

Stephen George

+ Partners LLP

Architects + Masterplanners

Rev G



South Caldecotte

Design & Access Statement

Prepared for

HB (South Caldecotte) Ltd

July 2019

Contents

1.	Introduction and Background	4
2.	Location	8
3.	The Site and Setting Today	12
4.	Development Influences	16
5.	Development Parameters	33
6.	Vision, Concept and Objectives	35
7.	Development Framework	37
8.	Building Design	46
9.	Landscape Design	50
10.	Accessibility	56
11.	Environmental Performance	58
12.	Phasing / Sequencing	61
13.	Management	62
14.	Conclusions	63

Contents

Figures

1.1	Aerial View of Proposed Site	6		Roundabout	27
2.1	Regional Location / Golden Triangle	8	4.10f	The View Looking North along Brickhill Street	28
2.2	National Location / Drive Times	9	4.10g	The View Looking South along Brickhill Street	28
2.3	Location of Allocated site within Milton Keynes Urban Area	9	4.11	Development Influences Summary with Initial Building Overlay	30
2.4	Development Context	11	5.1	Development Parameters Plan	34
3.1	Adjacent Land Uses	13	6.1	Development Concept	36
3.2	Pedestrian Accessibility	14	7.1a	Development Framework	37
3.3	Highway Accessibility	15	7.1b	Indicative Masterplan	38
3.4	Local bus services	15	7.2a	Proposed Site Levels & Land Form	39
4.1	Scale	16	7.3	Proposed Drainage & Attenuation Areas	40
4.2	Topography and Levels	17	7.4	Access & Primary Routes	42
4.3	Agricultural Land Quality	18	7.5a	Parking & Service Yards	44
4.4	Watercourses & Drainage	19	7.5b	Milton Keynes Parking Zones	44
4.5	Pedestrian Access	20	7.6	Landscape Framework	46
4.6	Existing Ecology Survey Results	21	8.1a	Parapet	48
4.7	Trees & Hedgerows	22	8.1b	Pitched	48
4.8a	Archaeological Trial Trench Locations	23	8.1c	Barrel Vaulted	48
4.8b	Archaeology Summary Design	23	8.3	Colour Palette	49
4.9	Utilities/Easements Existing	25	10.1	Access Strategy	56
4.10a	Aerial View Looking North	26	10.2	Site Access Roundabout	57
4.10b	Aerial View Looking West	26	10.3	Brickhill Street Visibility Improvements	57
4.10c	Aerial View Looking East	26			
4.10d	The View Looking South-East towards the site along A5	27			
4.10e	The View Looking North towards the site from Kelly's Kitchen				

Design & Access Statement

1. Introduction and Background

1.1 Purpose of the Document

This Design and Access Statement (DAS) has been prepared to support the Outline planning application, with all matters reserved except for access, for land at South Caldecotte in Milton Keynes some 7.7km from Milton Keynes city centre. The DAS accompanies Outline application for the development, with all matters reserved except Access.

The DAS meets the requirements of the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 Article 4 of Statutory Instrument 2013/1238.

The planning application has been prepared by a team comprising DLP Planning Limited, Stephen George and Partners architects, BWB Civil and Transport Consultants, Ecologists, Archaeologists, and Landscape Architects. A full list of the consultant team is provided in Appendix A3.

The application site is allocated in Policy SD14 for employment development in Plan: MK, which is the development plan for Milton Keynes.

1.2 Structure of the Document

Following this introduction, the D&AS is presented in three main sections and 15 individual chapters, as follows:

- Part One: The Site and Development Influences, Chapters 2-4, describes the Location, the Site and Setting Today and the Development Influences affecting the development;
- Part Two: Development Framework, Chapters 5-12, describes the Development Parameters, the Vision, Concept and Objectives; presents the proposed Development Framework, and illustrates the Building Design, Landscape Design, Accessibility and Highways Proposals and Environmental Performance framework. It also presents Illustrations of the Development; and
- Part Three: Implementation, Chapters 13 and 14, provide further explanation of the Phasing and Management of the proposals. The final chapter is the Conclusions.

The Design + Access Statement is also supported by three appendices included within the Design + Access Statement, as follows:

- Appendix 1A provides the set of application plans;
- Appendix 2A is a schedule of the application material submitted; and
- Appendix 3A is the contact list for further information.

In addition to the description of the existing site provided in the Design and Access Statement, the reader is also directed to the Planning Statement, Transport Assessment and Framework Travel Plan for descriptions of the existing site and its context, development proposals and the assessment of the impacts of development and proposed mitigation.

1.3 The Proposed Development

The development is described in the planning application as follows:

Development of the site for up to 241,548 m² (2,600,000 sq ft) employment use, comprising of up to; 192,159 m² of warehousing and distribution (Class B8) floorspace (including mezzanine floors) with ancillary B1a office space, up to 48,040 m² of general industrial (Class B2) floorspace (including mezzanine floors) with ancillary B1a office space, 999 m² of a small standalone office (Class B1) and 350 m² small café (Class A3) to serve the development; car and HGV parking areas, with earthworks, drainage and attenuation features and other associated infrastructure, a new primary access off Brickhill Street, alterations to Brickhill Street and provision of Grid Road reserve to Brickhill Street.

The application is for a series of buildings that can accommodate a building with a maximum floor space of 127,626 m², height limit of 21m to haunch with the required ancillary offices, parking and loading and truck parking. The development would be accessed from a single point on the existing highway network. The main entrance would be off Brickhill Street and incorporates highway improvements to enable this. This would provide an all-movement and

Design & Access Statement

all-vehicle and pedestrian access. A pedestrian access footpath would remain across the site and the existing pedestrian right of way is extended through a linear park/landscape buffer along the railway and A5 edge of the site (within the site demise). The existing pedestrian link, under the existing underpass, would connect the P.R.O.W. to further reaching pedestrian/lakeside walks. Also included through the centre of the site is a cycle 'Redway' route linking Bow Brickhill Station to the A5 / Kelly's Kitchen Roundabout.

The proposals are described more fully in Part Two of the Design + Access Statement.

1.4 Logistics Sector Requirements

The application seeks to address the pressing need for high quality well-located modern logistics buildings and facilities within Plan MK and the wider region. The demand for such buildings is extremely high and recent local developments have been taken up quickly by locally based companies re-locating and national companies.

The site is well connected to the Motorway network (M1 J14, M1 J11A, M40) where a high proportion of the country's population are within a 4.5-hour drive and therefore within a 9-hour return drive for HGV drivers.

While the overall aim of local policy is to provide sites well-located to the rail network, there remains a very high proportion of space, existing and proposed, that is road served.

The sector is also changing and is now becoming a highly sophisticated, technology-driven industry with a high demand for skilled and experienced personnel. Investment in new technologies is considerable and there is a consequent demand for larger buildings, and as costs increase, these need to be very well located near to the national motorway network. The trend is for fewer, larger facilities with HQ. The availability of skilled labour is now a critical locational consideration for major operators, and so locations accessible to urban areas, and a growth location, meet their requirements far better than locations that are remote or inaccessible from urban areas. Skill shortages and recruitment are also identified issues for the continued growth of the sector, which the industry and Government are developing initiatives to address.

