

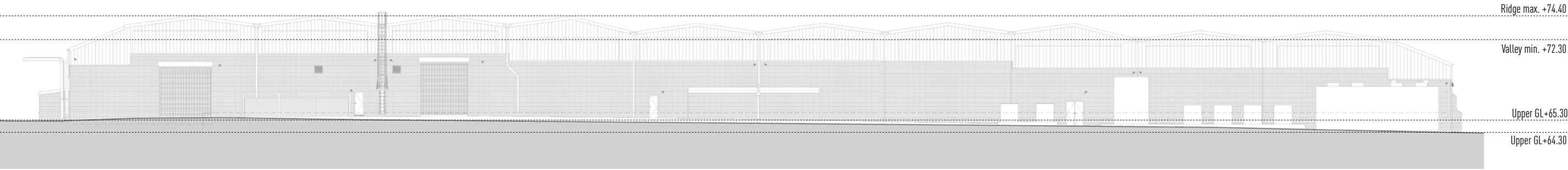
03.02

EXISTING TYPICAL WAREHOUSE BUILDING ELEVATIONS

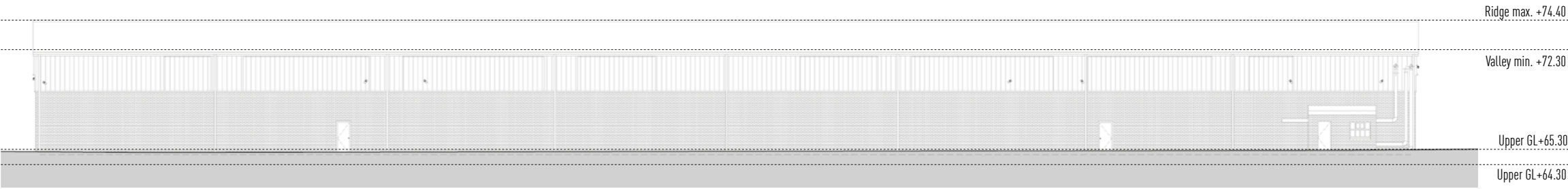
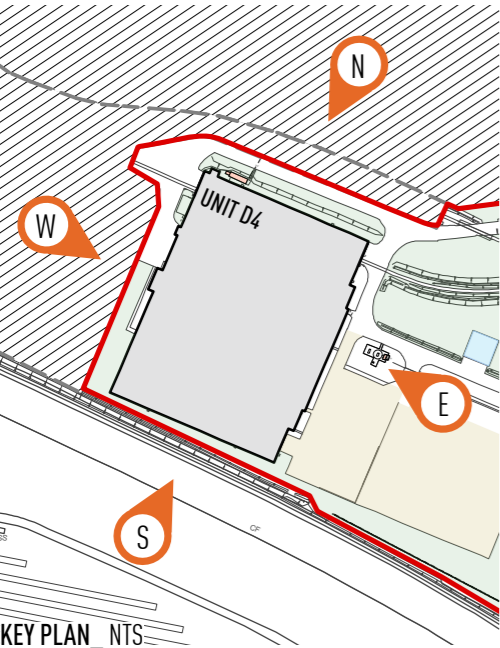
A typical warehouse unit is approximately 120x90m in footprint, 10m tall (to ridge).



