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5. Development Parameters

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

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

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

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

The parameters also specify the following:

Access and Circulation:

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

Landscape:

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

Drainage:

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

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

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Figure 5.1 Development Parameters Plan

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6. Vision, Concept and Objectives

6.1 Vision

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

6.2 Concept

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

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

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

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

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

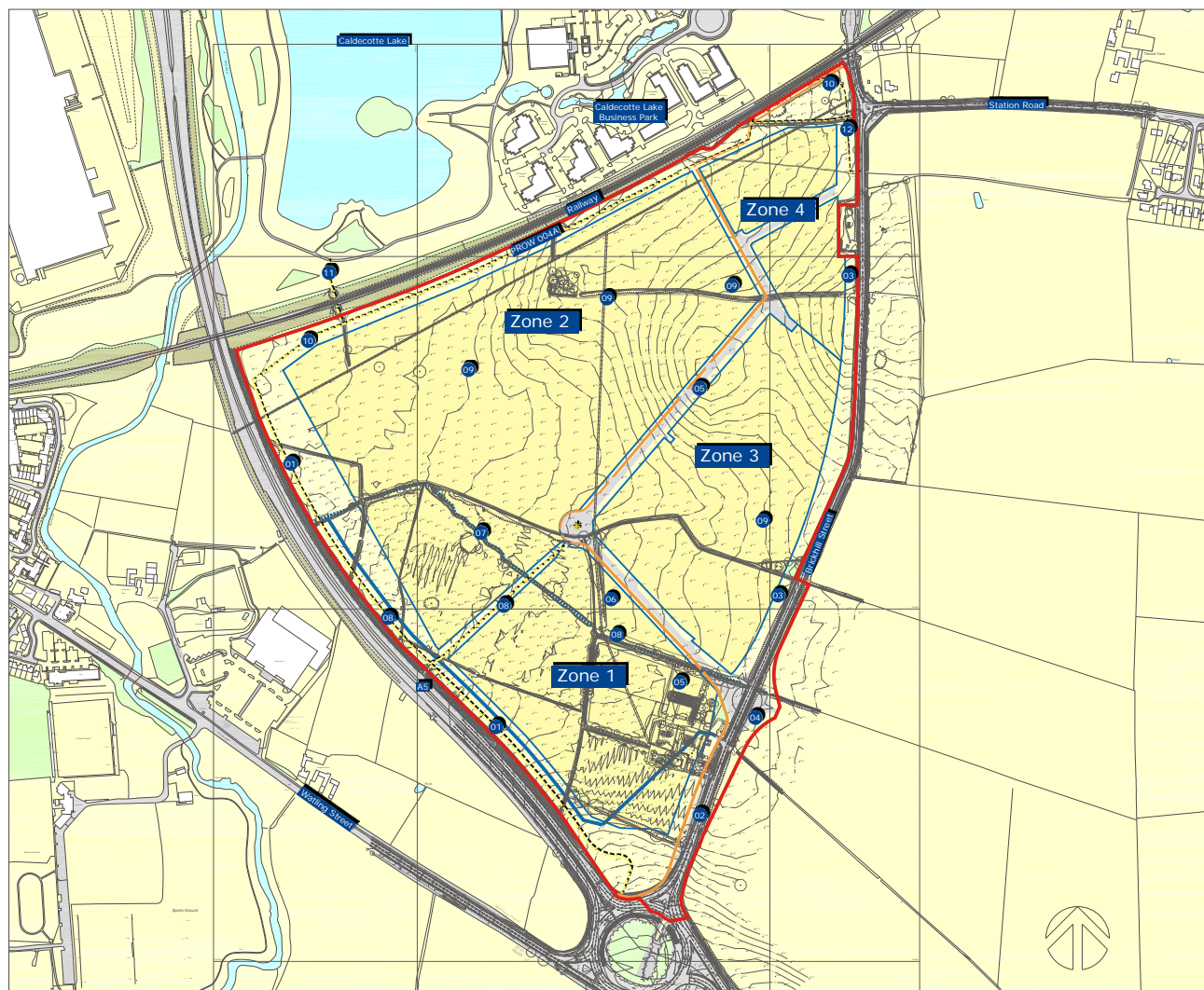
As the site plateaus levels rise towards Bow Brickhill Station, there is an opportunity to lower the scale of development, to acknowledge distant views.