The proposals offer an opportunity to accommodate the highest quality operations which offer the greatest local value added benefits within the economy while meeting a national demand, close to national motorways and close to existing urban areas with local workforce nearby offering opportunities to assist modal shift in travel, and close to a growth location.

Design & Access Statement



Figure 1.1 Aerial View of the Proposed Site

Design & Access Statement

PART ONE: THE SITE AND DEVELOPMENT INFLUENCES

Design & Access Statement

2. Location

2.1 Location Nationally

The site is well located to access the Motorway networks. The M1 is the principal national north-south motorway, and connects to the M6 Motorway in the West Midlands. The site is some 50 km from the M25 London Orbital Motorway via the M1, 218 km (3 hours) from the East Coast ports at Lowestoft and 230 km (2 hours 40 minutes) from Harwich and Felixstowe. M40 provides connectivity to the west.

2.2 Location Regionally

The site is located in the city of Milton Keynes which has a population of some 255,700 people and close to the other urban areas at Luton, Northampton and Bedford. The site also sits within the Oxford Cambridge corridor, which attracts high tech/research based sciences and employment. Luton Airport is 34 km to the South of the site along the M1, and the DIRFT is 56km to the North. The site is at one corner of the 'Golden Triangle' location preferred by major logistics operators and companies extending from Nottingham in the north to Coventry in the West, Wellingborough and Northampton in the East and Milton Keynes in the south. It is also within the Oxford/Cambridge corridor which attracts high technology. From this location at the centre of the national motorway network much of the urban population of the country is within a 4 hour drive. The catchment plan Figure 2.2 illustrates the extent of the 4 hour drive time across the UK from the site.

2.3 Location in Milton Keynes and Plan: MK

The site is located 8 km South-east of Milton Keynes centre and 8 km south of Junction 14 of the M1 Motorway. The site is at the edge of the existing urban areas, with Fenny Stratford and Bletchley to the West and Caldecotte to the North.

The site is allocated within policy SD14 Plan :MK as the principal strategic employment allocation, principally for warehouse and industrial uses.

The policy sets out the following requirements.

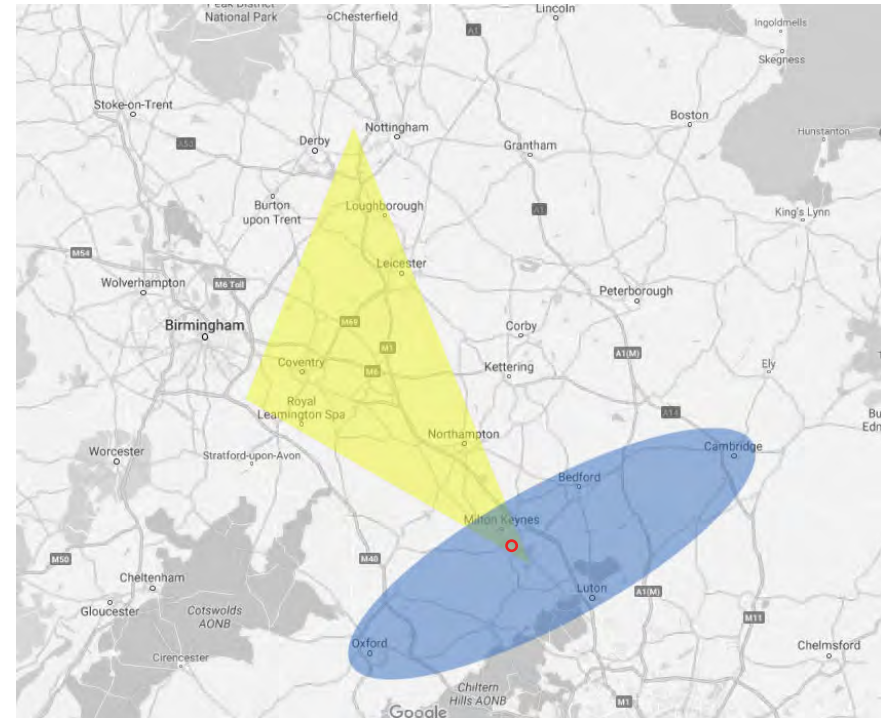






Figure 2.1 Regional Location / Golden Triangle/Oxford Cambridge Corridor

Design & Access Statement



Figure 2.2 National Location / Drive Times

-  Motorway
-  Drive Time (min) (0-80)
-  Drive Time (min) (80-160)
-  Drive Time (min) (160-240)

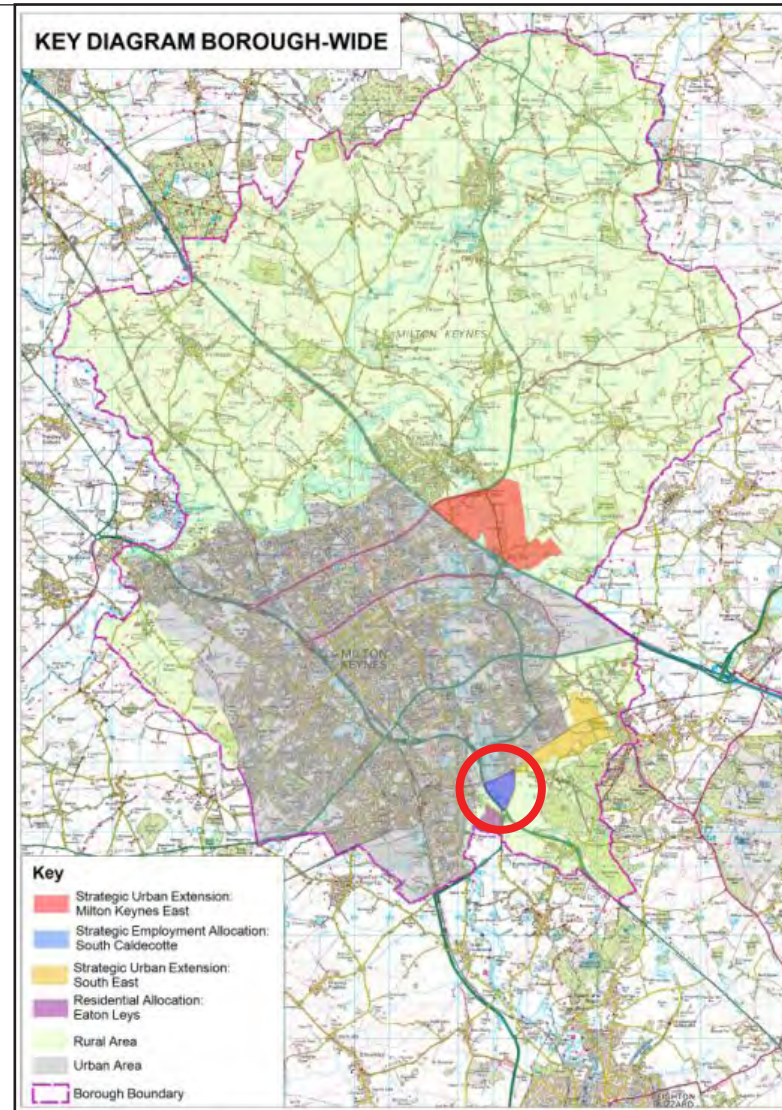


Figure 2.3 Location of Allocated Site within Milton Keynes Urban Area

Design & Access Statement

- A minimum of 195,000m² of Class B2/B8 and ancillary B1 employment floorspace.
- Access to be taken from Brickhill Street, which will be upgraded to grid road standard.
- The development will be subject to a Transport Assessment, which will investigate the development's impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements, as agreed by the relevant highway authorities and Highways England. The Transport Assessment will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development.
- 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.
- 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.
- 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.
- 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.
- 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.

