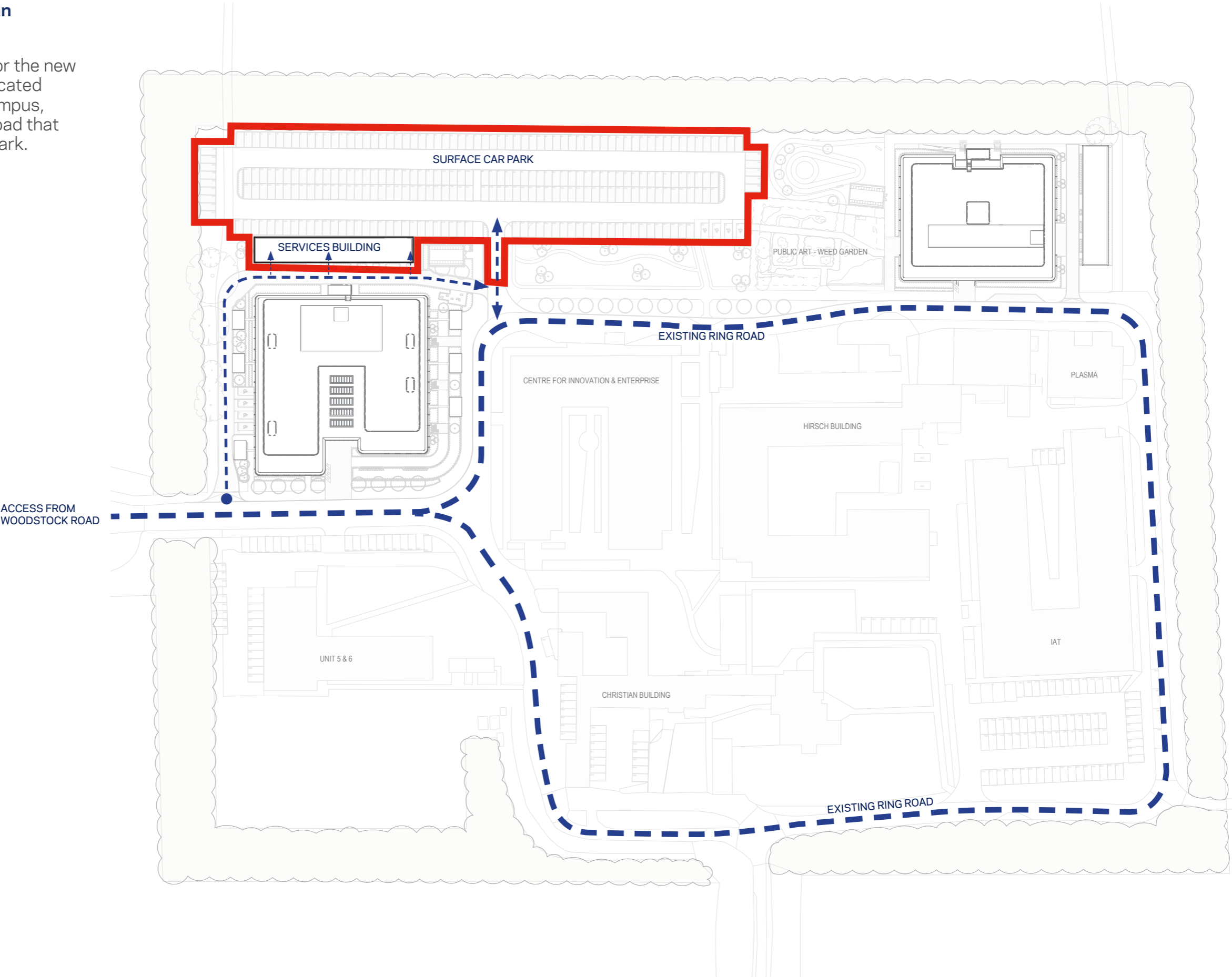


## 3.0 Proposed Parking & Building Development

### 3.0 Proposed Parking & Building Development

#### 3.1 Proposed Development Plan

The proposed development zone for the new car park and services building is located to the North-West corner of the campus, accessible from the existing ring road that runs through the current science park.