6.3 Objectives

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

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

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Key:

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

Red Route

Leisure Route

Application Site Boundary

Landscape Feature or Public Art

- Zone 1** Medium to large scale units, offices orientated south to create a focus at the site entrance. Buildings orientated north south to minimise massing when viewed from Brickhill Road
- Zone 2** Plot capable of accomodating large scale units. buidings can be orientated north south or east west. Design should create a focus to the central roundabout,
- Zone 3** Small to medium scale units orientated north south to minimise massing when viewed from Brickhill Road
- Zone 4** Small to Medium Enterprise (SME) units. Coutyard development, terraces and small semi detached and detached units.

Figure 6.1 Development Concept

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7. Development Framework

7.1 Overview

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

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

Key:





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



Figure 7.1a Development Framework

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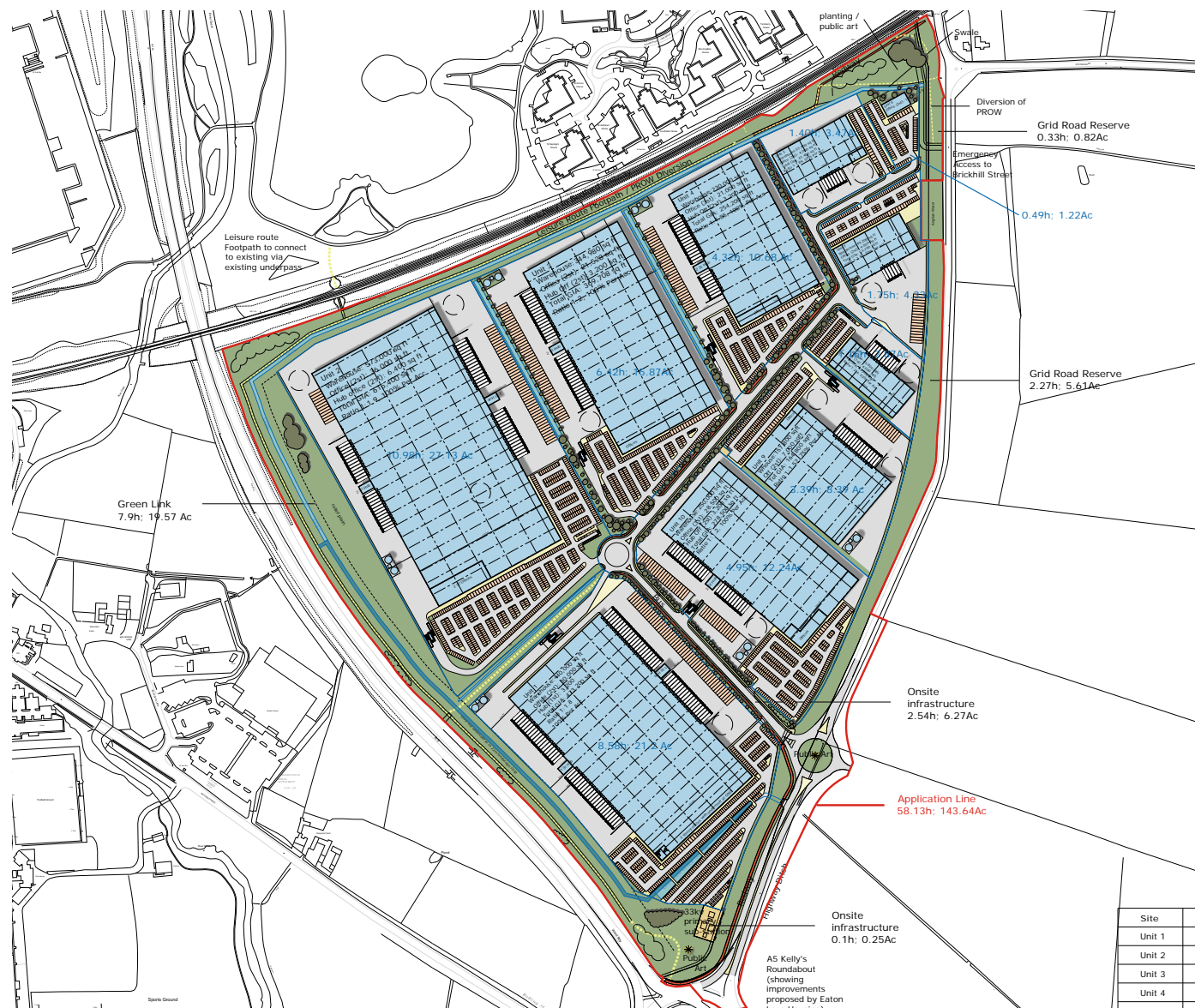


