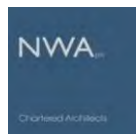


Design and Access Statement – Broadfields Innovation and Business Park



Outline Planning Application
Broadfields Innovation and Business Park
South West of A127 junction and Tilbury Road
West Horndon, Essex.

23rd Sept 2022

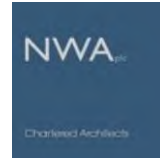


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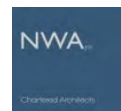


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1.0 Introduction

1.1 Executive summary

This document has been prepared to accompany the information issued to Brentwood Borough Council as part of the Outline Planning Application for the development of the Broadfields Innovation and Business Park.

- The proposed application comprises uses within classes E(g), B2 and B8 with associated ancillary office space and an electric vehicle charging station. The application site is currently a residential property with some adjacent small-scale commercial uses, together with extensive areas of overgrown grassland and scrub.
- The illustrative masterplan shows an arrangement of a number of buildings of varying size and scale. The smaller lower buildings are located to the east of the site. On the southern side of the site the enterprise hub is located comprising 22 small and micro units for small businesses. It is considered that the smaller standalone buildings might be more suited to Class E(g) type uses including research and development, production of technological components, innovation etc. The larger buildings towards the middle and western boundary may lend themselves to larger scale industrial process and logistics. The enterprise hub would accommodate businesses across all use classes.
- The proposed area of the new buildings is up to 32,000 sqm.
- These proposals have been designed as a Net Zero Carbon development, providing flexible business space in an extremely well landscaped setting that will appeal to all sectors of the economy but particularly those in emerging and technological sectors.
- The proposed development will create a significant number of local jobs and meet the growing demand from sustainable enterprises and technology companies looking for space outside of London.

This Design and Access Statement should be read in conjunction with the submitted drawings, Sustainability Statement and other supporting information issued as part of the Outline Planning Application.

1.2 Project Vision

The Net Zero Carbon development of Broadfields Innovation and Business Park offers an exceptional opportunity to provide flexible modern sustainable commercial buildings in extensively landscaped setting where all types of businesses could operate. The vision for the project is based on the Client's desire to provide a Net Zero Carbon development in a form that would particularly appeal to emerging and technological enterprises as well as more traditional industrial and logistics sectors.

Construction of a development of this size will provide a boost to local employment and the local economy and will benefit over a number of years with the expectation that long-term maintenance contracts will be put in place. Businesses occupying space in the development will provide long term local employment opportunities and benefit to the economy.

The Broadfields Innovation and Business Park will provide a large number of new jobs with a focus on new and sustainable enterprises. The development will require a cross-section of skills to ensure that the facilities are well run. In-house employment will include managers, technical staff, maintenance technicians, administration, security, and cleaners. External employment will include delivery and differing types of maintenance staff required by a development of this size.

It is envisaged that the development will enhance the wellbeing of the building users and the public through some of the following methods;

- Using renewable power generated on site to meet the needs of the development
- Promoting wellbeing through the design of the building
- Encouraging activity for onsite staff
- Stimulating the use of the public realm and making it safer
- Creating buildings that could be used 24 hours a day
- Providing primary and secondary jobs
- Promoting sustainable development

1.3 Background

The site is located to the south of the A127 Southend Arterial Road at the A128 junction with Tilbury Road, and access to M25. Within a few miles to the east is the town of Basildon. The site is currently comprised of a residential dwelling, some small-scale commercial units and overgrown scrub and rough grazing.



Site Location from Google aerial view

1.4 Location and Context

The site is located to the west of the junction of the A127 Southend Arterial Road and A128. The eastern boundary is formed by Tilbury Road and is located in an area known as East Horndon.

The M25 motorway is within 5km of the site to the west and the town of Basildon within 3km to the east. Brentwood is located 5km to the north.

Immediately to the north of the site there is a recent housing development that abuts the A127 westbound entry slip road.

The site is surrounded by Green Belt land to the west and south, and the western boundary of the site is formed by an area of woodland which is designated as a Local Wildlife Site. A significant landscaping buffer is proposed along the western boundary of the application site.

The road and rail network provide easy access to Stansted Airport (via the M11), City airport and Southend Airport, as well as both Gatwick and Heathrow airports through the M25 motorway. Connections can also be made with port facilities at Tilbury to the south and the East Coast ports of Harwich and Felixstowe.

