

Caldecote Farm, Newport Pagnell

Design & Access Statement
July 2021 Rev H



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1.0 Introduction

1.1 Proposed Development

This Design and Access Statement has been prepared on behalf of Newlands Developments in support of proposals to develop land at Caldecote Farm, Newport Pagnell ('Site'). Newlands Developments are seeking planning permission to provide a high quality, sustainable development, delivering new logistic industry facilities.

The application has been thoroughly assembled, supported by a suite of plans, images and supporting documents including a full Environmental Statement. These allow a full assessment of the impacts of the development. This information has been used to inform the design of the scheme to ensure that it is sensitive to the site's context and its relationship with the surrounding area. Where appropriate, mitigation measures are proposed to avoid any adverse impacts.

The scheme is submitted as an outline planning application for a logistics scheme, which are designated as Planning Use (Class B8). A belt of structural planting, earth works and sustainable drainage features is also proposed. A singular point of access off Willen Road will serve the site. The assessment work for these units is based on the proposed detailed designs, which form the maximum parameters for development, to ensure consideration of likely worst case effects, e.g. the visual assessment considered the maximum extent of development to the maximum building height. Similarly, in assessing the need for mitigation measures supporting application documents assumes the impacts based on the least intervention proposed as worst case.

The preparation of the development proposals have been undertaken to secure the best quality design, landscaping and environmental benefits. As has been demonstrated throughout the application's supporting documents, the proposed development will have minimal residual effects.

Planning conditions are envisaged that will enable further technical details to be provided, and to outline exactly how the identified mitigation measures are to be implemented. In this way the planning process provides all necessary controls over the future development.

The Site is allocated within the adopted Plan:MK as part of a larger strategic urban extension for Milton Keynes East.

1.2 Purpose of the Document

The document draws together a range of relevant considerations in order to present a comprehensive case for the grant of planning permission for this application. It has the potential to inform a number of interested parties, but is focused principally upon the merits of the Site's development and the contribution it can make to the future economic growth needs of not only Newport Pagnell and Milton Keynes areas, but also to the regional and national economy. Its suitability to accommodate the proposed development in response to the needs and demands of the logistics and distribution sectors.

This document also explains the rationale and justification for the location of the development to the east of the M1 Motorway.

1.3 Structure of the Document

In accordance with advice published by the Commission for Architecture and the Built Environment (CABE) in connection with Design and Access Statements, the design process has been fully informed by a consideration of issues, including:

Design

- Use: What the buildings and spaces will be used for.
- Amount: How much would be built on site.
- Layout: The arrangement of the buildings, public and private spaces on the Site and how these relate with the surrounding environment.
- Scale: How big the buildings and spaces will be.
- Landscaping: How the open spaces will be treated.
- Appearance: What the buildings and spaces will look like.

Access

- Vehicular and Transport links: Why the access points and routes have been chosen and how the Site responds to road layout and public transport provision.
- Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

1.4 Background

This outline planning application has been submitted following informal discussions and then formal pre-application discussions with Milton Keynes Council over the past three years including those undertaken by the previous Applicant, SEGRO (Newport Pagnell) Limited. During that time, feedback has been received in support of the principle of bringing forward the site as a high-quality strategic employment development comprising B8 use.

The Council has provided helpful advice in relation to a number of technical matters. This has informed the concept design, layout, landscaping and on and off-site mitigation measures. The application's supporting documents have sought to address the issues raised to ensure that the quality and sustainability of the development accords with the Council's aspirations for the site.

2.0 Location

2.1 Site Context



FIGURE 2.1 - SITE CONTEXT PLAN

2.2 Location

The Site is located to the south east of Newport Pagnell, to the north east of Milton Keynes alongside the eastern edge of the M1 motorway. Marsh End roundabout sits at the north east corner of the site with the A422 (H3 Monks Way) connected running along the northern edge, crossing over the M1 and entering Tongwell Industrial Estate to the west. Willen Road runs along the eastern edge of the site, connected with the A422 via Marsh End roundabout to the north and continues southwards over the M1 to the Tongwell roundabout.

The Site is located approximately 1 mile to the south of Newport Pagnell town centre, occupying a triangular area of agricultural land alongside the M1. There will be an open space gap of over 100m between the Site and the nearest residential properties to the south of Newport Pagnell.

The Site is relatively flat. A high point is located at the southern end toward the Tongwell roundabout. There is a steep bank at the northern edge where the A422 is elevated to cross the M1.

The Site is a private area of informal open space. A portion of this land, to the south east, has been used as a small local quarry. To the east of the site (opposite side of Willen Road), there is a larger area of quarry.

The site is bounded on all sides by well-defined hedgerows along the M1 motorway edge which contains mature hedgerow trees.

There are no existing buildings within the Site.

To the eastern side of the Site, on the other side of Willen Road, there is a small cluster of dwellings at Caldecote Farm. These buildings are situated approximately 100 meters from Willen Road. Further to the south a travellers site is located along Willen Road.

The remainder of the land to the east, and all the adjacent land to the north of the site is formed of agricultural fields. Across the M1 to the west Tongwell Industrial estate is located. This has a variety of large industrial units for the logistics and industrial business sectors.

The Site has good access to the M1 at Junction 14 (1.2 miles), via Tongwell Street and the A509 to the south. Opportunities to improve pedestrian, cycle and public transport linkages have been identified and are set out within the application's relevant supporting documents.

