

ITEM 7(a)

Application Number: 19/01818/OUT

Description Outline Application Including Access For The Development Of The Site For Employment Uses, Comprising Of Warehousing And Distribution (Use Class B8) Floorspace (Including Mezzanine Floors) With Ancillary B1a Office Space, General Industrial (Use Class B2) Floorspace (Including Mezzanine Floors) With Ancillary B1a Office Space, A Small Standalone Office (Use Class B1) And Small Café (Use 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 With Appearance, Landscaping, Layout And Scale To Be Determined As Reserved Matters

At Land At Brickhill Street, South Caldecotte, Milton Keynes, MK17 9FE

For Graham Robinson, DLP Planning Limited, 4 Abbey Court, Fraser Road, Priors Business Park, Bedford, MK44 3WH

Statutory Target: 03.03.2020 (Based on submission of Environment Statement)

Extension of Time:

Ward: Danesborough And Walton

Parish: Bow Brickhill Parish Council

Report Author/Case Officer: David Buckley
Senior Planning Officer

Contact Details: 01908 25 3393
David.buckley@milton-keynes.gov.uk

Team Manager: Sarah Hine
Development Management Manager
Sarah.hine@milton-keynes.gov.uk

1.0 RECOMMENDATION

1.1 It is recommended that permission is refused, due to the following reasons:

- 1) The proposal, by reason of the total loss of non-designated heritage assets of archaeological interest, failure to ensure that consideration is given to the historic environment in informing the site layout and the quantum of development and failure to demonstrate that the benefits of the development clearly outweigh the harm, taking into account the assets significance and importance, would be unacceptable contrary to NPPF policy 197 and Plan:MK policies HE1 (F), SD1 (A19) and SD14 (C9).

- 2) The proposal, by reason of the loss of a significant extent of Priority Habitats and other ecological assets, and a failure to demonstrate an acceptable mitigation of biodiversity impacts on site, would result in a unacceptable impact on biodiversity assets within the application site, contrary to NPPF policies 170 (d), 174 (b) and 175 and Plan: MK policies, NE2 and NE3 and Planning Practice Guidance/ Natural Environment Guidance Paragraph: 024.
- 3) The proposal, by reason of failure to demonstrate provision of necessary infrastructure to mitigate the impact of the development, in particular in relation to transport, would have a harmful impact on the transport network, in terms of road, cycle and public transport provision, and would therefore fail to mitigate the impact of development, contrary to Plan: MK policies INF1, CT1 CT2, CT3, CT5 and SD14 (C.3) of Plan: MK.

2.0 INTRODUCTION

The Site

- 2.1 The application site is a plot of land approximately 57 hectares in area and forms the whole of the South Caldecotte site, as allocated within Policy SD14 of Plan:MK 'Strategic Employment Allocation, Land South Of Milton Keynes, South Caldecotte' for a *minimum* of 195,000 sq m of mixed Class B2 and B8 employment floorspace.
- 2.2 A draft Development Framework has been developed and consultation in relation to this has been undertaken. However, adoption of the Framework was put on hold in July 2019 pending further information on the Oxford-Cambridge Expressway route and completion of a transport study by the Council.
- 2.3 The site is in close proximity to the village of Bow Brickhill. The majority of residential dwellinghouses are several hundred metres from the site, but there are a small number of houses at the roundabout of Station Road and Brickhill Street, in very close proximity to the site.
- 2.4 The site is adjacent to the A5 road and Brickhill Street, while Bow Brickhill railway station is a short distance from the site to the north, where there is currently a level crossing for road traffic. The site sits in a very important strategic location. It includes a relationship to the East West Rail project, connecting Oxford to Cambridge, which will use the railway line immediately to the north of the site. This has potential implications in terms of future increased intensity of use on the line and the potential need for a bridge for road traffic to replace the level crossing. This will be addressed in the transport and highways section of this report.
- 2.5 The site is also located within the preferred corridor for the Oxford-Cambridge Expressway, which will be addressed in the transport and highways section of this report.
- 2.6 There is a public right of way that runs through the northern part of the site and there are also Redway connections in proximity to the site.

- 2.7 The site is located to the south of Milton Keynes, with Bow Brickhill train station immediately to the north of the site and located off V10 Brickhill Street with the A5 road in close proximity.
- 2.8 There are a number of nearby major schemes, either sites allocated in Plan:MK or with planning permission. This includes South East MK which is allocated by Plan:MK policy SD11 for 3,000 homes and Eaton Leys which has outline planning permission for up to 600 homes.
- 2.9 The application site currently comprises arable farmland and pastures with the northern half of the site in arable cultivation with two fields separated by a hedgerow and the southern half in use for pasture. The site is not located within any Areas of Natural Beauty (AONB) but does contain significant biodiversity assets, including Priority Habitats and Wildlife Corridors.
- 2.10 The Roman Town of Magiovinium Scheduled Monument is across the A5 to the west. Significant archaeology assets have been discovered on the application site which will be addressed in the Heritage and Archaeology section of the report. The site does not contain any listed buildings and is not within a Conservation Area.
- 2.11 The site is located within Flood Zone 1 on the Environment Agency Flood Map which represents a low risk of fluvial flooding, although there are other flood risk considerations including watercourses within the application site.
- 2.12 The application was screened for EIA development prior to submission of the application under reference 18/01760/EIASCRC on 11th September 2018 and it was found that at that time that an Environmental Statement was not required. On the submission of the current application, the application was re-screened and an opinion issued on 30th July 2019 that found that the scheme for 241,000 sq m of development is EIA development and an Environmental Statement is required for the proposal. The applicant referred this decision to the Secretary of State which they are entitled to do under the relevant legislation. The Secretary of State found that the scheme does represent EIA development but only in respect of archaeology and the response explicitly states that it does not represent EIA development in relation to biodiversity.
- 2.13 Subsequent to this the applicant submitted an Environment Statement as is required under Town and Country Planning (Environmental Impact Assessment) Regulations 2017. A full re-consultation with relevant internal and external consultees was undertaken in relation to this. Furthermore, a new expiry date was established of 3rd March 2020, based on a 16 week period from submission and publication of the Environment Statement in November 2019, as specified in relevant guidance. The relevant PPG states that the local planning authority must take into account the information in the Environment Statement, the response to the consultation and any other relevant information.

The Proposal

- 2.14 The application proposed the development of a large employment site, comprising the following:

Use Type	Space
B8 Use Class warehousing and distribution with ancillary B1a office space	192,159 sq m
B2 Use Class general industrial	48,040 sq m
B1 office	999 sq m
A3 Use Class Café	350 sq m
	241,548 sq m

- 2.15 The scheme would also include 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.

Scale

- 2.16 The submitted documentation indicates that the building would be up to 24 metres in height. An Illustrative Masterplan has been submitted which shows the footprint of buildings but not elevations, as this is an outline application with appearance, landscaping, layout and scale as reserved matters.

Proposed Site Layout

- 2.17 The site would be divided in to four development zones, with small scale units on the higher ground towards the north east corner closer to Caldecotte Lake and Bow Brickhill, with larger units covering the remainder of the site. Landscaping is proposed in the form of a green corridor around the site.
- 2.18 It should be noted that this is indicative only with appearance, landscaping, layout and scale as reserved matters. However, the large amount of floor area proposed which is included on the submitted application form and other supporting documents does form part of the development description would necessitate a layout that would cover a very large proportion of the site area with built footprint.

External and Internal Vehicle Access

- 2.19 This is a detailed matter as access is included in this application.
- 2.20 The site will be accessed from Brickhill Street via a new roundabout to be created as part of the development. Brickhill Street is proposed to be upgraded to a dual carriageway between the A5 and the new roundabout, along a distance of approximately 400 metres. A Grid Road reserve would be provided adjacent to Brickhill Street between the A5 roundabout and the railway line to the north, but the

applicant does not propose to upgrade this northern section of Brickhill Street to grid road standard.

- 2.21 Within the site the main estate road will be built to adoptable standard and designed to allow public transport in the form of buses in to the site which will provide connections to Bletchley and Milton Keynes, and will be addressed further in the relevant section of the report.
- 2.22 The submitted application form indicates that 2,557 parking spaces would be provided on site.

Redway and Pedestrian Access

- 2.23 The site will be served by Redways north to the railway station and Caldecotte beyond and south to meet the existing Redway which connects to Watling Street and in to Bletchley and Fenny Stratford.
- 2.24 The existing Public Right of Way through the north of the site will be retained.

Surface Water

- 2.25 As mentioned the site is located within Flood Zone 1, which is the lowest risk flood zone, and a surface water drainage strategy has been submitted as part of the application.

Reason for referral to committee

- 2.26 The application has been referred to committee due to the level of public interest related to the application. A number of representations have also been received from third parties in relation to the current application, as well as Parish Council responses.

Scope of Debate/Decision

- 2.27 This is an outline planning application, with access as a detailed matter, appearance, landscaping, layout and scale would be addressed as reserved matters.

3.0 RELEVANT POLICIES

National Policy

3.1 National Planning Policy Framework (February 2019)

Section 2 - Achieving sustainable development
Section 4. Decision-making
Section 6. Building a strong, competitive economy
Section 8 - Promoting healthy and safe communities
Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land

Section 12 - Achieving well-designed places
Section 15 - Conserving and enhancing the natural environment
Section 16 - Conserving and enhancing the historic environment
In addition, the Planning Practice Guidance is also a material consideration

The Development Plan

3.2 Neighbourhood Plan

The application site does not currently have a made neighbourhood plan, but it is part of the designated neighbourhood area of Bow Brickhill, with a Neighbourhood Plan currently under consideration.

3.3 Plan: MK (March 2019)

Plan: MK was adopted at Council on 20 March 2019 and now forms part of the statutory development plan for Milton Keynes, and includes the Policies Map that indicates land use in the Borough.

Policy SD1 Place-Making Principles for Development
Policy SD9 General Principles for Strategic Urban Extensions
Policy SD10 Delivery of Strategic Urban Extensions
Policy SD11 South East Milton Keynes Strategic Urban Extension
Policy SD12 Milton Keynes East Strategic Urban Extension
Policy SD14 Strategic Employment Allocation, Land South Of Milton Keynes, South Caldecotte
Policy DS3 Employment Development Strategy
Policy ER1 Employment Sites Within the Borough of Milton Keynes

Policy CT1 - Sustainable Transport Network
Policy CT2 - Movement and Access
Policy CT3 - Walking and Cycling
Policy CT4 - Policy Ct4 Crossover on Redways
Policy CT5 - Public Transport
Policy CT7 – Freight
Policy CT8 - Grid Road Network
Policy CT9 - Digital Communications
Policy CT10 - Parking Provision

Policy FR1 - Managing Flood Risk
Policy FR2 - Sustainable Drainage Systems (SUDS) and Integrated Flood Risk Assessment

Policy NE1 - Protection of Sites
Policy NE2 - Protected Species and Priority Species and Habitats
Policy NE3 - Biodiversity and Geological Enhancement
Policy NE4 - Green Infrastructure
Policy NE5 - Conserving and Enhancing Landscape Character
Policy NE6 - Environmental Pollution

Policy HE1 -Heritage and Development

Policy CC1 - Public Art

Policy D1 - Designing a High Quality Place

Policy D2 - Creating a Positive Character

Policy D3 - Design of Buildings

Policy D5 - Amenity and Street Scene

Policy SC1 - Sustainable Construction

Policy INF1 Delivering Infrastructure

3.4 Supplementary Planning Documents/Guidance

South Caldecotte Development Framework (not adopted)

Parking Standards SPD (January 2016)

Sustainable Construction Guide SPD (April 2007)

Milton Keynes Drainage Strategy - Development and Flood Risk

SPG (May 2004)

3.5 Planning Practice Guidance updated 21 July 2019: Natural Environment paragraphs 19, 20, 24, 25

3.6 Human Rights Act 1998

There may be implications under Article 8 and Article 1 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions. However, these potential issues are in this case amply covered by consideration of the environmental impact of the application under the policies of the development plan and other relevant policy guidance.

4.0 RELEVANT PLANNING HISTORY

4.1 Application Site

18/01760/EIASCR

Environmental Statement not required

11th September 2018

5.0 CONSULTATIONS AND REPRESENTATIONS

5.1 Parish Council

LRM Planning on Behalf of Bow Brickhill Parish Council- Due to the number of issues raised this is shown in a table below:

Heading	Detail
Submitted in advance of Development Brief	<ul style="list-style-type: none">• Development Brief on hold until some fundamental and significant issues have been resolved, determining the scheme under these circumstances is contrary to the plan.• Cllr Gowans statement that Development Framework has been delayed due to the issues on the Oxford –Cambridge Expressway route options.

Scale of development	<ul style="list-style-type: none"> The proposal is in excess of the level of development identified in Plan: MK by 46,000 sq m. This represents overdevelopment of the site and further emphasises the need for the Development Brief to be adopted. Also has a significant impact in terms of infrastructure, transport, ecology, archaeology, landscape and amenity.
Environment Statement is required (response to initial consultation prior to ES submission)	<ul style="list-style-type: none"> Further details supplied as to why the scheme reaches the threshold of EIA legislation.
Contrary to Draft Development Brief	<ul style="list-style-type: none"> The proposal would stifle the provision of a railway crossing contrary to Network Rail requirements. Development will need to reduce to facilitate this solution.
Priority Habitat Area	<ul style="list-style-type: none"> Draft Development Framework shows Priority Habitat Area that has not been incorporated in the proposals
Landscape Impacts	<ul style="list-style-type: none"> These will be far reaching and contrary to the brief
Archaeology	<ul style="list-style-type: none"> Impacts will be harmful to archaeological assets.
Design	<p>Proposals are contrary to the plans, including policy SD1 as follows:</p> <ul style="list-style-type: none"> Do not integrate with surrounding build and natural environment Harmful in terms of views and vistas Character harm Impact on the road network which is not mitigated Does not result in net gain for biodiversity through use of green infrastructure. Development is contrary to Plan:MK Design policies D1 and D2, D5
Transport and Highways	<p>Contrary to Plan:MK policy C2 as follows:</p> <ul style="list-style-type: none"> Does not integrate in to existing networks Does not mitigate impact on local networks Will prejudice the future development of adjoining sites Will result in inappropriate traffic generation and highways safety issues.
Station Road/Brickhill Street Mini-Roundabout	<ul style="list-style-type: none"> Concerns raised about the modelling used, which if accurate would show excessive queueing and delays forecast when the mini-roundabout is modelled. The impact of 40% HGV traffic on this junction is not mentioned.
Parking	<ul style="list-style-type: none"> Level of development could equate to over 3,735 people employed on site with just 2,557 parking spaces provided which could result in an overspill.
Level Crossing/Redway	<ul style="list-style-type: none"> This would remove one of the northbound traffic lanes and the impact on the junction of this is not addressed.
Grid	<ul style="list-style-type: none"> Policy SD14 requires improvement to grid road standard. The Transport Assessment states that there are no defined standards for

	<p>a grid road but policy CT8 of Plan: MK states that this should be 60m in residential areas.</p> <ul style="list-style-type: none"> The improvements proposed to Brickhill Street between the A5/Watlings Street roundabout and proposed site access do not appear to accord with the grid road reservation identified above.
Redway	<ul style="list-style-type: none"> The Redway is proposed up to the new roundabout and through the site which results in a detour and does not link in to the existing network.
Walton Park Roundabout	<ul style="list-style-type: none"> Even with mitigation this junction does not operate within capacity with the development traffic added.
Bus Services	<ul style="list-style-type: none"> The SPD states that an enhance bus service should enter the site. The TA proposal to maintain the existing frequency of 30 minutes Monday to Saturday is not an enhancement and does not provide 7 day service as per the agreed TA Scope
Expressway/Railway Crossing	<ul style="list-style-type: none"> Railway Crossing – already significant delays at the Bow Brickhill crossing with closures for 14 to 15 minutes per hour, which excludes freight trains and will double by 2024 when the upgrades are complete. Any development should include measure to ensure the impact does not worsen. Network Rail has purposed two schemes which would require land to be safeguarded within the site area.
Noise and Air Quality	<ul style="list-style-type: none"> Concerns that the proposal would result in greater noise including HGV movements than indicated in the submission documents.

5.2 Adjacent Parish Councils (Walton Community Council)

Expressway/Railway Bridge:

- MKC has determined that no development take place until the location of the Oxford to Cambridge Expressway is known.
- The plans do not show any provision for a bridge over the railway line, the northeast corner of the sit should indicated the position of a bridge.
- Follow up response 05/12/2019 reiterates initial response.

5.3 Cllr D Hopkins- Danesborough and Walton Ward

The scheme has been submitted prematurely based on the lack of an adopted Development Framework and Cllr Gowans has stated that the delay of the Framework is due to issues related to the Oxford-Cambridge Expressway route options.

Other concerns/objection summarised as below:

- Oxford Cambridge Expressway issues are still unresolved
- Local infrastructure studies are still not complete
- Land for Road Bridge over railway is required.
- Detailed Environment Statement should be submitted
- Question over the need for the employment site land east of M1 would be more suitable.

5.4 Cllr V Hopkins - Danesborough and Walton Ward

The scheme has been submitted prematurely based on the lack of an adopted Development Framework and Cllr Gowans has stated that the delay of the Framework is due to issues related to the Oxford-Cambridge Expressway route options.

Other concerns/objection summarised as below:

- Oxford Cambridge Expressway issues are still unresolved
- Local infrastructure studies are still not complete
- Land for Road Bridge over railway is required.
- Detailed Environment Statement should be submitted
- Question over the need for the employment site land east of M1 would be more suitable.

5.5 Cllr J Marklew Danesborough and Walton Ward

No comment received

5.6 Planning Policy Team

- Policy SD14.B and Policy SD10 require the production and adoption by the Council of a Development Framework Supplementary Planning Document (SPD) prior to planning applications being approved. This is to ensure that such strategic allocations are brought forward in a strategic and comprehensive way, with the
- Development Framework SPD guiding future planning applications and setting out how the Local Plan policy requirements are to be met.
- As a Development Framework SPD for South Caldecotte has not been adopted by the Council approving the current application would be contrary to Policy SD10 and SD14.B causing policy harm.
- A Draft South Caldecotte Development Framework SPD exists which has been consulted upon twice (March-April 2018 and May-July 2019). However, further work on the SPD following the most recent consultation was put on hold in July 2019. Work has been put on hold pending an announcement of the Oxford to Cambridge Expressway route options public consultation and the potential implications of this.
- Those potential implications would be taken into account as part of a South MK transport study which is investigating the need and feasibility of road network improvements (including potential crossings of the railway line) in the vicinity of the site which may have consequences for the layout and more refined principles contained in the SPD that would guide future planning applications. It is understood that the work on the South MK transport study is due to report back in February 2020, however, an announcement on the Oxford to Cambridge Expressway public consultation has been delayed.
- Whilst a draft SPD exists, any weight attributed to it needs to take into the matters associated with the south MK transport study (including potential implications of the Expressway) and indeed the previous SPD consultation responses that object to the SPD on the basis of such matters. As such, it is considered that the draft SPD should carry limited weight

5.7 MKC Highways

Initial comments (20/08/2019)

Application needs amending and/or further information required.

The key highway / transport issues to address are:

- Upgrading of the full length of Brickhill Street to grid road standard is not part of the current proposals. Furthermore, the current proposals indicate an impediment to the future upgrading. A clear commitment to protecting a suitable corridor for the upgrading of Brickhill Street must form part of this application, such a corridor must be free of any compounds or other constraints and must include provision for the improvement of the Brickhill Street / Station Road junction as described above;
- A Redway is required along the full length of Brickhill Street in addition to the on-site Redway. Access to the site is not acceptable without this provision and as “Means of Access” it is not a Reserved Matter, the Redway provision requires agreement as part of any planning approval;
- Public Transport provision needs to be resolved prior to approval being given and the means to secure that provision needs to be part of the planning approval / Section 106 agreement;
- A mechanism to secure the improvements to the Tilbrook and Walton Park Roundabouts should be in place prior to the issuing of any consent;
- The implications for queuing on local roads as a result of any mitigation scheme at the A5/A4146 roundabout need to be considered prior to agreement of any mitigation scheme being agreed between Highways England and the applicant.

Update comments (16/01/2020)

The key highway / transport issues to address are:

- Upgrading of the full length of Brickhill Street to grid road standard is not part of the current application, but is not required to enable the proposed development. The applicant does not control the Anglian Water compound adjacent to Brickhill Street and therefore would not be able to deliver the dualling in any case.
- A Redway is required along the full length of Brickhill Street in addition to the on-site Redway. A contribution to this Redway is required as part of any planning approval;
- Public Transport provision needs to be resolved prior to approval being given and the means to secure that provision needs to be part of the planning approval / Section 106 agreement;
- A mechanism to secure the improvements to the Tilbrook and Walton Park Roundabouts should be in place prior to the issuing of any consent;
- The implications for queuing on local roads as a result of any mitigation scheme at the A5/A4146 roundabout need to be considered prior to agreement of any mitigation scheme being agreed between Highways England and the applicant.

Whilst there is no objection in principle to the proposed development, planning consent should not be granted until these issues have been satisfactorily addressed.

5.8 Transport Policy

Bow Brickhill Crossing:

- Strong likelihood that due to East West rail project a railway bridge would be needed and the land for this should be secured.
- Other considerations include the expressway and possible future mass rapid transport which may use V10 Brickhill Street.
- MK Council currently undertaking study to clarify if any third party land would be needed for a railway bridge. The study is intended to be finalised by February 2020.

Off-site cycling infrastructure contribution:

- The new Redway would need to accord with Design Guide for 2020.
- Contribution would be required for wider Redway Network

5.9 MKC Urban Design

- No formal comments received/ no objection to the proposal.

5.10 Local Lead Flood Authority

- No objection to the proposal subject to standard conditions.

5.11 MKC Biodiversity Officer

Initial comments (23/09/2019)

- Objection to the proposal based on significant high quality habitats to be lost based on the proposal.
- No satisfactory mitigation has been put forward or attempts to reduce the impact and no Biodiversity Impact Assessment supplied with evidence of a net gain for biodiversity through the current proposal.

Updated comments (10/12/2019)

- Initial objection upheld, with further details provided.

5.12 MKC Landscape Architect

Initial comments (25/07/2019)

In view of its proximity to the Greensands Ridge / Open Countryside and the potential associated physical, landscape and visual impacts, I believe an EIA is required for this site.

Updated comments (12/12/2019)

The development submission doesn't fully consider through sensitive outline master planning of the site: the constraints of visual impact on the wider landscape and heritage assets, the benefits of retaining significant trees and hedgerows, the retention of significant amounts of high quality and priority habitat, the retention of heritage assets; all of which should be incorporated within a landscape masterplan and parameter plans.

5.13 MKC Archaeologist

Initial comments (30/08/2019)

Objection to the proposal:

- Unacceptable impacts on designated and non-designated heritage assets of archaeological and historical interest. (NPPF 189 – 198; Plan: MK Policy HE1; Policy SD1 (19); Policy SD14 (6) & (9).
- Lack of an impartial and objective Heritage Assessment (statement of significance) (NPPF 189; Plan: MK Policy HE1; Policy SD1 (19); Policy SD14 (6) & (9)).
- It should be possible to produce a scheme for this allocated site incorporating an amended layout that takes a proper and balanced account of the effects on the significance of the heritage assets and seeks to sustain and enhance their significance in line with both national and local policy.

Updated comments (07/01/2020)

Objection to the proposal:

- Unjustified total loss of non-designated heritage assets of archaeological interest contrary to relevant paragraphs of NPPF and Plan:MK policies’.

