

05 PROPOSAL AND INDICATIVE MASTERPLAN

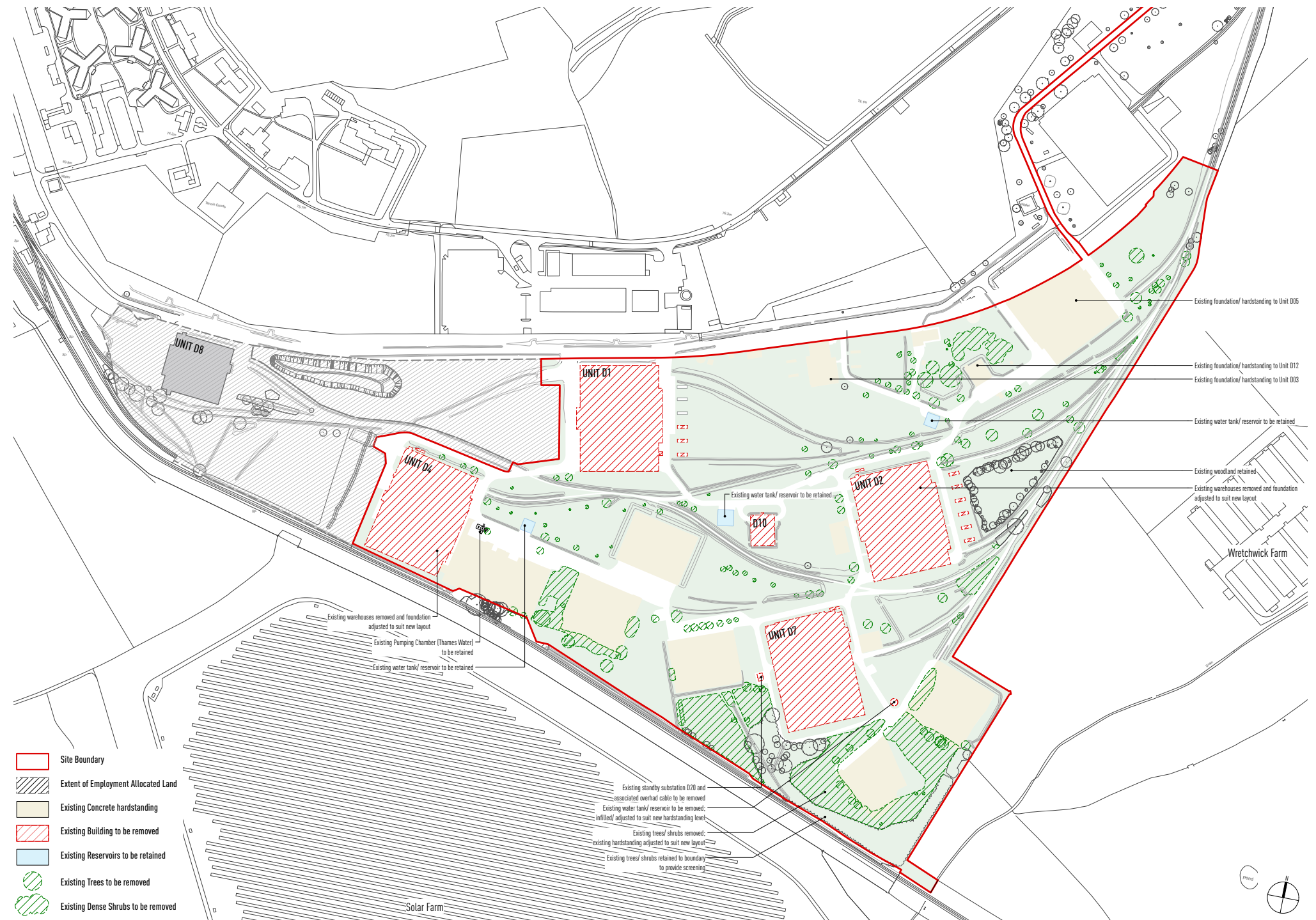
05.01

PROPOSED DEMOLITION/ ENABLING WORKS

The application seeks to demolish existing buildings which comprises of 42,074 sqm / 452,880 sq ft of Class B8 use.

Unit D1	10,200 sqm
Unit D2	10,300 sqm
Unit D4	10,200 sqm
Unit D7	10,225 sqm
Unit D10	868 sqm
Unit D20	38 sqm
9 no. of Munition Stores	243 sqm

As part of the Ecological mitigation works, a Bat Barn (30.75 sqm / 331 sq ft) is proposed to the South East corner of the site prior to the demolition of the existing units.



