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Rev G

South Caldecotte
Design & Access Statement

Prepared for

HB (South Caldecotte) Ltd

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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

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.

Figure 1.1 Aerial View of the Proposed Site

PART ONE: THE SITE AND DEVELOPMENT INFLUENCES

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 technologyFrom 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.

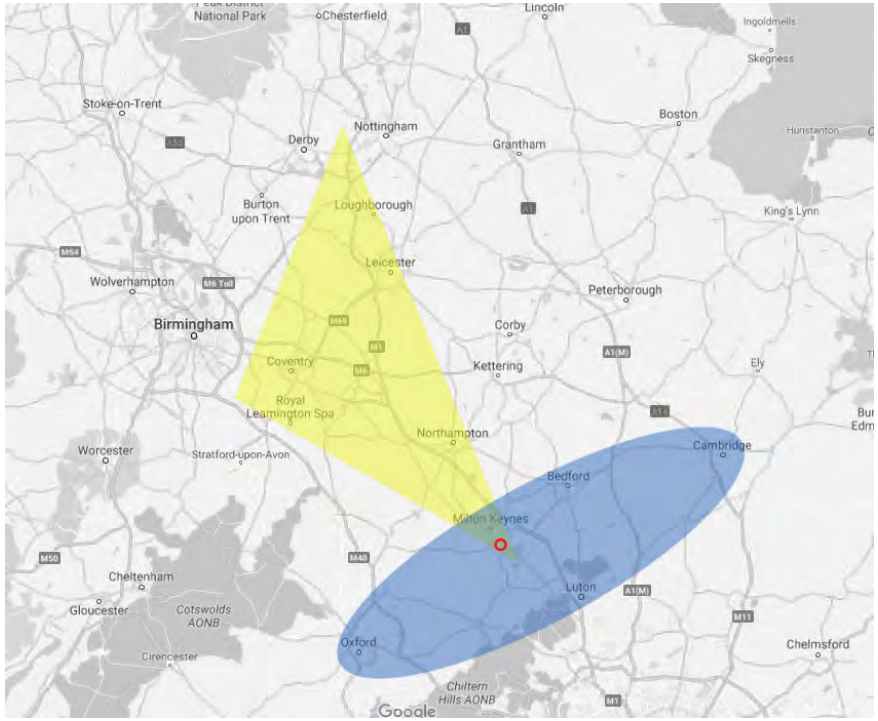


Figure 2.1 Regional Location / Golden Triangle/Oxford Cambridge Corridor

Figure 2.2 National Location / Drive Times

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

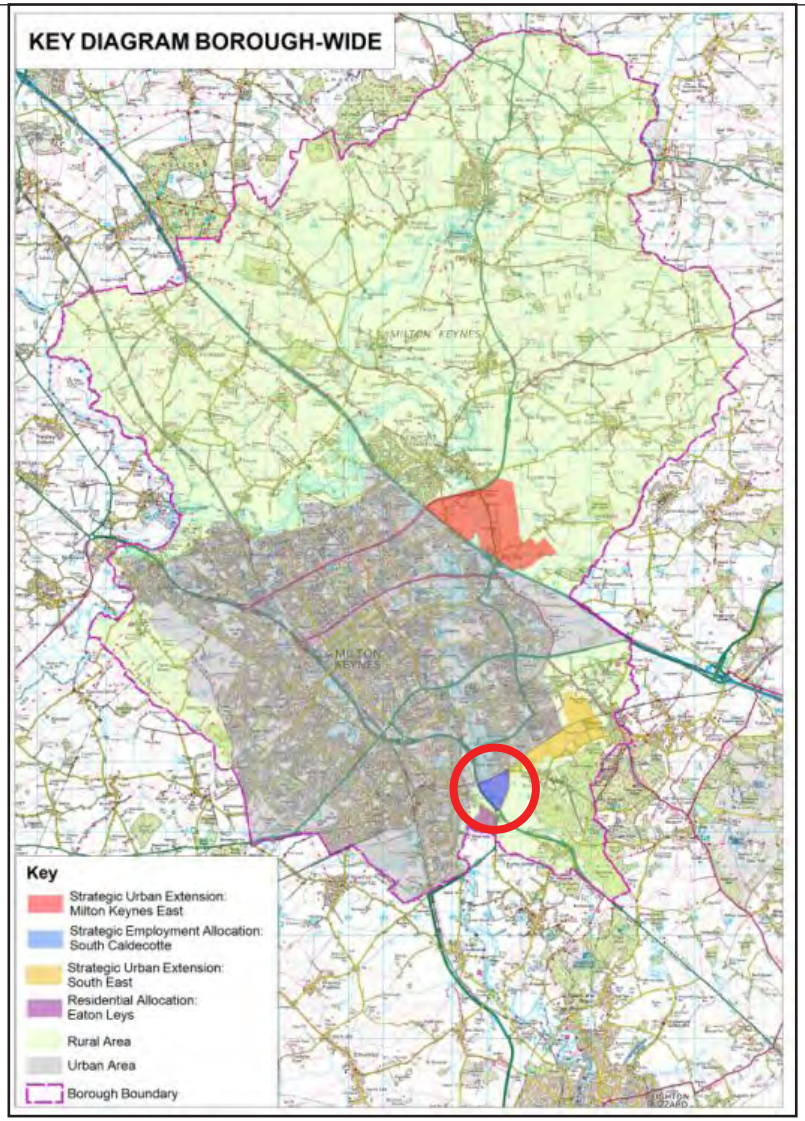


Figure 2.3 Location of Allocated Site within Milton Keynes Urban Area

- 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.

Figure 2.4 Development Context

SGP

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.

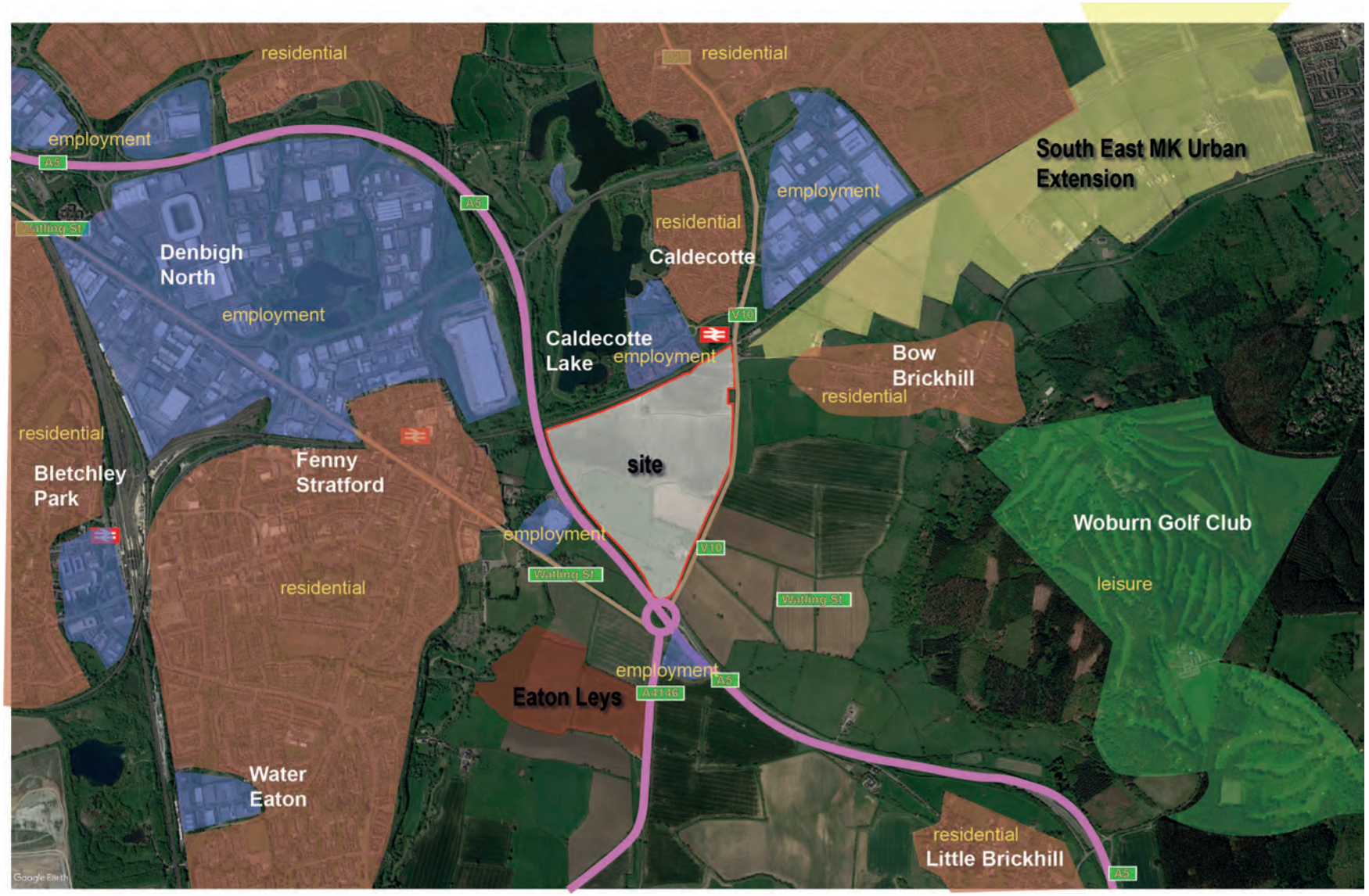


Figure 3.1 - Adjacent Land Uses

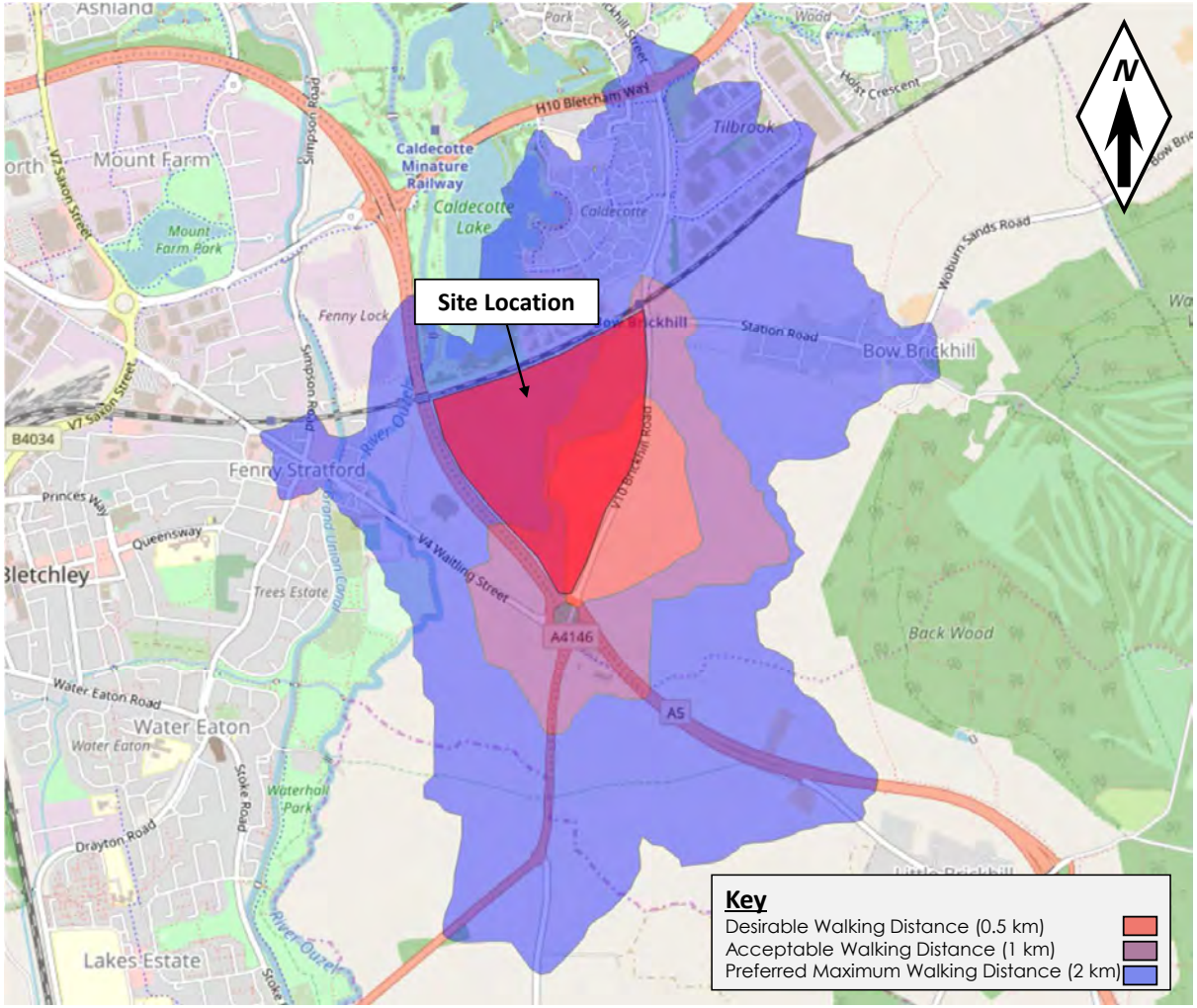


Figure 3.2 Pedestrian Accessibility

Figure 3.3 Highway Accessibility

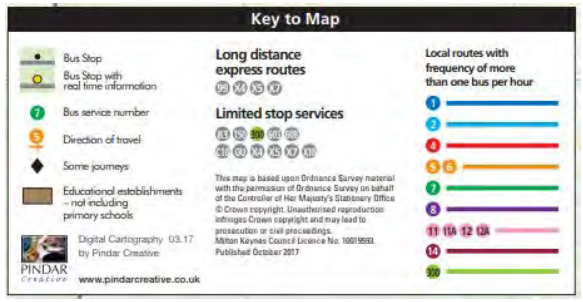


Figure 3.4 Local bus services

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.

