

South Caldecotte Development Framework Supplementary Planning Document

CONSULTATION DRAFT



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SECTION 1: INTRODUCTION

- 1.1 Introduction
- 1.2 Role of Development Framework
- 1.3 Status of Development Framework
- 1.4 Planning Policy Background
- 1.5 Planning Summary

1.1 Introduction

- 1.1.1 The site extends to approximately 56.8 ha (140 acres) and is located within Bow Brickhill parish. The site is strategically located next to the A5 Trunk Road (see figure 1.1).
- 1.1.2 The site is allocated for employment development in the Submission Version of Plan:MK.
- 1.1.3 Milton Keynes is in the Oxford-Cambridge Arc. East-west rail proposals and growing up to 500,000 people means this development can capitalise on these opportunities and provide jobs for the projected population growth.

1.2 Role of the Development Framework

- 1.2.1 The purpose of this document is to provide planning and design guidance for the development of this site. 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 It is a requirement of policy SD12 in the Submission Version of Plan:MK that Development Frameworks are prepared for strategic development sites.

1.3 Status of Development Framework

- 1.3.1 The Development Framework will be adopted as a Supplementary Planning Document

(SPD) once Plan:MK has been adopted. In the interim it will be used to guide discussions with developers of the site, and to demonstrate the site's deliverability. The Development Framework accords with the National Planning Policy Framework, Plan:MK and the Core Strategy.

- 1.3.2 It is being prepared according to the Town and Country Planning (Local Planning) (England) Regulations 2012. These regulations require that the SPD is subject to public consultation.

1.4 Planning Policy Background

National Planning Policy Framework

- 1.4.1 The National Planning Policy Framework (NPPF) was published in 2012. At the heart of the NPPF is a presumption in favour of sustainable development.
- 1.4.2 The following sections of the NPPF are of particular relevance to the development of this site:
- Building a strong, competitive economy
 - Requiring good design
- 1.4.3 The NPPF states that Supplementary Planning Documents (SPDs) "add further detail to the policies in the Local Plan." and are capable of being a material consideration in planning decisions but are not part of the development plan."

Milton Keynes Local Plan

- 1.4.4 The Milton Keynes Local Plan was adopted in December 2005. The following relevant



Figure 1.1: Site Location

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.

- Policy CS13 Ensuring High Quality, New Designed Places
- Policy CS18 Healthier and Safer Communities
- Policy CS19 The Historic and Natural Environment

1.4.5 The site is identified as a linear park extension (policy S12). Land alongside the A5 is identified as a wildlife corridor in the Local Plan (policy NE1).

1.4.10 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.

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

1.4.7 Policies D1 and D2-D2A are general design policies that apply borough-wide. They look at the impact of development proposals on locality, urban design objectives and the design of buildings. Policies T10 and T15 consider traffic impacts and parking provision respectively, while Policy T11 sets out the thresholds regarding whether or not a Transport Assessment/Travel Plan is required.

Core Strategy

1.4.8 The Core Strategy was adopted in July 2013 and forms part of the development plan for Milton Keynes.

1.4.9 Relevant Core Strategy policies include:

- Policy CSA National Planning Policy Framework - Presumption in favour of sustainable development
- Policy CS11 A Well Connected Milton Keynes
- Policy CS12 Developing Successful Neighbourhoods

Plan:MK

- 1.4.11 The Proposed Submission Plan:MK consultation document was published in October 2017. It is anticipated that an examination will take place in summer 2018.
- 1.4.12 Policy SD16 of Plan:MK allocates the site as a strategic employment allocation for a mix of B2 and B8 uses and sets out a number of criteria to which the development of the site should adhere.
- 1.4.13 Plan:MK includes general policies on: employment development strategy (DS3), place-making (SD1), general principles for strategic urban extensions (SD11), delivery of strategic urban extensions (SD12), sustainable construction (SC1), community energy networks (SC3), flood risk (FR2), watercourses (FR3), biodiversity (NE1-NE3), green infrastructure (NE4), landscape character (NE5), environmental pollution (NE6), heritage assets (HE2), open space (L4), design (D1-D4), housing (HN1-HN6), transport (CT1-CT6), parking (CT10), digital communications (CT9), promoting healthy communities (EH7) and infrastructure (INF1).

Supplementary Planning Guidance (SPG)/Documents (SPDs)

- 1.4.14 The following Supplementary Planning Guidance/Documents (SPG/SPDs) will also be considered as material considerations when preparing any planning application for the site:
- Milton Keynes Drainage Strategy – Development and Flood Risk SPG (2004)
 - Sustainable Construction SPD (2007)
 - Parking Standards SPD (2016)
 - A suite of Supplementary Planning Documents and Guidance relating to Developer Contributions

1.5 Planning Summary

- 1.5.1 Whilst the site is allocated for a linear park in the Local Plan, Policy SD16 in the submission version of Plan:MK represents the most up-to-date local planning document and therefore the site is being proposed for employment uses.

Policy SD16

STRATEGIC EMPLOYMENT ALLOCATION, LAND SOUTH OF MILTON KEYNES, SOUTH CALDECOTTE

Land south of Milton Keynes in South Caldecotte - as shown on the Policies Map – is allocated for the development of a mix of Class B2 and B8 employment floorspace within the plan period.

The development will be brought forward in line with all relevant policies in Plan:MK, particularly Policy SD1, SD11, SD12 and INF1.

The development must accord with the following principles:

1. A minimum of 195,000m² of Class B2/B8 and ancillary B1 employment floorspace.
2. Access to be taken from Brickhill Street, which will be upgraded to grid road standard.
3. The development will be subject to a Transport Assessment, which will investigate the development's impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements as agreed by the relevant highway authorities and Highways England. The Transport Assessment will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development.
4. A green open space link will be created on the site, linking into Caldecotte Lake to the north and providing future opportunity to link the park to the south/east. The open space link should include access and connectivity to Caldecotte Lake with mechanisms in place for its sustainable management over the long term and balancing ponds as part of a Sustainable Urban Drainage system across the Brickhill railway station and the existing Public Right of Way running along the site's northern boundary will be effectively integrated into the development.
6. Building heights should be informed by the Landscape and Visual Impact Assessment (LVIA) and should avoid unacceptable impact on the wider landscape and heritage assets.
7. The design and appearance of buildings should be sensitive to the neighbouring uses, with development fronting Brickhill Street being sensitive to views into the site from the wider landscape. Buildings should be designed to provide an attractive entrance to Milton Keynes from the south.
8. Existing vegetation to site boundaries should be maintained and enhanced to screen the development from wider views where a LVIA deems this necessary. New planting should be of native species to mitigate the loss of hedgerows necessary to facilitate development.
9. A desktop Archaeological Assessment should be undertaken to understand the likely presence of archaeological remains within the site. The recommendations of the Assessment will be implemented prior to each phase of development commencing. It may be necessary to undertake a field investigation to understand the archaeological potential and significance of this site and inform the layout of development.

SECTION 2:

THE SITE AND ITS CONTEXT

- 2.1 Introduction
- 2.2 South Caldecotte
- 2.3 Surrounding Area and Edge Conditions
- 2.4 Topography, Views and Drainage
- 2.5 Landscape Character
- 2.6 Habitat and Vegetation
- 2.7 Access and Movement
- 2.8 Heritage
- 2.9 Utilities
- 2.10 Conclusions

2.1 Introduction

2.1.1 “A thorough appreciation of the overall site context is the starting point for designing a distinct place” (Urban Design Compendium, 2000). This section sets out the context of the SLA and the surrounding area. The constraints and opportunities identified help to shape the Development Framework. Individual planning applications should be supported by a contextual analysis as part of the preparation of Design and Access Statements.

2.2 South Caldecotte

2.2.1 South Caldecotte is located on the southern edge of Milton Keynes and comprises a total area of approximately 57 hectares. The site is triangular in shape and is currently in agricultural use. Cross Roads Farm is located in the southern corner of the site.



View looking west along northern boundary of site



View looking east towards Brickhills

2.3 Surrounding Area and Edge Conditions

Surrounding Area

- 2.3.1 The built-up area of Milton Keynes lies to the north of South Caldecotte. Immediately to the north is the Marston Vale railway line - Bow Brickhill Station is located adjacent to the level crossing on Brickhill Street. Beyond is Caldecotte, comprising Caldecotte Business Park immediately north of the railway line and then Caldecotte Lake and residential estate further to the north. To the north-west of the site on the western side of the A5 lies the significant and visually dominant Tesco Distribution warehouse.
- 2.3.2 Agricultural land and the village of Bow Brickhill lies to the east of the site.
- 2.3.3 Immediately to the south-west of the site is the A5 Trunk Road. Beyond the A5, to the west is the Ouzel Valley and Fenny Stratford; to the south is the proposed Eaton Leys housing development.

