

# 05.08

## INDICATIVE HGV ACCESS AND PARKING

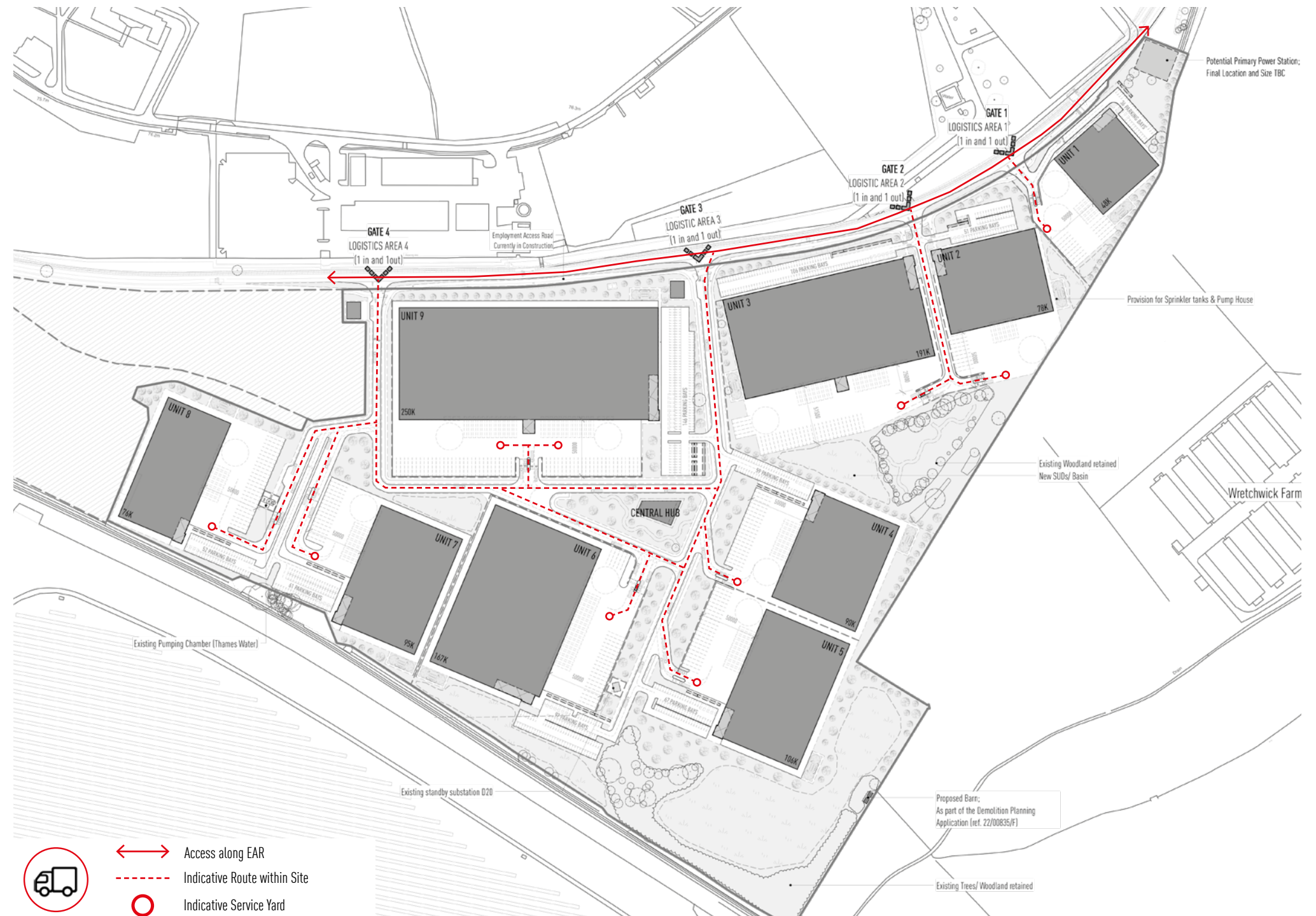
The indicative road network within the site has been designed to separate HGVs and Standard Cars as much as possible; isolated access points to the service yard and car parks with enough spaces for the vehicles to queue entering and exiting the units without interrupting the traffic flow across the wider site.

The indicative layout allows single point of access/egress into yard area with automated security gates and barriers; generally one in and two out from individual units. Units of over 100,000 sq ft have been shown to accommodate a gatehouse to allow greater security control.

The service yards are set generally a minimum of 50m beyond building faces to accommodate the full turning circle of an HGV. Public/ Standard car access should be actively discouraged from service yard areas, with access limited to trained competent members of staff only. HGV parking is provided along the outside edge of the service yard with drop-off/ docklevellers along the building elevation. There are no specific Oxfordshire's parking standards for HGVs.

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

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



Indicative Proposed Site Plan\_ NTS



# 05.09

## INDICATIVE CYCLE PATHS AND STORE PROVISIONS

The layout indicatively illustrates external shelter (roof over) with standard sheffield stands similar to the image below located in close proximity to the main office entrance. As part of the indicative typical warehouse layout, shower and changing room facilities are provided.

The Cycle store provision have been calculated base on Oxfordshire's policy;