### 3.0 Proposed Parking & Building Development

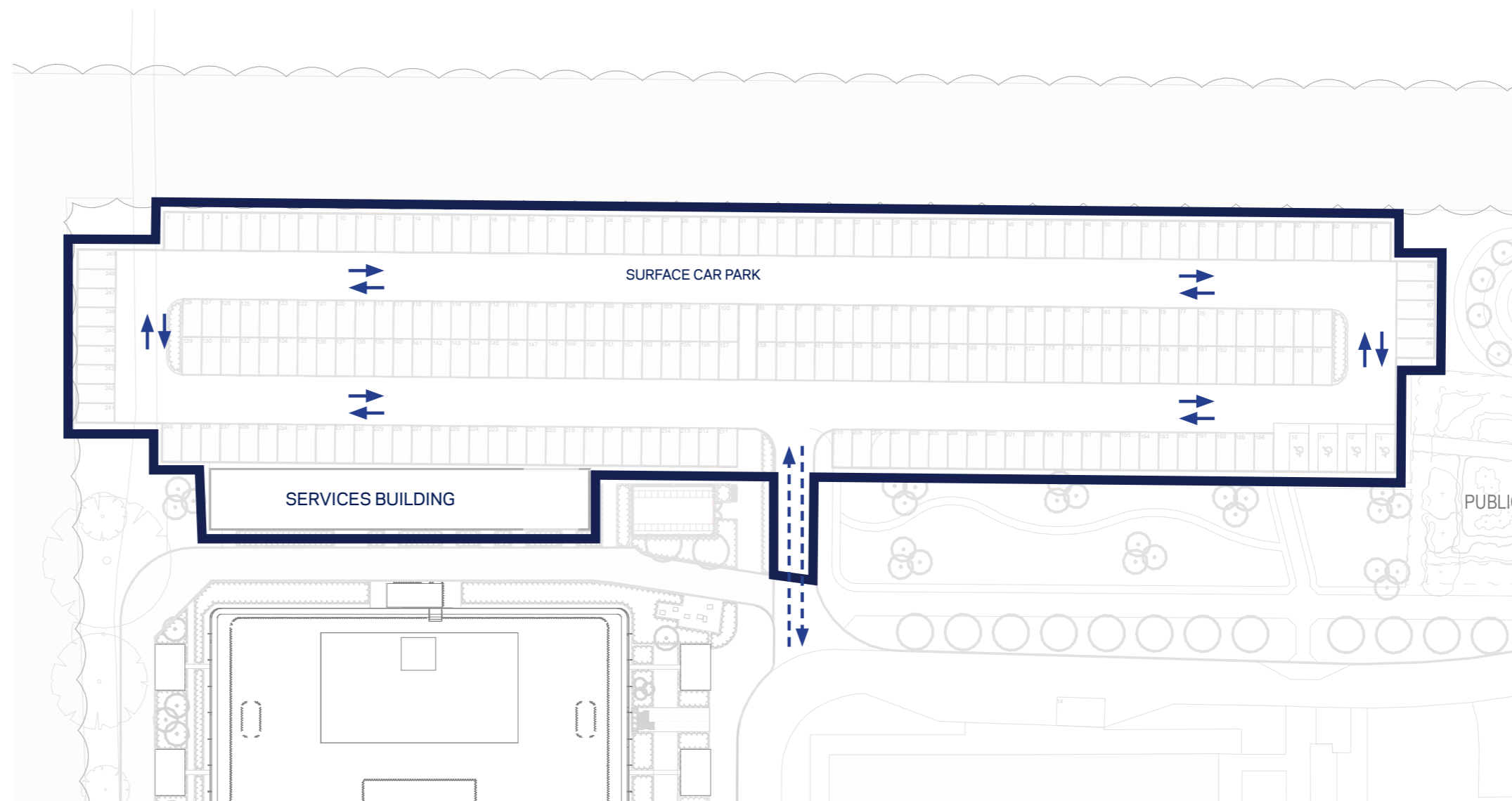
#### 3.2 Proposed Car Park design

The proposed car park zone consists of 249 regular spaces and 4 accessible parking spaces. These spaces will support the existing spaces along with the proposed additional spaces around the campus to provide a total of 414 car parking spaces.

Details of the proposed additional parking spaces within outline planning permission red line area will be provided under the discharge of Condition 18 of the outline planning permission

Of the overall 253 spaces there will be a provision for electric charging station to 63 spaces.

