

8/ Building 457

8.8 Energy and Sustainability

A large proportion of the scheme will see the refurbishment of existing buildings. Material improvements to the thermal performance of the existing envelope will be made wherever possible ie. secondary internal thermal lining. Where buildings require re-roofing additional insulation will be added to improve performance.

All new built additions will achieve or exceed UK Building regulations Approved Document Part L requirements:

Envelope (Roof & Walls):

Enhanced U-values by increasing the envelope build-up allowing for greater insulation.

Floors:

High performance insulated ground floors slabs with enhanced U-value performance.

Windows and Doors:

High performance glazing systems optimising enhanced thermal performance whilst limiting solar gain.

Thermal Bridging:

Thermal bridging heat losses will be mitigated through enhanced construction detailing.

Air Tightness:

In line with current UK Building Regulations.

Ventilation:

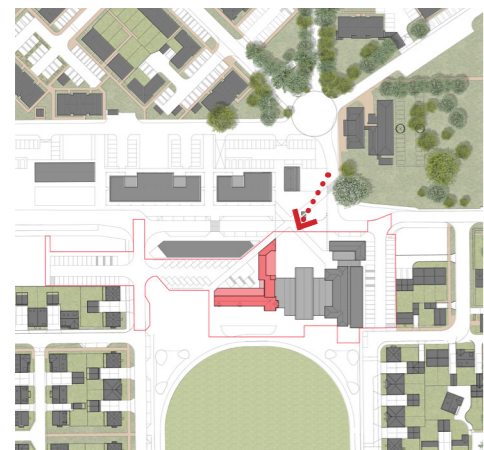
Natural ventilation will be maximised throughout the development to reduce the need for mechanical cooling, elsewhere opening windows can be operated by the building users.



East Elevation



View to Building 457 from Camp Road



9/ Car Parks and Outdoor Terrace

9.1 Design Drivers

A number of principles were established for the detailed design of the car parks:

- It is intended to have a high proportion of soft landscaping strengthening its relationship with the Village Green to the south.
- The space should serve its function as a landscaped space accommodating 86 car parking spaces as well as the service route for Building 457.
- The sight line between the proposed location of the Village Hall and Village Square should remain unobstructed and reinforced through detailed design.
- As per all other public areas, the spaces should be fully accessible.