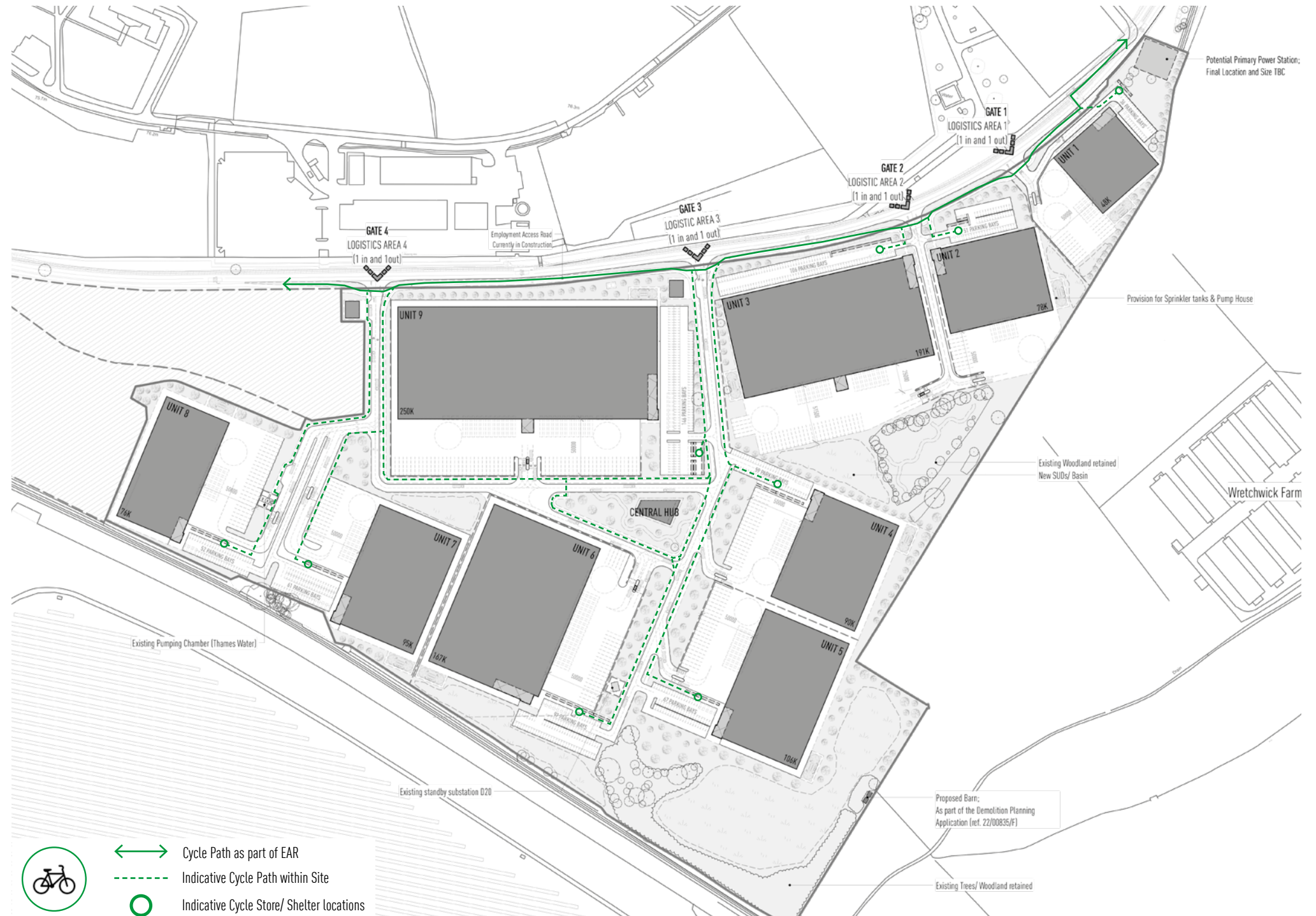
- Warehouse 1 space per 500 sqm + 50% additional for Visitors
- Office 1 carparking per 30 sqm + 50% additional for Visitors requiring minimum of 345 spaces.

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



Typical external bike shelter

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



Indicative Proposed Site Plan\_ NTS

# 05.10

## INDICATIVE TYPICAL UNIT

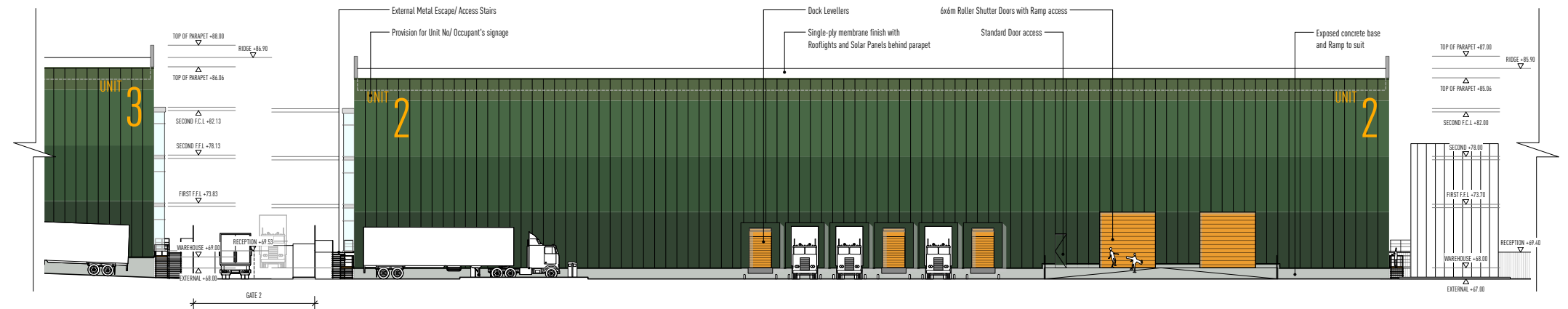
The architectural form of the warehouses are largely determined by the functional requirements of this type of facility. However, the indicative proposed design seeks to provide relative architectural character with respect to the elevational treatment and scale of the buildings. The design philosophy has been to create a clean and crisp appearance within the context of the site and its surroundings. Massing and siting of the buildings has been carefully considered relative to the site constraints and the rigorous requirements for a B8 facility.

The structure of the indicative proposed building consists of long spanning steel portal frames, creating large column free internal areas for maximum flexibility of the internal space as required by the sector.

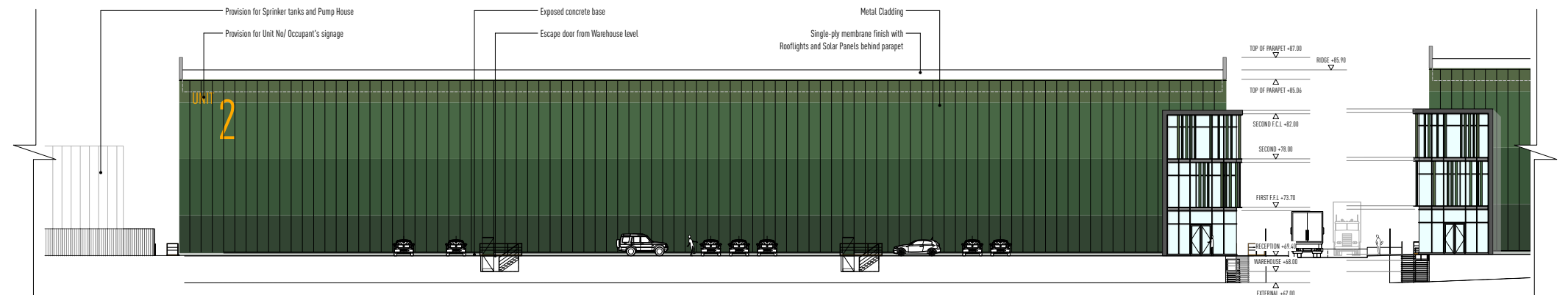
The pitched roofs are behind 1.1m parapet walls providing a safe working platform for any maintenance works required at high level. The parapet will also conceal gutters and other services such as photo voltaic solar panels on roofs to maximise the renewable energy that can be generated on the site.