The parking zone finishes are made of two primary elements - porous paving to parking bays for enhanced drainage and tarmaced circulation routes for enhanced durability. Refer to landscape materials proposals at the end of the report.





### 3.0 Proposed Parking & Building Development

#### 3.2 Proposed Car Park design

EV Charging:

With the increasing trend towards electric vehicles, the new car park will be equipped to meet the need for increased vehicle charging capabilities in the future.

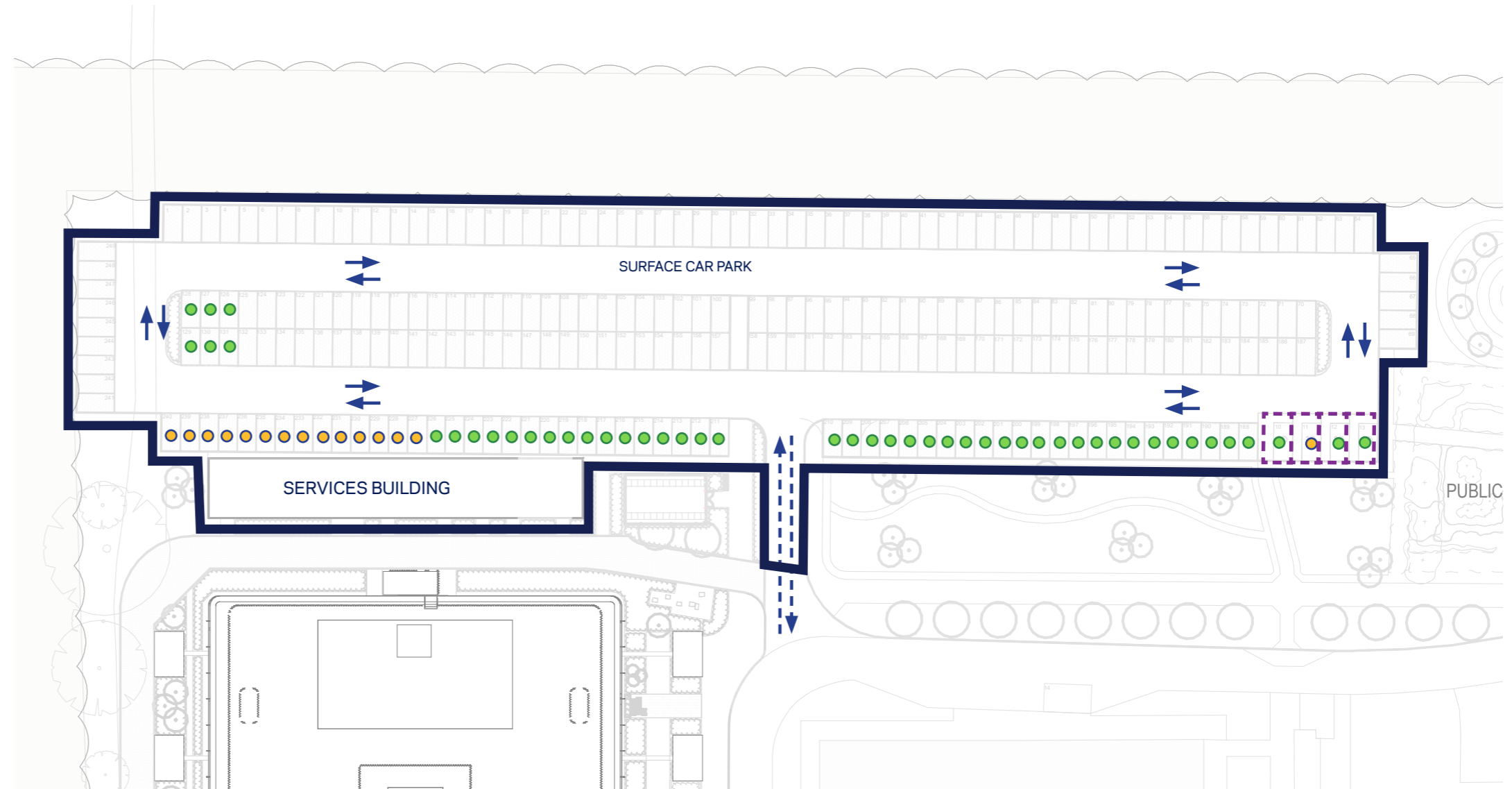
On day one, there will be 15 spaces installed with access to electric charging stations. There will be additional 48 spaces for which electrical provision will be provided to allow for future charging points installation.

