5.7.1 The Council's Local Plan Policy D4 and its supplementary Sustainable Construction SPD sets sustainability standards that will have to be considered as part of the overall design process.
- 5.7.2 To satisfy policy D4, developers will either need to produce a sustainability statement showing how the requirements of the relevant checklist in the SPD will be satisfied, or carry out a BREEAM assessment demonstrating how an excellent standard will be achieved.

5.8 Access and Movement

- 5.8.1 Vehicular access into the site will be taken as a fourth arm off Water Mill roundabout. This will result in an off centre alignment which would need further assessment as detailed designs

come forward. If this proves not to be possible, MKC's Highways team have confirmed that an access direct off Caldecotte Lake Drive would be an acceptable option.

- 5.8.2 Pedestrian/cycle links should be provided linking the development with the residential development to the north of Caldecotte Lake Drive and the bus stops and railway station on Brickhill Street.
- 5.8.3 Planning applications for proposals must include a Transport Assessment and a Travel Plan, produced in consultation with local transport providers and agreed with the Council. A Transport Assessment identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
- 5.8.4 Network Rail is concerned that development proposals for this area may impact upon the type and volume of user at the level crossing as well as increase the usage at the crossing. In the light of this, the Transport Assessment should include specific consideration of the impacts of pedestrian and vehicular traffic upon Bow Brickhill Level Crossing.

5.9 Parking

- 5.9.1 Car and cycle parking must be in accordance with Milton Keynes Council's Parking Standards.
- 5.9.2 For employment and commercial uses, car parking areas should be broken up with landscape and tree planting.

5.9.3 For residential uses, the location of parking should accord with the Car Parking Standards SPD.

5.9.4 Vehicle electric charging points should be provided in line with the Council's Car Parking Standards.

5.10 Public Realm and Landscaping

5.10.1 The landscape design should help to tie buildings together and create a coherent and unified structure for the site.

5.10.2 There is a heavily planted frontage to Caldecotte Lake Drive and Brickhill Street. This landscaping should be retained in order to provide a soft planted boundary to the development.

5.10.3 An enhanced planting buffer should be provided to the railway line boundary to mitigate visual impact. Developers should refer to Network Rail's "Recommended Planting Species" (July 2015) when selecting appropriate species to plant adjacent to or in close proximity to the existing railway boundary.

5.10.4 There is an existing hedgerow that runs across north-eastern corner of the site. Prior to development, a survey of the hedge should be undertaken to assess its quality and its biodiversity value. Subject to the findings of this assessment, the hedgerow should be retained where the layout permits. If it is not possible to retain the hedge, replacement planting should be provided elsewhere within the site.

5.10.5 There are a number of trees on the site. Prior to development, an arboricultural survey should be

undertaken which plots the location of the trees and assesses their quality.

5.10.6 Development proposals should be accompanied by a plan illustrating indicative landscape principles for the site.

5.11 Nature Conservation

5.11.1 The railway line to the south of the site is designated as a wildlife corridor in the Local Plan. There is an existing hedgerow and trees within the site which are likely to have biodiversity value. Any proposals for development will require a Preliminary Ecological Appraisal.

5.11.2 In addition, additional biodiversity improvements should be undertaken to satisfy the requirements of the Council's Local Plan Policy NE3.

5.12 Safety and Security

5.12.1 The layout of the development should avoid the creation of areas of public realm that are 'leftover' and not overlooked by any development, as they can become areas of anti-social behaviour. Furthermore, there should be no ambiguous space in terms of ownership.

5.13 Noise

5.13.1 The LPA and the developer(s), along with their chosen acoustic contractors, need to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway. Noise and Vibration Assessments should also consider the potential

for usage on railway lines to increase, e.g. increased frequency of trains, freight trains, bank holiday and weekend services, evening or night-services.

5.14 Superfast Broadband

- 5.14.1 All new developments are encouraged to provide superfast broadband. Larger developments of 30 or more homes can have the infrastructure installed for free if they start the application process very early in the lifecycle of their developments.

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