

CALDECOTE FARM

NEWPORT PAGNELL · MILTON KEYNES

CHAPTER 2

ENVIRONMENTAL STATEMENT

DESCRIPTION OF DEVELOPMENT

JULY 2021

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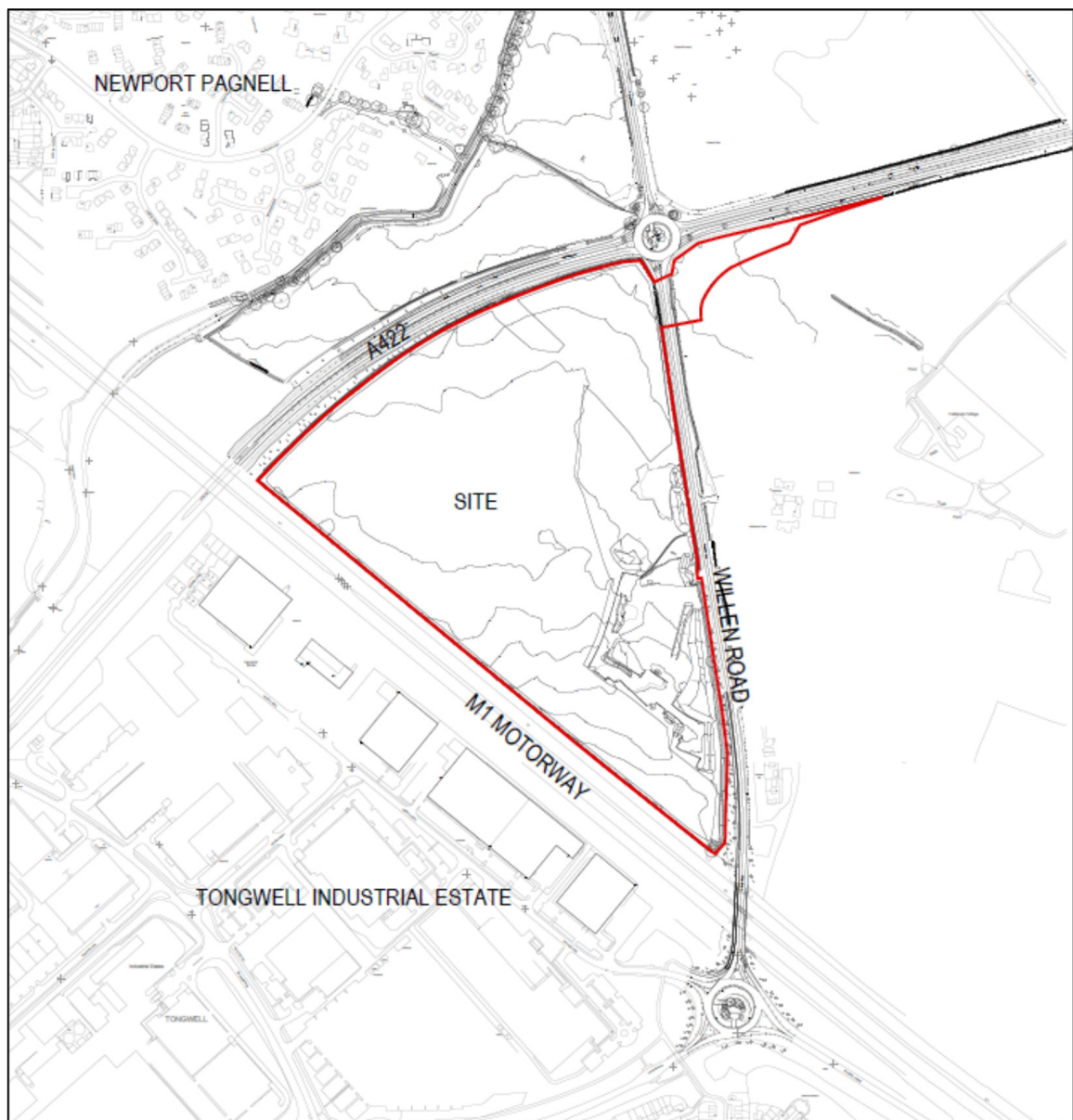
DESCRIPTION OF DEVELOPMENT