Figure 7.1b Indicative Masterplan

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7.2 Site Levels and Landform

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

7.3 Drainage and Attenuation Areas

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

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

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

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



Figure 7.2a Proposed Site Levels and Landform

South Caldecotte
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Figure 7.3 Proposed Drainage and Attenuation Areas

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

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

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

7.4 Access and Primary Routes

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

Vehicle Access

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

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

Pedestrian and Cycle Access

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

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

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

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

Figure 7.4 Access and Primary Routes

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7.5 Parking and Service Yards

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

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

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

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

Car parking:

Car parking bay - 2.5 x 5m

B1(a) Offices - Zone 4 = 1 per 30m²

B2 General industrial - zone 4 = 1 per 60m²

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

Electric vehicle parking:

1 space and 1 charging point per 100 car spaces

Powered two wheelers:

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

Cycle parking:

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

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

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

Delivery and Service vehicles:

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

HGV parking bay - 3.5 x 17m

B2 General Industrial - zone 4 = 1 per 300m²

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

Additionally the design caters for:

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

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Figure 7.5a Parking and Service Yards

Key:

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

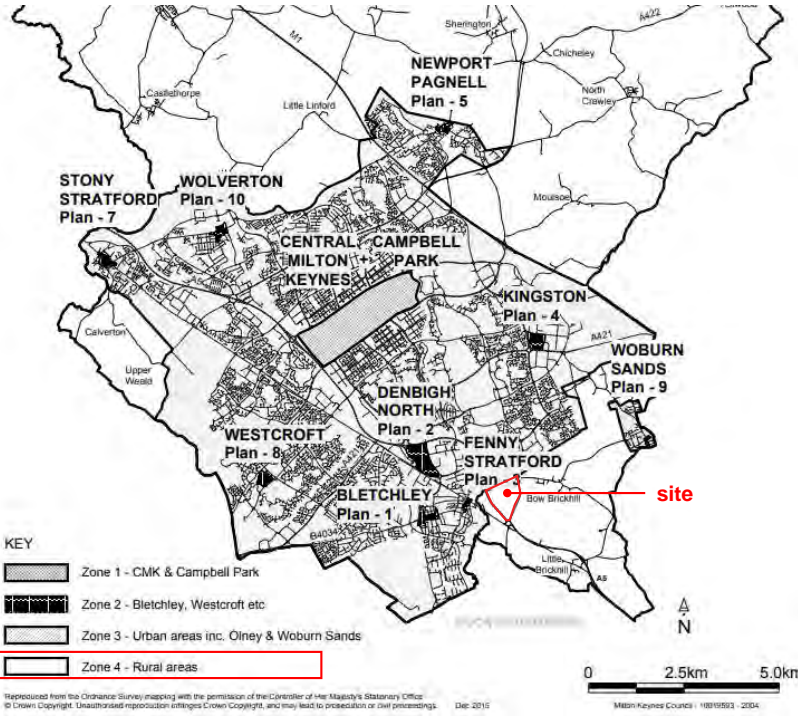


Figure 7.5b Milton Keynes Parking Zones

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

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7.6 Landscape Framework

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

- Development of the site provides opportunities for the inclusion of a comprehensive green infrastructure strategy to be included that will create landscape and biodiversity enhancements within the locality. Over the long term the landscape proposals will create robust green edges to the development adding to the retained hedgerows and improve green infrastructure connectivity.
- The proposed scheme will include substantial wide landscape buffers within a linear park along the northern and south western boundaries adjacent to the A5 and railway that incorporates the Public Right of Way network, SUDS features and extensive new planting as well as varied landscape types for ecological enhancements.
- A substantial set back to the built elements is included along eastern boundaries to allow for robust landscape buffers to be incorporated adjacent to Brickhill Street and to minimise impacts on the wider landscape setting to the east and south east.