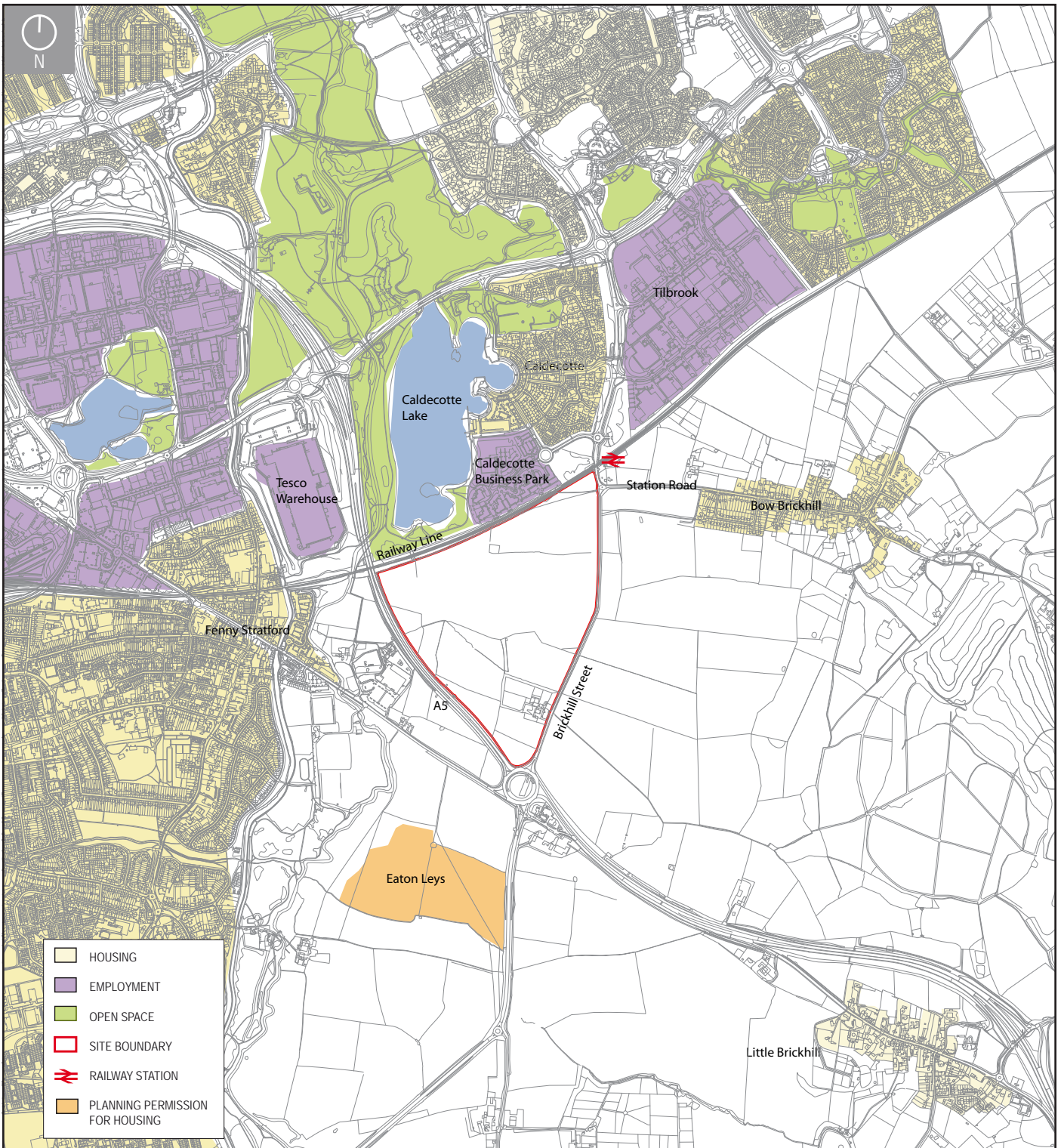


Figure 2.1 Surrounding Area

Edge Conditions

2.3.4 Edge conditions are important to evaluate, as they form the interface with the existing context. Depending on their nature, they can inform a certain development or open space response.

The site is well-defined and self-contained by three significant pieces of infrastructure:

- The Marston Vale railway line forms the northern boundary of the site. The line is raised up above the level of the site in the north west corner. There is existing planting along the boundary. The railway provides a visual and movement barrier.
- The A5 Trunk Road forms the western boundary of the site. There is existing planting along this edge of the site. There is limited visibility of the site from the public realm, as most people viewing the site will be travelling at speed along the dual carriageway.
- Brickhill Street is currently a rural single carriageway road. There is existing planting along the boundary, but there will still be visibility of the site from the public realm.

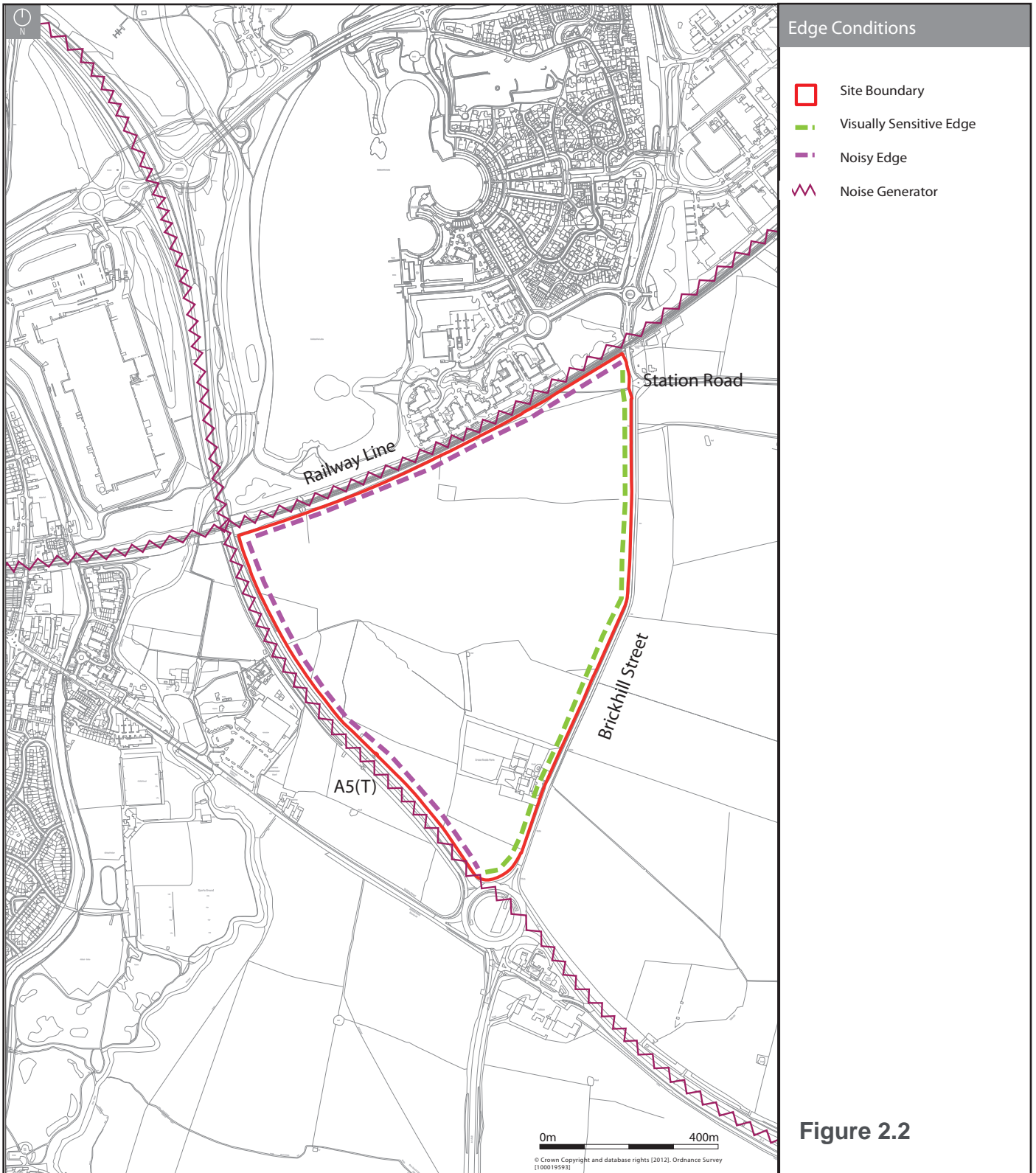


Figure 2.2

2.4 Topography, Views and Drainage

- An ordinary watercourse runs east-west across the site from Brickhill Street under the A5 and onto the River Ouzel.
- All new development must be set back at an appropriate width as agreed by the Environment Agency, Lead Local Flood Authority or Internal Drainage Board, in order to provide an adequate undeveloped buffer zone.
- There are views from within the site to the east towards the Brickhills, from the public right of way adjacent to the pedestrian underpass under the railway.
- The main local views into the site are from Brickhill Street, the A5 roundabout and the northern section of the A5. There are direct views into the site from Station Road.
- Wider views into the site are seen from the Brickhills, with Milton Keynes and Bletchley in the background.
- The high point of the site is in the north-eastern corner of the site. The site slopes gently down from the north-eastern corner towards the A5 (a change of level of approximately 11 metres).
- The area to the east of Brickhill Street is identified in the Local Plan as an Area of Attractive Landscape.

