RIDGE

BICESTER HERITAGE

NEW TECHNICAL SITE
DESIGN AND ACCESS STATEMENT
INCORPORATING SUSTAINABILITY STATEMENT

July 2018

3 of 3

PREPARED FOR
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4. PROPOSALS SUMMARY

4.1 DESIGN VISION // SITE LAYOUT + BUILDINGS PROPOSALS

The intention is to rejuvenate an underused area of the site, which has been detached and deserted; this unintended frayed edge of development was not initially part of the RAF Technical Site as the old road (Old Skimmingdish Lane) used to run behind the Station Offices and Operations Block buildings. In order to bring this pocket of space into character with the rest of the Technical Quarters and the airfield overall, and to satisfy the functional need for expansion of the existing Technical Site accommodation, the route is to examine the site constraints and to take advantage of the existing site elements, such as the Old Skimmingdish Lane, landscape and its level changes and along with strategic landscaping and tree planting to introduce new structures which will be cradled within it. Essentially the site is to be repaired and enhanced by an architectural language that is not imitative but associative and whilst making direct references to the existing buildings form and arrangement to create an effortless transition from the old to the new.

The language of the proposed New Technical Site combines and merges the formal layout of the existing Technical Site and rational programme of the existing structures with the fluidity & flexibility of modern buildings. Therefore the architecture is to be complementary, drawing inspiration and borrowing certain elements from the existing original buildings but not mimicking them; the latter would be an erroneous approach that would dilute the historic significance of the site.

The site layout and building proposals put forward for Full Planning Application have taken into consideration and incorporated the comments of the Planning Officer, the Conservation Officer, the Highways Officer and Historic England which were received during the Pre-Application discussions.

The design vision is to create a sense of extension of the Old Technical Site, both in function and in the campus look and feel, whilst avoiding to replicate the existing buildings; these are used as a reference for the proposed architectural language, materiality and building connections and relationships.

The refinement of the proposals have laid great emphasis on the following:

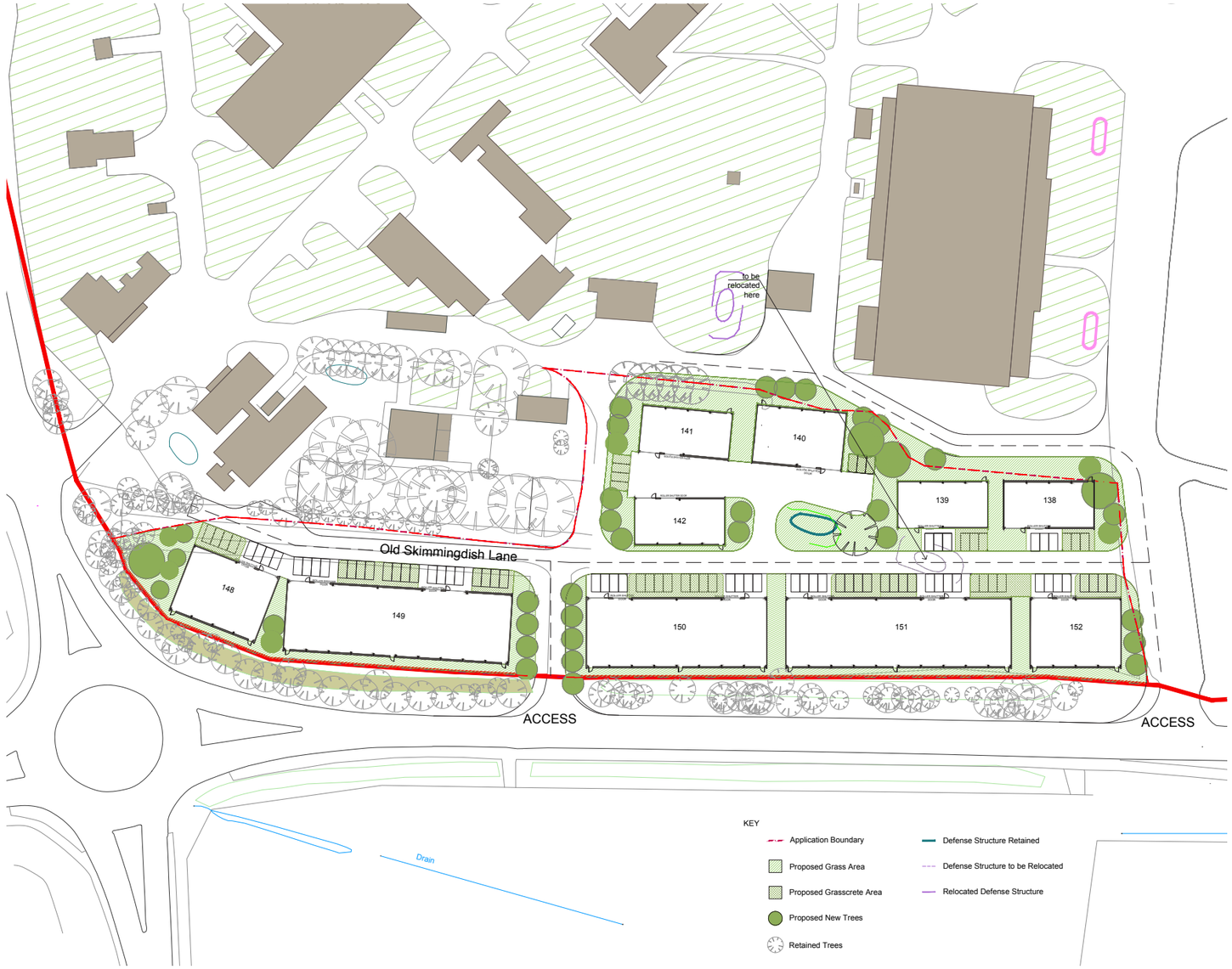
- Proposed Buildings Amount, Siting & Scale
- Proposed Buildings Form & Aesthetics
- Retention of the Old Skimmingdish Lane Alignment
- Retention of the Three Defence Structures (not scheduled nor listed)
- Retention of Structural Corner Wall of the Pyrotechnic Store
- Landscape & Visual Impact
- Context & Locality
- Sustainable Principles
- Vehicular, Pedestrian & Cycle Site Access & Access to Individual Buildings
- Car Parking
- Pedestrian & Cycle connections / Public Transport Access

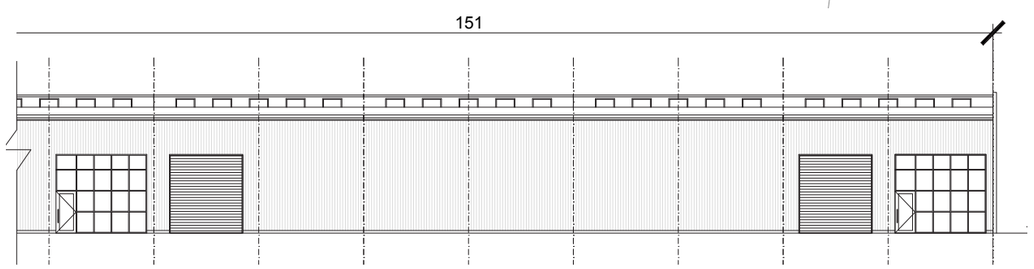
4.2 PLANNING PRE-APPLICATION PROCESS + DESIGN EVOLUTION

The New Technical Site proposals are a result of a constraints led approach, which was formed both by the nature of the site and the information the surveys and reports delivered as well as the feedback received by the Local Planning Authority Officers and Historic England during the extensive planning pre-application process.

This section presents the design evolution through each stage of the pre-application process and explains the principles that were established during each one, leading up to the proposals put forward for Full Planning Application.

4. PROPOSALS SUMMARY





Proposed Site Layout Plan and indicative Elevation submitted for 1st Planning Pre-Application.
Drawings showing here are for illustrative purposes only and are not to scale.