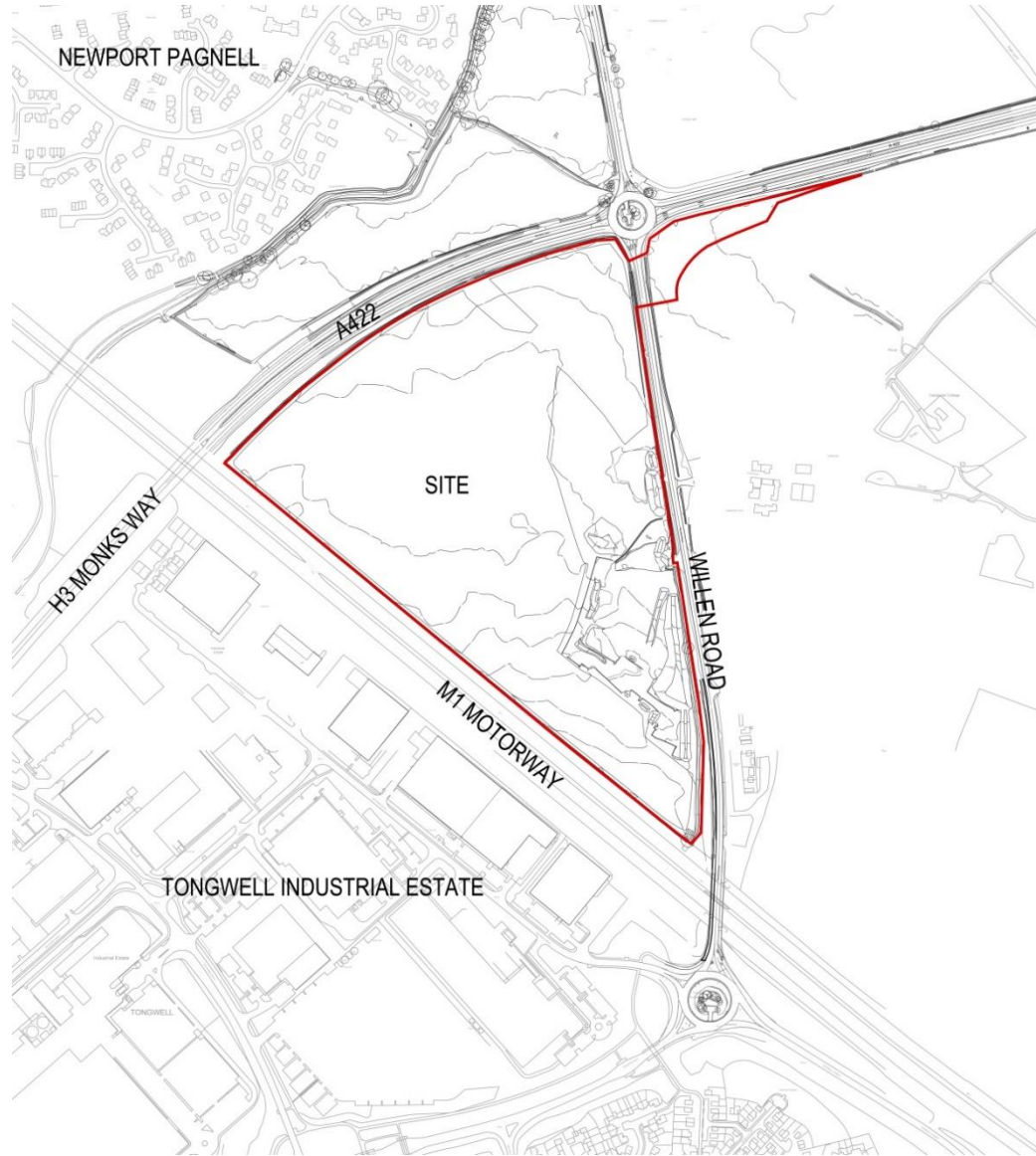


FIGURE 2.2 - CALDECOTE FARM, PLANNING APPLICATION BOUNDARY PLAN

3.0 Context Analysis

3.1 Wider Site Allocation

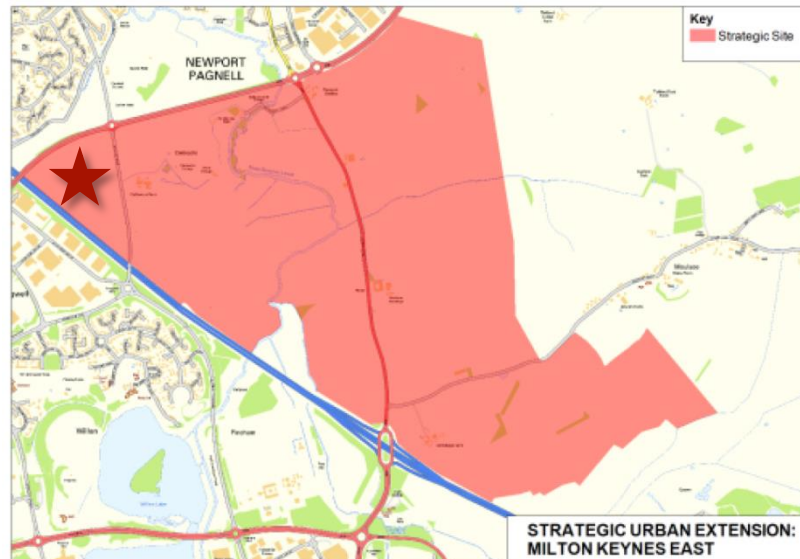
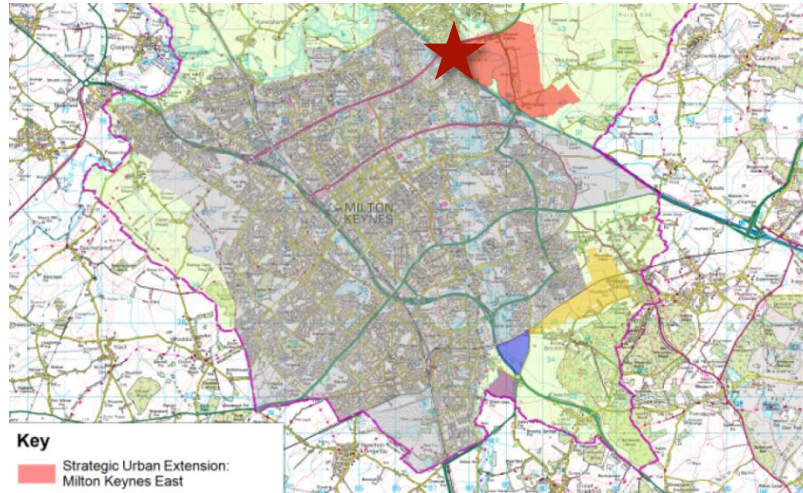


FIGURE 3.1 - MILTON KEYNES EAST STRATEGIC URBAN EXTENSION (SOURCE: PLAN:MK 2017)

Land East of the M1 (Milton Keynes), south of Newport Pagnell, has been allocated within the Milton Keynes Council Plan (Plan:MK) for future mixed residential and employment developments.

The site sits within the western end of this allocation and is adjacent the existing employment area of Tongwell Industrial Estate.

With excellent transport links and the existing established industrial area neighbouring this site it is proposed that this area can support the delivery of suitable employment developments.

3.2 Site Context

The Site is bounded on its northern boundary by the A422 Monks Way which links the Tongwell Industrial Estate to the west and Bedford to the east. Along the east, Willen Road connects the site to Newport Pagnell to the north with the M1 and Milton Keynes to the south.

The north and east are predominantly surrounded by agricultural fields, although there is a small cluster of houses, a quarry and travellers site along the east. To the west, the M1 runs north to south with the Tongwell Industrial directly to the west of the motorway.

However, it is important to note that, with the strategic site allocation, the site's surrounding context is set to dramatically change over the course of the coming years.

3.3 Links and Transport

The Site is exceptionally well-located to the strategic road network, benefiting from the close proximity of junction 14 of the M1. The existing road links of the A422 and A509 also provide good access to Milton Keynes to the west and Bedford to the east.

There is currently one field access to the Site, which is proposed to be improved to facilitate delivery of the development.

A number of potential access options have been considered which have been discussed with Milton Keynes Council as the relevant highway authority. The final proposed access arrangement is for a dedicated signalised junction from Willen Road.

An existing bus service is to be maintained, with a new set of bus stops being constructed as part of the development. These are to be positioned near the new site entrance on the southern and northern sides of Willen Road.

Improvements are proposed to enable easy access to the site for pedestrians and cyclists. This includes a new footway / cycleway along Willen Road and a new connection to the Redway network adjacent to Marsh End roundabout.

3.4 Amenities

In Newport Pagnell town centre there are a number of supermarkets alongside a vibrant market centre. Additionally, the renowned Milton Keynes centre shopping area provides high levels of commerce to the wider area.

3.5 Landscape and Visual Appraisal

Views into the Site have been assessed within the Landscape and Visual Impact Assessment report that is submitted with the planning application.

The layout will retain, where possible, existing perimeter hedgerows and trees which will be enhanced through the provision new of planting throughout the development to minimise the impact on the wider landscape and to provide biodiversity enhancement.

3.6 Existing Site Features

The former quarry area has previously been filled in, enabling the site to be adapted to the correct plateau levels for the proposed area development.

3.7 Services and Easements

An existing overhead high voltage electricity line crosses the north east and north west corners of the Site and will be re-directed as part of the works.

3.8 Public Access

There are no public rights of way across the Site.

As part of the development the footpath routes along Willen Road will be improved to provide pedestrian and cycle access that links with the wider network.

3.9 Archaeology

The site has previously been subject to sand and gravel extraction as such, that there are no significant features on the Site.

3.10 Statutory Designations

The Caldecote Farm site includes no listed buildings, Ancient Monuments or Conservation Areas. There are no European sites within or nearby the boundary that

would give rise to the need for an appropriate assessment under the Conservation (Natural Habitats, etc.) Regulations 1994. There are no Sites of Special Scientific Interest within the Site boundary.

3.11 Tree Protection Orders

There has been a comprehensive tree survey completed and there are no known tree preservation orders within the boundary of the development site. A supporting Arboricultural report accompanies the application that considers the impact upon trees and measures for their protection during the construction phase.

3.12 Ecology

A desktop study and full suite of ecological surveys across the Site have been undertaken. The proposed development area is currently agricultural land and as such, the survey results indicate no major constraints to development.

There is a designated green corridor along the boundary with the M1. This is to be retained and enhanced as part of the development ensuring that the biodiversity and ecological value of the area is improved. In addition, sustainable drainage features will be provided along this corridor and throughout the development site. This is in line with the advice from the Council as part of pre-application discussions.