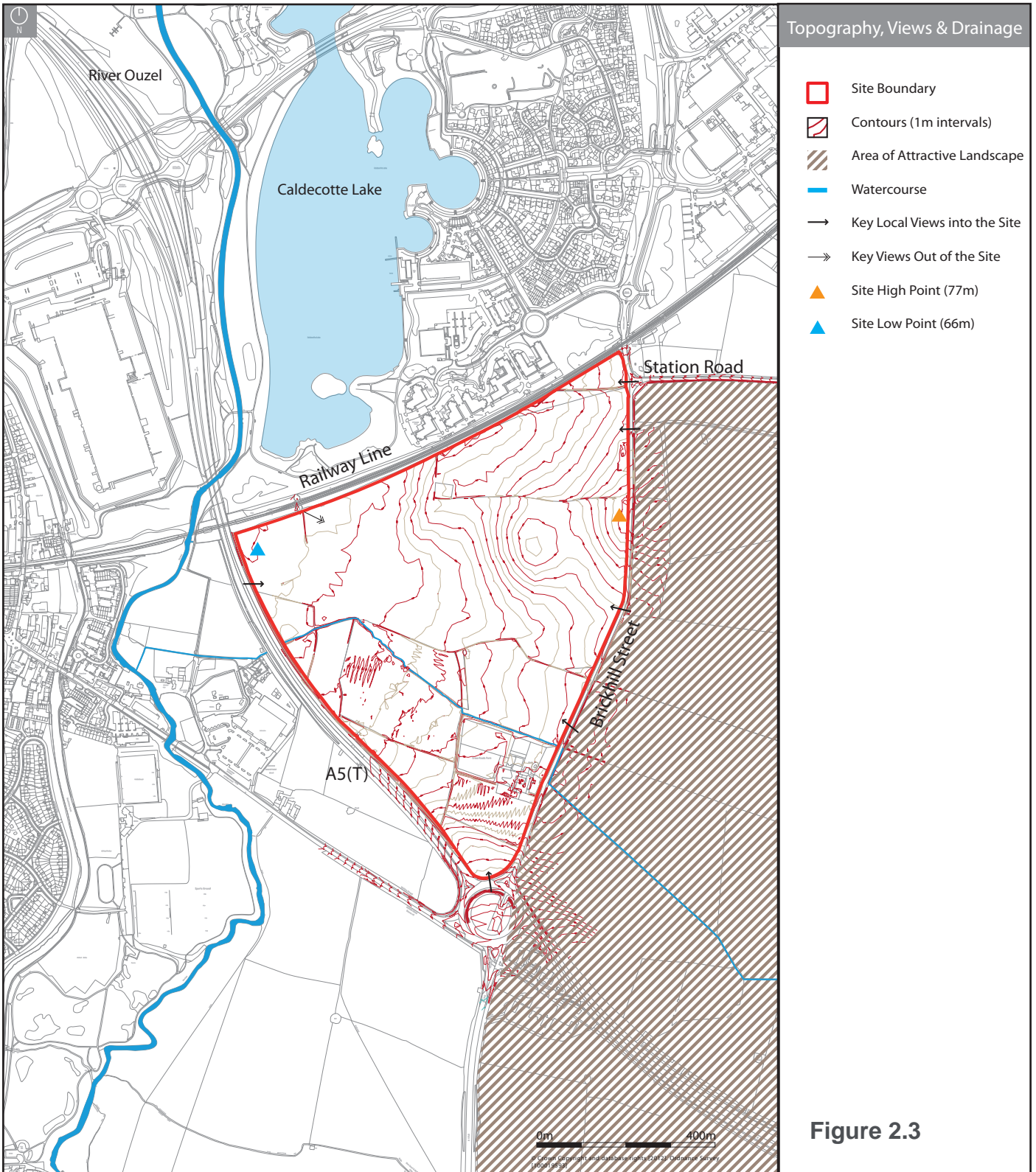


Figure 2.3

2.5 Landscape Character

- 2.5.1 Milton Keynes Council commissioned a Landscape Character Assessment (June 2016) which was prepared by Gillespies. The Milton Keynes Landscape Character Assessment (LCA) provides a detailed review of the landscape character of the Borough and describes and evaluates Landscape Character Types (LCTs) and Landscape Character Areas (LCAs) within the Borough.
- 2.5.2 The SLA lies within the Clay Lowlands Farmland LCT, which comprises low lying and generally flat landscape on the urban edge of Milton Keynes.
- 2.5.3 The South Caldecotte site lies within LCA 4b - Wavendon Clay Lowland Farmland.
- 2.5.4 The LCA sets out a number of guidelines for countryside management relating to the character areas and to new development:
- Ensure that open views across the landscape character area to the Brickhill Greensand Ridge are retained
 - Promote the extended use of the area for informal recreation.
 - Ensure right of way access and signage from urban areas into the rural areas is clear and well maintained.
 - Promote indigenous plant species and use of species of local provenance wherever possible.
 - encourage appropriate management of all drainage ditches to improve wildlife value, by improving water quality and establishing grass 'verges'.

- Promote hedgerow restoration and improvements throughout the area to provide visual and ecological links between existing and proposed woodland.

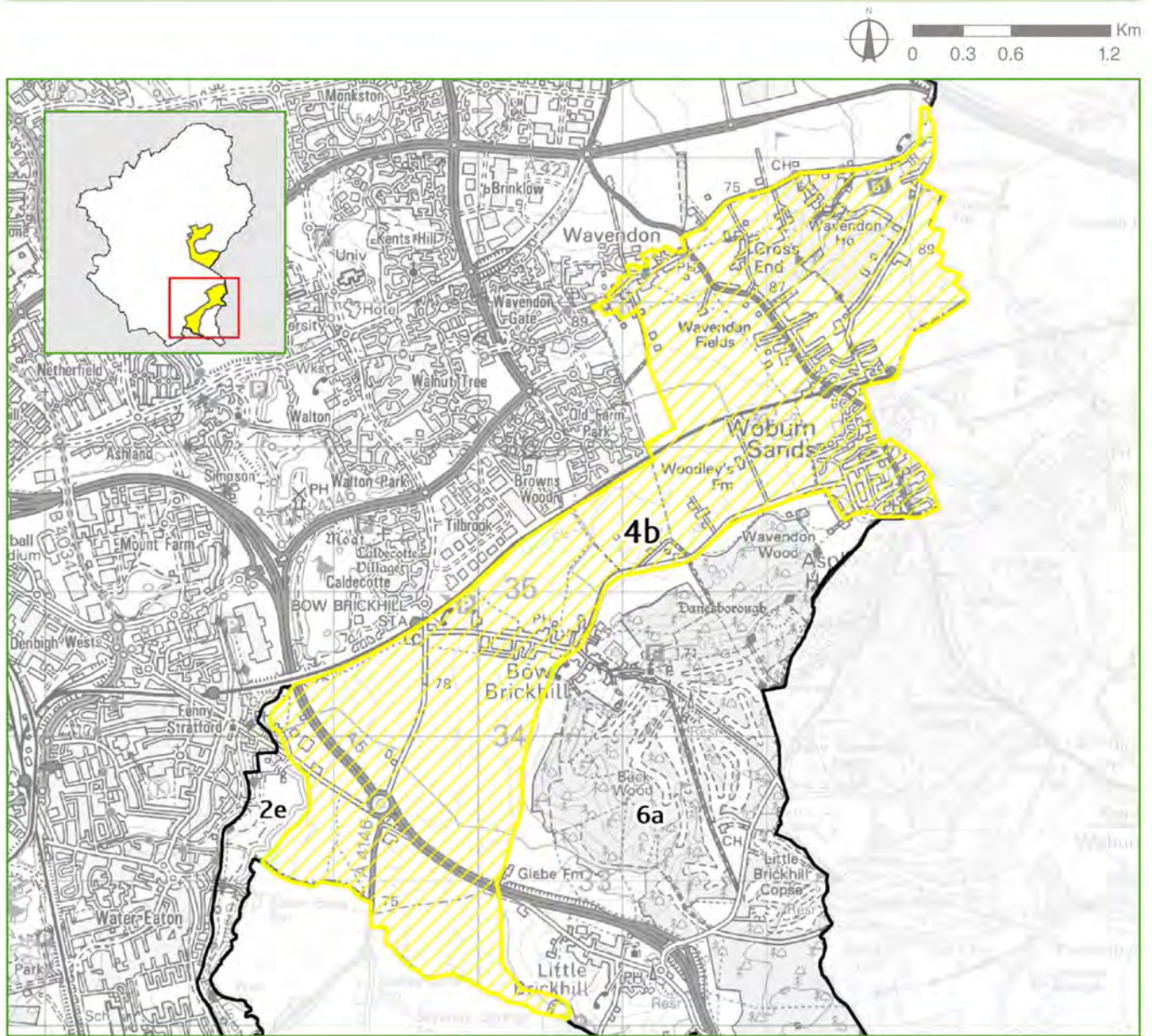
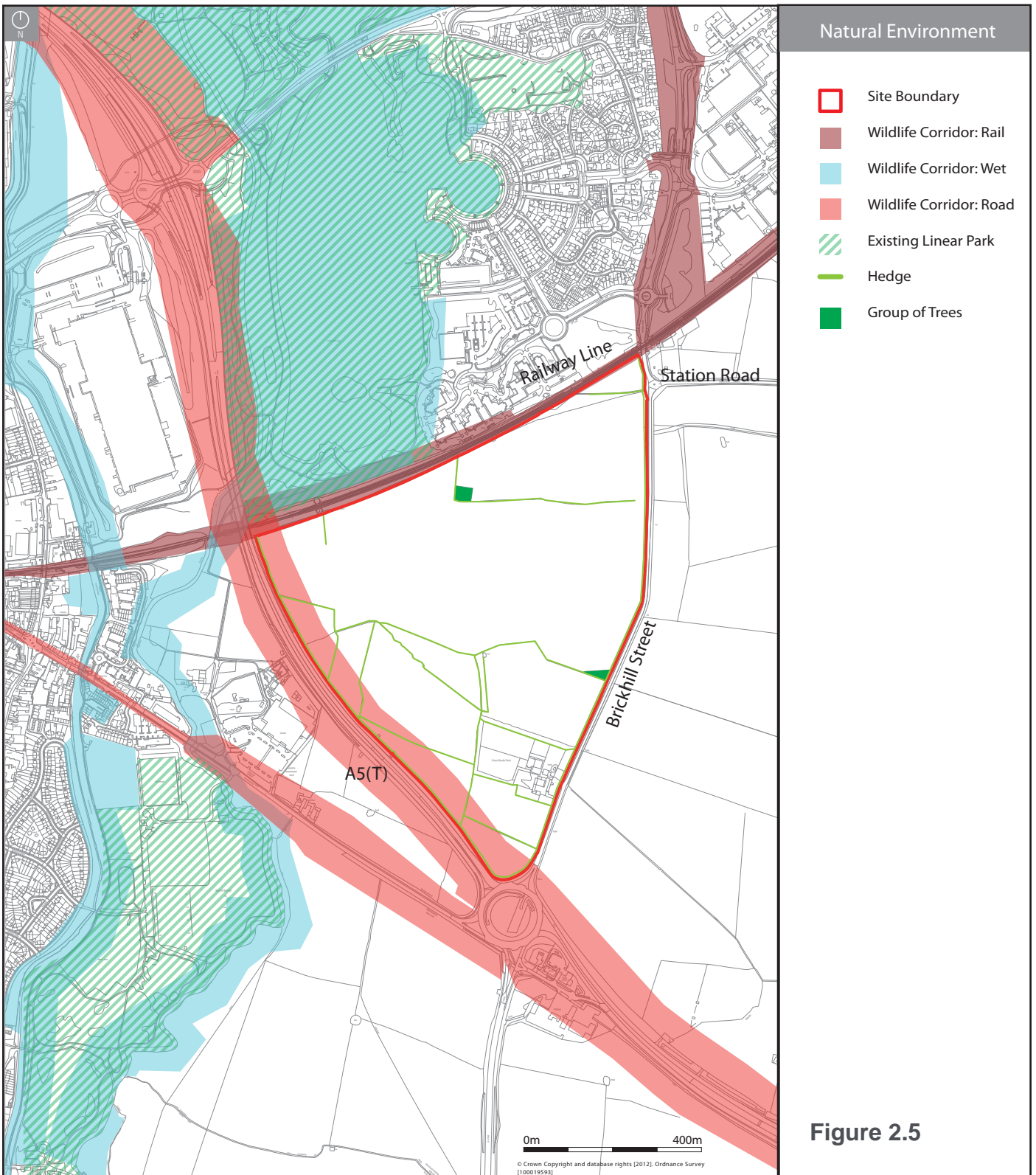


Figure 2.4 Landscape Character (Source: Landscape Character Assessment - June 2016)

2.6 Habitat and Vegetation

- Within the site, the main existing features are hedges.
- There are two small groups of trees within the site.
- The Local Plan identifies land alongside the Marston Vale railway line and alongside the A5 Trunk Road as wildlife corridors.
- The existing watercourse that runs through the site provides a wildlife habitat.
- Further priority habitats may be identified through further survey work.