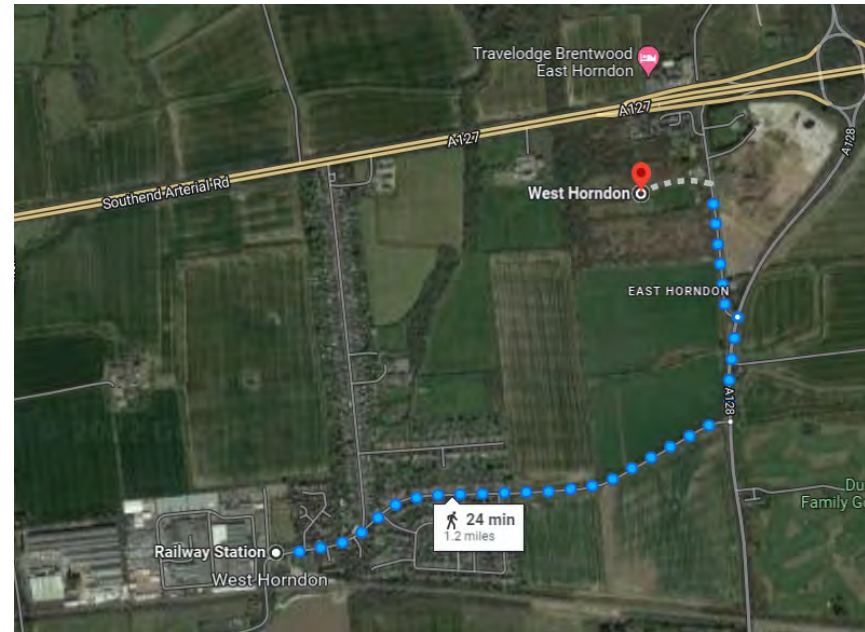
Brentwood as a location has many advantages and is an attractive place for business and much of the existing stock of commercial premises has been lost to redevelopment as housing. There is a very strong need for new employment development in the Borough, but the Green Belt acts as a significant constraint,



Site Location in relation to Wider Context



Site Location in relation to Local Context



Site location in relationship to West Horndon's Railway Station

1.4.1 Site Analysis

The site is comprised of 30.0 acres. The intention in developing the site is to provide employment premises in a modern sustainable landscaped environment for a range of sectors.

There are no Listed Building in the application site, and it is not within a Conservation area. However, the boundary of the Thorndon Historic Park Conservation Area is located approximately 400m north-west of the application site. East Horndon Hall is Grade II listed and located approx. 200m east of the site. The listed buildings and heritage assets nearby have been assessed within the Heritage Assessment submitted with this application and there is considered to be no harm to the local heritage assets.

The topography of the site slopes a few meters from north to south across the site. To the northeast there are large embankments each side of the A127 forming the A128 roundabout junction. This acts as a visual screen towards the site when viewed from the surrounding area.

Directly to the east on the other side of the old Tilbury Road there is a site with planning permission for an industrial scheme of 35,000 sqm but at a substantially greater density. This development is underway and is part pre-let There is a modest garden centre where the A128 and Tilbury Road converge. To the southwest there is the settlement

of West Horndon. The area generally has a number of interconnected drainage ditches and watercourses.



Site location and views



Figure 1 – View from A127 looking towards west, the site is behind the trees on the left of the image



Figure 2 – View from A127 looking towards east



Figure 3 – View from Tilbury Road looking towards north



Figure 4 – View from intersection of A127 slip road and Tilbury Road



Figure 5 – View from A128 approach



Figure 6 -View from nearby residential development

1.5 Transport

This section should be read in conjunction with the Transport Assessment which accompanies this outline application.

The site benefits from very good connections to the national road network being a few minutes from junction 29 of the M25 and adjacent to the A127 and A128.

The site is accessible by public transport links and as well as a safe pedestrian access from West Horndon, the nearest railway station located within walking distance, 1 mile west of the site.

West Horndon offers frequent services to central London, with 30min journey time to Liverpool station for example, making it an attractive location for commuters.

The development would also be highly accessible from any future development at Dunton Garden Village, planned on land to east of the A128.

1.6 Planning Context

1.6.1 Planning History of the site

The planning history is discussed in detail in the planning statement. There is little planning history relating to the application site other than small scale residential proposals

In the vicinity of the site, it is noted there is recent planning history in respect of land on the eastern side of Tilbury Road.

