

South Caldecotte  
Development Framework  
Supplementary Planning Document

CONSULTATION DRAFT



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# SECTION 1: INTRODUCTION

- 1.1 Introduction
- 1.2 Role of the Development Framework
- 1.3 Status of Development Framework
- 1.4 Oxford to Cambridge Arc
- 1.5 Oxford to Cambridge Expressway
- 1.6 East- West Rail
- 1.7 Planning Policy Background
- 1.8 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) which connects to junction 11a of the M1 via the recently opened link road.
- 1.1.2 The site is a Strategic Employment Allocation in Plan:MK 2016-2031.

## 1.2 Role of the Development Framework

- 1.2.1 Formal consultation on the draft Development Framework took place between the 5th March and the 27th April 2018. As a result of comments received, changes have been made to the draft Development Framework. A further 6 week period of consultation will be undertaken on a revised draft before the Development Framework is adopted as a Supplementary Planning Document (SPD).
- 1.2.2 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.
- 1.2.3 It is a requirement of policy SD12 in Plan:MK that Development Frameworks are prepared for strategic development sites prior to planning permission being granted.

## 1.3 Status of Development Framework

- 1.3.1 The Development Framework will be adopted as a Supplementary Planning Document (SPD) to Plan:MK. 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 and Plan:MK.
- 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 Oxford to Cambridge Arc

- 1.4.1 In March 2016, the National Infrastructure Commission (NIC) was asked to provide Government with proposals and options to maximise the potential of the Cambridge-Milton Keynes-Oxford arc as a connected, knowledge-intensive cluster that competes on a global stage, protecting the area's high quality environment, and securing the homes and jobs that the area needs.
- 1.4.2 The Commission's final report "Partnering for Prosperity: a new deal for the Cambridge - Milton Keynes - Oxford Arc" was published in November 2017. The central finding of the report was that rates of house building will need to double - delivering up to one million new homes by 2050 - if the arc is to achieve its economic potential.



Figure 1.1: Site Location



1.4.3 National investment in the East West Rail project and the proposed Oxford-Cambridge Expressway is central to achieving the report's vision. These schemes will enhance connectivity across the arc, as well as improving connections with international gateways such as Heathrow. But crucially, these schemes can play a key role in tackling the arc's housing crisis, unlocking major new development locations and enabling transformational growth around existing towns and cities.

## 1.5 Oxford to Cambridge Expressway

1.5.1 The preferred corridor for the Expressway, was announced by Highways England, in September 2018 (see figure 1.2). A preferred route will be announced in Autumn 2020, following consultation on shortlisted routes in 2019.

1.5.2 The likelihood of the expressway passing through the site is considered low as this would affect the consented Eaton Leys residential scheme and the scheduled monument of Magiovinium that lie immediately adjacent south-west of the site.

## 1.6 East West Rail

1.6.1 The east-west rail project will re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England.

1.6.2 The existing Marston Vale Line from Bletchley to Bedford which runs to the north of the site is part of the western section of the East

West Rail route. Phase 2 of the Western Section will upgrade and reconstruct existing and mothballed sections of the line that link Bedford with Bicester, and Milton Keynes with Aylesbury. Public consultation was undertaken in September-October 2015, June-August 2017 and January-February 2018.

1.6.3 Following public consultations, a Transport and Works Act Order (TWAO) application was submitted to the Secretary of State for Transport on 27 July 2018. The TWAO does not involve any works that will affect the site.

1.6.4 Depending on funding and progress of the TWAO, construction of the line between Bicester and Bletchley will start at the end of 2019 with trains operating from 2023.

1.6.5 Currently there is one passenger train per hour each way between Bedford and Bletchley on weekdays and Saturdays, and then the level crossing gates at Bow Brickhill are closed for a total of 14-15 minutes per hour, more if a freight train (not at peak times) also uses the line. As a result, there are notable queues of traffic on Brickhill Street on both sides of the level crossing when the gates are closed, and also along Station Road into Bow Brickhill, particularly during the morning and afternoon/evening rush hours. The number of passenger trains on the railway line is due to double in 2024 when the upgrade is complete.

1.6.6 Stakeholder engagement on the Development Framework has identified traffic delays at the level crossing as an important issue of concern to local people.

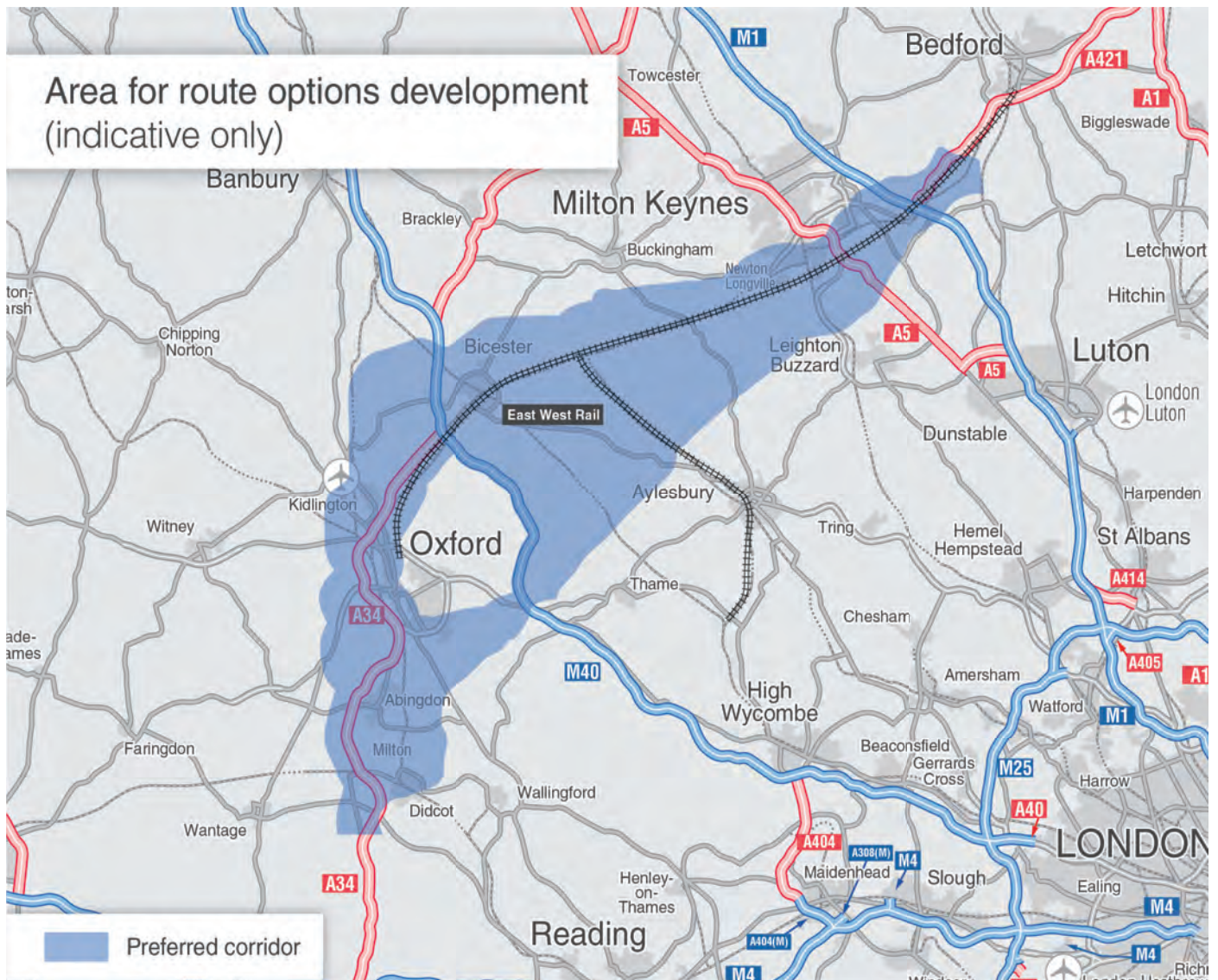
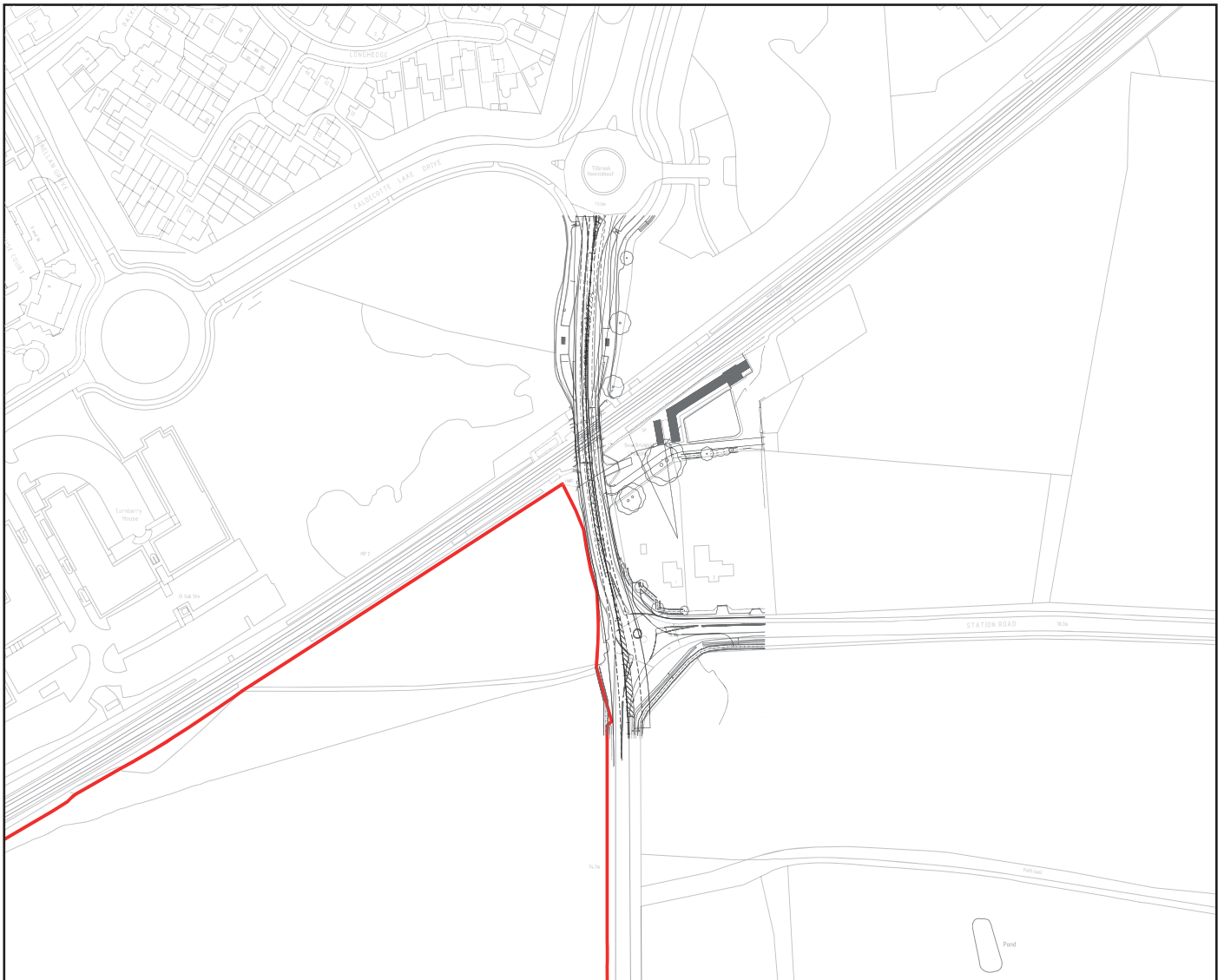