1st PRE-APP
JULY 2017 17/00285/PREAPP

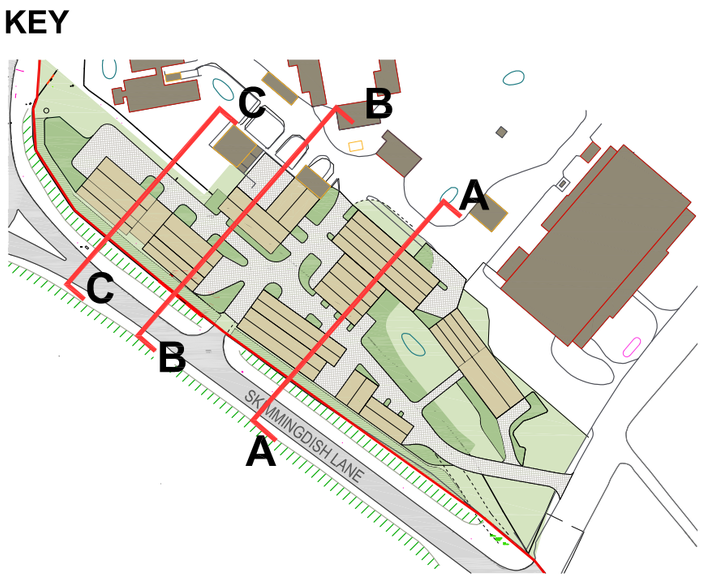
10 x Buildings // Total Floorspace 5,400m²

Principles Established:

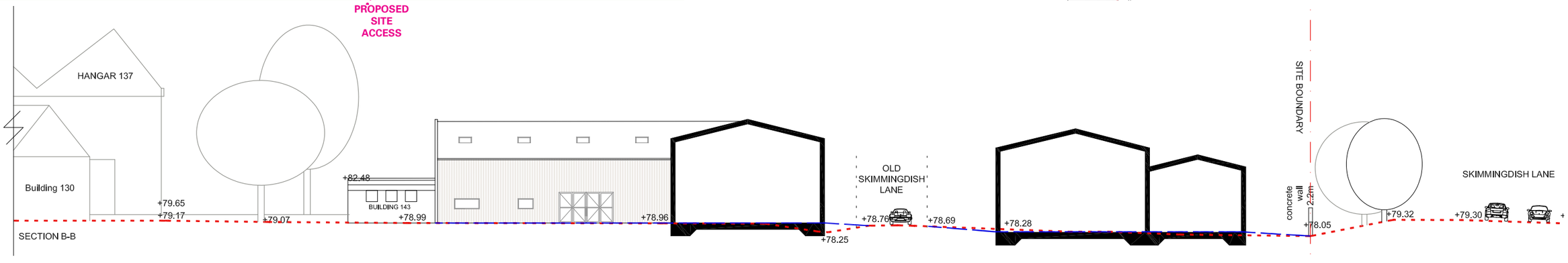
- The principle of development for employment uses is considered to be acceptable as it will help to sustain Bicester Heritage's operations at the site and secure the future of this important historic site. Officers considered the site to be Previously Developed Land.
- The provision of new building space will enable the integrity of the Listed Buildings within the existing Technical Site to be preserved by directing uses unsuitable to the Listed Buildings to modern, flexible employment space.
- The proposal was considered an over development of the site and suggested that the proposed floorspace of the development be reduced.
- Heritage features, such as the defence structures and alignment of the old Skimmingdish Lane, should be retained in their original positions.
- Development should not project beyond existing aircraft hangars and be laid out in a more organic fashion to blend better with the existing site.
- Development proposals to be 'conservation-led'.
- The scale of the proposal should be reduced to retain the character and appearance of the Conservation Area and enhance the historical significance of the site and setting of the Listed Buildings.
- The larger buildings should concentrate on the northern part of the site and the smaller ones by the site boundary running in parallel to Skimmingdish Lane in order to reduce visual impact.
- In terms of form, scale and massing, officers commented that the design of the building should be more varied and reflect the Heritage Partnership Agreement in terms of materials to be used and colour palette throughout the development.
- Street lighting and other ancillary structures should be consistent throughout the New Technical site and the car parking broken up to reduce the appearance of the site being car dominant.
- Some of the existing landscaping should be retained to provide a visual buffer from the main road (A4421).