- 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 to inform the layout of development.

Other policies to reference:

D1 - Designing a High Quality Place

CT10 Parking Provision

SC1 Sustainable Construction

SD10 – Delivery of Strategic Urban Extensions

2.4 Changing Context

With the adoption of Plan: MK in March 2019, Milton Keynes growth is targetted at policy level, and the city continues its planned growth. Similarly the Oxford/Cambridge knowledge corridor attracts new business, internationally, and continues to provide a strong economic growth corridor.

Design & Access Statement



Figure 2.4 Development Context

Design & Access Statement

3. The Site and Setting Today

3.1 Adjacent Uses

The adjacent land uses are approximately shown in the attached Figure 3.1 Land Use Context.

To the north of the site is the Caldecotte employment area, which has a mix of logistics, industry [Tilbrook Industrial Park], offices [Caldecotte Business Park], a hotel and a public house/restaurant [Fenny Stratford].

Figure 3.1 also shows residential and leisure uses within the immediate surrounding area.

3.2 Local Facilities

Fenny Stratford, and Bletchley to the west of the site provides a full range of shops. A fuel and convenience foods are available at the small complex south of Kelly's Kitchen Roundabout.

To the north at Caldecotte lakes there is Premier Inn Hotel and a public house/restaurant (The 'Caldecotte'), and to the east is the Hotel Campanile which are 1.3km and 1.8km from the edge of the site respectively.

There is a wide range of facilities close to the site to meet the needs of employees and visitors to the site, all within a 15 minute walk and 5-10 minute cycle ride, and some complimentary facilities will be provided onsite.

3.3 Accessibility

The accessibility of the site is shown in Figure 3.4 Highway Accessibility and is considered in detail in the Transport Assessment and the Framework Travel Plan submitted with the application.

The main road linking the site to the National Motorway system is the A5 which connects to the M1 [junction 11A] South [21km] and, via A509 to the North [15.8km] at M1 junction 14.

The nearest railway station is at Bow Brickhill, located approximately 0.1km to the north of the site. Train services operate half hourly in each direction to Bedford and Bletchley, although the Midlands Connect Strategy proposes new services on existing lines. The Midlands Connect Strategy also proposes upgrading the M1 to smart motorway status and beyond, and the A5 running parallel to this. In addition, Milton Keynes Central Station is located approximately 10km to the north west of the site in the city centre and accessible by bus.

There are also several local bus services and stops that serve the local area and run alongside and stop adjacent to the site. The half hourly Services 11, 11A, 12 and 12A, serve from the northern end of the site to central Milton Keynes. The Coachway is a 5 mile drive from the site.

The accessibility of the facilities around the site is shown in Figure 3.2. All local facilities are within a 15-minute walk and a 5-10 minute cycle ride.