- Blocks of structural native woodland planting are proposed along the perimeters to assist in softening and integrating the built form within the local and wider landscape setting.
- Areas of wildflower grassland provide biodiversity enhancements and create ecological habitats.
- Landscaped primary thoroughfares include large canopied tree species set in formal avenues and formally clipped hedgerows to ensure the green links run through the site and between development parcels. Tree and plant species will aid the creation of character areas and zones.
- 'Green fingers' incorporating tree planting and integrated SUDS features will run between development parcels extending into the site from the boundaries

to allow for comprehensive landscape framework.

- Opportunities for key locations at the southern corner of the site and main entrance to incorporate public art and enhanced feature landscaping to create a landmark.
- The management of the publicly accessible open space areas will be agreed with The Parks Trust Milton Keynes assuring the future quality will be maintained.

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Figure 7.6 Landscape Framework

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7.7 Massing

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

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

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

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

7.8 Primary / High Quality Frontages

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

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

8. Building Design

8.1 Building Profiles / Silhouettes

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

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

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

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

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8.2 Materials

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

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

8.3 Colours and Finishes

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

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



Figure 8.1a Parapet



Figure 8.1b Pitched



Figure 8.1c Barrel Vaulted

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Combinations of Materials to Break up the Elevation



Goosewing Grey (RAL 7038)



Alaska Grey (RAL 7000)



Anthracite (RAL 7016)



Merlin Grey (RAL 180 40 05)



Albatross (RAL 240 80 05)



Oyster (RAL 7035)

Figure 8.3 Base Colour Palette

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9. Landscape Design

9.1 General

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

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

boundaries are achieved and the green infrastructure forms a key component of the scheme.

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

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



Example of Wide and Generously Planted Boundaries



Example of Distinctive Internal Avenue Planting

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

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

9.2 Linear Park/Woodland edge

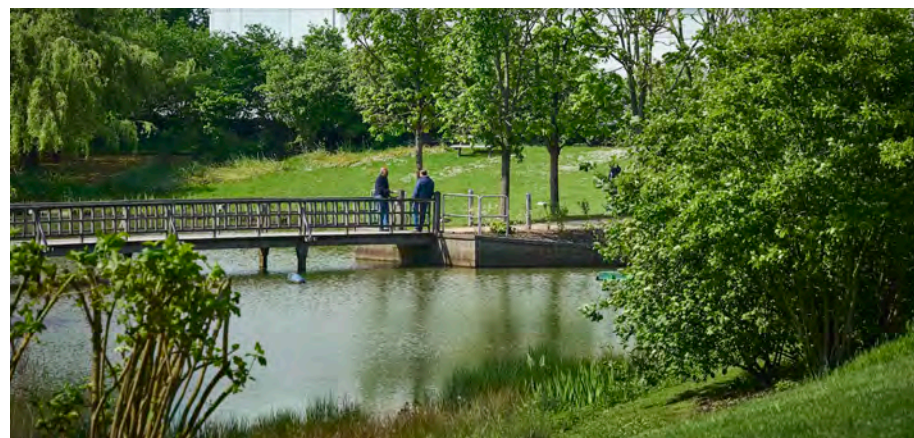
Wide landscape zones are included to the site's boundaries to incorporate the PROW network, SUDS features, green open space, structural mitigation planting and ecological areas. The proposed built elements will be set back circa 80m from the A5 boundary and circa 35m from V10 Brickhill Street along the eastern and south eastern boundary allowing substantial linear park and landscaped edge to be created. Understorey woodland planting mix with a variety of whips and transplants, interspersed with larger standard tree planting within blocks and