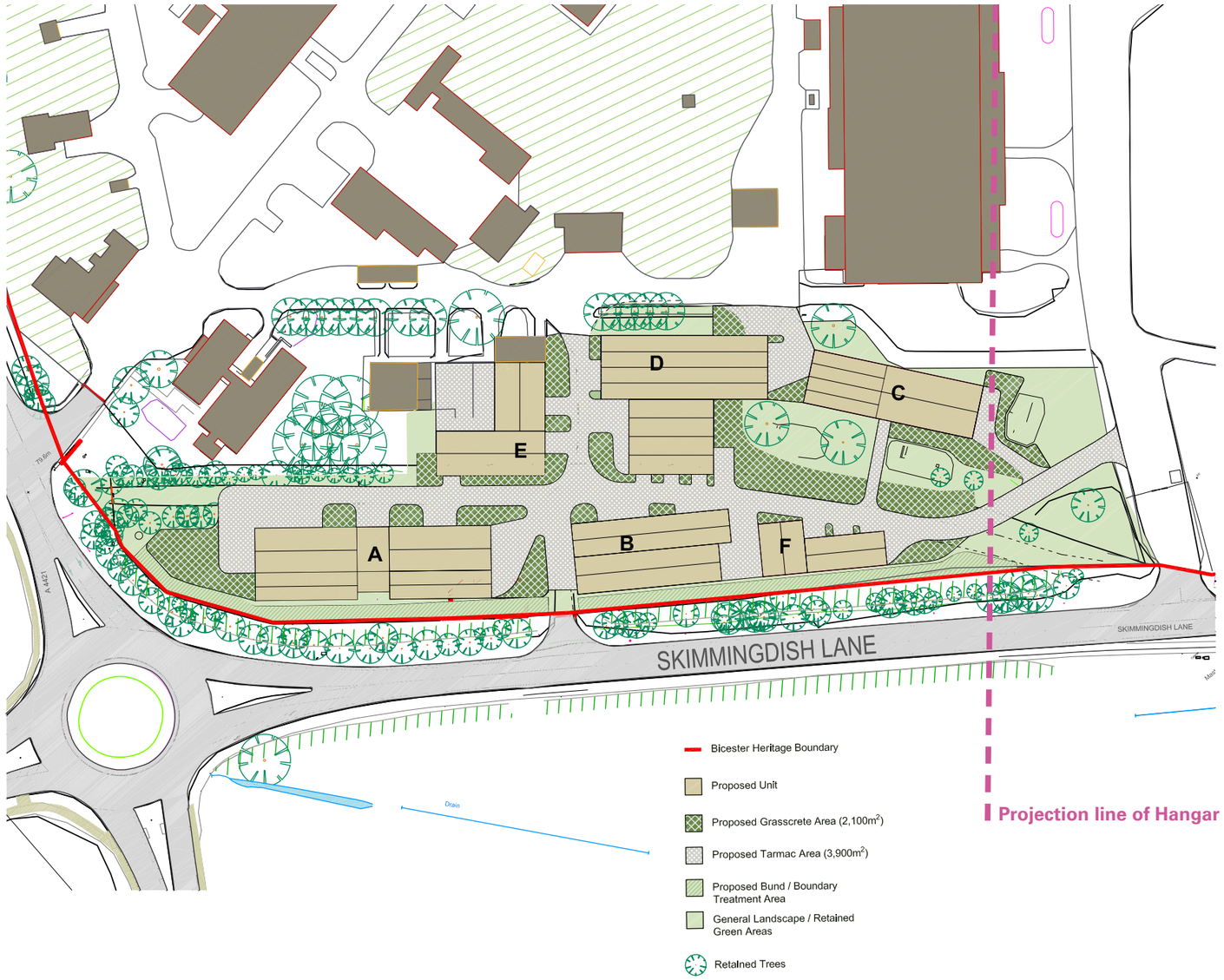
4. PROPOSALS SUMMARY

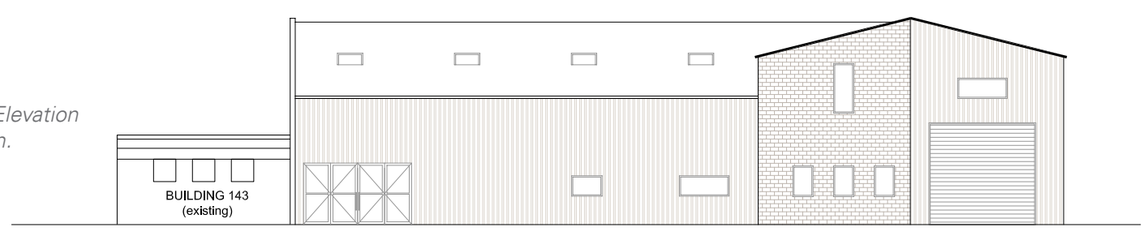
Proposed Sketch Site Layout Plan study showing the context of the existing Technical Site and proposed access, submitted for 2nd Planning Pre-Application.



Indicative Cross Site Section B-B submitted for 2nd Planning Pre-Application. Drawings showing here are for illustrative purposes only and are not to scale.







Proposed Site Layout Plan and indicative Elevation submitted for 2nd Planning Pre-Application.