Design & Access Statement



Figure 3.1 - Adjacent Land Uses

Design & Access Statement

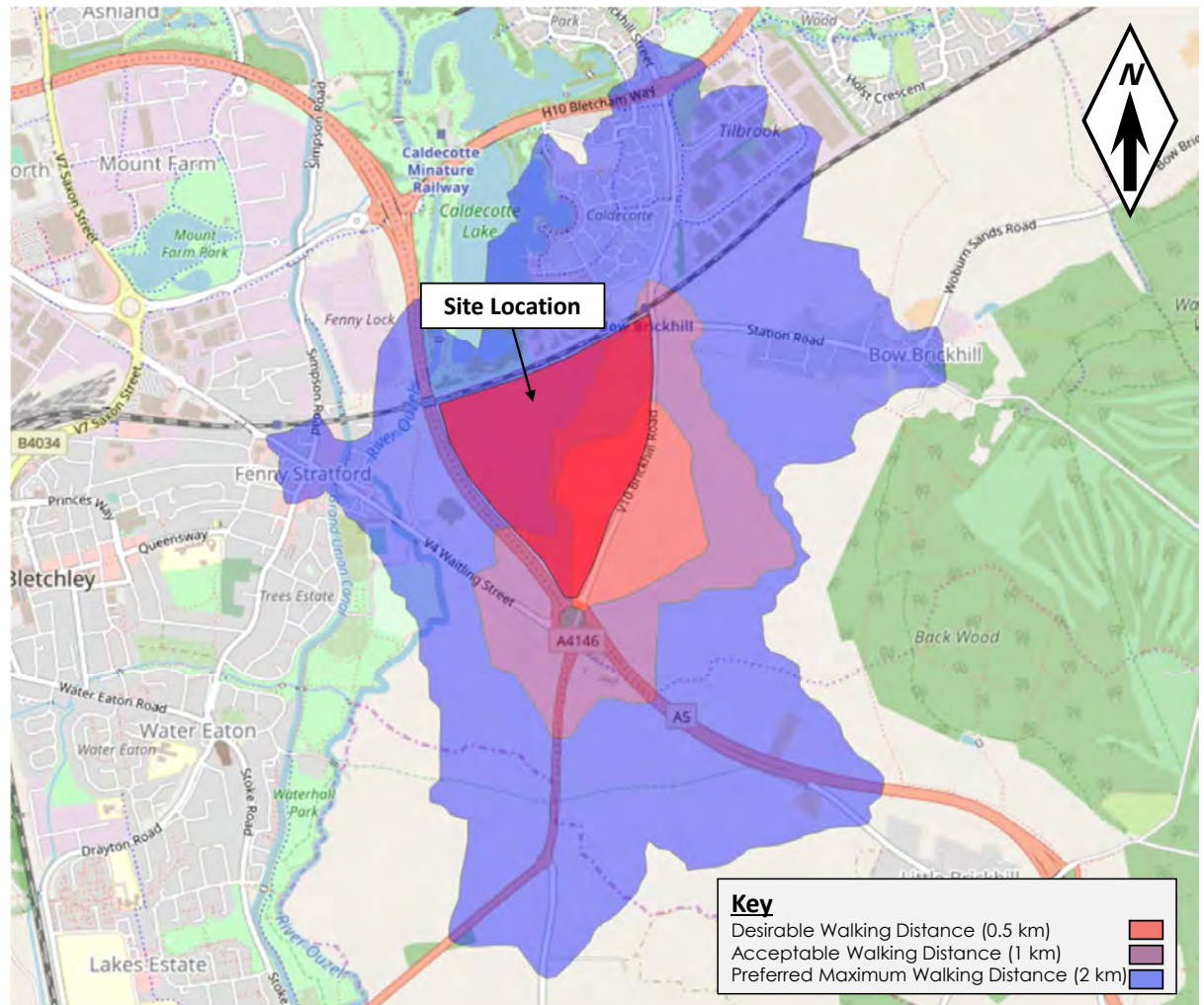


Figure 3.2 Pedestrian Accessibility

Design & Access Statement



Figure 3.3 Highway Accessibility

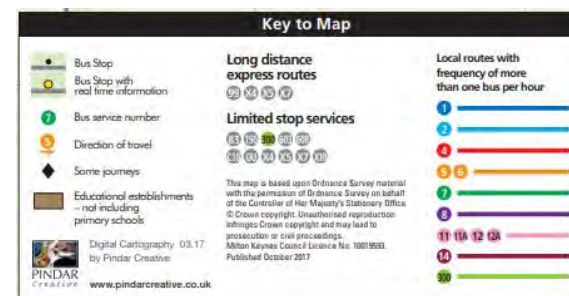


Figure 3.4 Local bus services

Design & Access Statement

4. Development Influences

4.1 Scale

The proposed development site is some 58.13 hectares in extent including the highway areas required to form the access into the site and landscaping buffers. At its longest north-south dimension (parallel to the line of V10 Brickhill Street) the site is 1226m long, The A5 boundary measures 957m, and the railway line [East to West] measures 952m.

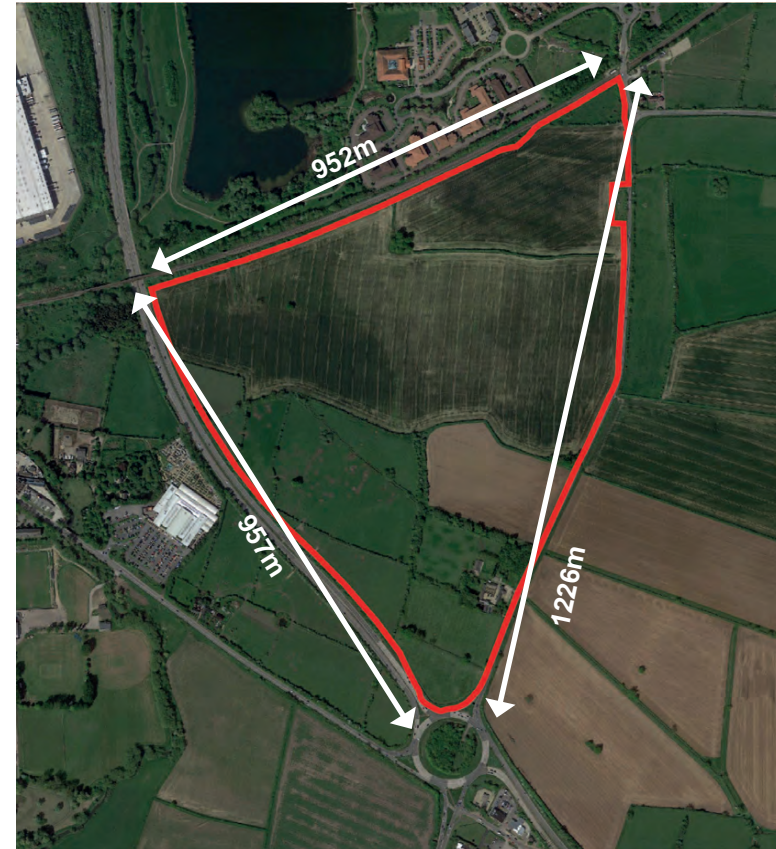


Figure 4.1 Scale

Design & Access Statement

4.2 Topography and Levels

The existing contours, sample levels across the site north-south and east to west are shown in Figure 4.2 Topography and Levels.

The site slopes gradually from the east, down, to the west and from south and north towards the centre of the site. The site forms the gentle slope of the side of the Railway line, and a natural watercourse bi-sects the site. The highest level to the south of the site is 76.5m and the lowest to the west is 66.5m, which represents a fall of some 10m across the site overall [957m linear]. The land also rises to the east with the farm access directly off Brickhill Street, nominally level.

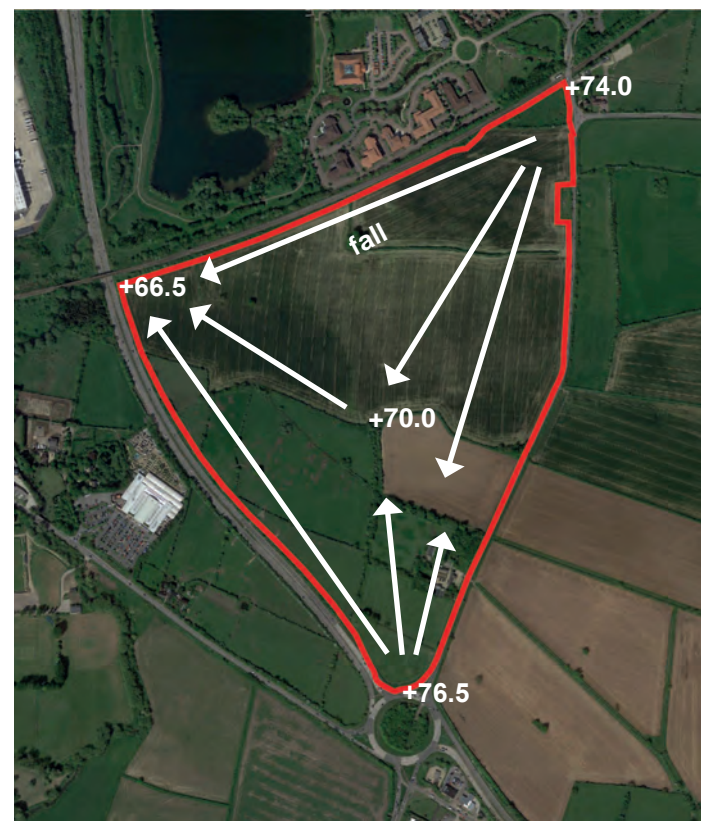


Figure 4.2 Topography and Levels

Design & Access Statement

4.3 Agricultural Land Quality

The existing agricultural land quality is shown in Figure 4.3 Agricultural Land Quality.

The site comprises six fields, which have been intensively farmed for arable crops. Agricultural classifications include Grade 3a (approx 13.5 hectares or 24%) to the south west of the site; Grade 3b (approx 40.5 hectares or 71.8%) to the north east of the site; and a small portion of Grade 4 (approx 2.4 hectares or 4.2%), near the Farm.