3.13 Topography

The topography of the Site is relatively flat, with a slight fall from south to north of approximately 3m across the area. East to west is generally level with an overall drop to the east of approximately 1m, with minor undulations in the land.

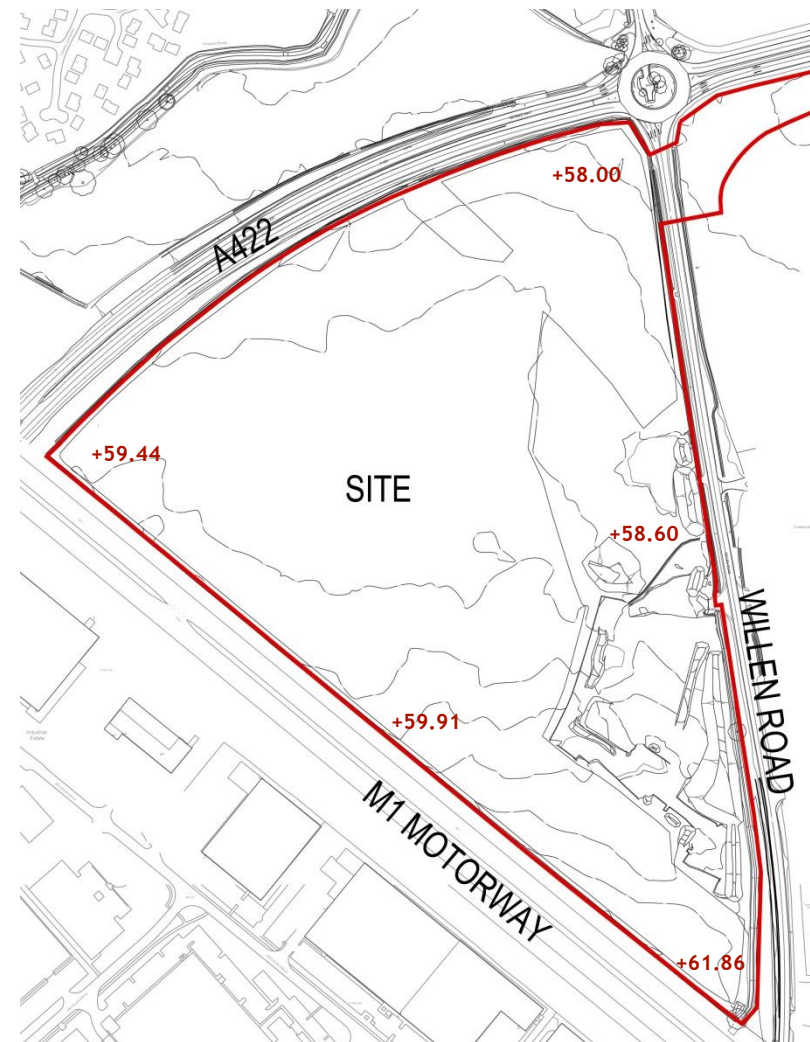


FIGURE 3.2 - SITE TOPOGRAPHY

3.14 Hydrology, Flood Risk and Drainage

Hydrology and Flood Risk

The proposed development is located within Flood Zone 1 (Low Probability) on the Environment Agency's Flood Map for Planning. The closest Main River is the Tongwell Brook, located approximately 120m to the north of the site. The Great Ouzel is located approximately 600m to the east of the site. The distance and intervening topography means that the site is well removed from the fluvial flood extent of both Main Rivers.

Peak modelled flood levels, provided by the Environment Agency, for the 1% annual probability flood event are 58.58mAOD for the Tongwell Brook, and 57.39mAOD for the River Ouzel. With the lowest existing ground level being 58.06mAOD, the majority of site is elevated above risk from this storm event, with the intervening topography providing protection from flood flow.

Further sources of flood risk assessed include groundwater which is found to pose a medium risk, and sewers, surface water and reservoirs which are found to pose low risk.

A Flood Risk Assessment has been completed in compliance with the requirements of the National Planning Policy Framework, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. The development will not increase flood risk to the wider catchment area as a result of suitable management of surface water runoff discharging from the site.

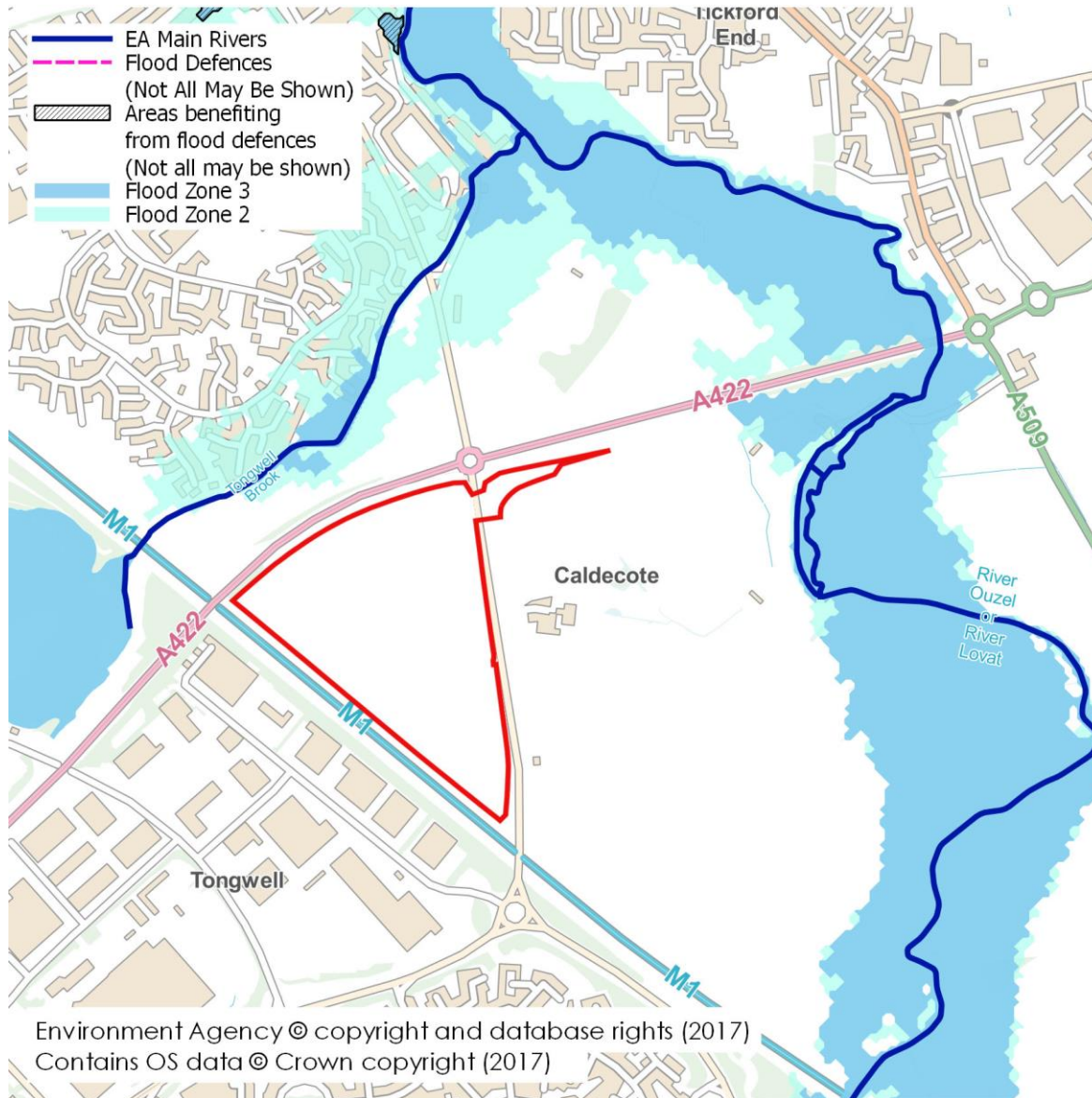


FIGURE 3.3 - FLOOD RISK MAP

4.0 Access

4.1 Existing Highway Network

Willen Road borders the eastern edge of the development site and is predominantly a rural principal road. It is a single carriageway with street lighting and is subject to a derestricted speed limit.