Natural Environment

- Site Boundary
- Wildlife Corridor: Rail
- Wildlife Corridor: Wet
- Wildlife Corridor: Road
- Existing Linear Park
- Hedge
- Group of Trees

Figure 2.5

2.7 Access and Movement

Public Transport

- The area is served by a railway station at Bow Brickhill on the current Bedford to Bletchley line which is also the route for East-West rail.
- There is an existing bus route (18) that runs along the southern part of Brickhill Street which currently serves Woburn Sands, Bletchley and CMK. There are bus routes that run along the A5 and that serve Caldecotte.
- There are existing bus stops on Brickhill Street just north of the level crossing, and on Station Road.

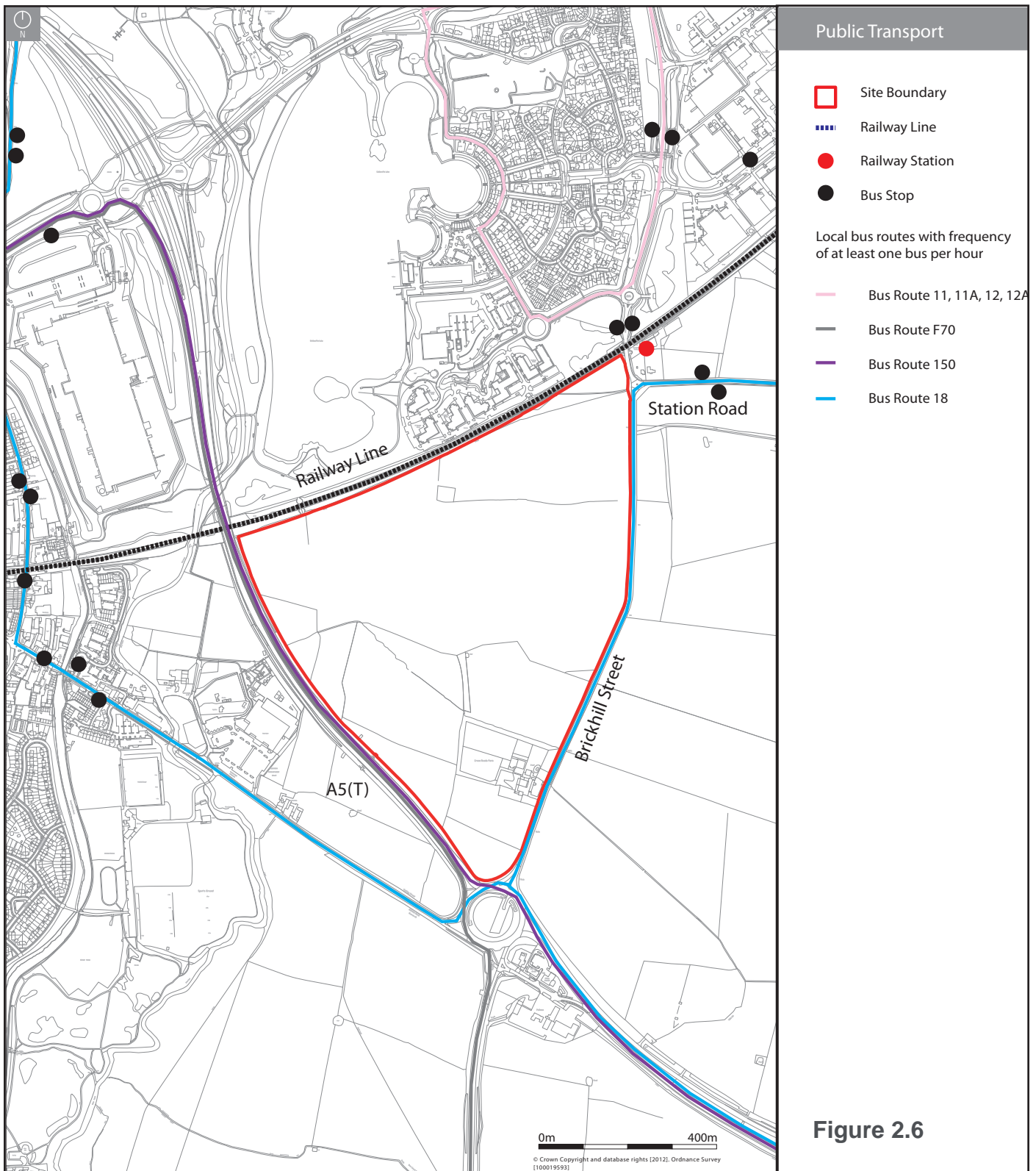


Figure 2.6

Existing Road Hierarchy, Pedestrian and Cycle Routes

- The A5 Trunk Road skirts the western edge of the site and provides connection to the M1 at junction 11A just north of Luton/Dunstable. The A5 also provides a connection to CMK to the north of the site.
- To the north of the railway line Brickhill Street (V10) forms part of the grid road system. South of the railway line Brickhill Street is a rural road with no footways or redways and is not currently to grid road standard.
- The redway network north of the site stops at the level crossing on Brickhill Street.
- A public footpath runs along the northern edge of the site, connecting Bow Brickhill to Caldecotte via an underpass under the railway line.
- Improvements are to be made to the A5 roundabout as part of the Eaton Leys housing scheme.

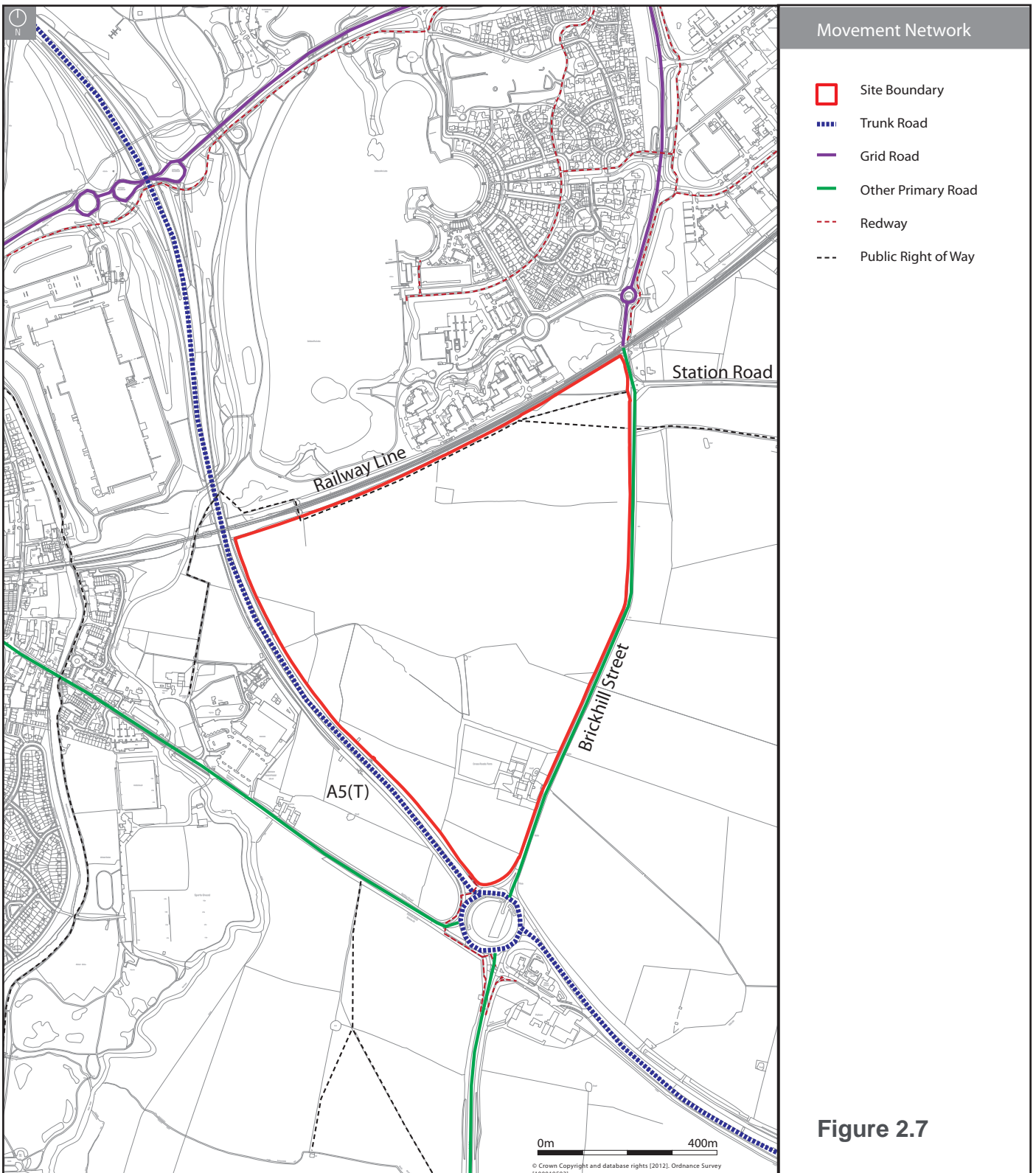


Figure 2.7

2.8 Heritage

- There is a Scheduled Ancient Monument adjacent to the site, described as Roman town of Magiovinium and Roman fort.
- Archaeological excavations in advance of the construction of the A5(T) in 1977-78 revealed a roughly N-S aligned Roman road, perpendicular to Watling Street and associated regular ditched plot boundaries as well as evidence for metalworking/industrial activity and several groups of early Roman cremations. It is highly likely that this activity continues along the predicted line of the Roman road into the proposed development site.
- There are no listed buildings or conservation areas in the vicinity of the site.