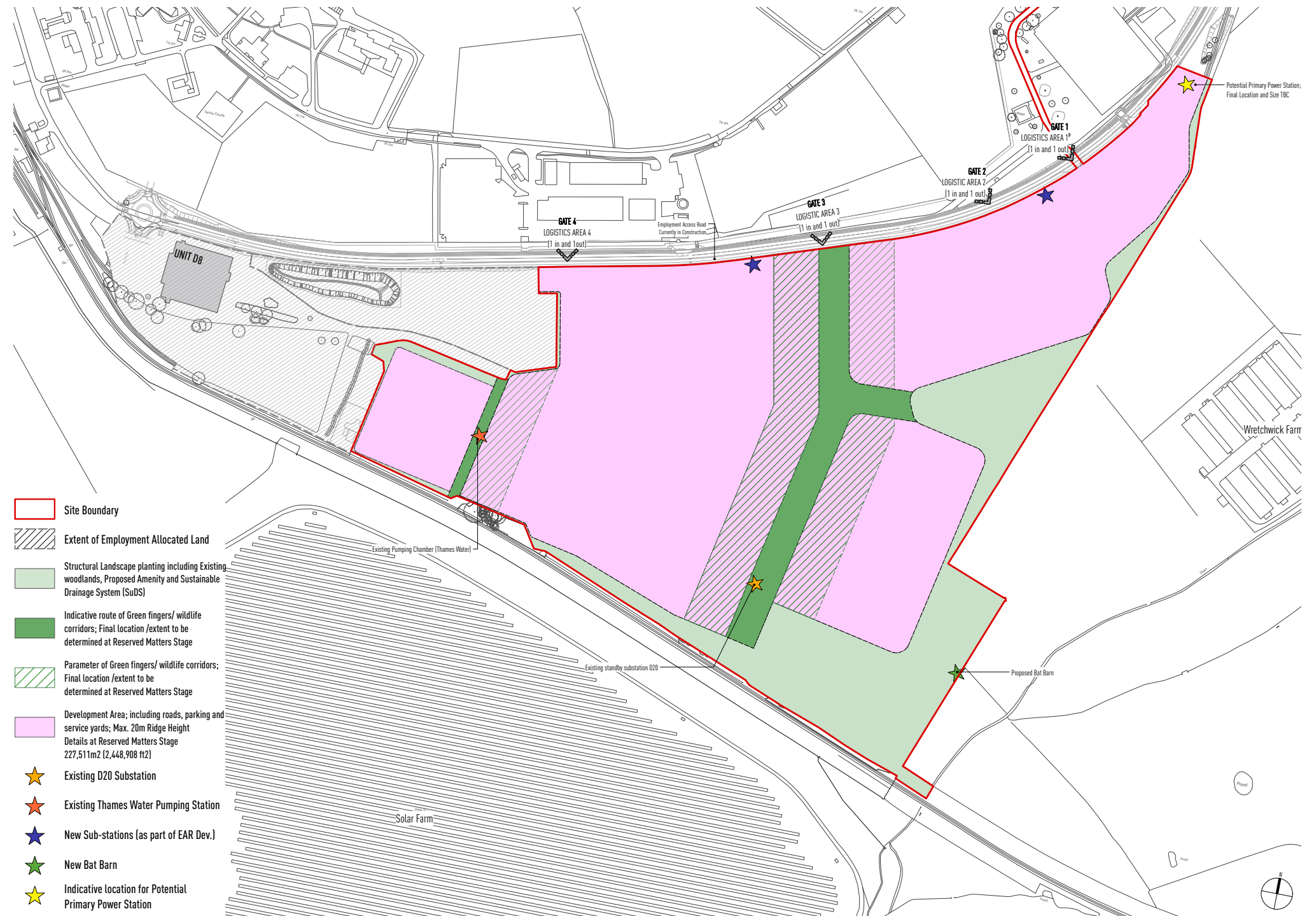
Proposed Demolition & Enabling Works Plan_ NTS

05.02 PARAMETER PLAN

The principle of the development is to establish flexible building design and site layout capable of accommodating a wide range of occupiers in a coherent and cohesive development that sensitively considers the site constraints.