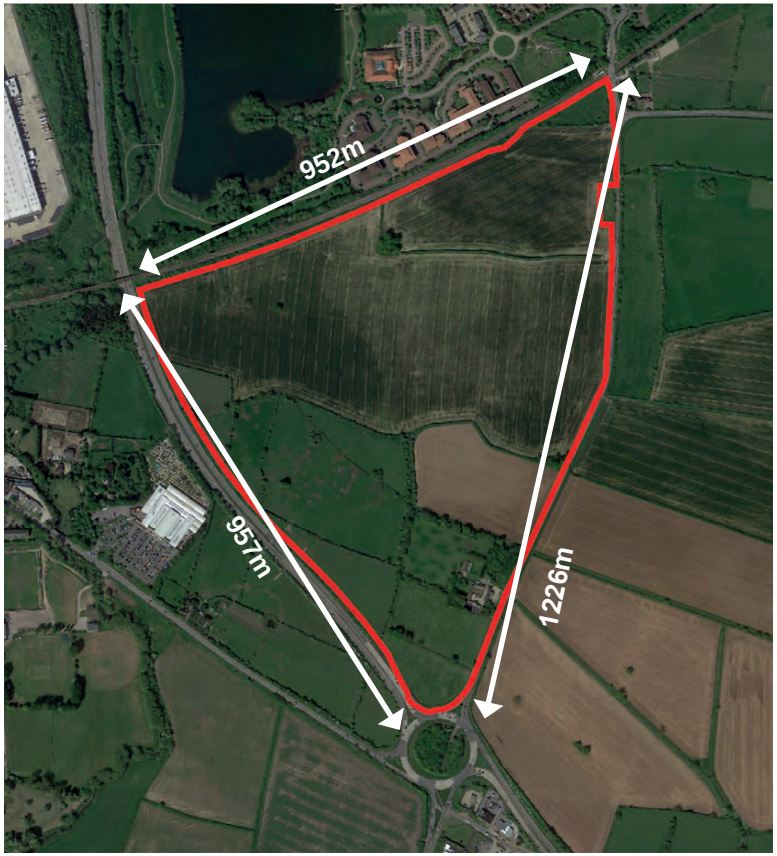


Figure 4.1 Scale

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.

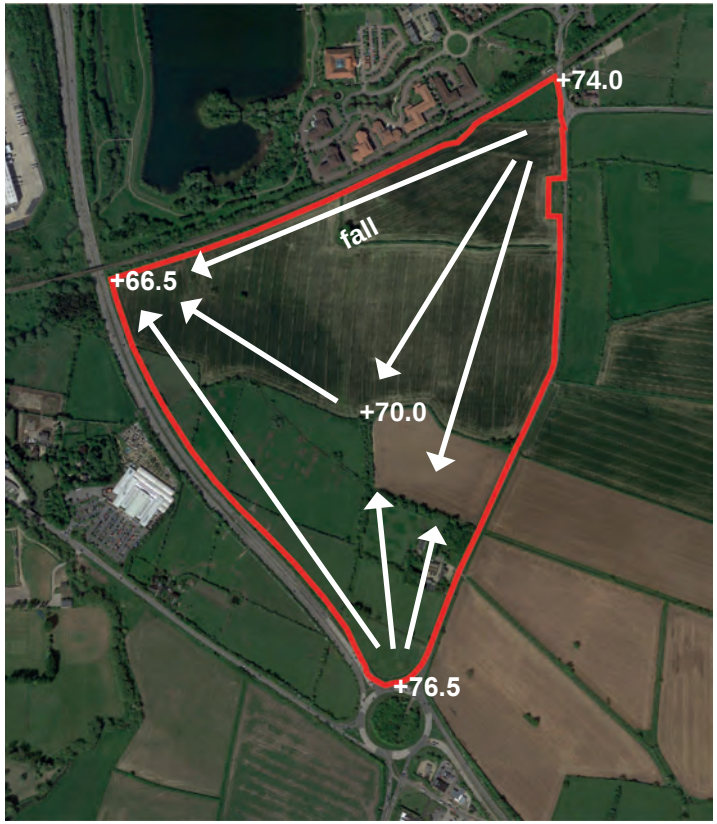


Figure 4.2 Topography and Levels

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.

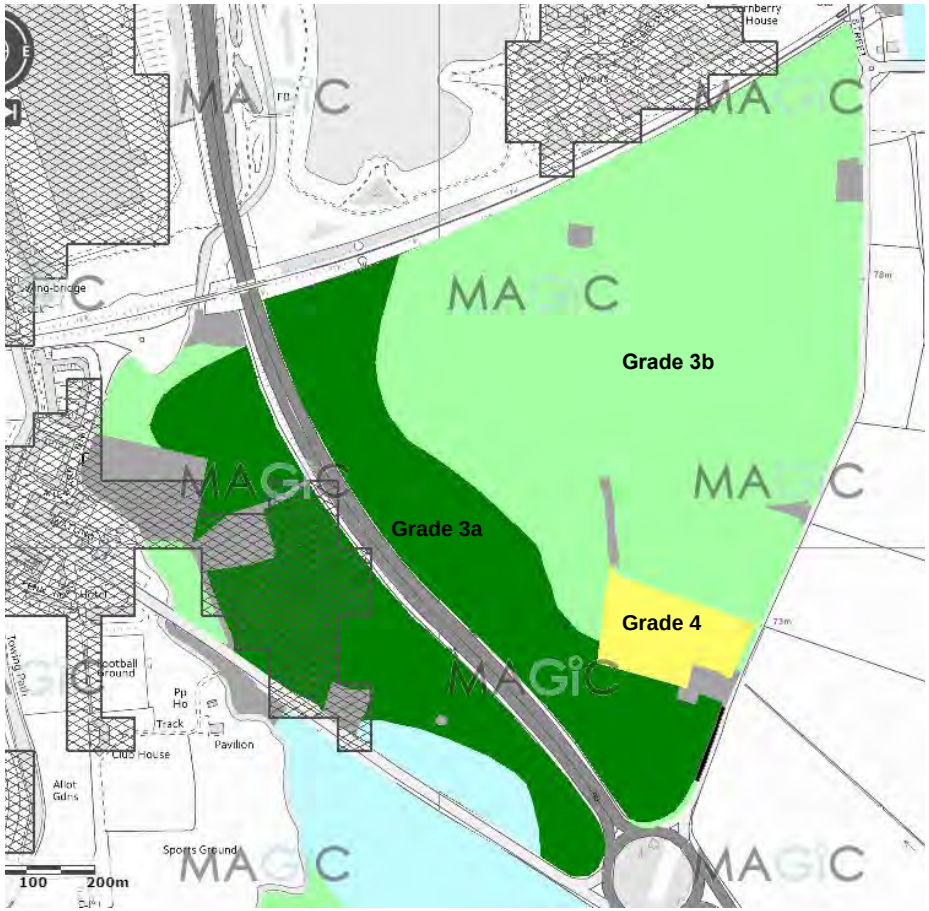


Figure 4.3 Agricultural Land Quality

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.

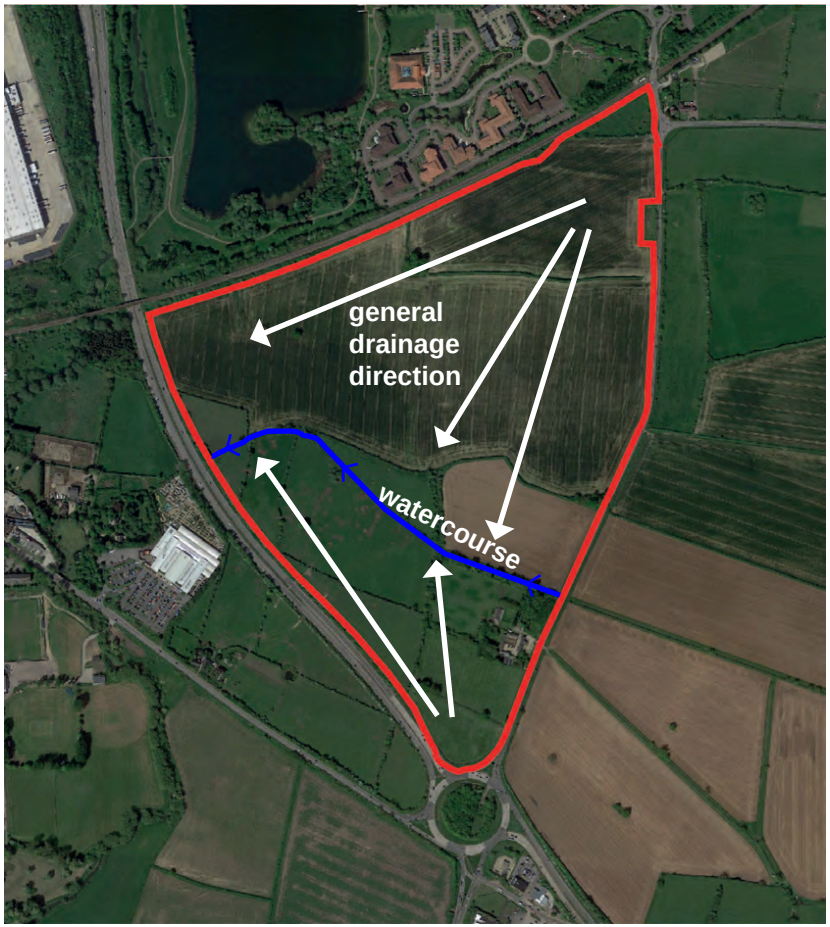


Figure 4.4 Watercourses and Drainage

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.

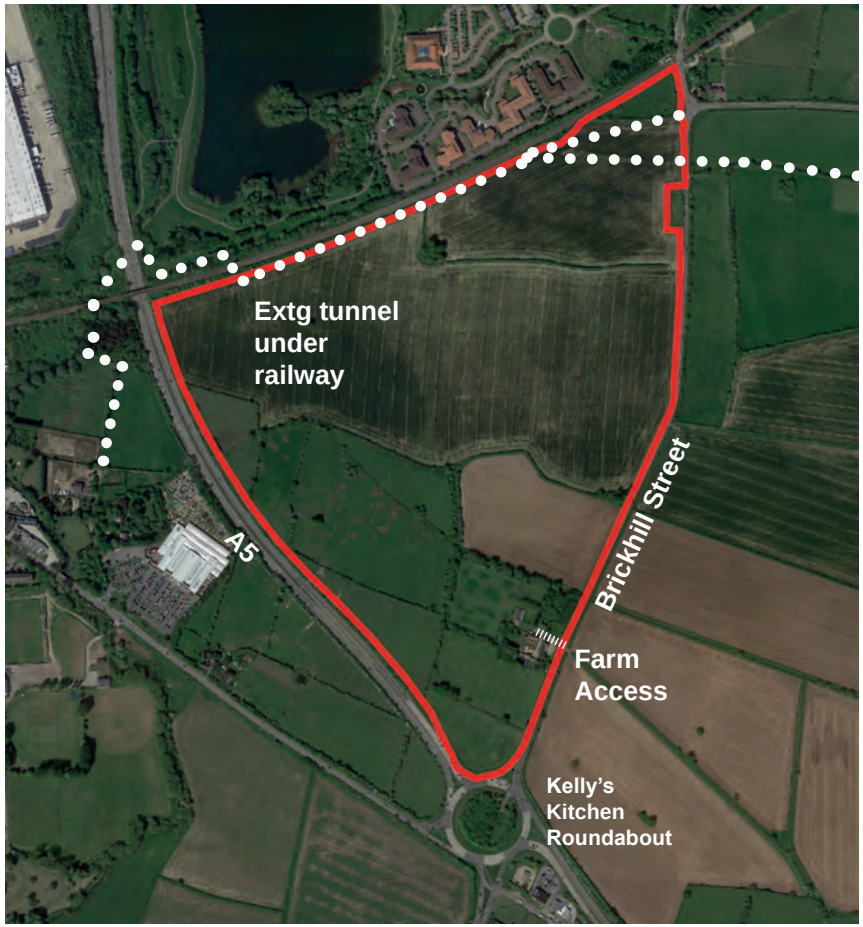


Figure 4.5 Pedestrian Access

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.