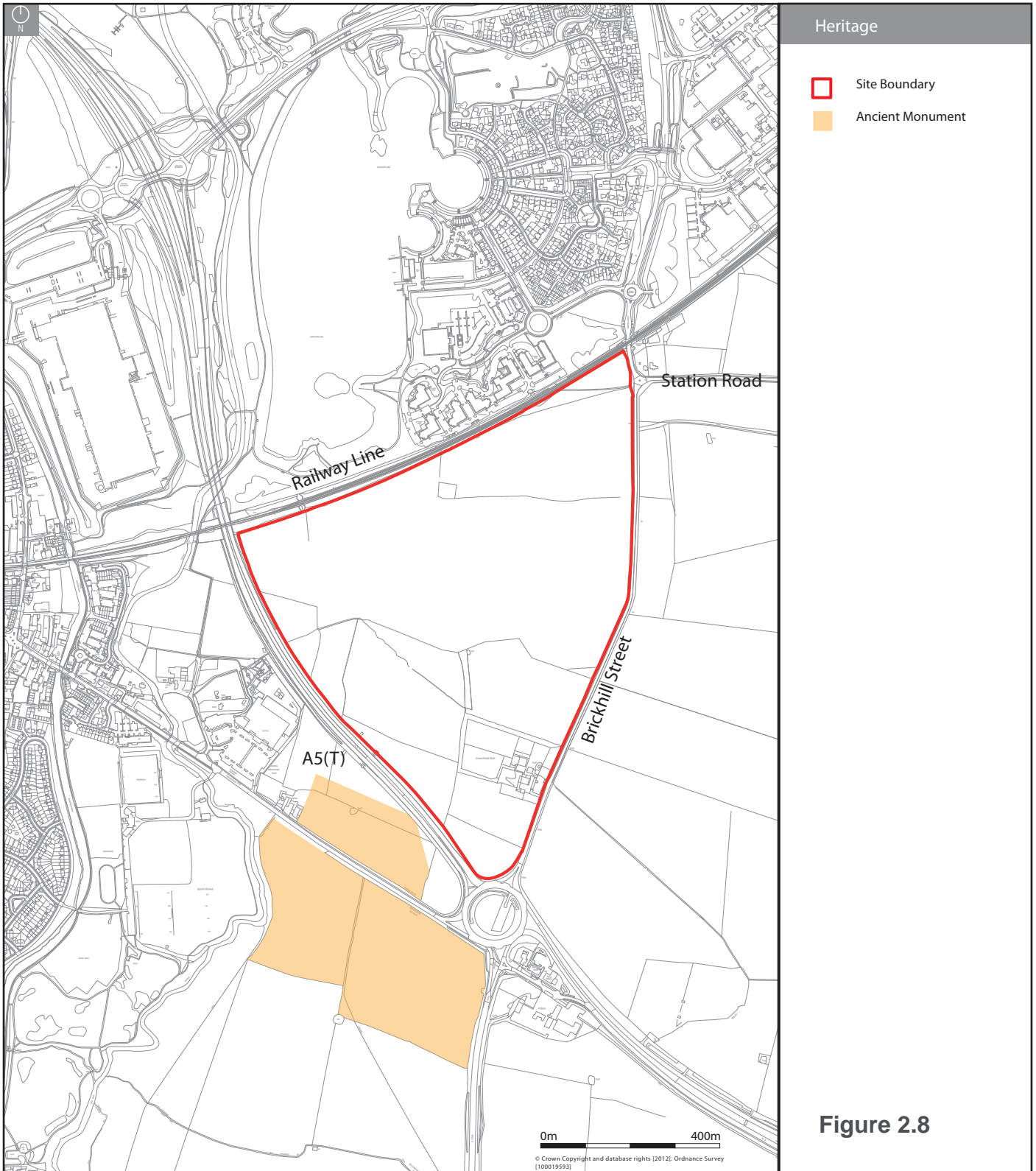


Figure 2.8

2.9 Utilities

- There are also overhead lines crossing the area, but these are not considered to be a major constraint.
- There is an Anglian Water compound within the site adjacent to Brickhill Street, which is likely to be a constraint to development.
- There is a high pressure gas pipeline which runs in a north-south direction to the east of the site.

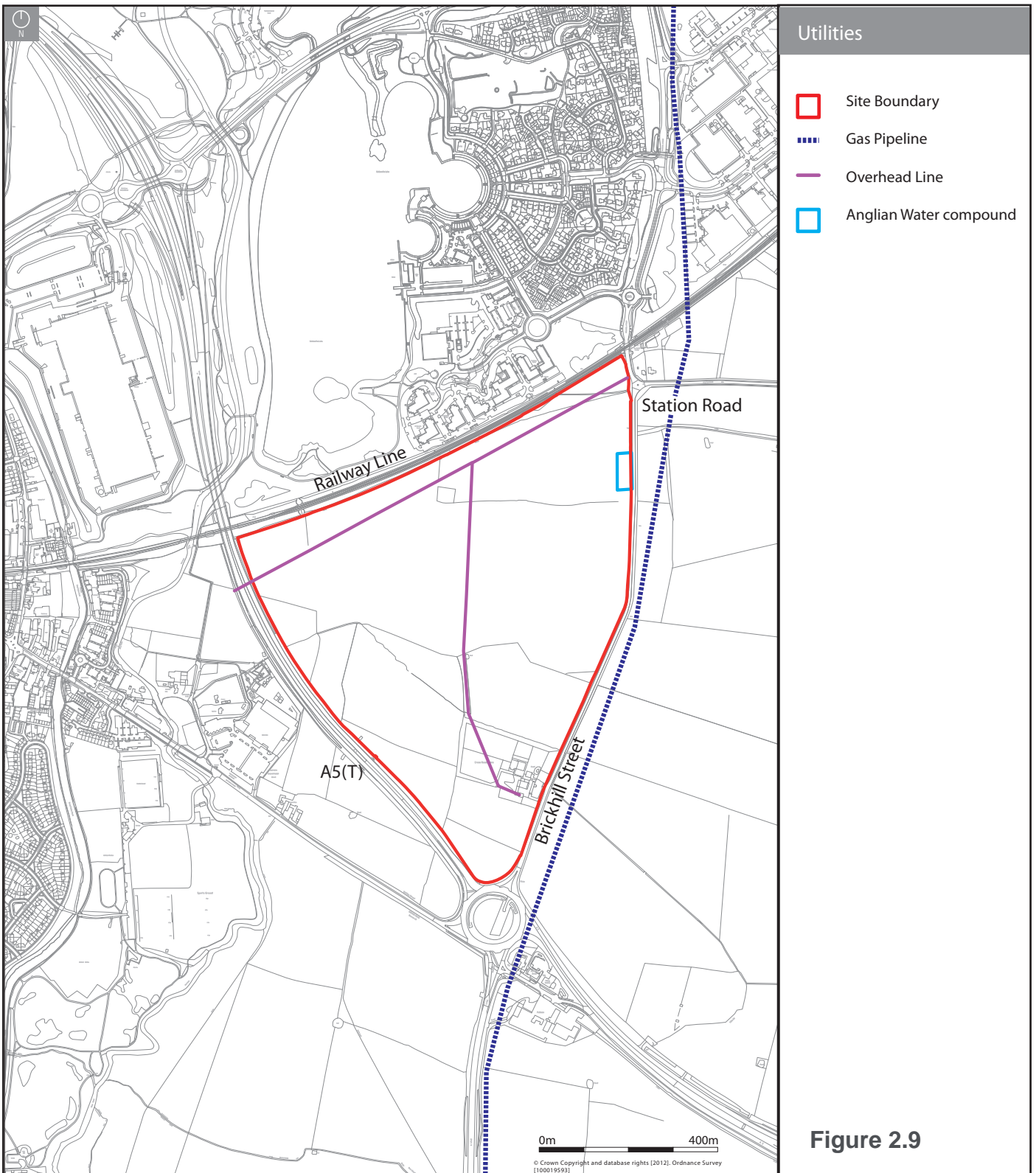


Figure 2.9

2.10 Opportunities and Constraints

Edge Conditions

- Brickhill Street is a visually sensitive edge.
- The A5 and Marston Vale railway line are noise generators.

Topography, Views and Drainage

- The main views into the site are from Brickhill Street, the A5 roundabout and the northern section of the A5. There are direct views into the site from Station Road.
- Wider views into the site are seen from the Brickhills.
- The high point of the site is in the north-eastern corner of the site. The site slopes gently down from the north-eastern corner towards the A5 (a change of level of approximately 11 metres). A watercourse runs east-west across the site from Brickhill Street under the A5 and onto the River Ouzel.

Habitat and Vegetation

- Within the site, the main existing features are hedges.
- The Local Plan identifies land alongside the Marston Vale railway line and alongside the A5 Trunk Road as wildlife corridors.

Public Transport

- The area is served by a railway station at Bow Brickhill on the current Bedford to Bletchley line which is also the route for the East-West rail route.
- There is an existing bus route (18) that runs along the southern part of Brickhill Street. There

are bus routes that run along the A5 and that serve Caldecotte.

- There are existing bus stops on Brickhill Street just north of the level crossing, and on Station Road.

Road Hierarchy

- Brickhill Street, which south of the railway line is not a grid road, will provide vehicular access to the site.
- The A5 Trunk Road provides access to the M1 at junction 11a just north of Luton/Dunstable.

Pedestrian And Cycle Routes

- The redway network north of the site stops at the level crossing on Brickhill Street.
- A public footpath runs along the northern edge of the site, connecting Bow Brickhill to Caldecotte via an underpass under the railway line.

Heritage

- Archaeological excavations in 1977-78 revealed a roughly N-S aligned Roman road, perpendicular to Watling Street. It is highly likely that this activity continues along the predicted line of the Roman road into the proposed development site.
- There is a Scheduled Ancient Monument adjacent to the site, described as Roman town of Magiovinium and Roman fort.

Utilities

- There is a high pressure gas pipeline which runs in a north-south direction to the east of the site. An area either side of the pipeline will need to be kept free of any built development.