The parameter plan is proposed to identify known restrictions, infrastructure and requirements to serve the site such as;

- Existing D20 Substation and Thames Water Pumping station serving the wider site is assume to be retained (subject to further agreements);
- New Substations along the northern boundary are due to be delivered as part of the Employment Access Road Construction works;
- New Bat Barn and indicative green corridors/ fingers serving wider site as part of the ecology strategy;
- Indicative Primary Substation likely to be required to serve the proposed development;
- Green landscaped areas and planted screening to the site boundary have been carefully considered and coordinated with the landscape designers, ecologists and arboriculturalists to preserve and enhance the setting of the site.



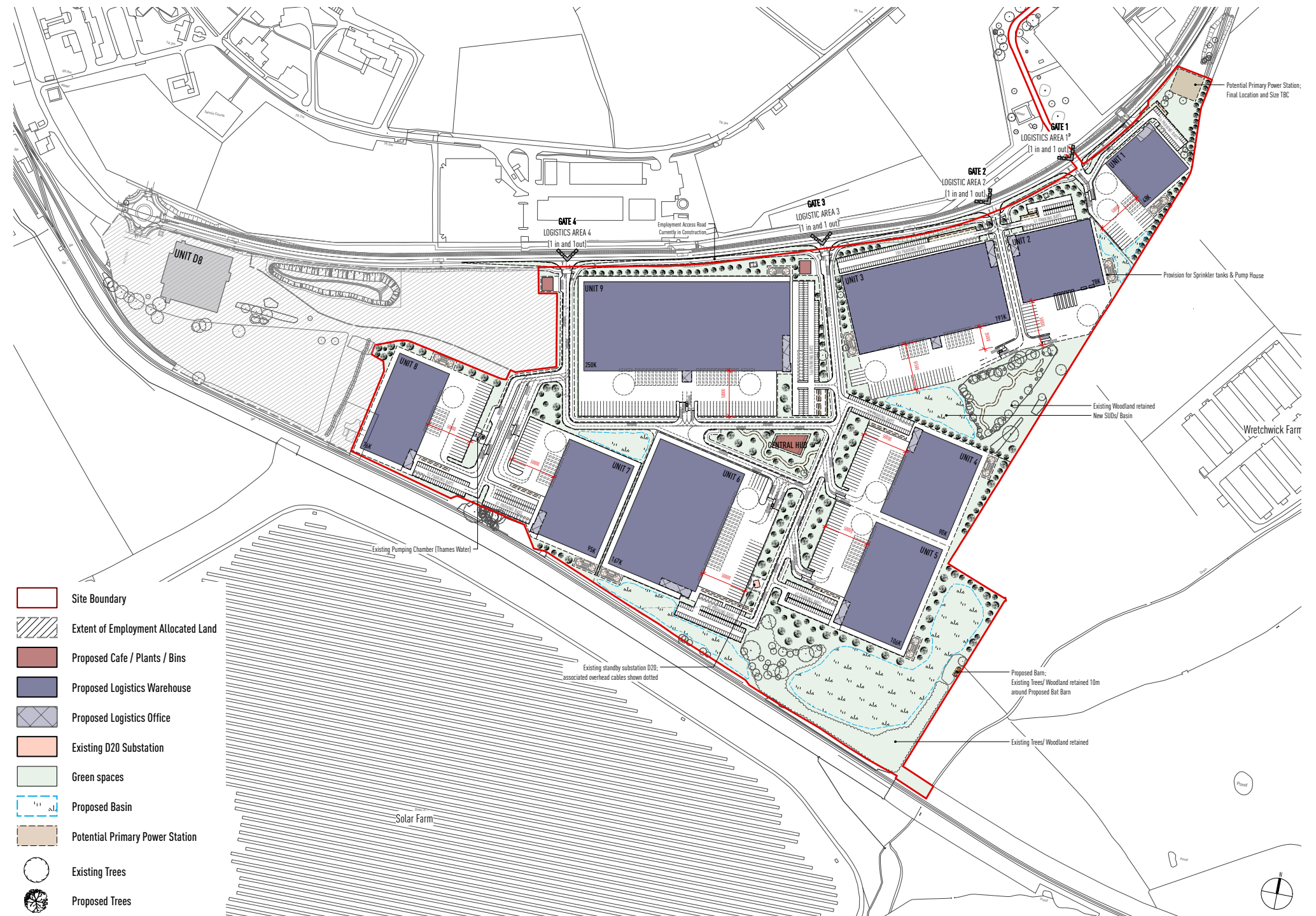
Indicative Parameter Plan_ NTS

05.03

INDICATIVE PROPOSED SITE LAYOUT

The indicative plan illustrates the proposed site layout which has been designed to integrate place-making, external facilities and accommodation suitable for a variety of building sizes and uses in order to meet current and potential demands whilst safeguarding the development for future changing needs of this market sector. The layout and size of these individual units are Reserved Matters and will be subject to detailed development and consultation with ultimate occupier's / tenants of the site.