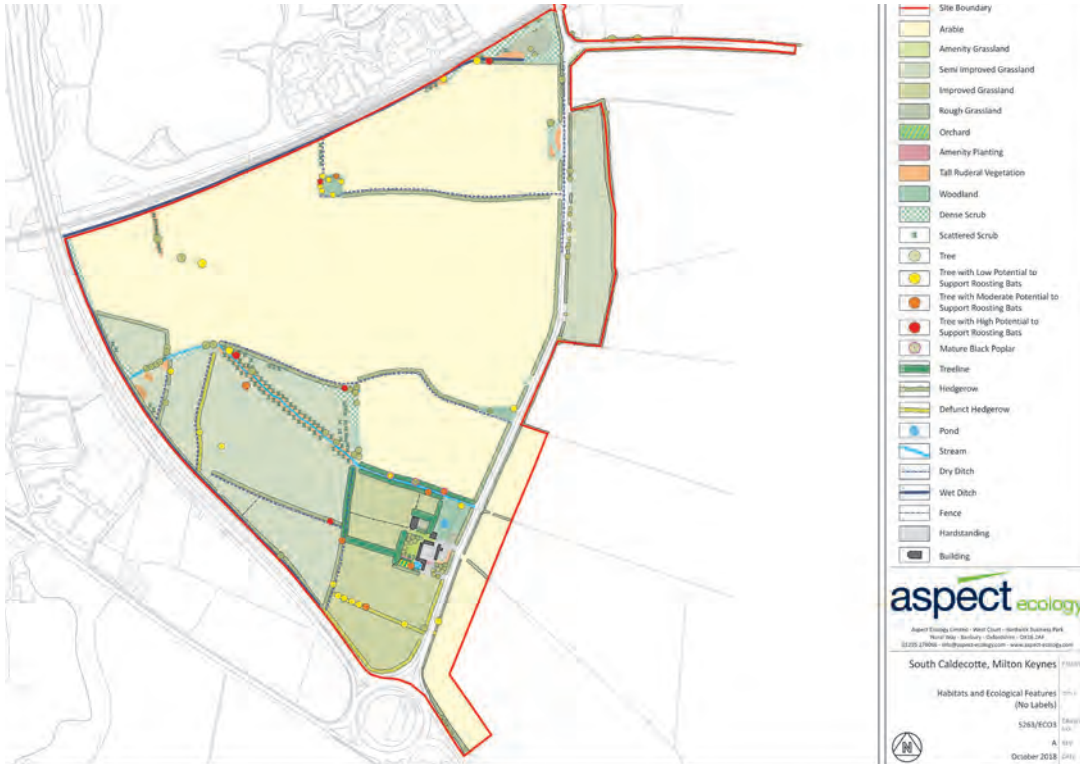


Figure 4.6 Existing Ecology Survey Results

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.

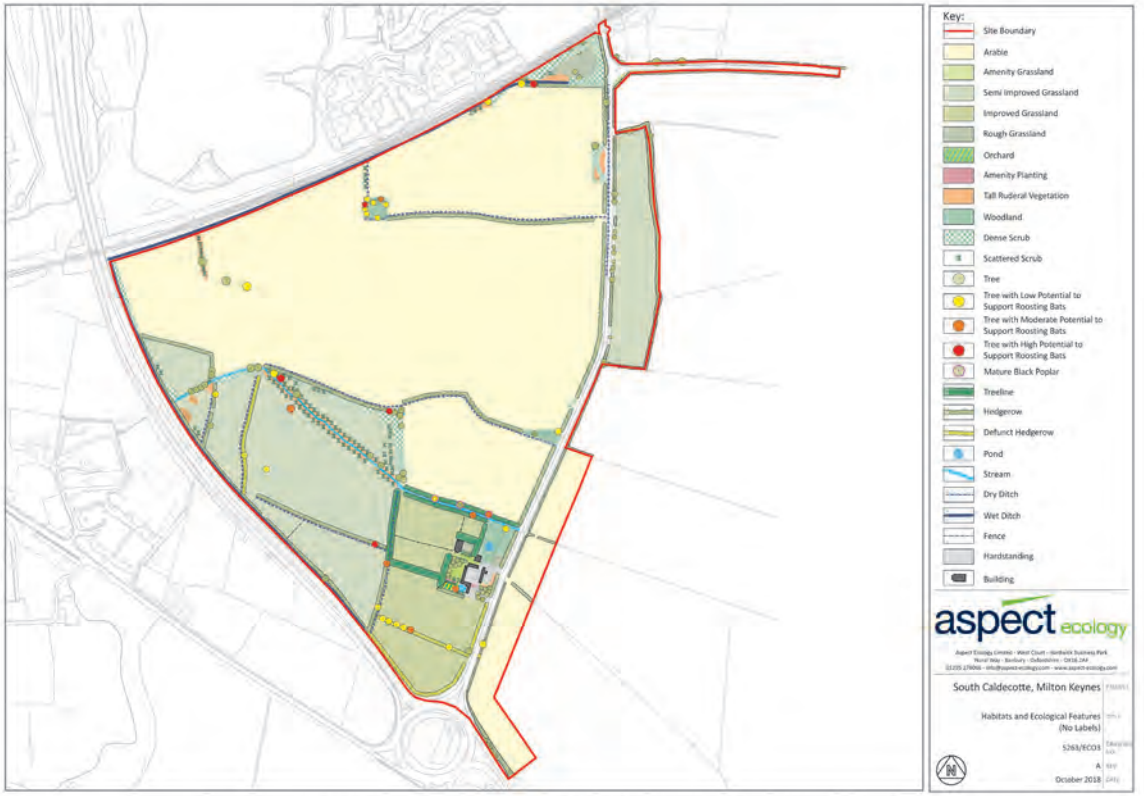


Figure 4.7 Trees and Hedgerows

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

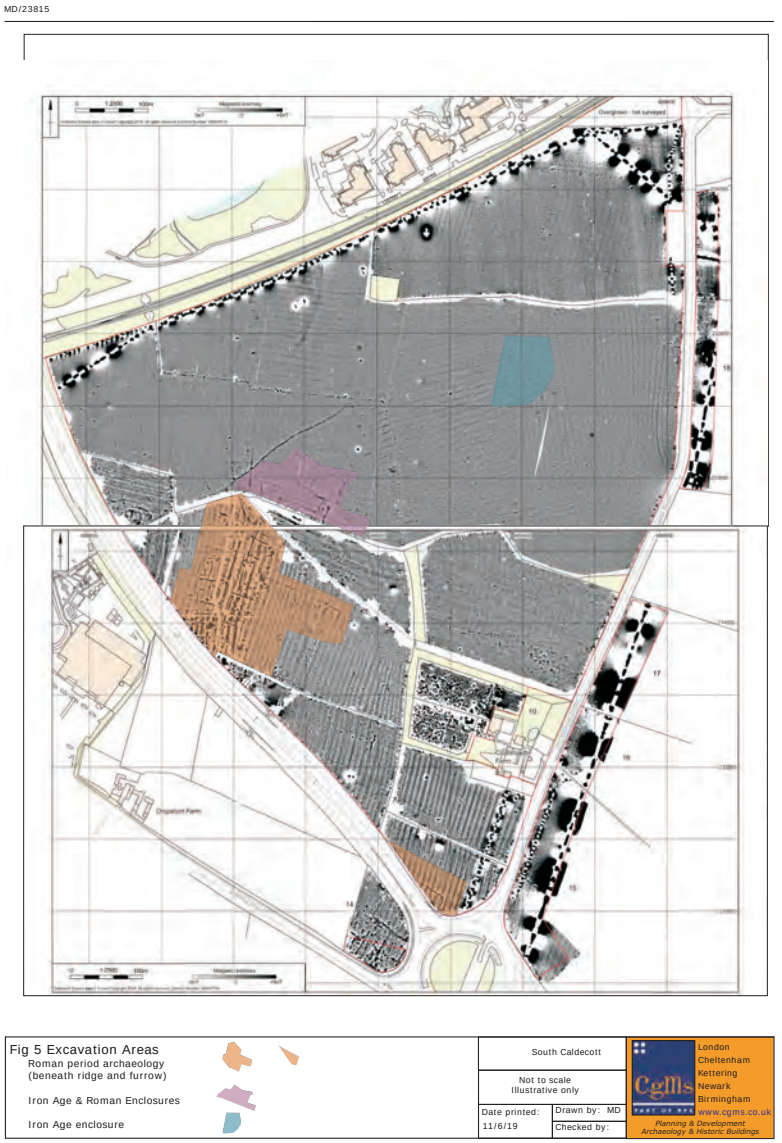


Figure 4.8b Archaeology Summary Diagram

4.9 Utilities and Easements

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

Please refer to SGP ‘Constriants’ 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 uns parallel to the railway line, with a 3m easement either side

Comms:

Within our boundary - None recorded

Outside our boundary - Virgin Media, a buired 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.

Figure 4.9 Utilities/Easements Existing

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

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]

Figure 4.10f The View Looking North along Brickhill Street

Figure 4.10g The View Looking South along Brickhill Street

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.

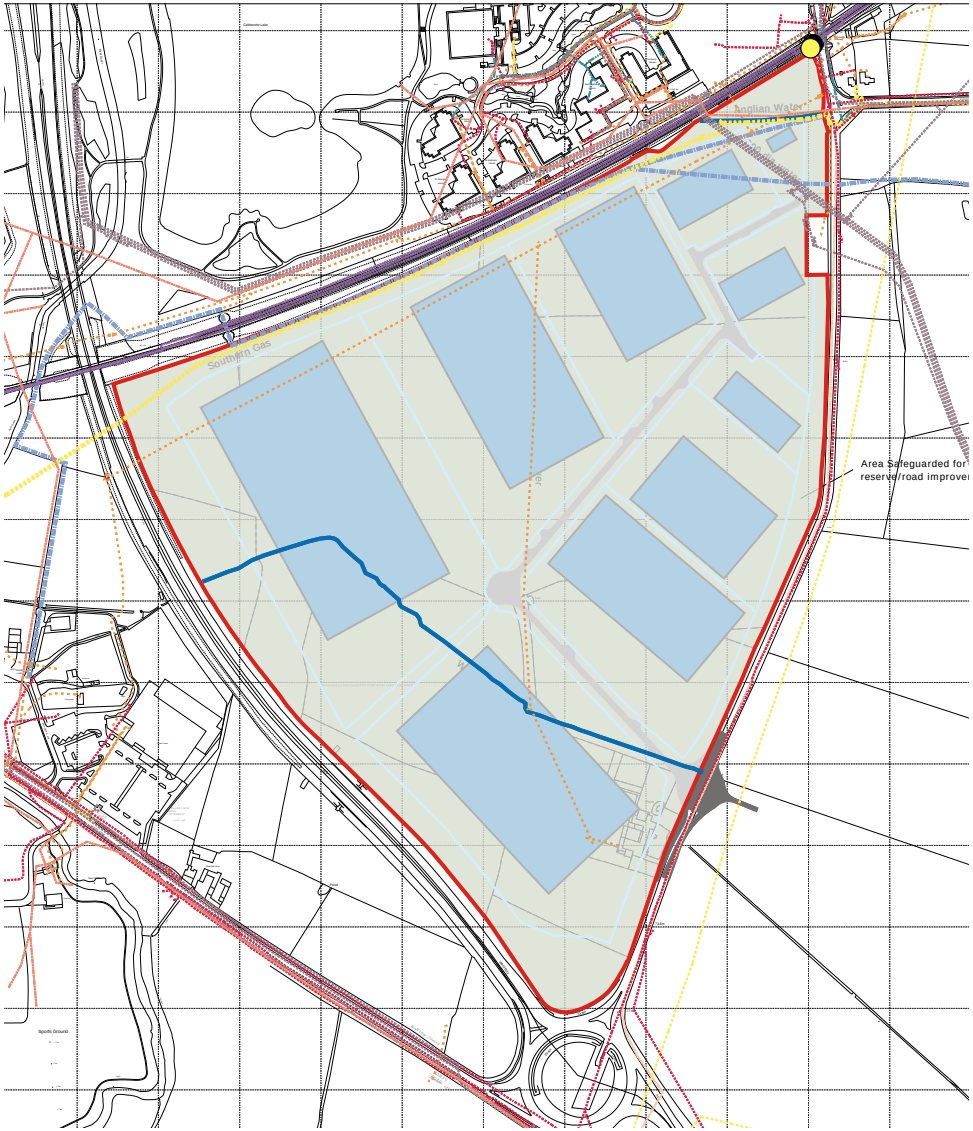


Figure 4.11 Development Influences Summary with initial building overlay

PART TWO: DEVELOPMENT FRAMEWORK

5. Development Parameters

The development parameters set out the key parameters within which the development is proposed to be designed and implemented. The development parameters are shown in Figure 5.1 opposite.