5.14 MKC Environmental Health

Comments 29/07/2019:

- No objection to the proposal from Environmental Health.

5.15 MKC Economic Development

- The application will provide significant employment space which is consistent with the vision for the Council Plan 2016-2022 as a place that supports the growth of business.
- The site was allocated for employment development within Plan: MK and strongly supports the priorities and aims of the Economic Development Strategy 2017-2027.
- The proposals will create approximately 2,050 new full-time jobs.

5.16 External consultees

Highways England

Initial comments (20/11/2019)

- The consultation response from Highways England states that they are already in consultation with the applicant’s transport consultant team, BWB Consulting Ltd (BWB), for transport assessment reviews since pre-application stage.
- Following the recent submission, they have requested more time to complete our reviews and their formal recommendation is that that the application is not granted before 28 February 2020 to allow sufficient time to address the transport safety issues on the strategic road network.
- They have stated that if they are able to respond earlier than this, they will withdraw this recommendation accordingly but at the time of writing this report, no further response has been received.

Historic England

Initial comments (30/08/2019)

- Historic England objects to this development on heritage grounds.
- The assessment of significance of the heritage assets submitted by the applicant is inadequate and I advise that the applicant be required to revise it, taking into account attached.
- The application does not meet the requirements of the NPPF in particular paragraph number 189.

Updated comments (09/01/2020)

- Historic England objects to this application on heritage grounds, due to the impact on the undesignated archaeological remains within the development site.
- Paragraph 197 of the National Planning Policy Framework (NPPF) requires impact on undesignated heritage assets to be taken into account.
- Should consider that the total loss of archaeological remains of high significance is being proposed, partly by downplaying their significance and also without following good practice as to mitigation.
- The construction of the development would also cause some harm (certainly less than substantial and at the minor end of the scale) to the scheduled monument known as Roman Town of Magiovinium and Roman Fort.
- The harm would arise from the change to the setting of the scheduled monument. In determining the application this harm should be balanced against public benefit, as set out in the National Planning Policy Framework (NPPF) 2019, paragraph 196.

BBOWT (Berkshire, Buckinghamshire, Oxfordshire Wildlife Trusts)

1. Loss of priority habitat including lowland meadow, traditional orchard and hedgerows contrary to Policy NE2
2. The application does not demonstrate a measurable net gain in biodiversity as required by the NPPF and local plan policy NE3.
3. The application has failed to enhance the structure and function of ecological networks, a further breach of policy NE3, and also contrary to policy NE4 Green Infrastructure. There is a loss of part of a MK Wildlife Corridor.
4. Uncompensated loss of breeding bird habitat including Red List and Priority Species: Sky Lark, Song Thrush, Yellowhammer, Skylark and possibly Yellow Wagtail.
5. We agree with the decision of the Council's ecologist that an EIA is required

East West Rail Company

- As part of East West Rail, the route between Bletchley and Bedford is currently being assessed in respect of the infrastructure interventions and upgrades that will be required to deliver a future train service between Oxford and Cambridge.
- Very likely that the route between Bletchley and Bedford will require a level of upgrading to achieve the capacity aspirations to deliver the train services between Oxford and Cambridge and this includes the consideration of level crossings such as the one at Bow Brickhill.
- Any increase in road and rail traffic will need to be considered as part of the ongoing scoping work, and may influence what is required to allow an increase

in capacity along the route in line with Network Rail's normal road crossing assessment criteria.

Environment Agency

- No objection

Natural England

Initial comments (08/08/2019)

- Natural England has no comments to make on the application.
- The lack of comment does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment.
- Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

Updated comments (08/08/2019)

- Natural England has no objection to the proposal.
- The proposed development will not have significant adverse impact on statutorily protected nature conservation sites and landscapes.
- Your authority has a duty to have regard to conserving biodiversity as part of decision making which can also include restoration or enhancement to a population or habitat.

British Pipeline Agency

- No objection to the proposal

Anglian Water

- No objection- A number of recommendations provided in relation to connection to the wider system.

Drainage Board

- No objection to the proposal, development must be kept 9 metres from the byelaw strip to allow access for maintenance.

Network Rail

- 26/11/2019 Network Rail has no additional comments to add to the original submission.

CPDA

- No objection, recommend that applicant is directed to SBD Commercial 2015 Guide.

5.17 Neighbour/ Third Party Representations

Comments have been received from over 80 addresses/neighbours. The material planning considerations are summarised below:

Traffic/Neighbouring Amenity

- The warehouses are not close enough to motorway links. Other suitable locations, including brownfield sites and unused warehouses across MK, including Tesco warehouse, and sites nearer M1 or Junction 14.
- -Impact on local residents through an increase in levels of noise and air pollution from increase in traffic/congestion.
- Transport links are not suitable to cope with an increase in traffic and HGVs, as the existing roads (A5 roundabout/Kelly's Kitchen roundabout, Brickhill Street and Station Road) suffer from congestion. An increase in vehicles through Woburn Sands, Bow Brickhill and Aspley Guise will exacerbate this. V10 (Brickhill Street) not wide enough and was never designed for heavy traffic and the existing level crossing will mean that the build-up of traffic is ever more likely.
- The Transport Assessment Surveys carried out in October 2017 are out of date. A single road access into a site of this size is inadequate.

Parking

- Parking issues as existing will be worsened. There will be an increase in cars parking on grass verges and near junctions. Parking pressure on residential areas will be increased, including Caldecotte and Brickhill Street.
- There are also insufficient spaces at Caldecotte Lake Business Park which is likely to be exacerbated, leading to an adverse impact on access routes for emergency vehicles around the local area.

Visual Impacts

- Countryside will be permanently blighted, and the impact on the entrance to Milton Keynes will be negatively impacted. Views of and from the historic Greensand Ridge will be impaired.
- The proposal would be a blot on landscape of the 'City of Trees'. The Landscape & Visual Assessment doesn't acknowledge the severe visual impact of the development on the surrounding and overlooking countryside. The appearance of the proposed development would be an eyesore and impact the character of the surrounding area.

Environmental Impacts

- An increase in traffic and HGVs will increase carbon emissions. The proposal will have an adverse impact on local wildlife and habitats, and result in the removal of trees and vegetation. There are rare species of Great Crested Newts living in the ponded wetland areas of application site. A development of this size will require an Environmental Impact Assessment.

Employment

- Employment creation through warehouses is minimal and cannot be used as justification for the proposal.

- No benefits to the local community, and would only benefit the developers.

Principle Issues/Policy Framework

- The application is premature and contrary to Policy SD14 in Plan: MK because no development framework and SPD for the site is yet approved.
- The application is premature because the council has paused all development work in this until the Oxford-MK-Cambridge Expressway proposed route consultation period has taken place.
- There is no 'green open space link, linking into Caldecotte Lake' as SD14 requires.
- The proposed redway doesn't link with the network. The nearest redway is the other side of Brickhill Street.
- SD14 says Brickhill Street will be upgraded; this application only proposes to upgrade a very small portion of the street.
- Conflict with strategic programmes, e.g. East West Rail link will require level crossing to be replaced with bridge. Land would not be available should the development go ahead.

Archaeology

- Magiovinium site to the north of Watling St has yet to be fully excavated and logged by MOLA Museum of London Archaeology. There is a Roman road running north from Watling St uncovered during the A5 bypass construction.

6.0 MAIN ISSUES

This is an outline planning application, with access as a detailed matter. Appearance; landscaping, layout and scale are reserved matters and so are not assessed within this report, except where they directly relate to the outline matters under consideration in this application. Issues of neighbouring amenity relate to other issues including highways and visual impact and so these have been addressed within the relevant sections of the report.

- a) Principle of Development
- b) Access/ Transport and Highway Matters
- c) Visual Impact/Appearance and Landscaping
- d) Heritage and Archaeology
- e) Biodiversity/ Trees and Hedgerows
- f) Drainage and Flood Risk
- g) S.106/Planning Obligation Matters
- h) Economic Development

7.0 CONSIDERATIONS

a) Principle of Development

Plan: MK Policy and Site Allocation

- 7.1 The site is allocated under Plan: MK Policy SD14 'Strategic Employment Allocation, Land South Of Milton Keynes, South Caldecotte' for a mix of Class B2 and B8 employment floorspace. According to the policy the site will be brought forward in

line with all relevant policies in Plan: MK, particularly Policy SD1, SD11, SD12 and INF1.

Policy SD14 Development Framework Requirement

- 7.2 Policy SD14 B states that: *“A comprehensive development framework for the site will be prepared and the development will be brought forward in line with all relevant policies in Plan: MK, particularly Policy SD1, SD9, SD10, NE1-6 and INF1 prior to planning applications being approved.”*
- 7.3 At the time of writing this report, a Development Framework for the site has not been adopted and so in effect the application is contrary to policy. This process has been put on hold due to wider transport considerations. Planning policy officer’s response states that on this basis, the Framework carries limited weight and also that determining the scheme in the absence of an adopted Framework would be contrary to Policy SD10 and SD14.B and would cause policy harm. A number of objections have been received in relation to the application being determined in the absence of the adopted Development Framework which would be contrary to the site allocation policy SD14.
- 7.4 However, the NPPF 2019, paragraph 49 states that arguments that an application is premature are unlikely to justify a refusal of planning permission except in limited circumstances as follows:
a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and
b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.
- 7.5 The application site is allocated under a specific policy (SD14) in the adopted Plan: MK for the type of development which is proposed. Therefore it does not meet the criteria to be considered premature against this NPPF policy, which is more recent. Where there is conflict between the two, the NPPF takes precedence over Plan: MK which was adopted in 2018. Furthermore, the draft Development Framework for the site, which has undergone public consultation, in its current form amplifies the existing content of policy SD14 which further emphasises that the scheme is not premature in this regard. While the reasons for the Framework being put on hold are noted, policy SD14 does not make reference to the wider transport issues and a Framework would not carry the same weight in policy terms as the site allocation policy SD14. This does not preclude the scheme being considered unacceptable in terms of other material planning considerations.
- 7.6 An objection has been made that the proposal is in excess of the level of development identified in Plan: MK by 46,000 sq m. However, Plan: MK policy SD14 identified 195,000 sq m as a *minimum* level of development and does not specify a maximum. On this basis the scheme is acceptable in principle in this regard, with other considerations related to the impact of development of this scale considered within the body of the report.

Other Requirements of Policy SD14 Site Allocation

7.7 There are nine development principles set out in the policy, which development must accord with. These are as follows:

1. A minimum of 195,000m² of Class B2/B8 and ancillary B1 employment floorspace.
2. Access to be taken from Brickhill Street, which will be upgraded to grid road standard.
3. The development will be subject to a Transport Assessment, which will investigate the development's impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements, as agreed by the relevant highway authorities and Highways England. The Transport Assessment will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development.
4. A green open space link will be created on the site, linking into Caldecotte Lake to the north and providing future opportunity to link the park to the south/east. The open space link should include access and connectivity to Caldecotte Lake with mechanisms in place for its sustainable management over the long term and balancing ponds as part of a Sustainable Urban Drainage system across the site.
5. Direct footpath connections to Bow Brickhill railway station and the existing Public Right of Way running along the site's northern boundary will be effectively integrated into the development.
6. Building heights should be informed by the Landscape and Visual Impact Assessment (LVIA) and should avoid unacceptable impact on the wider landscape and heritage assets.
7. The design and appearance of buildings should be sensitive to the neighbouring uses, with development fronting Brickhill Street being sensitive to views into the site from the wider landscape. Buildings should be designed to provide an attractive entrance to Milton Keynes from the south.
8. Existing vegetation to site boundaries should be maintained and enhanced to screen the development from wider views where a LVIA deems this necessary. New planting should be of native species to mitigate the loss of hedgerows necessary to facilitate development.
9. A desktop Archaeological Assessment should be undertaken to understand the likely presence of archaeological remains within the site. The recommendations of the Assessment will be implemented prior to each phase of development commencing. It may be necessary to undertake a field investigation to understand the archaeological potential and significance of this site and to inform the layout of development.

Addressing Policy SD14 Site Allocation Principles

7.8 In addressing those points in terms of principle, the scheme will provide over 195,000 sq m of employment floorspace.

7.9 The development will be accessed via Brickhill Street although it is proposed to upgrade only the section south of the new roundabout to grid road standard, with the remainder given a grid road reserve which can then be upgraded at a later date. A number of objections have been received in relation to this issue. The site

allocation policy SD14 states that one of the principles that development at the site must accord with is that Brickhill Street will be upgraded to grid road standard. On this basis, the proposal is contrary to the site allocation policy. This does relate to the principle of development but also needs to be assessed as a highways issue to gain an understanding of what level of harm would be caused by this failure to comply strictly with the site allocation policy in full. This issue of grid road upgrade will be addressed in the Access/Transport and Highways section of this report. A Transport Assessment has been submitted and the merits of this against point 3 of the policy will also be addressed in the Highways section of this report.

- 7.10 Points 4, 6, 7 and 8 with the site allocation policy SD14 which relate respectively to open space, building heights and appearance and landscaping are more detailed matters which would be addressed under the reserved matters of appearance, landscaping, layout and scale. Point 5, which relates to public right of way is partly an access issue. This right of way will be retained and so the scheme is considered acceptable in this regard.
- 7.11 In terms of archaeology in point 9, a desktop Archaeological Assessment, as well a field investigation has been undertaken. There are significant concerns in relation to the impact of the proposed development on archaeological assets on the site. This is based on the quantum of development proposed, the indicative layout and relevant technical documents submitted. While layout is a reserved matter it is considered a material planning consideration as to the impact of a development of this scale would cause in regard to archaeology assets on the site, as well as biodiversity assets. This will be addressed in the relevant sections of this report.
- 7.12 Issues related to East West Rail and the Oxford – Cambridge Expressway will be addressed in the Transport and Highways section. It is noted that Plan:MK policy CT7 refers to planning permission not being granted for developments that would prejudice the implementation of national infrastructure projects include East West Rail and Oxford to Cambridge Expressway. However, it is not considered that the unresolved nature of these projects would form a reason for refusal for this proposed development as a recently allocated development site.

c) Access/ Transport and Highways Matters

- 7.13 Plan:MK Policies D5, CT1, CT2 and CT10 require the decision maker to have particular regard to any additional traffic generation a development may cause and the resulting impact on the surrounding road network/parking provision/access. In addition, the Milton Keynes adopted Parking Standards SPD sets out the development related parking standards for Milton Keynes and should be read in conjunction with the these policies.
- 7.14 Plan:MK policy SD14, which is the site allocation policy, contains the relevant following points:
2. Access to be taken from Brickhill Street, which will be upgraded to grid road standard.
 3. The development will be subject to a Transport Assessment, which will investigate the development's impact on the local highway network, including the A5/Watling Street roundabout. The development will contribute to any necessary improvements, as agreed by the relevant highway

authorities and Highways England. The Transport Assessment will also set out the basis for effective public connections to and from the site to be implemented prior to completion of the development.

5. Direct footpath connections to Bow Brickhill railway station and the existing Public Right of Way running along the site's northern boundary will be effectively integrated into the development.

- 7.15 As mentioned earlier, the site is in a very strategically important location as it is close in proximity to both the future East-West rail line, linking Oxford and Cambridge, and within the preferred corridor for the Oxford to Cambridge Expressway.
- 7.16 The application is at the outline stage and parking cannot be assessed at this stage, although the parking shown in the illustrative masterplan will be highlighted later in this section. Access is not a reserved matter and therefore must be assessed in full.
- 7.17 The site will be accessed from Brickhill Street via a new roundabout to be created as part of the development. Brickhill Street is proposed to be upgraded to a dual carriageway between the A5 and the new roundabout, along a distance of approximately 400 metres.
- 7.18 A number of objections have been received in relation to transport and highways matters which have been summarised in Section 5.0 of this report. These will be addressed implicitly within this section of the report.
- 7.19 The Highways England consultation response has stated that planning permission should not be granted before 28 February 2020 to allow sufficient time to address the transport safety issues on the strategic road network in particular in relation to the A5/A4146 (Kelly's Kitchen) Roundabout.
- 7.20 The final consultation response from Milton Keynes Highways Officers has not raised an objection to the proposal, but has raised a number of issues which would need to be resolved prior to determination, these are listed in brief here and addressed in greater detail below:
- Upgrading of the full length of Brickhill Street to grid road standard.
 - Mitigation scheme requirement at the A5/A4146 roundabout agreed between Highways England and the applicant and resulting impacts on queueing on local roads.
 - Required improvements to the Tilbrook and Walton Park Roundabouts.
 - Redway requirement along the full length of Brickhill Street.
 - Public Transport provision.

Upgrading Brickhill Street to Grid Road Standard

- 7.21 Policy SD14 of Plan: MK, which allocates the site, states that Brickhill Street *will* be upgraded to grid road standard as part of the development.
- 7.22 The proposed development would include upgrading of Brickhill Street from the southern end of the site up to the roundabout at the new site entrance in

recognition of the key link between the A5 and south Milton Keynes provided by Brickhill Street. This should measure 60m in width in accordance with Plan: MK policy CT8. However, the proposal would not include the upgrading of the entire length of Brickhill Street adjacent to the site and instead proposes to provide an area as reserved land for future grid road upgrading to take place, this reserve would provide 30m in width or half the amount required for a grid road reserved under policy CT8. This is contrary to policy which is addressed below.

- 7.23 Paragraphs 6.58-6.64 of the Transport Assessment sets out why the upgrading of the entire section of Brickhill Street to a Grid Road is not required for capacity reasons. MKC Highways Officers response recognises that this does not comply with site allocation policy SD14 (as well as the draft Development Framework) but concurs with the view of the Transport Assessment that the upgrading is not required to enable the development. On this basis it is not considered that there is an unacceptable impact in highways terms from non-compliance with this element of policy SD14.
- 7.24 As mentioned, the application proposes to provide an area as reserved land for future grid road upgrading to take place. The width and details of this have not been agreed, but MKC Highways Officers response states that this could be addressed via planning condition. They have also stated that based on the Indicative Masterplan, an appropriate width of grid road upgrade/reserve can be provided. The response also states that due to the presence of an Anglian Water compound, widening along the entire relevant width of Brickhill Street would not be possible at present as this is outside the applicant's site ownership and power to control, but that the grid road reserve should still be provided.

Impact on A5/A4146 (Kelly's Kitchen) Roundabout and Highways England Consultation Response

- 7.25 The consultation response from Highways England states that they are already in consultation with the applicant's transport consultant team, BWB Consulting Ltd (BWB), for transport assessment reviews since pre-application stage. Following the recent submission, they have requested more time to complete reviews and recommend that planning permission is not granted before 28 February 2020 to allow sufficient time to address the transport safety issues on the strategic road network. Discussions have continued with Highways England, and while there response was not available at the date of publication of Committee reports, they have indicated that they will provide a response prior to the Development Control Committee meeting.
- 7.26 This junction has been assessed using a VISSIM microsimulation model and the results are summarised in Paragraphs 7.13-7.32 of the Transport Assessment. Impacts on queuing at the junction have been assessed both with and without the major improvement scheme secured as part of the Eaton Leys proposals. The assessment shows that the impact from this development is relatively minor in terms of queue lengths in the short term. Once background growth and committed developments are included the picture is less clear and the TA acknowledges that journey times across the junction will increase. However, the assertion in the TA is that this is due primarily to traffic growth and other development (such as Eaton

Leys), which generate more significant volumes of peak hour traffic. The response from MKC Highways Officers does not raise any objections or concern in relation to these findings. The MKC Highways Officers response also notes the Highways England holding response mentioned above.

- 7.27 On this basis, while there is no formal objection to the proposal from Highways England, the scheme cannot be recommended for approval in relation to A5/A4146/Brickhill Street roundabout transport safety issues on the strategic road network.

Mitigation of Highway Impacts/Roundabouts

- 7.28 The Transport Assessment (TA) considers the impacts of the development on 3 local junctions; the Brickhill Street / Station Road mini-roundabout is considered in Paragraphs 7.33-7.42, Tilbrook Roundabout is considered in Paragraphs 7.43-7.47 and Walton Park Roundabout in Paragraphs 7.48-7.54. The findings are summarised below:

Brickhill Street/Station Road Mini-Roundabout

- 7.29 The assessment concludes that, due to the nature of the proposed uses with the main impact at the junction outside peak hours, no mitigation is required. MKC Highways Officers response states that the protected land for the future upgrading of Brickhill Street should include sufficient land to improve this junction to a minimum 40m ICD roundabout or suitable alternative to allow HGV provision and capacity. MKC Highways Officers have not been provided with details on this matter which was previously requested. Based on MKC Highway Officers previous comments, this could be addressed via a planning condition and so would not represent a reason for refusal.

Tilbrook Roundabout

- 7.30 The TA finds that the impact at this junction would be minimal based on improvements that would be provided by other nearby committed developments. MKC Highways Officers view is that while this is acceptable in principle, this would need to be secured through a legal agreement so that the improvements are provided through this scheme, should other developments not proceed.

Walton Park Roundabout

- 7.31 The TA concludes that a mitigation scheme would sufficiently improve the operation of this junction to offset the impact of the development. MKC Highways Officers have found that the mitigation scheme proposed appears to be acceptable could be secured through a legal agreement.

Bow Brickhill Level Crossing/East West Rail

- 7.32 The impact of development on the crossing has been assessed and the Transport Assessment (TA) concludes that the proposal would have a minimal impact on queuing on the approaches to the crossing.

- 7.33 Based on the TA, queues at the crossing are, as expected, longest during the peak periods (08.00-09.00 & 17.00-18.00) and therefore these periods have been

assessed. The average time for the barriers being closed is stated as 3m31s, which seems reasonable. Observed barrier closed times in the two peak hours is given in the TA and averages approx. 2m48s. MKC Highways Officers have concluded that whilst the development is potentially adding to queues, the impact is not significant and so on this basis, they do not believe that the impact of the development would be harmful in relation to this level crossing and do not object on this basis.

- 7.34 A future consideration on this crossing is 'East West Rail'. The route between Bletchley and Bedford is currently being assessed as part of East West Rail, in respect of the infrastructure interventions and upgrades that will be required to deliver a future train service between Oxford and Cambridge.
- 7.35 Plan: MK: MK Policy CT1 'Sustainable Transport Network' states inter alia that MK Council will 'Continue to engage with relevant stakeholders along the East-West Rail line and Expressway to identify operational benefits, which provide additional support for a more sustainable transport strategy and/or economic growth of the city'.
- 7.36 The MKC Transport Policy team consultation response has stated that there is a strong likelihood that, due to the East West Rail project, the Bow Brickhill level crossing may have to close and be replaced by a bridge. They are currently undertaking scoping works being undertaken to clarify how much land, if any, would need to be safeguarded to construct a bridge. This land would need to be west of the level crossing and the intention is to clarify this by February 2020. At the time of completing this report, discussions are underway with the applicant, who has indicated that they are willing to co-operate in relation to safeguarding land to construct a bridge, although nothing has yet been confirmed.
- 7.37 The consultee response from East West Rail Company agreed that it is very likely that the route between Bletchley and Bedford will require a level of upgrading which includes the consideration of level crossings such as the one at Bow Brickhill. However, the response is unable to confirm the exact requirements in relation to the railway crossing in the area at this time. The response does not raise any objection to the proposal, but does state that any increase in road and rail traffic will need to be considered as part of the ongoing scoping work, and may influence what is required to allow an increase in capacity along the route in line with Network Rail's normal road crossing assessment criteria.
- 7.38 MKC Highways Officers have noted the Transport Policy team response, but have stated it is unclear what the status of this exercise has in terms of determining the planning application and have reiterated their view that the current impacts from the development clearly do not have an unacceptable impact. While the scoping exercise for future land safeguarding is clearly important, no formal objection or holding response has been made by either MKC Transport Policy or East West Rail Company. On this basis, referring to relevant policy, while it would be unfortunate if land was not safeguarded, this issues does not represent a reason for refusal in relation to this specific development on an allocated site.