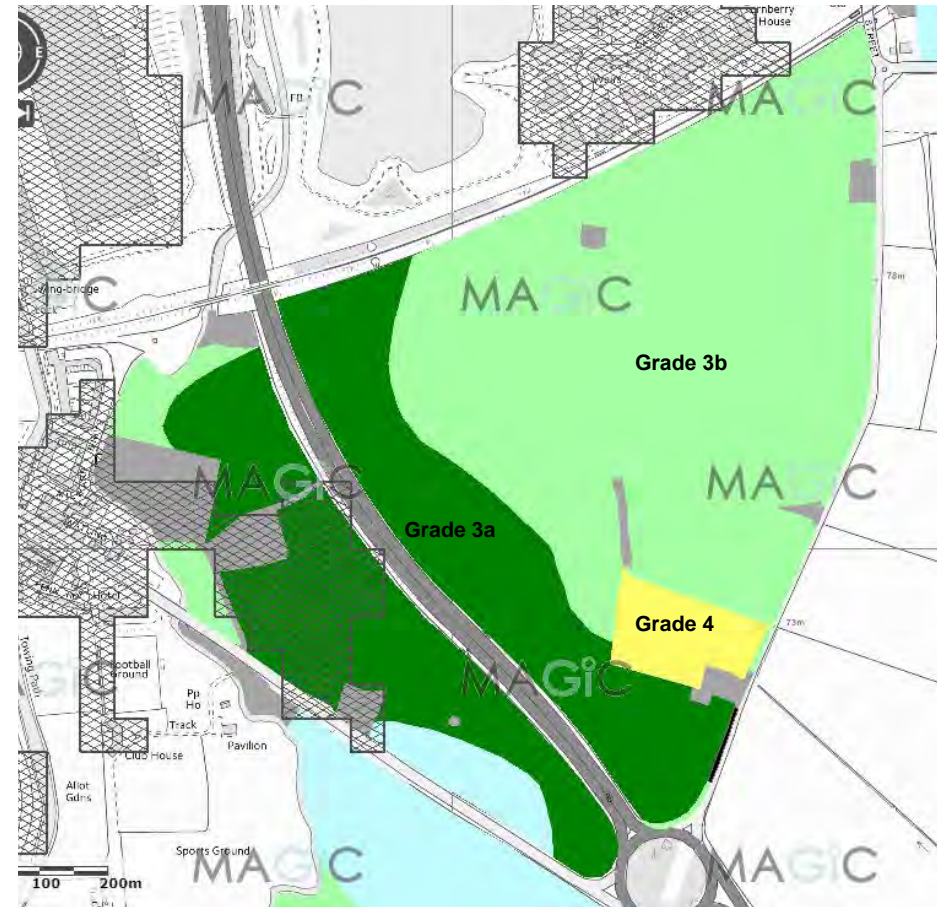


Figure 4.3 Agricultural Land Quality

Design & Access Statement

4.4 Watercourses and Drainage

The existing watercourse and drainage features are shown in Figure 4.4 Watercourses and Drainage.

The site in general drains to the west towards the A5, following the existing gradients and watercourse.

There is an existing watercourse that runs through the site along the field boundary that also drains the land to the south and north within the site. The watercourse remains open for most of its length within the site, apart from field crossing, and enters the site through an existing culvert - under the V10 Brickhill Street and exits the site through an existing culvert under the A5.

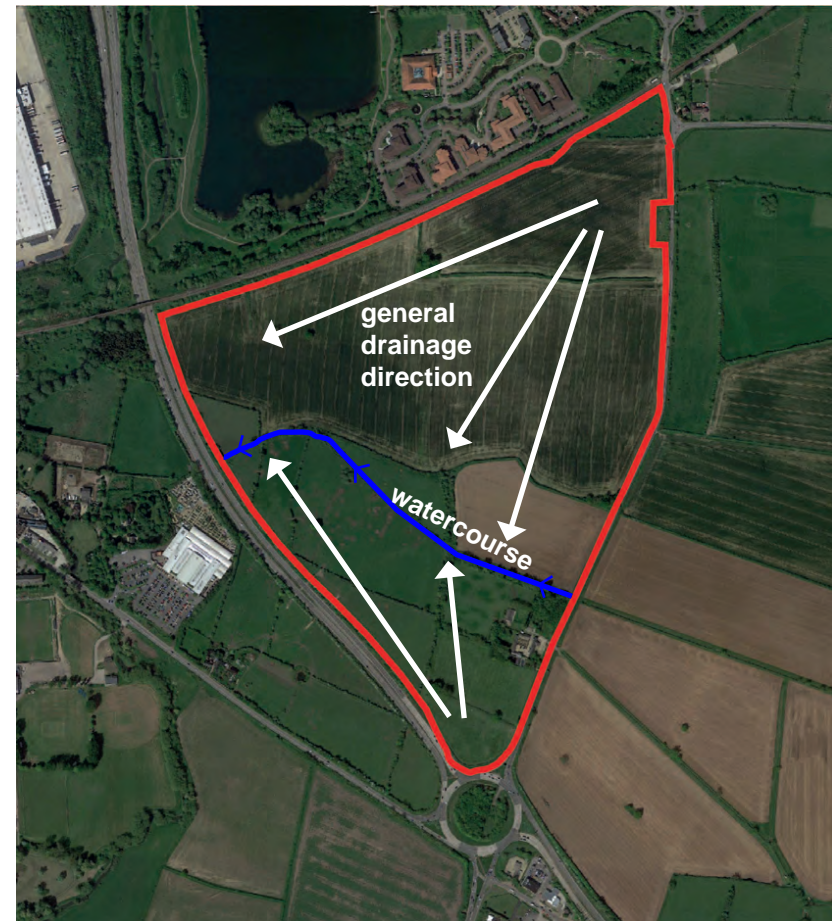


Figure 4.4 Watercourses and Drainage

Design & Access Statement

4.5 Access and Footpaths/ways

The main access and footpaths and footways are shown in Figure 4.5 Pedestrian Access.

The land is accessible along the line of the Brickhill Street only, with a major A road running north south on one boundary, and a railway running east west forming the northern boundary. There is an existing pedestrian/cattle pass under the victorian brick built railway. The footways are relatively modern, and do not follow ancient historic roadways, given they link modern housing and follow railway lines. The archaeology of the site is considered in Section 4.8 below.

The existing footways do link to further public footways around Caldecotte Lakes, and further north Willen Lake.

There is an existing farm access to the site from the east. This area is proposed as the new site access point as well and would access/egress back to Kelly's Kitchen Roundabout.