swathes aims to provide a varied and naturalised structure to the site perimeters. The wide landscape buffers and blocks of woodland add to the retained field boundary structure and ensure that the built elements of the development can be successfully integrated within the landscape structure. Longer distance views of the proposed built elements will be softened and filtered, and the character of the adjoining road corridors will be enhanced. This structural landscaping will form the key element for landscape framework providing green corridors which link together, enhancing biodiversity and ecological aspects of the immediate area.

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



Example of rolled gravel pedestrian paths in linear park.



Example of Accessible Swales and Ponds

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

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

9.3 Wetlands/Ecological

The wetland and ecological zones have been incorporated into the design and layout of the proposals to allow for the existing watercourse, attenuation and swales as an integrated sustainable urban drainage system. The swales would have seasonal inundation of water and would be wet throughout most

of the winter and dry in the summer. The aim is to ensure that the sustainable drainage system creates a visually attractive and biodiverse network of routes and places throughout the year. The use of species rich wildflower grasslands will provide further biodiversity enhancements and ecological benefits as part of the ecological mitigation strategy whilst creating an attractive green setting for the commercial uses. The wide areas for native tree and shrub planting which form the boundaries will provide valuable space and additional habitats for wildlife movements, and the open nature of the wetland and wildflower areas create important open green spaces as part of the development.

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



Example of Parking Areas surfaces



Example of Amenity Areas for Employees

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9.4 Spine Roads

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

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

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



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

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

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

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



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

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



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

9.6 Car Park Planting

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

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

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

9.7 Public Realm Infrastructure

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

9.8 Habitats

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

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

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

9.9 Indicative Planting Schedules

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

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



Species will be detailed in the forthcoming landscape design

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

GENERAL TREE PLANTING - Standard & Heavy Standard sizes.

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

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

Dogwood	<i>Cornus sanguinea</i>
Hazel	<i>Corylus avellana</i>

Hawthorn	<i>Crataegus monogyna</i>
Holly	<i>Ilex aquifolium</i>
Wild Privet	<i>Ligustrum vulgare</i>
Blackthorn	<i>Prunus spinosa</i>
Dog Rose	<i>Rosa canina</i>
Common Elder	<i>Sambucus nigra</i>
Guelder Rose	<i>Viburnum opulus</i>

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

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

Wetland Area: Emorsgate or similar EM8 'Meadow Mixture for Wetlands'

INDICATIVE INTERNAL PLANTING LISTS

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

Acer campestre 'Streetwise'

Betula pendula *jacquemontii*

Carpinus betulus 'Frans Fontaine'

Liquidambar styraciflua

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Prunus avium 'Plena'

Prunus x subhirtella 'Autumnalis'

Sorbus aria 'Lutescens'

Tilia cordata 'Greenspire'

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

100% *Carpinus betulus* - on primary thoroughfares

100% *Escallonia* 'Apple Blossom' or

100% *Prunus laurocerasus* 'Otto Luyken' for evergreen hedgerows

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

Berberis thunbergii 'Red Chief'

Choisya 'Aztec Pearl'

Cornus sanguinea

Hebe rakaiensis

Hebe 'Midsummer beauty'

Lavandula angustifolia 'Hidcote'

Lonicera nitida 'Maigreen'

Photinia fraseri 'Red Robin'

Potentilla fruticosa 'Elizabeth'

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

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



Prunus laurocerasus 'Otto Luyken'

Viburnum tinus 'Eve Price'