Drawings showing here are for illustrative purposes only and are not to scale.

2nd PRE-APP
APRIL 2018 REVISED PROPOSALS

6 x Buildings // Total Floorspace 4,460m²

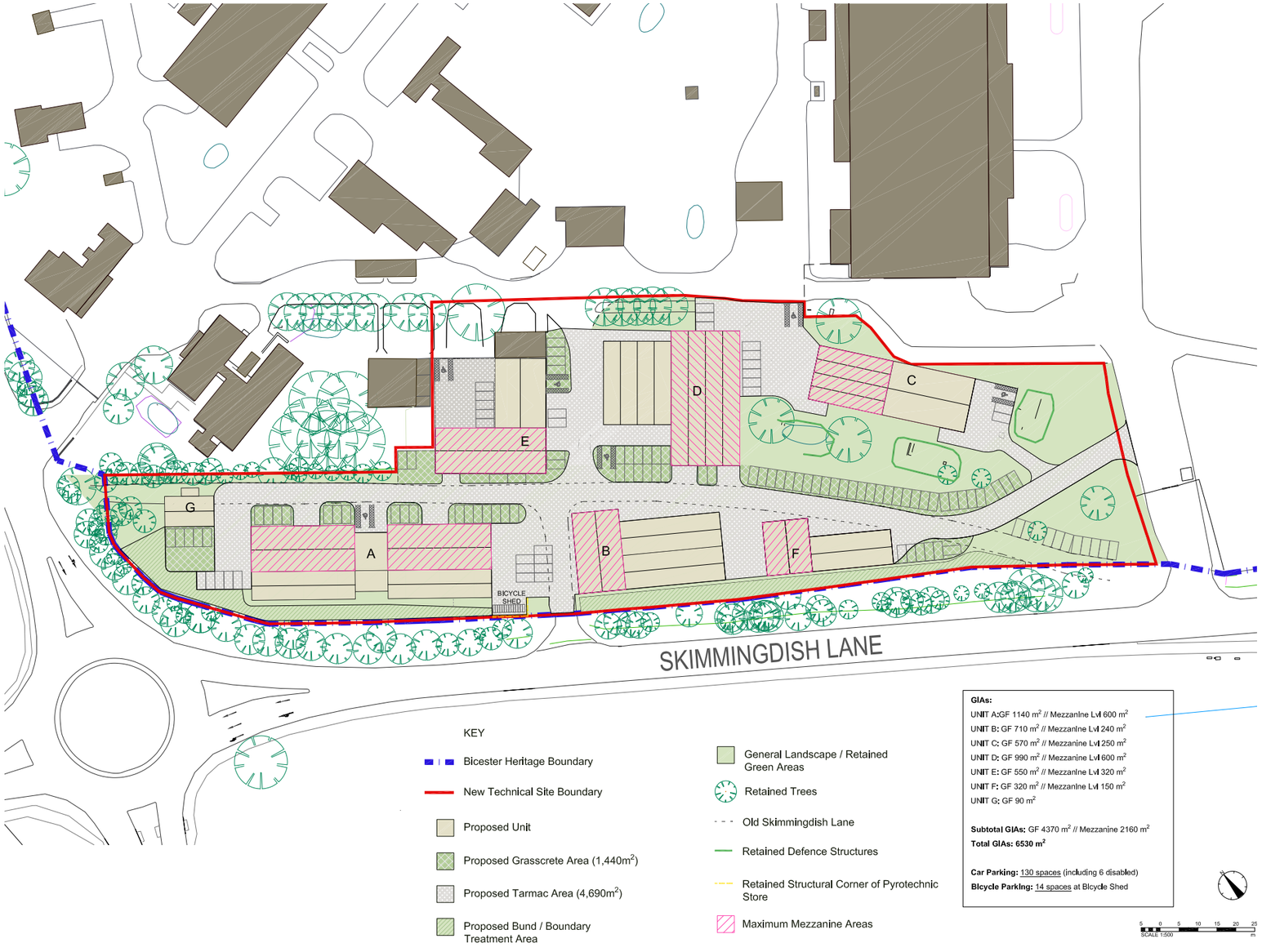
The revised proposals submitted for the 2nd Pre-App responded positively to previous officer comments and represented a substantially redesigned scheme – particularly addressing issues raised by officers relating to heritage:

- Uses proposed were confirmed as business units, including B2 (general industrial uses), B8 (storage or distribution) and sui generis (motor sales). The revised scheme included 62 parking spaces based on the more intensive B2 use at 1 space per 50sqm
- The revised, conservation-led scheme reflected the historic trident layout of the buildings on the Technical Site by reinstating the Old Skimmingdish Lane as the spine avenue.
- The scheme now retained all three defence structures.
- The site now includes the land adjacent to building 143, safeguarding the future of both 143 and 144.
- No building exceeded the length of any hangar and the built form did not extend beyond the building line of Hangar 137. The design of the buildings included varied footprints, ridge heights, and roof forms to significantly reduce the massing and create individual buildings.
- A range of materials including red brickwork and corrugated panels informed by the Heritage Partnership Agreement was also proposed as such to provide a varied yet coherent development complementing the historic site.

Principles Established:

- The orientations work much better with the grain of the site than previous proposals and the revised layout and building footprints were welcomed. Officers particularly welcomed the reinstatement of the alignment of Old Skimmingdish Lane, including the footpath link.
- The workshop heights were still large at 8.6m to ridges. It was suggested that building D was still too large and should also consider re-orientation.
- Unit designs are an improvement on earlier proposals and are now in harmony with the existing site. Suggestions were made for further detailing including reviewing window rhythms on visible elevations, more use of brickwork or a variety of cladding where elevations face sensitive areas and reviewing roof light styles where visible.

4. PROPOSALS SUMMARY



Proposed Site Layout Plan for 3rd Planning Pre-Application.

Drawing showing here is for illustrative purposes only and is not to scale.

3rd PRE-APP
JUNE 2018 REVISED PROPOSALS

8 x Buildings // Total Floorspace 4,285m² (6,350m² including mezzanine level)

The revised proposals submitted for the 3rd Pre-App responded positively to previous officer comments. This is the scheme that is proposed through this planning application save for amendments due to site constraints.