The proposed indicative site plan presents 9 individual units from 48,000 sq ft to 250,000 sq ft units with a total development area of **1,119,190 sq ft** including ancillary service buildings. Refer to Section 5.04 for a detailed break down.



Indicative Proposed Site Plan_ NTS

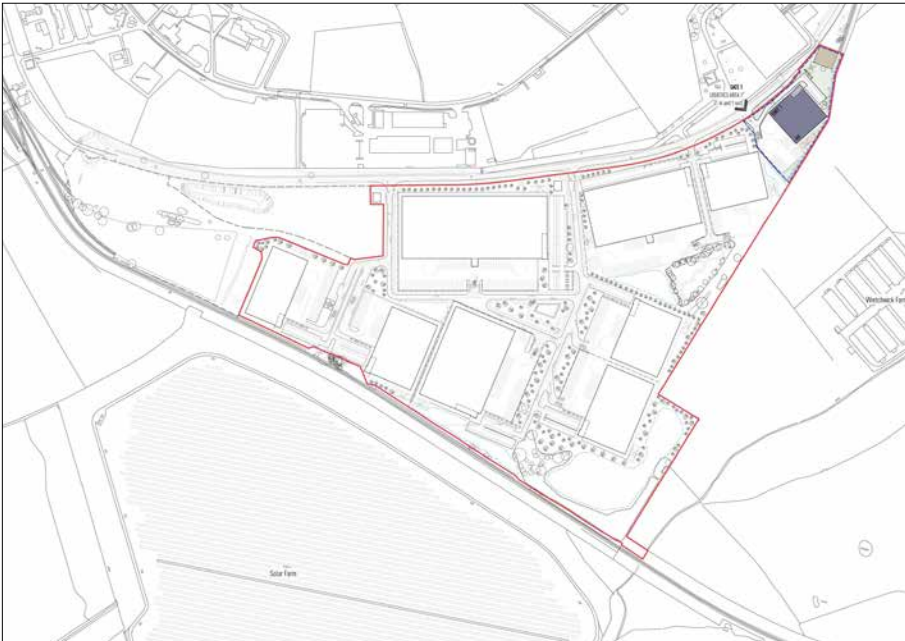
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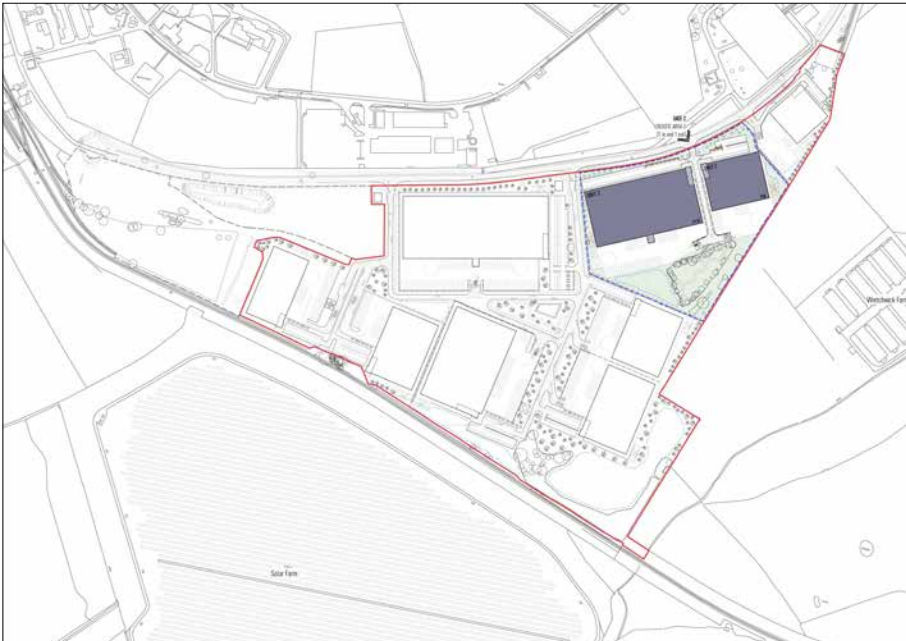
INDICATIVE PHASING/ PROPOSED SITE ACCESSES

The number and locations of entrances and accesses from the EAR have been allocated with a potential phasing in mind.