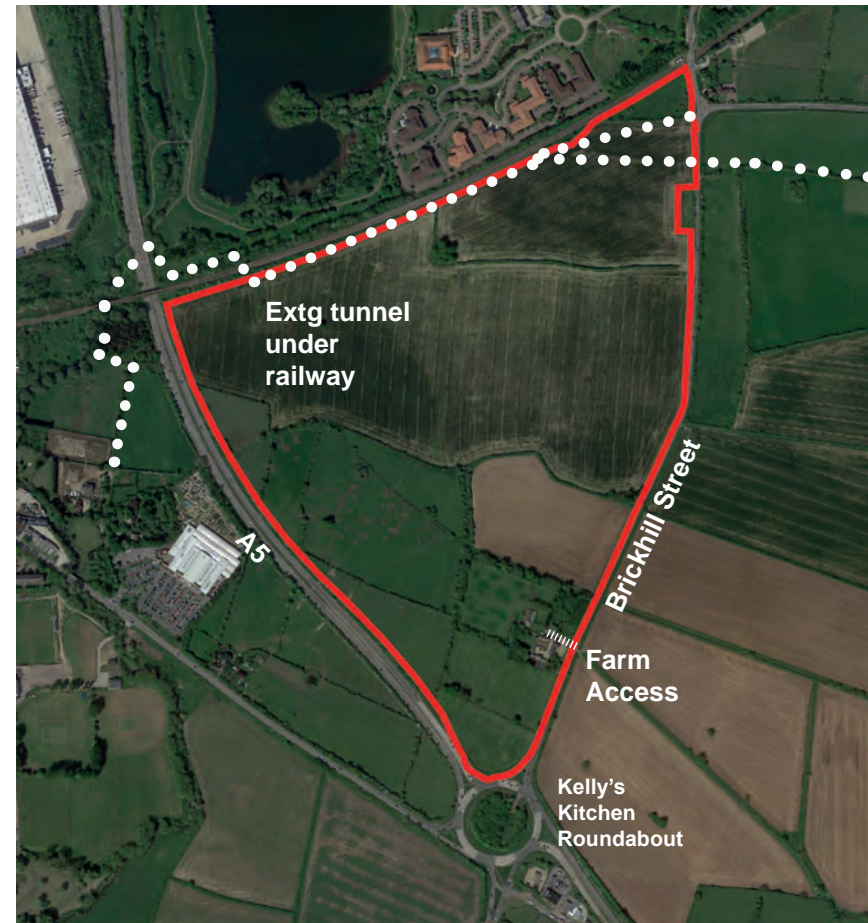


Figure 4.5 Pedestrian Access

Design & Access Statement

4.6 Ecology

The ecological features of the site are shown in Figure 4.6 Ecology.

The site is not subject to any statutory designation of nature conservation interest. However, Milton Keynes Wildlife Corridors, which form a network through Milton Keynes enabling the movement of plants and animals between important wildlife sites, partially fall within the site along the northern and western boundaries. Land within the wildlife corridors will be enhanced under the proposals through the creation of diverse habitats, and will incorporate species specific features.

The site supports a number of Priority Habitats and Priority/ Protected Species, reflective of agricultural land in the wider local area. Overall, no ecological interests of high conservation significance will be lost under the proposals, with appropriate mitigation and compensation measures undertaken to minimise risk of harm to protected species and reduce overall impact on biodiversity.

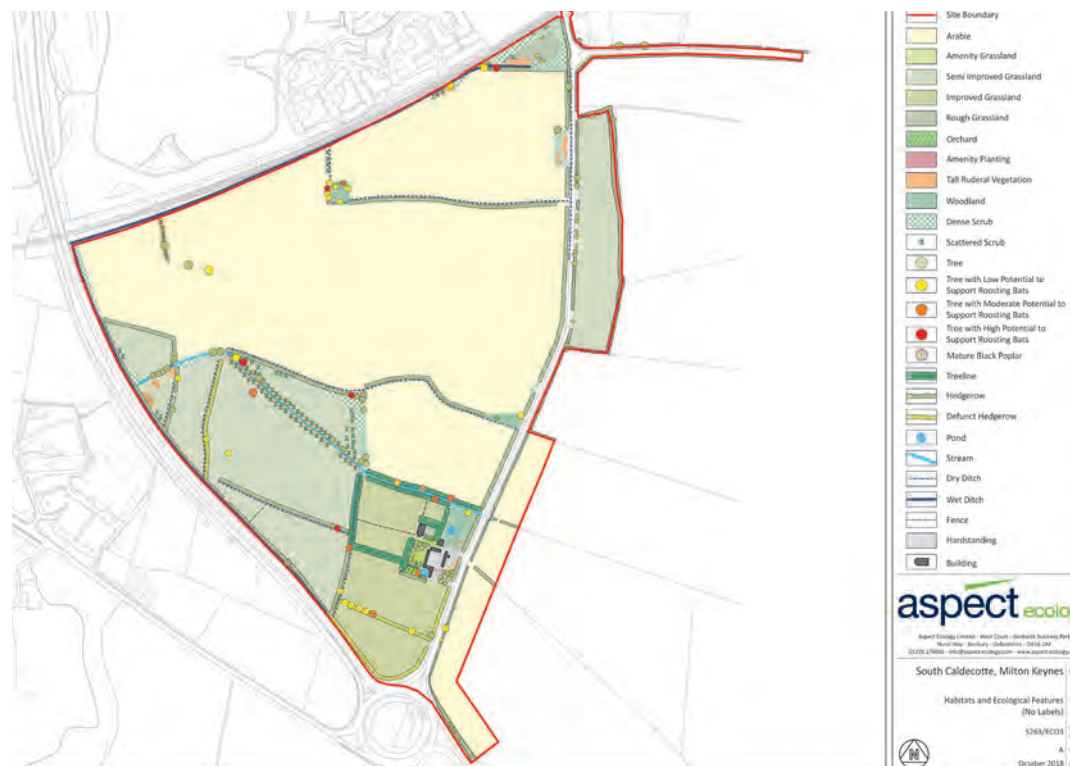


Figure 4.6 Existing Ecology Survey Results

Design & Access Statement

4.7 Trees and Hedgerows

The main trees and woodlands are shown in Figure 4.7 Trees and Hedgerows.

An arboricultural survey of the site has been undertaken by Aspect Arboriculture Ltd, drawing on the guidance provided by BS5837:2012. The extant site consists of a number of agricultural fields, separated by a network of typical field boundary hedgerows, and bound by established scrub to the railway in the north and highways buffer planting to the A5 in the east.

The extant tree stock within influence of the application area is primarily comprised of a varied assemblage of broadleaved species, occurring within hedgerows, as small wooded areas, and more occasionally as independent outliers set within fields. The principal tree cover comprises mature and early mature native broadleaves, which are considered to be of moderate and high arboricultural quality as individuals.

An Arboricultural Impact Assessment (ref. 9646_AIA.001) has been produced which establishes and reports on the arboricultural impact of the proposed development, supplemented by a strategy for safeguarding retained trees during construction.