10. Accessibility

10.1 Access Strategy

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

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

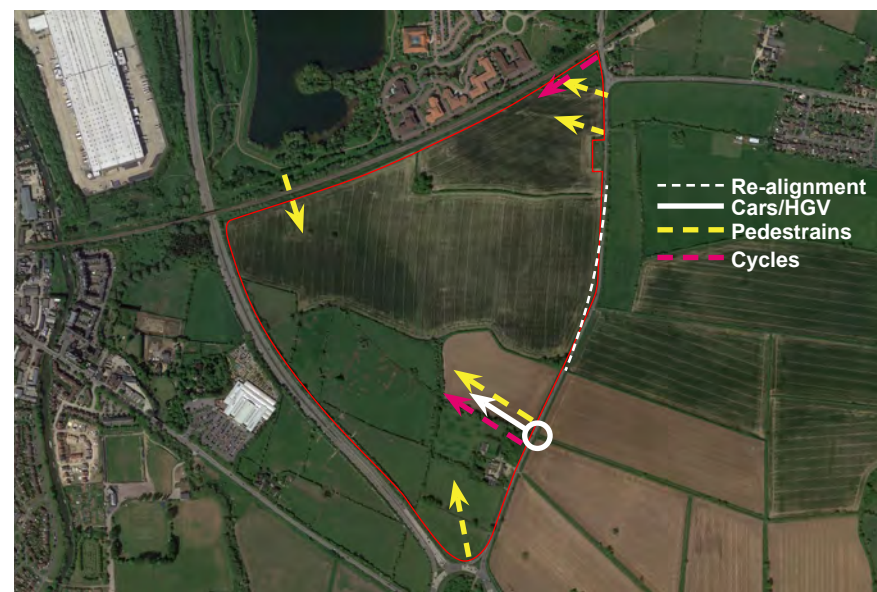


Figure 10.1 access strategy

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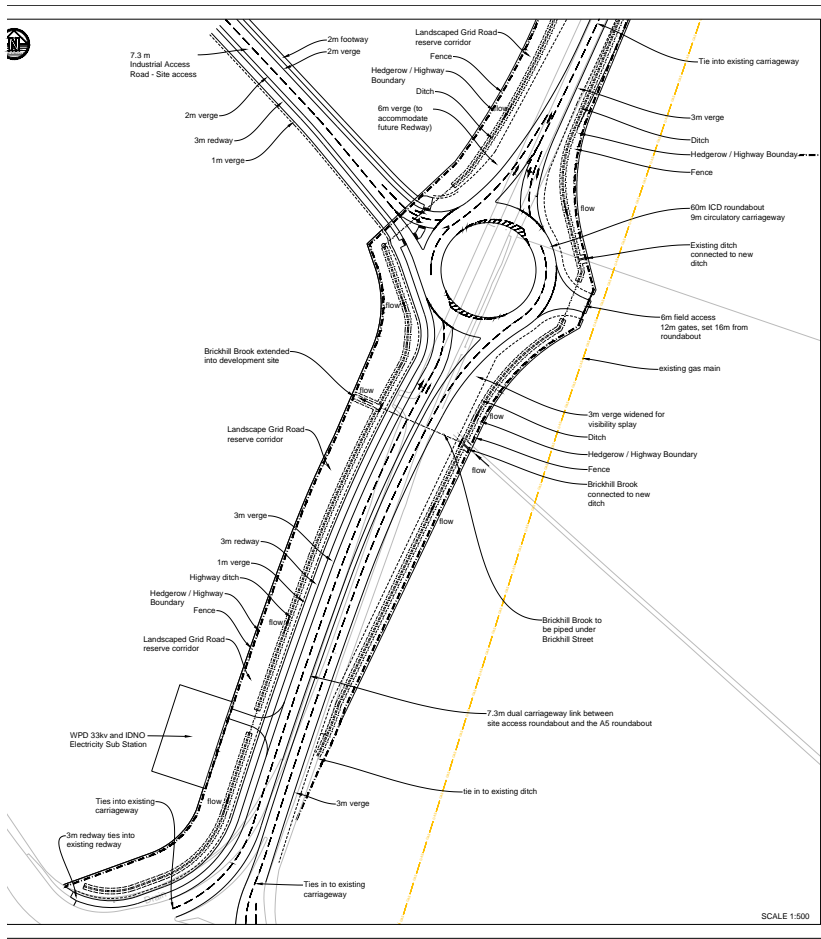


