

Application Number: 15/02963/CONS**Eagle Farm North Design Code****AT Land At Eagle Farm North, Crossley Drive, Magna Park****FOR IDI Gazeley****Target: 26th March 2016****Ward: Danesborough And Walton****Parish: Wavendon Parish Council****Report Author/Case Officer: Sarah Hine****Contact Details: 01908 252283 sarah.hine@milton-keynes.gov.uk****Team Leader: Sarah Evans Team Leader Strategic Applications Team****Contact Details: 01908 253326 sarah.evans@milton-keynes.gov.uk****1.0 INTRODUCTION***(A brief explanation of what the application is about)***1.1 The Site**

Eagle Farm North is located on the eastern edge of Milton Keynes and forms a part of the Strategic Land Allocation (SLA) and falls within the area covered by the Strategic Land Allocation Development Framework (SLADF) as appropriate for large scale employment uses. The site is also shown in the Core Strategy and the SLADF as part of the route for the proposed Milton Keynes to Bedford Waterway.

- 1.2 The application site is a roughly triangular shaped site 35.79 hectares in size located to the north of the A421. To the west of the site is the Magna Park development which is a site allocated for large scale employment units. The eastern boundary runs parallel with the M1 motorway. The application site includes one wood covert in the south eastern element of the site. There is an existing wood covert on the western boundary of the site, which is protected by a Tree Preservation Order at the boundary with the neighbouring Magna Park development. The site is predominantly flat with a high pressure gas pipeline crossing the centre of the site running south west to north east.

1.2 The Proposal

The Site Specific Section 106 Agreement for Eagle Farm North requires the developers to submit a Design Code for the development prior to the submission of any reserved matters applications. The Design Code will provide design instruction for the development of the entire site. The code sets out a series of design instructions which should instruct developers in the preparation of a reserved matters design for each parcel. The site has not been divided into parcels at this time but it is likely that parcels will be brought forward in terms of the individual delivery of units in accordance with the

phasing approved under discharge of conditions application 14/01855/DISCON.

A Design Code is currently under consideration for the adjacent Eagle Farm South site for the development of a mixed-use site for up to 410 dwellings, one primary school, mixed use local centre comprising of A1 retail and C3 residential uses, multi-functional green infrastructure including parkland, children's play areas, informal open space, allotments, woodland, landscaping and surface water attenuation, vehicular access point from A421 via new roundabout junction, future connections to the adjoining development land to the west and east and internal streets, footpaths and cycle ways.

A copy of the proposed Design Code is attached as an Annex to this report.

2.0 CONSULTATION

- 2.1 A first draft of the Eagle Farm North Design Code was submitted by the developer in October 2015 and was circulated to Council Officers in Urban Design, Landscaping, Highways and Ecology. The First Draft was also sent to the Canals and Rivers Trust and the Bedford to Milton Keynes Waterways Trust.
- 2.2 Following comments received from Officers, a revised draft of the Design Code was submitted in November 2015. The above consultees were amongst those consulted on the formal submission. A table listing all consultees and consultation responses is provide at the rear of this report this also details the changes that have been made by the developer to address these comments.
- 2.3 Wavendon and Broughton Parish Councils were consulted on the proposed Design Code. The Design Code has also been presented at the Danesborough Forum which is a forum meeting of representatives from all Parish/Town Councils within the Danesborough Ward.
- 2.4 Ward Councillors for Danesborough were consulted along with Councillors of Broughton Ward due to the sites scale and proximity to ward boundary.

3.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

3.1 National Policy

National Planning Policy Framework (March 2012) paragraph:
12 Accordance with Development Plan
14 Presumption in favour of Sustainable Development
17 Core Planning Principles
56-66 Design

3.2 Local Policy

Core Strategy (Adopted July 2013)
CSA Presumption in Favour of Sustainable Development
CS1 Milton Keynes Development Strategy

CS3 Employment Land Supply
CS5 Strategic Land Allocation
CS 11 A Well Connected Milton Keynes
CS13 Ensuring High Quality, Well Designed Places
CS 15 Delivering Economic Prosperity