Metal cladding is proposed as the external elevational finish to the warehouses providing a robust, low maintenance and attractive appearance to the buildings. The office area is projected from the main warehouse in a curtain walling system to stand out architecturally and highlight the entrances. The vertical fins are added to upper floors as a method of solar / glare control to the open plan offices above.

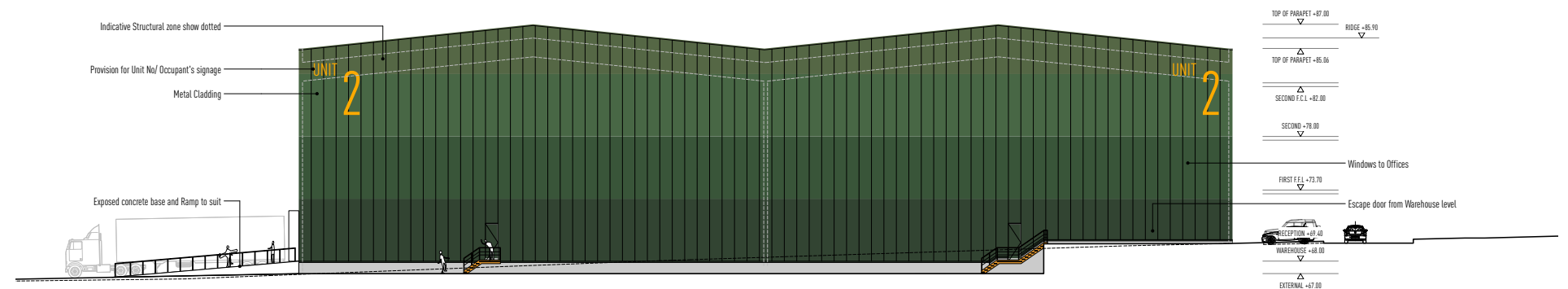
The colours and pattern of the cladding should be chosen carefully to integrate new massing into the landscape in a way that benefits both the landscape and the built form. The best practice would be to choose palette of colours from the landscape to provide a visually coherent scene from the distance (see section 4.07). The roofs should ideally be in light grey so the development is not seen as a "black hole" from top of the Graven Hill.



Proposed Typical Service yard Elevation\_ NTS



Proposed Typical Parking area Elevation\_ NTS



Proposed Typical Side Elevation\_ NTS



05.11

ARTISTIC IMPRESSION OF POTENTIAL ELEVATIONAL TREATMENT \_ GREENSCAPE



Typical External Modular finish



05.12

ARTISTIC IMPRESSION OF POTENTIAL ELEVATIONAL TREATMENT \_ EARTH



Typical External Modular finish



# 05.13

ARTISTIC IMPRESSION OF POTENTIAL ELEVATIONAL TREATMENT \_ SKY



Typical External Modular finish

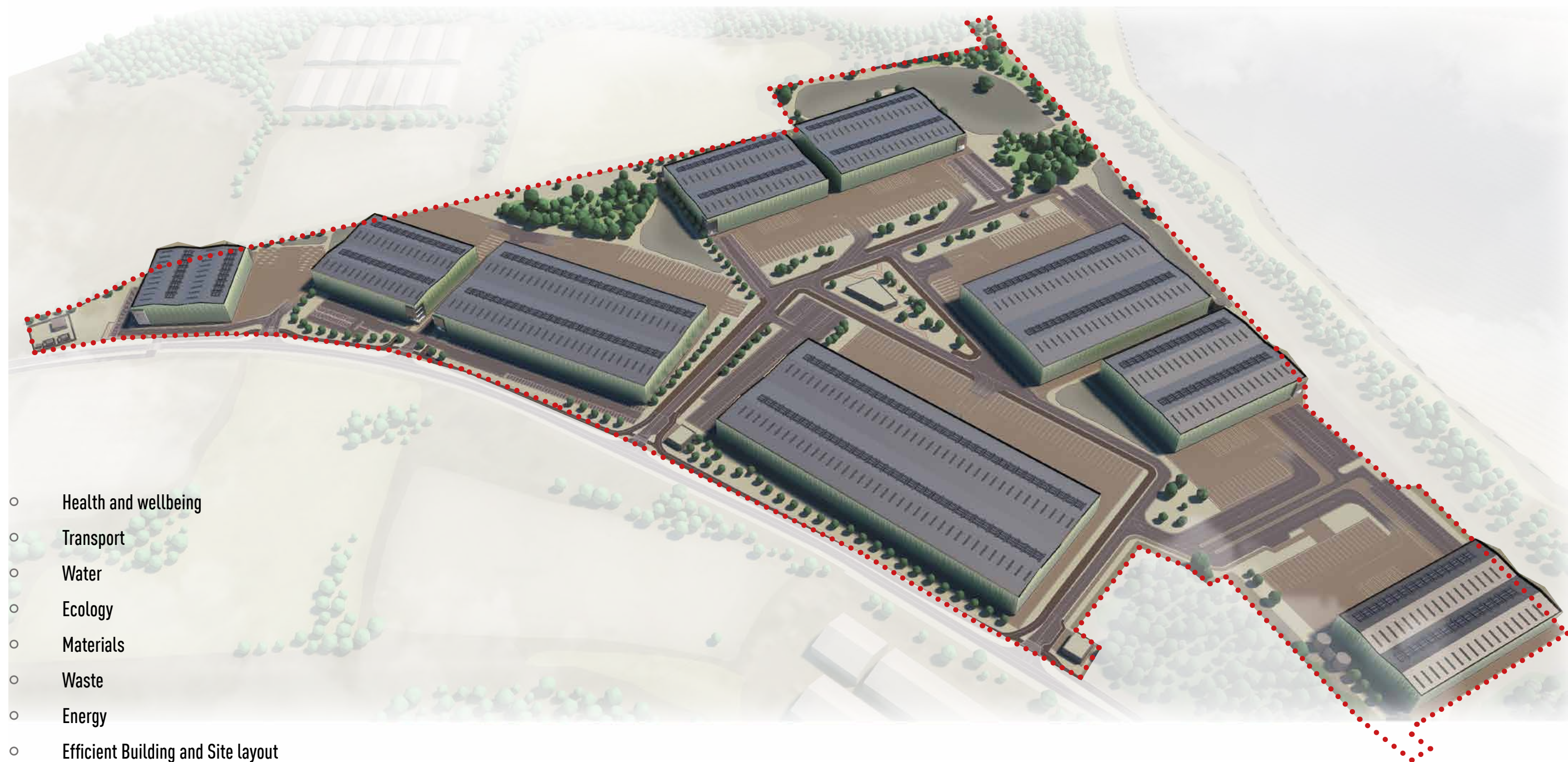


# 05.14

## EXPLORATION OF POTENTIAL SUSTAINABILITY OPPORTUNITIES / CONSIDERATIONS

The proposal aim to achieve **BREEAM Excellent** under following headings;