2.1 SITE LOCATION AND CONTEXT

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- 2.1.1 The site is situated on land at Caldecote Farm. It is roughly triangular in shape and located directly to the south of Newport Pagnell and to the east of Milton Keynes.
- 2.1.2 To the north the site borders the A422 (Monks Way) dual carriageway, which extends across to the M1, which forms the site's south-western boundary. To the east the site boundary is formed by the single carriageway Willen Road, which similarly extends to the M1, forming the site's triangular shape.
- 2.1.3 There is an access which serves a small cluster of dwellings (known as Glenfield) on the opposite side of Willen Road. This access track also serves the more remote dwellings known as Moat Cottage and Caldecote Cottage. Adjacent to Glenfield is an access to a sand and gravel extraction quarry. Further along Willen Road, closer to the southern corner of the application site, is a traveller site with six pitches.
- 2.1.4 The Site Location Plan is shown below:

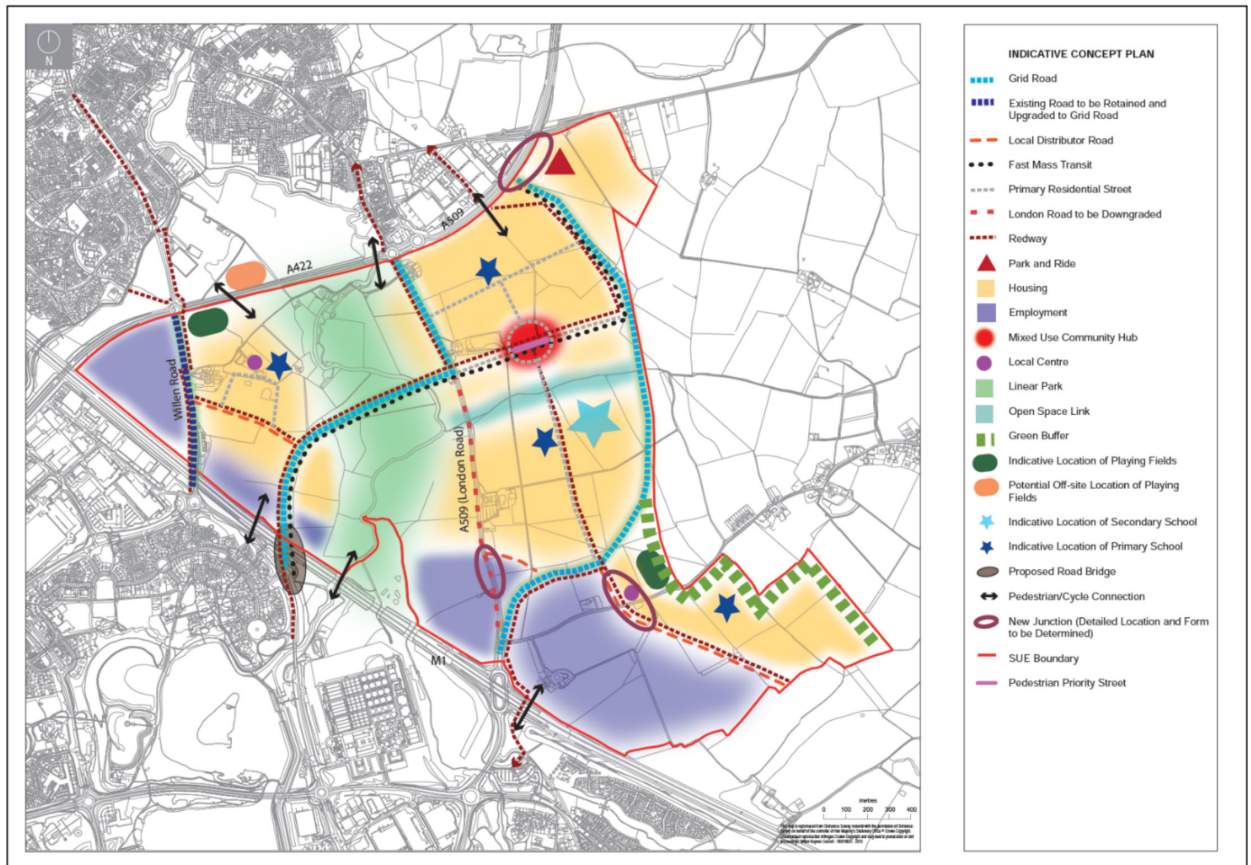
Site Location Plan



2.1.5 The application site and surrounding area are allocated through Plan:MK as the 'Milton Keynes East Strategic Urban Extension' (SUE). The SUE will deliver a mixture of employment and housing land, together with the associated local facilities for the housing development. In this regard, the context for the site will change considerably over the coming years.

2.1.6 The application site itself is allocated for employment development. Milton Keynes Council have adopted a Supplementary Planning Document to guide development within the SUE. The extract Concept Plan below shows the emerging context for the site which will significantly alter as the SUE proposals are brought forward.

Milton Keynes East SUE Supplementary Planning Document Concept Plan



2.1.7 The Planning Statement submitted in support of the planning application provides further details of the site's context.

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2.2 EXISTING SITE

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- 2.2.1 The site occupies a well contained and discrete parcel of land between the M1 and Willen Road.
- 2.2.2 The application site area extends to approximately 19.3 hectares of land which has previously been used for sand and gravel extraction.
- 2.2.3 The site's topography is relatively flat, having been restored back to agricultural use from its former use (sand and gravel extraction). Given this former use, the site is devoid of any features of landscape or ecological importance.