The parameters have been used to assess the environmental impacts of the development application.

The parameters identify four broad zones for the built development either side of the service road and either side of the water way, which reflects the development framework;

- **Zone 1**, to the south of the site and bounded by the A5, and the V10 roads. A logical location for a new roundabout access/egress point spurs off the proposed spine road forming the third boundary, with the relocated water course forming the fourth. This leaves a plot development of 8.58Ha / 21.2 Ac which could hold a large floor plate building for B8 and ancillary B1 uses with a maximum GIA of 48,896m2, and a maximum roof height of 21-24m
- **Zone 2**, to the North West of the site and bounded by the A5, the railway line and the internal spine road. This leaves a plot development of 21.72 Ha / 53.7 Ac which could hold a large floor plate buildings for B8 and ancillary B1 uses with a maximum GIA of 127,626m2 split into three plots, and a maximum roof height of 15-24m
- **Zone 3**, to the East of the site and bounded by the V10 Brickhill Street, the railway line and the internal spine road. This leaves a plot development of 9.50 Ha / 23.5 Ac which could hold a large floor plate buildings for B8 and ancillary B1 uses with a maximum GIA of 51,274m2 split into two plots, and a maximum roof height of 18-21m
- **Zone 4**, to the North of the site and bounded by the V10 Brickhill Street, the railway line and the internal spine road. This leaves a plot development of 3.64 Ha / 9.0 Ac which could hold a smaller floor plate buildings for B2 and ancillary B1 uses with a maximum GIA of 13,753m2, and a maximum roof height of 9-11m, this also includes a standalone small B1 office and a small cafe A3

The parameters also specify the following:

Access and Circulation:

- Access / Egress from Brickhill Street, with connection to the national motorway network [M1] north of the site, via the A5.
- An internal road and cycleway to feed the plots with Vehicular traffic, Redway connected to National Cycle routes, pathways and PROW to connect to existing pedestrian routes to nearby shopping and lakes.

Landscape:

- An open space corridor along the line of the A5 to protect the line and immediate setting of the route, to be landscaped with appropriate interpretation and other features including an extended public right of way;
- A landscape boundary to the site with woodland and other amenity planting;
- Open space link;
- New habitats;
- A northern re-alignement of PROW 004A against the railway.

Drainage:

- A drainage SUDS area contains attenuation water bodies, and is landscaped alongside public pathways;

Figure 5.1 Development Parameters Plan should be referred to for the detailed location of the parameters.

Zone 2		
Developable Area (Ha)	21.72	
Number of Units	1 to 5	
Floorspace (GEA sqm)	140,389	
Floorspace (GIA sqm)	127,626	
Unit Roof Height (Highest Point)	15m min	24m max
Unit Haunch Height	12m min	21m max
Density (Unit coverage ratio)	58.8%	
Unit Floor Levels (AOD)	Lowest FFL +69.4m	Highest FFL +72.35m

Zone 4		
Developable Area (Ha)	3.64	
Number of Units	3 to 5	
Floorspace (GEA sqm)	15,126	
Floorspace (GIA sqm)	13,753	
Unit Roof Height (Highest Point)	9m min	11m max
Unit Haunch Height	6m min	8m max
Density (Unit coverage ratio)	37.8%	
Unit Floor Levels (AOD)	Lowest FFL +73.2m	Highest FFL +74.65m

Zone 3		
Developable Area (Ha)	9.50	
Number of Units	2 to 3	
Floorspace (GEA sqm)	56,401	
Floorspace (GIA sqm)	51,274	
Unit Roof Height (Highest Point)	18m min	21m max
Unit Haunch Height	15m min	18m max
Density (Unit coverage ratio)	54.0%	
Unit Floor Levels (AOD)	Lowest FFL +71.5m	Highest FFL +75.5m

Zone 1		
Developable Area (Ha)	8.58	
Number of Units	1 to 2	
Floorspace (GEA sqm)	53,785	
Floorspace (GIA sqm)	48,896	
Unit Roof Height (Highest Point)	21m min	24m max
Unit Haunch Height	18m min	21m max
Density (Unit coverage ratio)	57%	
Unit Floor Levels (AOD)	Lowest FFL +70.45m	Highest FFL +70.85m

AREA SUMMARY:

Redline Area:
58.13 Ha / 143.64 Ac

Total Developable Area:
43.44 Ha / 106.18 Ac

Proposed Use:
Flexible B2/B8 with ancillary B1(a)

Number of Units:
Ranging from 7 -15 Units

Maximum Floorspace:
241,548 m² (2,600,000 ft²) GIA

Proposed Unit Height:
Haunch height ranging from 6m to 21m

Car Parking Provision:
Compliant with Council's parking standards for zone 3: B1 use - 1/30m²; B2 use - 1/60m² and B8 use - 1/100m²

SuDS Provision:
Each Unit will have its own surface water drainage strategy as well as attenuation of public realm

Landscaping:
Appropriate landscaping will be included as part of the development proposals

Waterfront House
2a Smith Way
Grove Park
Enderby
Leicester LE19 1SX
t: +44 (0)116 247 0557
www.stephengeorge.co.uk

South Caldecotte

Drawing Name: Parameters Plan

Drawing Status:	PLANNING
Suitability:	S2
Rev:	P5
SGP Project:	16-048
Drawn:	KBL
Team:	IY
Date:	13/11/2018
Scale:	1:2500@ A1

Drawing Number: 16-048-01-SGP-XX-00-DR-A-1004-P5

Figure 5.1 Development Parameters Plan

6. Vision, Concept and Objectives

6.1 Vision

The vision for the development is of a very high quality, environmentally advanced, modern and well-serviced logistics hub that can meet the needs of national and local companies for well-designed space to add value to their business and to the local economy. The development is seen to be set within a new landscape with generous planted edges and tree-lined internal streets and spaces, with an integrated sustainable drainage regime with ecologically rich swales and features.

6.2 Concept

The development concept is shown in Figure 6.1: Development Concept.

The concept is of high quality development set within a common landscape and street infrastructure, with the building design coordinated to ensure a common and well-related approach to scale, form, colours, materials, signage and layout.

The key principles for the development are to accommodate the largest buildings alongside the A5 / Railway edge [and at the lowest plateaux levels]. The internal spine road provides vehicular, pedestrian and cycle routes and is intended to provide an active frontage. These frontages would be well landscaped and accommodate the main drainage features and amenity areas for employees to enjoy and for the offices to overlook.

The internal streets would be tree-lined with footpaths and verges, and a consistent approach to signage and street furniture so that the development reads as a single coherent and coordinated place.

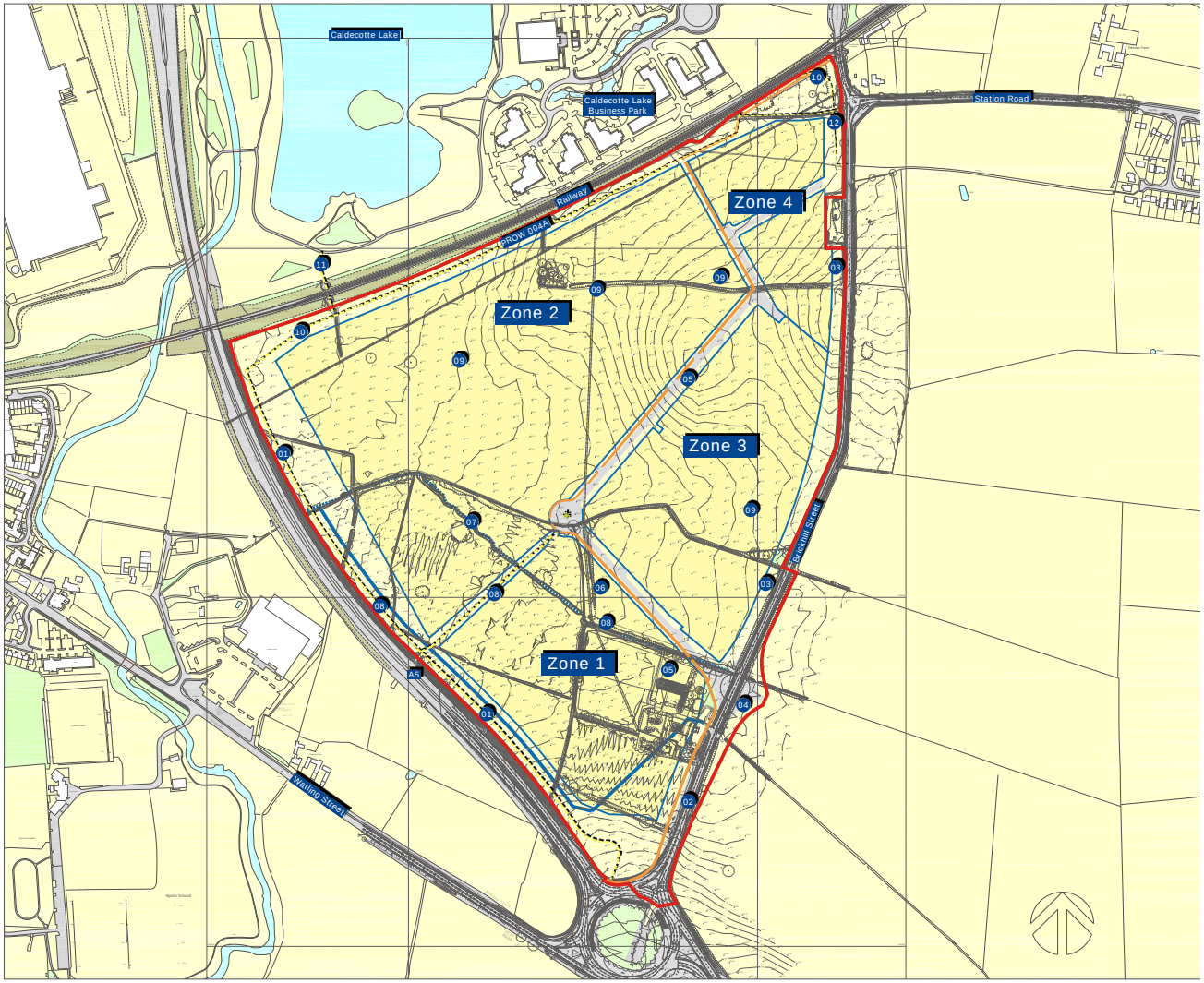
There is an opportunity to address the main existing intersection, known as Kelly's Kitchen Roundabout, with a feature building and an art element in the landscaping / pathway.

As the site plateaus levels rise towards Bow Brickhill Station, there is an opportunity to lower the scale of development, to acknowledge distant views.

6.3 Objectives

The following objectives have been set for the development to realise the vision and concept, to:

1. meet the needs for high quality, well-serviced, attractive new logistics, HQ offices and training buildings and facilities;
2. ensure a high quality, well-coordinated approach to overall master planning, site planning and design;
3. ensure the development offers a high-quality setting for the buildings and operations, and provides amenity spaces for those employed and visiting the site to enjoy;
4. protect the amenity of our neighbours including housing and businesses to the north, and east of the site by carefully positioning buildings, locating service areas away from the key frontages, landscaping the spaces between, and ensuring a high quality well-designed frontage;
5. ensure other environmental impacts of the development are acceptable and to mitigate against any identified impacts;
6. set a framework to limit and manage the impacts of the development on an on-going basis and to ensure the development remains acceptable and is capable of being controlled and managed to maintain its quality; and
7. ensure a framework is in place to ensure the local benefits of the development are optimised through prioritising local sourcing during construction and development, and that the development offers training opportunities to ensure local people can benefit from the jobs created through the proposals and that the workforce benefit from training opportunities.



Key:

01 Linear park with SUDS features along A5 boundary
02 First length of Brickhill Street dualled
03 Landscape buffer to Brickhill Street
04 New access roundabout from Brickhill Street
05 Internal estate road with landscape avenue and swales
06 Proposed bus stop
07 Route of existing stream
08 Proposed stream diversion
09 Landscape fingers between development Plots
10 Leisure Route
11 Potential leisure route link to Caldecotte Lakes
12 Diversion of PROW 004A and 004B

Red Route
Leisure Route
Application Site Boundary
Landscape Feature or Public Art

Zone 1 Medium to large scale units, offices orientated south to create a focus at the site entrance. Buildings orientated north south to minimise massing when viewed from Brickhill Road

Zone 2 Plot capable of accomodating large scale units. buidings can be orientated north south or east west. Design should create a focus to the central roundabout,

Zone 3 Small to medium scale units orientated north south to minimise massing when viewed from Brickhill Road

Zone 4 Small to Medium Enterprise (SME) units. Coutyard development, terraces and small semi detached and detached units.

Figure 6.1 Development Concept

SGP

7. Development Framework

7.1 Overview

The Development Framework is shown in Figure 7.1a Development Framework.