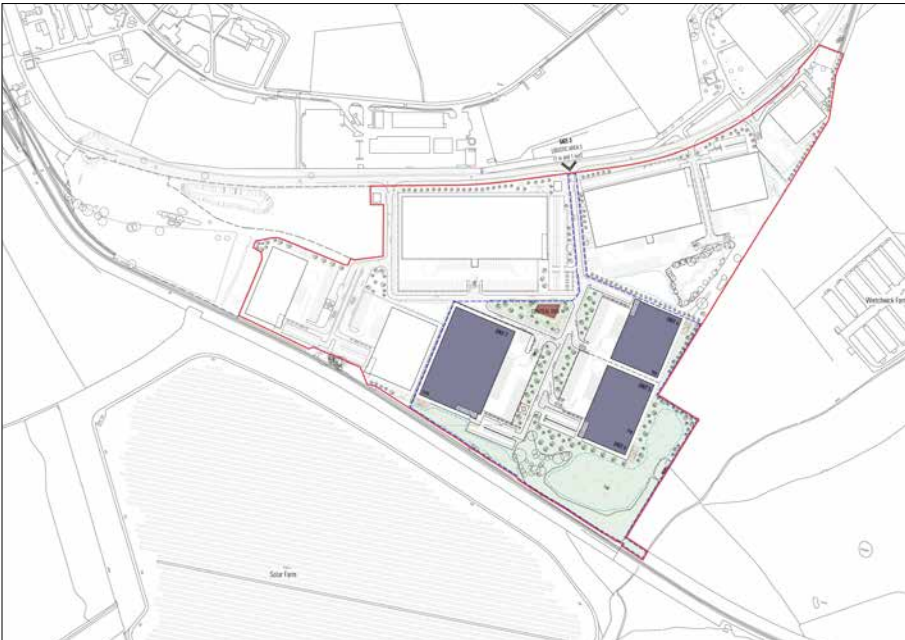
The following plans have been prepared to illustrate how the site might be divided for development; not necessarily in the order of phasing as it is not possible to determine without the eventual occupiers' input.