Figure 1.2 Oxford to Cambridge Expressway Corridor Source:Highways England



**Figure 1.3 Alignment of Potential Railway Bridge Crossing at Bow Brickhill Level Crossing.**

1.6.7 A long term solution to these delays is the provision of a bridge over the railway line in place of the level crossing at Bow Brickhill. Whilst Network Rail currently has no plans to provide such a bridge, it is considered that there is sufficient land available within the adopted highway to enable a bridge to be provided at some future date. The indicative drawing at Figure 1.3 suggests that a bridge could be constructed on the existing line of Brickhill Street, subject to more detailed technical work and planning permission. This would not require the safeguarding of any land within the South Caldecotte site.

## 1.7 Planning Policy Background

### National Planning Policy Framework

1.7.1 A revised National Planning Policy Framework (NPPF) was published in July 2018. At the heart of the NPPF is a presumption in favour of sustainable development.

1.7.2 The following sections of the NPPF are of particular relevance to the development of this site:

- Building a strong, competitive economy
- Achieving well-designed places
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

1.7.3 The NPPF states that Supplementary Planning Documents (SPDs) “add further detail to the policies in the development plan.” and “are capable of being a material consideration in planning decisions but are not part of the development plan.”

### Plan:MK

1.7.4 The Examination in Public of Plan:MK took place in summer 2018 and the Inspector’s Report was received in February 2019. Plan:MK was adopted on 20 March 2019. Plan:MK constitutes the Development Plan guiding future applications on this site.\*

1.7.5 Policy SD14 of Plan:MK allocates the site as a strategic employment allocation for a minimum of 195,000 sq m of B2 and B8 uses and sets out a number of criteria to which the development of the site should adhere.

1.7.6 Plan:MK includes various thematic policies of particular relevance to this site: employment development strategy (DS3), place-making (SD1), general principles for strategic urban extensions (SD9), delivery of strategic urban extensions (SD10), 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), transport (CT1-CT6), parking (CT10), digital communications (CT9), promoting healthy communities (EH7) and infrastructure (INF1).

\* The development plan also includes the Council’s Waste and Minerals DPDs and any applicable Neighbourhood Plans. At this time no made Neighbourhood Plans cover this site.

## **Supplementary Planning Guidance (SPG)/Documents (SPDs)**

1.7.7 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.\*

## **1.8 Planning Summary**

1.8.1 The site is allocated for employment development in Plan:MK, which was adopted on 20 March 2019.

\* The Council is currently preparing a new Planning Obligations SPD which will consolidate many of these into a single SPD. The Council anticipates adopting this new SPD later in 2019.

## **Policy SD14**

### **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.

A comprehensive development framework for the site will be prepared and the development will be brought forward in line with all relevant policies in Plan:MK, particularly Policy SD1, SD9, SD10, NE1-6 and INF1 prior to planning applications being approved.

The development must accord with the following principles:

1. A minimum of 195,000m<sup>2</sup> 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 site.
5. 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.
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 Heritage
- 2.8 Access and Movement
- 2.9 Utilities
- 2.10 Opportunities and Constraints



## 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 South Caldecotte 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 Bedford to Bletchley railway line and Bow Brickhill Railway Station. North of the railway is Caldecotte, comprising Caldecotte Business Park and a parcel of land known as Caldecotte Site C which is allocated for residential development; Caldecotte Lake and residential estates further to the north.
- 2.3.2 To the north-west of the site on the western side of the A5 lies the significant and visually dominant Tesco Distribution warehouse. To the north-east of the site are two residential properties at the junction of Brickhill Street and Station Road. Beyond these, across the railway line, is the Tilbrook employment area which includes the business premises of Red Bull Racing.
- 2.3.3 Agricultural land and the village of Bow Brickhill lies to the east of the site.
- 2.3.4 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 Roman settlement of Magiovinium and beyond that the Eaton Leys housing development which gained planning permission in 2017.
- 2.3.5 The site is also located adjacent to the proposed SEMK Strategic Urban Extension which lies to the east. That site will deliver around 3000 homes together with associated social, community and green infrastructure.
- 2.3.6 To the east of the site lies the Greensand Ridge, a band of higher ground stretching from Leighton Buzzard to Gamlingay in Cambridgeshire, rising out of the surrounding clay vales. The Greensand Ridge is an important landscape feature, with significant nature conservation interest.

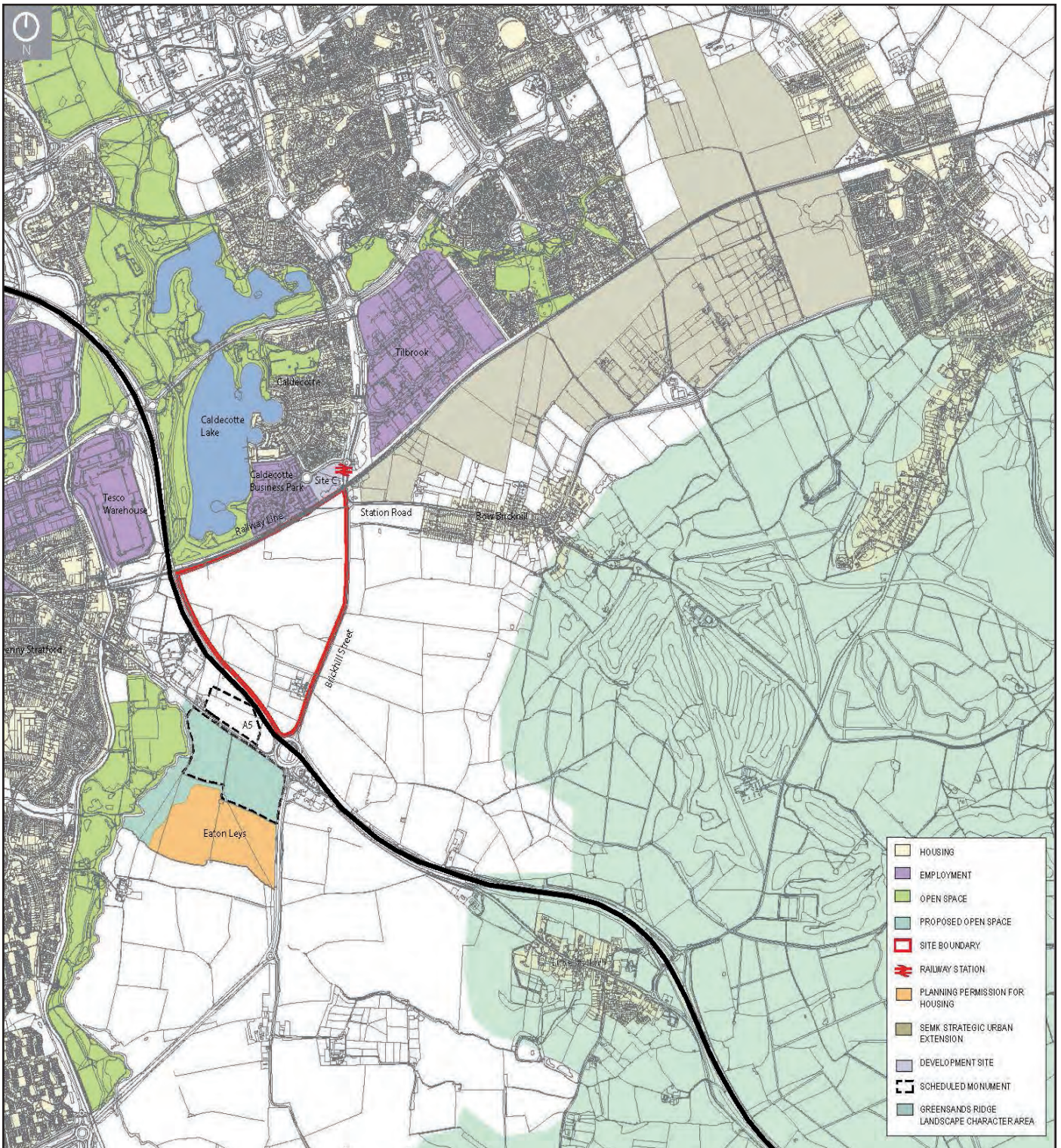


Figure 2.1 Surrounding Area

## Edge Conditions

2.3.7 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 Bedford to Bletchley 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, which forms the western boundary of the site, represents a movement barrier. There is existing planting along this edge of the site, but there will still be visibility of the site from the public realm.
- 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. Brickhill Street is likely to become noisier as its use increases, due to the development of this site, the SEMK urban extension and wider MK growth.