- 2.2.4 However, there is a wildlife corridor which runs along the western boundary of the site, adjacent to the M1 motorway.
- 2.2.5 This feature will be retained and supplemented through the application proposals which limit the built form of the development to the land centrally within the site, providing for strategic landscaping around the entire perimeter of the site.
- 2.2.6 The site is enclosed by a high hedge with a gap part way along Willen Road which provides vehicular access to the site. There remains small deposits of sand and gravel within the site boundary and adjacent to the site access.
- 2.2.7 Further details of the existing site can be found in the Planning Statement submitted in support of the application.

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2.3.1 The application is submitted in outline with all matters except the principal access Reserved. The application is described as:

Outline application for the development of storage and distribution (Use Class B8) floorspace, with ancillary offices and associated infrastructure, including access, parking, servicing and landscaping.

2.3.2 A description of the development for the purposes of the Environmental Impact Assessment is set out below, in the Parameters Table and associated bullet points. This should be read in conjunction with the Parameters Plan and the application highways plans.

Parameters Table

Minimum Finished Floor Level	59.30m (AOD)
Maximum Finished Floor Level	60.70m (AOD)
Maximum building height	21 metres
Maximum floorspace	78,429 sqm

- Improvement works to Marsh End roundabout (with associated highway surface water drainage).
- Improvement works to Willen Road, including road widening to accommodate a redway.
- The delivery of a new junction on Willen Road to serve the application site and the adjacent allocated housing area.
- The development of up to 78,429 sqm of storage and distribution floorspace, with a maximum building height of 21 metres.
- Service yards and trailer parking, with staff car parking, disabled parking bays, motorcycle parking and bike shelters.
- Strategic landscaping to filter views of the development and deliver biodiversity opportunities.
- Provision of surface water attenuation features.

2.3.3 Although the application is made in outline, the application proposes a package of on and off-site infrastructure improvements to mitigate any potential impact of the development. These are discussed in detail in the supporting Transport Assessment and through Chapter 12 of the Environmental Statement.