Principles Established:

- The scale of development proposed is now acceptable subject to detailed design and a workable car parking layout.
- Highest ridge is now half a metre lower, at 8.1m. The ridge and eaves heights are now considered to be acceptable.
- The officers considered the reduction in scale of building D coupled with turning it through 90 degrees will lessen the impact on the existing technical site and this is acceptable.
- The officers commented on the new design and positioning of building B and the introduction of building G worked well and will add to the visual appearance of the technical site by creating interest to key views.
- The proposal to retain an element of the pyrotechnic store was welcomed and considered to be acceptable by officers.
- The proposal to retain an element of the pyrotechnic store was welcomed and considered to be acceptable by officers. The retained part of the pyrotechnic store is proposed for a bicycle storage.
- The scheme can now be finalised to a formal planning application stage.

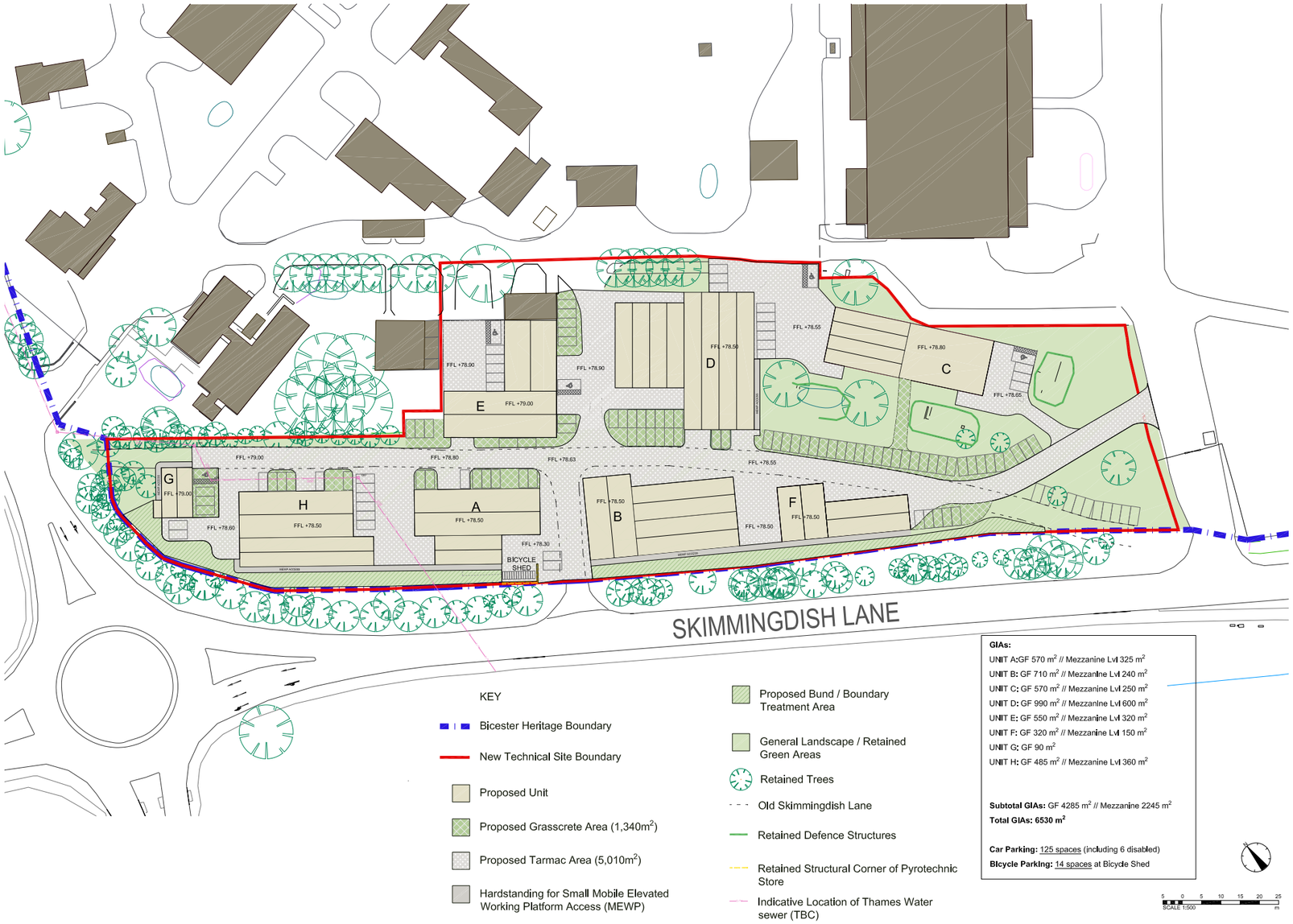
5. DESIGN PROPOSALS

5.1 PROPOSED SITE LAYOUT

Following the third pre-application discussion, minor alterations were made due to the location of a main sewer. Building A is now proposed to be divided in two as building A and building H, whilst building G is rotated by 90 degrees. Following the amendment, the overall GIA has remained at 6,530m^2. Each building is at least 3m from the sewer as required.

The agreed siting and orientation of the buildings include;

- Reinstatement of Old Skimmingdish Lane as the spine route through the development
- Retention of all three defence structures
- No proposed buildings extend beyond Hangar 137
- Parking is dispersed around the site, preserving the campus qualities of the site
- Part of the pyrotechnic store is retained



Proposed Site Layout Plan.

Drawing showing here is for illustrative purposes only and is not to scale.

5. DESIGN PROPOSALS

5.2 USE