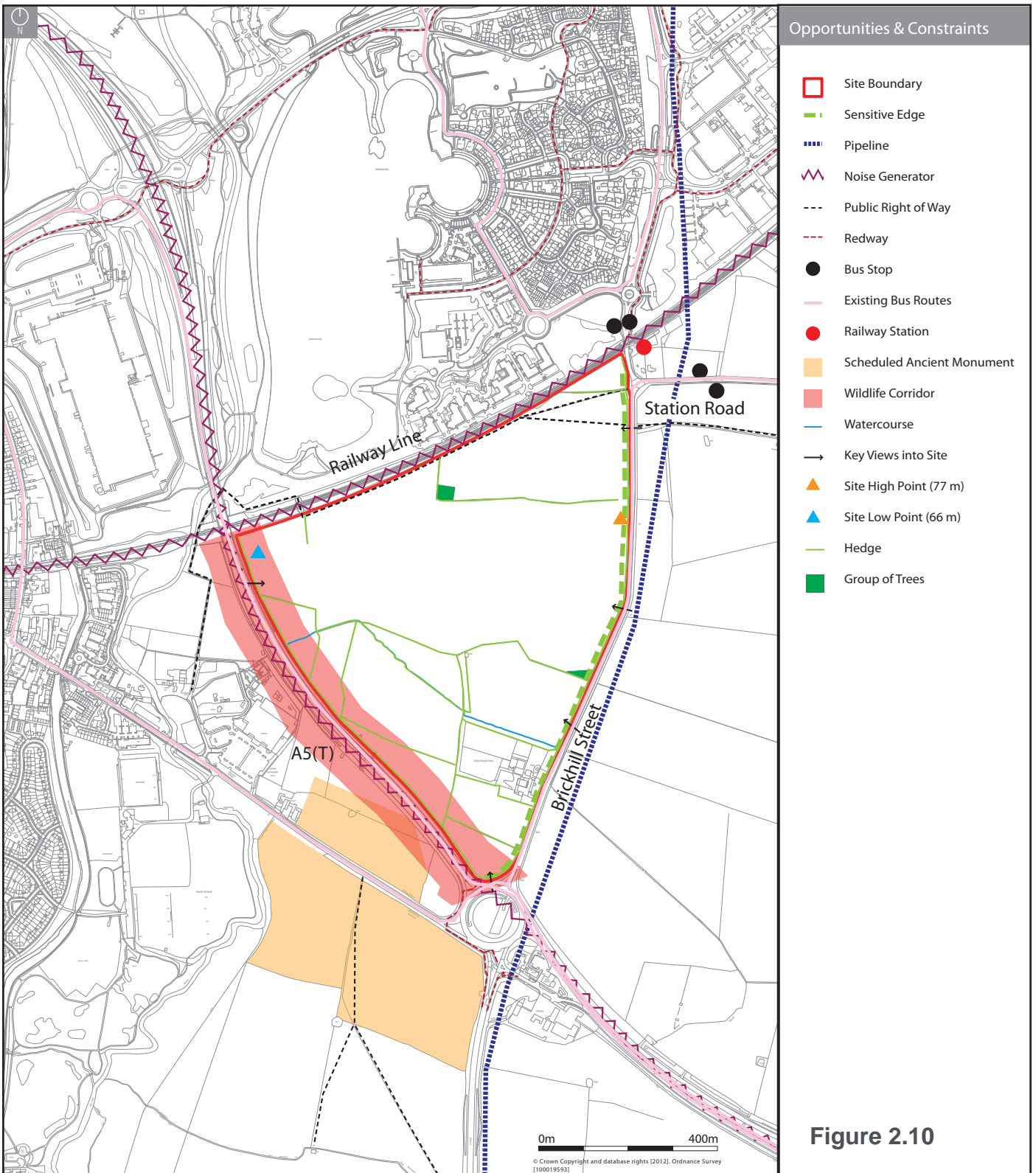


Figure 2.10

SECTION 3:

DEVELOPMENT FRAMEWORK

- 3.1 Introduction
- 3.2 The Vision
- 3.3 Land Uses
- 3.4 Landscape and Open Space Strategy
- 3.5 Movement Framework
- 3.6 Design
- 3.7 Sustainability
- 3.8 Indicative Development Framework Plan

3.1 Introduction

- 3.1.1 The Development Framework is not a masterplan but rather highlights key principles that will help inform and guide subsequent planning applications. The Development Framework looks holistically at the development of the site and seeks to ensure a comprehensive form of development. Development proposals should be informed by a thorough appraisal of the site's context and the opportunities and constraints identified in Section 2.
- 3.1.2 The vision has provided the basis for the development principles specific to the site. It is underpinned by best practice urban design principles.
- 3.1.3 The key strands of the Development Framework are:
- Land Uses
 - Landscape and Open Space Strategy
 - Movement Framework
 - Design
 - Sustainability
- Each strand of the Development Framework builds on the policy requirements set out in the Submission Version of Plan:MK.
- 3.1.4 These strands help to inform the Development Framework Plan.

3.2 The Vision

To create a high quality development that helps meet Milton Keynes employment needs, to attract investment and allows people the opportunity of working close to where they live.

A strategic employment development, founded on best practice in urban design and sustainable development, providing and creating a strategic arrival gateway for Milton Keynes.

Transport facilities will promote the most sustainable forms of movement, such as walking and cycling, and give particular emphasis to public transport. Connections will be made to the rest of Milton Keynes' grid road and transport network.

3.3 Land Uses

Policy SD16 of Submission Version of Plan:MK requires that:

- A minimum of 195,000m² of Class B2/B8 and ancillary B1 employment floorspace.

3.3.1 The site has been identified as being suitable for B2/B8 employment uses. Ancillary B1 employment use will be allowed providing office space for B2/B8 units.

3.3.2 The development should provide a mix of industrial unit sizes, including provision of small business units.



Underpass providing pedestrian route between site and Caldecotte

3.4 Landscape and Open Space Strategy

Policy SD16 of Submission Version Plan:MK requires that:

- A green open space link will be created on the site, linking into Caldecotte Lake to the north and providing future opportunity to link the park to the south/east. The open space link should include access and connectivity to Caldecotte Lake with mechanisms in place for its sustainable management over the long term and balancing ponds as part of a Sustainable Urban Drainage system across the Brickhill railway station and the existing Public Right of Way running along the site's northern boundary will be effectively integrated into the development.
- Existing vegetation to site boundaries should be maintained and enhanced to screen the development from wider views where a LVIA deems this necessary. New planting should be of native species to mitigate the loss of hedgerows necessary to facilitate development.

Policy NE3 of Submission Version Plan:MK requires that:

- Development proposals maintain and protect biodiversity and geological resources, and wherever possible, enhance biodiversity, and the structure and function of ecological networks.

Landscape

3.4.1 A Landscape Visual Impact Assessment (LVIA) should be undertaken to assess the impact of the development on the landscape and to identify appropriate mitigation measures. In addition to any measures identified through the LVIA, development should include:

- a landscaped belt along the western boundary (A5) of the site;
- a landscaped belt along the eastern boundary (Brickhill Street) of the site;

- a landscaped belt along the northern boundary (railway line) of the site;
- green fingers of planting extending from Brickhill Street boundary into the site; and
- tree planting along the Spine Street.

3.4.2 The large footprint nature of the development will result in large development parcels and will require a certain amount of cut and fill. As a result it is unlikely that any meaningful retention of existing hedgerows and trees within the site can practically be achieved. Hedgerows on the edge of the site should be retained and enhanced, except where to provide access. Where hedgerows or trees are lost, compensatory planting should be provided elsewhere within the site.

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

3.4.4 Developers should undertake arboricultural and ecological surveys, which should be submitted alongside their planning application with any mitigation measures incorporated into development proposals..

Areas of Wildlife Interest

3.4.5 Land along the western boundary of the site, adjacent to the A5, and along the northern boundary, adjacent to the railway, are identified as lying within a wildlife corridor. These corridors should be retained and enhanced as ecological habitats.

3.4.6 A site-wide ecological enhancement scheme will be required that incorporates net gains for wildlife into the development. Use of native species within new hedgerows and landscaping will aid this enhancement.

Green Link

3.4.7 Along the edge of the A5 a multi-functional landscaped area of open space will be provided, serving as a recreational and ecological resource, a location for surface water attenuation, and as a noise and visual buffer from the road. This strip may vary in width, but should be designed to ensure that:

- public access, including a pedestrian leisure route, is provided;
- a landscaped belt, including tree planting, is provided;
- provision is made for ecological enhancement; and
- provision is made for sustainable drainage, including wet and dry ponds.

3.4.8 The pedestrian leisure route within the open space should connect the A5 roundabout at the south of the site with Caldecotte to the north (via the existing underpass under the railway).

3.4.9 The completed green link open space should be transferred to the Parks Trust or into a management company on completion, together with the necessary endowment to cover future maintenance costs.

3.5 Movement Framework

Policy SD16 of Submission Version of Plan:MK requires that:

- Access to be taken from Brickhill Street, which will be upgraded to grid road standard.
- The development will be subject to a Transport Assessment, which will investigate the development's impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements as agreed by the relevant highway authorities and Highways England. The Transport Assessment will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development.
- Direct footpath connections to Bow Brickhill railway station and the existing Public Right of Way running along the site's northern boundary will be effectively integrated into the development.

Policy CT3 of Submission Version of Plan:MK requires that:

- The existing redway, footway and right of way network should be retained, improved and enhanced.

Policy CT5 of Submission Version of Plan:MK requires that:

- Where appropriate most developments must be no more than 400m from a bus stop. Bus stops must have good pedestrian access, be open to public supervision and be sheltered where appropriate.

Policy CT6 of Submission Version of Plan:MK requires that:

- New developments will be required to provide electric charging points in line with Milton Keynes Parking Standards.

3.5.1 The Movement Strategy is illustrated on figure 3.1.

3.5.2 The submission of a Transport Assessment will be required as part of any planning application, to determine whether the impact of the development on transport is acceptable. It should identify 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.

3.5.3 The development will be required to contribute to any necessary improvements to the local highway network, including the A5 roundabout.

3.5.4 Vehicular access into the site will be taken off Brickhill Street (V10) from a new junction. The form of the junction will need to be determined through the submission of the Transport Assessment.

3.5.5 It is the Council's intention to upgrade the whole length of Brickhill Street (south of the railway line) to grid road standard in order to serve growth in the wider area to the south east of Milton Keynes. The developer will be required to upgrade the length of Brickhill Street from the A5 roundabout to the new junction to grid road standard. The developer will be required to make a financial contribution towards improvements to the strategic highway network, which would include a contribution to the upgrade of the remainder of Brickhill Street to grid road standard. In order to direct traffic from the development onto the A5, the developer will