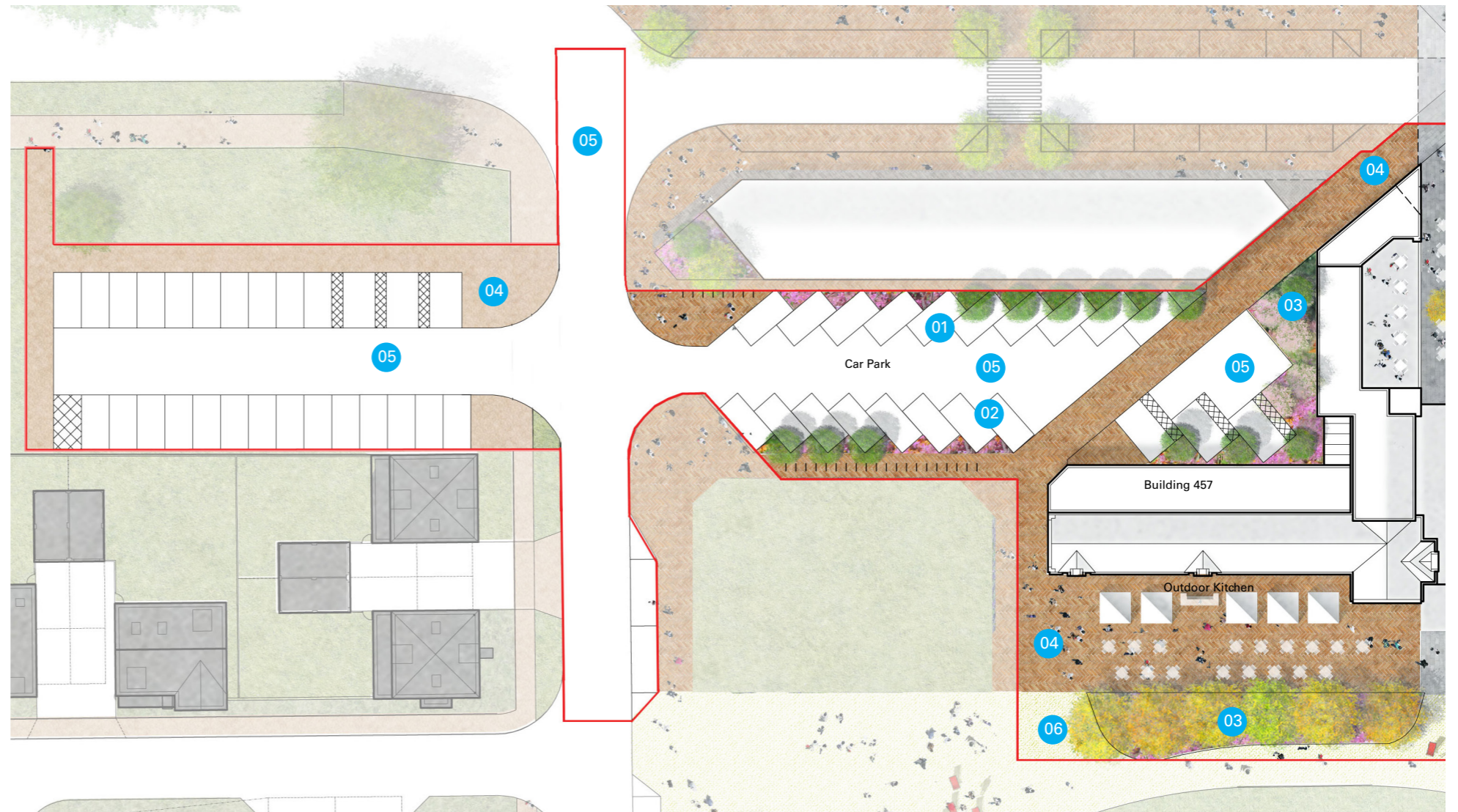
9.2 Layout

In general these spaces are pedestrian oriented in character and fundamentally greener and quieter than the main vehicular route of Camp Road or the busy activity of the Village Square.

As part of the overall masterplan, a key sightline has been developed through the car park to the west which establishes a strong link between the proposed public art in the Village Square through the car park to the south-west. Clear visual connections are provided at a series of node points along Camp Road which connect into the village centre development and assist in directing pedestrians through the buildings so that they can have both a personal experience in the car park areas, and then are opened up into the wider spaces of the Village Square or the Village Green. It moves like this, which facilitate pedestrian movement and way finding between Camp Road and the Village Green.

The design of the spaces picks up on amenity planting which would normally be associated with gardens or courtyards and references the food culture which is part of the proposed character of the development. This is exemplified in the creation of a new outdoor kitchen and dining terrace south of the Building 455. This landscape is formed of a simple terrace of red brick which seamlessly connects through to the car park to the north. Adjacent to the terrace to the south lies a low lying planter with mature trees and fragrant shrub planting which will both act as a partial buffer to the green and also provide a scented Brasserie Garden for diners.

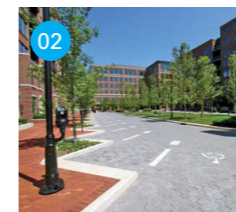
The use of materials and planting throughout these spaces gives the sense that each space is fluidly connected and does not stand alone. This permeability is a character identified in rural towns in North Oxfordshire and is a key quality strived for in this masterplan.



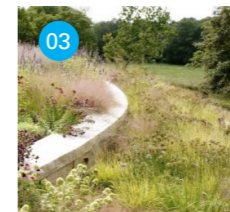
Car Park Plan



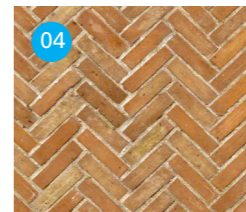
Precedent Image of Planted Car Park Area



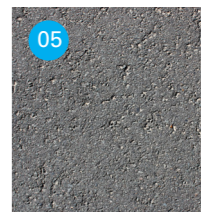
Precedent Image of Echelon Parking in Planted Courtyard



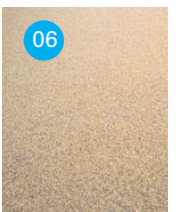
Precedent Image of Native Shrub and Perennial Planting



Slim Red Herringbone Brick Paving or similar approved



Macadam road surface or similar approved



Buff bound gravel Or similar approved

9/ Car Parks and Outdoor Terrace

9.3 Paving and Furniture

The paving material used throughout these spaces is a slim red brick paving laid in herringbone pattern. This material draws on the existing red brick used in Building 455 & 457 which gives it a link to the heritage status of the site. It also is a smaller brick size rather than the standard block paving which will give the landscape of the scheme a more personal and rustic aspect to the development. To the south of the development surrounding the Village Green area, the use of bound gravel has been introduced in keeping with the more relaxed, informal and countryside nature of the developments setting.

Choice of furniture throughout these spaces is minimal as well due to the fact that people are passing through the space. The exception to this are trees planted into paving will use of tree grills and the low planter adjacent to the outdoor terrace will have a low seating wall along the side facing the Village Green. Other furniture in these areas will be flexible and non-fixed in nature and be maintained by the buildings operators.