Adopted Milton Keynes Local Plan 2001-2011

D1 Impact of Development Proposals on Locality
D2 Design of Buildings
T15 Parking Provisions
E12 Land For Large Footprint Employment
E13 Large Footprint Employment Area: Planning Requirements
E15 Large Footprint Employment : Individual Sites and Buildings

Supplementary Planning Guidance

Milton Keynes Parking Standards 2016
Milton Keynes Urban Development Area Tariff (2007)
Sustainable Construction SPG (April 2007)
Milton Keynes Drainage Strategy- Development and Flood Risk SPG (2004)
Strategic Land Allocation Development Framework (November 2013)

4.0 MAIN ISSUES

(The issues which have the greatest bearing on the decision)

- 4.1 Whether the details of the Eagle Farm North Design Code are acceptable and compliant with the Development Plan.

5.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 5.1 It is recommended that the Eagle Farm North Design Code be APPROVED.

6.0 CONSIDERATIONS

(An explanation of the main issues that have lead to the officer Recommendation)

- 6.1 The adopted Core Strategy identifies this site as within the Strategic Land Allocation, furthermore the principal of employment development within this location was approved in outline in accordance within Strategic Land Allocation Development Framework. The submission of a design code is a requirement set out as a condition to the outline planning permission and as a clause within the section 106 agreement for this site. Design Codes provide the final piece of site specific guidance and consist of a set of illustrated design rules and requirements which guide developers on how a site should be developed.
- 6.2 Paragraph 59 of the NPPF states that *“Local planning authorities should consider using design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.”*

- 6.3 The structure of the Eagle Farm North Design Code, builds upon the context of the outline planning application and the Strategic Land Allocation Development Framework document. The structure of the code sets out the following:
- The Vision and Development Concept
 - Key Development & Design Principles
 - Sustainability And Environmental Development Standards
 - Building Design Standards
 - Landscape Design Standards
- 6.4 The document outlines mandatory elements on density, height, built form, materials/ colours, landscaping and servicing these principles accord with the established principles within the neighbouring Magna Park site. Any departures from this Design Code will require significant justification from the designers. The document will be used in the consideration of reserved matters applications by the Local Planning Authority.
- 6.5 The design principles set out within the document are in accordance with the outline and reserved matters infrastructure planning permission's and the Strategic Land Allocation Development Framework. Furthermore the Design Code builds upon the design principles which have been established within the neighbouring Magna Park site and the character of the area as a distribution and logistics employment site. This will ensure that the Eagle Farm North site relates to neighbouring site and local area more generally as per the requirement of paragraph 59 of the NPPF.
- 6.6 The Design Code sets out that car parking provision within the development will be in accordance with the adopted parking standards.
- 6.7 The Bedford to Milton Keynes Waterway runs through the application site and as such the Design Code builds on the previously established principle of the safeguarded route to ensure that development within this site does not jeopardise the delivery of the waterway. The Bedford to Milton Keynes Waterway Trust were consulted on the draft Design Code, the Trust have confirmed that the submitted code is considered to be acceptable.
- 6.8 The Design Code includes an area to the north of the application site which is located within the flood plain. It is proposed that this land will be included for adoption within the Linear Park located on the neighbouring Magna Park site and therefore is in accordance with the established principles of the neighbouring site.
- 6.9 Overall, the developer is considered to have addressed all the general and detailed comments made by Officers which should be addressed in the Design Code. The document has been reviewed for its consistency, quality of outcomes and design principles and for its application in assessing planning applications. The Design Code provides a set of design controls to ensure the creation of high quality and sustainable development on the Eagle Farm North site.

6.10 **Conclusion**

The developer has amended the draft Eagle Farm North Design Code where relevant to address comments received by Officers and other consulted parties, notably the Bedford to Milton Keynes Waterway Trust. The finalised document is considered to be consistent with the Strategic Land Allocation Development Framework, the outline planning permission, local planning policy, national planning policy and supplementary planning guidance.

- 6.11 The Document provides robust direction and guidance for the preparation of reserved matters applications and will ensure that development is consistent with the neighbouring Magna Park site and contributes to the overall vision of the Strategic Land Allocation. It is therefore recommended that the Eagle Farm North Design Code is approved.