The Development Framework provides the structure within which the built development would be placed, as well as setting the overall requirements for that development. The Development Framework is accompanied by an Illustrative Plan (Figure 7.1b) that shows how the development can be accommodated within the Framework. The components that comprise the development framework are described below with accompanying plans.

Key:

- Warehouse units
- Indicative Office Locations
- Service yards and roads
- Parking Areas

Figure 7.1a Development Framework

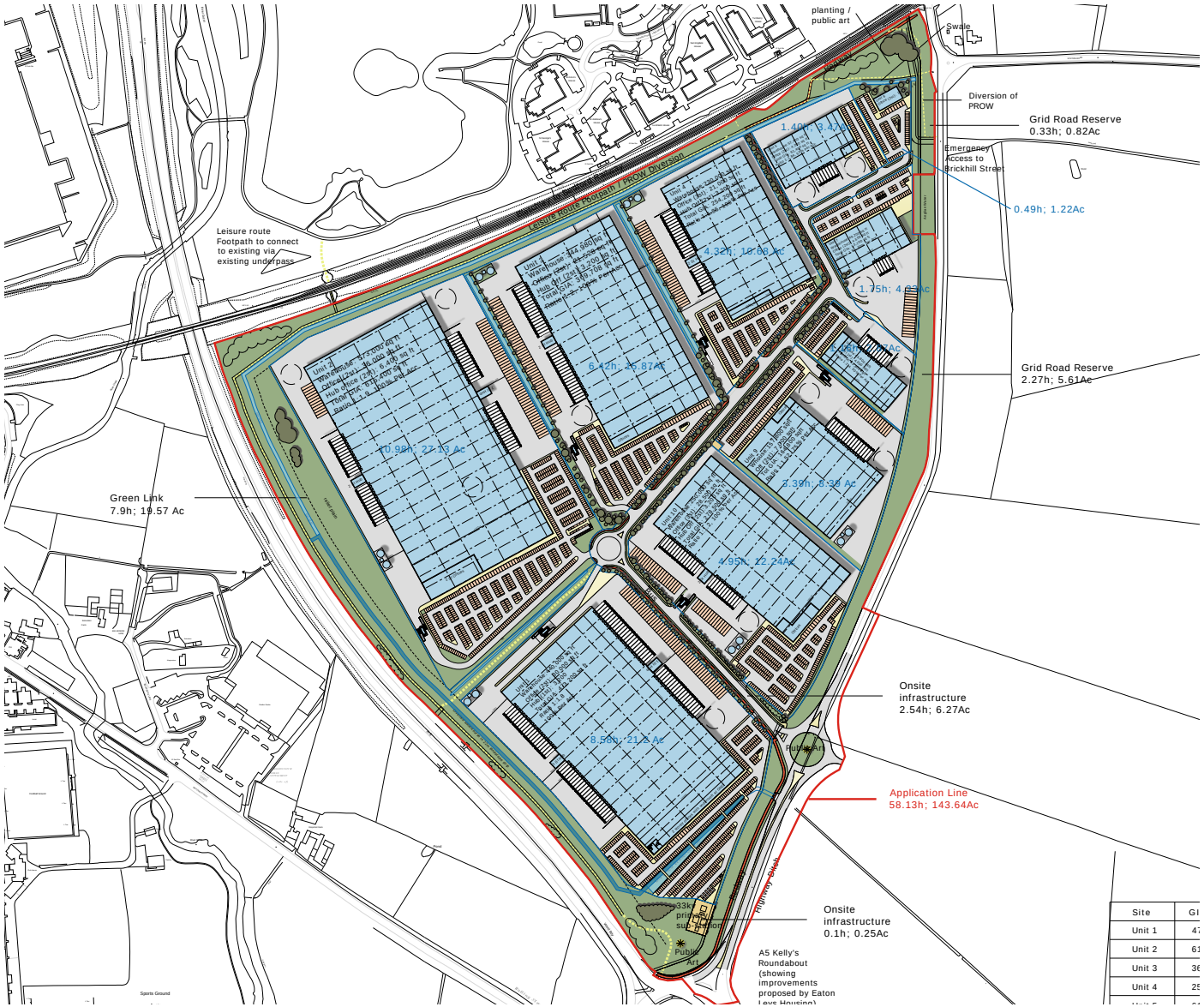


Figure 7.1b Indicative Masterplan

SGP

7.2 Site Levels and Landform

The proposed site levels are shown in the Figure 7.2a Proposed Site Levels and Landform.

7.3 Drainage and Attenuation Areas

The drainage and attenuation areas are shown in Figure 7.3 Proposed Drainage and Attenuation Areas.

The existing site is greenfield in nature and is drained to the River Ouzel via a series of drainage channels and ordinary watercourses. One watercourse, present in the centre of the site, falls within the jurisdiction of the Bedford Group of Internal Drainage Boards (IDB). The current surface water runoff rate from within the proposed development area ranges from between 174l/s (the annual average runoff) to 562l/s during a 1 in 100-year storm. In accordance with the IDB requirements, surface water runoff from the development will be restricted to a fixed rate of 2.0 l/s/ha: a total rate of 87.2l/s. This provides a reduction to the rate of runoff from the site when compared to the existing greenfield conditions. Therefore, betterment is afforded to the downstream catchment.

It is proposed to attenuate the surface water runoff from the development through a combination of below ground cellular storage and over-sized pipes prior to its gradual release to the downstream watercourse. In line with the Milton Keynes sustainable drainage requirements, the surface water storage will be sized to accommodate the 1 in 100-year storm included a 20% allowance for future climate change. The drainage and development will also be made resilient to a larger 40% climate change allowance.

The development has been designed with Sustainable Drainage Systems (SuDS) in mind. Permeable paving is proposed in parking areas to provide an initial level of treatment to surface water runoff, and oil separators will provide another level of treatment upstream of attenuation features. A network of filter drains are proposed to convey surface water from the development parcels to the receiving watercourse. These will provide additional levels of treatment before the surface water runoff leaves the site.

Figure 7.2a Proposed Site Levels and Landform

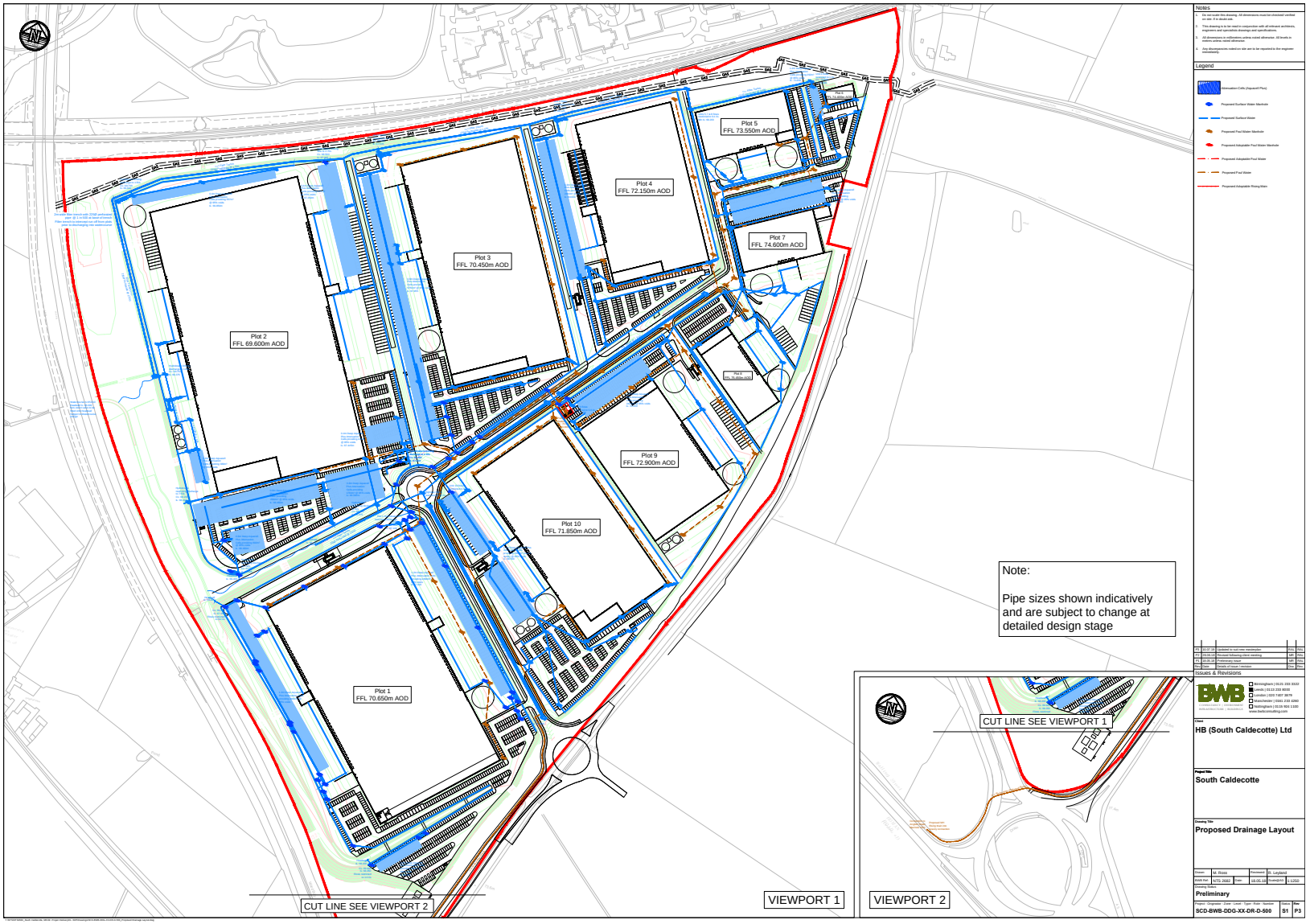


Figure 7.3 Proposed Drainage and Attenuation Areas

Foul water from the development will be drained separately to surface water. Foul water will be directed to the local public foul sewers.

To facilitate development, it is proposed to realign the watercourse within the site which is partially under the jurisdiction of the Bedford IDB. In accordance with the IDB requirements, a 9m offset is provided to the diverted channel. The diverted watercourse has been hydraulically tested to ensure that the proposals do not affect flood risk within the downstream catchment.

The landscape proposals are described more fully in the Landscape Design Section 9 of this D&AS and the Flood Risk and Drainage Report.

7.4 Access and Primary Routes

The access and primary routes are shown in the Figure 7.4: Access and Primary Routes - please refer to section 10 for further accessibility details.

Vehicle Access

There is a single point of access proposed to serve the site. The point of access from the public highway are unreserved in the application and details are submitted for approval. The details of the access are shown in the Application drawings.

- Eastern Access point. This is off V10 Brickhill Street and would form a new roundabout junction and would include car, HGV access, and service vehicles, cycles and pedestrian access only.

Pedestrian and Cycle Access

In addition to the vehicle access point, pedestrian and cycle access is proposed to be achieved from:

- Bow Brickhill Station. Start/end point of the proposed Redway which crosses the proposed site.
- Kelly's Kitchen Roundabout. Start/end point of the proposed Redway which crosses the proposed site.

Footways and Redways are proposed along the main routes within the site.

An existing PROW is re-routed along the boundary edge landscaping zone and existing links under the railway for example, offer connections to further public paths around the local areas.