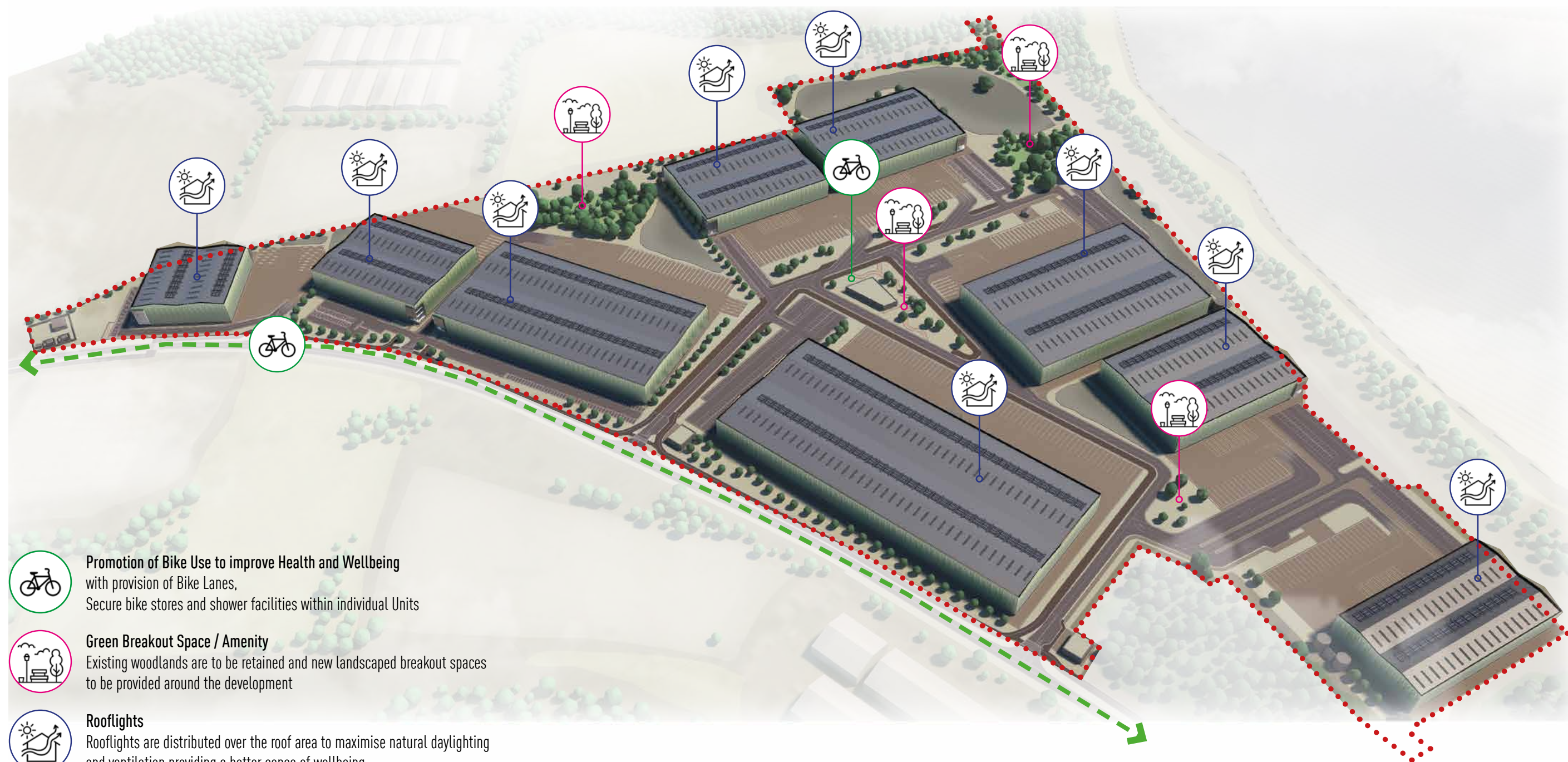
- Health and wellbeing
- Transport
- Water
- Ecology
- Materials
- Waste
- Energy
- Efficient Building and Site layout