To the northern edge the A422 connects with Willen Road via Marsh End roundabout. The A422 is a dual carriageway extending to the A509 to the east and in to Tongwell Industrial Estate to the west.

4.1.1 Proposed Road Improvements

The highway network in the vicinity of the site is busy. This is particularly the case in the morning peak hour due to traffic associated with inbound movements to Milton Keynes. The increase in traffic due to the development is modest when distributed across the network, and on an individual junction basis does not result in a severe impact on the highway network. However, improvements are required at the Marsh End roundabout to ensure safe and satisfactory vehicle access to the development site. It is also recognised by the Applicant that when the individual highway impacts are considered cumulatively, there is a case for intervention to improve the operation of the local highway network as part of the development proposals.

It was agreed with the Milton Keynes Council highway authority that it was appropriate to provide a single comprehensive mitigation package at the Marsh End Roundabout, where the Applicant has control of land to provide a meaningful highway improvement.

As a result, a comprehensive mitigation scheme, comprising the enlargement and signalisation of the Marsh End Roundabout is proposed. The improved junction will operate in conjunction with the proposed signal-controlled site access junction, to improve traffic flows and journey times through the area and along Willen Road.

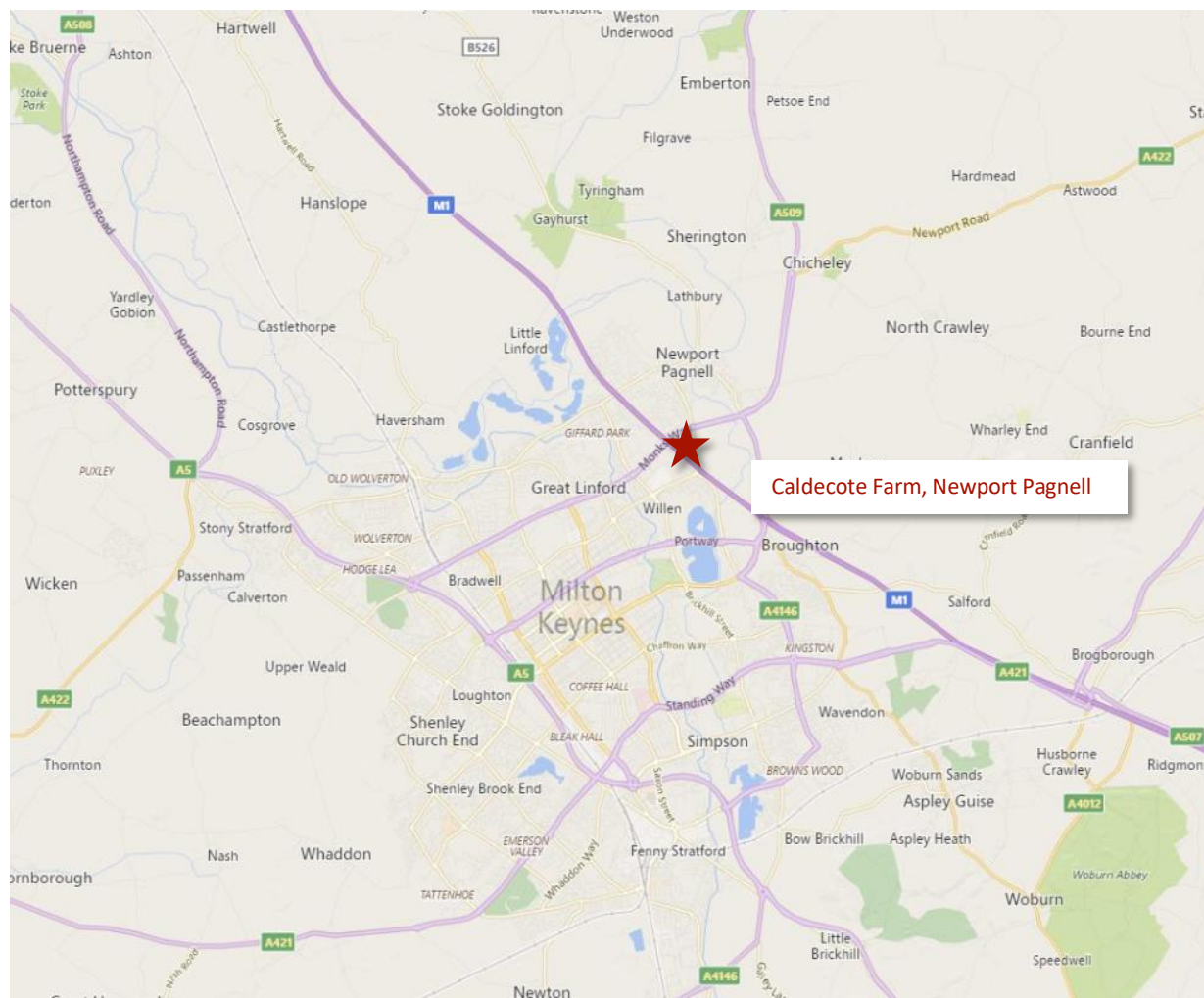


FIGURE 4.1 - WIDER ACCESS PLAN (source: Bing Maps)

4.2 Access Strategy

4.2.1 Site Access

The proposed development will be accessed via a new traffic signal-controlled T-junction located on Willen Road, with the site access forming the minor arm. The new junction would be located to the north of Glenfield residential access, which would be amended to become a left-in, left-out, right-turn in arrangement. The site access junction is designed in accordance with the relevant standards and includes two northbound and two southbound lanes on Willen Road, along an appropriate right-turn lane into the site. Toucan crossing facilities are provided across the site access arm and Willen Road to facilitate trips across the new Redway and provide access to the new bus stops. The signal-controlled junction is designed to work in conjunction with the improved Marsh End Roundabout, providing dualling between the junctions, which overall would reduce queue lengths and journey times on this section of Willen Road.

The development proposal includes the introduction of a 40mph speed limit (currently national speed limit) along Willen Road, from the Tongwell Roundabout to north of the Marsh End Roundabout. It is also proposed that the 30mph on Marsh End Road should start further south, coinciding with the “Welcome to Newport Pagnell” sign. The proposed speed limit reduction from national speed limit to 40mph/30mph will also generally present a safer environment for pedestrians and cyclists accessing the site and using the proposed Redway.

4.2.2 Walking and Cycling

There are good opportunities for pedestrian and cycle travel associated with the development, with several residential areas within walking and cycling distance. For safety and security reasons, the development would have a single point of access for pedestrians and cyclists, via shared use footway/cycleways on each side of the site access road.

To facilitate pedestrian and cycle travel, a new Redway would be provided along Willen Road, connecting to the existing facilities in Newport Pagnell to the north, and the existing H4 Redway Super Route at the Tongwell Roundabout to the south. This would run along the western side of Willen Road from the Tongwell Roundabout, over the bridge over the M1, and along the site frontage. Due to third party land constraints at Marsh End Roundabout and along Willen Road (N), it would cross over to the eastern side of Willen Road, over the A422(E) at the Marsh End Roundabout, and along the eastern side of Willen Road (N). New traffic signal-controlled Toucan crossings would be provided at the site access, across Willen Road, and at the Marsh

End Roundabout on the A422(E), to accommodate pedestrian and cyclist movements. The provision of the new Redway would provide a significant benefit both to employees and visitors at the proposed development, but also to existing pedestrians and cyclists wishing to walk and cycle between Newport Pagnell and Milton Keynes, where there is currently no infrastructure provided along the Willen Road corridor.

On-site, secure, covered cycle parking would be provided in convenient locations close to the building entrances.

4.2.3 Public Transport

There are opportunities for public transport travel associated with the development, including both bus and rail. Bus Route C10 provides a regular bus service running past the site at an hourly frequency throughout the day, and Route 1 provides an hourly service passed the site in the evenings and on Sundays.