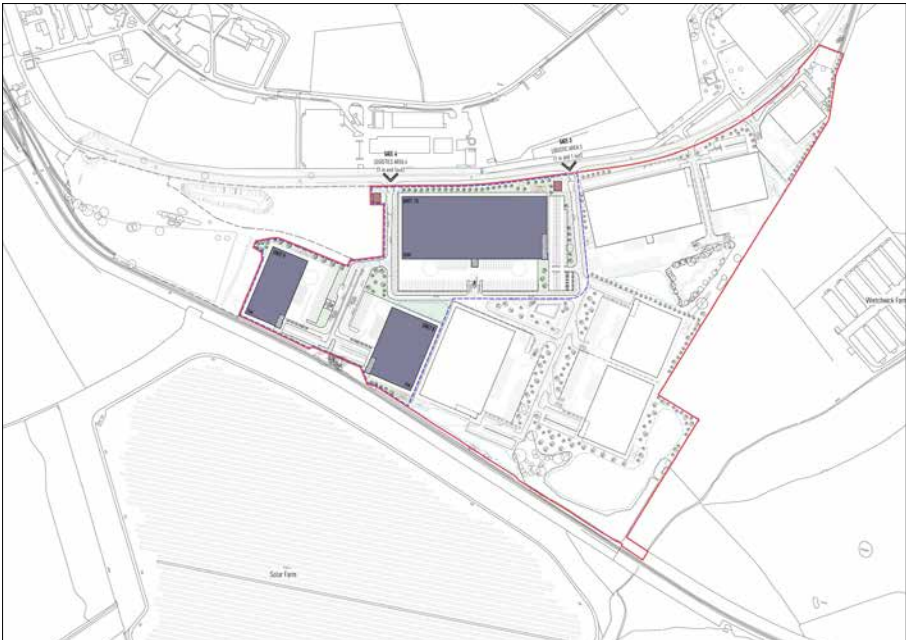
Area A_ Unit 1 via Gate 1



Area B_ Unit 2&3 via Gate 2



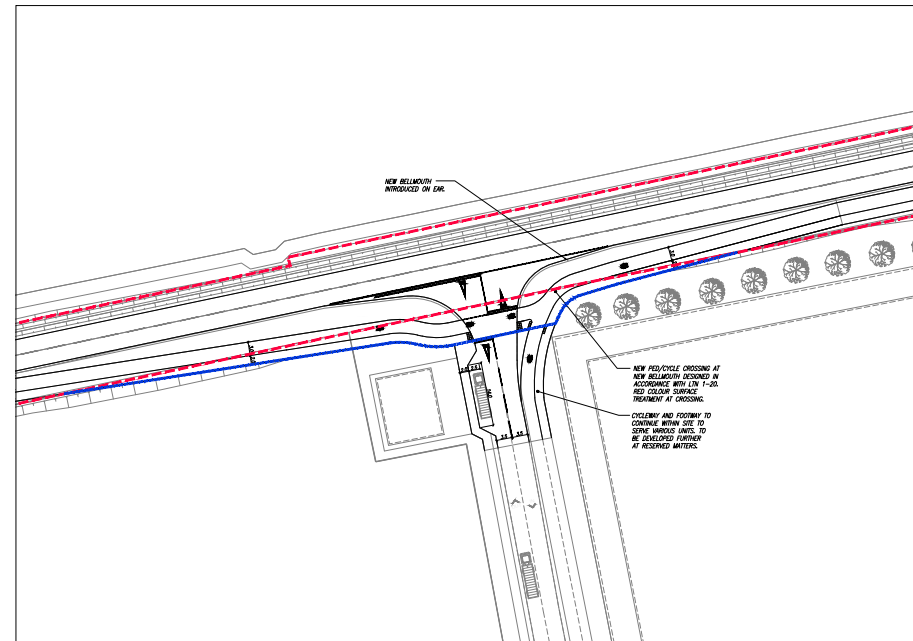
Area C_ Unit 4,5,6 via Gate 3



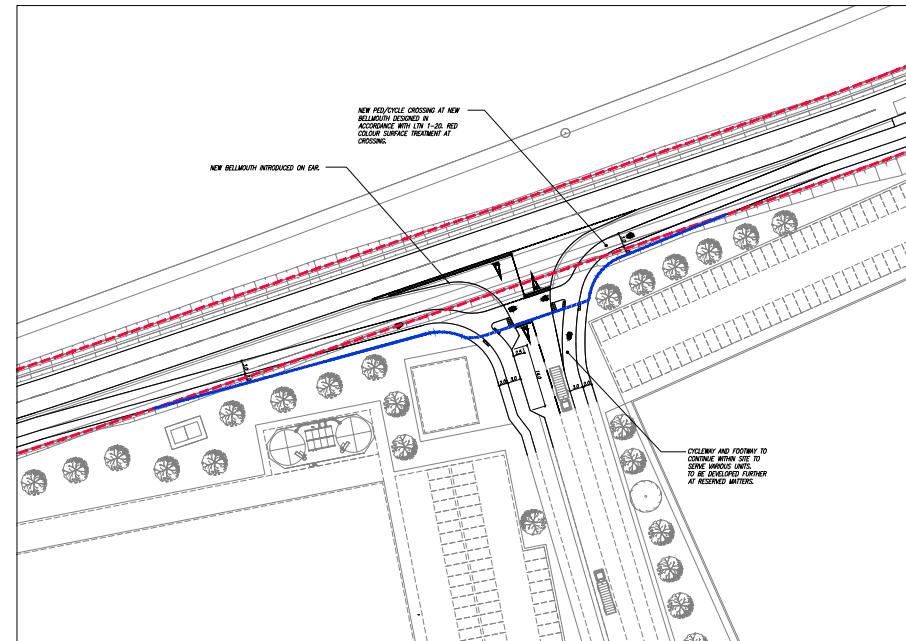
Area D_ Unit 7,8,9 via Gate 3&4

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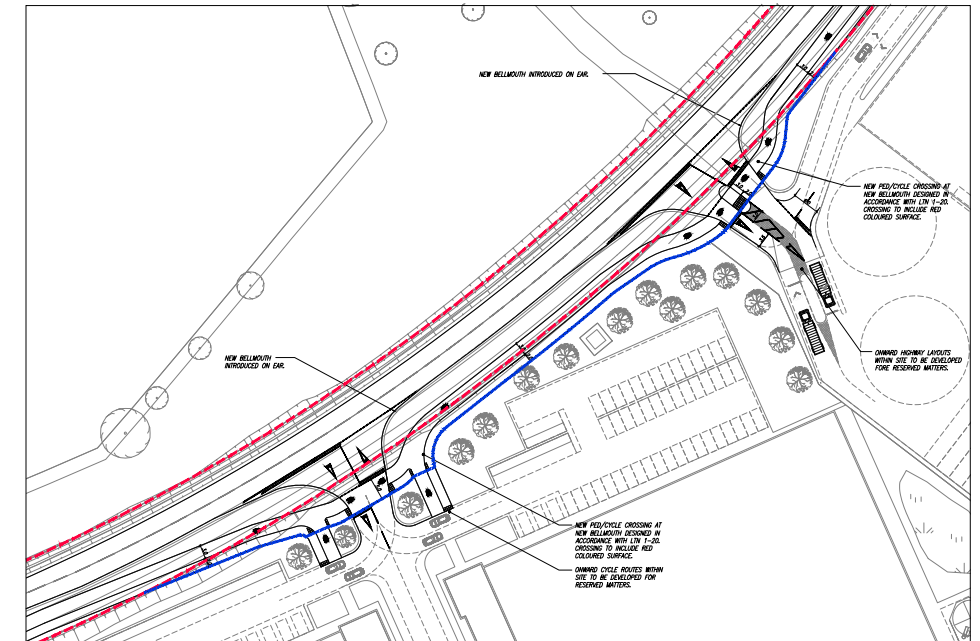
PROPOSED ADJUSTMENT TO EMPLOYMENT ACCESS ROAD



GATE 4



GATE 3



GATE 1 & 2

In order to enable vehicular access to the site, as well as provide cycle and pedestrian access, upgrades would be required to the EAR. The four accesses are proposed to be priority junctions. As discussed with OCC, there is the longer-term ambition for the EAR to be extended to the west and become the SEPR, and the access designs should therefore not preclude this. As such, there are two scenarios considered:

Proposed Scenario

EAR constructed as far as the roundabout to the west of the site. Vehicular traffic is assumed to be only that of the employment access area, with no passing traffic. Priority junctions constructed, with cycleway provision and pedestrian crossings in accordance with LTN 1-20.

Future Scenario

EAR is extended to the west to connect to the A41. Bypass traffic is to be accounted for, with right turn lanes provided for approaching traffic from the west. Cycleway provision and pedestrian crossings in accordance with LTN 1-20.

The general principle of enabling these accesses to be retrofitted for future SEPR use is that sufficient space has been left for carriageway widening, in order to enable right turn lanes to be introduced. The footway and cycleway is located sufficiently far to the south, so that when carriageway widening occurs the grass verge can simply be