Design & Access Statement

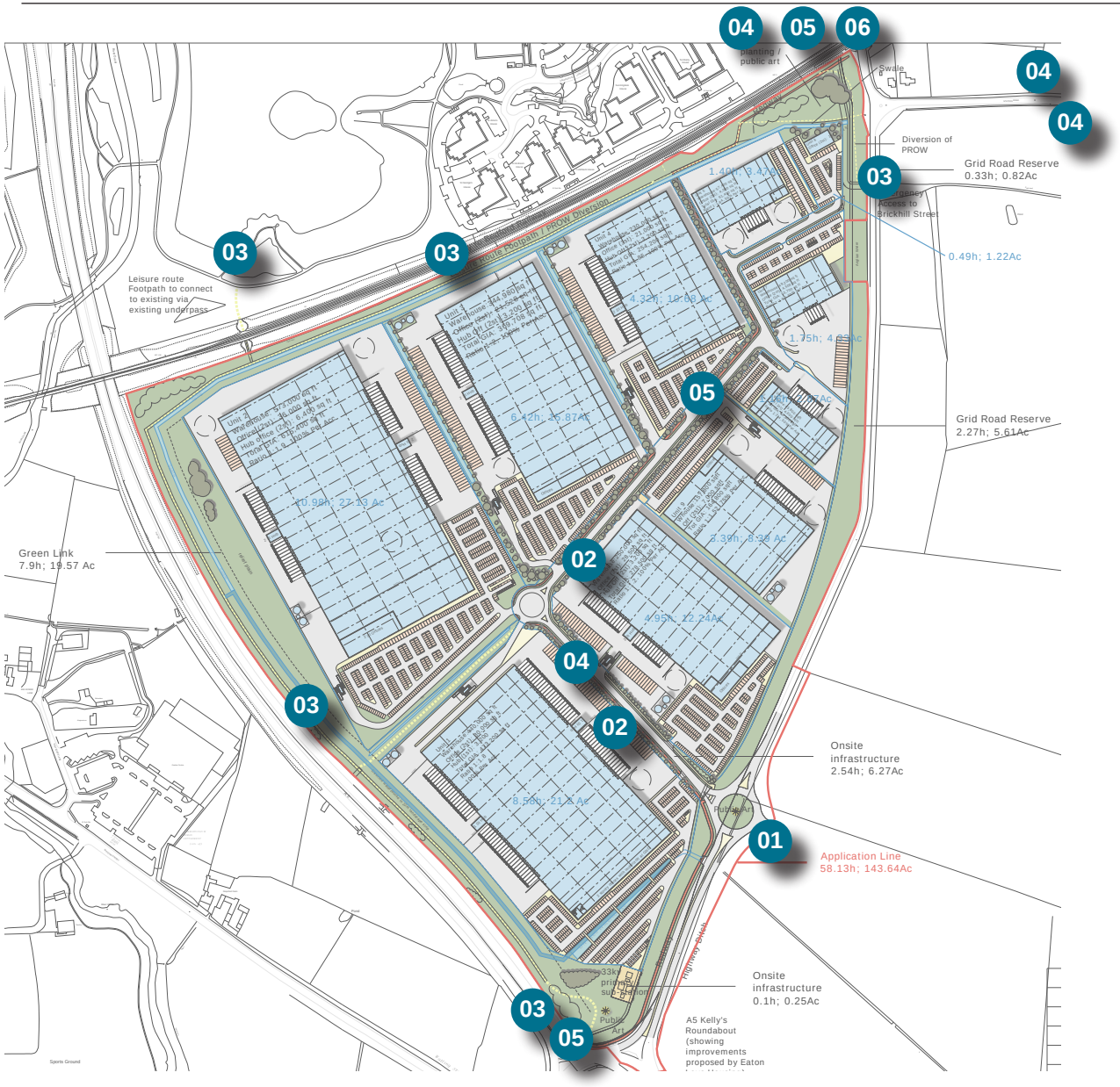


Figure 7.4 Access and Primary Routes

Key

01 New access from V10 Brickhill Street.

02 Internal estate roads designed to adoptable standards.

03 Public Pathway / PROW

04 Bus Stop

05 Pedestrian and Cycle Access & Redway

06 Railway station

7.5 Parking and Service Yards

The location of parking and service yards is shown in Figure 7.5a: Parking and Service Yards.

In general terms, the Framework locates car parking areas to the front of the buildings and close to the office component of the building and near the plot entrance, with service yards to the rear or side of the building, so that the buildings present their best face to the main public frontages. The plateauxs have been designed to accomodate single sided dock leveller access [with the exception of the large units], following the natural contours of the slightly sloping grade. HGV/Truck parking areas are also shown as grouped bays within yard areas.

Main building frontages are provided to the Kelly's Kitchen Roundabout and the internal spine road, with the buildings set back behind the landscape, attenuation and parking areas. The parking areas would be clearly marked and signed and include tree planting to reduce the visual impacts of large numbers of parked cars.

Parking standards are set out in Milton Keynes Parking Standards January 2016 with the following being pertinent to these proposals. [The site wholly falls within zone 4 - Rural areas].

Car parking:

Car parking bay - 2.5 x 5m

B1(a) Offices - Zone 4 = 1 per 30m2

B2 General industrial - zone 4 = 1 per 60m2

B8 Storage and Distribution - zone 4 = 1 per 100m2

Electric vehicle parking:

1 space and 1 charging point per 100 car spaces

Powered two wheelers:

1 space per 70 car spaces [min 2, all with anchor points].

Cycle parking:

B1 Offices - Min 2 for visitors and at 1:500m2 AND 1 per 120m2 or 1 per 10 FTE

B2 General industrial - Min 2 for visitors and at 1:500m2 AND 1 per 400m2 or 1 per 10 FTE

B8 Storage and Distribution - Min 2 for visitors and at 1:1000m2 AND 1 per 700m2 or 1 per 10 FTE

Delivery and Service vehicles:

Service yards - With the exception of the smaller units, which have combined turning / yard area, the larger buildings are provided 50m yards. These allow for 35m turning yards, with a linear run of trailer parking or increased manoeuvrability. each yard can accommodate a 25m clear circular turn.

HGV parking bay - 3.5 x 17m

B2 General Industrial - zone 4 = 1 per 300m2

B8 Storage and Distribution - zone 4 = 1 per 300m2

Additionally the design caters for:

- *Dock levellers at 1 per 1000m2*
- *Wheelchair spaces at 5% of carspace provision [bay size 3.6 x 6m, with chevron to road, no shared chevron]*
- *Trailer spaces typically at 1 per 1000m2 [nominally white lined dedicated spaces opposite 35m yard space] and additionally, lorry overnight parking spaces at 1 per 1000m2 [within the yard i.e. at dock and door locations and in between].*

Figure 7.5a Parking and Service Yards

Key:

- Warehouse units
- Indicative Office Locations
- Service yards and roads
- Parking Areas
- Gatehouses to provide secure access to service yards. Gatehouses to have ample queuing space to prevent lorries waiting on the estate roads.
- Indicative location of sprinkler tanks (subject to detailed design).

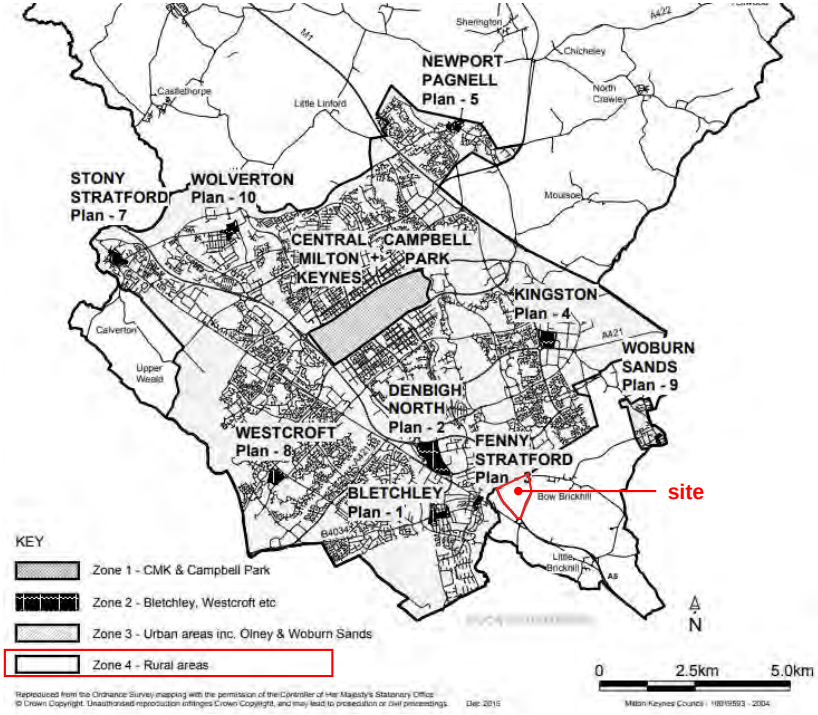


Figure 7.5b Milton Keynes Parking Zones

Taken from Milton Keynes Parking Standards January 2016, Appendix A; page 28

7.6 Landscape Framework

The landscape framework is shown in Figure 7.6: Landscape Framework and described in more detail in Section 9.0 Landscape Design of the D&AS.

- Development of the site provides opportunities for the inclusion of a comprehensive green infrastructure strategy to be included that will create landscape and biodiversity enhancements within the locality. Over the long term the landscape proposals will create robust green edges to the development adding to the retained hedgerows and improve green infrastructure connectivity.

- The proposed scheme will include substantial wide landscape buffers within a linear park along the northern and south western boundaries adjacent to the A5 and railway that incorporates the Public Right of Way network, SUDS features and extensive new planting as well as varied landscape types for ecological enhancements.

- A substantial set back to the built elements is included along eastern boundaries to allow for robust landscape buffers to be incorporated adjacent to Brickhill Street and to minimise impacts on the wider landscape setting to the east and south east.

- Blocks of structural native woodland planting are proposed along the perimeters to assist in softening and integrating the built form within the local and wider landscape setting.

- Areas of wildflower grassland provide biodiversity enhancements and create ecological habitats.

- Landscaped primary thoroughfares include large canopied tree species set in formal avenues and formally clipped hedgerows to ensure the green links run through the site and between development parcels. Tree and plant species will aid the creation of character areas and zones.

- ‘Green fingers’ incorporating tree planting and integrated SUDS features will run between development parcels extending into the site from the boundaries to allow for comprehensive landscape framework.

- Opportunities for key locations at the southern corner of the site and main entrance to incorporate public art and enhanced feature landscaping to create a landmark.

- The management of the publicly accessible open space areas will be agreed with The Parks Trust Milton Keynes assuring the future quality will be maintained.

Figure 7.6 Landscape Framework

7.7 Massing

The massing refers to the scale and shape of the buildings. The limits of the scale are defined by the parameters and the Framework illustrates how buildings can be placed within the frame, up to the maximum identified floorspace.

The Parameters Plan Figure 5.1 (page 34) also sets height limits to building elements. All offices are shown inboard of the portal frame, but the intention is to lower the mass of the office element by utilising differing cladding lines and fenestration to create visual focus / form.

Building heights are set to instutional standards, i.e. a certain building area dictates the clear haunch height required, for racking and operational use of that particyular floor plate.

It is generally expected that the office element of larger units, would be located on the primary frontages, the main internal routes, and addressing key focal points.

7.8 Primary / High Quality Frontages

The primary frontages face towards the main public routes alongside and through the site. The main focal points are to Kelly's Kitchen Roundabout and to the internal spine road. It is intended that the office and car parking elements of the buildings would be located to face these directions, and to help separate the office from the service/loading areas. [HGV servicing is segregated from office car traffic.]

The frontages represent the main public faces to the development, which is part of the urban fabric of the area, and it is important that the development presents a positive, managed and high quality visual aspect to those travelling past, and arriving at the development. The views from the main routes alongside would be of buildings, with office elements highlighted within the main facades, seen in filtered views across / through landscape areas with boundary trees, landscaped attenuation ponds, avenue trees and car parking, with buildings set aprox. 80m back from A5, and 35m from V10 Brickhill Street.

8. Building Design

8.1 Building Profiles / Silhouettes

Illustrations of the possible building profiles are shown in Figure 8.1 Building Profiles.

The form of the buildings are a function of their scale, massing, and uses, such as storage or offices, and the servicing of the buildings of the uses within, which affects their external appearance and the location of loading docks and such like.

The Building Scale also lowers / lessens towards the North of the site, refer to parameters plan, with haunch height being set between 6m to 9m [near Bow Brickhill Street station] and stepping up, as the land naturally falls to the A5, to respect the distant views from housing and offices at Caldecotte Lake and housing at Station Road. [Further levels information can be read with BWB Consultings submissions].

It should be noted that full details of external appearance for the individual units will be provided at Reserved matters stage.

8.2 Materials

The materials would be standard profiled and coated sheet materials, laid as panels over the building frames, and similar sheet materials for the roof forms. The office elements could use floor to ceiling glazing and flat panelled cladding to achieve a distinct sharp building form sitting within the warehouse mass.

The aim is to achieve a coherent and consistent appearance to all the buildings across the site, so that similar materials and colours would be encouraged between buildings, although buildings may be implemented to meet different operational and corporate requirements, and some may wish to apply their standard specifications and the flexibility is needed to accommodate these requirements too.

8.3 Colours and Finishes

Examples of the suggested colour palette as provided in Figure 8.3 Colour Palette.

As the backdrop to the views is generally the sky, and the foreground is a richly planted green, it is proposed that the predominant colours are light, such as whites, greys and pale blues. We would also wish for the buildings to be simple with opportunities taken for better designed office components with colours and higher quality natural materials and finishes, with the warehouses providing the backdrop.

Figure 8.1a Parapet

Figure 8.1b Pitched

Figure 8.1c Barrel Vaulted

Combinations of Materials to Break up the Elevation

Figure 8.3 Base Colour Palette

9. Landscape Design

9.1 General

This section describes elements of the Landscape Framework presented in section 7.6 and Figure 7.6 in further detail to convey the important character of the landscaping and green infrastructure and its localised context, which is a major component of the overall design. The landscape design is reserved for later approval, although the aim of this section is to describe the principal components that will help structure the detailed proposals in due course.

The landscape design principles have been developed to reflect the localised landscape character of the Clay Lowland Farmland and wider Greensand Ridge Landscape Character Area. The comprehensive landscape scheme seeks visually assimilate the building elevations and help provide a high-quality development appropriate to its urban fringe setting as well as tying in with the adjacent built up areas area associated with the settlement. The primary aim is to include substantial development offsets to allow for wide landscape zones for structural planting and biodiversity enhancement. This will ensure robust landscaped boundaries are achieved and the green infrastructure forms a key component of the scheme.