Appendix to 15/02963/CONS

A1.0 RELEVANT PLANNING HISTORY

(A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case)

A1.1 12/02204/MKPCO

Development of B1(C) Light Industrial, B2 General Industry and B8 Storage and Distribution uses with Ancillary Office accommodation, new access and associated works including provision of a safeguarded route for the canal.
PERMITTED 06.08.2014

15/00990/REM

Reserved Matters for site infrastructure works including layout of internal spine road, diversion of watercourse and construction of drainage ponds
PERMITTED 11.11.2014

A2.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

A2.1 None.

A3.0 CONSULTATIONS AND REPRESENTATIONS

(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)

	Comments	Officer Response
A3.1	Cranfield Airport No response received	No action required
A3.2	Civil Aviation Authority No response received	No action required
A3.3	Canal & River Trust No comments	Noted
A3.4	Environment Agency No response received	No action required
A3.5	Highways England No objection	Noted
A3.6	Bucks And MK Environmental Records Centre No response received	No action required
A3.7	Landscape Services Manager – Trees The main issues were the two triangular woodlands one to the east and one to the west (Fox Covert). Initially the proposals were to remove the triangular sections forming the tips of the woodlands within the site to make additional space for development, in return for this loss the planting and development of a wide wildlife corridor down the west	The comments are noted however, the outline consent established the principle of the removal of the eastern woodland and removal of the tip of Fox Covert. Details within the Design Code are in accordance with the outline planning permission in this respect. The code has included the requirement for trees to be protected in accordance with BS 5837: 2012.

side of the site was proposed. However it was then proposed to completely remove the east woodland (which I believe has now been done), and as such our position was that the western woodland (Fox Covert) should be retained in its entirety and the wide wildlife corridor down the west side of the site should still be established.

The current proposal still shows the east tip of the Fox Covert wood to be removed to accommodate car parking. The woodland should be retained in its entirety as there is sufficient space to accommodate the car parking between the southeast margin of the wood and the easement for the pipeline, thus allowing the retention of the eastern tip of the woodland.

Good quality mature woodland such as this is extremely important in terms of its biodiversity and carbon-uptake & holding capacity. Valuing and conserving these natural features is the way forward and makes long term economic sense; sacrificing all or part for short term gains / convenience is not sustainable.

The remaining tree cover along the M1 boundary and proposed canal corridor should remain in place until the canal construction is underway.

Tree protection fencing in accordance with BS 5837: 2012 is now required to all woodlands and trees on site.

I note the broad brush planting proposals in the document and I would like to see more detail proposals when they are available but the scheme should include a good, diverse range of native trees and shrubs (8 – 10 species minimum)

not too diminished by the bulk of Hawthorn which should comprise no more than 40% of the total in mixes. The ornamental planting should include a couple of species of choice specimen trees to augment the interest of bulk of the tree species used.

A3.8	Passenger Transport No comment	Noted
A3.9	Natural England No comment	Noted
A3.10	British Pipeline Agency Not in zone of interest	Noted
A3.11	Bedford Internal Drainage Board Reference is made to a footpath link running along the western perimeter. However the Board's watercourse 27 which forms the western boundary to this development has not been mentioned. The Board's byelaw distance of 9m is applicable and will be enforced to ensure no restriction on its maintenance regime and the use of heavy plant which is not conducive to sharing space with the public. This needs to be clearly defined to ensure no clash. Table L1 makes no reference to space for maintenance of "water" in respect of surface water drainage within ditches, swales or watercourses which is essential.	It is considered that this matter can be dealt with at reserved matters stage. The requested amendment has been made.
A3.12	Parish - Broughton & Milton Keynes No response received	No action required