There are five train stations within the Milton Keynes area, with Milton Keynes Central being the main station. Milton Keynes Central is just beyond a 5km cycling distance of the proposed development site. However, both bus service Route 1 and C10 travel via the train station. Therefore, there are opportunities for rail travel as part of a multi-modal journey by cycle, bus or taxi.

To promote bus travel, new bus stops will be provided on Willen Road adjacent to the site access. The bus stops would include raised kerbs, shelters with seating and real-time information display screens. Public transport users would be able to safely cross Willen Road to reach the southbound bus stop, using the new footways through the development, the new Redway and Toucan crossing on Willen Road.

4.3 Access Policy

The applicant will achieve compliance with the Building Regulations Part M ‘Access To and Use of Buildings’, and recommendations found within BS 8300:2009 ‘Design Of Buildings & Their Approaches to Meet The Needs Of Disabled People’.

The applicant is committed to a policy of equality, inclusion and accessibility achievable through good design. The basic right for access to and use of buildings for all is recognised as the most fundamental basis upon which the design should be established. It is recognised that all individuals have a range of abilities which vary greatly and some of which may be impaired, requiring consideration upon the Designer’s part, to ensure that as wide a range of abilities as possible are accommodated.

4.4 Travel Plan

A Framework Travel Plan has been prepared to support the outline planning application. The overall objective of the Travel Plan is to minimise the number of new car trips generated by staff and visitors travelling to and from the proposed development, by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport and car sharing). It also includes measures and incentives to achieve the targets, and methods for implementing the measures and monitoring the travel patterns at the site.

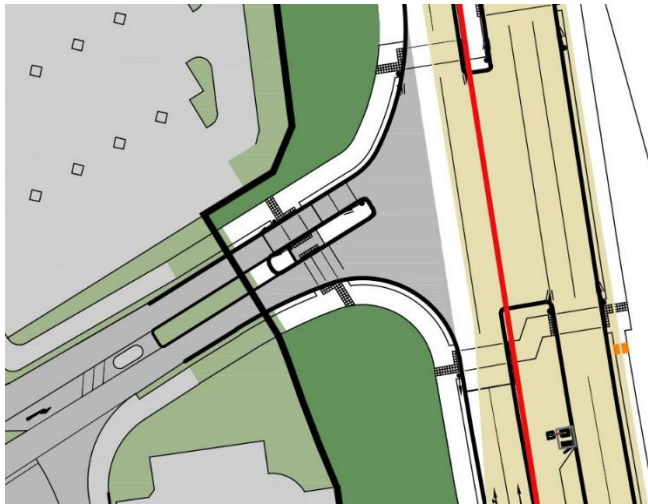


FIGURE 4.2 -SITE ACCESS

4.5 Access Statement

For the proposed units access for emergency services will be possible around the entire site and building perimeters in accordance with Building Regulations Approved Document B. Any proposed security gatehouse would be the initial contact point for the emergency services and where emergency planning could take place, depending upon the management of the Site. Security staff could provide advice on gaining access into the buildings and the zoning of the fire alarm, with an alarm panel located within the gatehouse registering the Zone/location of any incident.

The car park and site entrances will be designed to provide inclusive access, with 5% of the total car parking spaces to be provided as wheelchair sized disabled parking spaces. These spaces will be located closest to the building entrances.

The topography of the Site will be modelled to form a level plateau for each unit zone, to allow for mainly flat/level approaches to the buildings. Where necessary footpaths will be set at minimal gradients designed not to exceed 1:20 having cross-falls not exceeding 1:60. Level rest places will be incorporated at any ramped incline and drop kerbs at disabled parking bays and road crossing points all in accordance with Part M of the Building Regulations and BS8300:2009.

Colour contrasting paving materials will also be incorporated to highlight pedestrian routes with 'blister' type tactile paving at road crossing points for the visually impaired. External lighting is to be provided to all footpaths and approaches with levels of illumination in accordance with Part M of the Building Regulations and BS8300: 2009.

The main entrance and access routes into the Site and buildings are to be fully inclusive to provide access to all staff and visitors regardless of any disabilities, physical or mental impairments.

The layout of the Site and internal building areas will be designed to provide inclusive access for all by adopting current guidance found within the Building Regulations part M and BS8300: 2009. This will ensure that the development can fully comply with the Disabled Discrimination Act.

4.6 Under the Building Regulations

Emergency exit doors will be located around the building as required to meet maximum travel distances. The exits will discharge onto level paved areas without steps, to allow for inclusive evacuation of all personnel.

The building occupier will be required to produce a Fire Strategy in accordance with BS 9999:2009 including; building occupancy register, staff training and procedures to evacuate all staff, including specific procedures relating to people with disabilities, provision of emergency assembly points etc. Fire hydrant points will be provided to meet statutory requirements.

Wheelchair refuge points are to be provided within upper floor level fire protected Zones for evacuation by the emergency services.

The main entrance into the buildings will incorporate automatic opening doors with level thresholds leading into the level ground floor area.

Wheelchair geometry disabled toilet facilities will be provided adjacent to the entrance area of the building and within staff welfare areas along with wheelchair disabled accessible shower facilities.

A passenger lift will be installed within office areas to provide full disabled access to all upper floor areas to fully comply with Building Regulations.

All circulation doors and corridors will be designed to the appropriate width and colour contrast to meet Building Regulation Part M standards.

4.7 Detailed Access Design – External

Emergency exit doors will be located around the perimeter of the unit as required to meet maximum travel distances in conjunction with fire engineering design principles. All exits will discharge onto level pavement without steps to allow for inclusive evacuation of all personnel in the event of an emergency.

Future occupiers will be responsible for producing a Fire Strategy Risk Assessment in accordance with BS:9999 and the Regulatory Reform (Fire Safety) Order:2005, including an occupancy register, staff training for evacuation procedures in an emergency, management of means of escape for all persons including those with disabilities and the provision of emergency assembly points.

Fire hydrant points around each plot will be provided to the satisfaction of the local Fire Authority as part of the application for Building Regulations approval.

Each car park and office entrance will be designed for inclusive access including dedicated wheelchair sized disabled parking spaces, located nearest to each office entrance.

A level approach will be provided for each office building including dropped kerb crossings with level thresholds. Gradients within each car park area will be designed not to exceed 1:20 with cross-falls not exceeding 1:60 in accordance with the recommendations of Part M of the Building Regulations and BS:8300.

External lighting will be provided to all footpaths and approaches with levels of illumination as recommended in Part M of the Building Regulations and BS:8300 (see also Section 9.6).

5.0 Constraints and Opportunities

5.1 Development Constraints and Opportunities

Based on the site analysis carried out by the professional team there are no major constraints to development on the Site.

As part of the detailed design process careful consideration has been given to:

- Site levels to ensure that development plateaus are efficient and flexible to suit occupier requirements and that these tie into the overall surface water drainage strategy.
- External and internal landscape treatment to minimise the impact of the development on the surrounding area.
- A comprehensive SUDS strategy to ensure that a sustainable and robust approach is taken which also enhances site biodiversity.
- A robust and deliverable access strategy to ensure that the development does not impact on the surrounding network.
- An on-site pedestrian and cycle strategy which links to Willen Road
- An improved carriageway to Willen Road, including dedicated access lanes to the site and new lay-by type bus stops on either side of the road near the main site entrance.
- Consideration of the potential impacts of the development, and how to mitigate any associated adverse effects, on existing adjoining residential properties.
- Building mass, form and overall height to minimise the visual impact and to ensure that the development both complements the existing context and provides the framework for the current generation of logistics buildings.