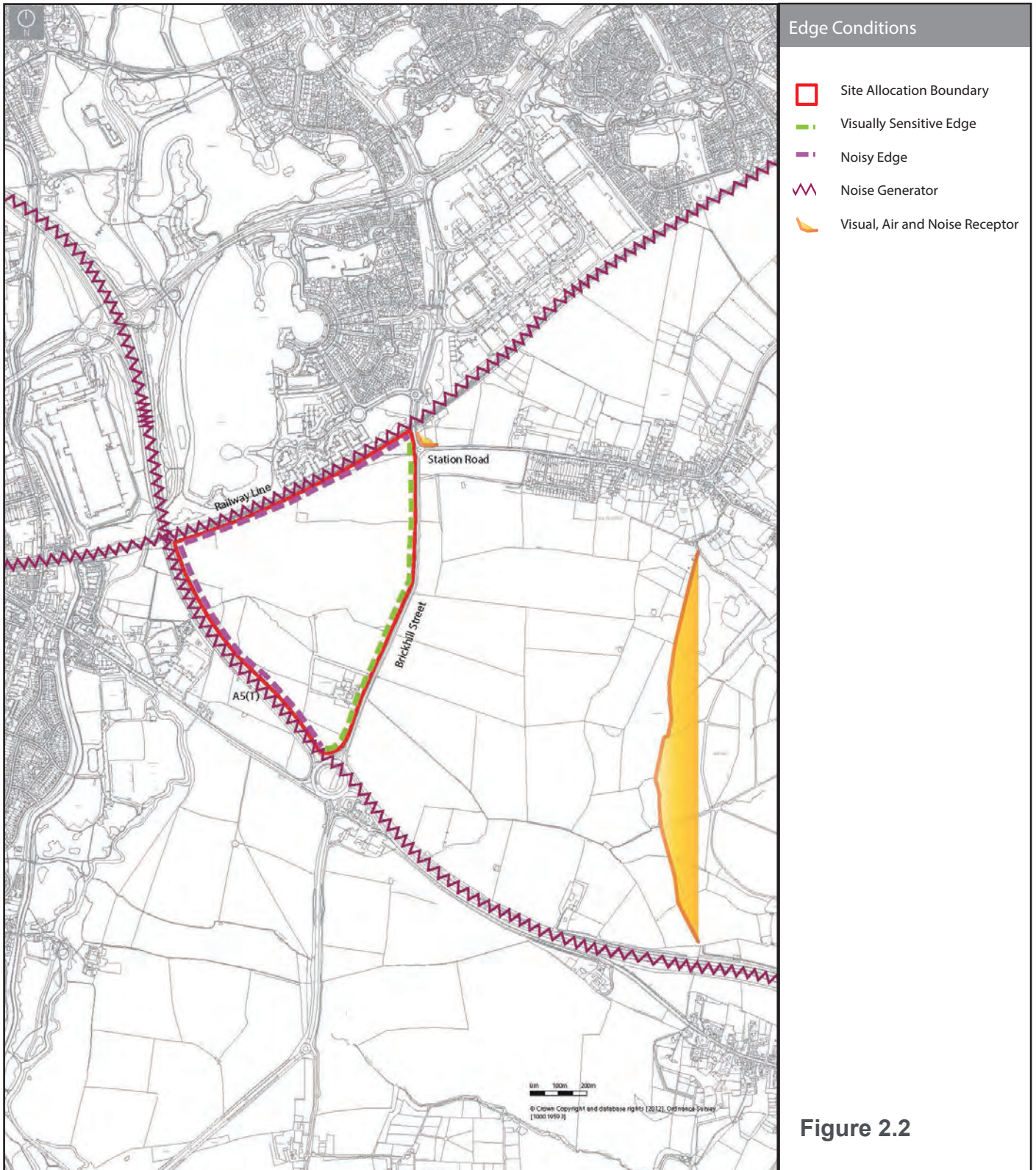
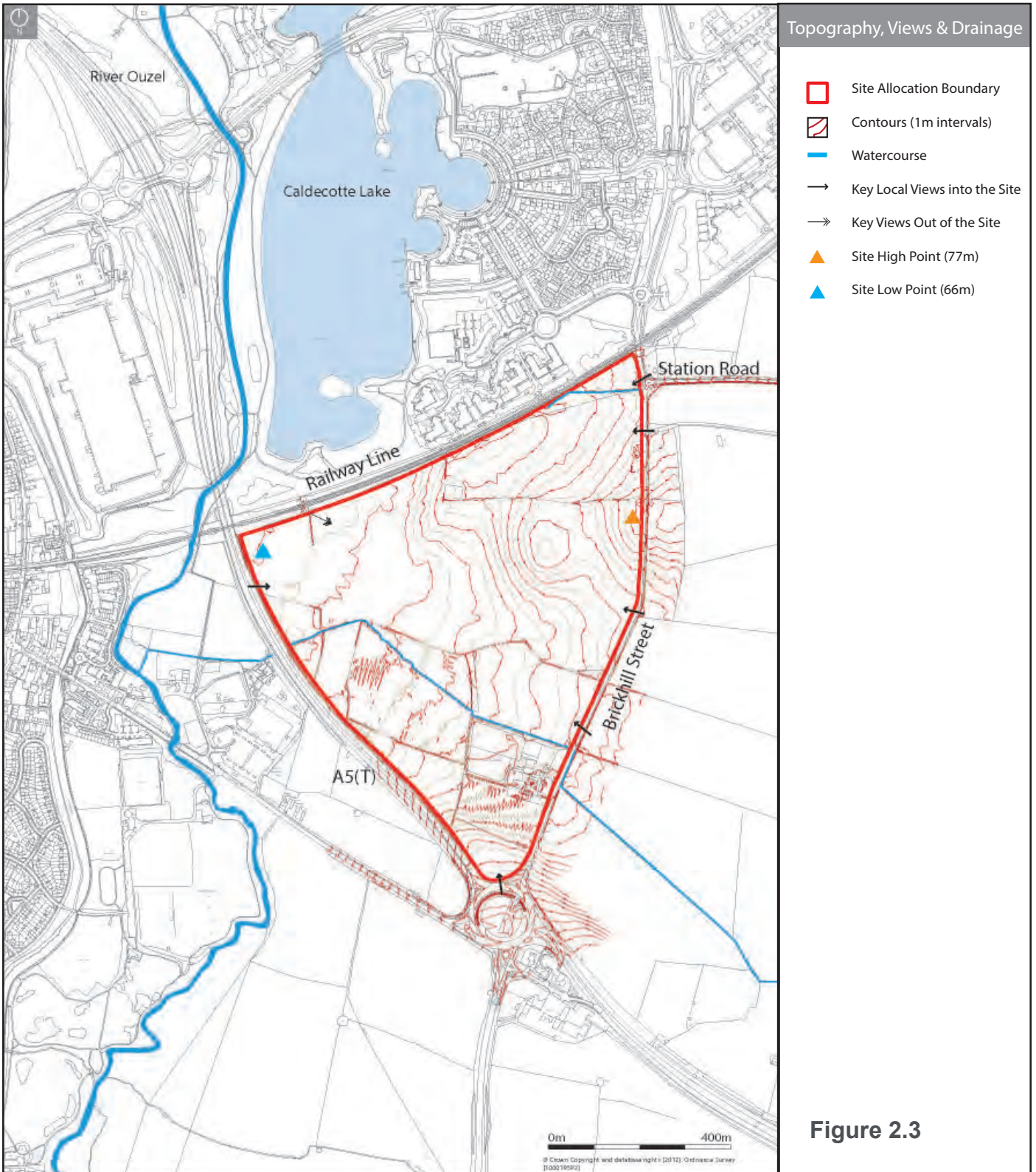


Figure 2.2

## 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 by at least 9m from the ordinary watercourse or at an appropriate width as agreed by the Lead Local Flood Authority or Internal Drainage Board, in order to provide an adequate undeveloped buffer zone in line with Policy FR3.
- 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).



**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 South Caldecotte site 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.



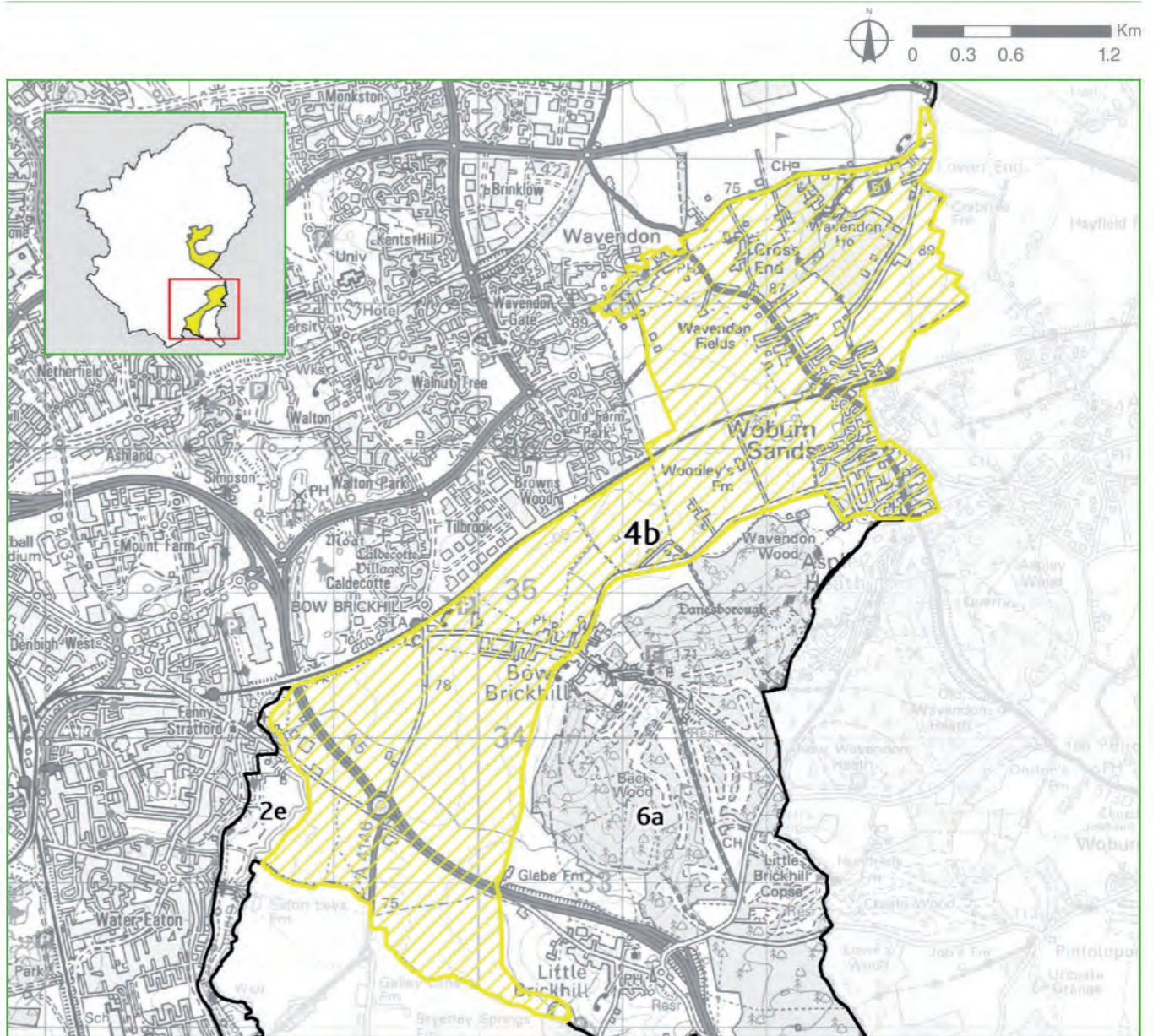


Figure 2.4 Landscape Character (Source: Landscape Character Assessment - June 2016)

## 2.6 Habitat and Vegetation

- Within the site, the main existing features are hedges, and individual mature trees.
- There are three small groups of trees within the site.
- Plan:MK identifies land alongside the Bedford to Bletchley railway line and alongside the A5 Trunk Road as wildlife corridors.
- In the central west of the site is an area of Priority Habitat (Lowland Meadow). Recent National Vegetation Classification (NVC) grassland surveys have identified that the grassland type has characteristics of MG5, MG6 and OV23c communities. Overall it is considered that the grassland represents a fairly poor quality example of lowland meadow habitat type.
- The existing watercourses that runs through the site provides a wildlife habitat.
- Further priority habitats and species, and protected species, may be identified through further survey work.