P20/01702/REM 20/11/2020 approved

Approval of reserved matters (Access, Appearance, Landscaping, Layout and Scale). Following Outline permission (19/00315/OUT) for the redevelopment of the site comprising demolition of all buildings; construction of new buildings providing 35,000 sqm of Class B1b, B1c, B2 and B8 floor space and 250 sqm of Class A3 floor space, together with associated vehicle parking, loading, cycle parking and infrastructure.

19/00315/OUT 26/03/2019 Approved

Outline planning application (with all matters reserved) for the redevelopment of the site comprising demolition of all buildings; construction of new buildings providing 35,000 sqm of Class B1b, B1c, B2 and B8 floor space and 250 sqm of Class A3 floor space, together with associated vehicle parking, loading, cycle parking and infrastructure.

2.0 Development Proposal

Outline planning permission is sought, for the Net Zero Carbon development of Broadfields Innovation and Business Park. The scheme seeks permission for up to 32,000 sqm of flexible Class E(g), B2 and B8 floorspace including an enterprise hub of small and micro business units and an ultra-rapid electric vehicle charging station. The Broadfields Innovation and Business Park has been designed to provide a series of individual plots, contained by retained existing landscape features and new planting upon which can be developed a wide range of building types and sizes to meet the needs of occupiers in all sectors of the economy but with a particular appeal to those in the technological sector.

This outline application seeks approval for access only, all other matter – layout, scale, appearance, and landscaping – are reserved for future determination.

We have created a parameters plan that will be approved, and which future reserved matters applications must accord with. The parameters put forward in this application have been developed through analysis of the site, market expectation, and stakeholder engagement to ensure that the proposals integrate appropriately into the context of the area. The parameters plan seeks to establish key principles in relation to the overall quantum of development, layout of the plots, building height, access arrangements and strategic landscaping areas.

The application is also supported by a Design Code, this seeks to provide a series of further commitments to key design principles, including in relation to materials, landscaping features, sustainability measures, accessibility, that will ensure a quality development.

The application is also supported by indicative material, including an indicative Site Plan and Indicative Elevations to detail how the site could be developed, within the approved parameters.

2.1 Parameters Plan

The parameters plan includes information on areas of proposed built development, areas of strategic landscaping and building zones and heights. These parameters have been developed to allow for an assessment of the proposal at an outline stage as well as to control the form and design of the redevelopment that could be progressed at the reserved matters stage with an end-user in place.

The proposed scheme will provide up to 32,000 m² of floor space for employment within classes E(g), B2/ B8.

The proposed maximum building heights within the development range from between 5m to 14m maximum height. The boundary of each development plot is also indicated as well.

The position of the central spine road is indicated on the plan along with undeveloped strategic landscaped areas. The electric vehicle charging station will be included within one of the development plots containing the enterprise hub. Also shown of the parameters plan is play area accessed from Tilbury Road intended to be used by local children from neighbouring residential developments. The plan also shows the location of a new landscaped bund that will provide visual and acoustic screening for occupiers of neighbouring residential properties. Finally, the parameters plan highlights the key landscape principles that underpin the design the strong linear landscape and woodland corridors that define the development plots



Plots and Landscape Parameters Plan – For indicative purposes only – Please refer to NWA-503-A03-010 drawing.

2.2 Layout

The indicative layout of the site has emerged from careful consideration of the design principles, technical policy requirements, as well as the functional requirements of the businesses that might occupy the estate.

The Indicative Site Layout shows one way the buildings could be arranged within the parameters set in the plans:

- Smaller and lower buildings to the east and south of the site where they are closer to existing residential properties.
- Larger buildings are located to the western portion of the site.
- The existing landscape and hedge lines are retained and enhanced to form linear landscape features of interlinked hedge.
- A Landscaping buffer at least 15 m along the western boundary with Hollow Bottom Shaw surrounding the whole site to screen buildings from residential dwellings as well as wider countryside and adjacent wildlife site.

The total building area is estimated to be 32,000 including 3200sqm of small units within the enterprise.



Indicative Site Layout – For indicative purposes only – Please refer to NWA-503-A03-007 drawing.

2.3 Access and Circulation

2.3.1 Vehicular Access and Movements

Details of the site access are submitted with this application for approval. It is proposed to create a singular main access to serve the development from Tilbury Road. The main access is the Spine Road running through the middle of the site and which will have a wide landscaped area along each side including retained landscape features. The individual plots are accessed directly from the spine road.

2.3.2 Pedestrian and Cyclist Access and Movements

As a sustainable development, it is intended that a number of people will be arriving at the site on foot or by bicycle given the proximity of local transport links as opportunities for sustainable modes of transport. This will be promoted through the use of a Travel Plan.