-  Active Charging Points
-  Passive Charging Points

Accessible parking:

The overall requirement for the campus is to provide 14 accessible parking spaces across the park. There are currently 6 spaces already provided across the campus with further 4 proposed adjacent to the new development on Zone C and the remaining 4 will be incorporated in the new surface car park.

-  Accessible Parking Space



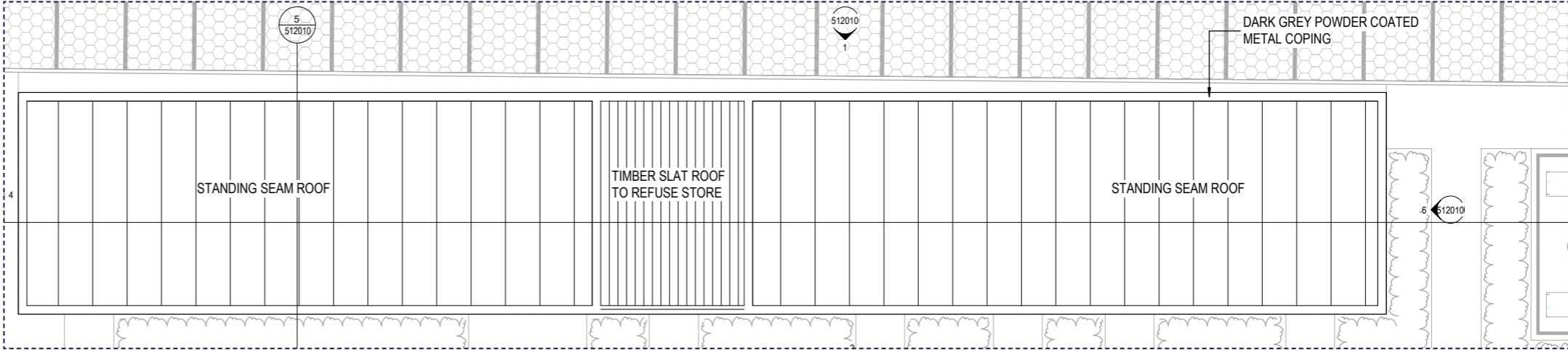
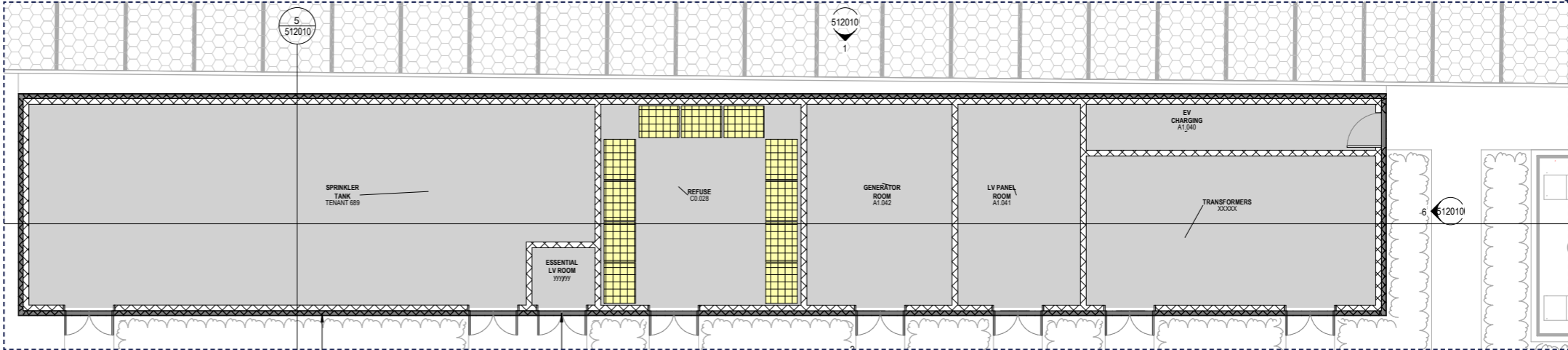
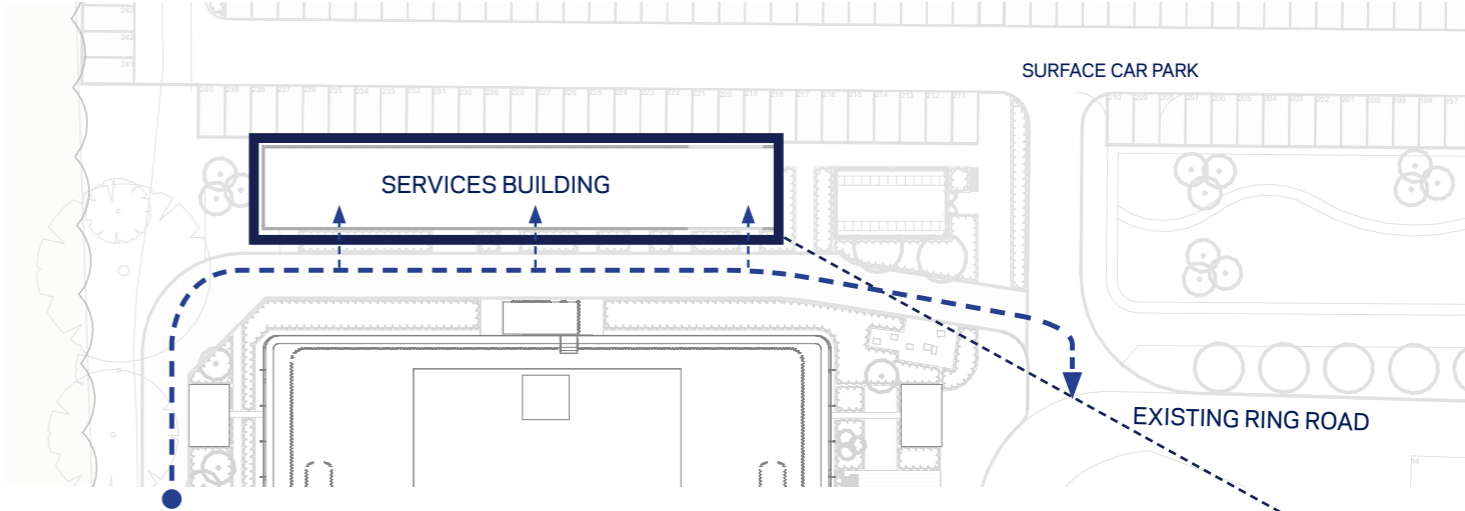
### 3.0 Proposed Parking & Building Development