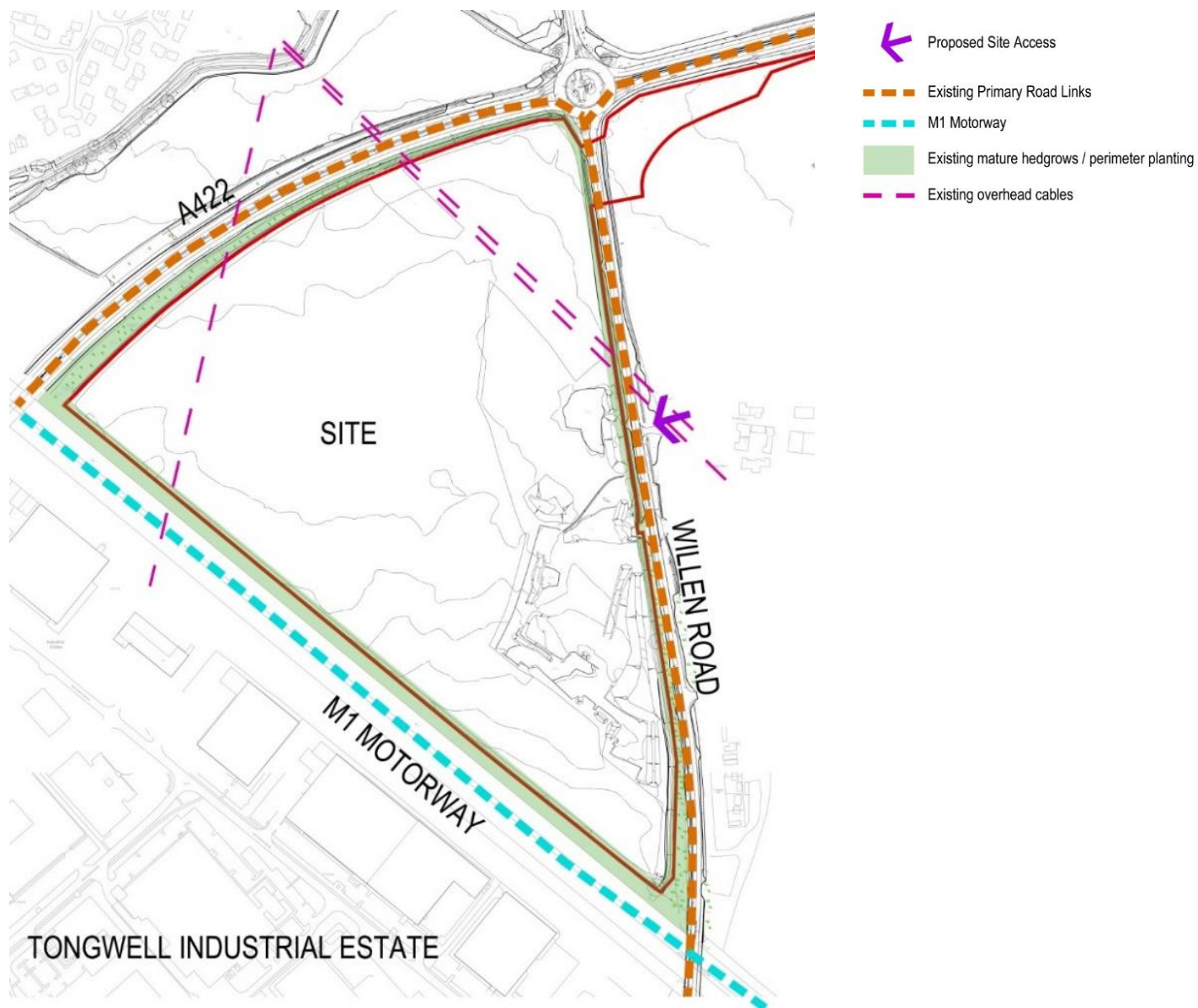


FIGURE 5.1 -CONSTRAINTS PLAN

6.0 Design Principles

6.1 Design Principles

The development proposal is to create a 'state-of-the-art' logistics facility, to meet the business needs of logistics companies.

Each building will be designed to specifically meet the increased needs of potential Occupiers as they expand within the industry. The new facilities will ensure that they have high quality premises able to function efficiently and attract staff from the local area.

The detailed design coupled with modern and durable building materials will ensure that each Occupier will have a building that will be fit for purpose and ensure they are able to occupy a prominent position within the vicinity of Milton Keynes and Newport Pagnell for many years to come.

Newlands Developments and their supporting design team have a sound knowledge of delivering high quality employment developments throughout the country. They have experience of numerous major developments, and have been responsible for the construction of a range of developments of this type nationally. The design considerations of the development proposal draw upon this wealth of experience to provide a robust proposal to meet the current and changing requirements of operators.

6.2 External Works

The external works will be proposed as a site wide scheme to ensure a consistent appearance throughout the entire development.

Car parking and access roads will be surfaced with a combination of block paving and a flexible bituminous material. These measures will avoid large unsightly areas of "black-top" and also help to control surface water run-off rates. Parking bays will not be surfaced with any material that may be adversely affected by spills from standing vehicles.

Pedestrian links through car park areas will be provided in a contrasting material and rumble strips will be introduced at transition points. In the interests of safety, the design of car parking areas and other pedestrian areas will ensure that soft landscaping does not obscure visibility and that there are no places where litter can gather or anti-social behaviour can occur.

Visual cohesion will be enhanced not only by the careful integration of the buildings and planting but also by use of a furniture palette that provides a consistency throughout the Site. The selection of bollards, litter bins and external seating etc. will seek to achieve a high quality development.

Landscaping proposals for the Site are addressed in section 8 below.

6.3 Lighting

The lighting works will be proposed as a site wide scheme to ensure a consistent appearance throughout the entire development.

All light fittings will be 'Dark Skies' compliant as described in CIBSE Lighting Guide LG6:1992. The proposed lighting equipment will comply with current standards and to the greatest extent possible, the luminaries and their settings will be optically set to direct light only to where it is required and to minimise obtrusive effects and if necessary, additional shielding will be considered. The fittings will be chosen from a range offering an appropriate degree of design consistency and quality. The car parks and principal pedestrian areas will be well lit to ensure the safety and convenience of users. Service yard lighting will be designed so as to minimise light pollution.

6.4 Scale

The site can accommodate large modern commercial buildings that require a maximum roof height of 21m offering 18.0m to eaves for adequate clearance. This height of bay is necessary to meet all potential Occupiers requirements. These buildings will have an integrated office elements that forms part of the overall building mass.

The existing natural screening that exists on the boundary of the Site will be enhanced with additional planting to reduce the visual impact where necessary.

The scale and type of development proposed for this site is suitable for the location within the context of the surrounding infrastructure. Large employment buildings are a common feature along the country's motorway network. The differing orientation of the buildings, either to run directly adjacent or parallel to the M1 motorway, provides opportunities for substantial planting to break up the building's massing. The application's landscape visual appraisal demonstrates how this arrangement will result in a satisfactory built form.

6.5 Appearance

The form of each unit is largely dictated by the functional requirements of this type of facility. However the proposed design will build in architectural character with careful consideration to the elevational treatment and scale of the building. The design philosophy will be to create a striking modern appearance, while adding quality and aesthetic enhancement. Buildings of this type and scale cannot be totally hidden from all views, and therefore it is important to propose an attractive solution and minimise the visual impacts through good quality materials, planting and the careful positioning of the building. A horizontal emphasis helps to set the building into its surroundings. The use of differing cladding materials and profiles, along with the natural colour palette, softens the visual impact.

The external elevational materials will be of high quality, offering excellent longevity and durability. The modern cladding proposed will allow for future re-cycling and are manufactured to meet the BRE Green Guide to Specification designation of 'long life' with a sustainability rating of 'A', therefore reducing the frequency for maintenance and need for replacement.

A parapet roof edge design conceals a low pitched roof and concealed rainwater downpipes. This provides a perimeter barrier for safe access for gutter cleaning, inspection and maintenance of the roof.

External lighting will be provided with building mounted units and lighting columns, within the car and lorry parking areas. Suitable lanterns and cowl will be selected to prevent light spillage and will be controlled by photo cells/time switches.

6.6 Materials

The details of the proposed materials and building design will ultimately be controlled via planning conditions.

The selection, detailing and maintenance of all external materials will be considered at the outset of the design process and only products with proven lifespan and quality will be specified. Particular attention will be given to detailing to ensure continued performance especially at joints and abutments.