Native mixed species woodland planting is proposed in blocks and large swathes along the boundaries that will establish to create structure. Wildflower meadows are proposed within the spaces in between whilst also incorporating swales and drainage features that will create ecological and biodiversity enhancements. The PROW network and additional pedestrian routes will be integrated within these landscape zones which along with the redway will allow for improved pedestrian and cycle links.

New tree planting is proposed as an integral part of the layout to ensure a high-quality scheme is created that mitigates for the existing tree and hedge removal, ensuring longevity to the localised treescape, whilst allowing the built elements to be successfully integrated within the wider setting. The tree species also assist in identifying legibility and highlighting the pedestrian routes or key nodal points.

Example of Wide and Generously Planted Boundaries

Example of Distinctive Internal Avenue Planting

Larger specimen species are proposed where space allows, providing mitigation for the tree removals and more coordinated street scene. Feature tree species will highlight pedestrian routes and the redways and variations such as the flowering species provide further seasonal interest in key locations.

Overall, the proposed landscape scheme seeks to provide landscape and biodiversity enhancements as part of a high-quality coordinated development site. The key elements are described further below.

9.2 Linear Park/Woodland edge

Wide landscape zones are included to the site's boundaries to incorporate the PROW network, SUDS features, green open space, structural mitigation planting and ecological areas. The proposed built elements will be set back circa 80m from the A5 boundary and circa 35m from V10 Brickhill Street along the eastern and south eastern boundary allowing substantial linear park and landscaped edge to be created. Understorey woodland planting mix with a variety of whips and transplants, interspersed with larger standard tree planting within blocks and swathes aims to provide a varied and naturalised structure to the site perimeters. The wide landscape buffers and blocks of woodland add to the retained field boundary structure and ensure that the built elements of the development can be successfully integrated within the landscape structure. Longer distance views of the proposed built elements will be softened and filtered, and the character of the adjoining road corridors will be enhanced. This structural landscaping will form the key element for landscape framework providing green corridors which link together, enhancing biodiversity and ecological aspects of the immediate area.

Meandering public walkways will thread through the wide landscape zones integrating the existing PROW network and creating additional routes to the west and north, which follows the railway line boundary edge, the A5 and Brickhill Street. Public access will link Bow Brickhill Station, along the northern boundary edge through landscaping, along the A5 boundary and linking to public footways

Example of rolled gravel pedestrian paths in linear park.

Example of Accessible Swales and Ponds

at ‘Kelly’s Kitchen’ Roundabout. A link also branches towards the central spine road roundabout.

- Structural native shrub & woodland planting.
- Retention of existing field boundaries.
- Native tree planting to provide instant impact.
- Landscape framework integrating the proposed development.
- Filtering views from adjoining areas & wider landscape.

9.3 Wetlands/Ecological

The wetland and ecological zones have been incorporated into the design and layout of the proposals to allow for the existing watercourse, attenuation and swales as an integrated sustainable urban drainage system. The swales would have seasonal inundation of water and would be wet throughout most of the winter and dry in the summer. The aim is to ensure that the sustainable drainage system creates a visually attractive and biodiverse network of routes and places throughout the year. The use of species rich wildflower grasslands will provide further biodiversity enhancements and ecological benefits as part of the ecological mitigation strategy whilst creating an attractive green setting for the commercial uses. The wide areas for native tree and shrub planting which form the boundaries will provide valuable space and additional habitats for wildlife movements, and the open nature of the wetland and wildflower areas create important open green spaces as part of the development.

- Sustainable urban drainage solutions.
- Swales & attenuation areas.
- Extensive species rich wildflower meadows and damp/wetland planting.
- Provision for biodiversity improvement and ecological benefits.
- Important green open space.

Example of Parking Areas surfaces

Example of Amenity Areas for Employees

9.4 Spine Roads

The primary thoroughfares of the main spine roads through the development have been carefully considered to allow for the built elements to be set back from the roads, and wide landscaped verges with more formal hedge and shrub planting. Formal hedgerows that will include a degree of native species help to define and separate the various site boundaries and provide a degree of separation to the areas of car parking. Large canopied ornamental tree planting set in formal lines within the wide verges, either side of the spine road help to provide three dimensional green elements and break up the areas of car parking and built form. Species will be selected to reinforce legibility and character, with the key nodal points and redways made into a feature. The green avenues link into the perimeter planting providing an intrinsic network of green space throughout the development, which also assists in integrating the proposals within the landscape character.

Key landmark features are also proposed at the southern corner and the site entrance off Brickhill Street which will incorporate varied species and enhanced areas that could include public art to reflect the gateway locations

- Formal tree avenues.
- Feature/Ornamental tree species.
- Wide grass verges & footways/cycleways.
- Formal clipped hedgerows define boundaries

NATIVE HEDGEROWS & WOODLAND EDGE - *Planting using a mix of native hedgerow and shrub species to increase the diversity of hedgerows and woodland edges and provide foraging opportunities for local wildlife. Hedgerow flowering/fruiting species will include:*

Dogwood	*Cornus sanguinea*
Hazel	*Corylus avellana*
Hawthorn	*Crataegus monogyna*
Holly	*Ilex aquifolium*
Wild Privet	*Ligustrum vulgare*
Blackthorn	*Prunus spinosa*
Dog Rose	*Rosa canina*
Common Elder	*Sambucus nigra*
Guelder Rose	*Viburnum opulus*

FEATURE INTERNAL & ROADSIDE TREE PLANTING - *Feature tree and ornamental planting along the primary and secondary roads throughout the development will aim to tie in with species used within South Caldecotte to the north, whilst also creating a high quality enviornment to the development. A variation in species for each plot, zone or type of area will help to provide variation and separate character areas within the development. The use of a degree of semi-mature tree planting will provide 3-dimensional depth and instant impact to the green infrastructure. Feature ornamental species will include:*

Acer campestre 'Streetwise'
Betula pendula jacquemontii
Carpinus betulus 'Frans Fontaine'
Liquidambar styraciflua
Prunus avium 'Plena'
Prunus x subhirtella 'Autumnalis'
Sorbus aria 'Lutescens'
Tilia cordata 'Greenspire'

NATIVE TREES & STRUCTURAL PLANTING - *Trees planting in groups, larger blocks and random drifts to provide varied structural edge habitats and robust landscape buffers. The native tree and structural planting will be primarily located around the site boundaries to create wide green buffers, and also internally breaking up the various plots to link the overall green infrastructure and provide a green setting that assists to integrate the built form. Native tree species will include standards, whips and transplants and will include:*

Field Maple	*Acer campestre*
Common Alder	*Alnus glutinosa*
Downy Birch	*Betula pubescens*
Hornbeam	*Carpinus betulus*
Hawthorn	*Crataegus monogyna*
Crab Apple	*Malus sylvestris*
Wild Cherry	*Prunus avium*
Bird Cherry	*Prunus padus*
Blackthorn	*Prunus spinosa*
English Oak	*Quercus robur*
Goat Willow	*Salix caprea*
Rowan	*Sorbus aucuparia*

- Link for wider green infrastructure.
- Public art / landscape feature at key locations.

9.6 Car Park Planting

The car parks are proposed to be positioned fronting the buildings and close to the offices and are important elements in providing a high quality setting to the buildings. The parking areas should be convenient to the office element and accessible easily and quickly from the internal route network and be readily visible on arrival. The large expanses of parking can be visually broken up by avenue planting set into native hedgerows planted parallel to the building line to create a visual screen and with raised planted beds to the ends of the bays and perhaps within the spaces to further break down the visual dominance of the cars.

This could include tree species such as alder, hornbeam, hazel and lime.

We would also propose a differing colour pavier to the servicing road to lessen the exapnsiesne of tarmacadum.

9.7 Public Realm Infrastructure

The design of the infrastructure includes the internal roads, lighting, public signage, and street furniture such as seating, bins, bollards, cycle stands etc. It is an important aspect of the design and a key component in unifying the character of the site as a whole. The infrastructure would be designed to have a consistent treatment with items and finishes drawn from a common high quality public realm palette. The design would be developed to offer a simple but distinctive design and ensure there is a clarity and legibility to the public realm within the site.

9.8 Habitats

The biodiversity potential of the site can be enhanced with the planting of appropriate indigenous and locally occurring trees, shrubs and grasses and the promotion of a variety of woodland, grassland and wetland marginal landscapes and habitats.

The woodland habitats would are located mostly around the edges and boundaries of the site. The grassland habitats are likely to include the margins to the woodlands and alongside the avenue planting, with native hedgerows connecting through the site.

The main wetland and marginal wetland habitats would be promoted at the main permanent and seasonal ponds and include shallow and stepped pond edges allowing marginal planting along the pond edges leading gently to hedges and tree planting to the built development edges and existing road frontages. The seasonal ponds and swales would be planted with suitable grasses to reflect their seasonal character and not to impede the flow of water but integrate the locations with their wider settings.

9.9 Indicative Planting Schedules

NATIVE WOODLAND BUFFER MIX – Mix of Standards, Whips & Trans-plants planted at 1.5-2m centres.

Field Maple	Acer campestre
Common Alder	Alnus glutinosa
Downy Birch	Betula pubescens

Species will be detailed in the forthcoming landscape design

Hornbeam	Carpinus betulus
Hawthorn	Crataegus monogyna
Crab Apple	Malus sylvestris
Bird Cherry	Prunus padus
Blackthorn	Prunus spinosa
English Oak	Quercus robur
Goat Willow	Salix caprea
Rowan	Sorbus aucuparia

GENERAL TREE PLANTING - Standard & Heavy Standard sizes.

Field Maple	Acer campestre
Common Alder	Alnus glutinosa
Silver Birch	Betula pendula
Hornbeam	Carpinus betulus
Beech	Fagus sylvatica
Wild Cherry	Prunus avium
English Oak	Quercus robur
Sorbus aria	Whitebeam
Rowan	Sorbus aucuparia

NATIVE HEDGEROW MIX AND WOODLAND EDGE – transplants at 1/m2

Dogwood	Cornus sanguinea
Hazel	Corylus avellana
Hawthorn	Crataegus monogyna
Holly	Ilex aquifolium
Wild Privet	Ligustrum vulgare
Blackthorn	Prunus spinosa
Dog Rose	Rosa canina
Common Elder	Sambucus nigra
Guelder Rose	Viburnum opulus

WILDFLOWER & WETLAND GRASSLANDS – woodland perimeters and open green spaces including attenuation basins, swales and edges of watercourses.

Species Rich Meadow: Emorsgate or similar EM3 ‘Special General Purpose Meadow Mix’

Wetland Area: Emorsgate or similar EM8 ‘Meadow Mixture for Wetlands’

INDICATIVE INTERNAL PLANTING LISTS

ORNAMENTAL/FEATURE TREE PLANTING – Heavy Standard & Semi-Mature sizes. Varied species included on streetscenes/entrance and parking areas to aid creation of character zones. To include but not limited to;

Acer campestre ‘Streetwise’

Betula pendula jacquemontii

Carpinus betulus ‘Frans Fontaine’

Liquidambar styraciflua

Prunus avium ‘Plena’

Prunus x subhirtella ‘Autumnalis’

Sorbus aria ‘Lutescens’

Tilia cordata ‘Greenspire’

FORMAL HEDGEROWS – transplants in double staggered rows, maintained between 1.2 and 1.5m high. Alternate species to define areas.

100% Carpinus betulus - on primary thoroughfares

100% Escallonia ‘Apple Blossom’ or

100% Prunus laurocerasus ‘Otto Luyken’ for evergreen hedgerows

ORNAMENTAL SHRUB PLANTING - in formal blocks/groundcover use where visibility splays required. To include but not limited to;

Berberis thunbergii ‘Red Chief’

Choisya ‘Aztec Pearl’

Cornus sanguinea

Hebe rakaiensis

Hebe ‘Midsummer beauty’

Lavandula angustifolia ‘Hidcote’

Lonicera nitida ‘Maigreen’

Photinia fraseri ‘Red Robin’

Potentilla fruticosa ‘Elizabeth’

WILDFLOWER MEADOWS - *Wildflower Meadow grass mix is sown within sections along the boundaries to provide further biodiveristy and ecological benefits. Recommend use of species rich meadow grassland such as Emorsgate EM3 ‘Special General Purpose Meadow Mixture’*

WETLAND GRASSLAND & VEGETATION - *Appropriate wetland grassland and vegetation will be planted around the existing / proposed watercourse, swales and attenuation areas to enhance the wildlife value. Recommended use of meadow grassland mix along pond edges such as Emorsgate EM8 ‘Meadow Mixture for Wetlands.*

Prunus laurocerasus ‘Otto Luyken’

Viburnum tinus ‘Eve Price’

10. Accessibility

10.1 Access Strategy

The access strategy is described in full in the Transport Assessment and The Framework Travel Plan prepared by BWB Consulting. This section summarises the proposals as they affect the site itself and these documents should be referred to for the details of the wider transport strategy and proposals.