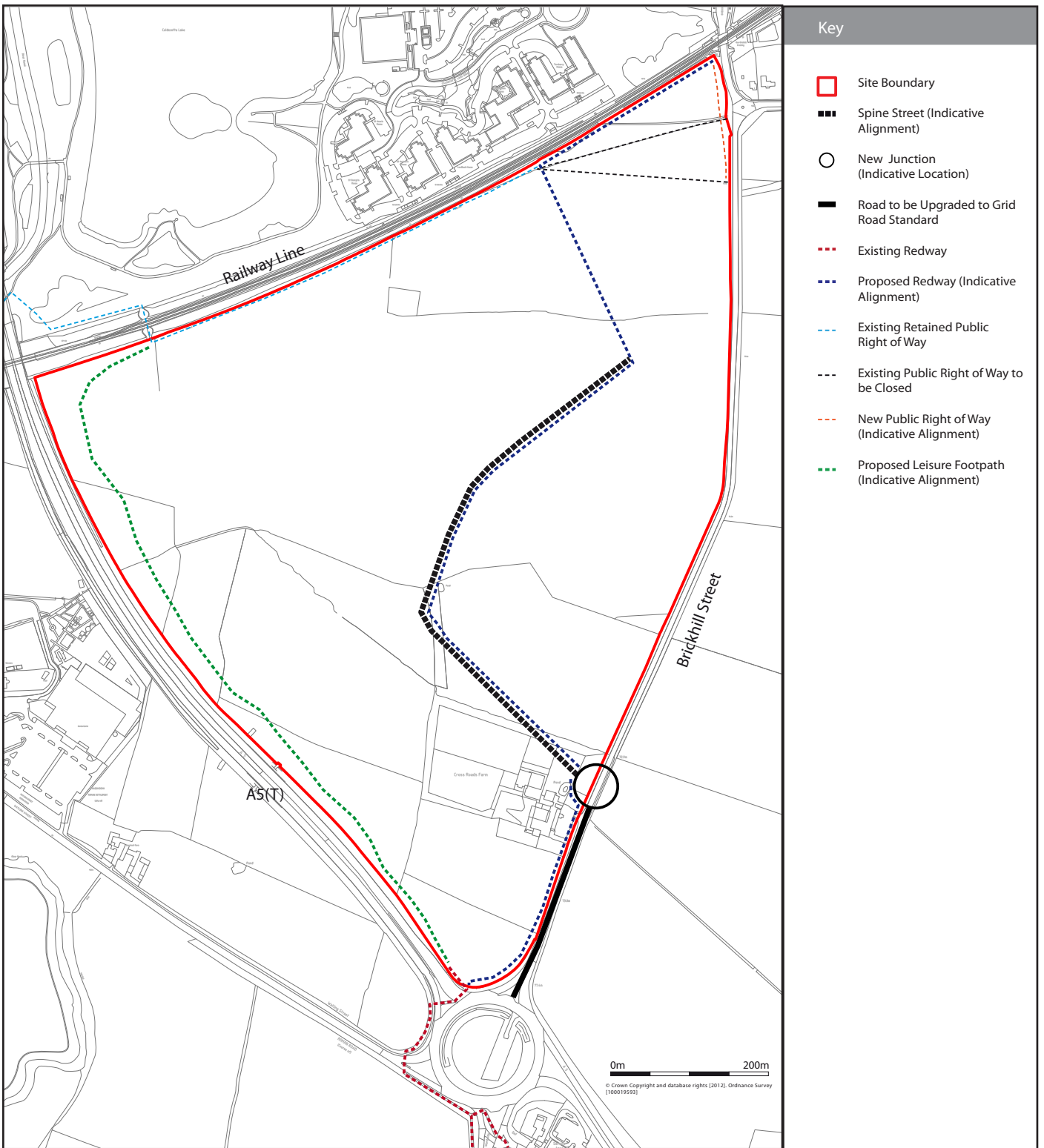


Figure 3.1 Movement Framework

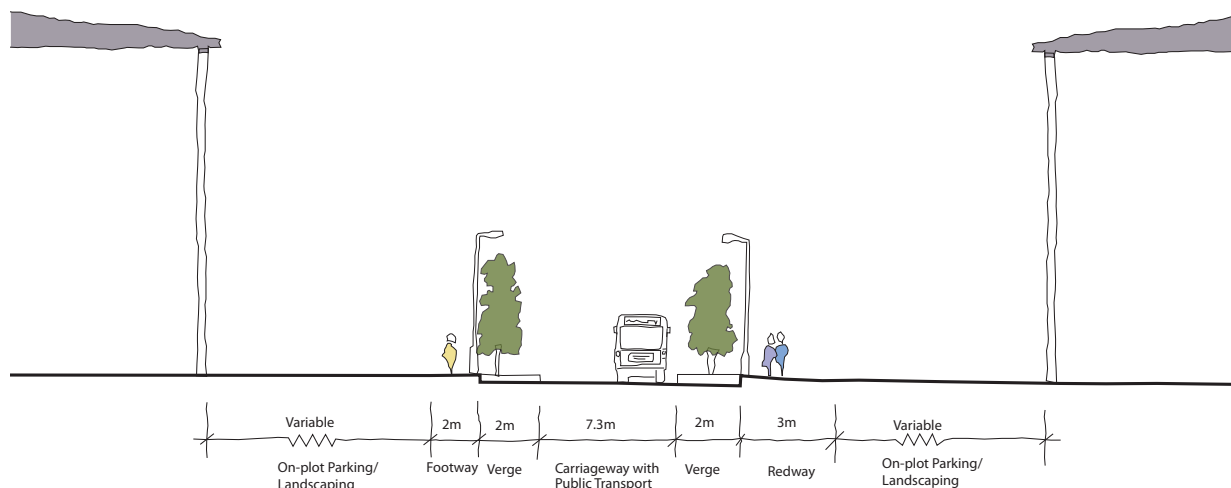


Figure 3.2 Spine Street Cross-section

be required to prepare and adhere to a Lorry Routeing Plan through an obligation under S106.

3.5.6 Within the site, development plots will be served off a Spine Street running through the site (see Figure 3.2 - illustrative cross-section). Tree planting and verges should be provided along both sides of the street. A pedestrian footway and a redway should be incorporated into the street.

3.5.7 An enhanced bus service will be required to enter the site and the Spine Street should be of sufficient width to accommodate buses. Bus stops with shelters should be provided along the Spine Street to ensure that all buildings are within 400m of a bus stop. A turning point at the end of the Spine Street should be provided that is capable of accommodating buses and other large vehicles.

3.5.8 Pedestrian/cycle links will be provided from the development into the wider redway network. A new redway will be provided within the site from Bow Brickhill level crossing to the A5 roundabout. It will follow the Spine Street for part of its length, and Brickhill Street to the south of the proposed new site access.

3.5.9 A new leisure footpath will be provided through the open space area on the western edge of the site. The existing footpath along the edge of the railway will be retained. At the north-eastern corner, where the footpath moves away from the edge of the site, there will be a need to redirect the footpath to accommodate development. Agreement on the form and alignment of the footpaths should be agreed with the Public Rights of Way Officer. A sufficiently wide corridor should be provided to ensure that the footpath is not dominated by adjoining buildings.

3.5.10 Electric charging points will be sought in line with standards set out in the Milton Keynes Parking Standards.

Travel Plans

- 3.5.11 Local Transport Plan 3 (LTP3) states that “All significant new developments across all land uses will be required to develop travel plans.”
- 3.5.12 Interventions might include cyclists’ changing facilities; electric vehicle charging points; promotion of public transport; bus travel vouchers (MK Moove tickets) for employees; literature containing public transport, cycling and walking information; support for car sharing.

3.6 Design

Policy SD16 of Submission Version of Plan:MK requires that:

- The design and appearance of buildings should be sensitive to the neighbouring uses, with development fronting Brickhill Street being sensitive to views into the site from the wider landscape. Buildings should be designed to provide an attractive entrance to Milton Keynes from the south.
- Building heights should be informed by the Landscape and Visual Impact Assessment (LVIA) and should avoid unacceptable impact on the wider landscape and heritage assets.
- A desktop Archaeological Assessment should be undertaken to understand the likely presence of archaeological remains within the site.

Policy D3 of Submission Version of Plan:MK requires that:

- Forward thinking and distinctive architecture is incorporated, unless the existing context suggests an alternative approach would be more appropriate.

Character Areas

- 3.6.1 The site has been split up into a number of character areas (see figure 3.4). These have emerged in response to the surrounding context and the commercial need to accommodate a range of building sizes.
- 3.6.2 **Gateway:** located adjacent to the A5 roundabout, this area will be medium to large scale units. Offices orientated south to create a focus at the site entrance. Buildings will be orientated with gable ends onto Brickhill Street in order to minimise massing when viewed from the east.
- 3.6.3 **North Brickhill Street:** Small to Medium Enterprise (SME) units. This part of the site is at the high point of the site and closest to existing residential development. The scale and massing of buildings should reflect this context.
- 3.6.4 **South Brickhill Street:** Small to medium scale units orientated with gable ends onto Brickhill Street in order to minimise massing when viewed from the east.
- 3.6.5 **Central:** This area is capable of accommodating large scale units. Buildings could be orientated north-south or east-west.

Detailed Design Appearance

- 3.6.6 The aim should be to create a clear coherent image for the development through the use of a consistent palette of materials and building forms. Development should have a contemporary character reflecting Milton Keynes reputation as a forward-thinking modern city.