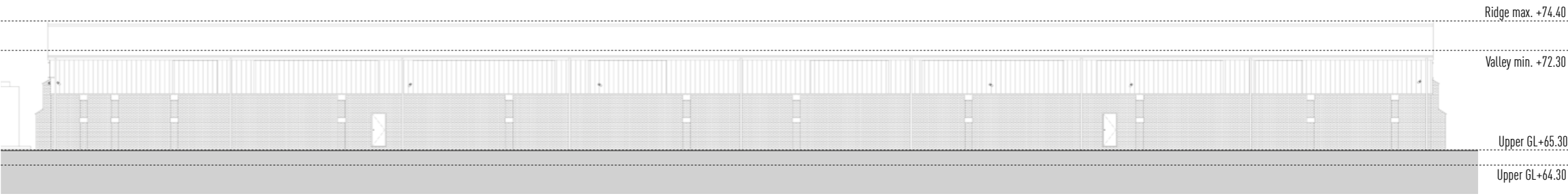
Unit D4 Existing East Elevation



Unit D4 Existing West Elevation



Unit D4 Existing North Elevation



Unit D4 Existing South Elevation

0m 2m 5m 10m
EXISTING ELEVATIONS_ NTS

03.03

EXISTING SITE PHOTOS



UNIT D4 and HARDSTANDING



UNIT D10



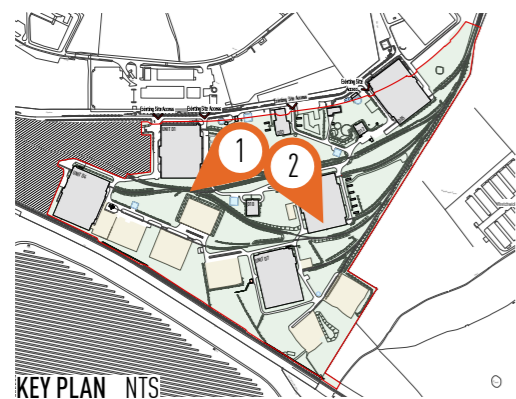
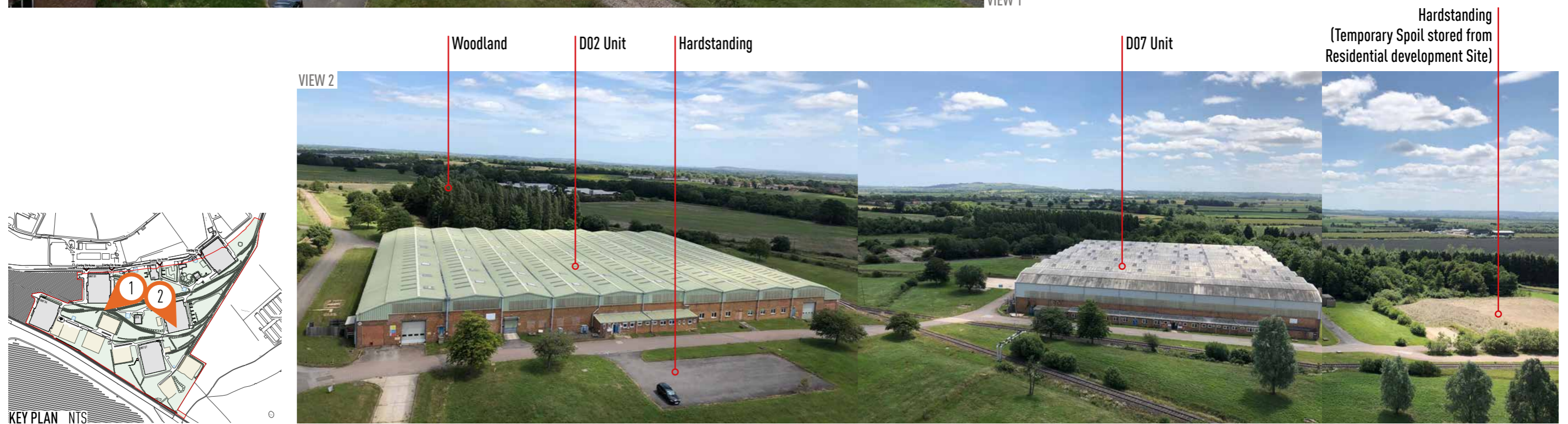
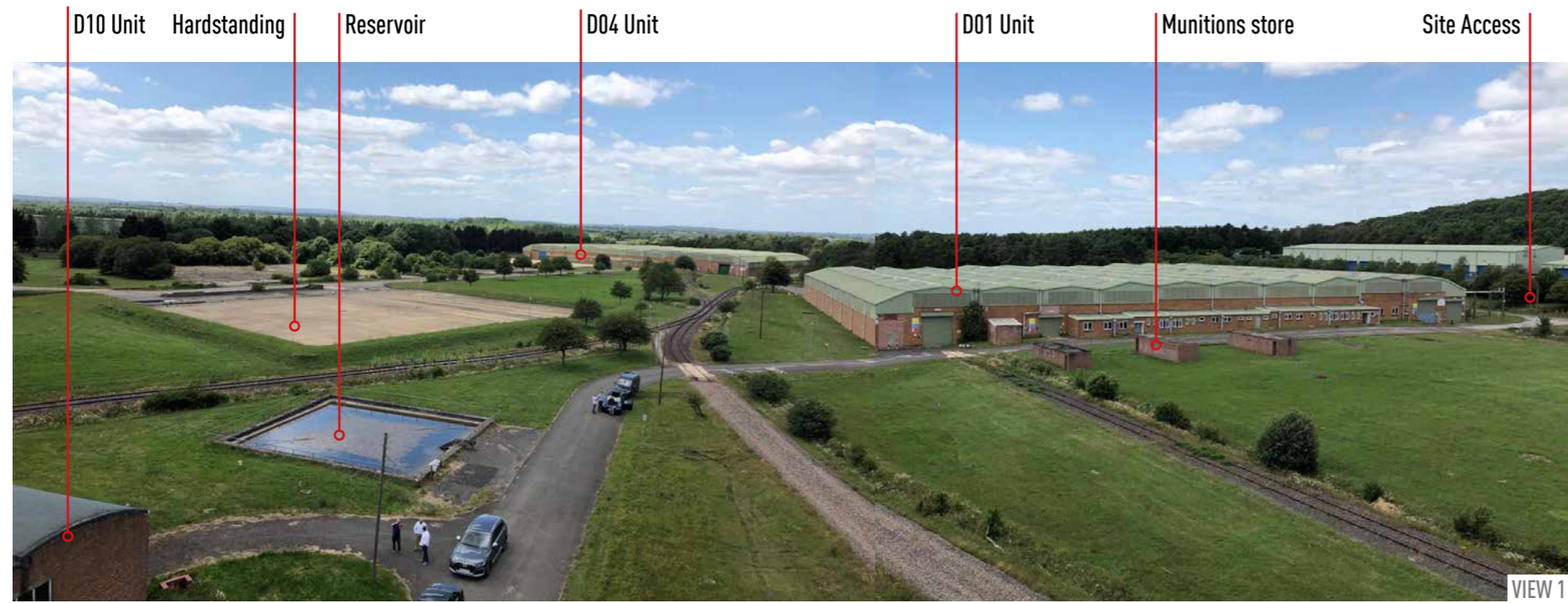
EXISTING RAIL TRACKS