# 05.14.01

## HEALTH AND WELLBEING

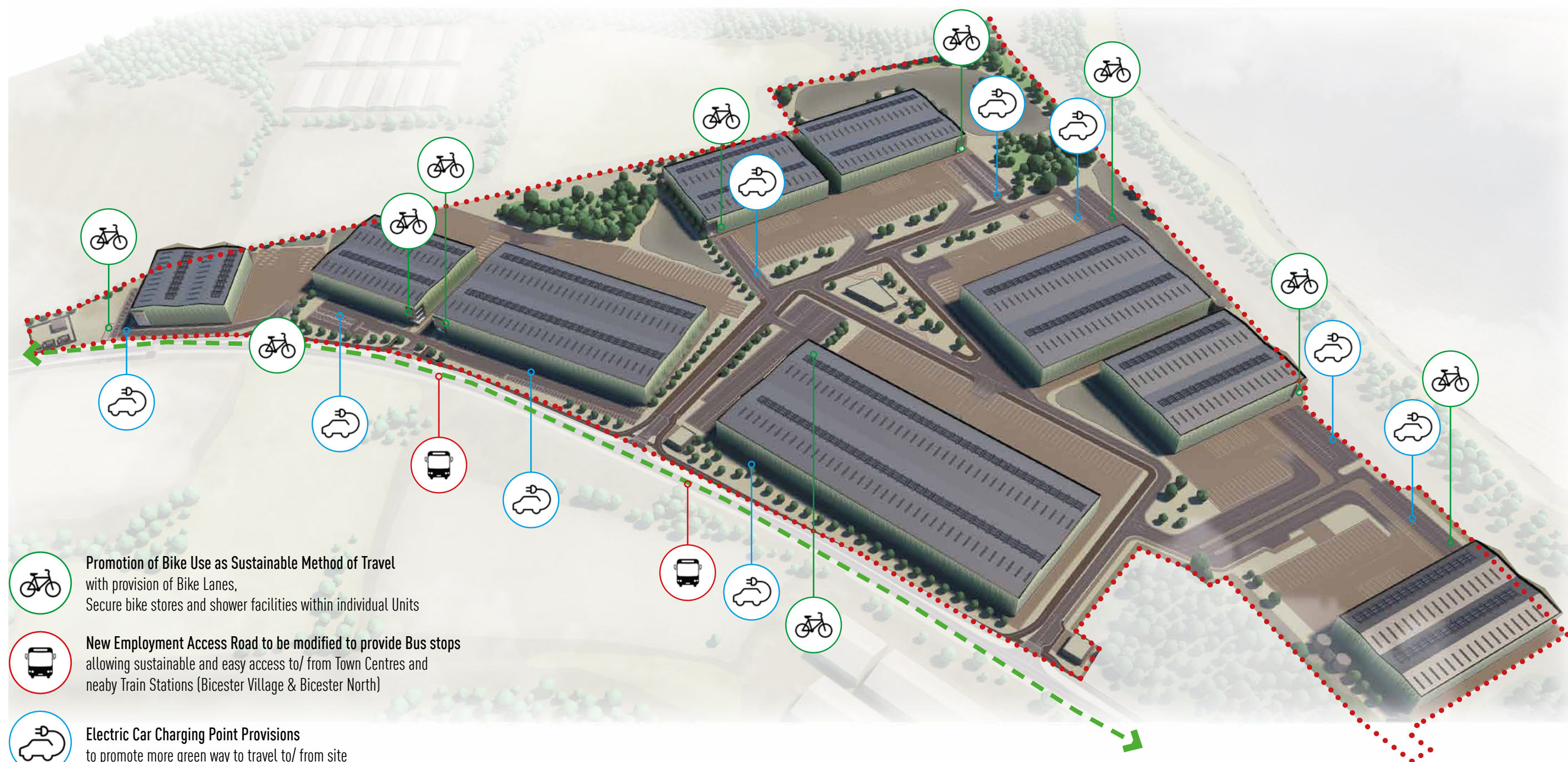


-  **Promotion of Bike Use to improve Health and Wellbeing**  
with provision of Bike Lanes,  
Secure bike stores and shower facilities within individual Units
-  **Green Breakout Space / Amenity**  
Existing woodlands are to be retained and new landscaped breakout spaces  
to be provided around the development
-  **Rooflights**  
Rooflights are distributed over the roof area to maximise natural daylighting  
and ventilation providing a better sense of wellbeing