Potential Transport Schemes

- 7.39 MKC Highways Officers have noted in their consultation response the potential issues of the (Oxford-Cambridge) Expressway and a possible Rapid Mass Transit route which were raised in the MKC Transport Policy Team consultation response. MKC Highways Officers view is that, while both of these schemes may be brought forward in the future and both may be located close to the site, neither have sufficient certainty to make a clear recommendation at present.

Public Transport/Bus Service

- 7.40 The submitted Transport Assessment refers to public transport provision in Paragraphs 7.7-7.11, but there is no commitment to services. MKC Highways Officers response states that it is essential that a frequent service, from early morning to late evening, including weekends, is provided to this site given its likely round-the-clock operation. A consultation response from MKC Public Transport Officers has requested provision of a financial contribution towards a bus service at the site. Negotiations on these issues have not been concluded so at present there is no financial contribution secured in relation to this, which would be considered unacceptable, contrary to Plan: MK policy CT5.

Redways/Cycle and Pedestrian Access

- 7.41 There is no Redway provision proposed long the section of Brickhill Street north of the new Roundabout. In an earlier consultation response, MKC Highways Officers objected on the basis that this was an essential piece of infrastructure. The response also found that while a Redway would be provide through the site this would require additional road crossing, would have reduced legibility of the route and would not be in line with MKC's programme of provided Redway 'Super Routes' on many grid roads including Brickhill Street. After discussion, MKC Highways Officers recognised that the Anglian Water compound which juts in to the applicant's site ownership would create difficulties in providing the Redway. However, the Redway could still technically be provided with a fairly limited impact on future site layout and it is an important policy requirement as highlighted above. On this basis, the Redway provision along Brickhill Street should still be provided in addition to the proposed Redway through the site connecting the V10 Redway Super Route north of the level crossing with the existing Redway provision at the A5 Kelly's Kitchen roundabout.
- 7.42 MKC Transport Policy consultation response states that the Redway being provided would need to accord with the new Redway Design Guide being adopted in 2020. In addition to the Redway improvements within the site and across the site frontage, a contribution is expected to the wider Redway super route programme to fund an upgrade of the V10 (Brickhill Street) Super Route including adjacent to Walton Park. This would be an attractive cycle and walking route and would be well used by employees and visitors. MKC Highways Officers have also supported a contribution to the Redway along Brickhill Street as part of any planning approval.
- 7.43 Pedestrian access is considered acceptable, including in regard to the Public Rights of Way which will be retained.

Noise/Air Pollution

- 7.44 The response from MKC Environmental Health Officers has raised no objection in relation to environmental issues. On this basis, the scheme is considered acceptable in accordance with Plan: MK policy NE6.

Parking

The submitted application form indicates that the scheme would provide 2,557 spaces which is similar to what would be required under MKC parking standards. The proposal has not been fully assessed for parking as this is would be considered as a reserved matter. The scheme would be accepted to provide parking in line with MKC parking standards.

Conclusion

- 7.45 As stated in the body of the section above, MKC Highways Officers have not raised an objection to the proposal in principle. However, they have raised a number of issues that would need to be resolved prior to planning permission being issued. The first set of concerns can be summarised as requiring financial contributions towards road and roundabout improvements, towards Redway provision and improvements and also increased public transport provision. These would be required to ensure that the scheme is acceptable in highways and transport terms and these views have been echoed by MKC Transport Policy Officers. Planning obligations and s.106 discussions did not reach an advanced stage and these issues could not be secured via planning condition as a number of the requirements are outside the applicant's site boundary. Therefore, it has not been demonstrated that the necessary transport provision as highlighted have been provided and on this basis, the scheme is considered unacceptable, contrary to Plan: MK policies INF1, CT1 CT2, CT3, CT5 and SD14 of Plan: MK.
- 7.46 Furthermore, based on the Highways England holding response, in relation to transport safety issues on the strategic road network it cannot be confirmed at the date of determination at the scheme will be acceptable in this regard and for this reason the proposal is considered unacceptable.
- 7.47 The issues related to future transport schemes, comprising East West Rail, the Road Expressway and any future mass transit schemes are more complex. It is not considered that there is sufficient weight of evidence, when considered against the site allocation within Plan: MK and the MKC Highways Officers response to consider the scheme unacceptable on this basis.
- 7.48 In relation to grid road, MKC Highways Officers have found that the proposal to only upgrade part of the grid road and provide the remainder as limited grid road reserve is acceptable in terms of highways impact. Redway should be provided along the full length of Brickhill Street, and this is not shown on the Indicative Masterplan. However, this land is within the applicant's site ownership and the limited land take required in providing the Redway makes it possible to be provided in principle. It is considered that had the application been otherwise acceptable

these issues could have been secured via planning condition, even though it relates to access and on this basis does not form part of the reason for refusal.

c) Visual Impact/Appearance and Landscaping

- 7.49 Plan: MK policies D1, D2, D3, seek high quality design. In addition, section 12 of the NPPF and in particular paragraph 127 provides guidance in respect of design considerations for development. A primary aim of the NPPF is to contribute to and enhance the natural and local environment
- 7.50 Site allocation policy SD 14 states in relation to landscape, appearance and visual impact:
4. A green open space link will be created on the site, linking into Caldecotte Lake to the north and providing future opportunity to link the park to the south/east. The open space link should include access and connectivity to Caldecotte Lake with mechanisms in place for its sustainable management over the long term and balancing ponds as part of a Sustainable Urban Drainage system across the site.
 6. Building heights should be informed by the Landscape and Visual Impact Assessment (LVIA) and should avoid unacceptable impact on the wider landscape and heritage assets.
 7. The design and appearance of buildings should be sensitive to the neighbouring uses, with development fronting Brickhill Street being sensitive to views into the site from the wider landscape. Buildings should be designed to provide an attractive entrance to Milton Keynes from the south.
 8. Existing vegetation to site boundaries should be maintained and enhanced to screen the development from wider views where a LVIA deems this necessary. New planting should be of native species to mitigate the loss of hedgerows necessary to facilitate development.
- 7.51 The scheme is an outline application with appearance, landscaping, layout and scale as reserved matters to be considered at a later stage. Therefore, these issues can only be considered to a limited extent. However, an Indicative Masterplan showing a provisional site layout has been submitted and development of this scale would be needed to provide the amount of floor space specified in the submitted application form and supporting documents. It has been indicated on the Planning Statement that the tallest buildings could be up to 24 metres in height.
- 7.52 It is noted that objections have been received in relation to the visual impact related to the development.
- 7.53 A Landscape and Visual Impact Assessment (LVIA) has been submitted with the planning application. This appraises the site context in landscape terms and assesses the effect of the proposed development in line with GLVIA3 (Guidelines for landscape and Visual Impact Assessment 3 Edition), which is standard methodology.
- 7.54 The findings of the submitted LVIA are that the proposal does cause some harm due to the loss of agricultural land. However, it also finds that the current site does not at present contribute particularly positively to the landscape or townscape setting and is heavily influenced by nearby urbanising features such as the A5 road corridor adjacent to the site. Furthermore additional planting is to be implemental

on site boundaries and within the site to ensure a contribution to local green infrastructure.

- 7.55 The Council's Landscape Officer has objected on the basis of loss of landscape assets including trees, copses and hedgerows. Furthermore that the proposal provides minimal space for new landscaping and trees which would not mitigate the losses.
- 7.56 In relation to the LVIA, the Council's Landscape Officer has objected that the LVIA has not fully taken in to account the impact of the larger warehouses on the Scheduled Monument of Magiovinium which is a short distance to the west of the site. The response also states that the proposed landscape will not sufficiently screen the impact of the development along Brickhill Street and that visual amenity buffers of 30m of woodland planting are needed in addition to any proposed easements, structures and paths or other surfacing. Officers note these comments and acknowledge that the visual impact of this scale of employment development is likely to be considerable in the immediate vicinity.
- 7.57 However, there are significant setbacks from the edge of the site shown on the submitted Indicative Masterplan, particularly along the western side adjacent to the Scheduled Monument, partly to accommodate the leisure route/green link, although it is acknowledged that this would be unlikely to accommodate buffers of 30m woodland planting requested . A significant setback will also be provided along the north to accommodate the PROW (public right of way). The form of landscaping that will be provided has not been specified as landscape is a reserved matter. Furthermore, while the response from Historic England did raise the impact on the Scheduled Monument, it also noted that this was at the lower end of less than significant harm. The response from the MKC Archaeologist also did not object on this basis.
- 7.58 The Development Framework drawing submitted with the application, as a supporting document, indicates smaller buildings closer to Bow Brickhill. This is broadly in line with MKC's draft Development Framework and a 'Gateway' of prominent buildings to the south-west near the A5 roundabout, but also near the Scheduled Monument.
- 7.59 While the extent of built footprint on the site would be considerable, the design of the buildings will have an important impact on appearances, which, along with layout and scale are reserved matters and impact on neighbouring amenity in terms of visual impact would be addressed fully in any upcoming reserved matters application. It is noted that MKC Design Officers have not raised any objection to the proposal in relation to design or appearance.
- 7.60 Overall, the concerns raised are not sufficient to refuse this outline application as these matters can be addressed to a large extent at reserved matters stage.

d) Heritage and Archaeology

Relevant Policy

- 7.61 NPPF policy 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Paragraph 197 of the NPPF deals with undesignated heritage assets as follows: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 7.62 Policy HE1 of Plan: MK *'Heritage and Development'* relates to heritage assets, including archaeology. Paragraph I of this policy states that proposals will be accompanied by appropriate documents where development is affecting a site of known archaeological interest. Also relevant is paragraph F which echoes the NPPF and states that proposals which result in harm to the significance of non-designated heritage assets will be resisted unless the need for, and benefits of the development *clearly* outweigh the harm, taking into account the asset's significance and importance, and only once all feasible solutions to avoid and mitigate that harm have been fully implemented.
- 7.63 Plan: MK Policy SD1 *'Place-Making Principles for Development'* which relates to strategic scale development and strategic urban extensions states in paragraph 19 that development should ensure consideration is given to the historic environment in accordance with HE1. Plan:MK Policy SD9 *'General Principles For Strategic Urban Extensions'* states inter alia that proposals should be supported by or incorporate: An archaeological investigation (with reference to the Historic Environment Record and further assessment if required)... to inform the layout of development.
- 7.64 Plan:MK Policy SD14 , the Site Allocation for this site state in paragraph (9) that:
"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.

Archaeological Significance of the Site

- 7.65 The staged archaeological evaluation and assessment of the application site commenced in 2015 with the production of a desk based assessment which identified the potential for the presence of extensive and significant archaeological remains related to the nearby scheduled Roman Town of Magiovinium and Roman Fort (National Heritage List no. 1006943). Magiovinium is named in the 3rd century AD 'Antonine Itinerary' and is the only scheduled Roman town in Buckinghamshire.

- 7.66 The subsequent geophysical survey and trial trench evaluation confirmed the presence of archaeological remains dating from the Iron Age to post-Medieval period. Of particular significance are the remains of a Roman street (c.250m in length) and adjacent areas of urban settlement, craft and industry associated with, or forming part of, Magiovinium located in the southern part of the site – referred to by the applicant as ‘Unwins Land’ (Area 2 shaded orange on Fig. 1 in Appendix).
- 7.67 This buried archaeology survives particularly well as it is overlain by a substantial area of well-defined ridge and furrow earthworks representing part of the former medieval open fields of Bow Brickhill parish. This indicates that, unlike the majority of the nearby Scheduled Monument, this area of the Roman town has not been subject to potentially damaging modern ploughing.
- 7.68 Key points regarding this area of well-preserved remains are:
1. The remains date from the 1st to the 4th centuries AD with indications of underlying earlier Iron Age activity.
 2. A roman road / street comprising a cambered metalled surface of between 4.5m and 10.7m in width survives to a length of c.250m.
 3. There is evidence for substantial buildings including some of brick construction with tiled roofs.
 4. High status pottery is present including regional wares and imported decorated Samian wares (France) and amphorae (Spain), as well as indications of pottery kilns, iron working and other craft activities.
- 7.69 This amended application includes a Supplementary Heritage Assessment (SHA) as the previously submitted assessment was regarded as inadequate. An Environmental Statement (ES) containing a chapter on ‘Heritage and Archaeology’ (Ch. 5) has also been included in response to an EIA Screening Direction from the Secretary of State which considered that the development is: Likely to have significant effects on the environment, in particular the potential to impact on heritage assets which are either of national importance, or potentially of national importance.
- 7.70 Based on the comments from the MK Council’s Archaeologist, the development proposal will result in the total loss of buried archaeological remains within the site boundary, which is discussed in the section below.

Assessment/Consultation Responses

- 7.71 The response from MK Council’s Archaeologist has raised an objection to the proposal for four key reasons which are summarised below:
1. The proposed development will lead to the total loss of significant buried archaeological remains of probable national significance comprising a metalled Roman street (c.250m in length) and adjacent areas of urban settlement (buildings) forming part of the Roman town of Magiovinium.
 2. Heritage Assessment is unsatisfactory in its characterisation of the most significant buried archaeology.
 3. No clear and convincing justification for total loss of heritage assets of archaeological interest or adequate consideration of alternative forms of mitigation e.g. by retention of most significant remains within an amended layout.

4. Environmental Impact Assessment methodology is inconsistent leading to conclusion that proposal will not have a significant environmental effect in relation to archaeology.

7.72 These objections are echoed by the Historic England consultation response.

7.73 The significance of the assets and their loss (objection 1) has been addressed in paragraph 7.62- paragraph 7.67 above.

7.74 In terms of the characterisation of the archaeological findings (objections 2 and 4) and inconsistent methodology, MK Council's Archaeologist consultation response highlights significant concerns with the submitted Archaeological Assessment as it conflates the different locations of the findings in making its conclusion to the detriment of the most valuable remains and also downplays the evidence in the form of artefacts that has been recovered from the site. The Historic England consultation response reaches the same conclusion and also states that the proposal downplays the significance of the remains and does not follow good practice in terms of mitigation.

Justification/ Mitigation Hierarchy

7.75 The MKC Archaeologist consultation response (objection 3 above) finds that there is not sufficient consideration given to the conservation of the most significant remains within open space as part of a revised layout. This area highlighted on the plan as the most significant assets comprises circa 7% of the allocated site area or around 4 Ha. The consultation response goes on to state there is also a lack of justification for the total loss of the buried archaeological remains within the site. .

7.76 The Historic England initial consultation response states that good practice in considering mitigation is set out in DMRB (Design Manual for Roads and Bridges paragraph 3.2.3), which states that environmental assessment and design shall incorporate mitigation measures using a hierarchical system as follows:
1) avoidance and prevention: design and mitigation measures to prevent the effect (e.g. alternative design options or avoidance of environmentally sensitive sites);
2) reduction: where avoidance is not possible, then mitigation is used to lessen the magnitude or significance of effects;
3) remediation: where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect.

7.77 It is not considered that the submission has satisfactorily addressed the hierarchy in regard to avoidance and prevention, reduction or remediation. Overall for the reasons above the scheme has not demonstrated that the impact on areas of archaeological interest has been properly taken into account or justified, which is contrary to paragraph 197 of the NPPF and Plan:MK policies HE1 and DS1 (19).

Scheduled Monument

7.78 The Historic England consultation response also states that the scheme will result in some harm to the significance of the schedule monument (View point 7 in the submitted LDVIA). This will be less than substantial harm. There is no formal scale

for less than substantial harm but in this case it would certainly be at the lower end. On this basis, it would not contribute to an unacceptable impact in planning terms.

Other Archaeological Considerations

- 7.79 The response from MKC Archaeologist does accept that the remainder of archaeological remains within the site, but outside Area 2 (the area of high significance as shown on the plan in Appendix are of regional or lower significance and so their loss would not be resisted.

Archaeology Summary and Conclusion

- 7.80 Relevant national and local policies as highlighted above require that the assessment of an application should be weighed in regard to the scale of any loss and the significance of the heritage asset. In this instance the result would be the entire loss of archaeological remains of high and possibly national significance
- 7.81 National and local policy, including the site allocation Plan:MK policy SD14 also state that this loss could only be acceptable once avoidance and mitigation strategies have been fully implemented and that significant archaeological findings should be used to inform the layout of the development. It is not considered that avoidance or mitigation strategies, including a revised site layout to avoid the relatively small section of the site affected has been considered or addressed satisfactorily.
- 7.82 It is recognised that the application is for outline permission including access, with layout as a reserved matter. However, based on the submitted indicative masterplan, the amount of floorspace stated on the application form and the submitted archaeological documents, the strong indication is that the scheme will necessitate the total loss of the most significant areas of archaeological remains.
- 7.83 Paragraph 197 of the NPPF and Plan:MK policies HE1 state that development which will result in this degree of harm to be resisted unless the benefits of the development clearly outweigh the harm. It has been established that there would be a significant level of harm to archaeology on site. However, the benefits of the scheme are also significant and are addressed within the report, with the balance of harm v benefit weighed in the final conclusion.

e) Biodiversity/ Trees and Hedgerows

Relevant Policy

- 7.84 NPPF policy 170 d states inter alia that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhance site of biodiversity, minimising impacts on and providing net gains for biodiversity. NPPF policy 175 states that if significant harm to biodiversity resulting from a development cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused.

- 7.85 Policy NE1 of Plan: MK states inter alia that development proposals which would be likely to harm the biodiversity or geological conservation value of a site of countywide or local importance as shown on the Policies Maps will not be encouraged.
- 7.86 Policy NE2 'Protected Species And Priority Species And Habitats' states that where the site contains priority species or habitats, development should wherever possible promote their preservation, restoration, expansion and/or re-creation in line with Policy NE3.
- 7.87 Policy NE3 'Biodiversity and Geological Enhancement' required developments to protect and wherever possible result in a measurable net gain in biodiversity. Furthermore the policy requires development proposals of 5 or more dwellings are required to use the Defra metric or locally approved Biodiversity Impact Assessment Metric to demonstrate any loss or gain of biodiversity.
- 7.88 Planning Practice Guidance updated 21 July 2019: Natural Environment paragraph 24 states the following: *"Biodiversity net gain complements and works with the biodiversity mitigation hierarchy set out in NPPF paragraph 175a. It does not override the protection for designated sites, protected or priority species and irreplaceable or priority habitats set out in the NPPF. Local planning authorities need to ensure that habitat improvement will be a genuine additional benefit, and go further than measures already required to implement a compensation strategy."*

Biodiversity Assets within the Site

- 7.89 The proposed development is located within the A5, River Ouzel and Woburn – Bletchley Wildlife Corridors. In Milton Keynes, Wildlife Corridors are recognised as being important habitats which are afforded the same importance as Local Wildlife Sites, protected by Plan: MK policy NE1. Local Wildlife Sites have high ecological value and it is likely that sites in close proximity will also have higher species richness and diversity.
- 7.90 No Biodiversity Impact Assessment calculation or detailed Biodiversity Enhancement Scheme have been submitted with the application to provide a detailed measure of what the existing biodiversity assets on site are and the way in which an uplift would be provided in accordance with policy NE3 of Plan: MK.
- 7.91 An Ecological Appraisal has been submitted in support of the application. This includes site surveys to record species. The Executive Summary states that the width of the Wildlife Corridor to the west will be reduced but enhanced as part of a linear park and to the north it would be retained. The lowland meadow is referred to as poor quality, hedgerows; mature Black Poplar tree, woodland and stream are acknowledged in the Appraisal as important ecological features. It is stated that the loss of these habitats will be mitigated/compensated for through new habitat creation, re-routing of the stream and enhanced habitat created with new and retained habitats subject to management. Each of these will be addressed in more detail below:

- 7.92 Lowland Meadow: The Appraisal identifies fields F3 and F4 under this designation and states that while the habitat is considered of relatively low quality it is of District level value and forms an important ecological feature and officer notes that this is a designated Priority Habitat. It also indicated that the Lowland Meadow area is located within the development footprint. It is proposed to create a new meadow of 2Ha within the linear park to the west of the site, which the Appraisal claims would create an enhanced habitat with greater diversity and would offset the loss of the existing Lowland Meadow.
- 7.93 Hedgerows: The Appraisal identified one species-rich one hedge (H5 on Appraisal plan) as ecologically important with all of the hedgerows considered as Priority Habitat based on the definition within *Biodiversity Reporting and Information Group 2011 'UK Biodiversity Action Plan (BAP) Priority Habitat Descriptions'* The on-site hedgerow network is considered to be of Local to District level value and form an important ecological feature. The internal hedgerows and trees will be lost to facilitate the development and for access. This is considered in the Appraisal of minor ecological importance and new species-rich hedgerows will be included within the scheme to partially compensate for proposed losses and retained hedgerows will be enhanced.
- 7.94 Trees: The Appraisal also identifies a number of trees on the site and states that some of the mature trees are of ecological interest in their own right, but that this would be offset through planting. In terms of the three on site woodlands all of these would be lost as part of the proposal, but re identified as of relatively low ecological value with new woodland copses created within the proposed linear park to partially compensate for this.
- 7.95 Overall, the submitted Appraisal concludes that while there would be a loss of biodiversity assets on site, these would be partly mitigated on site and as a result the impact would only be limited. However, this view is at odds with the MKC Biodiversity Officer consultation response which is discussed below:

Biodiversity Assessment

- 7.96 The Council's Biodiversity Officer consultation response objects to the proposal, which can be summarised as follows:
- The proposal fails to demonstrate that it would not have an adverse effect on biodiversity on or nearby the site.
 - The proposal fails to demonstrate it would not have an adverse effect on designated sites.
 - The development proposal will impact on species or habitats of protected and priority status.
 - The development proposal fails to demonstrate a measurable net gain for biodiversity.