<p>A3.13 Parish – Wavendon No response received</p>	<p>No action required</p>
<p>A3.14 Ward - Danesborough And Walton - Cllr D Hopkins No response received</p>	<p>No action required</p>
<p>A3.15 Ward - Danesborough And Walton - Cllr Bramall No response received</p>	<p>No action required</p>
<p>A3.16 Ward - Danesborough And Walton - Cllr V Hopkins No response received</p>	<p>No action required</p>
<p>A3.17 MK Parks Trust Tables L1 and/or L3 in the Appendices would benefit from including the issue ‘Practicality of Future Maintenance’ to reinforce the point that long term maintenance need to be considered of the various landscape types. In particular this issue should be cited in relation to the maintenance of grasslands, especially species-rich areas where they should ideally be cut and the arising collected to prevent soil nutrient build-up which would impact on species diversity; for the woodland/shrub areas where access for maintenance will be required to implement thinning and coppicing regimes; and access to wetland areas for the necessary maintenance.</p>	<p>Additional references to a proposed maintenance regime have been included. A Landscape & Ecological Management Plan is in any case to be submitted pursuant to condition 20 of the outline planning permission.</p>
<p>Appendix D should include reference to the principle of determining the final planting schemes and mixes based on an analysis of the soil conditions. This is stated in section 6.1.3 of the main text (p29) but there would be no harm in re-stating this principle in the Appendix.</p>	<p>Requested amendments have been made.</p>

In table L4a on page 66 the species symphoricarpus is listed as a component in a native species mix. This species is not native to Britain.

The requested amendment has been made and the species has been removed from the Design Code.

A3.18 **Ward - Broughton - Cllr Bint**
No response received

No action required

A3.19 **Ward - Broughton - Cllr Morris**
No response received

No action required

A3.20 **Ward - Broughton - Cllr Crooks**
No response received

No action required

A3.21 **MK Urban Design**

Para 3.5 – Architectural Focal Points. If there are to be ‘architectural focal points’ then the location of these should be identified in the design code, and some guidance provided as to how these buildings will act as focal points. Otherwise delete ‘architectural focal points’ from heading and delete para 3.5.4.

The requested amendment has been made.

Para 6.2.1 – refer to providing “wildlife habitat and/or food sources” as a landscape objective.

The requested amendment has been made.

The Design Code should provide some guidance with regard to the retained Fox Covert woodland particularly in relation to public access. A key element of the SLA Development Framework was the provision of a footpath link to the Broughton Brook linear park along the western edge of Eagle Farm North.

Fox Covert wood is not included within the area of the outline planning permission. A footpath will be provided along the western boundary of the development site in accordance with the Outline Parameters Plan.

A3.22 Waste Strategy

Standard advice has been issued on the basis the waste strategy.

Noted the proposal accords with the waste strategy in the neighbouring Magna Park site and is considered acceptable.

A3.23 Crime Prevention Design Advisor-

Overall there are no objections to this code.

Noted, no action required.

I note that roads, Redways and footpaths will terminate at the entrance to development sites and this division between public and private space will be a key principle in ensuring the development is both safe and secure. Care will need to be taken to ensure that any such footpaths and/or Redways are overlooked from the proposed units and that footpaths aren't routed along narrow routes where pedestrians feel that they are hemmed in between security fences. In such cases the paths should be 3m in width and have about 3m of clear land either side.

I am happy that the grouping of buildings in three locations will allow the flexibility of smaller units, yet will allow each group of buildings to be responsible for their own security.

I also note that the Secured by Design principles will be included with regards to the layout and design of this site. With the lessons learnt during the construction of Magna Park, I am happy that these units should be capable of incorporating the Secured by Design principles, with the basic building being constructed to the Secured by Design standards.

A3.24 Senior Landscape Architect

Indicative Site Sections and Master Plan (pages 11 and 12):

Street trees will be required in the public realm along the spine road, these should be shown. Reference 6.5 Landscape Character Area Objectives: 6.5.1 Spine Road “Large regularly spaced trees along the street with ornamental planting to highlight junctions.”

The requested amendment has been made to provide more street trees within the public realm.

Fencing is shown on the site sections in front of the plot landscaping visible from the public realm. This should be set back behind landscaping. Refer to Section 13 Fencing on page 44 and page 60 “Fences and Walls: Security fences around plots will be located on the inner face of planted mounds in order to minimise their visual impact.”

The requested amendment has been made.

Site section through the canal says “25 metre wide canal corridor no additional trees planted” however Figure 3.3 Illustrative Master Plan shows tree planting between the canal and the motorway. A substantial landscape corridor will be required as screening between the motorway and Eagle Farm North development.

The Bedford to Milton Keynes Waterway Trust has requested that no trees are planted in the canal reserve. It proposed that trees within the safeguarded canal route will be retained where possible.