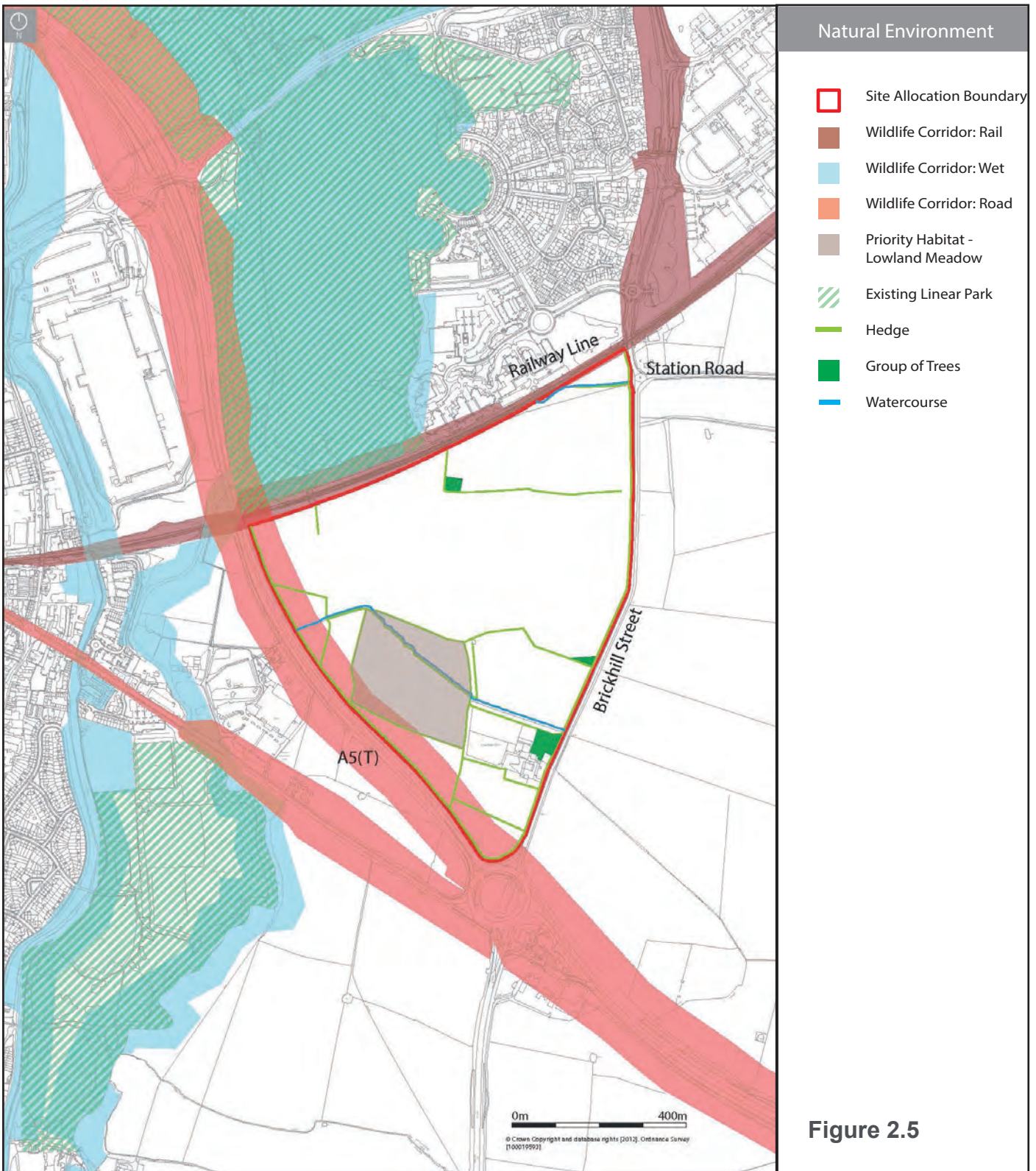


Figure 2.5

## 2.7 Heritage

- There is a Scheduled 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.
- 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.
- A geophysical survey and trial trenching has been undertaken on the site which has confirmed that there is an area of buried archaeological remains in the southern part of the site. The surveys have revealed the remains of a Roman street with buildings alongside. The significance of these remains is not known at present. However, given the proximity of the scheduled monument it is possible that they may be of equal significance. The significance of the remains and the impact of development on the heritage asset will be considered through the planning application process.
- The above area of buried archaeological remains is also partly coincident with an area of well-preserved ridge and furrow system surviving in the area of priority habitat grassland in the south of the site.
- There are no listed buildings or conservation areas in the vicinity of the site.

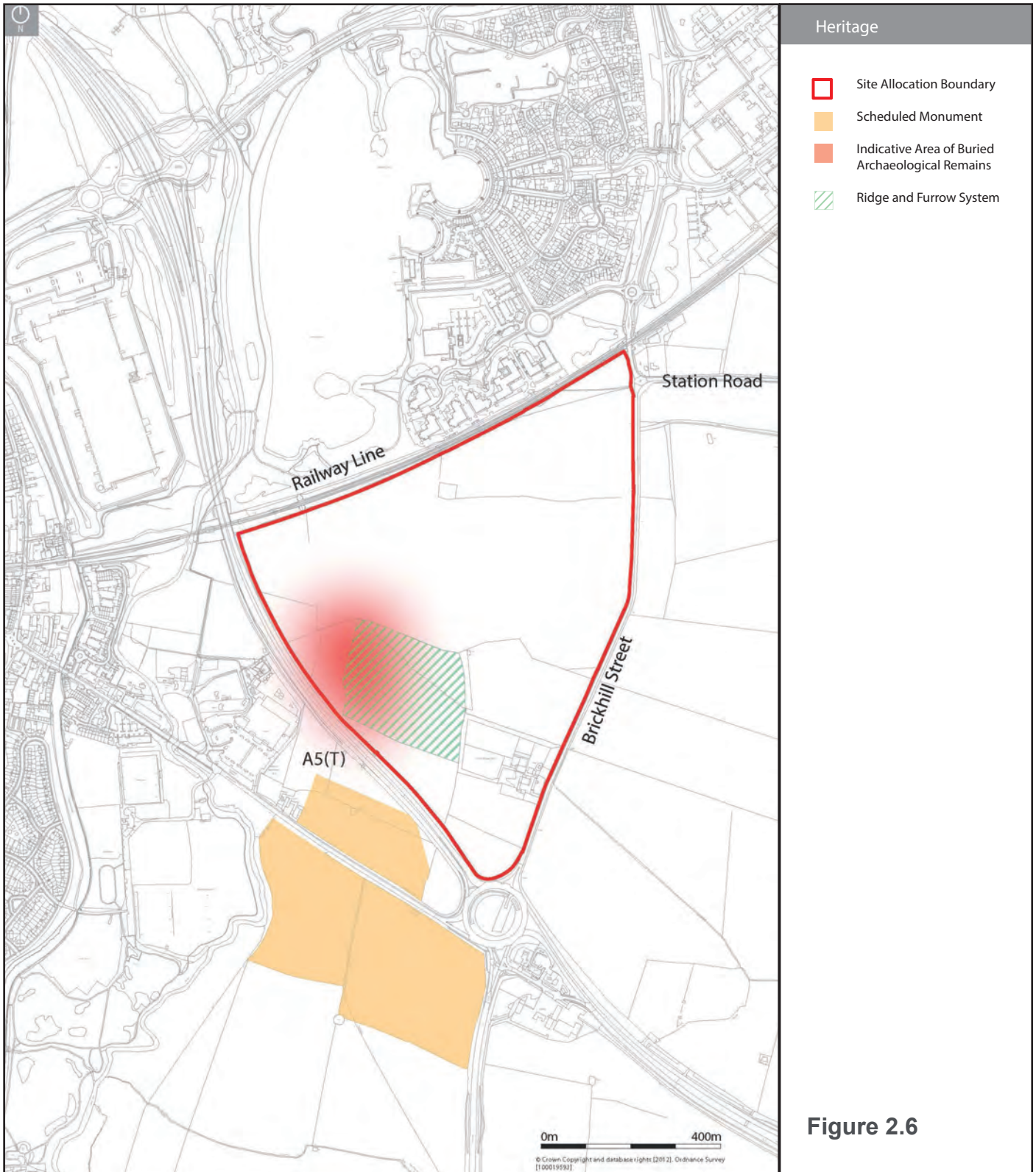
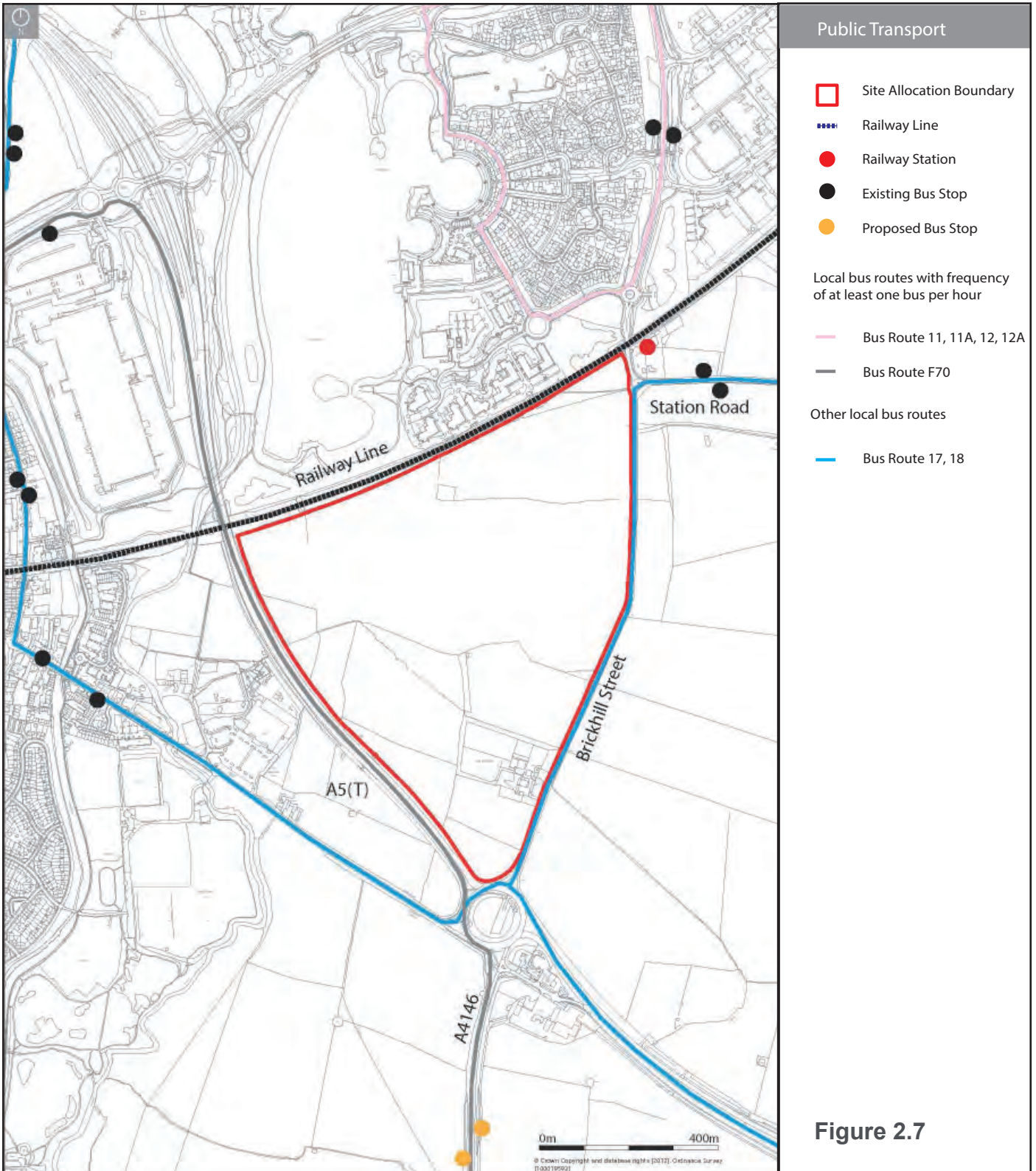