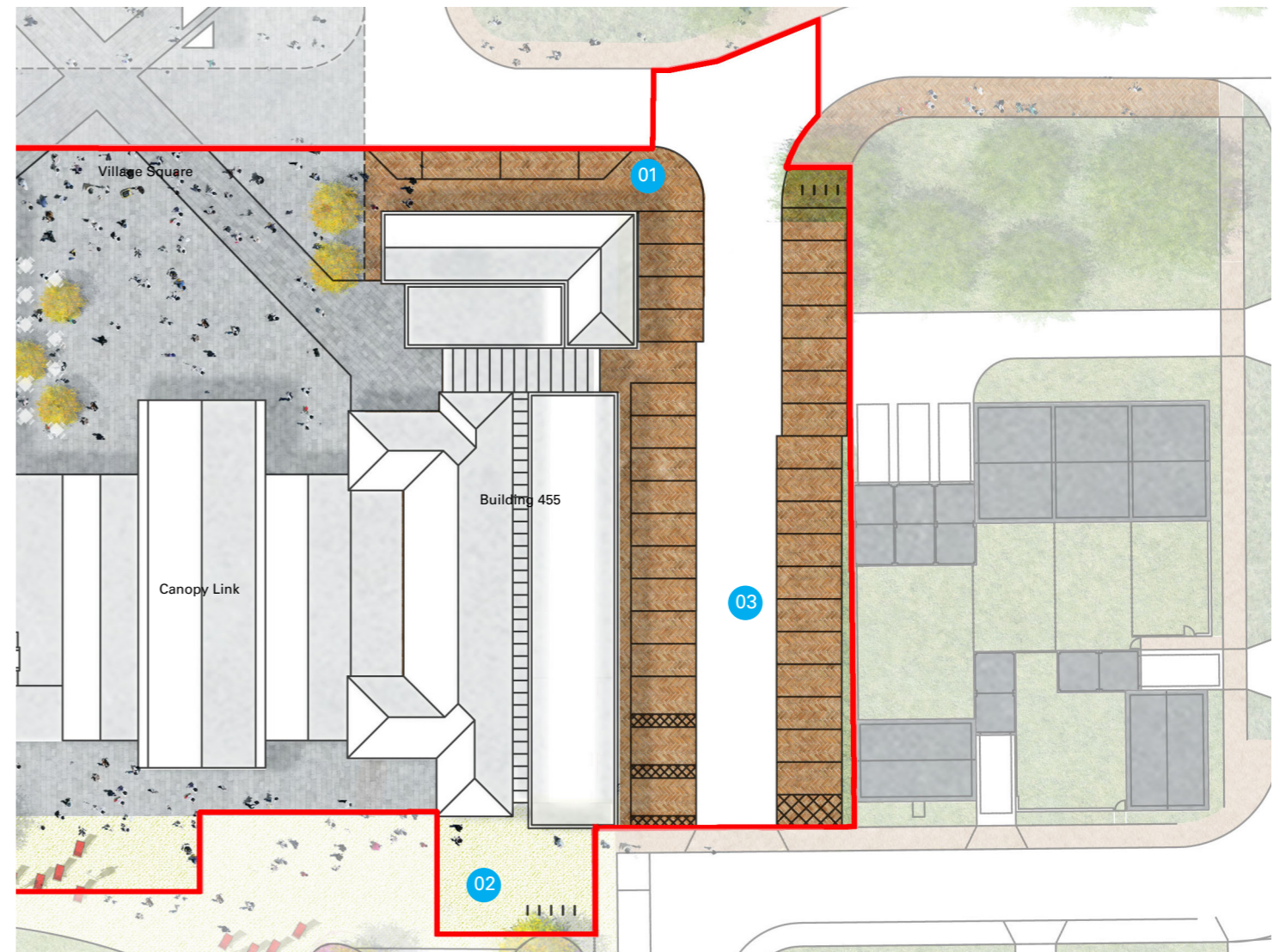
9.4 Parking

A study has been undertaken by Peter Brett Associates and an extract has been included below.

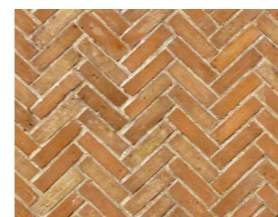
Table 7 – Parking Accumulation and OCC Parking Standards

| Building | OCC Parking Standards | OCC Parking Requirement | Maximum Calculated Parking Accumulation for a weekday | Difference between OCC and Calculated Requirement |
|-----------------------------|---|-------------------------|---|---|
| 455 (Hotel) | 1 space per bed | 16 spaces | 16 spaces | 0 |
| 455 (2-Lane Bowling Alley) | 1 space per 22m ² (Assembly and Leisure) | 7 spaces | 2 spaces | -4 |
| 455 (25-Seat Cinema Screen) | 1 space per 22m ² (Assembly and Leisure) | 2 spaces | 2 Spaces | 0 |
| 457 (Restaurant) | 1 space per 5m ² public space | 120 spaces | 48 spaces | -72 |
| Canopy Link | 1 space per 22m ² (Assembly and Leisure) | 18 spaces | 18 spaces | 0 |
| Total | | 164 spaces | 86 spaces | -78 |

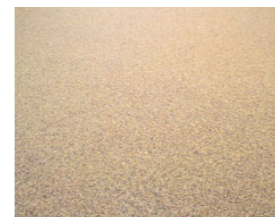
TN001 Rev D Trip Generation and Parking Accumulation, (Transport Statement).



Car Park Plan



01 Slim Red Herringbone Brick Paving or similar approved



02 Buff bound gravel or similar approved



03 Macadam road surface or similar approved