# 05.14.02

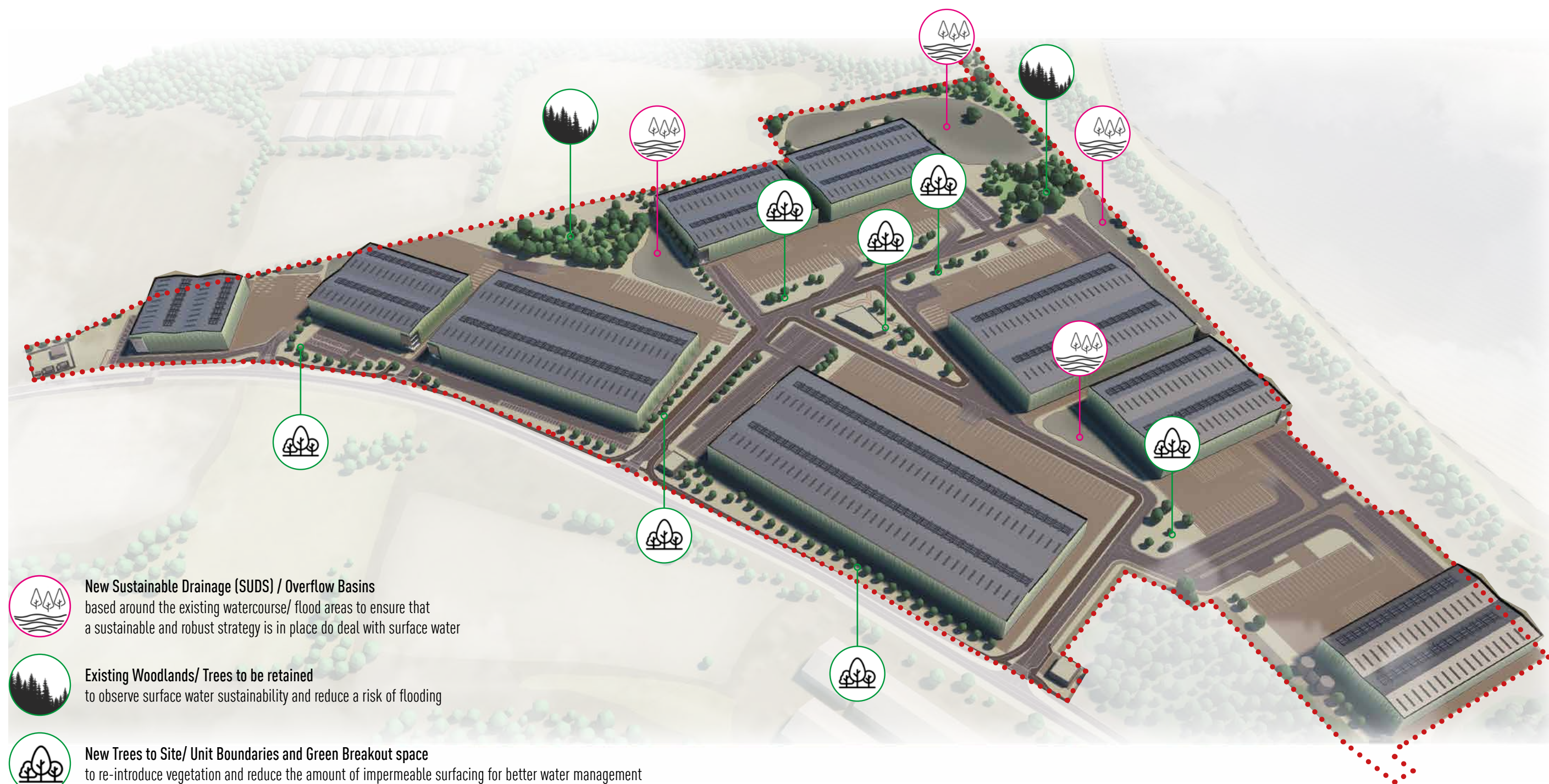
## TRANSPORT





# 05.14.03

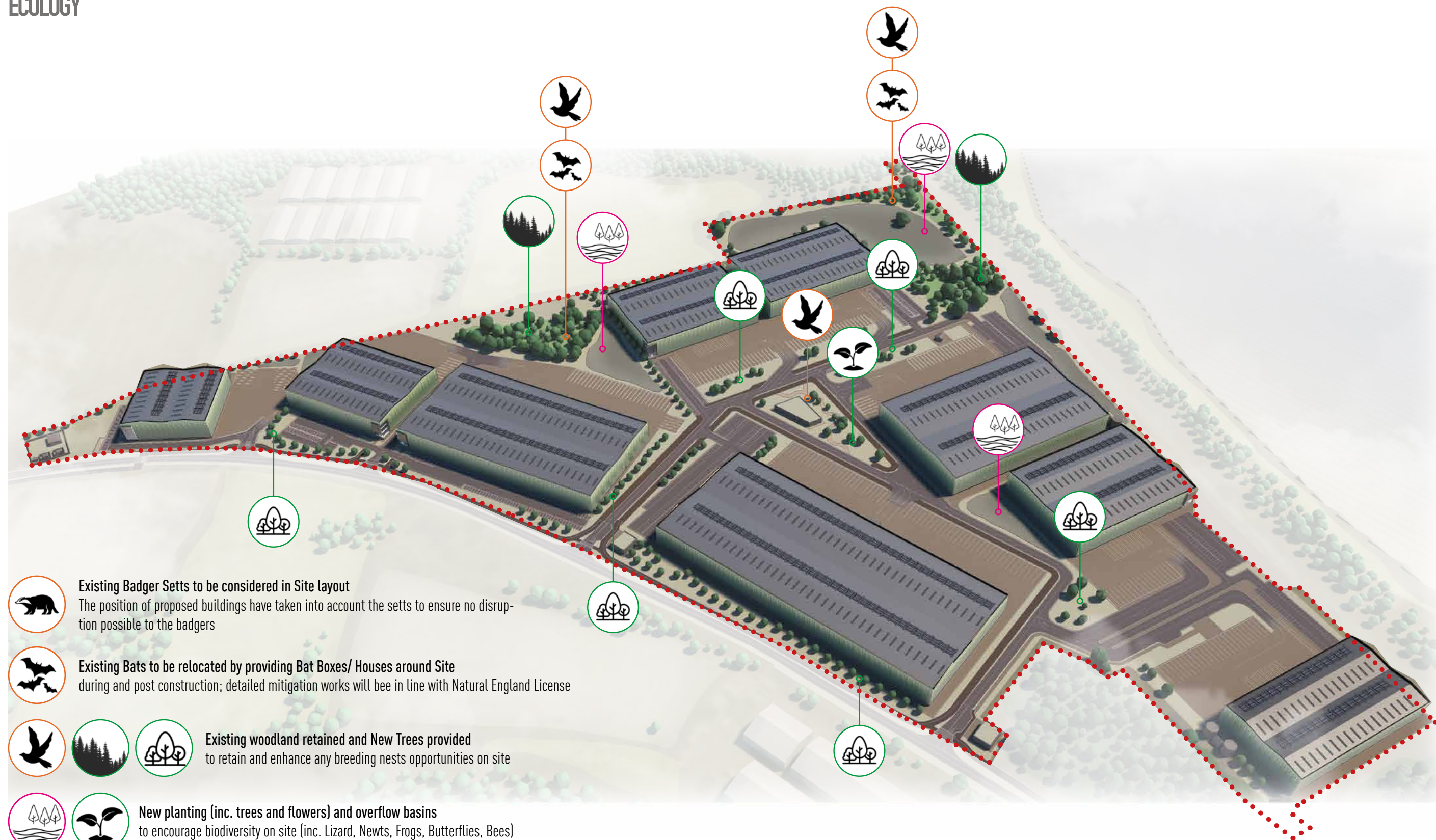
## WATER





# 05.14.04

## ECOLOGY





# 05.14.05

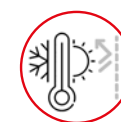
## ENERGY



**Promotion of Bike Use** with provision of Bike Lanes, Secure bike stores to reduce energy consumption travelling to/ from site



**Electric Car Charging Point Provisions** to promote a fossil-fuel-free way to travel to/ from site



**New Energy Efficient Buildings on site**  
Thermally high performing envelope (Roof, Walls, Windows and Doors) to reduce the energy consumption of heating and cooling



**New Solar Panels** to generate renewable energy on site (on roofs) to be more self-sufficient without changing the character of the landscape



**Rooflights**  
maximise natural daylighting and minimising energy consumption for artificial lighting



# 05.14.06

## MATERIAL & WASTE



### Use of Existing Sloping Site Condition

Material from the demolition of existing buildings and roads are to be re-used as fill under the new roads and ground-bearing warehouse slabs



**Promotion of Effective and Sustainable Waste management**  
through individual bin stores per unit for residual and recycleable wastes and Centralised Recycling Centre which will be located in easy-to-reach areas by collection vehicles and refuse collectors



### Use of Modular Construction

Uniform modular system throughout the development to reduce wastage / construction waste



### Stacked Service Core

to make the building more efficient in running services and energy consumption



### Cladding

Uniformed cladding (e.g width, colour) throughout the development to reduce wastage during construction