#### 3.3 Proposed Services Building design

The proposed services building provides accommodation for services supporting the commercial building and new car park is sited directly to the south of the proposed new car park.

The building is proposed as single storey with overall height at 4.5m from ground to top of the parapet.

Access to the building is provided by the existing farmers road off the main ring road.



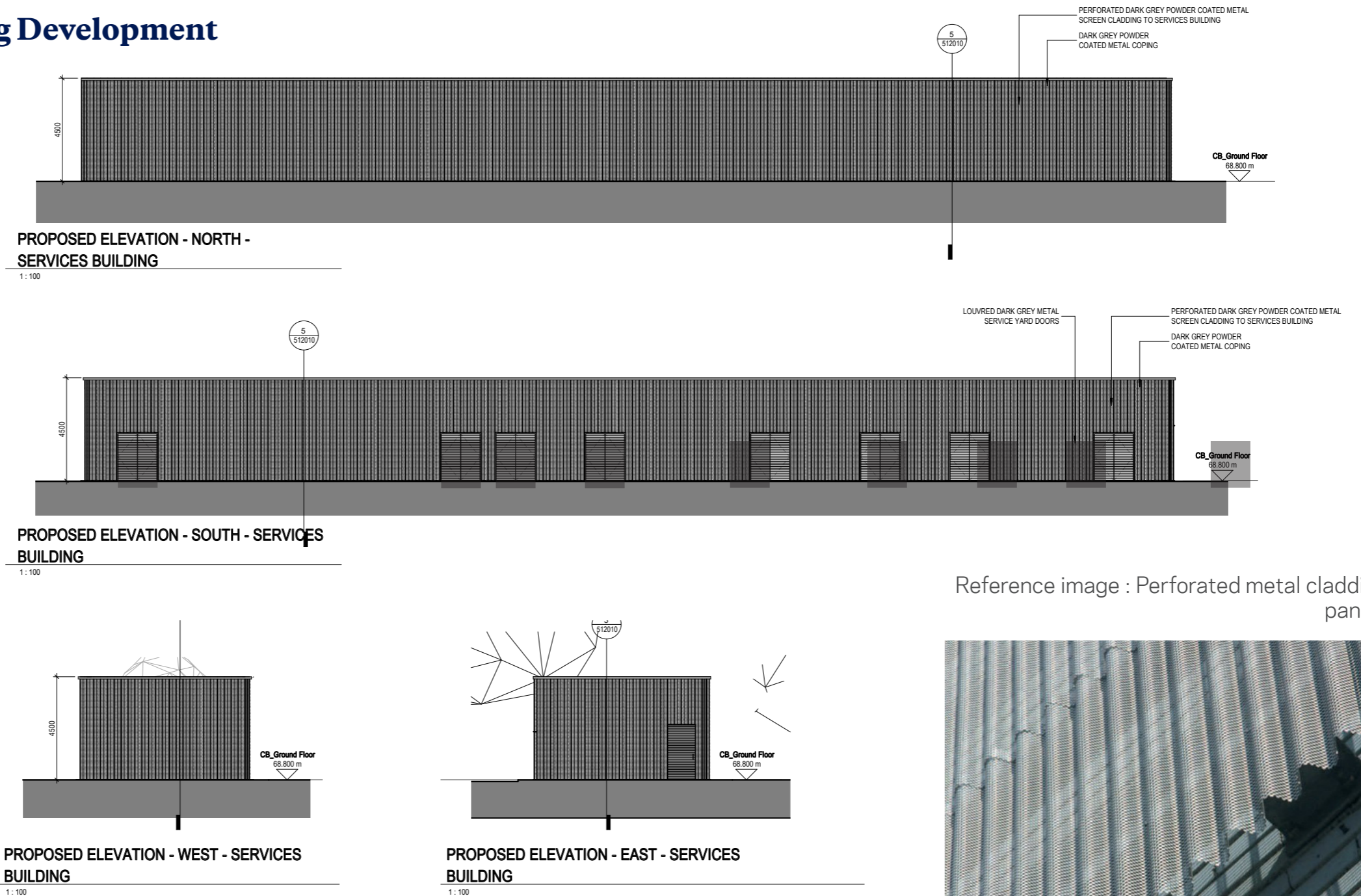