The selection of materials will have due regard to the embodied energy for construction, environmental impact and ongoing maintenance. The use of recyclable materials, where appropriate, will be considered.

Contractors will be required to work directly with manufacturers to ensure supplied materials are pre-cut to size to minimise wastage wherever possible. This will also ensure a higher standard of construction which will help to improve detailing. Materials will also be sourced locally, recycled and/or recyclable where practicable.

6.7 Boundary Treatment

Site wide security/boundary fencing will be incorporated into the soft landscape boundary treatment and will be set back from the public side of the landscaping belt.

To ensure site security around any yard area, a 2.4m high security fence will be provided. In exposed areas, welded mesh fencing will be used and galvanised steel palisade fencing will be used for concealed/screened areas. In both locations panels will be coloured dark green, subject to agreement with the local planning authority. Additionally, security/demise fencing will be provided around the car park area.

6.9 Transport and Car Parking

Access to and egress from the development plot is via the proposed new access point to the eastern boundary on Willen Road.

Reducing of individual car travel to work will be strongly promoted and the occupation of the building will be subject to the approval of a Framework Travel Plan. This forms part of the application's supporting documentation.

Inclusive access throughout the Site is achieved with paths leading pedestrians from the car parks to the main office entrance. Cycle shelters will be located in close proximity to the main office entrances. As far as possible, pedestrian and cycle routes will be segregated from routes used by motorised vehicles. Shower/changing facilities will be provided to encourage non-car travel.

Pedestrian linkages will be designed and specified to create 'pedestrian friendly' areas through car parks. The provision of disabled parking bays will be provided to a minimum of 5% of the total car parking number and be positioned in close proximity to the office entrance. Car parking and motorcycle parking provisions will be in accordance with local authority standards.

Cycle parking will be provided in the form of covered cycle stands with hoops positioned at 1m apart based on recommended guidance in the DfT's 'Manual for Streets' (2007).

Deep service yard areas will be accommodated on the site. These accommodate the full turning circle of an HGV and HGV parking along the building elevation and also HGV trailer parking along the outside edge of the service yard. They are laid out so that drivers can employ the right hand down manoeuvre when reversing into docks, as British registered right hand drive vehicles are much easier to park using this high level of visibility from the lorry cab.

Public access will be actively discouraged within service yard areas, with access limited to trained competent members of staff only.

6.10 Surface water and attenuation

The preliminary surface water drainage strategy is based upon the use of SuDS, the principles of which are set out by the Environment Agency (EA), as well as national and local policies. The EA and these relevant policies require post development run-off quantity and quality matches the existing greenfield nature of the catchment. In order to replicate the existing greenfield drainage, the development will discharge into the existing watercourse reference 18a at a limited discharge rate, as agreed with the Bedford Group of Internal Drainage Boards. The development will be drained by a gravity surface water drainage system to a private surface water pumping station, designed in accordance with adoptable standards. Surface water run-off from the development will be stored in attenuation ponds and underground storage tanks located strategically within the development. These features have been sized to accommodate a 1 in 100 year rainfall event with an additional allowance of 40% for climate change, in accordance with National Planning Policy Framework guidelines.

7.0 Landscape Masterplan

7.1 Ecology

A desktop study and Extended Phase-1 Habitat Survey were initially undertaken across the application site to address the potential constraints to the proposed development. Results of the desktop study confirmed the absence of any national or international statutory sites of nature conservation importance within the specified search area of up to 5km. The desktop study identified a single non-statutory site, the M1 Motorway Wildlife Corridor as partially falling within the boundary of the site. This locally designated site will in the majority be retained and substantially enhanced as part of the development through a scheme of habitat creation, ensuring that the functionality and increased biodiversity of the site is secured in the long-term.

Survey of the site identified on-site habitats as being mostly species-poor, representing habitat types that are likely to be common to the surrounding landscape and therefore of limited ecological interest. Habitats of greatest value comprised boundary and highway hedgerows and trees, which where possible, will be retained as part of the proposals and enhanced through native species planting. Where loss of hedgerows and trees is likely, these will be compensated for through a scheme of native species-rich hedgerow and tree planting.

Following initial assessment, targeted protected species surveys have been undertaken to assess the value of the site for bats, reptiles, great crested newts (GCN) *Triturus cristatus* and breeding birds. No GCN or reptiles were recorded during surveys of the site and bat populations found to be utilising the site comprised common bat species typical of the type of habitats found within the site boundary and those likely to be similar to species assemblages present in the local area. A number of notable bird species were recorded on-site, the majority of which will see beneficial impacts as a result of the proposals.

In addition to the above no direct sightings or evidence of badger activity was recorded on-site or within 30m, where accessible.

Opportunities for site enhancements include native woodland and species-rich grassland creation particularly at the west site boundary within the designated M1 Motorway Wildlife Corridor and in association with the proposed screening bund east of Willen Road. It is recommended that the development should seek the opportunity to enhance the biodiversity of the site, through good landscape design, including areas of native planting including native trees and shrubs, particularly around the study area boundaries. Where ornamental species are used these should

be of wildlife benefit through fruiting and flowering bodies and used closer to or within the built areas only.

7.2 Landscape Proposal

The existing landscape resource and the visual receptors and amenity of the site have been considered by the planning and design process and have informed the resultant scheme. This approach has entailed collaboration between landscape, urban design, ecological and other professionals. The landscape components of the scheme are an important integral part of the proposals.

The Landscape Strategy for the Proposed Development has been prepared in the context of a thorough and detailed understanding of the site and its context and within a framework of key policy and design guidance. The proposals are illustrated in the illustrative Concept Landscape Masterplan (Figure 8.2) which has been prepared to convey the character and detail of the landscape proposals. This illustrative plan provides an understanding of the landscape and mitigation design proposals and how these relate to the existing site context and to the relevant landscape and visual receptors.

Landscape Design and GI Objectives

There are a number of relevant landscape and related GI design issues to be addressed by the Proposed Development. These can be summarised as follows:

- Positively assimilating the Proposed Development within the landscape and landform; including for mitigating and minimising any potential adverse effects with particular attention to the interrelationship of building heights; plot levels; earthworks and mounding proposals and conserved and proposed hedgerows, woodland and planting areas;
- Establishing and strengthening connections and green corridors; particularly around the site perimeter;
- Securing and maximising biodiversity interest, through conservation, enhancement and creation of habitats and green spaces;
- Integrating Sustainable Drainage (SuDS) features and measures to form part of a strong multi-functional Green Infrastructure framework for the Proposed Development site that will deliver valuable biodiversity and amenity benefits alongside the practical drainage requirements;
- Establishing and managing a significant and robust landscape framework to form an appropriate and cohesive “green structure” to the built development and create a suitable buffer to the neighbouring settlements and uses.

The key objectives of the landscape and GI proposals for the scheme are to:

- Recognise and respect existing landscape character;
- Conserve and enhance landscape areas and features where possible as an integral and structuring part of the landscape framework;
- Create a high quality new landscape framework, including woodland and structure planting, hedgerows, other mixed habitats, open spaces and sustainable drainage features giving rise to biodiversity enhancements;
- Provide significant new planting as part of a thorough and long term approach to the growth and management of the overall landscape framework;
- Minimise any potential adverse landscape or visual effects through the application of best practice design principles and careful attention to design through all stages of the development process; and
- Adopt specific landscape measures to mitigate any potential adverse landscape, visual or other environmental effects (e.g. screen mounding proposals).
- Landscape and Green Infrastructure (GI) Proposals
- In summary the outline landscape and GI proposals for the scheme include:
- Retention of existing landscape features of value where possible.
- Setting back of buildings from the northern, eastern, and western boundaries of the site to create landscaped buffers between the proposed development and the adjoining roads (H3 Monks Way, Willen Road and M1) together with the wider Ouzel Valley to the east.