The design does not allow for any on street parking on the main spine road strengthening the public realm and landscaping within the estate. This creates a safer and improved pedestrian and cycle experience. Pedestrians and cyclists will approach the site from Tilbury Road. It is hoped that improvements to the wider footpath and cycle network can be linked up with this development.

Secure cycle parking will be provided in accordance with local standards for members of staff within the site boundary, as cycle access is via the main spine road. Shower and changing facilities will be required in the buildings to encourage sustainable modes of transport.

2.3.3 Service areas

Where service yards are required for larger vehicles and deliveries there is sufficient space to accommodate these activities.

To utilise the space at the back of each of the units in the most efficient way and minimise their visibility from the elevations of specific interest we have encompassed the delivery area with the external plant, refuse, recycling stores.

The indicative car parking to each unit has been considered in accordance with typical occupier requirements and is below the maximum levels permitted by policy. Within each development plot there is sufficient space to meet the needs of potential occupiers.

20% of parking spaces will provide an active electrical charging point for electric vehicles, other bays are to be serviced to allow for future adaption for electric vehicle charging.



Electric commercial vehicle charging



Long stay secure cycle parking

2.4 Scale

Details of the scale of the buildings will be dealt with at reserved matters stage. However, the Parameters Plan seeks to fix the maximum building heights and footprints of buildings within each development plot. This therefore provides a clear understanding of the scale of development that would be built on the site.

The need of modern businesses require premises that are extremely efficient and flexible and make the best possible use of the land upon which they are sited. The design, scale and siting of the buildings will meet the requirements of a range of occupiers without harming the wider setting.

The shape of the site and the existing landscape features and wider setting including a substantial industrial development immediately to the east and the A127 Southend Arterial to the north have helped to shape what is possible to develop while working with these site constraints.

The scale of development put forward in this application balances the need to make best use of land against the objective of providing a landscape and ecology-dominated setting. The overall density is relatively low, but this is inevitable consequence of creating this type of environment. The smaller, more high-tech buildings are proposed on the Tilbury Road frontage, to provide a human scale development that relates closely to the residential buildings. Along the south side of the development is the enterprise hub and these small units are no more than 6m high. The retained and reinforced hedgerow along the southern boundary is of similar height, providing an effective visual screen. The height and scale of the buildings increases towards the western portion of the site, as they are placed further apart and enveloped by structural landscaping zones, minimising visual impact to the surroundings.

2.5 Appearance & Materials

Final details of the appearance and material treatment of the buildings is reserved for future approval. However, principles in relation to the use of high-quality materials are presented in the Design Code accompanying this application.

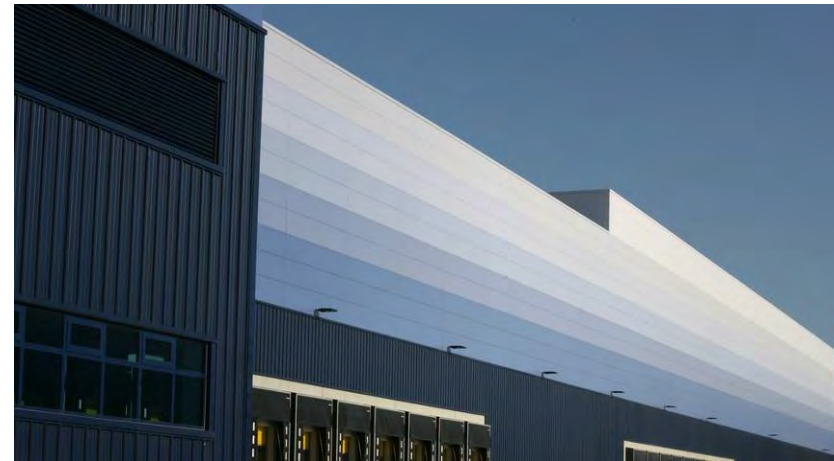
Materials will be selected that are appropriate for a high-quality innovation and business park development. These will be selected on the basis of performance, maintenance, speed of construction and sustainability credentials, in line with BREEAM (excellent) requirements for certification and achieving Net Zero Carbon emissions in construction.

The retention of much of the existing landscape features together with new planting will provide a soft and green public realm within the estate and acts as a transitional buffer between the building and surrounding context.