UNIT D01

03.03

EXISTING SITE PHOTOS (continued)



03.03

EXISTING SITE PHOTOS (continued)

Category C Trees
to be removed

Unit D03 removed

Category A&B Trees
to be removed



Demolition Part of E.A.R

Existing reservoir infilled

Unit D1



Demolition Part of E.A.R



Existing South Boundary Treatment



UNIT D20 Sub-Station

04 SITE OPPORTUNITIES & CONSIDERATIONS

04.01

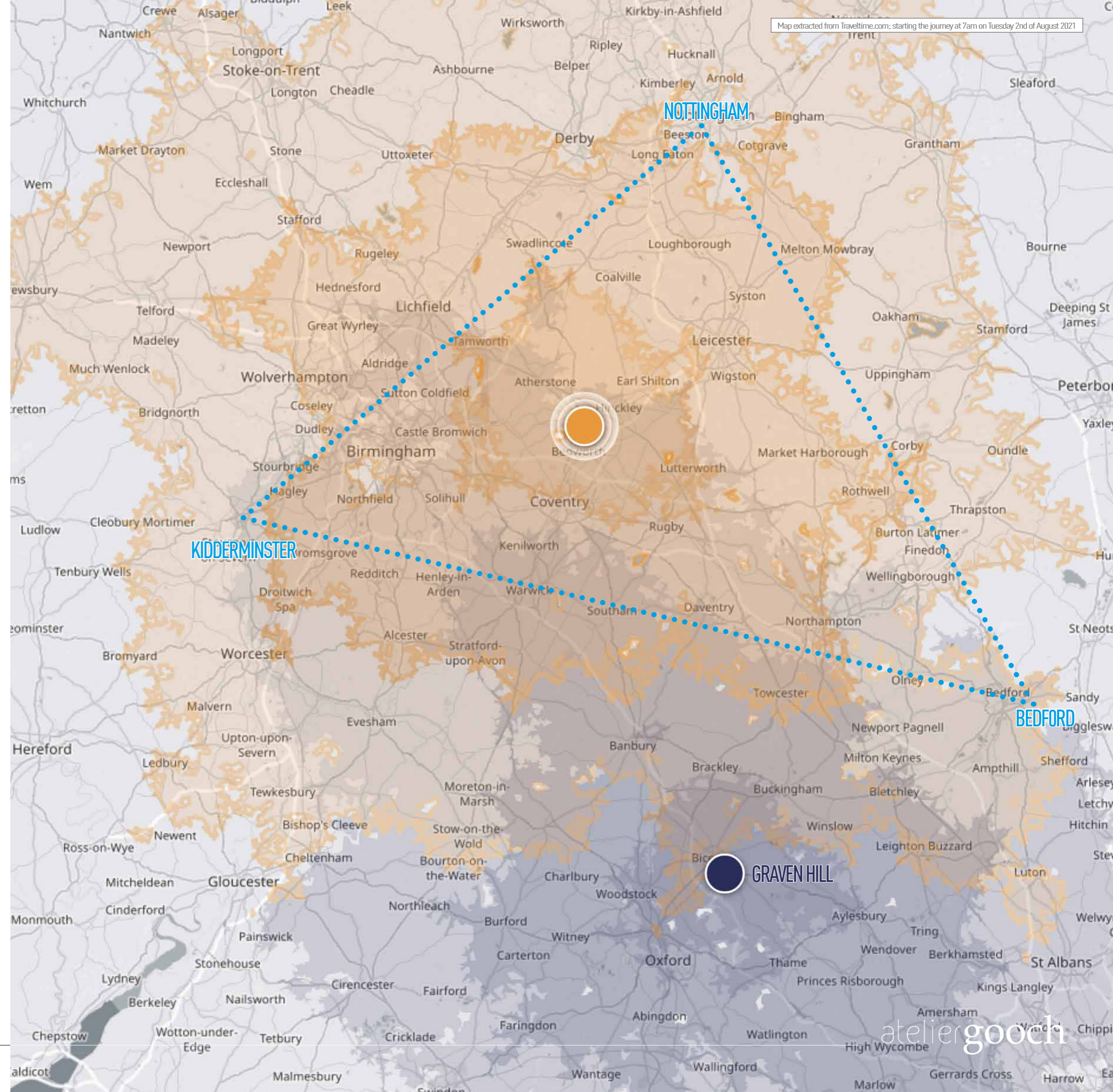
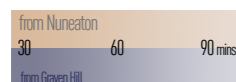
B8 USE OPPORTUNITIES AND CONSIDERATIONS

The independent viability study, carried out for the applicant concluded that the site would be most suitable for a B8 use class following reasons;

- Proximity to Public Transports and Road Infrastructure, M40 in particular allowing;
- Accessible to 50% of the UK Population within 90mins; 90% of the UK Population within 4hrs
- Over 75% of UK GVA derived in cities within a 2hrs of drive (London, Birmingham, Bristol, Milton Keynes)
- Established B8 use in and around Bicester
- Close Proximity to the Logistics Golden Triangle (Nottingham, Kidderminster, Bedford)
- Population of Bicester expected to grow from 32,000 to 50,000 by 2031 providing potential workforce
- One such B8 use class; Warehousing and Distribution Logistics facilities, are not deemed to reduce in demand in the foreseeable future based on the projected increase of online shopping and stockpiling demand due to supply chain reliability.
- Other use class opportunities were also explored but not currently deemed to be commercially viable or attractive in this specific location.

Please see Quod's Economic Impact Assessment and statement for further information.

 LOGISTICS GOLDEN TRIANGLE



04.02

EMPLOYMENT OPPORTUNITIES

Based on the similar sized sites with B8 use in the country, circa 1,500 employment are estimated to be provided subject to final development, occupiersize and type; which will be determined under the Reserved Matters.

For detailed/ further information on the application site, please refer to Quod's Economical Impact Assessment and Statement submitted as part of the application.



Based on similar sized B* use class site, it is likely to generate

EQUIVALENT DIRECT PERMANENT ROLES AT BICESTER:

est 1,500 PEOPLE EMPLOYED LOCALLY



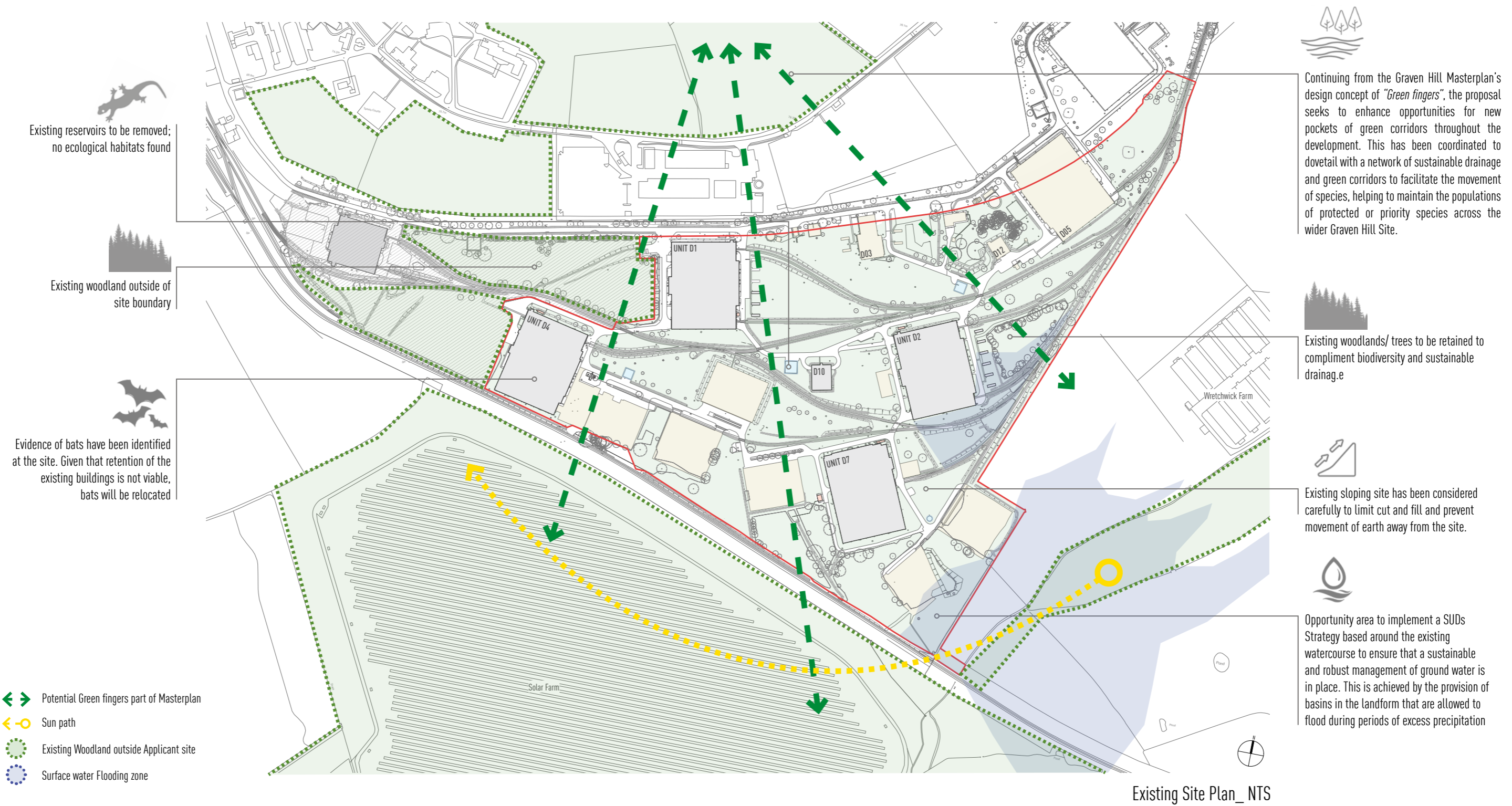
EQUIVALENT DIRECT BUSINESS RATES AT BICESTER:

est £900K A YEAR BUSINESS RATES

04.03

ENVIRONMENTAL OPPORTUNITIES / CONSIDERATIONS

There are a number of key opportunities and constraints that have been considered within the framework of the larger Graven Hill Masterplan in designing and putting forward the proposals before you in this Outline application.



04.04

INFRASTRUCTURE OPPORTUNITIES / CONSIDERATIONS

The D8, D1 and EL1 Sites have been allocated for Employment use. The existing Unit D8 to west of the application site has been retained as Class B8 and the existing woodlands to the west will be retained by the Seller to continue to provide natural screening.