### 3.0 Proposed Parking & Building Development

#### 3.4 Proposed Services Building design

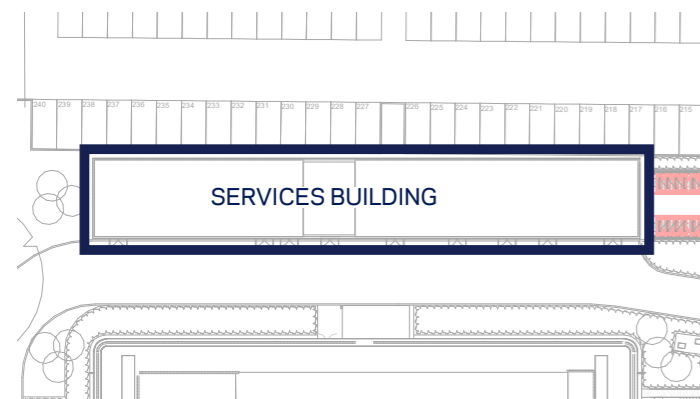
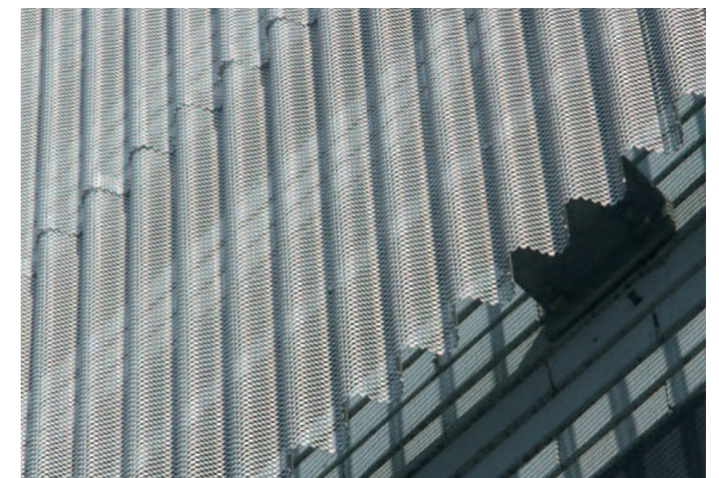
The overall construction of the building is proposed of blockwork walls cladded with dark grey powder coated perforated metal cladding panels to create visual interest and to begin creating a shared design language with rooftop plant screening of the new Academic and Commercial buildings.