The section through plot A to canal corridor is not typical in that plot B and C are closer to the canal with less room to provide a substantial landscape corridor and screen between development and the motorway. As Section A is ‘typical’ then hard landscaping/roads shown for plots B and C should be pulled back from the landscape corridor.

This change would reduce the developable floor space within the site.

The corner of Unit C1 is shown on the Master Plan encroaching into the 25m wide landscape and wildlife corridor along the southern boundary at the A421 roundabout. The corner of the unit should be revised as Unit A has been so that the Master Plan is consistent with Figure

The Master Plan has been amended and Unit C1 no longer encroaches into the 25 metre landscape and wildlife corridor.

3.2 Parameters Plan and text under section 14 of Appendix A.

The roundabout at the end of the spine road is shown on the Master Plan very close to the canal corridor; there should be sufficient separation and screening to avoid the highway intruding into the future leisure / canal route; screening for noise disturbance and visual impact will be important as the roundabout traffic will generate higher noise levels where lorries and general traffic will be accelerating or decelerating .

Section 3.2 Architectural Focal Points:

Integrate paragraph 3.2.1 into section 3.5 there is no need for a separate section.

The remaining paragraphs are unrelated to architectural focal points and should be moved to other appropriate headings

Section 4.3 Site-wide Highway Hierarchy:

Add 'street trees' to the text under 4.3.2 as follows: "The roads will be provided with verges to accommodate street trees, services and utilities, footpaths, and Redways as shown on the Master Plan at Figure 3.3 with indicative cross-sections at Figure 4.1." Amend reference to 'Figure 4.1' to '3.4' to match contents list.

Section 4.4 Internal Drainage System:

Clarify if reference to SUDS needs to be included in this section. A sentence on 'natural drainage features' is mentioned in Section 5.7 External Hard Surfaces: 5.7.2.

Given the proximity of the canal route to the M1 motorway the need to provide acoustic or visual screening from the development site is considered unnecessary.

The requested amendment has been made.

Reference to architectural focal points has been deleted at the request of Urban Design.

The requested amendment has been made.

The requested amendment has been made.

Section 6.2 Overarching Landscape Strategy:
Add to earth shaping paragraph: “final gradients of mounding to be suitable for safe and sustainable landscape maintenance operations”.

The requested amendment has been made.

Section 6.5 Landscape Character Area Objectives:
Canal Corridor ‘Treatment’ text should be replaced with: “Drainage ditch to be sensitively designed to retain healthy existing trees where possible to provide an element of maturity. Existing trees in the proposed ditch line will be subject to a tree survey. Earthworks to be grass seeded with an appropriate mix or otherwise suitably soft landscaped.”

A tree survey is being carried out with a view to retaining as many existing trees as possible on the line of the ditch. The requested amendment has been made.

Eastern Edge – ‘Objective’ text should also refer to screening short views of the development from the canal corridor; ‘treatment’ text should read “Hedging and trees with woodland style planting where space permits”.

The requested amendment has been made.

Section 6.9 Landscape Maintenance Strategy:
Paragraph 6.9.4: The Handover Environmental Management Plan should be a condition of future planning application approvals. Maintenance will need to be considered at the outset and influence the design of the landscape schemes if it is to be meaningful and fully achievable.

Additional references to maintenance have been included. A Landscape & Ecological Management Plan is in any case to be submitted pursuant to condition 20 of the outline planning permission.

Appendix A Summary of Design Standards:
Section 10 Safeguarded Canal Route:
Safeguarded should mean safeguarded and reference to “any proposed drains or services media” in this section

The accompanying section 106 agreement specifically permits drains or services media in the canal corridor. The promoters of the canal have stated they are opposed to new tree planting in the reserved corridor.

should be deleted. The canal leisure route will need to be landscaped along its perimeter with hedging and trees and drains or services should not be located in close proximity to trees or landscaping which might later be dug up for maintenance to services. Service corridors are detailed in 4.5 / 4.5.1.

This should also tie in with the relevant paragraph 6.2.2 in Section 6.2 Overarching Landscape Strategy which should read: "A corridor parallel to the M1 motorway reserved for the possible future construction of a new waterway linking Milton Keynes and Bedford for leisure purposes should be managed for wildlife. Trees should be retained until the safeguarded land is required for the canal route construction. Retained landscape will provide a landscape buffer giving screening and maturity to the site while the new landscaping within the development site establishes."