Thames Water Pumping Station to be retained and suitable access provided for maintenance

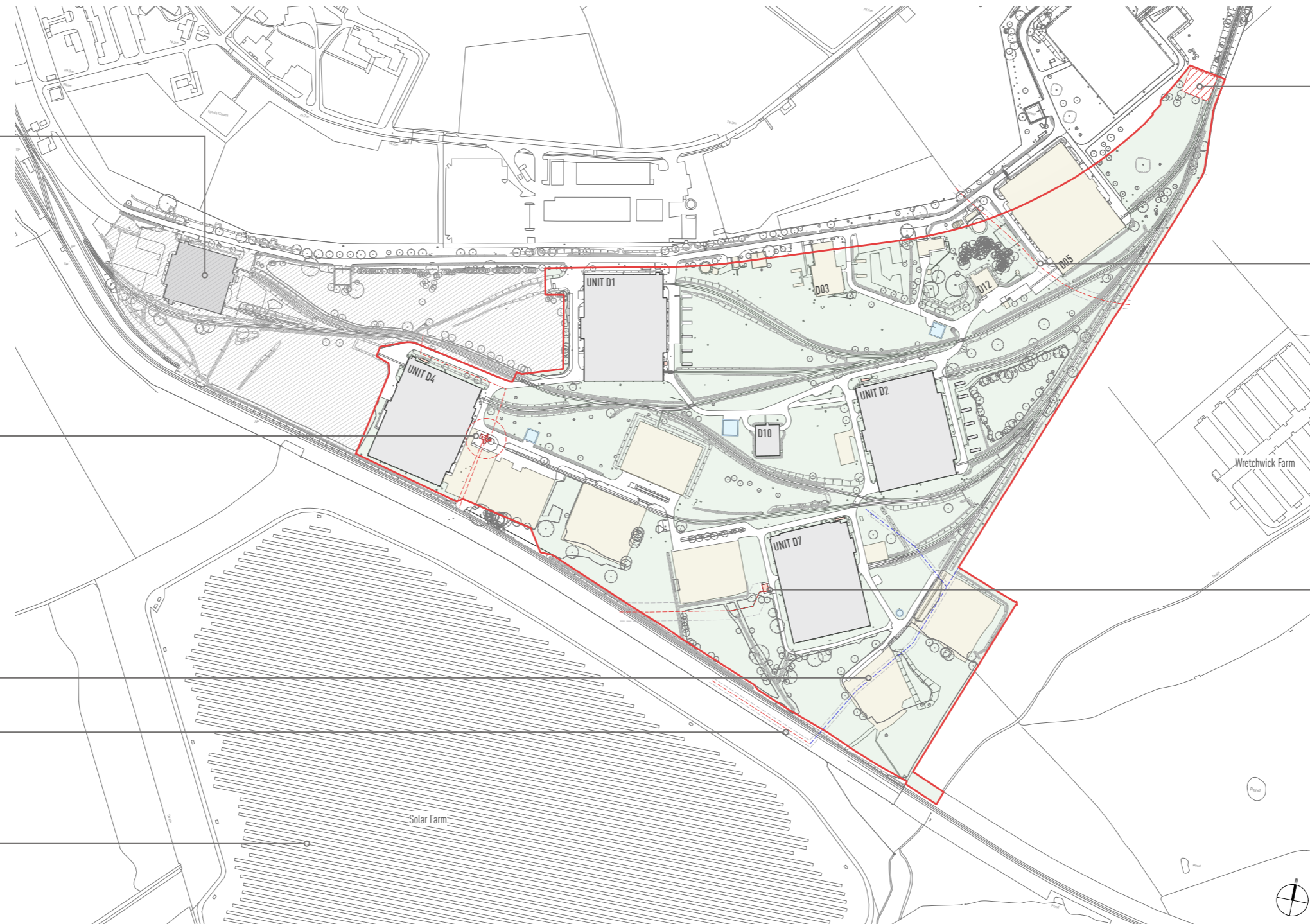


Thames Water Drainage below; Rerouting will be required

New drainage connection to suit adjusted drainage within site



Existing Solar Farm



In order to provide adequate power to site, a primary sub-station is likely to be required off of the EAR for connections and maintenances



Water mains to wider Graven Hill Site; rerouting will be required to accommodate the proposed development