The building is capped off with powder coated metal coping colour matched to the cladding panels to create a seamless design aesthetic.

The external doors to the various spaces within the building are proposed as either solid metal doors or louvred doors colour matched to the facade panels.



Reference image : Perforated metal cladding panels



Reference image : Louvred metal doors to service yard and refuse stores



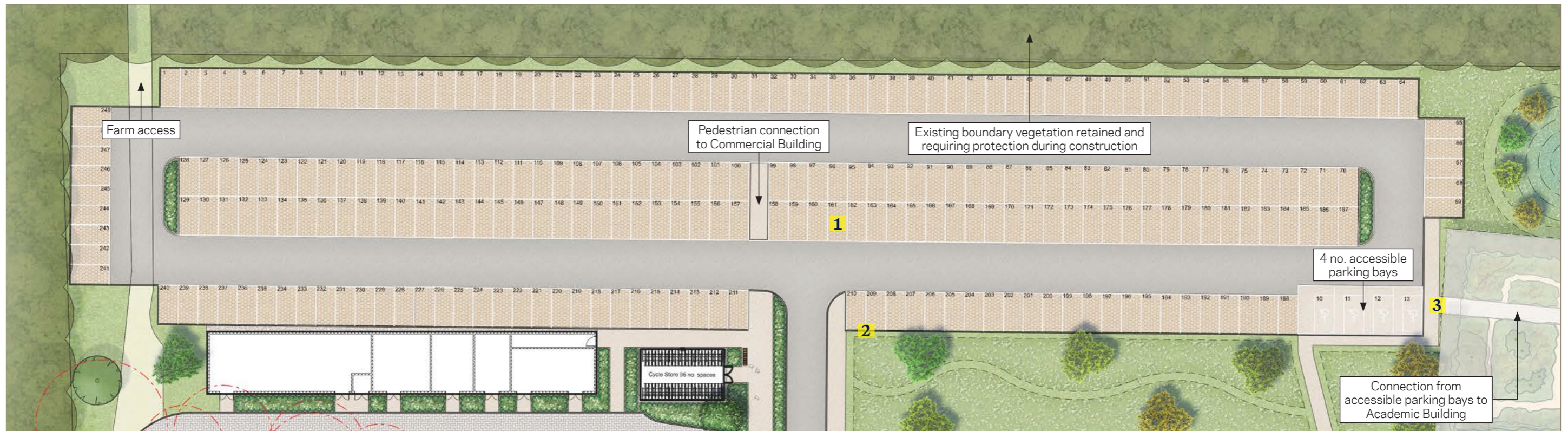
## 4.0 Proposed Landscaping & Materials

## Proposed Landscaping & Material

### Car Parking Area

The proposals for the parking area will use a range of surface types to ensure robustness and suitability for the range of potential vehicular and pedestrian uses, while also providing sustainable approaches to water management. The vehicular access loop will be surfaced with standard bituminous macadam to provide a durable and smooth

road surface, while parking bays will be constructed with a porous concrete block paving, to provide permeability for water run-off and to visually break-up the open space. EV charge points are to be provided as well as accessible parking bays. Lighting for the car park will be sensitive to the ecological impacts to the adjacent woodland buffer.



1. Permeable block paving to parking bays
2. British standard kerbs and road surface
3. Bitmac with buff aggregate to footways
4. Provision for electric vehicle charge