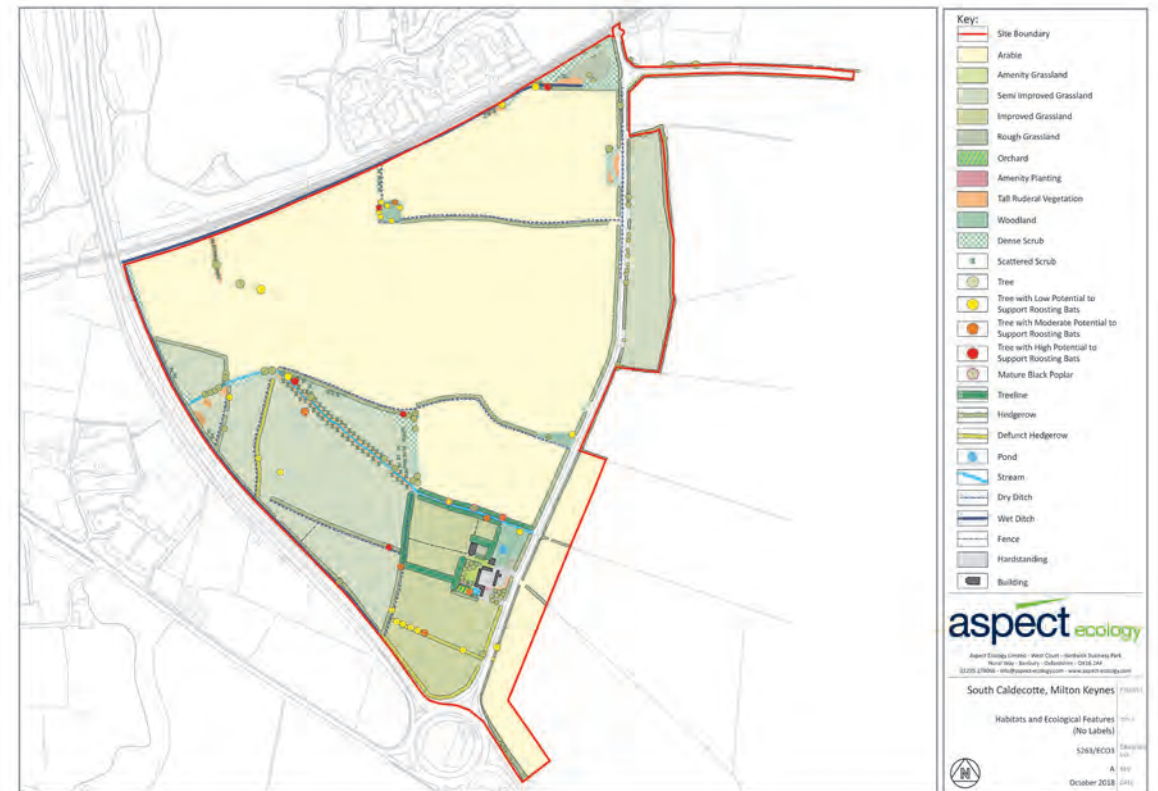


Figure 4.7 Trees and Hedgerows

Design & Access Statement

4.8 Archaeology

The archaeological features of the site are shown in Figure 4.8 Archaeology.

The archaeology at South Caldecotte is preserved beneath topsoil. Archaeology has been found at three locations, close to the A5, adjacent to the roundabout at the junction of Brickhill Street and the A5 and on a slight prominence almost in the centre of the development area.

The archaeology was identified as a heavily eroded Iron Age enclosure in the centre of the development. This may have been a stock enclosure or settlement but all the internal features have been ploughed away. The Roman deposits were in two areas. The first close to a small stream on land at Dropshort Farm comprised the remains of enclosures and quarrying on the periphery of the Roman town of Magiovinium. The Roman archaeology included the remains of enclosures and possibly structures lining a gravel metalled street leading away from Magiovinium. Amongst the remains were several pits and quarry pits. Further south, close to the roundabout junction between the A5 and Brickhill Lane, were further Roman period enclosures.



Figure 4.8a Trial Trench locations

MD/23815



© Ordnance Survey maps reproduced with the sanction of the controller of Her Majesty's Stationery Office. Licence No. AL 1001014723

Fig 5 Excavation Areas

- Roman period archaeology (beneath ridge and furrow)
- Iron Age & Roman Enclosures
- Iron Age enclosure

South Caldecott		 London Cheltenham Kettering Newark Birmingham www.cgms.co.uk Planning & Development Archaeology & Historic Buildings
Not to scale Illustrative only		
Date printed: 11/6/19	Drawn by: MD Checked by:	

Figure 4.8b Archaeology Summary Diagram

Design & Access Statement

4.9 Utilities and Easements

The existing utilities and easements are shown in Figure 4.9 Utilities and Easements.

Please refer to SGP 'Constraints' plan.

Gas [Southern Gas]:

Within our boundary - To the Northern boundary, there is an existing buried gas pipe running parallel with the railway [shown in yellow], with a 3m easement either side.

Outside our boundary - To the West of the western boundary there is an existing buried high pressure gas main, with a 3m easement either side.

Electric [Western Power HV]:

Within our boundary - To the Northern boundary, there is an existing overhead HV cable 11KV, running parallel with the railway line, with a 3m easement either side. Approximately, 1/3rd of the distance along this branches directly south to supply Cross Roads Farm.

Outside our boundary - There is also an existing buried HV cable to the north of the railway line.

Water:

Within our boundary - To the North eastern part of the site, a 600mm diameter water main crosses the site diagonally, with a 3m easement either side.

Outside our boundary - To the North of the railway, a 600mm diameter water main runs parallel to the railway line, with a 3m easement either side

Comms:

Within our boundary - None recorded

Outside our boundary - Virgin Media, a buried service follows the eastern edge of the full length of Brickhill street.

BSkyB, a buried service follows the eastern edge of Grand Union Canal [400m from site].

KCom, a buried service follows the southern edge of Station Road, and turn directly north, to follow the eastern edge of Brickhill Street.

BT Openreach, a buried cable follows the Western edge of Brickhill Street.

Design & Access Statement

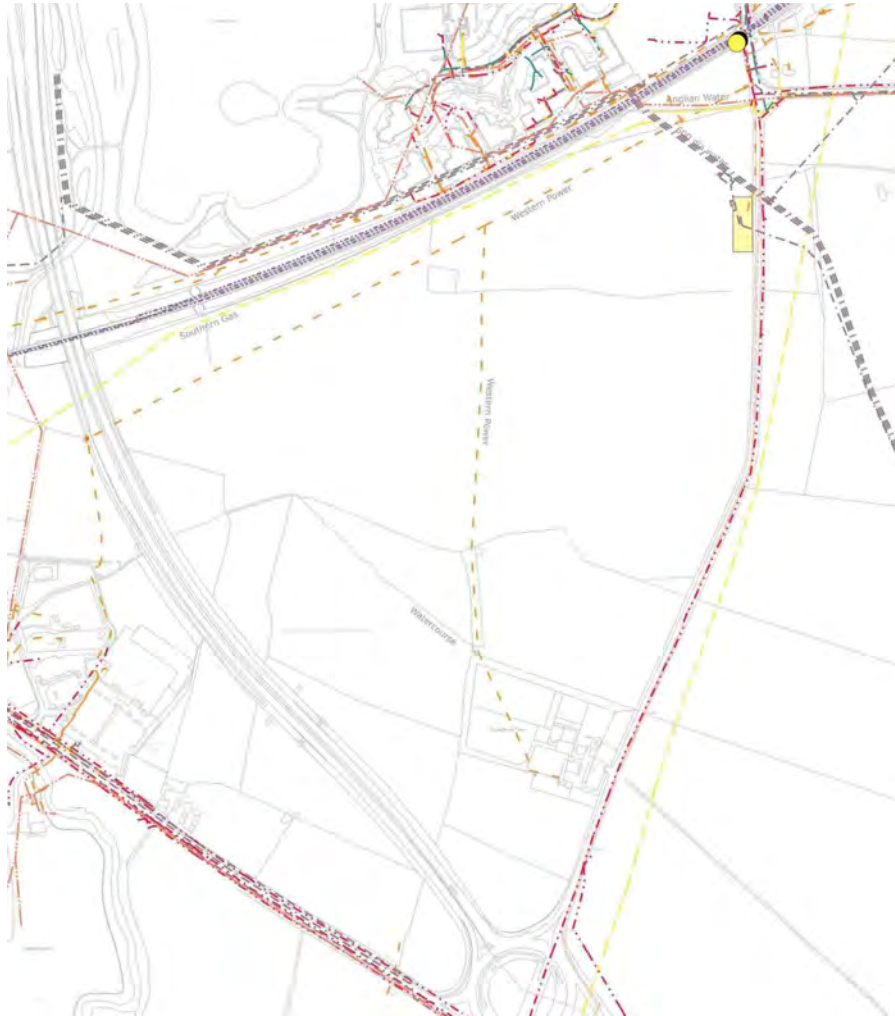


Figure 4.9 Utilities/Easements Existing

Design & Access Statement

4.10 Views and Visual Context

Examples of the visual context of the site from the main viewpoints are shown in Figure 4.10 Views and Visual Context and the photo panoramas.