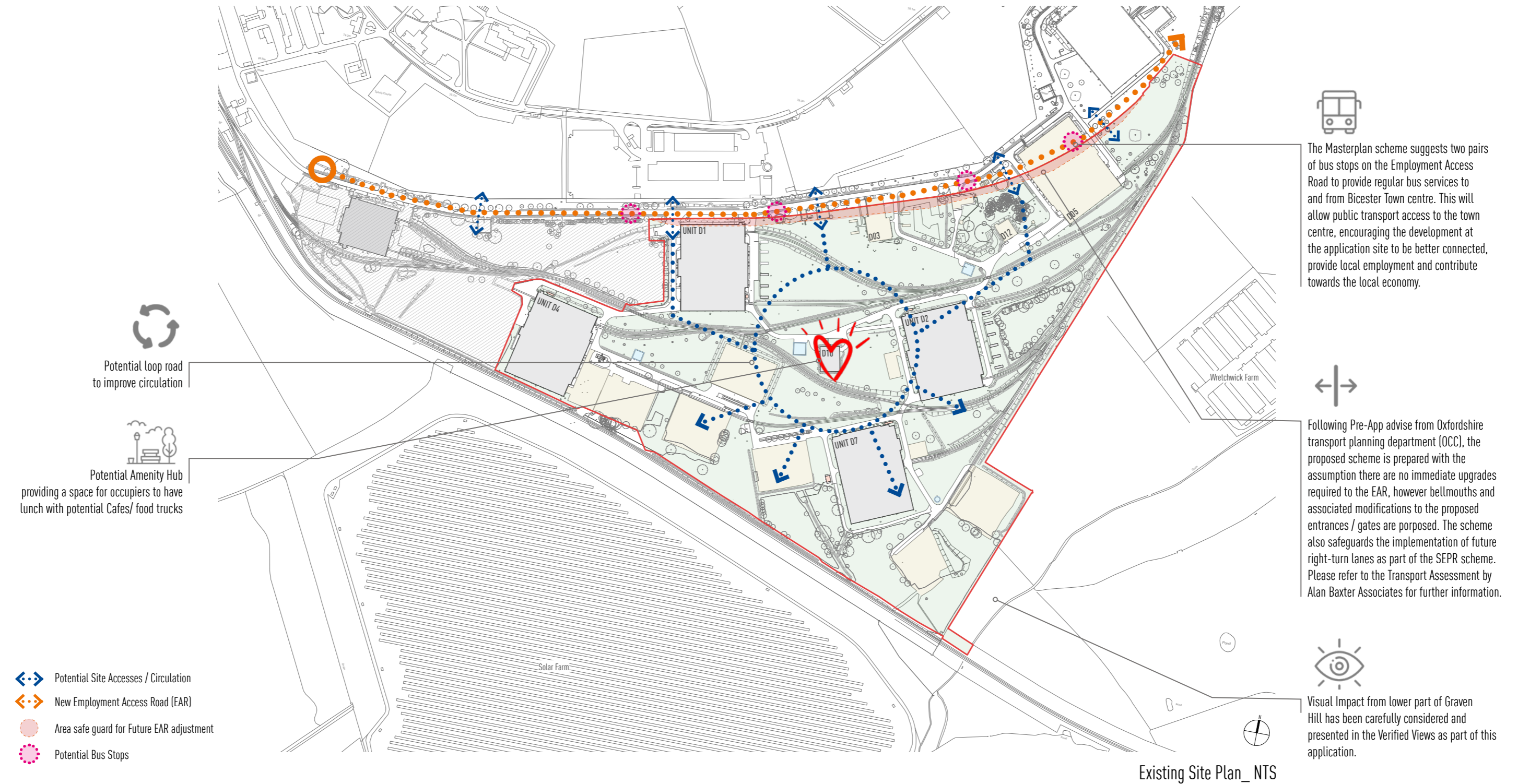
D20 Standby Substation and associated overhead and buried cables servicing the MoD proposed for removal. The MoD have provisionally accepted adopting the new incoming supply from the EAR and demolition of D20 unit formed a part of the Demolition Application (ref.22/00835/F)



Existing Site Plan_ NTS

04.05

ACCESS AND CIRCULATION OPPORTUNITIES / CONSIDERATIONS



04.06

TYPICAL B8 BUILDING SPATIAL REQUIREMENTS

The applicant seeks to create a high quality B8 use facility to meet the business needs of major distribution, logistics, light industrial, storage companies.