The proposed development is intended to set a benchmark for new projects in the borough, setting the standard for reducing carbon emissions and environmental impacts. The illustrative plans show that incorporate green walls and roofs will be included in strategic locations to increase thermal performance and enhance biodiversity.

The proposed façade treatments seek to minimise the visual impact of the buildings on site by using a colour palette of pale greys and greens that would sit comfortably in the landscaped surroundings.

The final material selection will form part of the reserved matters application but will follow the principles set out in the design code.



Potential use of façade treatments

2.6 Indicative Elevations



Indicative 6m high building elevation



Indicative 9m high building elevation



Indicative 12m high building elevation

2.7 Fire & Emergency Access

The basis for fire safety will be based partly on the Approved Document B (Fire Safety) and BS 9999:2017 Code of Practice for fire safety management and use of buildings solutions.

Means of escape for all building users and visitors will be considered to include level threshold discharge and independent means of escape in accordance with the Building Regulations and British Standards.

Vehicle access routes and hard standing roads run around the sides of the building of sufficient width to allow for a fire tender in accordance with the requirement of the Approved Document B. This will allow access for the Fire Brigade in an emergency for both pump and high reach appliances. Further discussion will be required with the brigade to satisfy them that the access will be suitable for high reach appliances.

Access into the building is provided for firefighting personnel for the purposes of search & rescue and to fight fire.

Measures to restrict access to the building will not adversely affect fire safety provisions.

2.8 Inclusive Design Statement

Where possible the design is to take into consideration the requirements of the Building Regulations and guidance provided in BS 8300 to meet the needs of disabled people.

Accessible parking will be included in the scheme at 5% of the total parking provision for the site. This is to be located as close to the entrance as possible to allow for straightforward access for users.

Full access to the office accommodation is available to any disabled staff member or visitor as the Approved Document M, all of the operations areas are located on the ground floor thus not requiring level change.

Wherever there are staff welfare facilities provided in the building such as showers or toilets ambulant and wheelchair accessible facilities will also be provided.

If there is a need for a visitor to access any areas of the buildings other than the office accommodation, then the security personnel or assigned staff member will act as a "buddy" to that person by staying with them at all times.



Reception desks to be designed to accommodate the requirements of AD M and BS 8300



Signage to be clear and easy to understand using braille, embossing, colour contrast and appropriate height



Contrasting stair nosing's, suitable non-slip flooring and continuous handrails



Use colour contrast to define between walls, floors and doors



Front of house areas should be fully accessible to all

2.9 Crime Prevention, Security & Safety

To meet end-user requirements, insurance and market demand an appropriate range of boundary treatments may be required in order to make the site secure, to be defined in later stages of the design. This could include;

1. Defensive and well-maintained landscaping.
2. Selecting materials and products that have suitable security ratings.
3. A secure steel large mesh or palisade fence around the perimeter of the development plots of appropriate height.
4. Vehicle barriers to PAS standard.
5. Creating passive monitoring by situating occupied areas of the building facing areas of the public realm.
6. Full CCTV around the buildings.
7. Pedestrian access turnstile type entrances at the main gate for staff and visitors.
8. Lighting design to ensure that areas are suitably lit.



Example of high-quality robust security fencing



Example of external inclusive secure access



Example of planters that are used for securing building perimeter at ground level

3.0 Sustainability

There are many definitions of “sustainable development” but the most widely used is “Sustainable development is development that meets the needs of the present population without compromising the ability of future generations to meet their own needs”. The government’s approach to sustainable development is set out in its strategy and is based on four broad objectives:

- Maintenance of high and stable levels of economic growth and employment.
- Social progress which recognises the needs of everyone.
- Effective protection of the environment; and
- Prudent use of natural resources

The proposed development aims to achieve a Net Zero Carbon Status in both regulated energy use and embodied carbon. Furthermore, the design will encourage the reduction of energy consumption during the occupation by high standards of specification that, in some cases, exceed the Building Regulations, and seek to reduce demands for energy by careful design.

Materials for the building envelope will be selected on their performance and quality credentials. The specification will promote sustainable sourcing of materials and where possible locally sourced materials to reduce the carbon used for transportation. This will enable the embodied carbon to be reduced meaningfully from a ‘standard’ building regulations compliant benchmark. The use of predominantly flat roofs is necessary in order to accommodate the quantity of solar PV that is needed to meet the regulated energy needs of the development.

Refer to the Sustainability Statement accompanying this application for further details.