Measurable Net Gain and Loss of Priority Habitat

- 7.97 The consultation response finds that the site contains significant biodiversity assets including a Lowland Meadow in the south-western part of the site that measures approximately 6 hectares in area and is defined as a Priority Habitat. This is both nationally and locally rare, with consultation response stating that there is just 9.5 hectares of lowland meadow within Milton Keynes including this site and is of significant biodiversity value. The Bucks & MK Biodiversity Action Plan (BAP) target is to increase Lowland Meadow by 33%.
- 7.98 The hedgerows, which run through the site, are identified in the consultation response as a Priority Habitat under the Bucks & MK BAP as well as a Habitat of Principle Importance under the NERC Act 2006. The Ponds, which are a Habitat of Principle Importance as well as a Priority Habitat.
- 7.99 As per local and national policy, development should follow the mitigation hierarchy by avoiding harm and as a last resort provide compensation. The loss of hedgerows to facilitate development is accepted in policy SD14 subject to acceptable mitigation. However, as mentioned above, a Biodiversity Impact Assessment calculation and a Biodiversity Enhancement Scheme that demonstrate a measurable net gain for biodiversity have not been submitted. On this basis, it is considered a net gain in biodiversity has not been demonstrated which is contrary to policy NE3 of Plan: MK and 175 of the NPPF.
- 7.100 However, while applying the mitigation hierarchy is an appropriate measure in response to biodiversity impacts over the wider site, this would appear to be in conflict with Planning Practice Guidance in relation to areas of Priority Habitat within the site. This is based on Natural Environment Guidance Paragraph: 024 Reference ID: 8-024-20190721, Revision date: 21 07 2019 which states that biodiversity net gain does not override the protection for priority habitats. This is of particular concern in relation to the Lowland Meadow which is a Priority Habitat and is locally rare. This is supported by Plan: MK policy NE2 which seeks the preservation or priority habitats wherever possible. While it is acknowledged that the Priority Habitats are of lower quality relative to their designation, the NPPF 174 b) quite clearly refers to the conservation, restoration and enhancement of priority habitats. On this basis, the proposal would be contrary to NPPF paragraph 174b and Plan: MK policy NE2.
- 7.101 As with the archaeological section of this report, it is noted that the application is for outline permission, with access included and layout is a reserved matter. However, based on the submitted indicative masterplan, the quantum of proposed development and other submitted technical documents, the strong indication is that the proposal would result in the loss of biodiversity assets on site as described and the assessment has been made on this basis.
- 7.102 The site is allocated for a large scale employment scheme under Plan: MK and the economic benefits of the scheme are addressed and highlighted in the relevant section of this report. However, this does not override other policies and the application has not demonstrated that it would provide a net gain in biodiversity or provide an acceptable justification for the loss of Priority Habitat on site, contrary to NPPF policies 170 (d), 174 (b) and 175, Plan:MK policies NE2 and NE3 and the Natural Environment Guidance Paragraph: 024 as indicated above.

f) Drainage and Flood Risk

- 7.103 Plan: MK policies FR1 and FR2 addresses issues related to managing flood risk and sustainable drainage systems. The application site falls within Flood Zone 1 which is the lowest risk Flood Zone.
- 7.104 A full Flood Risk Assessment and Sustainable Drainage Statement have been submitted with the application and would not create a harmful increase in flood risk. This is subject to the proposed flood mitigation strategies, which includes measures related to the two ordinary watercourses that are present on site, which will be diverted to facilitate the development. Measures will also involve alterations to the round levels. Surface water run-off will be controlled and discharged to the local water course at the equivalent greenfield rate and attenuated storage will also be provided.
- 7.105 MKC Drainage Officers have raised no objection the proposal, subject to standard conditions and the same applies to Anglian Water and the Bedford Internal Drainage Board. On this basis, the scheme is considered to be in compliance with Plan:MK policies FR1 and FR2.

g) S.106/Planning Obligation Matters

- 7.106 Plan: MK Policy INF1 'Delivering Infrastructure' states that a new development that generates a demand for infrastructure, facilities and resources will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development.
- 7.107 The proposal would need to provide financial contributions for necessary infrastructure to mitigate the impact of the development, in particular in relation to the transport network, in terms of road, cycle and public transport provision. No formal or informal agreement has been reached in terms of a financial contribution at the time of writing this report. On this basis, it is considered that the proposal would fail to mitigate the impact of development, contrary to Plan: MK policies INF1, CT1 CT2, CT3, CT5, CT7 and CT8 of Plan: MK.

h) Economic Development

- 7.108 In terms of policy context, the NPPF places a strong emphasis on employment and economic development. Paragraph 8a states that an economic objective is one of the three overarching objectives of achieving sustainable development within the planning system. In terms of decision making, paragraph 38 of the NPPF encourages local planning authorities to work with applicants to secure development that will improve the economic, social and environmental condition of the area. This economic objective is defined as helping to build a competitive economy. Paragraph 81 states that planning policies should encourage sustainable economic growth.
- 7.109 Policy DS3 'Employment Development Strategy' states that over the plan period the Council will seek to grow and develop the Milton Keynes local economy and

capitalise on, location and business skill related activity and will encourage skill and training development to enable local residents to access job opportunities.

- 7.110 Strategic Objective 5 of Plan: MK is to allocate and manage the development of employment land and pursue a vigorous economic development strategy so that the business sector and local economy are supported, existing firms can expand, new firms are attracted, the level of working skills among the local population is enhanced and the area's resident population can find employment locally.
- 7.111 The application site is identified in Plan: MK as a strategic employment allocation. As such, it is a key part of delivering the plan's development and economic strategy. Through the examination in public of Plan:MK, the Inspector's Report identified that South Caldecotte "would be the most appropriate option for meeting the identified need for additional employment land in the short term." It is, therefore, important that this allocation is brought forward to support the delivery of Plan: MK.
- 7.112 The response from the Council's Economic Development Team, states that the application will provide significant employment space which is consistent with the vision for the Council Plan 2016-2022 as a place that supports the growth of business. The site was allocated for employment development within Plan: MK and strongly supports the priorities and aims of the Economic Development Strategy 2017-2027. The proposals will create approximately 2,050 new full-time jobs.
- 7.113 Officers consider that the scheme complies with the policies cited above and the key aims of economic development within Plan: MK.

8.0 CONCLUSIONS

- 8.1 The NPPF (2019) states the purpose of the planning system is to contribute to the achievement of sustainable development, which is summarised as meeting the needs of the present without comprising the ability of future generations to meet their own needs. Three overarching objectives are included, comprising an economic objective, a social objective and an environmental objective.
- 8.2 The significant economic benefits of the scheme are highlighted in the section immediately above. The site is a strategic site allocation and in this regard it is important to the delivery of the economic strategy set out in Plan:MK. The provision of significant economic and employment opportunities through development of the site in accordance with the site allocation is accepted and supported by officers.
- 8.3 However, while taking these important factors in to account, there are also significant concerns in relation to the scheme, primarily related to harmful archaeological and biodiversity impacts. The loss of these assets would result in a high level of harm that, particularly in the case of the archaeological assets could not be replaced or mitigated, which has been confirmed both by MKC Archaeologists but also by Historic England specialists. The significant archaeological and biodiversity assets are geographically located in a relatively limited area of the site and the relevant policies clearly state that development should take account of these considerations in designing the scheme.

- 8.4 Policy SD14 states that the site is allocated for a minimum of 195,000 sq m of employment floor space while the proposal is for a scheme of over 240,000 sq m. It is recognised that taking account or avoiding harm to these assets would be likely to reduce the extent of floor space on site. However, no suitable justification has been put forward in this respect in relation to financial viability or need for provision above the minimum floor space specified in the policy.
- 8.5 The other reasons for refusal related to highways and s.106 provision could potentially be overcome within the currently proposed development through use of planning conditions and financial or other contributions. However, at the time of determination of this application based, on material planning considerations these issues are unresolved, which is contrary to relevant policy and are therefore considered to constitute reasons for refusal.
- 8.6 NPPF Chapter 2 'Achieving Sustainable Development' outlines the overarching objectives of the planning system, as comprising economic, social and environmental objectives. While the scheme provides significant economic benefits, these are outweighed by the environmental harm of this specific level of development and indicative layout and for this reason the scheme is considered unacceptable and recommended for refusal.

Appendix

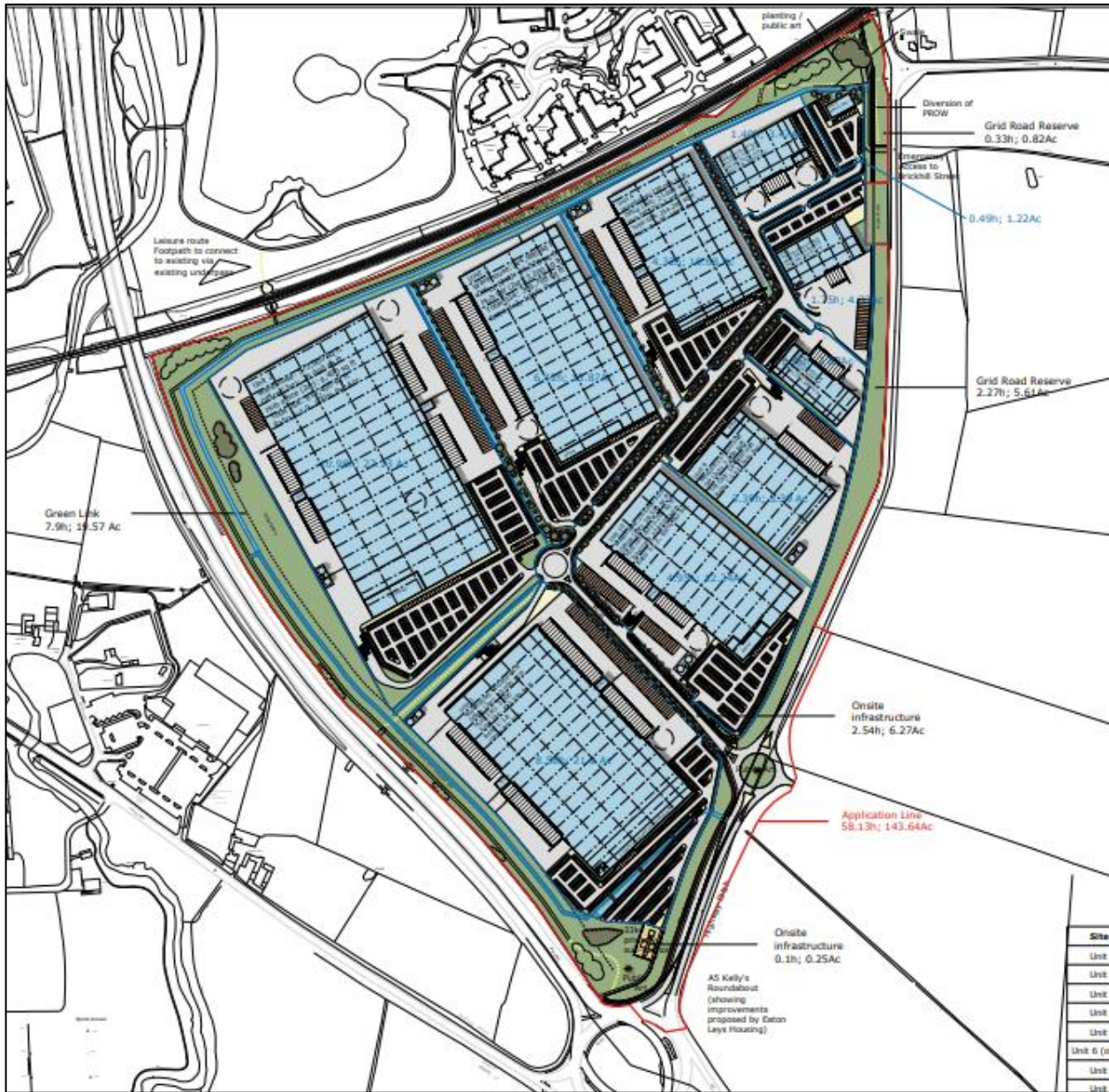
DEVELOPMENT MANAGEMENT CONSULTATION

Figures



Fig 4 Archaeological Areas Roman period archaeology (beneath ridge and furrow) Iron Age & Roman Enclosure Iron Age enclosure		South Caldecott	
		Not to scale Illustrative only	

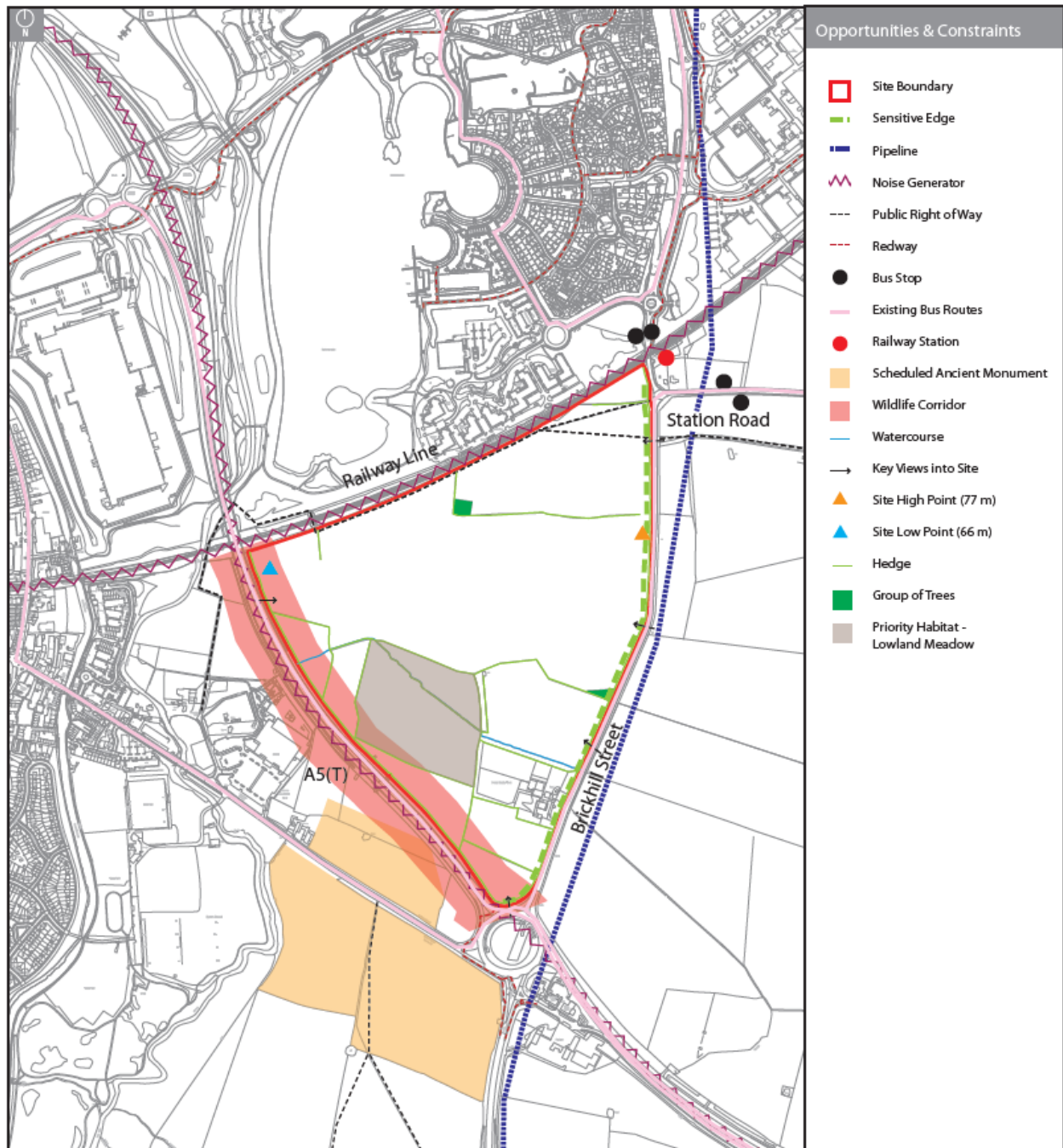
Areas of Archaeological Interest-submitted with application (Area 2 is the most sensitive/valuable area)



Indicative Masterplan (submitted with application)



Parameters Plan (submitted with application)



Opportunities and Constraints Plan (draft Development Framework)

A1.0 FULL CONSULTATIONS AND REPRESENTATIONS

A1.1 Parish Council

Initial comments received (21st August 2019)

Letter is attached as a separate appendix

Updated comments (17/12/2019)

- At the meeting of Bow Brickhill Parish Council held on 12 December 2019, it was unanimously agreed that we would continue to vigorously oppose what we consider to be manifestly inappropriate plans for the development of the land at Bow Brickhill, known as 'South Caldecotte'.
- We are very well aware that Plan: MK clearly states that no application for the site can be determined until the SPD has been made. We are also very aware of MKC's decision to suspend the public consultation on this site and the adoption of the SPDs for it and the land known as 'Caldecotte Site C' pending a final decision on the route of the proposed Expressway. This application is, therefore, very premature.
- We would refer you to the consultation response submitted on our behalf by Michael Rees of LRM Planning (via email to David Buckley on 21 August 2019 - Ref MJR/19.166) for the minutiae of our objections and to the myriad responses from local residents which, in the interest of democracy, must surely carry significant weight.
- Therefore, Bow Brickhill Parish Council again urges Milton Keynes Council to reject this application.

A1.2 Walton Parish Council

05.12.2019

- Walton Community Council strongly objects to this application.
- MKC has determined that no development takes place on this site until the location of the Oxford to Cambridge Expressway is known.
- The plans do not show any provision for a bridge over the railway line. The north east corner of the site should indicate the position of a bridge.
- The planned development would increase congestion at Tilbrook Roundabout, and would lead to a big increase in traffic on Brickhill Street as people will opt to use this route to access the M1 as it is the most direct route to the motorway from the A5.
- Before any full planning application is submitted, Walton Community Council would ask for a full, detailed traffic impact survey to be carried out.

A1.3 Cllr D Hopkins- Danesborough and Walton Ward

Initial comments received 01/08/2019- see attached Appendix Letter

Updated comments received (20/11/2019)

Instruction to the developer was no application until the route of the Expressway was sorted and we had negotiated land reservations for the bridge over East West rail and numerous other details regarding Highways and an application on this site cannot be

decided until the SPD is approved and work on the draft SPD has been officially paused by MKC.

A1.4 Cllr V Hopkins - Danesborough and Walton Ward

01/08/2019- see attached Appendix Letter

A1.5 Cllr J Marklew Danesborough and Walton Ward

No comment received

A1.7 MKC Highways Officer

Initial Consultation Response (20/08/2019)

Application needs amending and/or further information required

This proposal has been the subject of considerable pre-application discussions on transport matters. The Transport Assessment accompanying this application has been revised to take into account those discussions, although some issues remain outstanding. These are detailed below.

The application is Outline, with all matters, except for access, reserved for subsequent approval. As a result, this response does not include comments about the indicative site layout or other more detailed proposals.

Following the pre-application discussions and as noted in the Highway Observations of 3rd September 2018 and 21st January 2019, there were several transport related issues that remain unresolved. In brief, these are:

- Upgrading Brickhill Street to a Grid Road
- Redway Provision
- Public Transport
- Kelly's Kitchen roundabout

Upgrading Brickhill Street to a Grid Road

Paragraphs 6.58-6.64 of the TA set out why the upgrading of Brickhill Street to a Grid Road is not required for capacity reasons. The information provided is sound; however, the upgrading / safeguarding for upgrading is a matter of policy (SD16) and therefore the Council will need to consider the policy and the response.

Policy SD16 includes the upgrading in recognition of the key link between the A5 and south Milton Keynes provided by Brickhill Street. The failure to allow for this upgrading is a significant issue that the application must address.

It should be noted that whilst the proposals appear to safeguard future upgrading of the road with a green corridor adjacent to the existing road, there is a compound labelled "Anglian Water" within this area that would prevent any enhancement / widening of Brickhill Street.

As a result, the current application fails to comply with Policy SD16 in terms of providing an upgrade as part of the proposal and also prevents a future upgrade by the locating of a utility compound in the area required for such purposes.

It is unclear on what basis the width of the reserved corridor has been determined; No designs for future provision have been submitted to justify the width of corridor. Whilst it not necessary to provide those details at this stage, the applicant should be aware that the width of the corridor remains a matter to be agreed. An appropriate condition would cover this.

Redway Provision

There remains no Redway provision proposed on this section of Brickhill Street. This is an essential piece of infrastructure that the development must be required to provide. Section 4.11 of the updated TA states that the details of the Redway are to be agreed with the Council; however, it should be noted that plans (Appendix A) and statements (Paragraph 7.2) indicate a Redway through the site, not on Brickhill Street.

The TA argues (Paragraph 7.4) that the difference is around 2 minutes in journey time, which it asserts is not material. However, this fails to recognise the additional road crossings required, the reduced legibility of the route and the Council's programme of providing Redway "Super Routes" on many grid roads including Brickhill Street.

The lack of Redway provision alongside the full length of Brickhill Street is not acceptable and without the Redway link shown, the proposed means of access (to be determined in this application) is not considered to be acceptable.

Public Transport

The TA refers to public transport provision in Paragraphs 7.7-7.11, but there is still no firm commitment to services. It is essential that a frequent service, from early morning to late evening, including weekends, is provided to this site given its likely round-the-clock operation.

The Passenger Transport team should be consulted in conjunction with local operators to agree a mechanism to secure the appropriate level of service to the site. Any such agreement should be secured as part of the Section 106 agreement that any approval will no doubt be subject to.

A5/A4146 (Kelly's Kitchen) Roundabout

This junction has been assessed using a VISSIM microsimulation model and the results are summarised in Paragraphs 7.13-7.32 of the TA. The impacts on queuing at the junction have been assessed both with and without the major improvement scheme secured as part of the Eaton Leys proposals. The assessment shows that the impact from this development is relatively minor in terms of queue lengths in the short term.

Once background growth and committed developments are included the picture is less clear and the TA acknowledges that journey times across the junction will increase. However, the assertion in the TA is that this is due primarily to traffic growth and other development (such as Eaton Leys), which generate more significant volumes of peak hour traffic.

It should be noted that this junction assessment is being reviewed by Highways England, which is responsible for the junction. Any mitigation sought by HE will need to be assessed for its impact on queuing at the non-A5 arms of the junction.

Mitigation of Highway Impacts

The TA considers the impacts of the development on 3 local junctions; The Brickhill Street / Station Road mini-roundabout is considered in Paragraphs 7.33-7.42, Tilbrook Roundabout is considered in Paragraphs 7.43-7.47 and Walton Park Roundabout in Paragraphs 7.48-7.54.

Brickhill Street / Station Road mini-roundabout

The assessment concludes that no mitigation is required at this junction. Due to the nature of the proposed uses, the main impact of the development at this junction is considered to be outside peak hours.

Whilst this may be true in capacity terms, the retention of a mini-roundabout is not desirable when considered against the potential increase in HGV use and the future upgrading of Brickhill Street. Currently the junction does not have a recorded accident record (no Personal Injury Accidents) and therefore a request for an improvement at this stage could be considered unreasonable.

However, the protection of the future upgrading of Brickhill Street should include sufficient land to improve this junction to a minimum 40m ICD roundabout or a suitable alternative junction arrangement that offers comparable HGV provision and capacity.

Tilbrook Roundabout

Whilst the TA concludes that the impact at this junction is minimal, the assessment is based on the provision of an improvement to the junction delivered by the Red Bull proposals. Should that scheme not proceed and therefore not provide the improvement, this development should be required to do so.

As a result, any approval should include a requirement to provide the Red Bull mitigation scheme. As it is likely that such an approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Whichever development occurs first will then provide the improvement.

Walton Park Roundabout

The assessment concludes that a mitigation scheme would sufficiently improve the operation of this junction to offset the impact of the development. The mitigation scheme proposed appears to be acceptable and a mechanism for securing this scheme is required. As it is likely any approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Other Matters

Bow Brickhill Level Crossing

The impact of development crossing has been assessed and the TA concludes that the proposal would have a minimal impact on queuing on the approaches to the crossing.

Queues at the crossing are, as expected, longest during the peak periods (08.00-09.00 & 17.00-18.00) and therefore these periods have been assessed. The average time for the barriers being closed is stated as 3m31s, which seems reasonable. Observed barrier closed times in the two peak hours is given in the TA and averages approx. 2m48s.

The TA states that during each period of the barrier being down (based on 3m31s) the number of vehicles associated with the development that would add to any queuing is as shown in the table below.

	AM Peak		PM Peak	
	Northbound	Southbound	Northbound	Southbound
Average Queue	40	26	117	17
Additional Vehicles	5	8	7	4
Total	45	34	124	21

This shows that whilst the development is potentially adding to queues, the impact is not significant.

Brickhill Street proposed dualling and New Roundabout

Drawings have been submitted as part of the TA which indicate the dualling of Brickhill Street between the A5 and the new access roundabout as well as the layout of the roundabout access junction.