Figure 4.10b Aerial View Looking West



Figure 4.10a Aerial View Looking North



Figure 4.10c Aerial View Looking East

Design & Access Statement



Figure 4.10d The View Looking South-East Towards the Site along A5



Figure 4.10e The View Looking North Towards the Site from Kelly's Roundabout [A5]



Design & Access Statement



Figure 4.10f The View Looking North along Brickhill Street



Figure 4.10g The View Looking South along Brickhill Street



Design & Access Statement

4.11 Summary of Development Influences

The summary of Development Influences is shown in Figure 4.11 Development Influences Summary.

The site has relatively few physical constraints to restrict the proposed scale of development.

In summary, the most significant influences are:

- the sloping topography of the site, which will require levelling to create sufficiently large building platforms;
- re-direction of the watercourse and re-routing of the electric services;
- provision of drainage to serve the proposed new building platforms and the internal access network;
- ecological interests within the site, although none of high conservation significance, with integration of development infrastructure and maintaining public access;
- the site and development would be seen in views from the routes bounding the site, which is inevitable given its context, and this demands that the development is carefully considered and an high quality appearance.
- The site is of limited landscape value and low landscape sensitivity.
- The site is visually and physically relatively well contained however some middle-distance views are available from the rising topography associated with the Greensand Ridge to the east / south east, where the site is seen within its urban fringe context.
- Key localised views are available from the immediate adjacent road corridors including the A5 to the west, V10 Brickhill Street to the east / south east and Kelly's Kitchen Roundabout to the south and also the Public Rights of Way to the north / north west.
- Longer distance views from the wider landscape setting are largely restricted by the heavily wooded nature of the higher ground associated with the Greensand Ridge and the built form associated with Milton Keynes.
- Development of the site would require careful attention to be paid to

the site boundaries to provide landscape mitigation, create a robust green edge and assist in integrating the built elements.

- Archaeological evidence has been found within the development area at three locations, close to the A5, adjacent to the roundabout at the junction of Brickhill Street and the A5 and on a slight prominence almost in the centre of the development area. Desk based assessment, geophysical survey and evaluation indicate that the deposits can be compared to those excavated when the A5 was diverted (1978-80) and constitute the remains of an Iron Age enclosure as well as settlement on the periphery of the Roman town of Magiovinium. In accordance with the NPPF to offset the effects of development (NPPF 197/198) an appropriate level of mitigation will be necessary secured by planning consent condition as set out in Historic England's Advice: Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning: 2 (2015) page 11.

In the next section Part Two, we outline the Development Framework proposed to guide the amount and form of the development at the site.

Design & Access Statement

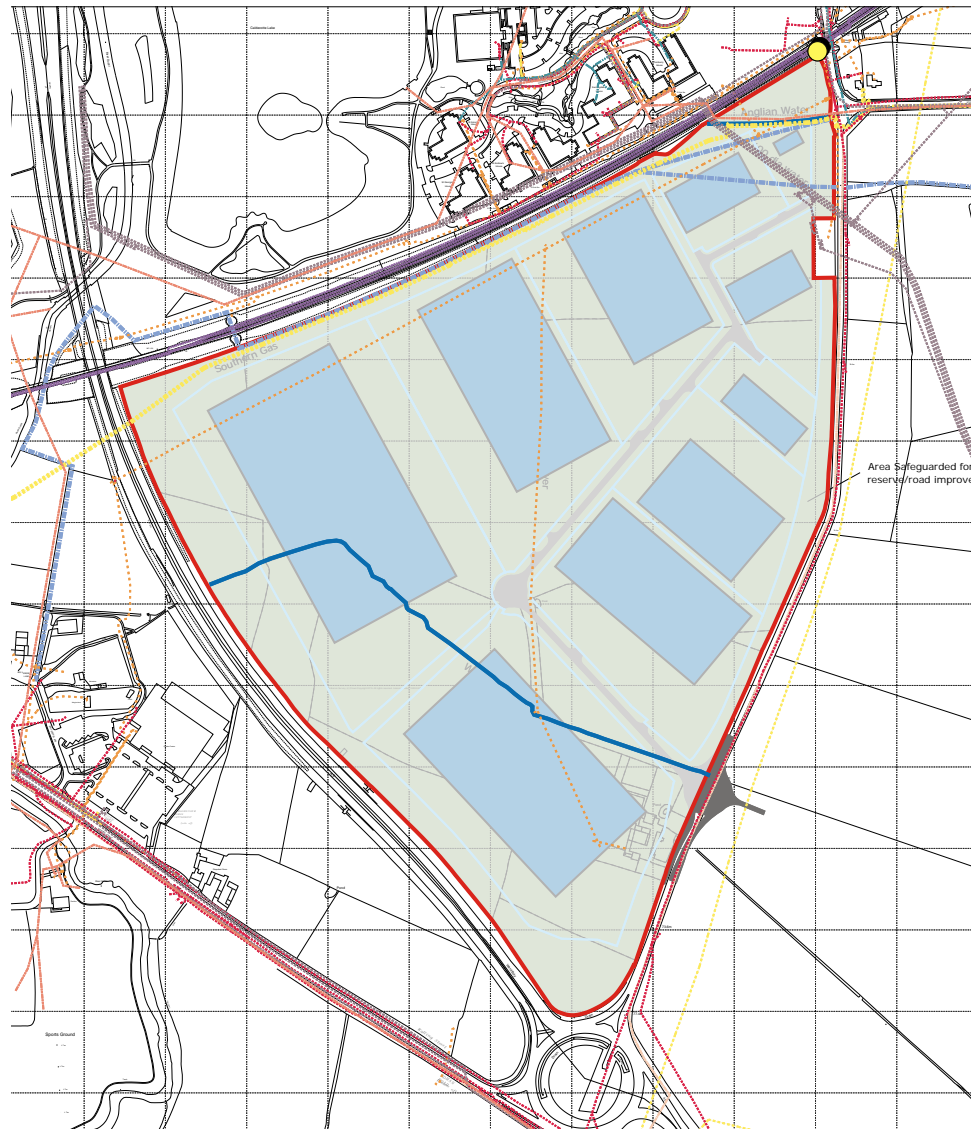


Figure 4.11 Development Influences Summary with initial building overlay

PART TWO: DEVELOPMENT FRAMEWORK