Figure 2.6

## 2.8 Access and Movement

### Public Transport

- The area is served by a Bow Brickhill Railway Station, except on Sundays, on the current Bedford to Bletchley line which is also the route for East-West Rail.
- There are two existing bus routes (17 & 18) that runs along the southern part of Brickhill Street which currently serves Woburn Sands, Bletchley and CMK. The 18 service runs once per day in each direction, with no service on Sundays. The 17 service passes the site three times per day in each direction.
- There are frequent bus routes that serve Caldecotte (although not on Sundays) and that run along the A5 and A4146 (F70). The F70 service currently has no bus stops within close proximity to the site.
- There are existing bus stops on Brickhill Street but these are located north of the railway crossing, and on Station Road. New bus stops are proposed on the A4146 at the entrance to the new Eaton Leys development.



**Figure 2.7**

## **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, as well as Milton Keynes's grid road network at the H10 (Bletcham Way) and the A421 (Standing Way).
- 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 locally strategic route with no footways or redways and is not currently to grid road standard.
- Station Road, east of the site, is a rural road running through Bow Brickhill and therefore would be unsuitable for regular HGV use.
- The level crossing is a noted pinchpoint of Brickhill Street, causing localised congestion, indicating that HGV traffic from the site should be routed away from the level crossing.
- 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, and passes under the railway line via an underpass. It provides pedestrian and cycle access to Caldecotte, via a permissive path and to Fenny Stratford, via a public right of way. There are other permissive paths that link the site to the redway along Bletcham Way.
- Improvements are to be made to the A5 roundabout as part of the Eaton Leys housing scheme.



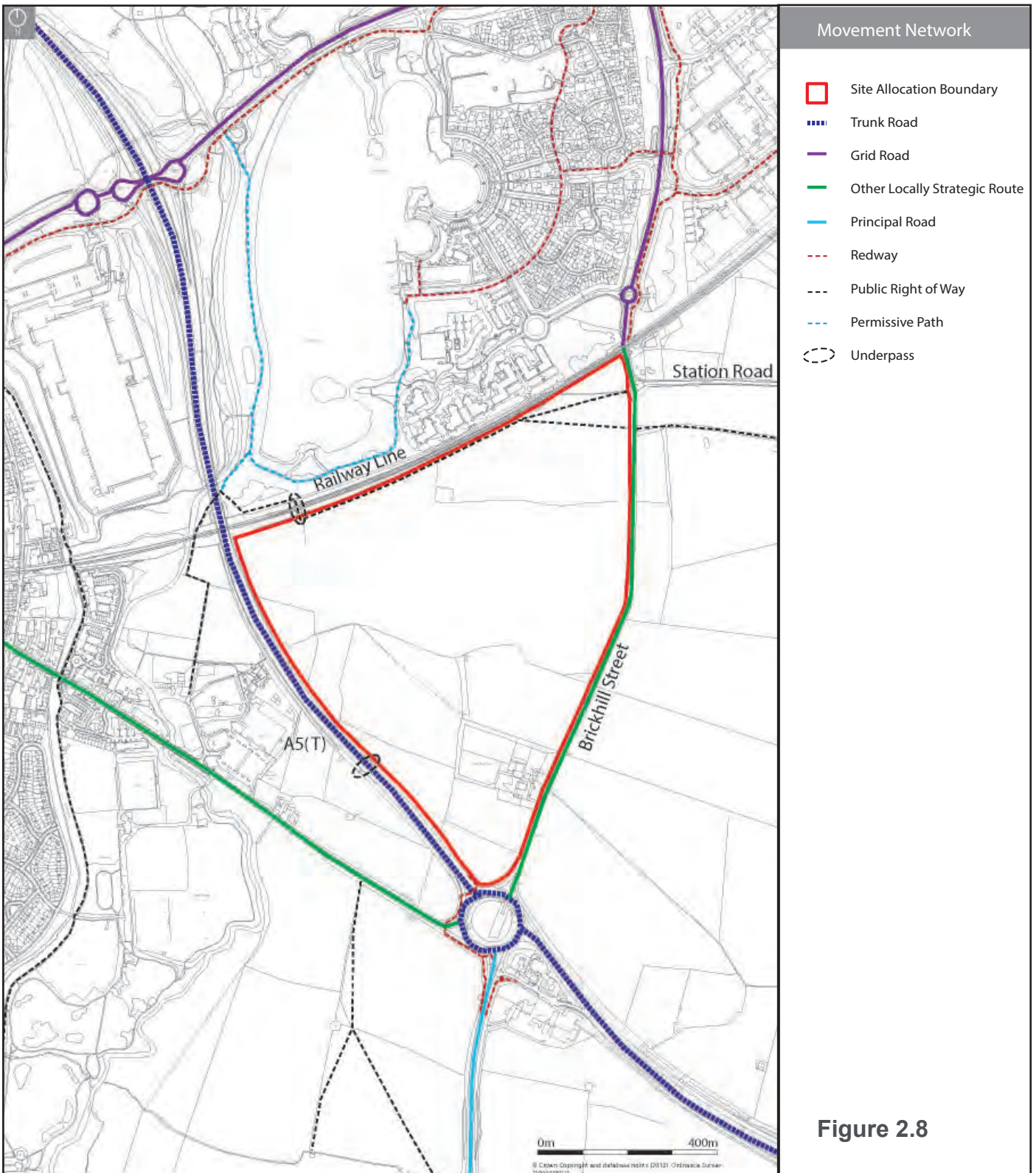


Figure 2.8

## 2.9 Utilities

- There are also overhead electricity 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.
- There is a medium pressure gas pipeline that runs along the northern edge of the site.
- Western Power have indicated that a new primary sub-station would be required to service the site.