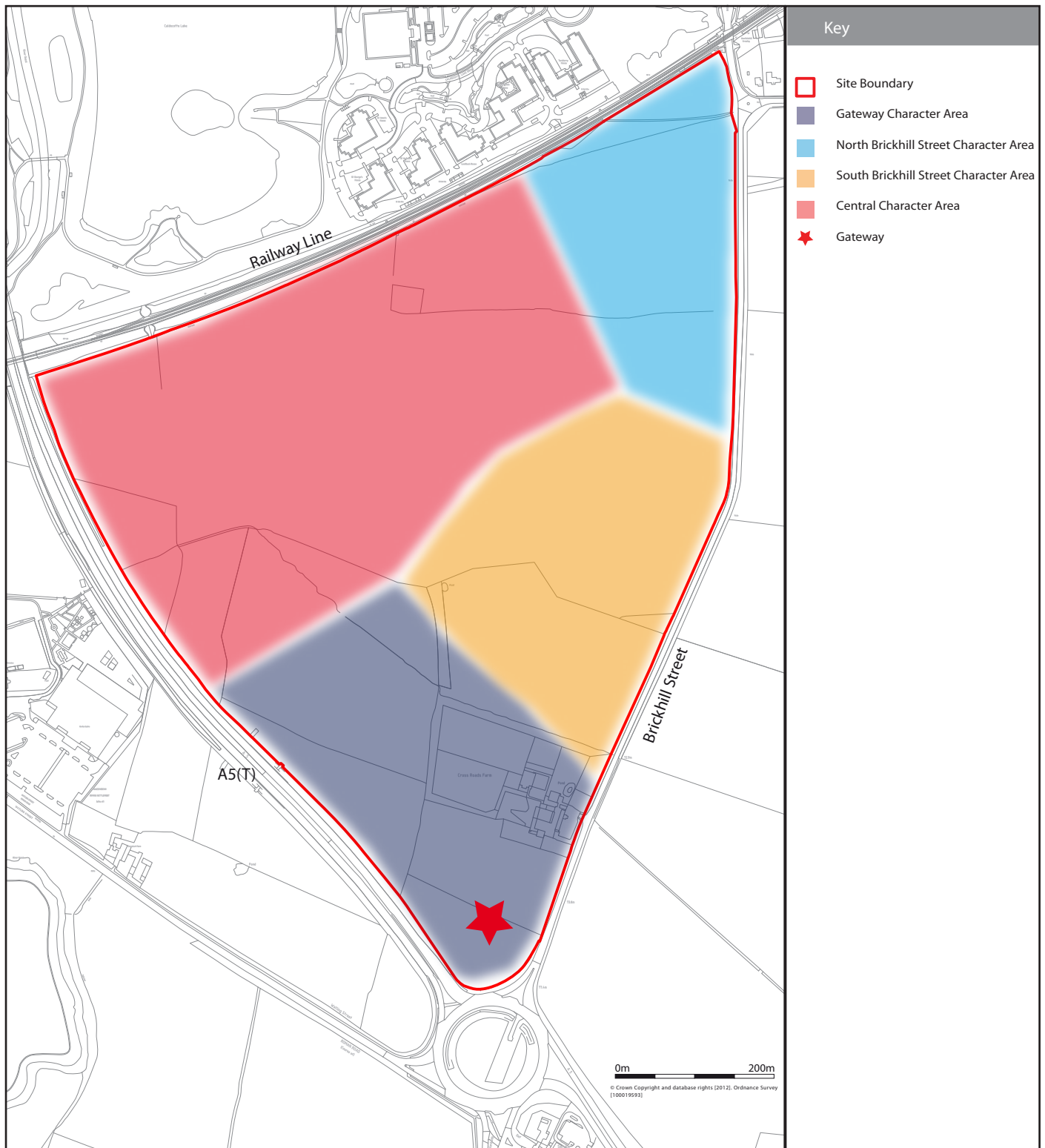


Figure 3.3 Character Areas

- 3.6.7 The design of individual industrial buildings should aim to reduce their perceived bulk and massing. The choice of materials and use of colour can help to reduce the visual impact of buildings.
- 3.6.8 The office elements of individual buildings represent the most visually attractive part of the building elevation and provide an active frontage. Consequently, offices should be located on elevations that front the key public areas of the development, in particular the Spine Street.
- 3.6.9 The southern corner of the site, adjacent to the A5 roundabout, is a key gateway, and a landmark building should be provided in this location. The building should provide attractive elevations on those frontages viewed from the south.
- 3.6.10 Building heights will be informed by the findings of the LVIA.

Archaeology

- 3.6.11 Prior to a planning application being submitted the area should be subject to an archaeological evaluation comprising geophysical survey (100% detailed magnetometry) and subsequent trial trenching to a specification agreed with the Council's Archaeological Officer. This will enable any necessary mitigation (excavation or avoidance of significant archaeology) to be agreed and secured via a planning condition.

3.7 Sustainability

Policy DS3 of Submission Version of Plan:MK requires that:

- The supply of superfast broadband to all employment premises will be promoted to increase the attractiveness of the Borough as a business location

Policy FR1 of Submission Version of Plan:MK requires that:

- Development within areas of flood risk from any source of flooding, will only be acceptable if it is clearly demonstrated that it is appropriate at that location, and that there are no suitable available alternative sites at a lower flood risk.

Policy FR2 of Submission Version of Plan:MK requires that:

- New development is required to incorporate SuDS; in line with national policy and guidance and, which meet the requirements set out in national standards and the Council's relevant local guidance.

Policy SC1 of Submission Version of Plan:MK requires that:

- Development proposals for non-residential development with a floor space of 1000 sq.m or more will be required to submit an Energy and Climate Statement.

3.7.2 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.

3.7.3 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.

Sustainable Construction

3.7.4 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.

3.7.5 To satisfy policy D4, developers will either need to produce a sustainability statement showing how the relevant requirements of the SPD checklist will be satisfied, or carry out a BREEAM assessment demonstrating how an excellent standard will be achieved.

Surface Water Drainage and Flooding

3.7.1 Developers will need to submit a detailed Flood Risk Assessment (FRA) with any planning application for development of the site. The FRA will be expected to fully assess all potential forms of flood risk to the site.

Telecommunications and ICT Network

- 3.7.6 As a modern, growing city, Milton Keynes needs the right IT communications infrastructure to support the well being of its existing communities and its continued expansion.
- 3.7.7 Applicants should engage with network providers from the outset to ensure the needs of the service (including suitable new ducting) can be introduced alongside other on site infrastructure works as part of new developments to ensure the most efficient and viable approach is taken to securing connectivity.

3.8 Indicative Development Framework Plan

- 3.8.1 The Indicative Development Framework Plan (Figure 3.4) illustrates how the individual framework layers can be brought together to achieve the vision for South Caldecotte.

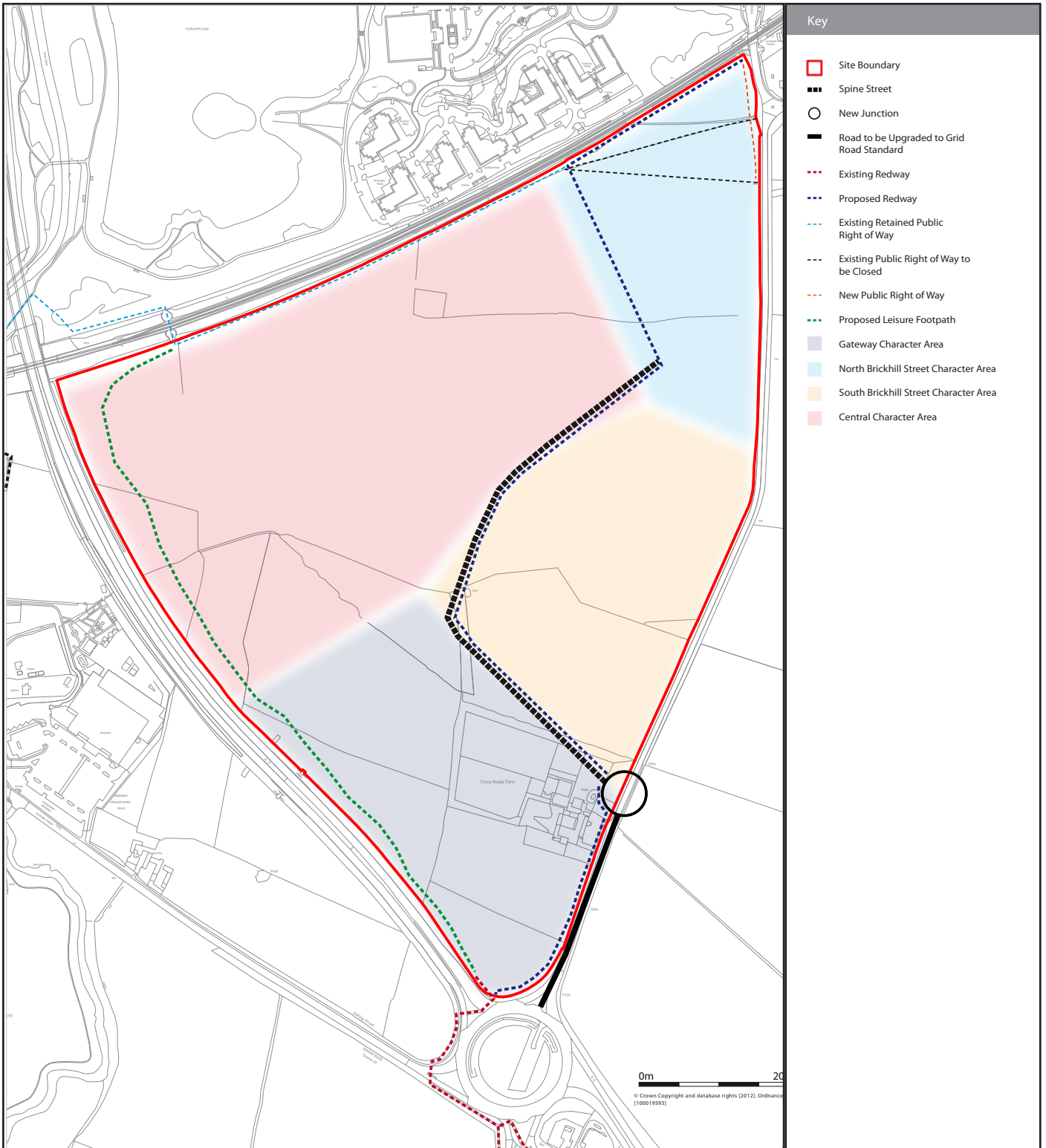


Figure 3.4 Development Framework Plan

SECTION 4: DELIVERY

- 4.1 Infrastructure Delivery
- 4.2 Management and Maintenance
- 4.3 Outline Application
- 4.4 Design and Access Statement

4.1 Infrastructure Delivery

- 4.1.1 Contributions will be sought towards necessary infrastructure and facilities, including:
- Highway infrastructure, both on and off-site;
 - Public transport services, walking and cycling provision;
 - Open space, including open space links;
 - Public art;
 - Management and maintenance of facilities.

4.2 Management and Maintenance

- 4.2.1 Consideration should be given at an early stage to the future management arrangements for infrastructure and facilities.
- 4.2.2 Milton Keynes Council, as highway authority, will adopt the roads and related infrastructure. Services infrastructure will be the responsibility for the relevant services provider.
- 4.2.3 The developer will provide for maintenance of the completed green space link. This may include transfer of the open space to the Parks Trust or into a management company.
- 4.2.4 Where this is considered to be beneficial, the land should be offered to the Parks Trust on a 999 year lease or freehold, with a commuted sum to pay for the cost of the maintenance and management. In anticipation of this arrangement, it is helpful for all landscape to be designed in consultation with the Parks Trust.

4.3 Outline Application

- 4.3.1 The local planning authority will encourage early dialogue on pre-application proposals.
- 4.3.2 Outline applications should include, as a minimum: the amount of development for each use; an indicative layout; parameters of the sizes of buildings; and indicative access points.
- 4.3.3 Any development may need to be supported by an Environmental Impact Assessment. Developers are encouraged to seek a Screening Opinion from the local planning authority in advance of submitting a planning application.
- 4.3.4 Developers should contact the local planning authority at an early stage with regard to the supporting information that should be submitted with their application. The requirements will include some or all of the following:
- Flood Risk Assessment (FRA);
 - Transport Assessment;
 - Biodiversity Report;
 - Arboricultural Statement;
 - Statement of Community Involvement.

4.4 Design and Access Statement

- 4.4.1 Design and Access Statements are required for major developments under the Planning and Compulsory Purchase Act 2004.
- 4.4.2 The design principles and components set out in Design and Access Statements for Outline Applications should also be in accordance with good practice, the Core Strategy, the New Residential Development Design Guide SPD guidance and this SPD..

- 4.4.3 Milton Keynes Council has produced a guidance note on 'Preparing Design & Access Statements.'
- 4.4.4 The Design and Access Statement should provide the basis for the quality of design to be controlled through subsequent Reserved Matters applications.
- 4.4.5 Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completions and subsequent maintenance.

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