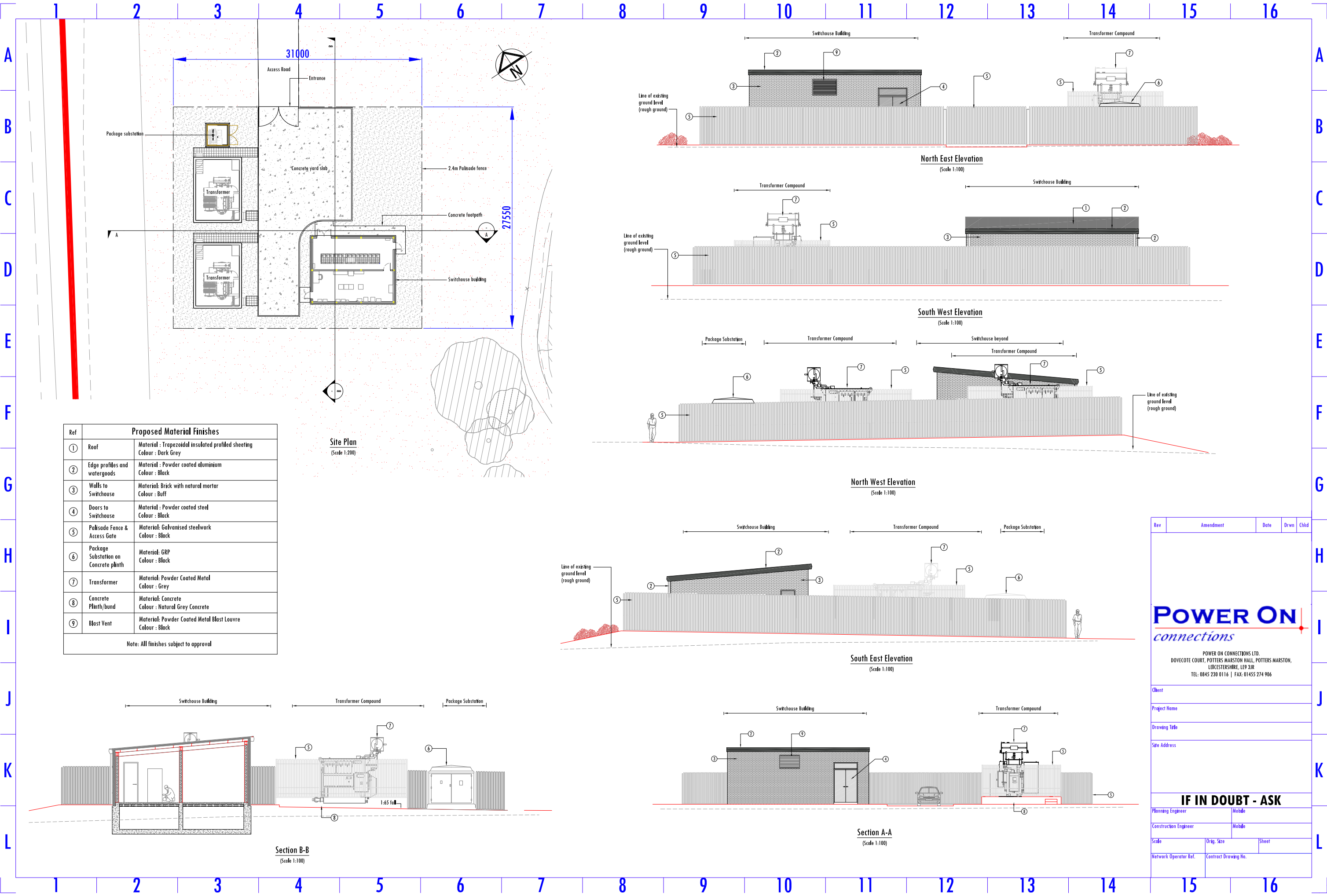
# A APPENDIX



# A01

INDICATIVE TYPICAL PRIMARY SUB-STATION





Rev	Amendment	Date	Drwn	Chkd
<div>POWER ON connections</div> <div>POWER ON CONNECTIONS LTD. DOVECOTE COURT, POTTERS MARSTON HALL, POTTERS MARSTON, LEICESTERSHIRE, LE9 3JR TEL: 0845 230 0116   FAX: 01455 274 906</div>				
Client				
Project Name				
Drawing Title				
Site Address				
IF IN DOUBT - ASK				
Planning Engineer		Mobile		
Construction Engineer		Mobile		
Scale	Orig. Size	Sheet		
Network Operator Ref.		Contract Drawing No.		



# A02

DEMOLITION APPLICATION PROPOSED BAT BARN FEATURES



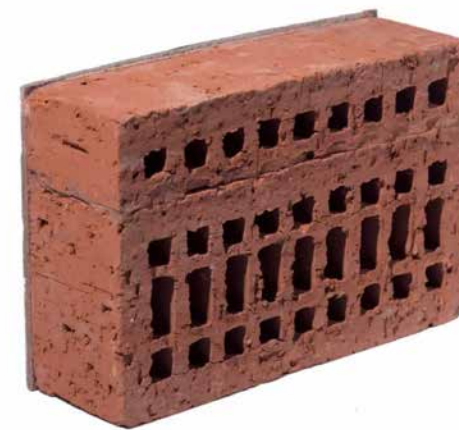


Approx. 10m of existing scrubby woodland/ trees/ shrubs surrounding the proposed bat barn are to be retained, which will maintain existing foraging and navigational opportunities for the bats. This will also ensure dark corridors are provided post development for foraging and commuting bats.

The retained woodland/ trees will also allow nesting opportunities for birds in addition to the terraced bird boxes proposed as part of the bat barn design. The bug boxes are also allowed as part of the external wall construction to encourage biodiversity on site.



Typical Bat Barn Examples



Bug Box



Terraced Sparrow Box



In order to encourage existing bats on site to relocate to the proposed barn, number of bespoke features have been allowed in the design.



All finishes to ceiling and roof structure to be rough to enable bats to gain grip when roosting



Typical Norfolk Bat Bricks to Inner layer of external wall to create crevices for roosting



Allow clear unobstructed flying roof space



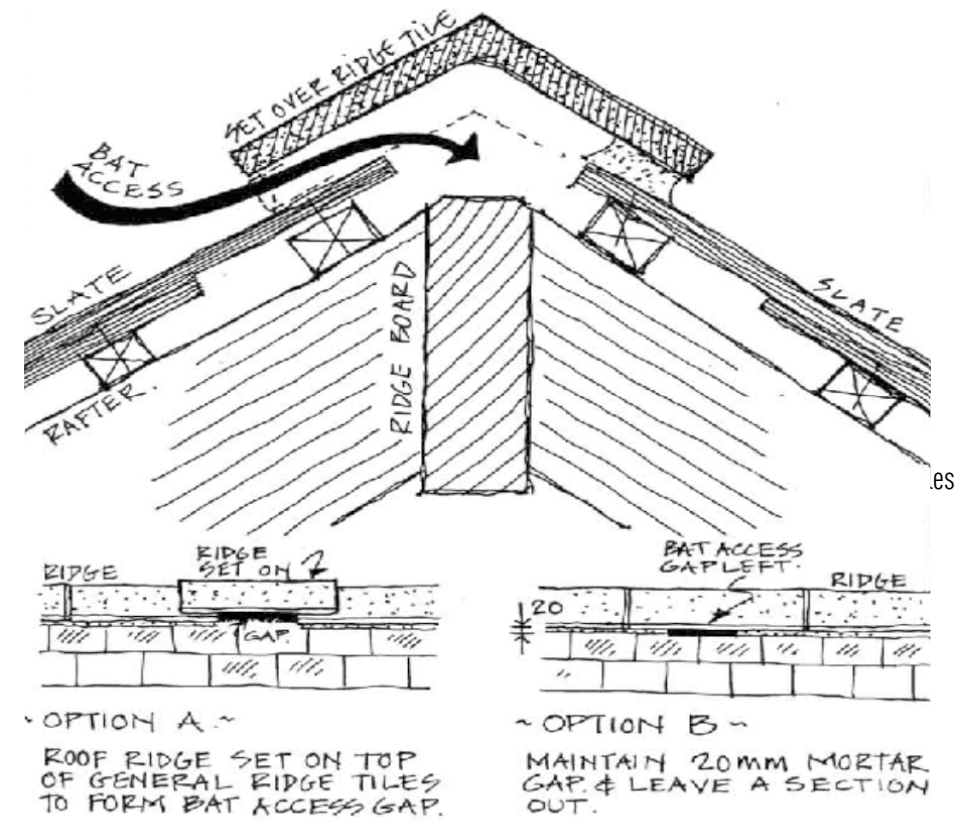
Bat Box internally to allow roosts on walls