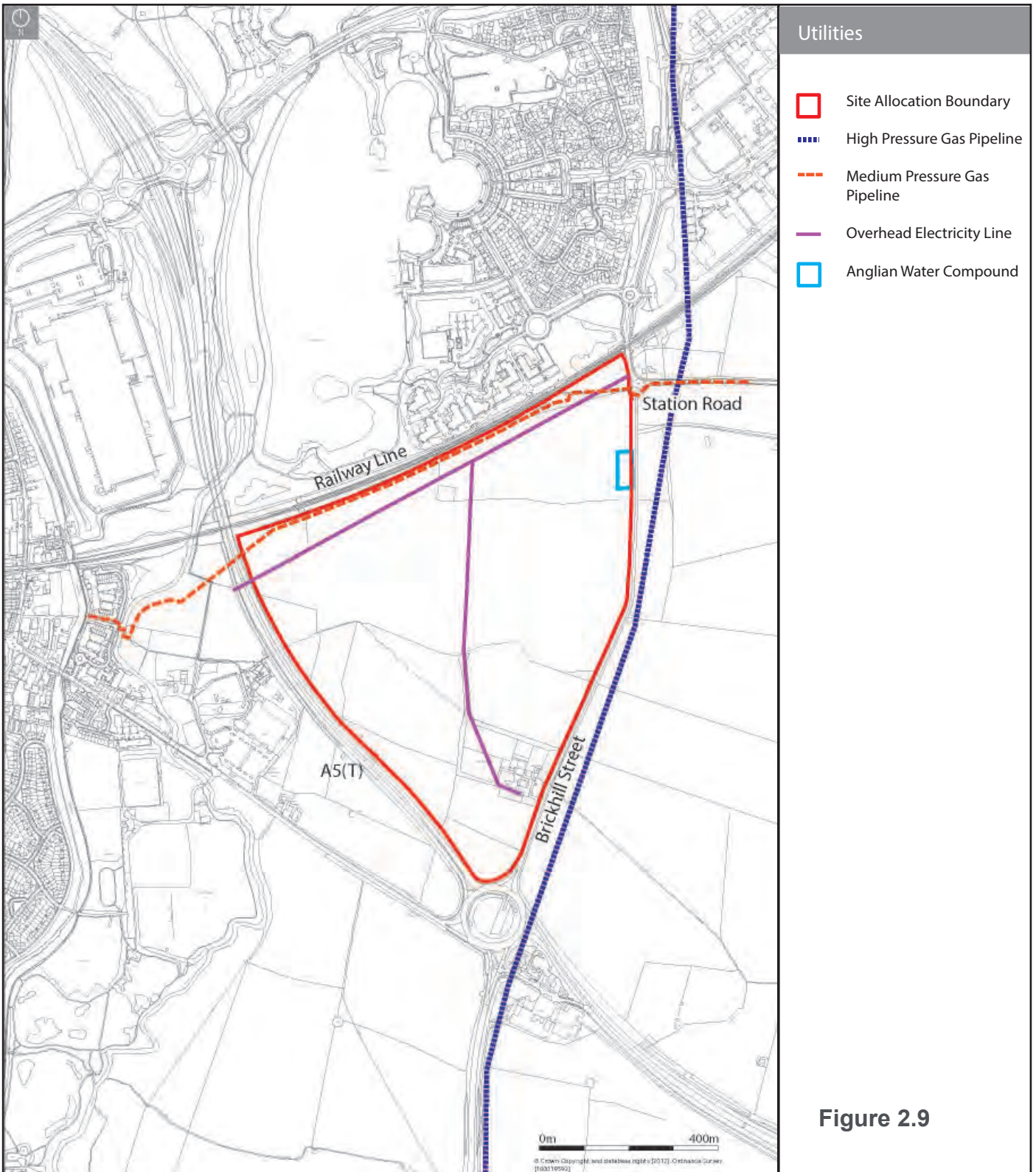


Figure 2.9

## 2.10 Opportunities and Constraints

### Edge Conditions

- Brickhill Street is a visually sensitive edge.
- The A5 and Bedford to Bletchley railway line are noise generators. Brickhill Street is likely to become noisier as its use increases.

### Topography, Views and Drainage

- 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. There are also views into and from within the site from local public rights of way.
- 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

- The main existing site features are hedges, a small copse and individual mature trees.
- There are three small groups of trees within the site.
- There is a Priority Habitat (Lowland Meadow) in the central west part of the site.
- The Local Plan identifies land alongside the Bedford to Bletchley railway line and alongside the A5 Trunk Road as wildlife corridors.

### 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.
- A geophysical survey and trial trenching has been undertaken on the site which has indicated that there is an area of archaeological interest in the southern part of the site.
- There is a Scheduled Monument adjacent to the site, described as Roman town of Magiovinium and Roman fort.
- There is an area of well-preserved ridge and furrow system surviving in the area of the priority habitat. This is an area of constraint that needs to be considered with mitigation dealt with through a planning application.

### Public Transport

- The area is served by a railway station at Bow Brickhill on the current Bedford to Bletchley Railway line which is also the route for the East-West Rail route.
- There are two existing bus routes (17 & 18) that runs along the southern part of Brickhill Street which currently serves Woburn Sands, Bletchley and CMK. There are existing bus stops on Brickhill Street located north of the level crossing, and on Station Road.

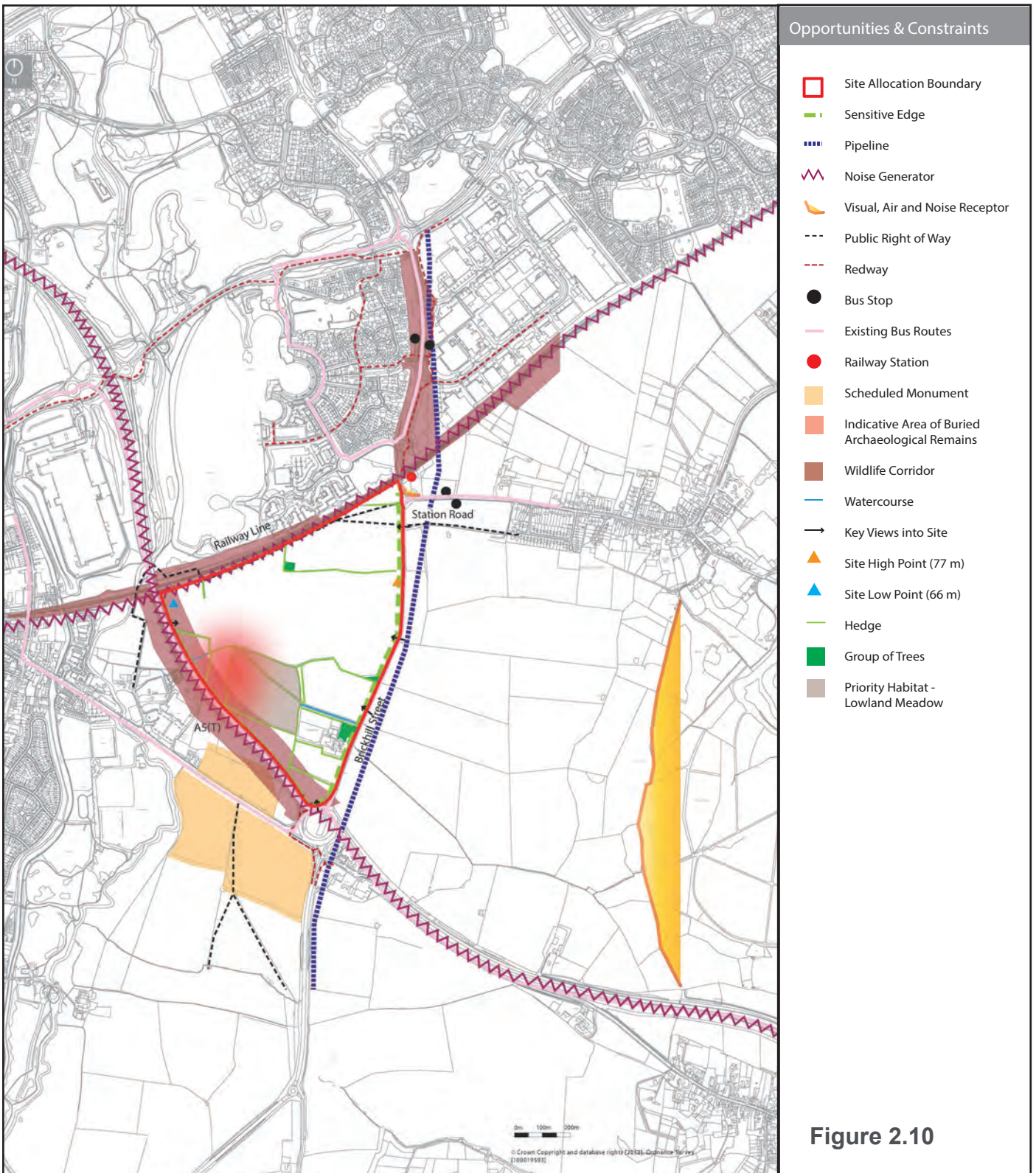


Figure 2.10

## **Road Hierarchy**

- Station Road not suited for regular HGV use.
- 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.
- Level crossing is a noted pinchpoint of Brickhill Street causing localised congestion.

## **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.

## **Utilities**

- There is a high pressure gas pipeline which runs in a north-south direction to the east of the site.
- Potential need for primary sub-station to be accommodated.



# 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 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 well-landscaped transition from countryside to the built-up area.*

*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' transport networks, including redways, footpaths and the grid road network.*

### 3.3 Land Uses

#### Relevant Plan:MK policies

Policy SD14

Further information:

<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/plan-mk>

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.

### 3.4 Landscape and Open Space Strategy

#### Relevant Plan:MK policies

Policy SD14

Policy NE2

Policy NE3

Policy NE4

Further information:

<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/plan-mk>

#### 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 buffer along the western boundary (A5) of the site;
  - a landscaped buffer along the eastern boundary (Brickhill Street) of the site, providing a grid road reservation sufficiently wide to provide landscape and noise mitigation and a redway;
  - a landscaped buffer 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.



Underpass providing pedestrian route between site and Caldecotte

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. However, where possible existing trees and hedgerows should be retained in line with Plan:MK. Where the loss of hedgerows or trees is unavoidable and can be justified, compensatory planting should be provided elsewhere within the site in line with the mitigation hierarchy.

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 Within the site, to the west of Cross Roads Farm, is an area of lowland meadow which has been identified by English Nature as a Priority Habitat. NPPF (para 174) states that “plans should promote the conservation, restoration and enhancement of priority habitats.” Policy NE2 of Plan:MK seeks, wherever possible, to promote their preservation, restoration, expansion and/or re-creation in line with the mitigation hierarchy. Applications should seek to preserve and restore this habitat. If evidence indicates this is not possible, this will be dealt with at planning application stage.

3.4.6 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.

3.4.7 A site-wide ecological enhancement scheme will be required that incorporates, wherever possible, net gains for biodiversity into the development (in accordance with para 170 of the NPPF and Plan:MK Policy NE3). Use of native species within new hedgerows and landscaping will aid this enhancement.

### **Green Link**

3.4.8 The green open space link should connect Caldecotte Lake in the north to areas of existing and proposed open space to the south. A multi-functional landscaped area of open space will be provided, serving as a recreational and ecological resource, a potential educational resource relating to the site’s heritage assets, a location for surface water attenuation, and as a visual buffer from the A5. This strip may vary in width, but should be designed to ensure that:

- public access, including a pedestrian leisure route, is provided;
- a landscaped buffer, including tree planting, is provided along the A5;
- provision is made for ecological enhancement; and
- provision is made for sustainable drainage, including wet and dry ponds.

- 3.4.9 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).
- 3.4.10 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 and management costs.