removed to enable this. An additional extent of adoption, beyond that currently proposed by GHVDC for the EAR (minus any vehicular accesses) is therefore proposed. This additional extent means that OCC controlled carriageways, can be widened at any time to support the SEPR.

The cycleway and footway has been designed in accordance with LTN 1-20. There is an existing 3m cycleway and 2m footway on the south side of the EAR (currently under construction). At each vehicular access, thees are diverted to a crossing point which is sufficiently far south enough so that a car can stop and wait whilst a cyclists or pedestrian is crossing. This is a "full set back" crossing as defined by LTN 1-20, and appropriate road markings would be provided accordingly. Furthermore, provision has been made for onward pedestrian and cycle movement within the site. The detail of this would be developed as part of a Reserved Matters Application; however, the junction proposals have been developed to allow for appropriate tie ins for onward movement

For detailed/ further information on the application site, please refer to Alan Baxter Associates' Transport Assessment submitted as part of the application.

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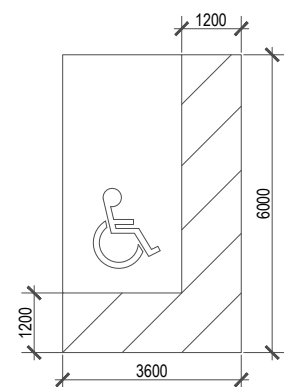
INDICATIVE STANDARD CAR ACCESS AND PARKING

The indicative site layout illustrates the car parking areas located close to the fronts of the office elevation of the unit, segregated from the goods vehicle entrances of the services yard. This allows inclusive access throughout the site with safe paths leading pedestrians from car park to the main office entrance, a sense of both space and arrival to the office elements of the units.