4.0 Landscape Design

4.1 Landscape Character, Constraints and Opportunities

The site is identified in National Landscape Character Area (LCA): 111, Northern Thames Basin, at County level in category D2 Brentwood Hills, which is defined as having the following key characteristics:

- Gently to strongly undulating hills/ridges.
- Semi enclosed character due to presence of numerous small woods, large interlocking blocks of woodland and frequent hedgerow trees.
- Patchwork of small irregular pasture and arable fields, opening out to medium to large regular arable fields in the centre of the area.
- Dense linear settlement pattern along major south west to north east road/rail routes.

As defined in 'Braintree, Brentwood, Chelmsford, Maldon And Uttlesford Landscape Character Assessments' (September 2006, CBA), at the borough level the site sits in character area G1 Horndon Fenland. The key characteristics of this Landscape Character Type are:

- Large arable and pasture fields.
- Predominantly flat topography.
- Mature hedgerow field boundaries (sometimes gappy), which contain several single mature trees.
- Relatively sparse settlement pattern.
- Views to surrounding wooded hills to the north.
- Long distance views to pylons and Tilbury power station to the south.

With the following Visual Characteristics:

- Long and short distance, glimpse and open views to surrounding wooded hills to the north and east.
- Long distance views to pylons and Tilbury power station to the south.
- Views to Little Warley church and East Horndon church (landmarks to the north).

The assessment concludes that 'Overall, this character area has moderate sensitivity to change'.

(Refer to accompanying Landscape and Visual Impact Appraisal for more detail)

4.2 Opportunities

The relatively impoverished condition of the existing landscape provides many opportunities for enhancement, both visually and in terms of biodiversity. The flat nature of the topography and the contained landscape character of the site has permitted the architects to design a rich and varied layout, intersected by green corridors and surrounded by proposed and enhanced existing landscape features. A range of new habitat types will be created, ranging from wetlands associated with the SuDS network to wide expanses of wildflower meadows throughout the interconnected green structure. The proposed landscape themes are examined in more detail in the following Landscape Design Statement.

The CBA Landscape Assessment (2006) notes the following Proposed Landscape Strategy Objectives:

Conserve - seek to protect and enhance positive features that are essential in contributing to local distinctiveness and sense of place through effective planning and positive land management measures.

Enhance - seek to improve the integrity of the landscape, and reinforce its character, by introducing new and/or enhanced elements where distinctive features or characteristics are absent.

Restore - seek to reinforce and/or reinstate historic landscape patterns and features that contribute to sense of place and time depth, by repairing distinctive elements that have been lost or degraded.

The Assessment goes on to suggest the following Landscape Planning Guidelines:

- 'Conserve the relatively sparse settlement pattern and generally rural character of the area.
- Ensure that any appropriate new development responds to the existing settlement pattern and uses materials which are appropriate to local landscape character.
- Conserve the setting of West Horndon, through careful consideration of the existing landscape structure.
- Conserve views to landmark churches to the north.

- Seek to screen visual detractors (such as the edges of the small industrial estate in West Horndon, and large agricultural buildings)'.

Finally, the Assessment provides the following Land Management Guidelines:

- Conserve and enhance the existing hedgerow network by planting hedgerow species appropriate to local landscape character.
- Establish arable field margins as important nature conservation habitats.
- Seek ways to mitigate the visual impact of the railway and A127 corridor through introducing new and strengthening existing parallel shelterbelts where appropriate.
- Introduce new woodland planting in the form of shaws and copses, as well as hedgerow trees.

4.3 Visual Impact

A Landscape and Visual Impact Appraisal has been produced to accompany the application which assesses the visual impact of the scheme on local receptors using the surrounding road network, Public Rights of Way (PRoW) and local amenity open spaces with view to the site.

The development of the site as a natural expansion to the adjacent planned East Horndon Business Park will clearly result in significant visual change particularly in the short term and during construction. In the longer term (after approximately 15 years from start on site), and with the extensive structural planting reaching part maturity the visual effects will be largely mitigated with a neutral or in some viewpoints, beneficial significance of change.

The 2006 CBA Landscape Assessment notes that the Horndon Fenland area has the following Visual Characteristics:

- Long and short distance, glimpse and open views to surrounding wooded hills to the north and east.
- Long distance views to pylons and Tilbury power station to the south.
- Views to Little Warley church and East Horndon church (landmarks to the north).

The design and layout of the Proposed Development has carefully considered these important visual characteristics to preserve views to and from the surrounding areas of higher ground and also to avoid any impact on views of All Saints Church.