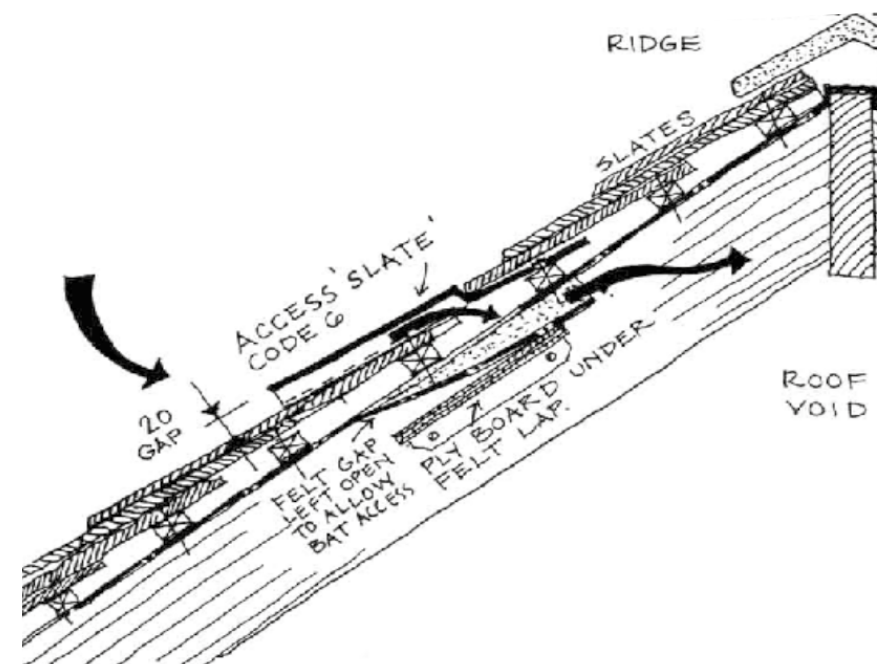
Hibernation Bat Box externally



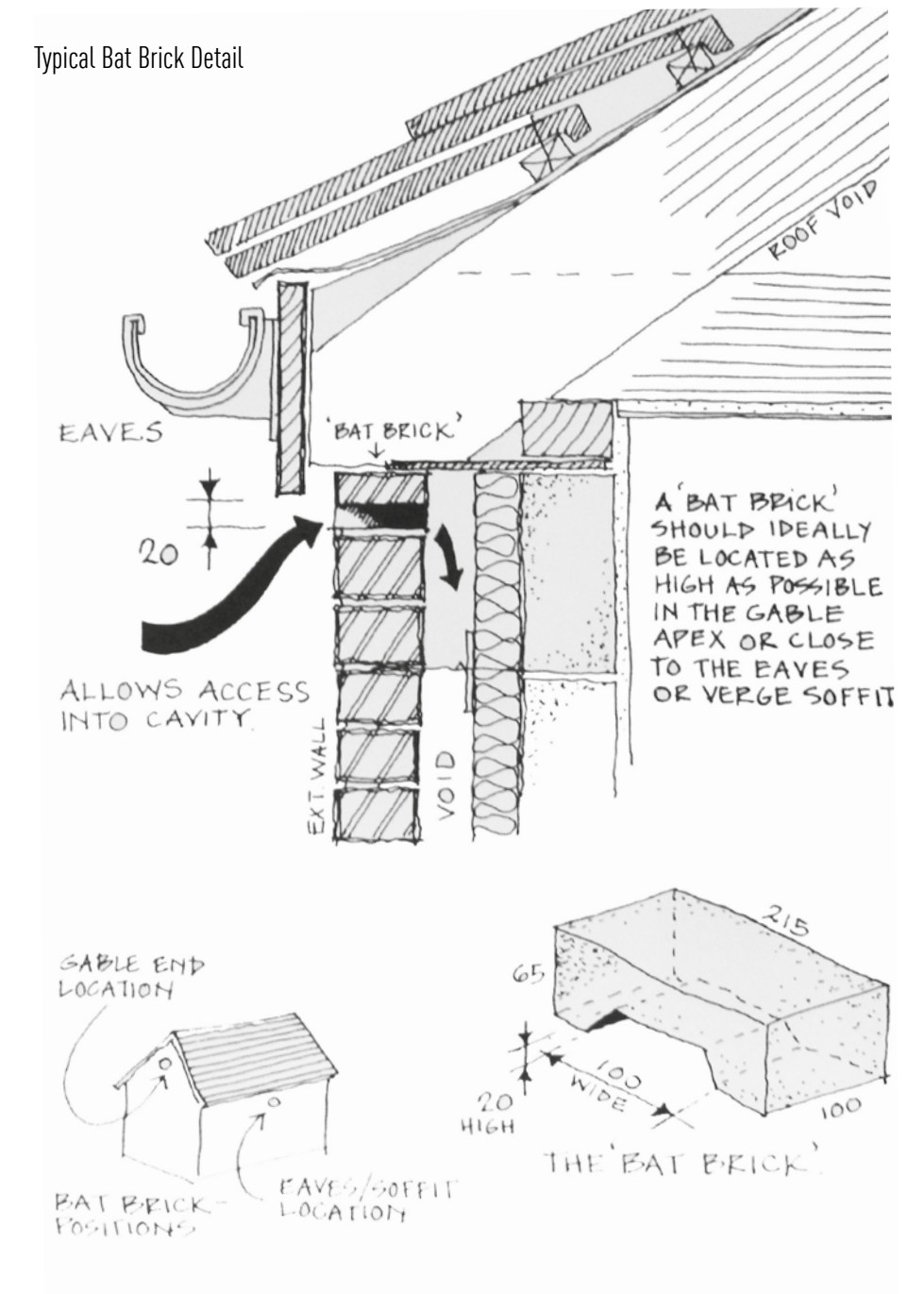
Typical Ridge Detail



Typical Roof Tile Detail



Typical Bat Brick Detail



Typical Bat Access Ridge Tile



Typical Bat Access Roof Tile