These drawings have not been subject to any technical approval process, do not include provision for a Redway north of the new roundabout and have no space for pedestrian / cycle provision on the eastern side of Brickhill Street.

Technical approval of this infrastructure, including Safety Audits, speed limit reviews and other details will take some time, particularly as it would involve Highways England. As a result, it would not be appropriate to do this while the application is live and therefore, although the application is not reserving Means of Access for Reserved Matters approval, only the location of the access and the principle of a roundabout can / should be agreed at this stage.

Consequently, any approval should exclude the submitted plans and require submission of technical details as part of the Reserved Matters.

Summary

The key highway / transport issues to address are:

- Upgrading of the full length of Brickhill Street to grid road standard is not part of the current proposals. Furthermore, the current proposals indicate an impediment to the future upgrading. A clear commitment to protecting a suitable corridor for the upgrading of Brickhill Street must form part of this application, such a corridor must be free of any compounds or other constraints and must include provision for the improvement of the Brickhill Street / Station Road junction as described above;
- A Redway is required along the full length of Brickhill Street in addition to the on-site Redway. Access to the site is not acceptable without this provision and as “Means of

Access” it is not a Reserved Matter, the Redway provision requires agreement as part of any planning approval;

- Public Transport provision needs to be resolved prior to approval being given and the means to secure that provision needs to be part of the planning approval / Section 106 agreement;
- A mechanism to secure the improvements to the Tilbrook and Walton Park Roundabouts should be in place prior to the issuing of any consent;
- The implications for queuing on local roads as a result of any mitigation scheme at the A5/A4146 roundabout need to be considered prior to agreement of any mitigation scheme being agreed between HE and the applicant.

Whilst there is no objection in principle to the proposed development, planning consent should not be granted until each of these issues has been satisfactorily addressed.

Final Consultation Response (16/01/2020)

Further to the Highway Observations dated 20th August 2019, meetings have taken place with the applicant (31st October 2019) and with other council officers (29th November 2019).

The outcome of these meetings requires an update to the previous Highway Observations and this is provided below. (It should be noted that the previous Highway Observations referred to Policy SD16 in error, all references to Policy SD16 should read “Policy SD14”). Following the pre-application discussions and as noted in the Highway Observations of 3rd September 2018 and 21st January 2019, there were several transport related issues that remain unresolved. In brief, these are:

- Upgrading Brickhill Street to a Grid Road
- Redway Provision
- Public Transport
- Kelly’s Kitchen roundabout

Upgrading Brickhill Street to a Grid Road

Policy SD14 includes the upgrading in recognition of the key link between the A5 and south Milton Keynes provided by Brickhill Street. Paragraphs 6.58-6.64 of the TA set out why the upgrading of Brickhill Street to a Grid Road is not required for capacity reasons.

The information provided is sound; however, the upgrading / safeguarding for upgrading is a matter of policy (SD14) and therefore the Council will need to consider the policy and the response. As already stated above, the upgrading is not required to enable this development.

It should be noted that whilst the proposals safeguard the future upgrading of the road with a green corridor adjacent to the existing road, there is a compound labelled “Anglian Water” within this area that would prevent any enhancement / widening of Brickhill Street. The applicant has made available the land within their gift, but this excludes the compound.

At the 31st October meeting the applicant clarified, to an acceptable level, the width of the reserved land and agreed to provide drawings to demonstrate this. Those drawings do not appear to have been provided. The applicant should be aware that the width of the corridor remains a matter to be agreed; however, an appropriately worded condition could cover this.

Redway Provision

There remains no Redway provision proposed on this section of Brickhill Street. Again, due to the Anglian Water compound, the applicant is not in a position to provide the Redway along Brickhill Street within land they control.

This Redway is an essential piece of infrastructure that the development must contribute towards, notwithstanding the provision of a Redway through the site. This echoes the comments made in the Transport Policy team's consultation response.

Public Transport

The TA refers to public transport provision in Paragraphs 7.7-7.11, but there is no commitment to services. It is essential that a frequent service, from early morning to late evening, including weekends, is provided to this site given its likely round-the-clock operation.

Since the August Highway Observations there is no obvious formal response from the Passenger Transport team although discussions were being held. Any agreement on levels of service and contributions should be secured as part of the Section 106 agreement that any planning approval will no doubt be subject to.

A5/A4146 (Kelly's Kitchen) Roundabout

This junction has been assessed using a VISSIM microsimulation model and the results are summarised in Paragraphs 7.13-7.32 of the TA. The impacts on queuing at the junction have been assessed both with and without the major improvement scheme secured as part of the Eaton Leys proposals. The assessment shows that the impact from this development is relatively minor in terms of queue lengths in the short term. Once background growth and committed developments are included the picture is less clear and the TA acknowledges that journey times across the junction will increase. However, the assertion in the TA is that this is due primarily to traffic growth and other development (such as Eaton Leys), which generate more significant volumes of peak hour traffic.

This junction assessment is being reviewed, as part of the review of the TA, by Highways England. Any mitigation sought by HE will need to be assessed for its impact on queuing at the non-A5 arms of the junction. It is noted that Highways England has recommended that the application is not determined prior to 28th February 2020 in order for that review to be completed.

Mitigation of Highway Impacts

The TA considers the impacts of the development on 3 local junctions; The Brickhill Street / Station Road mini-roundabout is considered in Paragraphs 7.33-7.42, Tilbrook Roundabout is considered in Paragraphs 7.43-7.47 and Walton Park Roundabout in Paragraphs 7.48-7.54.

Brickhill Street / Station Road mini-roundabout

The assessment concludes that no mitigation is required at this junction. Due to the nature of the proposed uses, the main impact of the development at this junction is considered to be outside peak hours.

Whilst this may be true in capacity terms, the retention of a mini-roundabout is not desirable when considered against the potential increase in HGV use and the future upgrading of Brickhill Street. Currently the junction does not have a recorded accident record (no Personal Injury Accidents) and therefore a request for an improvement at this stage could be considered unreasonable.

However, the protection of the future upgrading of Brickhill Street should include sufficient land to improve this junction to a minimum 40m ICD roundabout or a suitable alternative junction arrangement that offers comparable HGV provision and capacity.

This was another matter covered in the 31st October meeting and another matter where a drawing was to be provided. Again, no drawing appears to have been submitted.

Tilbrook Roundabout

Whilst the TA concludes that the impact at this junction is minimal, the assessment is based on the provision of an improvement to the junction delivered by the Red Bull

proposals. Should that scheme not proceed and therefore not provide the improvement, this development should be required to do so.

As a result, any approval should include a requirement to provide the Red Bull mitigation scheme. As it is likely that such an approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Whichever development occurs first will then provide the improvement.

Walton Park Roundabout

The assessment concludes that a mitigation scheme would sufficiently improve the operation of this junction to offset the impact of the development. The mitigation scheme proposed appears to be acceptable and a mechanism for securing this scheme is required. As it is likely any approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Other Matters

Bow Brickhill Level Crossing

The impact of development crossing has been assessed and the TA concludes that the proposal would have a minimal impact on queuing on the approaches to the crossing.

Queues at the crossing are, as expected, longest during the peak periods (08.00-09.00 & 17.00-18.00) and therefore these periods have been assessed. The average time for the barriers being closed is stated as 3m31s, which seems reasonable. Observed barrier closed times in the two peak hours is given in the TA and averages approx. 2m48s.

The TA states that during each period of the barrier being down (based on 3m31s) the number of vehicles associated with the development that would add to any queuing is as shown in the table below.

	AM Peak		PM Peak	
	Northbound	Southbound	Northbound	Southbound
Average Queue	40	26	117	17
Additional Vehicles	5	8	7	4
Total	45	34	124	21

Summary

The key highway / transport issues to address are:

- Upgrading of the full length of Brickhill Street to grid road standard is not part of the current application, but is not required to enable the proposed development. The applicant does not control the Anglian Water compound adjacent to Brickhill Street and therefore would not be able to deliver the dualling in any case.
- A Redway is required along the full length of Brickhill Street in addition to the on-site Redway. A contribution to this Redway is required as part of any planning approval;
- Public Transport provision needs to be resolved prior to approval being given and the means to secure that provision needs to be part of the planning approval / Section 106 agreement;
- A mechanism to secure the improvements to the Tilbrook and Walton Park Roundabouts should be in place prior to the issuing of any consent;
- The implications for queuing on local roads as a result of any mitigation scheme at the A5/A4146 roundabout need to be considered prior to agreement of any mitigation scheme being agreed between HE and the applicant.

Whilst there is no objection in principle to the proposed development, planning consent should not be granted until these issues have been satisfactorily addressed.

MKC Highways Update comments (16/01/2020)

Further to the Highway Observations dated 20th August 2019, meetings have taken place with the applicant (31st October 2019) and with other council officers (29th November 2019).

The outcome of these meetings requires an update to the previous Highway Observations and this is provided below. (It should be noted that the previous Highway Observations referred to Policy SD16 in error, all references to Policy SD16 should read "Policy SD14").

Following the pre-application discussions and as noted in the Highway Observations of 3rd September 2018 and 21st January 2019, there were several transport related issues that remain unresolved. In brief, these are:

- Upgrading Brickhill Street to a Grid Road
- Redway Provision
- Public Transport
- Kelly's Kitchen roundabout

Upgrading Brickhill Street to a Grid Road

Policy SD14 includes the upgrading in recognition of the key link between the A5 and south Milton Keynes provided by Brickhill Street. Paragraphs 6.58-6.64 of the TA set out why the upgrading of Brickhill Street to a Grid Road is not required for capacity reasons.

The information provided is sound; however, the upgrading / safeguarding for upgrading is a matter of policy (SD14) and therefore the Council will need to consider the policy and the response. As already stated above, the upgrading is not required to enable this development.

It should be noted that whilst the proposals safeguard the future upgrading of the road with a green corridor adjacent to the existing road, there is a compound labelled "Anglian Water" within this area that would prevent any enhancement / widening of Brickhill Street. The applicant has made available the land within their gift, but this excludes the compound.

At the 31st October meeting the applicant clarified, to an acceptable level, the width of the reserved land and agreed to provide drawings to demonstrate this. Those drawings do not appear to have been provided. The applicant should be aware that the width of the corridor remains a matter to be agreed; however, an appropriately worded condition could cover this.

Redway Provision

There remains no Redway provision proposed on this section of Brickhill Street. Again, due to the Anglian Water compound, the applicant is not in a position to provide the Redway along Brickhill Street within land they control.

This Redway is an essential piece of infrastructure that the development must contribute towards, notwithstanding the provision of a Redway through the site. This echoes the comments made in the Transport Policy team's consultation response.

Public Transport

The TA refers to public transport provision in Paragraphs 7.7-7.11, but there is no commitment to services. It is essential that a frequent service, from early morning to late evening, including weekends, is provided to this site given its likely round-the-clock operation.

Since the August Highway Observations there is no obvious formal response from the Passenger Transport team although discussions were being held. Any agreement on levels of service and contributions should be secured as part of the Section 106 agreement that any planning approval will no doubt be subject to.

A5/A4146 (Kelly's Kitchen) Roundabout

This junction has been assessed using a VISSIM microsimulation model and the results are summarised in Paragraphs 7.13-7.32 of the TA. The impacts on queuing at the junction have been assessed both with and without the major improvement scheme secured as part of the Eaton Leys proposals. The assessment shows that the impact from this development is relatively minor in terms of queue lengths in the short term.

Once background growth and committed developments are included the picture is less clear and the TA acknowledges that journey times across the junction will increase. However, the assertion in the TA is that this is due primarily to traffic growth and other development (such as Eaton Leys), which generate more significant volumes of peak hour traffic.

This junction assessment is being reviewed, as part of the review of the TA, by Highways England. Any mitigation sought by HE will need to be assessed for its impact on queuing at the non-A5 arms of the junction. It is noted that Highways England has recommended that the application is not determined prior to 28th February 2020 in order for that review to be completed.

Mitigation of Highway Impacts

The TA considers the impacts of the development on 3 local junctions; The Brickhill Street / Station Road mini-roundabout is considered in Paragraphs 7.33-7.42, Tilbrook Roundabout is considered in Paragraphs 7.43-7.47 and Walton Park Roundabout in Paragraphs 7.48-7.54.

Brickhill Street / Station Road mini-roundabout

The assessment concludes that no mitigation is required at this junction. Due to the nature of the proposed uses, the main impact of the development at this junction is considered to be outside peak hours.

Whilst this may be true in capacity terms, the retention of a mini-roundabout is not desirable when considered against the potential increase in HGV use and the future upgrading of Brickhill Street. Currently the junction does not have a recorded accident record (no Personal Injury Accidents) and therefore a request for an improvement at this stage could be considered unreasonable.

However, the protection of the future upgrading of Brickhill Street should include sufficient land to improve this junction to a minimum 40m ICD roundabout or a suitable alternative junction arrangement that offers comparable HGV provision and capacity.

This was another matter covered in the 31st October meeting and another matter where a drawing was to be provided. Again, no drawing appears to have been submitted.

Tilbrook Roundabout

Whilst the TA concludes that the impact at this junction is minimal, the assessment is based on the provision of an improvement to the junction delivered by the Red Bull proposals. Should that scheme not proceed and therefore not provide the improvement, this development should be required to do so.

As a result, any approval should include a requirement to provide the Red Bull mitigation scheme. As it is likely that such an approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Whichever development occurs first will then provide the improvement.

Walton Park Roundabout

The assessment concludes that a mitigation scheme would sufficiently improve the operation of this junction to offset the impact of the development. The mitigation scheme proposed appears to be acceptable and a mechanism for securing this scheme is required. As it is likely any approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Other Matters

Bow Brickhill Level Crossing

The impact of development crossing has been assessed and the TA concludes that the proposal would have a minimal impact on queuing on the approaches to the crossing.

Queues at the crossing are, as expected, longest during the peak periods (08.00-09.00 & 17.00-18.00) and therefore these periods have been assessed. The average time for the barriers being closed is stated as 3m31s, which seems reasonable. Observed barrier closed times in the two peak hours is given in the TA and averages approx. 2m48s.

The TA states that during each period of the barrier being down (based on 3m31s) the number of vehicles associated with the development that would add to any queuing is as shown in the table below.

This shows that whilst the development is potentially adding to queues, the impact is not significant.

It is noted that the Transport Policy team has, in its response, stated that:

“There is a strong likelihood that because of the East West Rail project the level crossing will close in future or the increased barrier downtime will have an unacceptable impact on traffic movements along the V10 Brickhill Street”.

As demonstrated above, the current impacts from the development clearly do not have an unacceptable impact.

The Transport policy response also refers to an aspiration to have identified potential land requirements for a bridge to replace the level crossing. This is hoped for by February 2020 (in line with the HE holding response) but it is unclear what the status of this exercise has in terms of determining the planning application.

Brickhill Street proposed dualling and New Roundabout

Drawings have been submitted as part of the TA which indicate the dualling of Brickhill Street between the A5 and the new access roundabout as well as the layout of the roundabout access junction. Technical approval of this infrastructure will take some time and will need to involve Highways England. As a result, it would not be appropriate to do this while the application is live.

Therefore, although Means of Access is not reserved for subsequent approval, only the location of the access and the principle of a roundabout can / should be agreed at this stage. Any approval should exclude the submitted plans and should require the submission of technical details as part of the Reserved Matters.

Potential Transport Schemes

In its consultation response the Transport Policy Team has also raised the potential issues of the (Oxford-Cambridge) Expressway and a possible Rapid Mass Transit route. Whilst both of these schemes may be brought forward in the future and both may be located close to the site, neither have sufficient certainty to make a clear recommendation at present.

Summary

The key highway / transport issues to address are:

- Upgrading of the full length of Brickhill Street to grid road standard is not part of the current application, but is not required to enable the proposed development. The applicant does not control the Anglian Water compound adjacent to Brickhill Street and therefore would not be able to deliver the dualling in any case.
- A Redway is required along the full length of Brickhill Street in addition to the on-site Redway. A contribution to this Redway is required as part of any planning approval;
- Public Transport provision needs to be resolved prior to approval being given and the means to secure that provision needs to be part of the planning approval / Section 106 agreement;

- A mechanism to secure the improvements to the Tilbrook and Walton Park Roundabouts should be in place prior to the issuing of any consent;
- The implications for queuing on local roads as a result of any mitigation scheme at the A5/A4146 roundabout need to be considered prior to agreement of any mitigation scheme being agreed between HE and the applicant.

Whilst there is no objection in principle to the proposed development, planning consent should not be granted until these issues have been satisfactorily addressed.

A1.8 MKC Urban Design Response

17 January 2020

- This is an outline application with all matters reserved apart from access. There are no details of building appearance. The Design and Access Statement includes possible building profiles but these are for illustrative purposes only. The site is allocated in Plan:MK for warehousing development. By their nature warehousing buildings tend to be bulky and, apart from where offices are incorporated, have inactive frontages and visually uninteresting elevations. It will therefore be important to provide substantial landscaping to mitigate the visual impact of the buildings.
- The illustrative masterplan includes smaller less bulky buildings at the north-eastern corner of the site which is the most sensitive part of the site.
- The Design and Access Statement states that the office element of warehouse units would be located on the primary frontages, main internal routes and addressing key focal points, which is supported.

A1.9 Landscape Architect Response **Initial Response (19/08/2019)**

I note the advice of our Principal Landscape Architect Sue Brown stating that an EIA is required for this site and I also note the issue of the EIA screening opinion decision on 30th July 2019 stating that the proposed development is EIA development and an Environmental Statement is REQUIRED for the proposal.

Therefore please consult me again if and when the developer submits an Environmental Statement.

An applicant is not required to consult anyone about the information to be included in an Environmental Statement. However, they may ask the local planning authority for its formal opinion on what information needs to be supplied in the Environmental Statement (a “scoping opinion”). This allows the local planning authority to clarify what it considers the main effects of the development are likely to be and, therefore, the aspects on which the applicant’s Environmental Statement should focus.

Updated Consultation Response (12/12/2019)

Objection *

DETAILED CONSULTEE ASSESSMENT

The outline development proposal in its current form raises an objection on landscape grounds. However, I may be in a position to remove my objection if significant changes are made to the proposal that take a landscape led planning approach to the site with its various constraints.

Trees & Hedgerows

- I object to the proposed significant loss of existing landscape assets i.e. the trees, copses and hedgerows including trees the arboricultural survey grades as 'A' (trees of high quality) and 'B' (trees of moderate quality) which should be retained within development proposals for the site. The viable retention of trees 39 to 46 and their associated hedgerows, this would pose minimal constraint to the development proposals.
- The proposal provides minimal space for new landscaping and trees which doesn't equate to sufficient mitigation for that which will be lost.
- The existing trees should be retained in place (by serving a site TPO) until such time as an acceptable alternative layout is submitted which seeks to retain as much of the tree and hedgerow assets as possible.
- Tree loss should not be the only option considered however where it is unavoidable significant on-site and off-site contributions should be part of planning obligations for an outline consent for the establishment of mitigating tree cover (and to mitigate climate change) using the CAVAT metric for trees.
- Trees should be assessed for veteran tree features at this stage to ensure that irreplaceable habitats are not destroyed but are incorporated into an indicative landscape masterplan and parameter plans for development.

Landscape led Planning for Biodiversity

There are significant amounts of high quality and priority habitat that will be lost if development of the site in its current form is granted permission (i.e. hedgerows, ponds, lowland meadow, woodland, streams and orchard). Therefore:

- The development's scale, layout and developable area should be revisited. Proposals should include within an indicative landscape masterplan the retention and improved management of important and priority habitats.
 - The biodiversity mitigation hierarchy should be closely followed in a revised scheme to fully consider avoiding and reducing impacts first and foremost, before considering mitigation.
 - Development proposals should demonstrate that a net gain for biodiversity is possible by the submission of a BIA metric and a biodiversity enhancement scheme and used to inform the indicative landscape masterplan and parameter plans.
 - Revised proposals have the potential to provide significantly more ecological benefits through sensitive outline master planning of the site.
- Missing Information - The BIA metric is a key piece of baseline data which is missing from the application submission and should be provided prior to determination.

Landscape led Planning for Archaeological Remains

I note that the proposed development will result in the complete loss of heritage assets within the site. However it is possible that the more significant areas of buried archaeological remains (in particular the Roman street and adjacent areas of Roman urban settlement) could be protected and retained within the development layout. Therefore:

- The development's scale, layout and developable area should be informed by the archaeological constraints of the site to be compliant with Plan:MK Policy SD14(9). Proposals should include within an indicative landscape masterplan and parameter plans the retention of the more significant areas of buried archaeological remains.
- Revised proposals have the potential to protect heritage assets through sensitive outline master planning of the site.

LVIA

The setting of the scheduled ancient monument (SAM) 'Magiovinium' is assessed briefly in the LVIA where it is acknowledged that the site is located in the immediate setting of the SAM. A single viewpoint is illustrated, but no wireframe is presented from this viewpoint to illustrate how the proposed large warehouses will change the views from the scheduled monument. Also it is unclear how the proposal has taken into account Plan:MK Policy SD14 (6) in relation to proposed building heights and the impact on the setting of the SAM. Therefore in a revised LVIA:

- The impact on the setting of the scheduled ancient monument (SAM) 'Magiovinium' needs to be fully assessed in the LVIA.
- Additional viewpoints and selected wireframes agreed between MKC and the applicant's LVIA consultant should be included (taken in winter) to accurately illustrate how the proposed large warehouses will change the views from the scheduled monument.
- Wireframes should include examples of different building heights and demonstrate that building heights (incorporating the proposed finished floor levels) has been informed by the LVIA
- The LVIA should clearly state the recommended maximum limit of building heights to avoid unacceptable impact on the wider landscape and heritage assets

The Illustrative Landscape Plan included within the LVIA demonstrates that the proposal is not a landscape led development proposal and will not deliver the robust landscaping needed to screen the impact of the development. For example the developable area is proposed right up to the edge of the road reserve along Brickhill Street relying entirely on new landscaping within the grid road reserve after the complete removal of all existing hedgerows along Brickhill Street to accommodate visibility splays and levels. In reality the detailed development will include little more than thin hedgerows of vegetation of insufficient substance to mask the appearance and lighting of the warehouse sheds. To protect visual amenity minimum 30m buffers of woodland planting are needed along the boundaries of the site in addition to any proposed easements, structures and paths or other surfacing.

The LVIA does not include a section on recommendations with specifics on mitigation measures such as recommended maximum limit of building heights to avoid unacceptable impact on the wider landscape and heritage assets, depth of woodland buffers, protection of significant trees and hedgerows providing instant mitigation, designing in service corridors / easements as well as space for tree planting infra-structure within the development, building design including roof-scape and materials to reduce visual impact.

RECOMMENDATION

The outline development proposal in its current form raises an objection on landscape grounds.

The development submission doesn't fully consider through sensitive outline master planning of the site: the constraints of visual impact on the wider landscape and heritage assets, the benefits of retaining significant trees and hedgerows, the retention of significant amounts of high quality and priority habitat, the retention of heritage assets; all of which should be incorporated within a landscape masterplan and parameter plans.

However, I may be in a position to remove my objection if significant changes are made to the proposal that take a sensitive landscape led planning approach to the site with its various constraints.

A1.10 MKC Flood and Water Management Officer (Lead Local Flood Authority)

Thank you for your consultation which we received on the 24th July 2019. We have reviewed the following documents:

- Flood Risk Assessment, BWB, SCD-BWB-ZZ-XX-RP-YE-0003_FRA. Dated: 04/07/2019.
- Sustainable Drainage Statement, BWB, SCD-BWB-ZZ-XX-RP-CD-0001_SDS. Dated: 09/07/2019.
- Indicative Masterplan 23, Hampton Brook, 16-048-01-SGP-XX-00-DR-A-1006-P5. Dated: 13/11/2018.
- Buckingham and River Ouzel Internal Drainage Board Correspondence. Dated: 12th August 2019.

Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development.

The above documents demonstrate that surface water from the proposed development can be managed through attenuation in below ground cellular storage beneath parking areas and service yards, permeable paving on parking areas and filter drains. Surface

Lead Local Flood Authority

Milton Keynes Council

Reply to

Jessica Prest

Call

01223 703802

E

mail Jessica.Prest@Milton Keynes.gov.uk

MK WRP, 9 Dickens Road, Old Wolverton, Milton Keynes, MK12 5QF

water will be restricted to a rate of 2 l/s/ha for all events up to and including a 1 in 100 year event plus a 40% allowance for climate change, which provides betterment from the equivalent Greenfield QBAR rate. Surface water will then discharge into the existing watercourse network on a plot by plot basis. The drainage system will be provided for all events up to and including a 1 in 100 year event plus a 20% allowance for climate change, while exceedance flows during a 1 in 100 year event plus 40% climate change will be accommodated in service yards and parking areas as shallow depths.

The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment which is of particular importance when discharging into a watercourse.

The sites watercourse network is under the statutory control of the Buckingham and River Ouzel Internal Drainage Board (IDB). A principle agreement has been acquired from the IDB to discharge into the watercourse at 2 l/s/ha. It has been proposed to intercept and divert the Brickhill Brook around the proposed development area, which currently flows through the site in a north-westerly direction. The IDB have been made aware of such plans and works to the watercourse will require Land Drainage Consent from the IDB.

The site is located in Flood Zone 1. However, it is thought to be at High Risk of surface water flooding as several overland flow routes are present within the site. The site is also thought to be at risk of groundwater flooding as groundwater levels are likely to be in continuity with local watercourse levels. These risks will be appropriately managed by setting finished floor levels to a minimum of 300mm above the maximum projected flood

level. In addition, ground levels surrounding the proposed buildings will be profiled to encourage pluvial runoff to fall away from buildings towards the nearest drainage point. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

We request the following conditions is/are imposed:

Condition 1

No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

The scheme shall be based upon the principles within the agreed Sustainable Drainage Statement prepared by BWB (ref: SCD-BWB-ZZ-XX-RP-CD-0001_SDS) dated 09/07/2019 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
MK WRP, 9 Dickens Road, Old Wolverton, Milton Keynes, MK12 5QF
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) Full details of the proposed attenuation and flow control measures;
- e) Temporary storage facilities if the development is to be phased;
- f) A timetable for implementation if the development is to be phased;
- g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Measures taken to prevent pollution of the receiving groundwater and/or surface water

Consent in IDB District

This site falls within the Buckingham and River Ouzel Internal Drainage Board (IDB) district. Under the Land Drainage Act 1991, any person carrying out works on an ordinary watercourse in an IDB area requires Land Drainage Consent from the IDB prior to any works taking place. This is applicable to both permanent and temporary works. Note: In some IDB districts, Byelaw consent may also be required.

A1.11 MKC Ecologist/Biodiversity Officer

Initial Comments (23/09/2019)

Following the meeting last week with Sarah and yourself, I am putting forward further comments in relation to the South Caldecotte development application (19/01818/OUT). These comments are made on the instruction to disregard the sites development allocation.

When the sites allocation is not factored in, it significantly changes the reasonability of the proposals put forward. As explained in my previous emails, our local policies pertaining to biodiversity protection from development have suitable levels of flex in them to permit development where there is a demonstrable need. In this instance, the allocation of the site adequately demonstrated this. However, when this is taken away, the proposals result

in impacts to and loss of biodiversity disproportionate to the need for development. As such, I would object to the proposals in their current form.

As detailed in the ecological report supporting this development, and my consultation comments, there are significant amounts of high quality habitat that will be lost as if these proposals were to go ahead. Further to this there is extensive evidence of protected species and priority habitats on site. The proposals put forward do not comply with the mitigation hierarchy, there appears to have been minimal effort in avoiding and reducing impacts to these key features and the site as a whole before moving straight to mitigation and compensation. The developments design should be revisited to reduce this impact, or an alternative site identified for such works.

Further to this, despite the proposals to mitigate and compensate losses, essential information has not been provided by the developer in order to assess the plausibility of this. There is no Biodiversity Impact Assessment Metric supplied evidencing a net gain for biodiversity through the current proposals.

Quite simply, the present application is not compliant with numerous local and national planning policies.

If the development were to be redesigned to retain and enhance the numerous priority habitats on site (Hedgerows, Ponds, Lowland Meadow, Woodland, Steams & Orchard) it is likely that a significant net gain could be made through the adopting of these features in to a Biodiversity Enhancement Scheme. This would entail the only land taken by development being low value agricultural fields. This would also maintain the ecological connectivity and coherence of the site as a whole.

Updated comments (10/12/2019)

The proposed development site is located within an area of Open Countryside. Development of Open Countryside is contrary to Plan: MK policies NE5 and DS5. However, should development of designated Open Countryside be considered acceptable, the following should be taken into consideration:

It is the responsibility of the developer to demonstrate that development of the site would not have a significant adverse effect on flora, fauna or habitats on or nearby the site. The proposed development site is identified for employment on the strategic site allocations map.

However, the site allocation should not take precedence over the developer's responsibility to preserve and where possible, enhance important and priority habitats, for the development to result in net gains for biodiversity or for the developer to fully engage with the mitigation hierarchy in conformity with both local and national policies. It is not acceptable for any development proposal to fail to comply with local and national biodiversity targets and policies.

Planning Practice Guidance was updated in July 2019 and contains the following in paragraph 19 which describes the Mitigation Hierarchy:

Avoidance Can significant harm to wildlife species and habitats be avoided; for example by locating on an alternative site with less harmful impacts?

Mitigation Where significant harm cannot be wholly or partially avoided, can it be minimised by design or by the use of effective mitigation measures that can be secured by, for example, conditions or planning obligations?

Compensation Where, despite mitigation, there would still be significant residual harm, as a last resort, can this be properly compensated for by measures to provide for an equivalent or greater value of biodiversity?

Where a development cannot satisfy the requirements of the 'mitigation hierarchy', planning permission should be refused as indicated in paragraph 175 of the National Planning Policy Framework.

Paragraph 24 of the same document refers to biodiversity net gain and the mitigation hierarchy:

Biodiversity net gain complements and works with the biodiversity mitigation hierarchy set out in NPPF paragraph 175a. It does not override the protection for designated sites, protected or priority species and irreplaceable or priority habitats set out in the NPPF. Local planning authorities need to ensure that habitat improvement will be a genuine additional benefit, and go further than measures already required to implement a compensation strategy.

The indicative layout provides little evidence that the developer has attempted to retain existing Habitats of Principal Importance or Priority Habitats. Development proposals must demonstrate compliance with the mitigation hierarchy within their proposals. Impacts on biodiversity shall be avoided in the first instance, such as developing a less biodiverse-rich site or avoiding the most biodiverse-rich areas within the development zone. The next step would be investigating a reduction in impacts by reducing the scale of the development by employing measures such as

focusing the development on low value agricultural land within the site. If this is not considered possible after thorough investigation of alternatives then full, proactive and appropriate measures must be evidenced to mitigate and compensate for impacts on biodiversity. Every reasonable effort should be made to ensure biodiversity net gains are achieved within the development site itself. Off-site offsetting is only acceptable as an absolute last resort and then only if the developer is able to demonstrate the mitigation hierarchy has been fully employed before this decision is made.

The developer should seriously consider modifying the layout to retain and incorporate existing features with wildlife potential, particularly those which are identified as Habitats of Principal Importance and/or Priority Habitats. The retention of as many existing low quality but high distinctiveness/value habitats as possible and their subsequent restoration to high quality habitats will minimise the overall impact on biodiversity on the site and in conjunction with new high quality habitat creation in other areas of the development has the potential to result in the provision of a net gain for biodiversity within the development.

NPPF 174 b) quite clearly refers to the conservation, restoration and enhancement of priority habitats, a number of which currently exist on this site and which must be taken into consideration. Hedgerows, ponds, lowland meadow, woodland and orchard exist on the site and are all priority habitats. This has been verified by the content of the ecology report. These priority habitats should be retained and incorporated into the layout in order to minimise any adverse effects caused by development. Restoration and enhancement of these habitats in addition to the creation of new on-site habitats have the potential to make a significant contribution towards the development's ability to result in a net gain for biodiversity without the need to consider off-site offsetting.

National and local Biodiversity Action Plan targets relate to priority habitats such as those mentioned previously. In 2011, the Department for Environment, Food and Rural Affairs (Defra) published Biodiversity 2020: A Strategy for England's wildlife and ecosystem services. Outcome 1b states: 'More, bigger and less fragmented areas for wildlife, with no net loss of priority habitat and an increase in overall extent of priority habitats by at least

200,000 ha.' In order to achieve this target, Forward to 2020, the Buckinghamshire and Milton Keynes Biodiversity Action Plan, seeks to increase areas or restore existing poorly managed areas of priority habitats to good condition by an overall amount of 20% locally, though each habitat type has its own individual target.

Lowland Meadow is both nationally and locally rare and of significant biodiversity value, especially to pollinators and Red List ground-nesting birds such as Yellowhammer and Skylark which are named as key species in the local BAP, Forward to 2020. It is estimated that Milton Keynes holds a total of just 9.5 hectares of Lowland Meadow so the loss of some 6 hectares would result in an overall reduction of more than 60% of this valuable habitat from the borough. This loss is unacceptable and is contrary to both local and national policies. Retention and restoration of this increasingly rare habitat would not only prevent a loss but would make a significant contribution towards achieving the overall target gain for the borough. Details of management proposals and habitat creation or enhancement should be detailed in the applicants Biodiversity Enhancement Scheme. The local BAP target is to increase Lowland Meadow by 33%.

The hedgerow pattern across the site is largely the same as shown on the 1880 map. Some hedgerows have been removed from the northern part of the site but others, particularly in the southern half of the site appear to be in exactly the same locations as in 1880, indicating historic hedges in excess of 140 years old. A reduction in mature hedgerows will have a significant adverse effect on breeding and overwintering birds, bat species, small mammals, etc.

Hedgerows are a Priority Habitat under the Bucks & MK BAP as well as a Habitat of Principle Importance under the NERC Act 2006. They hold significant biodiversity value through the provision of nesting, foraging, commuting and pollination opportunities as well as wider environmental benefits such carbon sequestration and preventing soil erosion. They are of direct value to almost all terrestrial fauna within the borough. The local BAP target is to create or restore 10 km of new hedgerow per year. The on-site hedgerows should be retained and incorporated into the layout wherever possible. Restoration and enhancement to create higher quality habitat increase the potential to provide on-site net gains for biodiversity. If the removal of hedgerows is essential for the successful operation of the development, this should only be in short sections and should ensure that connectivity within the site and beyond is maintained.

The ecology report discusses trees and states that many of them are likely to be of substantial size and may be of considerable age. However, although they are frequently described as mature or over-mature, there is no discussion about whether any of these trees contain veteran features or might qualify as veteran trees, which are afforded protection as they are considered to be irreplaceable habitat which by definition, cannot be replaced or compensated for. The potential for any of the on-site trees to have veteran tree status should be thoroughly investigated prior to any significant tree works or their removal. The removal of three mature Black Poplars considered to have district level value is proposed. Although replacement Black Poplar planting is, also proposed, any newly planted trees will take many years to provide the same biodiversity, value to the mature trees removed. A traditional orchard, also a Habitat of Principal Importance nationally and a declining Priority Habitat locally exists on the site. If the loss of the orchard to the development is unavoidable, it should be replaced with clusters of fruit trees that have the potential to develop the features of traditional orchards rather than individual fruiting species dispersed throughout the site. Orchard management should be included in the habitat management plan. Ponds, which are a Habitat of Principle Importance as well as a Priority Habitat locally exist on the site. The local BAP target is to

create 50 new ponds a year in addition to the numbers that already exist. Ponds are of significant biodiversity value and have direct benefits to wildlife and, sustainable flooding management. Wherever possible, development proposals should aim to, retain and enhance existing ponds to benefit wildlife and achieve a net gain for biodiversity.

Where ponds are retained, their long term management should improve their status and be secured through the Biodiversity Enhancement Scheme. If ponds must be lost, damaged or degraded to facilitate development, proposals to reinstate must seek to ensure a habitat of higher quality is provided as compensation. Pond design should be completed by a suitably qualified ecologist, with particular care given to preventing pollution and ensuring a buffer of transitory habitat is in place around the pond to enhance overall ecological quality. Further to this, pond loss should only be permitted where ecological information shows that it is not a habitat utilised by any protected species or that appropriate mitigation measures have been adopted.

Development proposals, wherever possible, should seek to retain and enhance habitats through a conservation focused management plan. This will aid in increasing the restoration of dwindling priority habitats as well as contributing to biodiversity net gain. Where a habitat must be lost, reduced or damaged to facilitate development, the developer should seek to reinstate a similar habitat of higher ecological quality. Details of habitat creation or restoration/enhancement and management proposals should be detailed in the Biodiversity Enhancement Scheme and Habitat Management Plans.

The proposed development is located within the A5, River Ouzel and Woburn – Bletchley Wildlife Corridors. In Milton Keynes, Wildlife Corridors are recognised as being important habitats which are afforded the same importance as Local Wildlife Sites, protected by Plan: MK policy NE1. They are a linear habitat safeguarded from excessive development pressure to allow the movement of flora and fauna throughout the built environment. It is likely that their immediate area has higher species richness and diversity and this presents significant opportunity for development to be completed in a manner than enhances biodiversity through the provision of wildlife features.

However, Wildlife Corridors become subject to edge effects, more so when they are incorporated into developments. Therefore it is essential that retained or newly created Wildlife Corridors are sufficiently wide in order to continue to provide enough undisturbed space for the feature to continue to provide benefits for wildlife.

Caldecotte Lake immediately to the north of the proposed development site is a designated Local Wildlife Site and has been successfully incorporated into a development. Local Wildlife Sites have high ecological value and it is likely that sites in close proximity will also have higher species richness and diversity. The provision of sufficiently wide Wildlife Corridors strategically located within this development will provide significant benefits for biodiversity.

Local Planning Authorities have a duty under the NERC Act 2006 to have regard for the conservation of biodiversity in all our functions. Further to this, the NPPF is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieve net gains for nature, and that a core principle for planning is to contribute to conserving and enhancing the natural environment.

The requirement for development proposals to demonstrate a biodiversity net gain is secured in

Policy NE3 of Plan: MK. Under this policy, where development results in significant harm to biodiversity, planning permission should be refused. Proposals to provide net gain shall seek to protect, restore and create opportunities for protected and priority species.

If, after all other avenues have been thoroughly investigated, development would result in a biodiversity loss, off-site offsetting may be considered and there are a number of options

for its provision. Offsetting may be provided on other land that is under the control of the developer and managed in an appropriate manner that maintains optimum biodiversity in perpetuity. The developer may nominate a third party such as the Environment Bank or a charitable trust to provide and manage the offset in perpetuity on their behalf. If neither of these options are possible, the developer may request the local authority takes the responsibility for the provision of the offset on payment of an appropriate fee that covers the creation and suitable management of the habitat for the benefit of biodiversity in perpetuity. However, the local authority is not bound to agree to take the obligation, particularly if any sum offered is inadequate for the local authority to be confident the offset can be provided and maintained in an appropriate manner in perpetuity without subsidy from the public purse. Any off-site offsetting shall be secured by a S106 agreement and therefore, all relevant supporting documents shall be submitted to the LPA and agreements shall be in place prior to determination of the proposal.

Plan: MK Policy NE3 requires all development proposals of five or more dwellings or non-residential floor space in excess of 1000 sq. m to provide a completed DEFRA or locally approved Biodiversity Impact Assessment Metric calculation to demonstrate the impact on biodiversity and demonstrate the ability of the development to result in net gains in biodiversity in accord with both local and national policy. The metric must be completed by a suitably qualified ecologist and submitted in support of the planning application. Planning permission should not be granted in absence of the submission of this document for assessment by the LPA.

To demonstrate that proposals can physically deliver a net gain for biodiversity a Biodiversity Enhancement Scheme is required. The scheme proposal must include provision for priority or protected species and habitats relevant to the site. This shall include the integration of specific features such as Hedgehog Passes/Domes, Bird & Bat Bricks within the fabric of buildings, soft landscaping of biodiversity value, green or brown roofs, etc. The BES shall include rationales for the enhancement of any retained habitats on site alongside proposals for creation of new habitats. Particular consideration shall be given to the coherency and connectivity of local ecological networks. The safe and free movement of wildlife across the landscape is pivotal in ensuring biodiversity is resilient within the built environment. The BES must detail the specifications, locations and ongoing maintenance of any habitats or features installed to provide net gain for biodiversity and must be informed by a suitably qualified ecologist.

Lighting and disturbance for a development of this scale has the potential to disrupt foraging and commuting bats. A lighting scheme should be completed in line with the most recent guidance published by the Institute of Lighting Professionals and Bat Conservation Trust. The scheme must show the locations of Bat features and habitats overlaid with locations of lighting features, intensity and spill. Any temporary or permanent external lighting required during the development phase should be low level and sensor operated with short duration timers.

In order to fulfil our statutory duties as an LPA to consider the impacts of development on biodiversity, ecological data supplied in support of planning applications must hold a high degree of validity. This ensures compliance with the ODPM guidance, NPPF and Policy NE2 of Plan: MK.

Validity of information diminishes over time or following significant changes to the surveyed site.

MKC generally considers ecological data to be valid for a maximum of two years, or until significant site changes occur – whichever is sooner. This is in line with advice published by the Chartered Institute of Ecologists and Environmental Managers (CIEEM, 2019). Any surveys that rely on data in excess of 2 years old at the commencement of the

development will be considered to be past their “shelf life” and must be updated prior to any works on site that may affect habitats.

RECOMMENDATION (Please draft any suggested reasons for refusal or suggested conditions including reference to relevant Planning Policy. If amendments or additional information is required please make your requirements clear)The following supporting documents shall be submitted to the LPA for assessment prior to determination of this application;

- A Biodiversity Impact Assessment calculation using the LPA approved metric demonstrating the impact on the site in biodiversity units. This document must not be abridged and must be submitted in its entirety.
- A Biodiversity Enhancement Scheme that demonstrates a measurable net gain for biodiversity.
- A habitat management plan for on-site biodiversity features.
- A habitat management plan that demonstrates any off-site offsetting will be appropriately managed in perpetuity or if that is not possible, for a minimum of 30 years.

When this application is suitably ready to be determined and if planning permission is granted, the following must be secured through condition;

- Trees shall be assessed for veteran tree features prior to their removal or significant tree works to ensure that irreplaceable habitats are not destroyed.
- Any ecological surveys in excess of 2 years old at the commencement of development shall be updated and submitted to the LPA for approval. For the purposes of clarity relating to updated surveys, development shall include any removal of vegetation or site clearance.
- Works shall proceed in accordance with all recommendations and measures set out in Chapter 6 of the Ecological Appraisal (Aspect Ecology, June 2019).
- A Lighting Scheme showing the location, intensity and spill of lighting features overlaid with the location of any created or natural features of Bat interest.

Informative: An updated Biodiversity Impact Assessment (BIA) metric calculation demonstrating the eventual impact on the site shall be submitted in support of the Reserved Matters proposal.

Date response sent: 10th December 2019

A1.12 MKC Archaeologist

Initial Response 30.08.2019

Heritage Assets

The staged evaluation and assessment of this site commenced in 2015 with the production of the desk based assessment which identified the potential for the presence of extensive and significant archaeological remains related to the nearby scheduled Roman town of Magiovinium, named in the 3rd century Antonine itinerary and the only defended Roman town in Buckinghamshire.

The subsequent geophysical survey and trial trench evaluation has confirmed the presence of archaeological remains dating from the Iron Age to post-Medieval period. Of particular significance are the remains of a Roman street (c.250m in length) and adjacent areas of urban settlement associated with, or forming part of, the Roman town of Magiovinium located in the southern part of the site.

This buried archaeology survives particularly well in the pasture fields in the south of the site where it is overlain by a substantial area of well-defined ridge and furrow earthworks

representing part of the former medieval open fields of Bow Brickhill parish. This indicates that, unlike the majority of the nearby SAM, this area of the Roman town has not been subject to potentially damaging modern ploughing. It should also be noted that a considerable swathe of this part of the site is recorded as MG5 grassland a dwindling class of lowland meadow that often contains significant ancient earthworks such as ridge and furrow (Natural England TIN147, 2013). Further well-defined and significant ridge and furrow earthworks are found in the two southernmost fields of the site (Woburn land).

No assessment of the significance of these buried remains is provided in the trial trenching report, though it is noted in the discussion that:

1. The remains date from the 1st to the 3rd centuries AD with indications of underlying Iron Age activity.
2. There is evidence for substantial buildings including some with tiled roofs.
3. High status pottery is present including decorated samian wares, as well as indications of pottery kilns, iron working and other craft activities.

Assessment

Buried Archaeological Remains

The submitted Written Scheme of investigation for Earthwork Recording and Archaeological Evaluation (WSI) provides some assessment of the significance of the archaeological remains, using accepted Historic England heritage values, but not clearly stating the levels of significance used or their wider context. It is usual to use a 5 point scale (International significance to Negligible) when assessing the relative significance of heritage assets (e.g. in table 3 of the DBA) rather than a 3 point scale as used in the WSI. The assessment also misinterprets the meaning and application of Historical and Aesthetic value in this context.

In common with most archaeological sites the primary value is evidential, in its potential to hold evidence of past human activity that could be revealed through investigation. Here it is noted in the WSI that the evidential value of the site is being eroded by illegal metal detecting. This is clearly a matter for the landowner to address (I would be happy to discuss/advise on options) and not relevant in a planning context. As NPPF states:

191. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

A very brief consideration of the archaeology against the criteria for scheduling (designation) then follows in the WSI. This either omits or fails to consider 4 of the 8 criteria usually assessed: Period; rarity; survival/condition; archaeological potential; documentation; diversity; fragility and group value (DCMS 2013). These and more specific criteria are also set out in the relevant Historic England Scheduling Selection Guide: 'Settlement Sites to 1500' (HE 2018); Which has not been referenced or used in this case, but clearly states that:

"Where they retain reasonable archaeological potential, Roman settlement sites will be deemed to have national importance." (p.26)

These omissions and the lack of detailed discussion or comparison to similar sites undermine the conclusion that the archaeology is not of schedulable quality. Though it is acknowledged to be 'important'. It is also unclear from the WSI what the precise status of the archaeology should be regarded as e.g. does 'moderate' equate to regional significance?

The WSI assessment also overstates the impact of the ridge and furrow on the underlying archaeology stating that floors and other surfaces will not survive, though there is no evidence for this assertion and it is noted that the Roman street surface was quite intact in Trenches 8, 85 and 91. Similarly, the potential for waterlogged archaeological deposits cannot be ruled out, as a number of features were not fully excavated due to health and safety concerns over depth. It should also not be overlooked that an active watercourse crosses the area of most significant archaeology.