Section 14 Landscaping:

In paragraph 2 after sentence 1 add "Mounding where grassed shall be profiled no steeper than a 1:4 gradient for safe maintenance."

Appendix C Landscape Design Standards:

On page 55 under Trees and individual standards: Long term condition: last paragraph of text should be revised to "Appropriate tree support, irrigation, root management and structural root soil systems will be installed for all standard to semi-mature trees according to location."

On page 56 under Grassland: Impact and site character: text may contradict text in Table L3 on page 63: Soft

The requested amendment has been made.

The requested amendment has been made.

The requested amendment has been made.

The requested amendment has been made.

landscape: Sustainability. Clarification is required and suitable revised text to be agreed. Text should also reflect the benefits to wildlife of alternatives to short mown grassland management

Appendix D Plant palette:

On page 66 delete to avoid confusion the text "Planted on a 2m grid" as the spacings are included in Table L1: Woodland-style planting: Impact & site character on page 54. Delete reference to Ash in paragraph 3 in this section on page 54. The text has been amended as requested

The requested amendment has been made.

Add 2 additional tables L8 and L9: to cover Naturalised Bulb Planting, and Meadow Grass Mixes

The requested amendment has been made.

A3.25 Tree Officer

Tree protection fencing in accordance with BS 5837: 2012 is now required to all woodlands and trees on site.

This matter is dealt with by condition attached to the outline planning permission.

A.26 Countryside Officer

Paragraph 6.4.6 The inclusion of Larch could be problematic due to Phytophthora ramorum

The requested amendment has been made.

Paragraph 6.6.3 Soils stripped from the felled section of Fox Covert are likely to contain a relatively rich mycorrhizal fungi soil community, compared to soils stripped from previously intensively farmed fields found elsewhere on site. A rich Mycorrhizal fungi soil community is likely to facilitate a richer woodland ecosystem i.e. an increase in site biodiversity. Therefore the woodland soils should be reused appropriately to 'inoculate' the new areas of conservation woodland planted on the site.

As far as feasible this will be undertaken, it should be noted in practice however it is difficult to spate out the soil from the roots. In this woodland the trees have been planted close together without ongoing management to thin them and therefore the retrieval of the soil in a meaningful way is curtailed.

Paragraph 6.6.3 The soil survey may need (in addition to a chemical and physical analysis) to also include a biological analysis regarding the ex-Fox Covert soils to inform the above paragraph (2) recommendation.

This has not been asked for within the soil analysis

Paragraph 6.6.3 The Sustainable Soil Strategy in virtually all cases relating to areas of biodiversity planting will not require additions of “fertiliser, lime, compost” as these actions will be highly likely to lead to a reduction in biodiversity. Where appropriate in many cases wildflower seed mixes will need to be planted on areas with topsoil removed i.e. planted on sub-soil.

Noted

Appendix C Table L1

Design element : Woodland-style planting.

The use of Ash will need to be revived, due to the likely soon to be widespread prevalence of Ash die back disease which now occurs in old hedgerow trees in the Borough of Milton Keynes.

Planting plans will be provided when reserved matters applications are submitted. Bulb planting is now included.

There is no mention of appropriate native woodland ground flora seed mixes, plug planting or bulb planting, these are key to woodland (not just a plantation of trees) creation. Proposals for ground flora will need to be submitted for approval by the Council Ecologist

Soils will need to be recycled from Fox Covert.

As far as feasible this will be undertaken, it should be noted in practice however it is difficult to spate out the soil from the roots. In this woodland the trees have been planted close together without ongoing management to thin them and therefore the retrieval of the soil in a meaningful way is curtailed.

Design element : Grassland
“local conditions” should not include land treated with
“fertiliser, lime compost” as these actions are likely to
reduce biodiversity.

There is little water planting taking place around these and it
may be appropriate to let them colonise naturally

Design element : Water features.

All plant species lists will need to be submitted for approval
by the Council Ecologist to ensure that invasive water plant
species are not used.