Figure 10.2 Ste access Roundabout



Figure 10.3 Brickhill Street Visibility Improvements

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

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

10.2 Site Access Proposals

(i) Brickhill Street Access

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

Pedestrian Access

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

Cycles

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

Public Transport

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

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

11. Environmental Performance

11.1 Energy Statement

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

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

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

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

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

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

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

PART THREE: IMPLEMENTATION

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12. Phasing / Sequencing

12.1 General

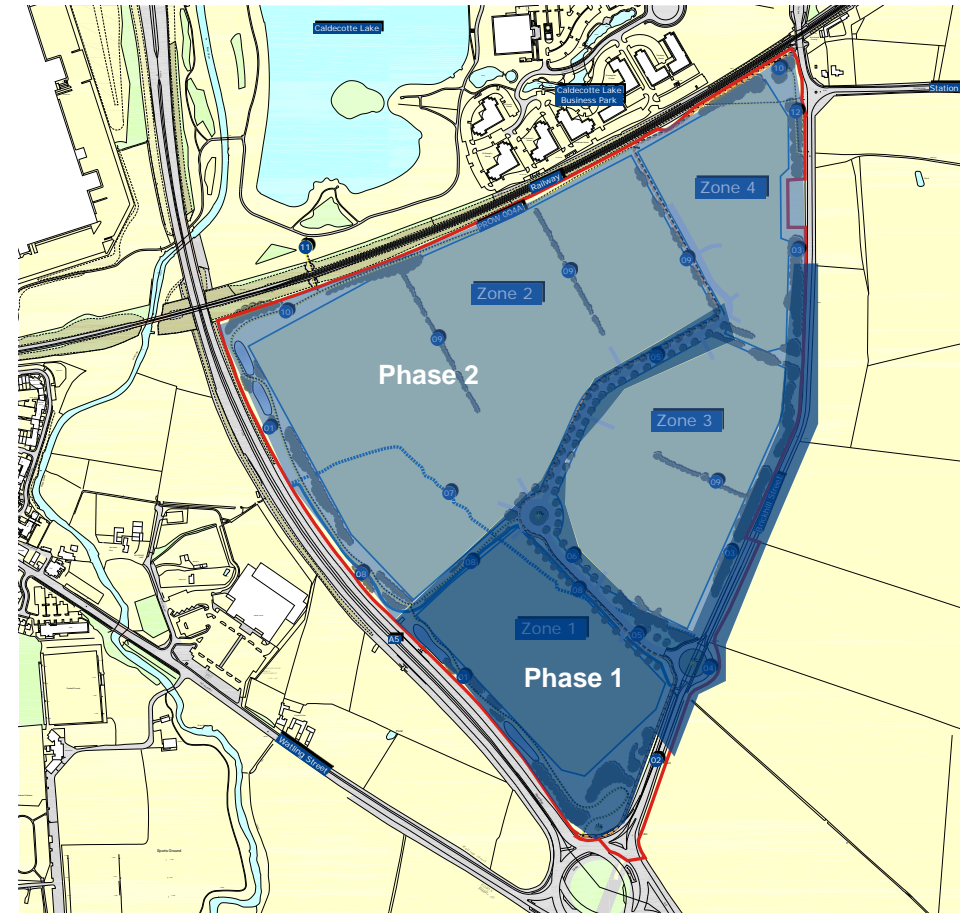
There are two main phases to the construction of the site, as follows:

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

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

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

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



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13. Management

13.1 General

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

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

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



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14. Conclusions

14.1 General

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

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

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

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

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

The parameters identify the largest buildings proposed for each of the building

platforms and range from a building of a maximum GIA floorspace of circa 127,626 m² to the smallest building of 350m².

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

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

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

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

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