The key spatial requirements for the Logistics are;

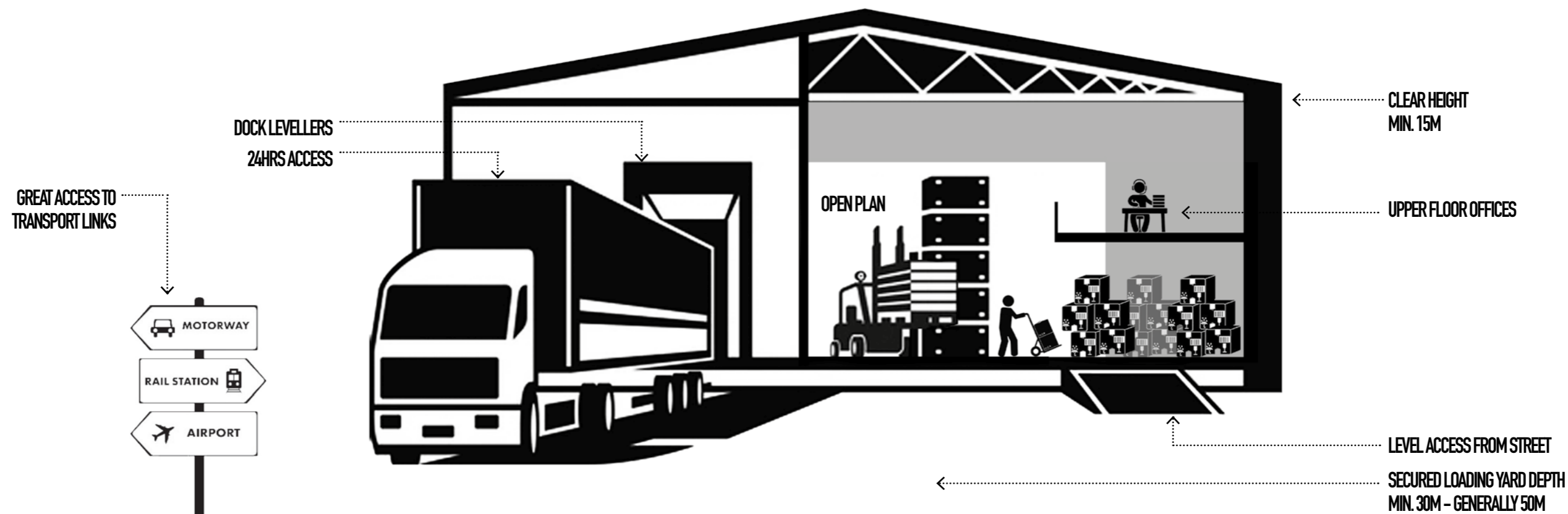
- Warehouses
- Offices on upper floors (within the warehouse building)
- Parking/ Acces
- Standard Vehicles, HGVs and Oversized Vehicles as noted previously

TYPICAL WAREHOUSE

- min. 15m Clear internal height
- Floor loading; min 50 KN/m2 to FM2 flatness
- Fully secured loading yard; minimum depth of 30, generally 50m
- Dock leveller loading doors; 1 per every 10K sq.ft
- Street level access (Ramps)
- Open plan internally
- Dedicated car parking for goods vehicles
- Great access to transport links; 24hrs access to and from the site

TYPICAL SUPPORT OFFICES

- Offices at upper floors; min. 5-15% of the warehouse footprint
- Additional Hub Office to Units over 190K sqft on and accessible from the service yard side
- Grade A office specification
- Raised access floor with 150mm void for services
- Suspended ceiling with intelligent LED lighting
- Passenger lifts
- Air conditioning - VRF system
- Welfare (Kitchenette, WCs, Locker rooms)
- Dedicated parking for standard vehicles and bikes



04.07

INDICATIVE EXTERNAL ENVELOPE COLOUR PALETTES FOR BUILDINGS

While the nature of hue (colour) alters with distance, total contrasts between built form and landscape remains largely constant. Therefore if a development will be visible from afar, and the intention is to 'lose' it visually in the landscape, then the tonal qualities of the colour rather than the hue of the colour become particularly important. In this case it will be preferable to select tones which match or are slightly darker than the landscape when seen from a view point.



04.07

INDICATIVE EXTERNAL ENVELOPE COLOUR PAlettes (continued)



04.07

INDICATIVE EXTERNAL ENVELOPE COLOUR PAlettes (continued)



04.08

INDICATIVE EXTERNAL ENVELOPE MOODBOARD



04.09

INDICATIVE PLACE MAKING/ AMENITY/ CENTRAL HUB MOODBOARD

For detailed/ further information on the application site, please refer to RPS's Indicative Landscape Strategy submitted as part of the application.