Appendix C Table L3

Design element : Landscape Design Standards –
Management and Maintenance.

Soft landscaping. Ongoing maintenance. Can the Handover
Environmental Management Plan (HEMP) be forwarded to
the Council Ecologist for review.

Soft landscaping. Site condition. There will need to be an
ecological input into the annual review by the means of an
appropriately qualified Ecologist attending meeting with the
supervising Landscape Architect and the maintaining
contractor.

Appendix D

Table L4b: Native structural planting mixes.

Core mix 1 I assume ‘Boirch’ is Birch?

The requested amendment has been made.

Waterside Mix 1 The large scale use of Alder should be
revisited due to the prevalence of Phytophthoradiesease in
the UK.

The requested amendment has been made.

A.27

Highways Development Management

Milton Keynes Council has published a set of proposed

The parking standards set out within the Design Code are in

parking standards in new developments. The site lies within Accessibility Zone 3 for which the following standards would apply:-

Car parking:

- Manufacturing (B2) 1 space per 60m²
- Warehousing (B8) 1 space per 100m²
- Ancillary offices 1 space per 30m²
- A minimum of 2 spaces shall be provided with charging points for charging electric vehicles and 1 space and 1 charging point per 100 car parking spaces thereafter.
- Flexibility will be offered if operators can provide adequate justification and demonstrate that units will operate on a 3 shift pattern with adequate parking provision at shift change over. However, in accordance with the Parking Standards SPD, any significant over or under provision will need to be justified and a view will then be taken on the actual provision being offered.

Car parking bay dimensions:

- Standard car parking space in block pavements or tarmacadam min 2.5m x 5.0m
- Disabled / special needs space in block pavements or tarmacadam min 2.4m x 4.8m with a 1.2m margin to the side and rear of individual spaces (3.6 x 6.0m).

Motorcycles: minimum of 2 spaces with anchorage points. 1 space per 70 total car spaces

Bicycle Parking

- Manufacturing (B2) Minimum 2 for visitors plus 1 per 500m² thereafter; plus 1 per 400m² for employees or 1 per 10 full time employees
- Warehousing (B8) Minimum 2 for visitors plus 1 per 1000m²

accordance with the parking standards.

thereafter; plus 1 per 700m² for employees or 1 per 10 full time employees

HGV parking:

- Manufacturing (B2) 1 space per 300m²
- Warehousing (B8) 1 space per 300m²

Lorry parking bay dimensions

- Standard bay - 3.5 x 15m in brushed concrete or tarmacadam

Adoption of Estate Road

I note that the spine road is not intended for adoption by the local highway authority at the time the design code was written. I recommend that all roads, footways and redways are constructed and laid out in accordance with Milton Keynes Council highway standards.

A.28 **Bedford to Milton Keynes Waterway Trust**

It is essential that any screening doesn't hamper future construction of the waterway

Noted, no tree planting is proposed in the safeguarded canal route corridor.

Para 3.5.2 : we are not clear how will the plot layout take account of the canal

The safeguarded route has been shown within the site master plan.

Para 3.7.3 : there appears to be no information about the level of maintenance proposed

In terms of the safeguarded canal route, the S106 requires transfer to MKC for future maintenance. At the point of transfer the area is required to be a suitable standard for ongoing maintenance. The canal corridor is to be planted with an appropriate wildflower meadow mix.

Para 4.6.1 : will it be possible for the Trust to seek agreement to use access points for our construction traffic, with the usual caveats about reinstatement.

Noted this will need to be discussed with various site operators at the time.

Para 6.2.2 in constructing the waterway it may be necessary to remove some / all of the trees along and adjacent to the route. We need to be assured that there will not be resistance when the time comes.

It would have been useful to investigate whether the drainage ditch could be enlarged to canal dimensions, to replace some of the flood storage lagoons. Has there been any discussion about this?

Para 10.0 – services/media need to be positioned such that diversion / protection isn't required when the waterway is built. This will avoid disruption / potential interruption of services to the occupiers when we are working.

Noted, additional planting has been limited within the safeguarded route to avoid the requirement for future removals.

The principle of the use of the drainage ditch was dealt with under the reserved matters application.

Services will be located on the western edge of the corridor as permitted by the section 106 agreement.