Ridge and Furrow Earthworks

With regard to the areas of surviving ridge and furrow, the WSI seeks to use the lack of inclusion of these specific features in the large scale and long term (2000 to 2012) regional study 'Turning the Plough' to write off their significance. The purpose of this study was to map the loss of this increasingly scarce but historically significant land form by examining a sample of the larger blocks of ridge and furrow over a period of years. It was not intended to be used as justification for the destruction of areas that fall outside of the sample sites. It is also suggested (on the basis of an aerial photograph) that the ridge and furrow is 'faint' when it is in fact well preserved as a site visit or check of LiDAR imagery confirms. The extent of the earthworks is also incorrect in the WSI with a field of well-defined earthworks being omitted from the proposed area of recording (Woburn land).

Setting of Scheduled Monument (SAM)

With regard to the setting of the scheduled monument (Magiovinium), this is assessed briefly in the LVIA where it is acknowledged that the site is located in the immediate setting of the SAM. A single viewpoint is illustrated, but no wireframe is presented from this viewpoint to illustrate how the proposed large warehouses will change the views from the scheduled monument. The documents produced by the applicant's archaeological consultants do not appear to consider the likely impacts on the setting of this designated heritage asset at all.

Justification for loss of Heritage Assets / Proposed Mitigation

The documents submitted by the applicant's archaeological consultants do not provide any discussion of the magnitude of the effects of the development on the archaeological remains within the site or on the setting of the SAM, though it is clear from the WSI that the proposed development will result in the complete destruction of heritage assets within the site.

The submitted Design & Access Statement lists the archaeological interest under 'Development Influences' (4.11) and suggests that the proposed mitigation will 'offset' the effects of the development quoting NPPF 197/198. It should be noted that NPPF does not recognise 'offsetting' with regard to loss of heritage assets, but instead notes (NPPF 199) that: The ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. This is also supported by Plan:MK policy HE1 (j).

The application contains no clear justification for the loss of heritage assets and fails to explain why the more significant areas of buried archaeological remains (in particular the Roman street and adjacent areas of Roman urban settlement) may not be protected and retained within the development layout. Contrary to Plan:MK Policy SD14 (9) the archaeological constraints have not informed the layout of the development. It is also unclear how the proposal has taken into account Plan:MK Policy SD14 (6) in relation to proposed building heights and the impact on the setting of the SAM.

The lack of a clear and convincing assessment of the significance of the affected heritage assets (in particular the uncertainty regarding the status of archaeological remains associated with the Roman town of Magiovinium) coupled with the lack of any justification for the loss of these remains or attempt to minimise or avoid harm (e.g. through a revised layout) makes it difficult to support this proposal in its current form.

RECOMMENDATION

Refuse, due to:

1. Unacceptable impacts on designated and non-designated heritage assets of archaeological and historical interest. (NPPF 189 – 198; Plan:MK Policy HE1; Policy SD1 (19); Policy SD14 (6) & (9).
2. Lack of an impartial and objective Heritage Assessment (statement of significance) (NPPF 189; Plan:MK Policy HE1; Policy SD1 (19); Policy SD14 (6) & (9)).

Finally, it should be noted that, in my view, it should be possible to produce a scheme for this allocated site incorporating an amended layout that takes a proper and balanced account of the effects on the significance of the heritage assets and seeks to sustain and enhance their significance in line with both national and local policy.

Updated Response (21/01/2020)

KEY CONSIDERATIONS

1. Proposed development will lead to the total loss of significant buried archaeological remains of possible national significance comprising a metalled Roman street (c.250m in length) and adjacent areas of urban settlement (buildings) forming part of the Roman town of Magiovinium.
2. Heritage Assessment is unsatisfactory in its characterisation of the most significant buried archaeology.
4. No clear and convincing justification for total loss of heritage assets of archaeological interest or adequate consideration of alternative forms of mitigation e.g. by retention of most significant remains within an amended layout.
5. Environmental Impact Assessment methodology is inconsistent leading to conclusion that proposal will not have a significant environmental effect in relation to archaeology.

CONSULTEE ASSESSMENT

Background

The staged archaeological evaluation and assessment of the application site commenced in 2015 with the production of a desk based assessment which identified the potential for the presence of extensive and significant archaeological remains related to the nearby scheduled Roman Town of Magiovinium and Roman Fort (National Heritage List no. 1006943). Magiovinium is named in the 3rd century AD 'Antonine Itinerary' and is the only scheduled Roman town in Buckinghamshire.

The subsequent geophysical survey and trial trench evaluation confirmed the presence of archaeological remains dating from the Iron Age to post-Medieval period. Of particular significance are the remains of a Roman street (c.250m in length) and adjacent areas of urban settlement, craft and industry associated with, or forming part of, Magiovinium located in the southern part of the site – referred to by the applicant as ‘Unwins Land’ (Area 2 shaded orange on Fig. 1 below).

This buried archaeology survives particularly well as it is overlain by a substantial area of well-defined ridge and furrow earthworks representing part of the former medieval open fields of Bow Brickhill parish. This indicates that, unlike the majority of the nearby scheduled monument, this area of the Roman town has not been subject to potentially damaging modern ploughing.

DEVELOPMENT MANAGEMENT CONSULTATION

Key points regarding this area of well-preserved remains are:

1. The remains date from the 1st to the 4th centuries AD with indications of underlying earlier Iron Age activity.
2. A Roman road / street comprising a cambered metalled surface of between 4.5m and 10.7m in width survives to a length of c.250m.
3. There is evidence for substantial buildings including some of brick construction with tiled roofs.
4. High status pottery is present including regional wares and imported decorated Samian wares (France) and amphorae (Spain), as well as indications of pottery kilns, iron working and other craft activities.

This amended application includes a Supplementary Heritage Assessment (SHA) as the previously submitted assessment was regarded as inadequate. An Environmental Statement (ES) containing a chapter on ‘Heritage and Archaeology’ (Ch. 5) has also been included in response to an EIA Screening Direction from the Secretary of State which considered that the development is:

Likely to have significant effects on the environment, in particular the potential to impact on heritage assets which are potentially of national importance.

The development proposal will result in the total loss of buried archaeological remains within the site boundary.

Assessment

As evidenced below:

1. I do not accept the assessment of the archaeological remains of the Roman Street and adjacent areas of urban settlement, craft and industry associated with, or forming part of, Magiovinium as being of regional or medium significance (Area 2 shaded orange on Fig. 1 below).
2. I do accept that the remainder of archaeological remains within the site outside of this area are of regional or lower significance.

The assessment provided by the applicant unhelpfully combines all the Iron Age and Roman buried archaeology together when making its conclusions, to the detriment of the most significant, complex and well-preserved remains, namely the Roman street and adjacent areas of urban settlement, craft and industry located in the southern part of the site – referred to by the applicant as ‘Unwins Land’ (Area 2 shaded orange on Fig. 1 below).

In relation to these most significant remains the assessment briefly characterises the Roman street and associated remains but fails to acknowledge their complexity, degree of preservation, and the presence of substantial structural remains.

In contrast the trial trenching report concludes [**bold here added for emphasis**]:

Archaeological remains within these trenches were generally complex, and there were indications that some areas at least had been previously quarried and backfilled prior to the establishment of the enclosures. At least one possible post-hole building was identified, together with other discrete features and internal divisions. A further building with a tiled roof is indicated by the recovery of imbrex in trenches 8, 14 and 25. The pottery assemblage included a number of high status vessels including decorated samian wares.

- Evidence for substantial structural remains was present, as has been seen in the main parts of the Roman town.

- The results of the evaluation indicate that the most significant area of archaeology relates to the settlement evidence flanking a short street leading away from the core area of Magiovinium.

The assessment also downplays the artefactual evidence, in particular the pottery recovered, failing to note the substantial size of the assemblage (31.9 kg), and failing to fully recognise the significance of the regional and continental elements by noting the presence of regional wares but not properly highlighting the presence of Gaulish Samian wares (France) and Baetican amphorae (Spain) which demonstrate continental links. Instead the 'local character' of the pottery is emphasised.

In contrast the trial trenching report concludes [**bold here added for emphasis**]:

- The pottery assemblage represents a substantial collection and range of wares. The size of the assemblage is no doubt due to the presence of substantial occupation in the area, including the Roman street (p.44).

- The proportion of Samian represented in the assemblage is moderately high (p.47).

Unusually, the remainder of the material culture is characterised as unexceptional, though it is not clear why this should be the case, particularly when in relation to the brick and tile recovered the trial trenching report (p.53) states:

- This quantity of Roman tile and brick, found in over 30 separate contexts is significant. This amount of brick and tile is not usual for an evaluation and suggests that there are Romanised building(s) in the vicinity of the evaluation trenches and close to the street constructed with tiles and brick.

Further consideration of the evidential value of these remains is provided in sections 2.42 & 2.47 of the SHA which assesses their survival/condition. This correctly notes that the remains on the 'Unwins' site have a higher level of survival than those on adjacent areas as the area has not been subject to modern ploughing. However, the assessment then goes on to suggest that, other than the intact Roman street surface no other areas of buried floors or surfaces will survive due to truncation from the overlying ridge and furrow (the street itself surviving only because it coincides with a ridge).

That this 'widespread truncation' is not mentioned in the trial trenching report is noteworthy, particularly as the report does note significant truncation elsewhere on the site e.g. In the area of the D-shaped enclosure in the north of the site. The SHA also seeks to draw comparison with the archaeology on Neal's site 18 where it claims no surfaces were recorded, and site 17 which it notes as being affected by ridge and furrow. In relation to these assertions I note the following from Neal's report (Neal 1987):

DEVELOPMENT MANAGEMENT CONSULTATION

- No reference to truncation of underlying archaeology due to ridge and furrow

- No mention of absence of surfaces in relation to Site 18

- Site 18 is described as containing occupation horizons with hearths in its later phases—This indicates probable surfaces as hearths are often associated with floor surfaces

- Site 17 contained various surfaces from the later phases of archaeology

Excavations on other sites adjacent to Magiovinium e.g. the Bathing Station and Galley Lane sites, also recorded multiple floor layers / surfaces (Neal 1987, 4).

With the above in mind, it seems unlikely that truncation due to ridge and furrow has had a significant negative effect on the buried archaeology in those parts of the site where ridge and furrow earthworks survive (Unwins and Woburn).

The research potential of the Roman period archaeology is also commented on in relation to the regional research frameworks, though there is no evidence that the archaeology was considered in relation to any national research priorities e.g. Historic England's Roman Research Strategy (Wilson 2012), which contains relevant research topics that relate to Roman small towns, their suburbs, and roads/routeways.

Justification for loss of Heritage Assets / Proposed Mitigation / Reasonable Alternatives

The application fails to explain why the more significant areas of buried archaeological remains (specifically the Roman street and adjacent areas of Roman urban occupation) may not be protected and retained within an amended development layout. Contrary to Plan:MK Policies SD14 (9) & SD9 the archaeological constraints have not informed the layout of the development. The lack of consideration of alternative approaches to the development that would avoid and mitigate harm to the heritage assets is also contrary to Plan:MK Policy HE1 (F).

The area of most significant archaeology, namely the Roman street and adjacent areas of Roman urban settlement within 'Unwins' land at c.4ha comprises at most 7% of the allocated site area, yet the examination of options for preservation in situ in the SHA (4.36) rules out this option on the basis that all the archaeological assets within the site (including those of least significance) comprise 20% of the allocated site. The option of just preserving the area of most significant archaeology is not considered.

Inconsistencies of Environmental Statement methodology

The ES does not define what constitutes a 'significant environmental impact', though it does rule out such an impact in relation to archaeology. In determining the significance of effects arising from the development the ES first introduces table 1.1 (p.9, below, Fig. 2) which it states (1.3.6) is to be generally used within the ES. In chapter 5 (archaeology) a similar, yet significantly different table, table 5.3 (p.38, below, Fig. 2) is introduced during the discussion of impacts on archaeology. A further table 5.6 (p.70, below, Fig. 2) is introduced to summarise the effects on archaeology showing that in relation to buried archaeology a 'moderate minor' effect is predicted as a result of a major/high impact on a medium receptor.

However, if this result were based on the matrix in table 1.1 the result would lead to a 'Moderate to Major' impact. If table 5.3 were used the result would be a 'Moderate' impact.

Neither matrix

would result in the stated and less significant 'moderate minor' impact. It should also be noted that neither of these tables align fully with the matrix recommended in the DMRB Environmental Assessment Methodology, though table 1.1 comes closest. In comparison table 5.3 appears to work well to reduce the significance of environmental effects. It should be noted that DMRB defines significant effects as residual effects within the moderate, large or very large categories.

The above leads to the conclusion that, even if the flawed archaeological assessment is accepted the proposed development would lead to a Moderate to Major impact, constituting a significant environmental effect. If however, the assessment is rejected and the remains of the Roman street and adjacent areas of urban occupation are considered to be of high sensitivity/significance, the impact of the proposed development would lead to a Major impact (Large or Very Large on DMRB scale).

Conclusions

In my view the assessment put forward by the applicant seeks to reduce the significance of the archaeology within the proposed development site, in particular the Roman street and adjacent areas of urban settlement, craft and industry located in the southern part of the site – referred to by the applicant as ‘Unwins Land’ (Area 2 shaded orange on Fig. 1 below). The assessment does not properly highlight the complexity, rarity, research potential, good state of preservation of these remains and their clear association with the nationally significant designated (scheduled) site of Magiovinium. In my view these remains, should certainly be considered to be at the higher end of regional significance and may be of equivalent significance to the scheduled monument.

When considering the impacts of the proposed development on buried archaeology and how this may be mitigated, insufficient consideration is given to the conservation of the most significant remains within open space as part of a revised layout.

The Environmental Statement does not define what constitutes a significant environmental effect with regard to archaeology and the methodology used is inconsistent, acting to reduce the magnitude of projected impact. Despite these shortcomings it is clear that the proposed development will lead to a significant environmental impact due to the total loss of buried archaeological remains within the site.

To conclude, the lack of a clear and convincing assessment of the significance of the affected heritage assets (in particular the most significant remains, comprising the Roman street and adjacent areas of urban settlement, craft and industry associated with the Roman town of Magiovinium) combined with the lack of a compelling justification for the total loss of these remains or attempt to minimise or avoid harm (e.g. through a revised layout) makes it difficult to support this proposal in its current form.

References cited

DMRB 2019 (Revision 1) LA 104 Environmental assessment and monitoring

DMRB 2019 LA 106 Cultural heritage assessment

Hunn et al 1995 Investigations at Magiovinium 1990-91: The Little Brickhill and Fenny Stratford Bypasses, pp3-66 in Records of Bucks, Vol. 37

DEVELOPMENT MANAGEMENT CONSULTATION

Neal 1987 Excavations at Magiovinium, Buckinghamshire, 1978-80, pp.1-124 in Records of Bucks, Vol. 29

Wilson, P 2012 Research Strategy for the Roman-Period Historic Environment, English Heritage Thematic Research Strategies

RECOMMENDATION

Refuse, due to unjustified total loss of non-designated heritage assets of archaeological interest contrary to NPPF 197; Plan:MK Policy HE1 F; Policy SD1 (19); Policy SD9 & Policy SD14 (9).

A1.13 MKC Environmental Health

29.07.2019

- I have reviewed the above application and can confirm that there is No objection from Environmental Health.

A1.14 MKC Economic Development

06.08.2019

The application proposes the 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 with ancillary B1a office space, up to 48,040 m² of general industrial (Class B2) floorspace 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.

The vision for the Council Plan 2016 – 2022 is for Milton Keynes to be a thriving city of 500,000 people. The Council Plan 2016-2022 also highlights the need to support businesses to grow and contribute to life in a prosperous and more equal City. To create a place of opportunity, and provide the resident population with sustainable, meaningful employment; it is essential that Milton Keynes creates an environment that accommodates, retains and grows its business community.

The site was allocated for employment development within Plan:MK.

The proposal strongly supports the priorities and aims of the Economic Development Strategy 2017-2027.

The 'enterprise' priority centres upon "facilitating access to the assistance and appropriate space that will enable businesses to start and which supports existing businesses, of all sizes and from across a range of sectors, to succeed and fulfil their growth aspirations". It is essential that for businesses to thrive they have access to suitable space; the according to the application, the proposed development will provide approximately 241,500m² of new commercial space.

The 'brand' priority of the Economic Development Strategy is focused upon building on the city's strengths to make MK 'a location of choice for business development both nationally and internationally'. Constructing the new development will provide the opportunity to create a new commercial space which is better suited to the future needs of business.

The proposal will create approximately 2,050 new full-time jobs.

A1.15 Transport Policy

Bow Brickhill Crossing – There is a strong likelihood that because of the East West Rail project the level crossing will close in future or the increased barrier downtime will have an unacceptable impact on traffic movements along the V10 Brickhill Street. Other level crossings along the Marston Vale Line such as Woburn Sands are in a similar situation. Because this area to the south of Milton Keynes is within the corridor where the route of the proposed Expressway is being considered, there is considerable uncertainty over what development may take place in this area and what the potential for new/replacement bridge crossings over the Marston Vale Line will be, that could mitigate the impact of level crossing closures. It is therefore prudent to safeguard the potential for a highway bridge to be built on the site of the existing Bow Brickhill level crossing. A further consideration is that Milton Keynes has aspirations for a mass rapid transit network in future to support its continued growth in a sustainable manner. There is a strong possibility the V10 Brickhill Street will accommodate a route given this would serve the existing and planned employment areas along here, as well as a southern park and ride site which would cater for traffic using the A5 and A4146. Milton Keynes Council is undertaking a piece of work to clarify how much, if any, third party land would need to be safeguarded to construct a satisfactory bridge in place of the level crossing, utilising existing highway land as far as possible. Any land that needs to be safeguarded would need to be to the west of level crossing, and hence would have implications for the South Caldecotte site and planning application. We aim to have clarified the land required by February 2020.

Off-Site cycling infrastructure contribution – The planning application includes provision of a redway through the site connecting the V10 Redway Super Route north of the level crossing with the existing redway provision at the A5 Kelly’s Kitchen roundabout. The new redway being provided would need to accord with the new Redway Design Guide being adopted in 2020, which includes the principle to give cyclists and pedestrians priority where the redway crosses over side roads. In addition to the redway improvements within the site and across the site frontage, we would expect a contribution from the developer to the wider redway super routes programme. Specifically this would fund an upgrade of the V10 Super Route, including the delivery of the missing link adjacent to Walton Park along the V10 grid road. The V10 Super Route would be the principle north bound route from the South Caldecotte site to the rest of Milton Keynes and onto the wider redway network. This would be an attractive cycle and walking route for people accessing the site by bike and hence would be well used by employees and visitors. Delivery of the Redway Super Routes is a high priority for Milton Keynes Council as defined in its recently adopted Mobility Strategy Transport Infrastructure Delivery Plan, and S106 contributions from new development was identified as a key funding means for this project.

A1.16 MKC Planning Policy

Plan: MK allocates this site via Policy SD14 for employment development with a range of principles on how the allocation should be developed. Policy SD14.B and Policy SD10 require the production and adoption by the Council of a Development Framework Supplementary Planning Document (SPD) prior to planning applications being approved. This is to ensure that such strategic allocations are brought forward in a strategic and comprehensive way, with the Development Framework SPD guiding future planning applications and setting out how the Local Plan policy requirements are to be met. As a Development Framework SPD for South Caldecotte has not been adopted by the Council approving the current application would be contrary to Policy SD10 and SD14.B causing policy harm.

A Draft South Caldecotte Development Framework SPD exists which has been consulted upon twice (March-April 2018 and May-July 2019). However, further work on the SPD following the most recent consultation was put on hold in July 2019. Work has been put on hold pending an announcement of the Oxford to Cambridge Expressway route options public consultation and the potential implications of this. Those potential implications would be taken into account as part of a South MK transport study which is investigating the need and feasibility of road network improvements (including potential crossings of the railway line) in the vicinity of the site which may have consequences for the layout and more refined principles contained in the SPD that would guide future planning applications. It is understood that the work on the South MK transport study is due to report back in February 2020, however, an announcement on the Oxford to Cambridge Expressway public consultation has been delayed.

Whilst a draft SPD exists, any weight attributed to it needs to take into the matters associated with the south MK transport study (including potential implications of the Expressway) and indeed the previous SPD consultation responses that object to the SPD on the basis of such matters. As such, it is considered that the draft SPD should carry limited weight.”



Date: 21st August 2019
Our Ref: MJR/19.166

David Buckley
Milton Keynes Council
Planning Service
Growth, Economy and Culture
Civic Offices
1 Saxon Gate East
Milton Keynes
MK9 3EJ

SENT VIA EMAIL

Dear Mr. Buckley,

Planning Application 19/01818/OUT

On behalf of our clients Bow Brickhill Parish Council, I am writing to set out their significant objection to the above application.

The Parish Council are extremely disappointed to see that the application has been submitted in advance of the adoption of the Development Brief that **Policy SD14** of Plan:MK requires to be in place before an application is approved. Indeed, preparation of the Brief has been placed on hold until some fundamental and significant issues have been resolved. It is would therefore be contrary to the plan to approve the proposals until such time as these problems have been resolved.

Our clients are further concerned by the fact that the proposals are over **46,000 sqm** in excess of the level of development identified within Plan:MK and which formed the basis for the ES Screening Opinion. This is nearly 25% over and above that level. This increase can only be considered to be over development of the site which further emphasises the need for the Development Brief to be adopted formally prior to a decision being made. Indeed, such a significant amount of development will have far reaching impacts including in respect of infrastructure, transport, ecology, archaeology, landscape and amenity.

As such our clients support the Council's position that the proposals require an Environmental Statement to be completed. Indeed, the level of development proposed is significantly in excess of the NPPG threshold of 20ha and there can be no doubt that there will be significant environmental impacts by virtue of its scale and density. Indeed, an ES must also address the cumulative impacts of all the development proposed in the local area and we consider will help residents to fully understand the nature of the impacts of the proposals as well as ensure impacts are fully considered and mitigated. In this regard we note that it is likely that significant amendments will be required to the current planning application in order that it can be made acceptable in policy terms and subject to the Applicants intended course of action we are likely to submit further comments at an appropriate stage

In the meantime we set out below our clients initial objections below based on Plan:MK.

Development Brief

As we have already stated, Policy SD14 requires that a Development Brief is prepared. Until such time as this is adopted it would be contrary to the policy to approve any proposals, indeed, just because a site is allocated for development it does not follow that it should be approved without consideration of all aspects of policy and its impacts. Our clients are therefore of the view that it is premature to approve the application until the substantive outstanding issues have been resolved including the results of the latest transport study has been commissioned. We have submitted our comments separately in respect of the Development Brief and the significant issues that remain outstanding.

The Council formally placed the progress of the Development Brief on hold at a Cabinet Meeting of the 9th July 2019. The minutes of that meeting note:

“the Council is in the process of preparing a brief to carry out additional transport work that will inform the master planning of the three Plan:MK allocations referred to above, as well as the Council’s approach to highways and transport around the south Milton Keynes area. This work will be carried out during 2019”.

It is clear that the additional transport work must factor into the Brief such that a comprehensive approach can be taken to the cumulative impacts of development in this part of Milton Keynes.

Notwithstanding our views on the Development Brief and that there is significant additional information required before it can be adopted, we note that the proposals do not even comply with it in its present draft form. We note a number of the main departures from the brief in its present draft form below:

- The proposals do not comply with the overarching design requirements of Plan:MK or the Brief that are specified within the brief (we consider these below);
- The proposal is 46,000 sqm over the level of development identified in the Development Brief. This level of development makes it very difficult to meet the overarching requirements of Plan:MK;
- The proposal would stifle the ability to provide a railway crossing at the nearby crossing that would meet the requirements of Network Rail. It is likely that the development area will need to reduce in order to facilitate one of these solutions (at appendix 1);
- The requirement to provide a Redway and a number of other transport requirements that are considered in further detail below;
- The development framework plan (figure 3.5) shows an area of “Priority Habitat Area” that has not been incorporated into the proposals. Indeed, the brief requires a “site wide ecological enhancement scheme”. This has plainly not been provided and we note that the Council’s ecologist has significant concerns. It is therefore likely that the proposals will need to significantly reduce the level of development to alleviate the impact;
- The landscape impacts will be far reaching and significant contrary to the brief; and
- There are clearly major archaeological interests that will be impacted upon.