4.4 Landscape Strategy

The specific objectives for the detailed landscape strategy are to:

- Retain the majority of the existing vegetation and boundary trees within and adjacent to the Application Site and integrate these elements with the parameter masterplan proposals.
- Enhance existing boundaries and internal green corridors of the Site to integrate the Proposed Development into the surrounding countryside both visually and in terms of wildlife connectivity.
- Maximise opportunities for habitat creation and wildlife preservation.
- Protect the visual amenity of adjoining properties and integrate development into the existing and proposed townscape to the north and east; and
- Maintain open areas in appropriate locations in order to maximize the contribution of greenspace to the Proposed Development and the wider visual amenity of the Site.

The overall Landscape Strategy comprises a network of retained and enhanced landscape corridors running through and around the built compartments including greened access routes in the form of linear parkways including swales, cycleways and footpaths to create a green spine running within the site with green corridors to the surrounding buffer zones. This Green Network not only contributes to the creation of a sustainable scheme that can be designed in line with best practice, but it also contributes to creating a workplace setting that is conducive to encouraging healthy living.

4.5 Open Space

The primary areas of open space are the areas around the SuDS attenuation ponds to the centre and south of the Site with supplementary incidental spaces which will include sheltered seating niches, providing localised spaces for social interaction and relaxation.

Existing mature trees, hedgerows, and scrub planting are retained to boundaries and in particular the eastern and southern zones, with the main hedgerows running through the site, (broadly east to west), maintained and enhanced with new native tree and shrub planting.

The main green spines, including the swales and cycleways will provide natural backdrops to the development plots. Along with retained and enhanced existing structure, these informal natural green spaces will comprise new planting of native trees and shrubs,

set in swathes of wildflower meadow, with natural swales and high-quality pedestrian and cycle connections. These spaces will be open to free and spontaneous use by the site users, and will:

- Be unrestricted in terms of boundary demarcation and access points, being freely accessible from the adjacent pedestrian routes.
- Include benches and bins.
- Incorporate enhanced existing, and new native shrub and tree planting laid out organically,
- Contain a range of native grassland and wildflower types.
- Allow interaction with nature.

4.6 Plant Species

Species selected for the wider landscape elements will reflect the locally dominant native varieties.

Trees such as English oak (*Quercus robur*) will form a percentage of those proposed and would reinforce the older oak tree stock in the surrounding area. Smaller native tree species will be used core development areas such as lime, (*Tilia cordata*) alder (*Alnus glutinosa*) and field maple (*Acer campestre* 'Streetwise') to give a strong natural feel to the roads and footways

To highlight the main access routes hornbeam (*Carpinus betulus* 'Fastigiata') in a narrow columnar form and "Streetwise" Limes (*Tilia cordata* 'Rancho') will be chosen.

Throughout the scheme, varieties valuable for their nectar producing, flowering and berrying qualities will be selected to promote local biodiversity, and elsewhere semi ornamental varieties will be chosen for their informal and natural form as well as their value as habitats for insects, which attract small birds.

Locally indigenous native trees and shrubs to be used throughout.





Softworks Design: building zone

Overall, the development will utilise a creative mixed native and ornamental softworks palette, focussing on contemporary softworks design (using native grasses and herbaceous in combination with more traditional shrub types) throughout the built area. Native tree cultivars and shrub/herbaceous/climber mixes, chosen for their visual, ecological and low maintenance characteristics, will be used to highlight important areas of public realm and in combination to define the various business zones. A percentage of native evergreens will be included in these mixes to promote wintertime screening, along with pioneer, faster growing species to create early impact. The long-term maintenance regime will carefully develop the new and retained landscape features to promote good structure and longevity and therefore ultimately contain the built form within a collar of green.

Ecological Enhancements in the Landscape.

The proposals will change an area of brown field/agricultural landscape into an employment zone with areas of greenspace maintaining corridors to the open countryside.

It is intended that ecological mitigation will be undertaken through the provision of green space within the development and by structural tree and hedgerow planting and the creation of managed grasslands.

Where possible the secondary landscape of the development will be designed to provide wildlife habitat, including the use of plants known to be of value to wildlife. The SuDS will provide occasional new wetland habitat, ultimately forming a network within the site and possible habitat links relevant to the wider landscape.

Other aspects of the development, such as site lighting, will be designed to minimise impacts on wildlife.