2.3.4 A summary of the proposed improvements package is below:

- Comprehensive mitigation package to deliver improvements to the function and capacity of the Marsh End roundabout, including enlargement and signalisation.
- New signal controlled junction to serve the site.
- Upgrading to Willen Road.
- New bus stops on Willen Road adjacent to the site access, including raised kerbs, shelters with seating and real-time information display screens.
- A Redway (pedestrian/cycleway) along Willen Road to connect to existing routes towards Newport Pagnell and the existing H4 Redway Super Route at the Tongwell Roundabout to the south
- New traffic signal controlled Toucan crossings at the site access, across Willen Road and at the Marsh End roundabout on the A422 (east)

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- On-site secure, covered cycle parking close to building entrances
 - New pedestrian and cycleways on each side of the new site access
 - On site sustainable surface water drainage ponds to sustainably control the rate of surface water discharge
 - Off-site surface water attenuation feature adjacent to the south eastern edge of the Marsh End roundabout to mitigate against the impact of additional hard surfacing as part of the Marsh End highway improvement works

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2.4 ASSESSMENT OF ALTERNATIVES

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- 2.4.1 The EIA Regulations require applicants to provide an outline of the main alternatives studied by the applicant and an indication of the reasons for the chosen proposal, taking into account the environmental effects. In considering alternatives, there are a number of aspects and scenarios to be taken into account. Examining alternatives should involve the consideration of alternative sites for the development, where this is feasible. However, it should also examine alternative design and mitigation approaches and, where relevant, alternative processes and technologies. This could include alternative approaches to construction activities.
- 2.4.2 The consideration of alternative sites is not always straight forward, as it is difficult to appraise sites which are outside of the applicant's control. The EIA regulations state that 'reasonable alternatives' should be assessed.
- 2.4.3 In the instance of this application, the site is allocated for employment use, within a wider SUE allocation. In reaching its conclusions regarding the allocation of the site, Milton Keynes Council undertook detailed analysis and research into the suitability of the site for allocation. The subsequent allocation demonstrates that the site is of the right type and in the right location to deliver the proposed development scheme.
- 2.4.4 In this overarching context, no further assessment of alternative sites has been undertaken.
- 2.4.5 Alternative development scenarios and design approaches have been considered through the iterative process of site assembly, master planning, assessment and consultation. As an iterative process the design of the proposed scheme detailed in this application has undergone many changes as part of a rigorous approach to its design development. This has been underpinned by the EIA process, which has been used to both inform and test the proposals.
- 2.4.6 The application site has been subject to previous applications and the parameters established for this application is derived from the work on these previous applications. The triangular nature of the site constrains the development layout opportunities, along with the wildlife corridor which runs the length of the site's western boundary, adjacent to the M1 motorway.
- 2.4.7 In addition, the distance between Marsh End Roundabout and the junction on the southern end of Willen Road limits the options for the positioning of the access to the site, which also facilitates bringing forward the adjacent allocated development.
- 2.4.8 In this overall context, the parameters for the site have been established to ensure that landscaping is provided around the perimeter of the site, to provide separation between the built form of the development proposals and surrounding uses.
- 2.4.9 The Design and Access Statement submitted in support of this application details the evolution of the scheme design.
- 2.4.10 Notwithstanding, as an outline application, the design and layout of the individual plot layouts within the parameters established through this application will be determined through further detailed design and separate Reserved Matters applications.
- 2.4.11 The Chapters contained in this ES provide information regarding the applicant's ongoing assessment of the likely impacts of the proposed development and the mitigation measures proposed. The Chapters represent the latest outputs from a wide range of technical work.
- 2.4.12 The Chapters are based on the common description of development and on the key parameters identified for the proposal.
- 2.4.13 The description of development should be read in conjunction with the details set out on the Parameters Plan; together these form the parameters on which the environmental assessment is based.