Plainly there are additional outstanding matters that are underway on the Brief, we believe that it is appropriate that these are reviewed again when the Brief has been updated.



Design

With regards to design, we note that by virtue of their scale and density the proposals in their present form are contrary to the overarching aspirations of the Plan. Policy SD1 relates to place making principles for new development, including for the subject site. Given the scale and density of proposals, we consider that they cannot meet these requirements.

Indeed, the proposals:

- do not integrate well with the surrounding built and natural environments;
- do not relate well to the surrounding area in terms of density, scale and materials, with positive site features, views and vistas incorporated into and used to structure the new development;
- detract from the character of the area within which it is located;
- impacts on the road network have not been thoroughly identified nor mitigated; and
- does not result in a net gain in biodiversity through use of strategic, connected green infrastructure, in line with policies NE1-6 and does not ensure consideration is given to the historic environment in accordance with HE1

Policy D1 Designing a High Quality Place, indicates that development proposals will be permitted if they meet the following objectives/principles:

- the development proposals as a whole respond appropriately to the site and surrounding context.
- continuity of street frontage and locating fronts of buildings to face the street or public space; and
- soft and hard landscaping that continues the verdant and green character of Milton Keynes, enhances the quality of the public realm, is robust to the demands placed upon the public realm, and is appropriate to their context and can be maintained and managed without significant whole life-costs.

Policy D2 Creating a positive character requires that development proposals will be permitted if they meet the following objectives/principles:

- the layout, massing/scale, boundary treatments and landscaping of a development and appearance of buildings exhibit a positive character or sense of place for a development;
- the character of the development is locally inspired where appropriate;
- where there is no positive built form character on the site or surrounding area, new development is designed to create its own distinctive character or sense of place using existing site features, the layout of the development and the appearance of buildings; and
- the design allows for visual interest through the careful use of detailing, where this is appropriate to the character of the area.

Similarly, Policy D5 requires that all proposals create and protect a good standard of amenity for buildings and surrounding areas. Given the density of development and approach set out within the Design and Access Statement the proposals cannot be considered to meet policies D1, D2 nor D5.

Transport / Highways

Our clients have significant concerns over the highways impact, they have commissioned transportation consultants to advise them separately on this. Given the scale of the impacts and the necessity to commission consultants to undertake the work at the expense of the Parish, the submission will follow separately in due course.



However, whilst the consultants are providing a detailed analysis, they have provided the following interim comments to the Parish and do not consider that the proposals meet Plan:MK policy C2 in their present form. Currently proposals:

- do not integrate into existing sustainable transport networks and do not have an inappropriate impact on the operation, safety or accessibility to the local or strategic highway networks;
- do not mitigate impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, through the provision of, or contributions towards necessary and relevant transport improvements including those secured by legal agreement;
- prejudice the future development or design of suitable adjoining sites; and
- will result in inappropriate traffic generation or compromise highway safety

Miles White Consultants note the following considerations:

Station Road/Brickhill Street Mini-Roundabout

- The TA applies an “intercept correction” to the ARCADY model to reflect observed queues, which have been sourced from the TA Addendum for the Levante Gate site (refused planning permission recently) rather than using data recently collected by the consultant.
- This is a response to the excessive queuing and delays forecast when the mini-roundabout is modelled in the normal manner.
- This leads the consultant to conclude that the mini-roundabout will perform satisfactorily even with the development in place and that no improvement works are required.
- There is no mention of the impact that the 40% of HGV traffic that will route through this junction will have.

Parking

The level of development proposed could equate to over 3,735 people being employed on site (Employment Density Guide: 2nd Edition) whilst there are just 2,557 parking spaces provided. There is significant concern that there will be a major overspill of parking on local roads.

Level Crossing

The applicant proposes a new Redway across the level crossing. This is achieved by removing one of the two northbound traffic lanes. The effect this has upon the operation of the above junction is not addressed.

The TA uses queue count data from one day only that identifies a maximum queue in the AM peak of 45 vehicles to the south along Brickhill Street when the level crossing is shut. In the PM peak hour there is a queue of 136 vehicles to the north.

The length of these queues (assuming 6m per vehicle) is shown below in red (south) and yellow (north).





Figure 1: Queue lengths

The TA concludes that the development will “only” add 3 or 4 vehicles during the peak hours to the existing queueing (identified in the SPD as an important concern to local people) and so no solution is proposed. Moreover, there is no analysis of the number of HGV’s queueing nor the likelihood that the level crossing will be shut more frequently in the future as a result of the East West Rail project.

Grid

Policy SD14 clearly states that the development must accord with several principles, one of which is that Brickhill Street is upgraded to grid road standard. The TA states in 4.5 that there are no defined standards for a grid road. However, Policy CT8 in Plan:MK states that grid road reservations in non-residential areas should be 60m.

The application proposes improvements to Brickhill Street between the A5/Watling Street roundabout and the proposed site access roundabout but these do not appear to accord with the grid road reservation identified above.

The Consultation SPD (March 2019) states at para 3.5.5 that this section of Brickhill Street should be upgraded to grid road standard. Para 6.58 of the TA brushes aside this policy requirement and simply says that Brickhill Street will not be updated to grid road stand following a “detailed assessment of the road safety records, the existing geometry, existing traffic flows, and the traffic impact of the proposed development”.

Redway

A Redway is proposed along the western side of Brickhill Street from the A5/Watling Road Roundabout to the proposed access roundabout. From there it routes through the site and reappears at the level crossing. The TA accepts that this detour adds 400m or 2 minutes to a cycle journey.

This does not accord with the SPD (3.5.11), which states that a “new redway will be provided adjacent to Brickhill Street within the grid corridor”.

However, the Redway proposed does not link into the existing network.



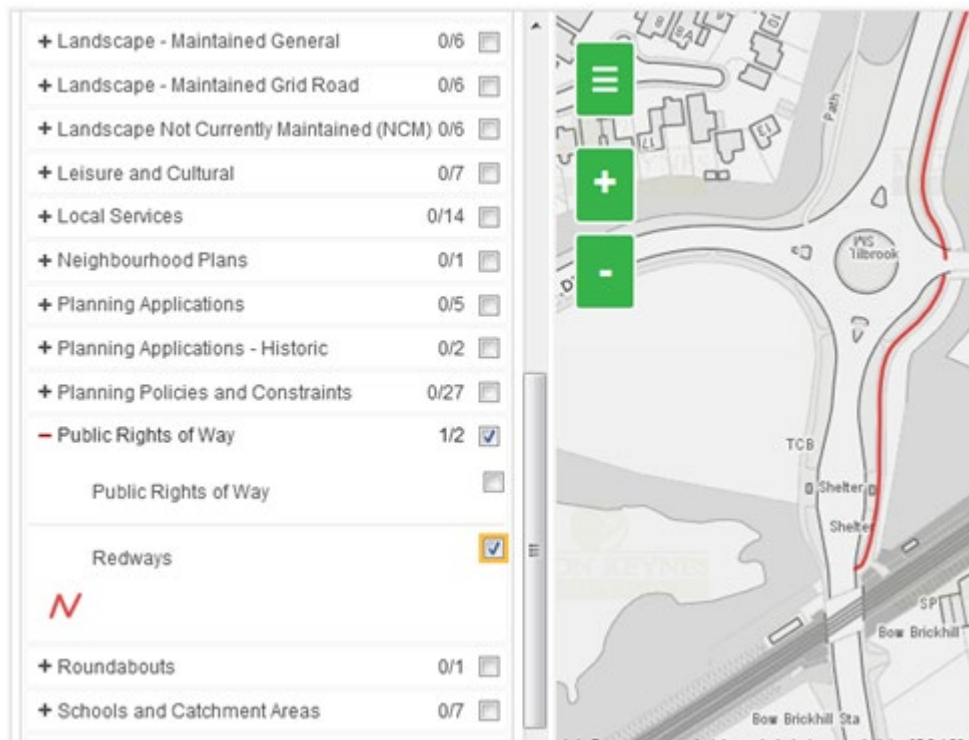


Figure 2: existing Redway

Walton Park Roundabout

Even with the proposed mitigation this junction does not operate within capacity with the development traffic added.

Bus Services

The SPD states that an “enhanced” bus service should enter the site. The TA proposes an additional vehicle for the 11/12 service to maintain the existing frequency of 30 minutes (Mon to Sat). This cannot be considered to be an “enhanced” bus service and does not provide a 7-day service as required in the agreed TA Scope (para 1.8 of the TA).

Expressway

One of the main reasons for the delay in the progression of the brief is for the Council to consider the route of the future Expressway, this could require elements of the site.

Railway crossing

There are already significant delays at the Bow Brickhill Rail crossing with the gates closed for 14 to 15 minutes per hour. This excludes freight trains and in any event is expected to double by 2024 when the upgrade works are complete. Given the existing delays and the fact that this will only increase as train numbers intensifies (with significant flows of traffic towards the railway crossing associated with the development), it seems imperative that any development at the site includes measures to ensure at the very least that the impact doesn’t become any worse due to development, absent this then the proposals would not comply with relevant transport policies within Plan:MK.

It is our understanding that Network Rail have prepared two schemes (at appendix 1) that would meet their requirement these are shown below. Clearly these options would require land to be safeguarded within the site area.

Other technical considerations

Whilst our clients lack the resources to commission further technical consultants (aside from Planning and Transport), however, they raise concerns in a number of key areas that further emphasise the need for an ES and for a development brief to be adopted prior to consideration of an application. These include:

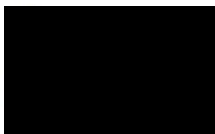
- **Ecology** – given the impacts that the scheme will have (including the loss of the priority habitat) and lack of enhancement / betterment the proposals are contrary to policies NE1 to NE4;
- **Heritage** – there is clearly archaeological interest within the site of a highly significant nature, we do not believe that the proposals fully assess the importance of the interest on site and so a decision cannot be taken that would accord with the NPPF (para 189).
- **Landscape** – it is clear that there will be significant adverse impacts from the proposals, the LVIA confirms that there will be major impacts however indicates that the principle of development has been established. However, we do not believe in its present form it can be considered to comply with policy NE5 which requires that development proposals will need to demonstrate that a number of aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:
- **Noise & Air Quality** – we are concerned that given the initial concerns on the Transport modelling raised by Miles White Consultants that the Noise Assessment and Air Quality Assessments will also underestimate noise (for instance in respect of HGV movements) contrary to NE6.

Conclusion

Our clients, Bow Brickhill Parish Council are deeply concerned at the scale of proposals and the disregard paid to the policies of Plan:MK. They would like to comment further when / if an ES is prepared for the site however, note that the proposal will require significant amendments and reduction in scale, quantum and density before they are likely to be able to meet the policy requirements. Absent an ES and adopted SPG our clients are of the view that the proposals should be refused.

Should you wish to discuss any of the above, please do not hesitate to contact me.

Yours sincerely,

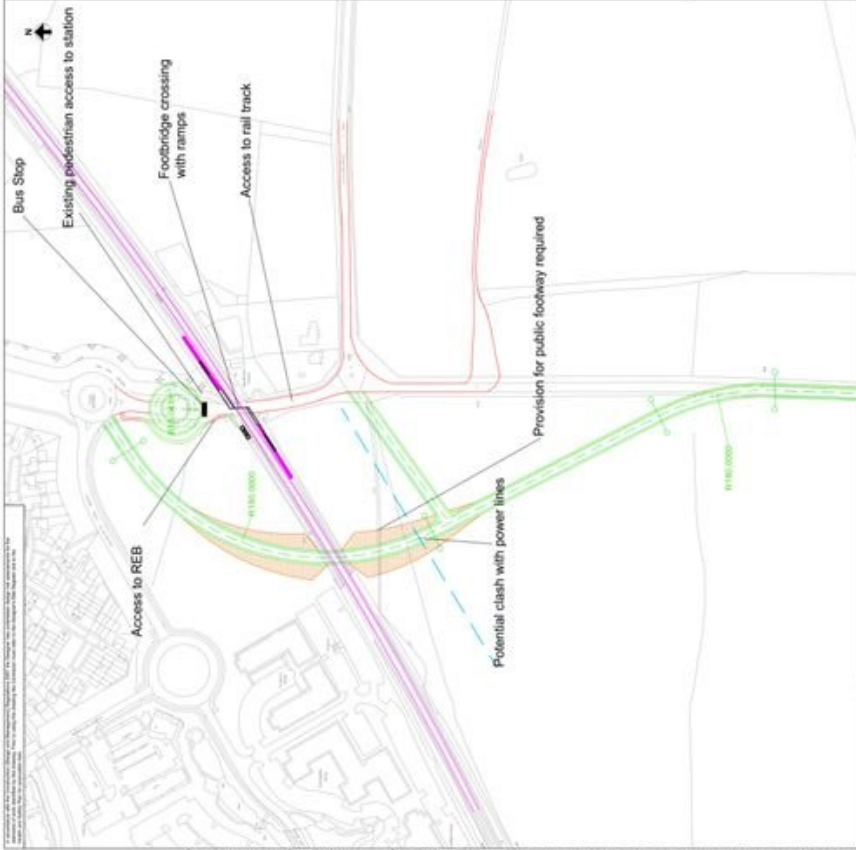


Michael Rees
Director
LRM Planning Ltd



Appendix 1: Network Rail proposals



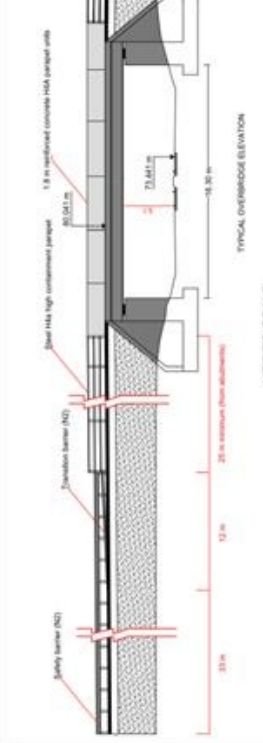
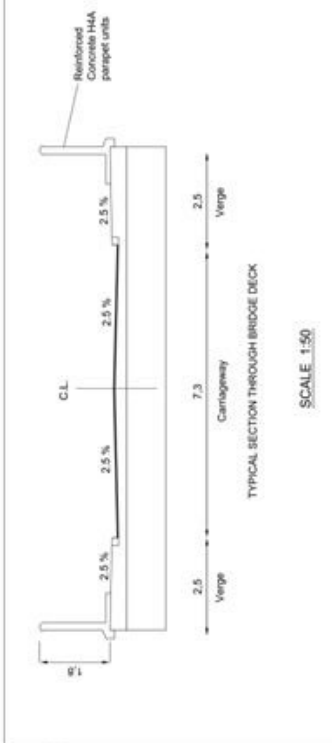


SCALE 1:1500

KEY

	Existing Alignment
	Proposed Alignment
	Existing Footpath
	REB
	Power Lines
	Embankment

1:1	1:2	1:5	1:10	1:20	1:50	1:100	1:200	1:500	1:1000	1:2000	1:5000	1:10000
-----	-----	-----	------	------	------	-------	-------	-------	--------	--------	--------	---------



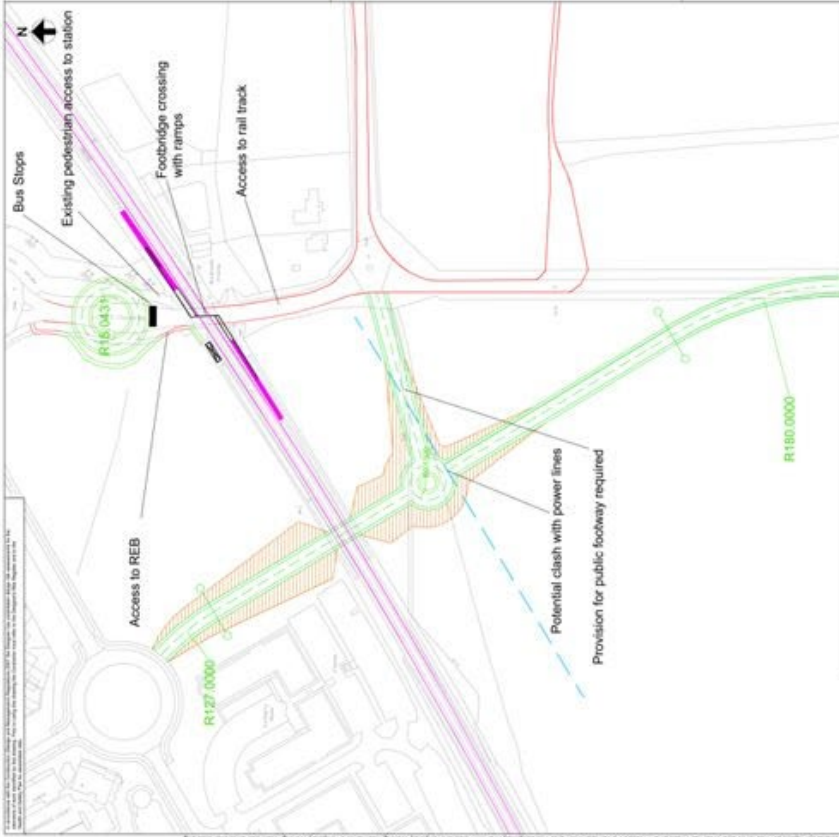
N.B: Arrangement mirrored about centreline of overbridge.
 N.B: Indicative Vehicle Safety Barrier. Bespoke barrier to be designed for every crossing following the "Road Restraint Risk Assessment" (RRRAP) defined in TD 19/06 in DMRB.

NOTES:

- 1-Bridge deck is 6.60 m above rail level with assumed headroom of 5.1 m and deck thickness of 1.5 m
- 2-Embankment slope is assumed to be 1:2 (vertical:horizontal)
- 3-Highway approach slope to bridge is considered to be 6%
- 4-The design speed for horizontal alignments is assumed to be 70 kph (40mph speed limit) after assessment of road signs and general features.
- 5-Ground assumed to be flat in terms of calculation of earthworks.
- 6-Road access to be provided to rail track for maintenance/inspection reasons

Issued for Information	
Drawn	MRP
Checked	MRP
Approved	MRP
Issue No	201710001 (Issue No 02) 1.1
Issue Date	14/10/17
Project No	33113790A
Project Name	BRP2/2002-02
Sheet No	01

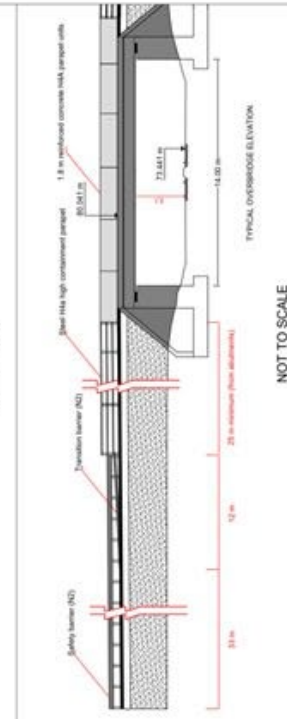
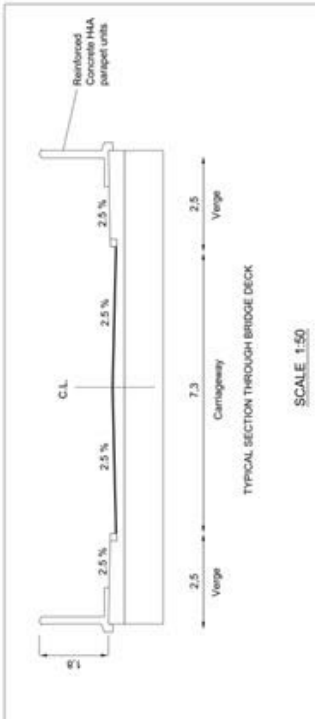




SCALE 1:1000

KEY

	Existing Alignment
	Proposed Alignment
	Existing Footpath
	REB
	Power Lines
	Embankment



N.B. Arrangement mirrored about centreline of overbridge.
N.B. Indicative Vehicle Safety Barrier. Bespoke barrier to be designed for every crossing following the "Road Restraint Risk Assessment" (RRRAP) defined in TD 19/06 in DMRB.

NOTES:

- 1-Bridge deck is 6.60 m above rail level with assumed headroom of 5.1 m and deck thickness of 1.5 m
- 2-Embankment slope is assumed to be 1:2 (vertical/horizontal)
- 3-Highway approach slope to bridge is considered to be 6%
- 4-The design speed for horizontal alignments is 70 kph (40mph speed limit) after assessment of road signs and general features.
- 5-Ground assumed to be flat in terms of calculation of earthworks.
- 6-Road access to be provided to rail track for maintenance/inspection reasons

DRAFT

Issued for Information	
Author	...
Check	...
Drawn	...
Scale	...
Project	...
Sheet No.	251378WA
Sheet Title	BRP220501 01

East West Rail
Bow Brickhill Level Crossing
Option 1



80 Walton Road
Wavendon
Milton Keynes
MK17 8LW
david.hopkins@milton-keynes.gov.uk



1 August 2019

David Buckley
Senior Planning Officer
Milton Keynes Council
Civic Offices
1 Saxon Gate East
Milton Keynes
MK9 3HG

Dear David

19/01818/OUT South Caldecote

I write as local ward member for Danesborough & Walton to object in the strongest possible terms to the above named application due to its impact on the neighbouring rural parishes and due to the lack of a formal SPD for the site which has been put on hold until a decision on the final route of the anticipated Oxford – MK – Cambridge expressway is in place.

More specifically it is premature given the absence of a Development Framework for the area. Councillor Gowans, Cabinet member for Planning and Transport, is on record as stating that:

“Any further consideration of the wider context influencing how South East MK, South Caldecote, and Caldecote site C allocations should be taken forward, I have decided to delay progressing the respective Development Frameworks and Development Brief to the next stages of their formal production until after Highways England’s consultations on the Oxford-Cambridge Expressway route options (due Autumn 2019). Specifically this means the South Caldecote Development Framework SPD will not be taken forward for adoption until the Oxford-Cambridge route options are publicly consulted upon and the potential implications considered”.

Furthermore, the implications of the local transport infrastructure will be considerable, and the brief for a consultancy study on the long term transport infrastructure for the whole of South East Milton Keynes, including the adjacent areas of Central Bedfordshire and Aylesbury Vale District Council, has only just been published; no decisions on any significant developments such as this one should be considered until the outcome of this study is known.

In addition it would be essential that land be reserved for a probable bridge crossing of the Bletchley to Bedford rail link a part of the East West Rail project, which currently is not being included in the proposal.

A detailed Environmental Impact Study also has to be produced by the applicant.

And finally, I would question the need for this site to be brought forward at all for warehousing employment. Operators of such sites require them to be located as close as possible to major motorway links and thus land close to junction 14 which now looks likely to be available in the near future as part of the Plan for East MK suitable for this type of use is a far better option than this site in Bow Brickhill

We trust the application will be withdrawn and if not, refused, at this stage

Yours sincerely

A large black rectangular redaction box covering the signature and name of the sender.

Cllr. David Hopkins
Representing Wavendon, Woburn Sands, Bow Brickhill and
Little Brickhill at MK Council