The form of the main access proposals are applied for in detail at this stage, that is, the details are not reserved for later approval. The proposals

Figure 10.1 access strategy

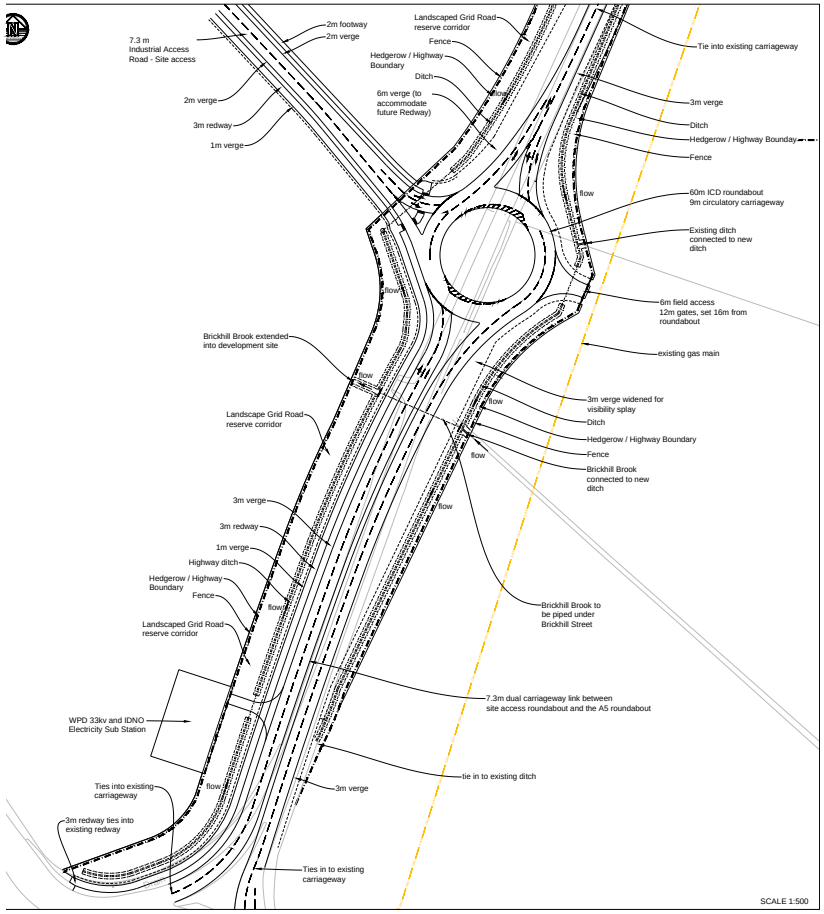


Figure 10.2 Ste access Roundabout

Figure 10.3 Brickhill Street Visibility Improvements

are located either within land controlled by the applicant or the existing public highway.

The proposed Access Strategy is shown in Figure 10.1 and the form of the main access Junctions in Figures 10.2 and 10.3.

10.2 Site Access Proposals

(i) Brickhill Street Access

The primary access is to the east of the site off Brickhill Street to the north of the roundabout on the A5, known as 'Kelly's Kitchen' Roundabout. This is proposed to be an all vehicle access for cars and HGVs, and also provide a pedestrian and cycle access. A new roundabout would be formed on Brickhill street, with re-alignment improvements further north. The access would also provide off-carriageway cycle access and include footways on each side of the road into the development. No steps are proposed and the site is considered accessible for wheelchair users.

Pedestrian Access

In addition to the footways provided alongside the access avenues into the site, pedestrian access would continue the Public Right of way access to the northern end of the site. These will link to the linear park route around the perimeter of the site. This will also connect the existing link to underpass under the railway line and to the lakes further north, and to the Existing A5 Roundabout junction giving access to convenience stores.

Cycles

The existing cycle Redway is extended around our site, and connects to Milton Keynes extensive Redway routes to the north which connect the site to the city centre. Two National Cycle routes also run close by to the site, NCR 6 and NCR 51 Both being accessible via Caldecotte Lakes, just North of the site.

Public Transport

The location is already well served by public transport and bus stops are located on Station Road and the A5, and the site is well connected to the city centre and remainder of the urban area, enabling the workforce of the development to be drawn from throughout the urban area. Additionally, a bus stop is proposed onsite with an internal roundabout turn to allow the service to be extended.

There is also a neighbouring train station, Bow Brickhill, which runs half hourly services, and is considered accessible to wheelchair users.

11. Environmental Performance

11.1 Energy Statement

The application is accompanied by an Energy Statement which has been developed by Yonder Consulting Ltd. This demonstrates how the proposals will be energy efficient and robust to climate change. The energy statement models the performance of the development in energy terms. The report models that an overall improvement over the target emissions rate of 49% is achievable with the sustainability strategies outlined, including a 35% improvement via demand reductions from fabric and servicing efficiencies and a further 21% reduction from onsite renewable energy production can be achieved.

It is proposed that an efficient VRF heat pump heating and cooling system is provided for office spaces.

Roof mounted photovoltaic panels will be utilised within the development in order to provide renewable energy.

The proposals will incorporate design features to ensure that they are robust to climate change. Warehouse areas are to be insulated beyond part L Building Regulations minimum requirements. Where cooling is needed, curtain walling will be used to increase U values.

Materials and labour will be locally sourced in order to reduce the impact of construction. During construction soil and hardscaping will be retained for use on site where this is possible. Recycling storage will be accommodated within the development for each individual unit.

The report outlines how the development will make a contribution towards carbon offset, subject to development viability.

The proposals would be fully compliant with Plan:MK policies SC1 (Sustainable Construction), SC2 (Community Energy Networks) and SC3 (Low Carbon and Renewable Generation), as well as the principles within SPD Sustainable Construction Guide, April 2007. The development would represent a sustainable form of development

PART THREE: IMPLEMENTATION

12. Phasing / Sequencing

12.1 General

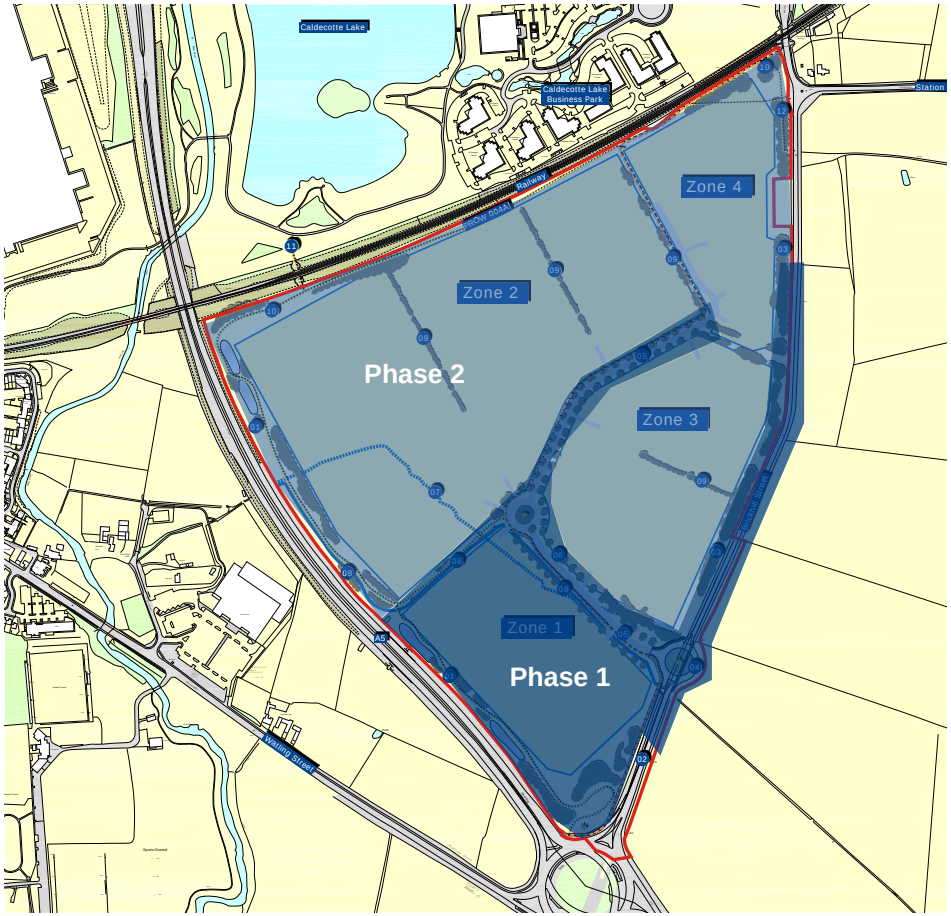
There are two main phases to the construction of the site, as follows:

Phase 1 Site Preparation and Infrastructure and Unit 1 [Zone 1]

The proposals require the creation of large platforms to accommodate the scale and range of proposed buildings and this would require the eastern part of the site to be reduced in level and the western part to be raised in level. The sustainable drainage proposals that would serve the development also largely form an integrated network and would be implemented in a single phase. It is also the case that the internal services and two main avenues would be constructed in a single phase to enable access to all the proposed platforms/plots as a single stage. Once the site levels, SuDS and road infrastructure is in place, the main structural landscape works can be undertaken to complete the site infrastructure.

Phase 2 Building Development [Zone 2, 3, 4]

On completion of the infrastructure, the individual building platforms can be developed. These would come forward in response to demand and with the complete infrastructure in place, all of the platforms are available together and would be developed in response to the demand as it arises.



13. Management

13.1 General

The whole development is proposed as a single site that would be managed in a coordinated way to ensure the infrastructure and site development is carefully controlled and managed to ensure the quality of the development is maintained over the life of the development. The majority of the site drainage and landscape infrastructure is common, in that it serves the site as a whole and would therefore require a collective approach to site management and maintenance.

The form of the management would be determined by the owner of the site and a variety of approaches could be taken from management and development of the site as a single entity with buildings remaining within the control / ownership of the single developer, or a site management company formed from the site developer to manage the site as a whole on behalf of the individual plot owners. Further details of the proposed site management would be submitted prior to implementation beginning.

The management of the publicly accessible open space areas will be agreed with The Parks Trust Milton Keynes assuring the future quality will be maintained.

14. Conclusions

14.1 General

The Design and Access Statement has been prepared to describe proposals for a major new employment site located to the south Caldecotte, 8 km south from Milton Keynes Centre.

The site is ideally situated to meet the requirements for new high quality, accessible space for the logistics industry. Milton Keynes is located centrally within the national distribution network and logistics already plays a significant role as part of the local economy, and the sector is a priority for sustainable future growth. This site is very well placed to meet this demand and contribute to high quality growth in the sector to boost local economic performance. The site is allocated in the Plan: MK for employment uses, and is the principal employment space fully. Developing on the edge of the existing urban area represents a far more sustainable alternative to locating employment development than at more distant locations for the workforce, motorway network and the markets it serves.

The site is well defined by existing infrastructure to the A5 to the west, Brickhill Street to the east and the M1 Motorway via J14 to the north and J11A to the south. Access is proposed to the east on to Brickhill Street. The site has few constraints. The archaeology of the site has been fully investigated with mitigation proposed to ensure that the heritage asset at the site are recorded.

Sufficient investigations have been undertaken at this stage to demonstrate that the development can be delivered as proposed.The development proposes new habitats to mitigate the impact of the scheme, and landscaping will be sensitively designed in order to ensure that the development's impact on the Greensand ridge is mitigated. The site can be levelled to create platforms to accommodate logistics buildings, and be readily serviced.

The proposals are for up to GIA 241,548 sq.m of B2 manufacturing, B8 storage and distribution space with ancillary offices B1 office and small A3 cafe including loading and parking areas, delivered on three main building platforms.

The parameters identify the largest buildings proposed for each of the building platforms and range from a building of a maximum GIA floorspace of circa 127,626 m2 to the smallest building of 350m^2.

Access would be from Brickhill Street via a new junction. The internal access would be via a new avenue with footways to each plot. A strong new landscape framework is proposed that reinforces the boundary edge planting and creates a strong internal structure of new avenues, woodland belts and hedgerows. A Sustainable Drainage System is proposed that would drain the site via a system of swales and ponds to existing outfalls to the west of the site.

The site is proposed to be served by adopted public highways, that would be managed as a whole with all the common infrastructure managed as a single 'estate' on behalf of the occupiers until the roads are formally aodpted. This would include the estate roads, footpaths and footways, landscaped areas and SUDS system. In this way, the integrity, function and quality of the environment can be maintained in future and the amenity of surrounding properties can also be protected.

The Landscape and Visual Impact Assessment identifies that the proposals would have a limited visual impact on the surrounding environment and that while key views would change, the impacts would be acceptable.

The proposals aim to create a strong overall design framework within which to set new logistics buildings and commercial units, with a coherent and coordinated approach that ensures the site is an exemplary development for the logistics sector and can contribute to enhancing the local economy and meeting the pressing need for new high quality space.

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