The Proposed Development will incorporate the conservation of existing perimeter hedgerows and trees where possible, reinforced by significant new woodland, tree and shrub planting; the creation and conservation of landscape corridors through the development; the provision of new mixed habitats (including some wetland areas/ ponds as part of the sustainable drainage strategy) to satisfy biodiversity objectives; the formation of earthwork proposals and the establishment of high quality and robust landscapes to the built development plots and surrounds.

At a strategic level, these proposals will reflect the broad stated aims and approaches outlined in the Natural England Green Infrastructure (GI) and the National and Borough based landscape character and GI guidance.

In devising these proposals, there has been careful analysis of the development proposals and close collaboration with other environmental and technical professionals. This has sought to minimise potential adverse environmental effects and maximise opportunities for GI within the Site. It has also sought to ensure that the landscape strategy proposals are both appropriate in the short and longer terms. Careful attention has also been paid to the emerging earthworks and drainage strategies to ensure that a comprehensive solution emerges that robustly addresses the landscape and visual issues associated with the proposals.

A strong landscape framework forms an integral part of the Proposed Development, comprising the conservation of existing hedgerows and trees where possible, reinforced by significant new tree, hedgerow and shrub planting and other habitats. The formation of new earthworks and mounding proposals to the main site's perimeter will include much of this new native planting and will be important in mitigating and screening views of the Proposed Development from beyond the boundary.

Largely native trees and shrubs would be used to reflect those in the existing locality. A mix of planting sizes and densities would be adopted to satisfy the differing objectives, principally those of providing amenity and a level of screening and filtering in the short and longer terms and of establishing well balanced woodland and planting habitats.

Detailed Design and Landscape Management

The successful implementation of the landscape strategy will depend upon many factors, including the effectiveness of the site's detailed landscape design and a clear and comprehensive plan for the phased implementation and subsequent ongoing maintenance and management of all areas.

All of the landscape areas and features will be managed and maintained in the long term. This will be achieved through the implementation of a comprehensive Landscape Management Plan (LMP), to ensure the successful establishment and continued thriving of the landscape framework proposals.

It is anticipated that detailed landscape plans will be required for submission to the local authority for discharge under relevant conditions or reserved matters applications. All of the detailed design and management proposals will be advanced in close collaboration with the relevant authorities and other technical and environmental professionals.



FIGURE 7.1 - LANDSCAPE PARAMETERS PLAN

It should be noted that the landscape design has evolved in response to the reasons for refusal given in respect of an earlier full application (Ref: 19/02402/FUL) made by a different Applicant SEGRO (Newport Pagnell) Limited, at the Site that was determined in June 2020. Newlands has engaged positively with Bloor Homes, who are bringing forward development on the adjacent plot to the immediate east of the Site. As part of this response, particular attention has been given to the treatment of the landscaping along the eastern boundary of the site, along Willen Road where the landscape buffer has been augmented, facilitated by a reduction in floorspace. A further landscape buffer is proposed within Bloors' illustrative layout on the opposite side of Willen Road, as shown on the Illustrative Section Figure 7.2. This also highlights adequate set-backs have been provided from Willen Road such that there is adequate separation between the two development areas and an adequate level of landscape mitigation.

In light of the above, a letter of support from Bloor Homes is appended to the accompanying Planning Statement demonstrating that they are happy that the design parameters and scale of development proposed, coupled with the landscape mitigation does not concern them from a visual impact or residential amenity perspective.



FIGURE 7.2 - ILLUSTRATIVE SECTION

8.0 Sustainability

8.1 Sustainability – Energy Efficiency and Carbon Mitigation

Sustainability in the form of energy and water efficiency, the deployment of renewable technologies to decarbonise the energy supply and the use of materials with low embodied energy impact are high on the agenda for this project.

In order to deliver environmentally responsible building stock, an exemplar approach is being proposed based on low energy design principles. In summary, this approach involves energy demand minimisation through effective building form and orientation to promote high levels of daylight, good envelope design and proficient use of building services such that the buildings themselves are being used as the primary environmental modifier.

Long term energy benefits are best realised by reducing the inherent energy demand of the buildings in the first instance before considering deployment of appropriate renewable technologies to decarbonise the development's energy supply.

The building envelope will be designed to ensure that the fabric and form of the office and warehouse spaces encompass the low energy sustainability principles necessary to target a BREEAM 'Very Good' rating. BREEAM is an internationally recognised measure of a building's sustainable credentials. To quantify the sustainability measures, BREEAM Design and Procurement assessments have been undertaken to demonstrate compliance with a target BREEAM rating of 'Very Good'.

The design intention is to use locally sourced A and A+ rated construction materials (as defined by the Green Guide to Specification), wherever possible, with associated low embodied carbon impact.

High levels of natural daylight will be provided, wherever possible, through effective window design and 12% roof lights to the warehouse areas. The glazing specifications for the new buildings will be optimised to ensure that the glazed elements provide excellent thermal performance combined with optimum solar reflectance to minimise summer solar heat gains along with high daylight transmittance factors to maximise daylight factors. Encouraging the correct quality and quantity of daylight to penetrate the buildings is key to reducing the amount of light required from artificial sources and hence energy requirements.

It is imperative that the lighting design philosophy provides the correct quality of lighting with minimum energy input and hence reduce internal heat gains. In the buildings, energy efficient lighting (including LEDs with an efficacy of 80 lumens per

circuit Watt,) will be deployed throughout and lighting schemes will be appropriately zoned to allow control of luminaires via switches/absence detection and daylight sensors. Output performance or Light Output Ratios (LORs) will exceed 80%.

External lighting to the car parking areas will employ the latest lighting technology including LED's where appropriate.

To complement the significant improvements in envelope design and lighting provision, the building services heating and ventilation systems being proposed will also reduce the inherent energy consumption. High efficiency, low NO_x condensing boilers are to be used with mechanical ventilation heat recovery systems.

The provision of an effective control and metering philosophy is fundamental to the efficient operation of the building's environmental services and will be included as a matter of course.

These building services systems could be supplemented by an array of renewable technologies including:

- Solar Thermal Evacuated Tubes for domestic hot water requirements
- Air Source Heat Pumps (ASHP) for space heating/cooling in the office areas
- Solar Photovoltaic Panels to provide a large proportion of the electrical demand of the buildings.

In order to reduce the environmental impact on water resources as a result of the development, it is proposed that all toilets will be low water capacity, taps will be push button type and water consumption will be tightly monitored. Sanitary supply shut-off control could also be incorporated into the design. These measures will be supplemented by the incorporation of rainwater harvesting to supply the office accommodation.

The low energy design principles outlined above will ensure that the buildings achieve an Energy Performance Certificate (EPC) A-rating and hence a significant reduction in Carbon Dioxide (CO₂) emissions over current Part L 2013 Building Regulations Standards.

9.0 Conclusion

The planning application proposes a high quality and sustainable employment development for the logistics industry.

The development provides a range of employment opportunities for residents of Newport Pagnell and Milton Keynes and will be delivered by a developer with a track record of successfully delivering schemes of this type. The development responds to pressure for additional high quality strategic employment facilities, close to the trunk road network, as set out in the application's supporting Market Report.

The application has been assembled by a professional team of experts following dialogue with the local planning authority. The supporting documentation is both thorough and comprehensive, including a full Environmental Statement ensuring that all planning considerations have been carefully considered to ensure that a high-quality scheme is delivered.

The site will be served by a single point of access off Willen Road. This will branch to provide access to each unit which, in turn, has separate access points for HGV yards and vehicle parking areas.

The development will deliver substantial structural landscaping, which will involve enhancing the M1 biodiversity corridor with earthworks and extensive planting. The Applicant and their consultant team have also worked collaboratively with Bloor Homes to address the Council's concerns around the landscape treatment along Willen Road. The resultant design response is supported by Bloor Homes and their letter of support is appended to the Planning Statement. Sustainable drainage features are also proposed throughout the site.

A package of off-site highway improvements is proposed as set out within the supporting transportation report and supporting plans. This includes major works to increase capacity on the Marsh End roundabout. This is complimented by a package of sustainable transport improvements, including new bus shelters, enhanced bus service and linkages to the Milton Keynes Redway for pedestrians and cyclists.



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