Whilst the office provisions are ancillary to the main B8 use class, an allowance for additional car parking more akin to the requirement for more wtraditional office use elements has currently been allowed in the proposals under Oxfordshire's policy;

- Warehouse 1 space per 200 sqm
 - Office 1 space per 30 sqm
- requiring minimum of 676 of Standard parking (inc. Disabled); of which 6% will be Disabled Parking and 25% Electrical Car Charging available.

Further information can be found in Alan Baxter's Transport Assessment report as part of this application.

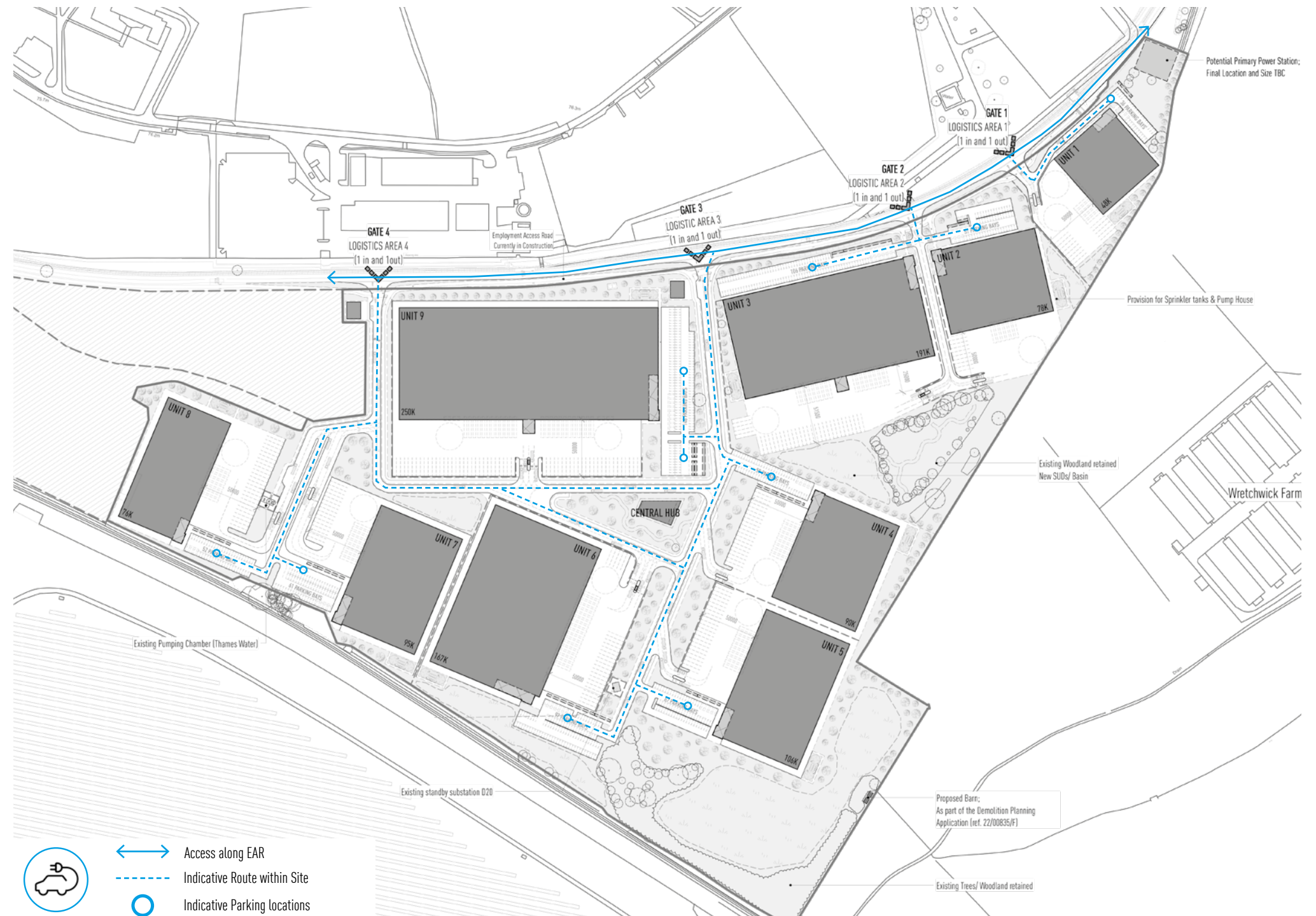


Typical Disabled / Blue Badge Car parking Bay



Typical Electrical Car Charging Units

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Indicative Proposed Site Plan_ NTS