Existing trees and hedgerows surrounding the site will be retained and enhanced with new native (locally indigenous) tree and shrub planting.

Around the swales, and throughout the wider areas of open space, log piles and hiberacula will be created to encourage invertebrates, reptiles, and amphibians. Bird and bat boxes will be located on selected mature trees as defined in the Ecological Assessment.

Overall, ecological enhancements will provide in excess of 10% Biodiversity Net Gain across the site wide green spaces.



Ecological enhancements in the wider landscape areas



4.7 Public Realm

The landscaping of the development allows for some external break out areas for the employees and visitors to the site. These areas can also be considered to help with overall wellbeing and allowing a quiet pausing point and green space for reflection in an otherwise intensive industrial space. Street furniture on-site encourages people to make the best use of landscaping.

It is proposed that the materials used are of high quality and robustness.

Placement of street furniture needs to be carefully considered to avoid making visual clutter, impeding pedestrian access routes and impacting access. Areas such as seating should be positioned in open areas with natural surveillance and so that approaching pedestrians can be seen. Carefully selected seating can allow for longevity and robustness while also making a sense of place. The associated images not only meet with the security standards of providing defencing landscaping but also sculpt and shape the area to become a safer and nicer environment.

It would be the intention to have a common theme running through the site with street furniture specified.

Street trees allow for some shading at the pedestrian level and add to the sense of well-being. Planting will take the form of native species which will be sculptured to discourage littering and misuse of the space.

Landscaping will be subject to a detailed design by the Landscape Architect, security consultant and the building owner to be determined at a reserved matters application.

4.8 Road and access design

The internal system of roads, formal and informal footpaths and cycleways and plot parking areas will be defined by native and semi-ornamental planting arrangements punctuated by specimen trees and distinctive "vertical" planting arrangements to enable the pedestrian to be led through a varied route, and corridors where the various components will distinguish and animate the zones and create interest for the user. Where required, path side seating will be provided in the form of contemporary timber benches with backs and armrests and associated low level lighting and litter bin provision.

A consistent palette of materials will be employed across the public realm areas with footpaths and cycleways clearly designated by a hierarchy of paving materials, lighting types and signage. The street

furniture will be robust, contemporary and selected from a range approved by the adopting agencies (where applicable) and in compliance with Secure by Design principles.

4.9 Circulation Space

Areas of vehicular access will be designed in such a way as to promote pedestrian prominence and safety. Shared, levelled surfaces, with 'in street' tree and shrub planting will be created to provide an attractive, secure, traffic calmed environment for all users.

4.10 Materials selection:

Throughout the built form feature paving materials to the main walkways, and parking areas will include good quality blocks and slabs, with exposed aggregate paving blocks used to accentuate the setting of the buildings, and in the main areas of pedestrian circulation.

Elsewhere within the parking areas and service yards and greenway routes, the intention is to provide bitumen macadam footpaths and cycle way surfacing, with the main surfacing also in a bituminous macadam.





Typical hard surfacing materials

4.11 Access and Inclusive Design

The landscape scheme will be designed to be fully inclusive, and to promote ease of access for all users.

A well-designed landscape space can contribute significantly to the quality of the built environment and play a key role in the creation of sustainable, inclusive, mixed communities which:

- Places people at the heart of the design process.
- Acknowledges diversity and difference.
- Offers choice where a single solution cannot accommodate all users
- Provides for flexibility in use
- Provides buildings and environments that are convenient and enjoyable for everyone.

Accessibility and inclusive design will be considered as an integral part of the scheme throughout the design development creating a clear and inclusive environment suitable and safe for everyone, including people with disabilities, the elderly, and children in pushchairs.

4.12 Surface Car Parking Strategy

The car parking arrangements for the site will be justified by taking into consideration the business need and the availability of accessible public transport.

A full break down of parking provision, including accessible bays, will be submitted as part of the Reserved Matters Application.

It is likely that multiple end users will be using the estate rather than one company. A strategy, as described above, will develop the parking strategy which may include schemes such as car sharing.

It is intended that the infrastructure for electric vehicle charging, or other ultra-low emissions vehicles will be made available day 1.

A Car Park Design and Management Plan will be submitted alongside the Reserved Matters Application which will the car park provision indicating how the car parking will be designed and managed.

4.13 Play Area

A play area for children has been included in the design and will be located on the Tilbury Road frontage with access from Tilbury Road. The area is big enough to include a range of play equipment and the detailed design will be finalised following consultation with local residents.



Example of car charging bay and charger