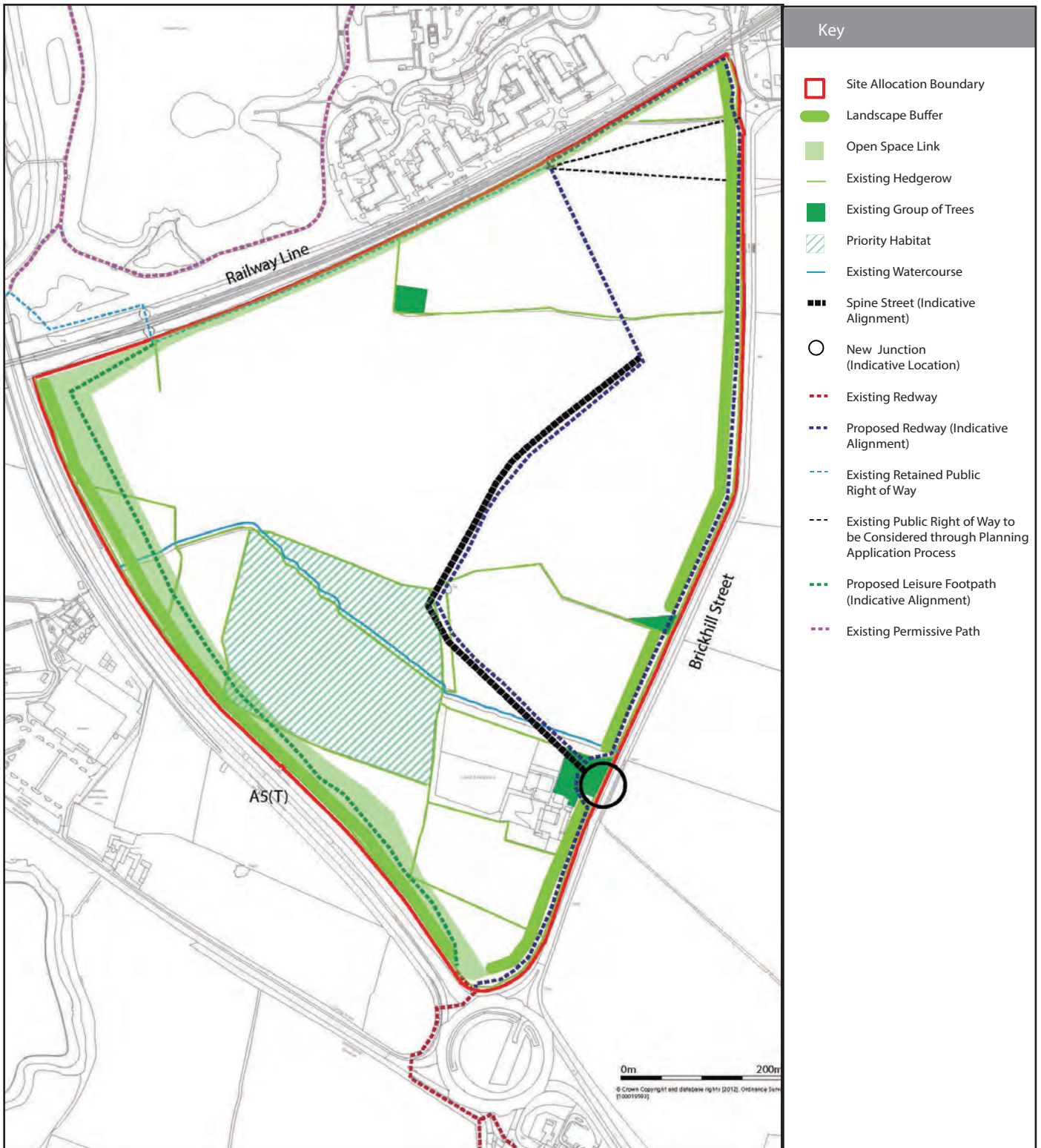


Figure 3.1 Open Space and Landscape Strategy

## 3.5 Movement Framework

### Relevant Plan:MK policies

Policy SD14

Policy CT3

Policy CT5

Policy CT6

Further information:

<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/plan-mk>

3.5.1 The Movement Strategy is illustrated on figure 3.2.

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 the transport network 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. The developer will need to give special priority to the passage of emergency vehicles into and out of the site through the widening of the main access road from the point of entry at Brickhill Street to a point to be determined at detailed design stage.

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, and make any further improvements that are necessitated by the Transport Assessment. 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.

3.5.6 Building to grid road standard will require the provision of a redway, and a landscaped grid road reserve within the site.

3.5.7 In order to direct traffic from the development onto the A5, the developer will be required to prepare and adhere to a Lorry Routeing Plan through an obligation under S106.

- 3.5.8 Within the site, development plots will be served off a Spine Street running through the site (see Figure 3.3 - 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.
- 3.5.9 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.
- 3.5.10 Pedestrian/cycle links will be provided from the development into the wider redway network. The redway network within the site should be designed to enable future connections to be made to the SEMK Strategic Urban Extension. There is an existing public footpath that provides access to the site via an underpass from Caldecotte. Improvements should be made to this footpath, including off-site improvements to connect it to permissive paths around Caldecotte Lake.
- 3.5.11 A new redway will be provided adjacent to Brickhill Street within the grid road corridor. In addition, a new redway will be provided within the site which will follow the Spine Street.
- 3.5.12 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 may be a need to redirect the footpath to accommodate development. The need for diversion of rights of way should be determined through the planning application process. Agreement on the form and alignment of the footpaths should be agreed with the Public Rights of Way Officer. A sufficiently wide corridor which benefits from passive surveillance from the development should be provided to ensure that the footpath is safe yet not dominated by adjoining buildings.
- 3.5.13 Provision should be made for vehicle and cycle parking in accordance with the Council's Parking Standards. Electric charging points will be sought in line with standards set out in Plan:MK and the Milton Keynes Parking Standards.

### **Travel Plans**

- 3.5.14 Development proposals that generate significant amounts of traffic movements will normally be required to provide a Travel Plan.
- 3.5.15 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.

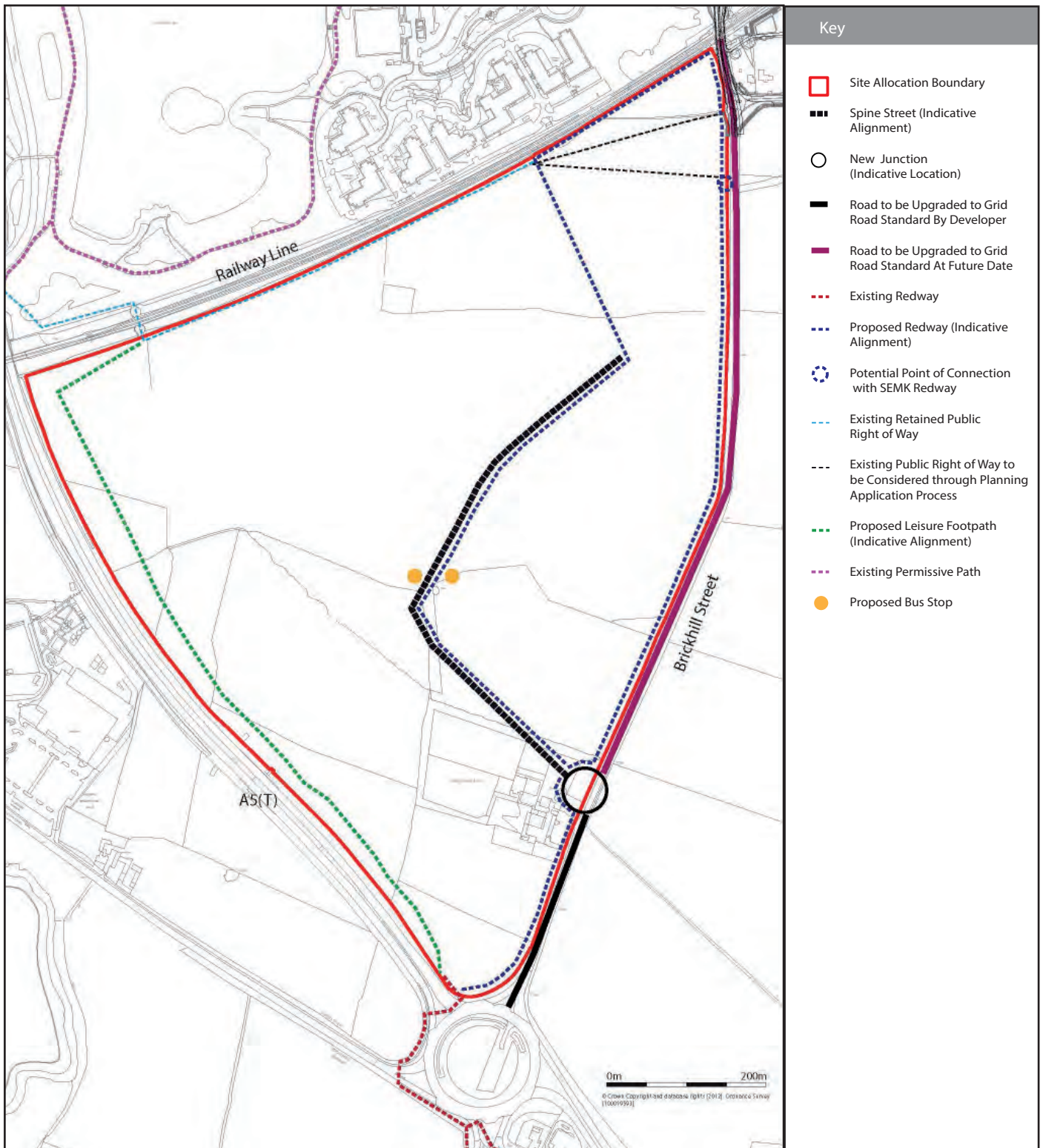
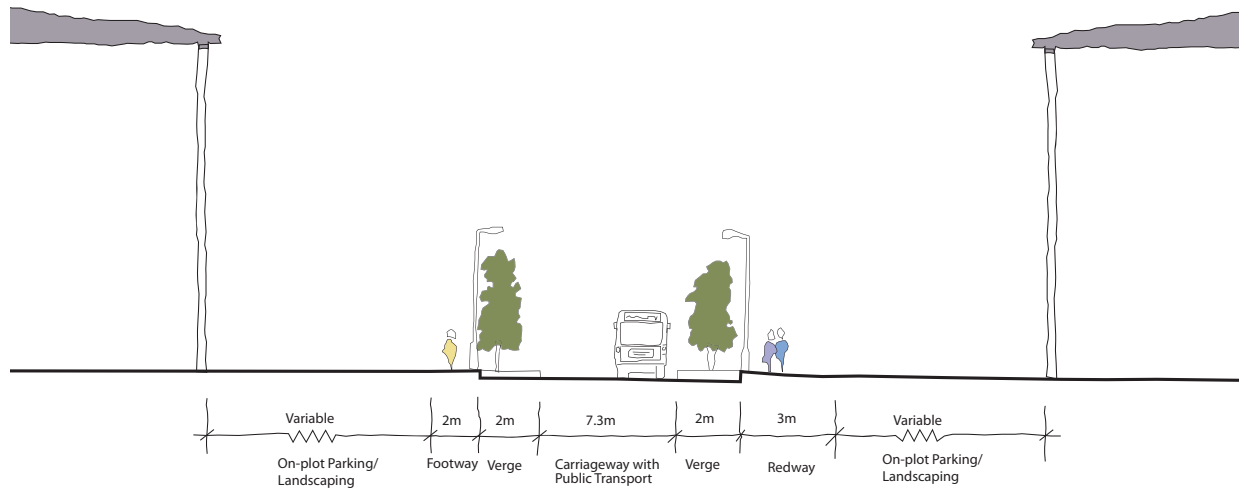


Figure 3.2 Movement Framework





**Figure 3.3 Spine Street Cross-section**

## 3.6 Design

### Relevant Plan:MK policies

Policy SD14

Policy D3

Further information:

<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/plan-mk>

### 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 and Medium Enterprise (SME) office and light industrial 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.
- 3.6.7 The design of individual industrial buildings should aim to reduce their perceived bulk and massing. The choice of materials, use of colour, and the orientation of buildings can help to reduce the visual impact of buildings. Key long distance views of the roofs of the proposed buildings will be gained from the Brickhills. Careful consideration should be given to the design of roofs.
- 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.

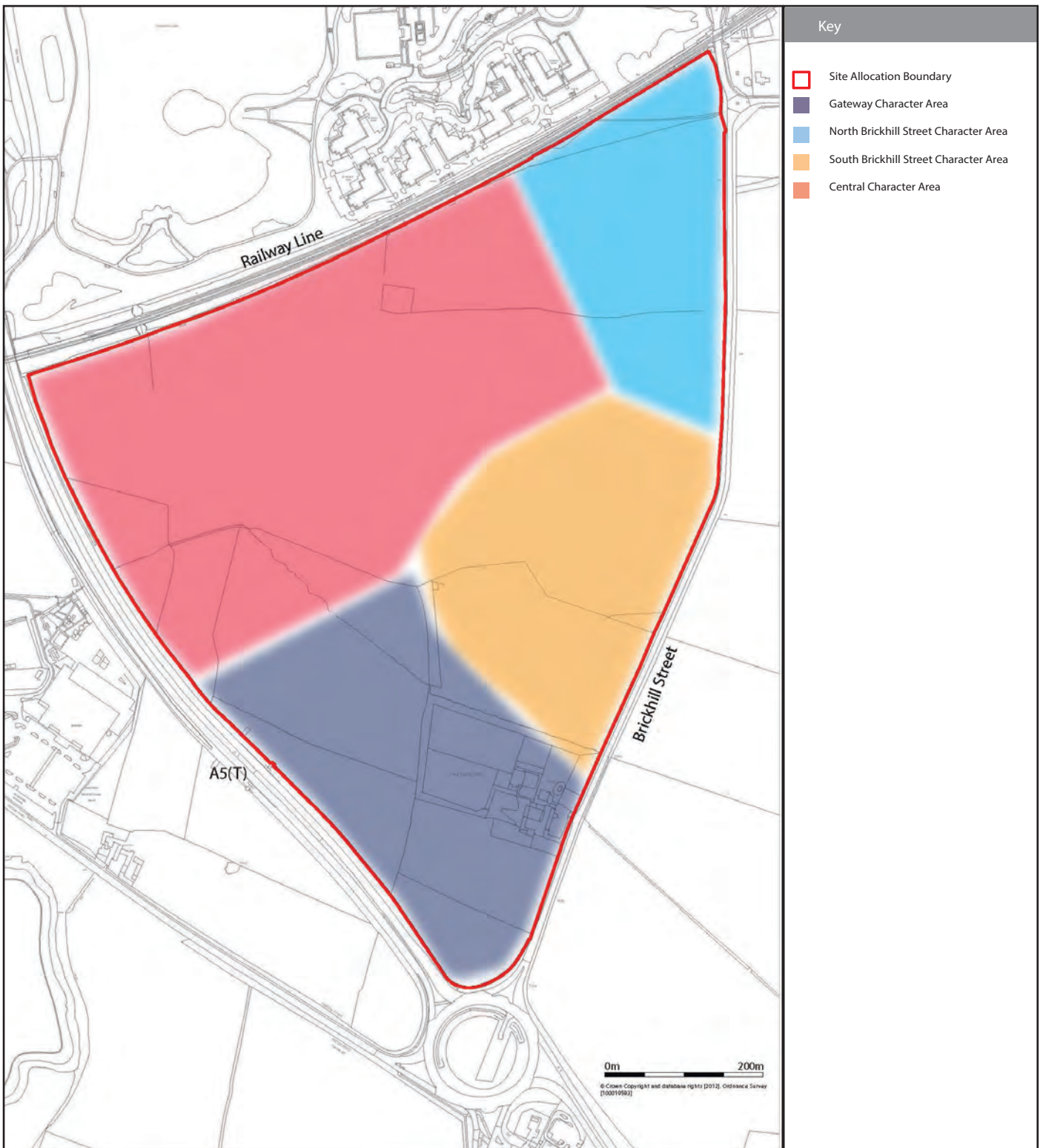


Figure 3.4 Character Areas

## Archaeology

- 3.6.11 A geophysical survey and trial trenching has been undertaken which indicates that there is archaeological interest within the south-western part of the site. The significance of the remains and the impact of development on the heritage asset will be considered through the planning application process.

## 3.7 Sustainability

### Relevant Plan:MK policies

Policy DS3  
 Policy FR1  
 Policy FR2  
 Policy SC1  
 Policy NE6

Further information:

<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/plan-mk>

### 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.
- 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, ponds,

permeable pavements, and filter strips and swales. Given the scale of the development, it is likely that a series of ponds will be required to manage surface water drainage. Ponds should be designed to be multi-functional, providing a visual and ecological benefit, as well as a drainage role.

- 3.7.3 When making planning applications it is essential that, to get the best results, the integration of green infrastructure, 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 environmental and ecological 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 Development proposals will be required to submit an Energy and Climate Statement that demonstrates how the proposal will achieve the applicable requirements, including carbon reduction, on-site renewable energy generation and contributions to the Council’s carbon offset fund.

- 3.7.5 In accordance with Plan:MK policy SC1, new development should incorporate solutions that are appropriate and feasible.

#### **Noise and Air Quality**

- 3.7.6 Any application will be required to submit a Noise and Vibration Impact Assessment and an Air Quality Assessment.

#### **Telecommunications and ICT Network**

- 3.7.7 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.
- 3.7.8 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.

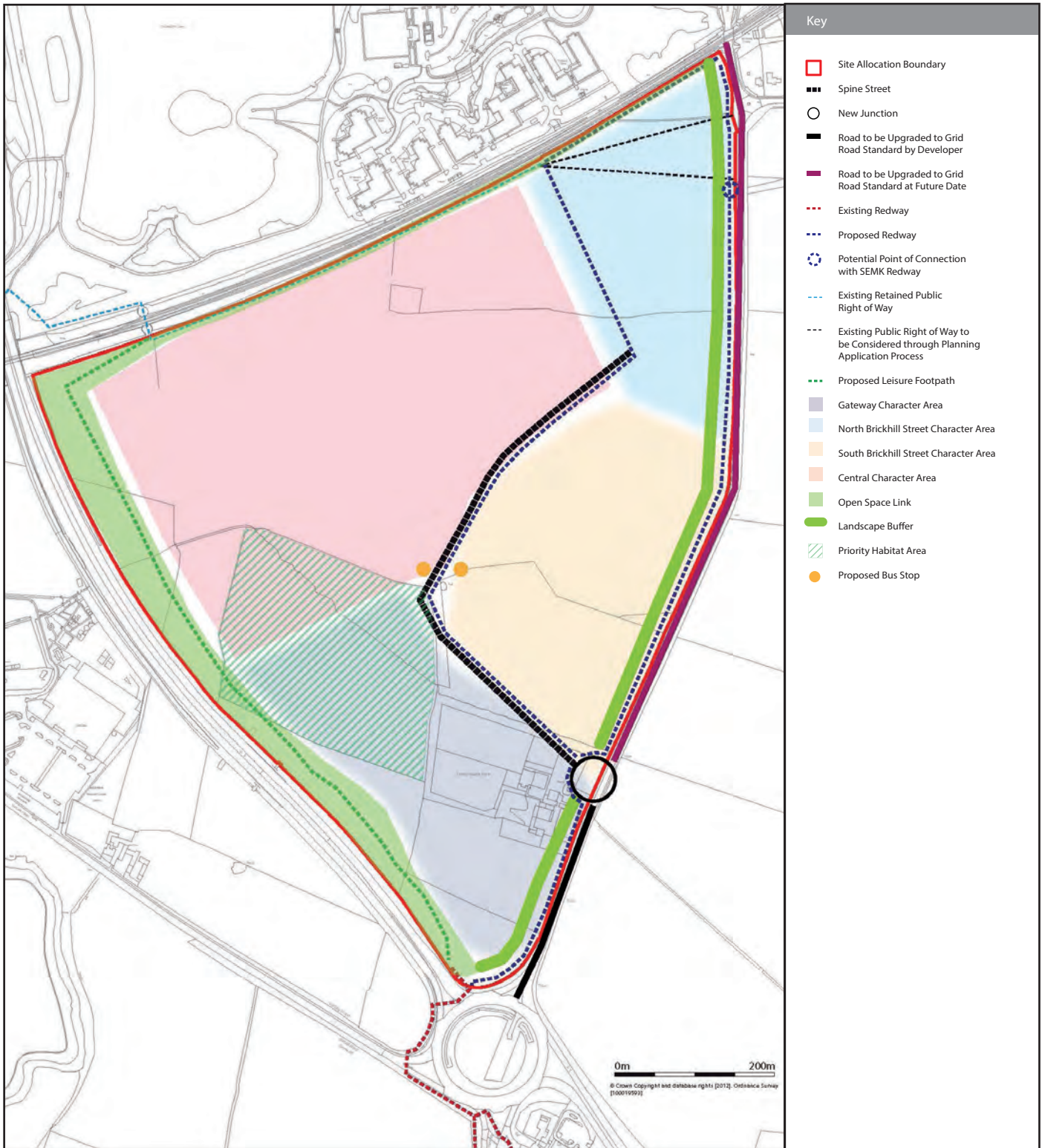


Figure 3.5 Development Framework Plan

# 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 should include transfer of the open space to the Parks Trust, as the Council's preference, 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 The local planning authority has provided a Screening Opinion, which confirms that an Environmental Impact Assessment (EIA) is not required for this site.
- 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;
  - Contamination Assessment
  - 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 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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