The Full Planning Application is for extension to existing Technical Site to provide new employment units comprising flexible B1(c) light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping.

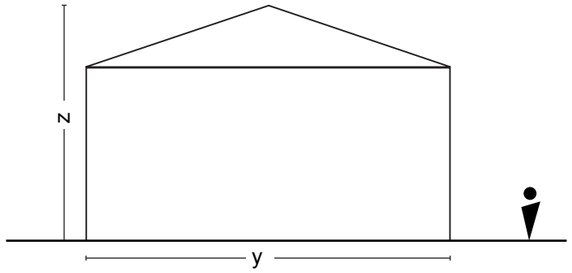
The intention of the proposed development is in line with Policy Bicester 8 which allocates the greater Bicester Heritage site for development comprising a range of uses. The proposed use is in accordance with the allocation by providing primarily employment uses. The proposal will complement the success of the existing historic Technical Site at Bicester Heritage and enhance the character of the Conservation Area by improving a site that is identified as being degraded and of poor quality. The proposed development offers a variety of flexible building areas in order to attract innovative technology businesses and allow them to expand and develop within the Bicester Heritage site.

5.3 AMOUNT + SCALE

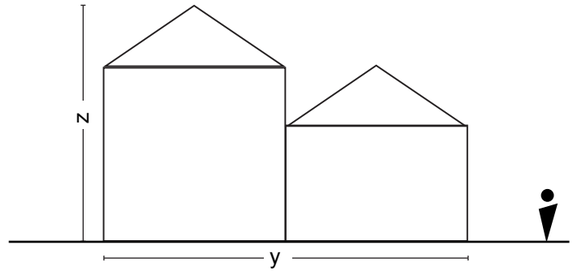
The proposals include 8 new buildings: A, B, C, D, E, F, G and H.

With the exception of building G which at 90m² is the smallest on the site, all buildings incorporate mezzanine spaces. In the process of planning pre-application discussions and design evolution certain principles were established regarding the siting and the scale of the proposed buildings in order to minimise their impact on the site.

- Unless a gable end wall is facing towards the adjacent Skimmingdish Lane on the south-west, the heights of the long elevations of buildings A, B, F and H, and therefore their mass, are broken up by incorporating lower heights close to the site boundary that runs parallel to Skimmingdish Lane. This reduces considerably the visual impact from the road, especially considering that the site levels are approximately 1.5 metres lower than the road level.
- Similarly, the main volume of the development is concentrated towards the centre of the site and adjacent to existing Technical Site.
- The highest ridge is at 8.1 metres

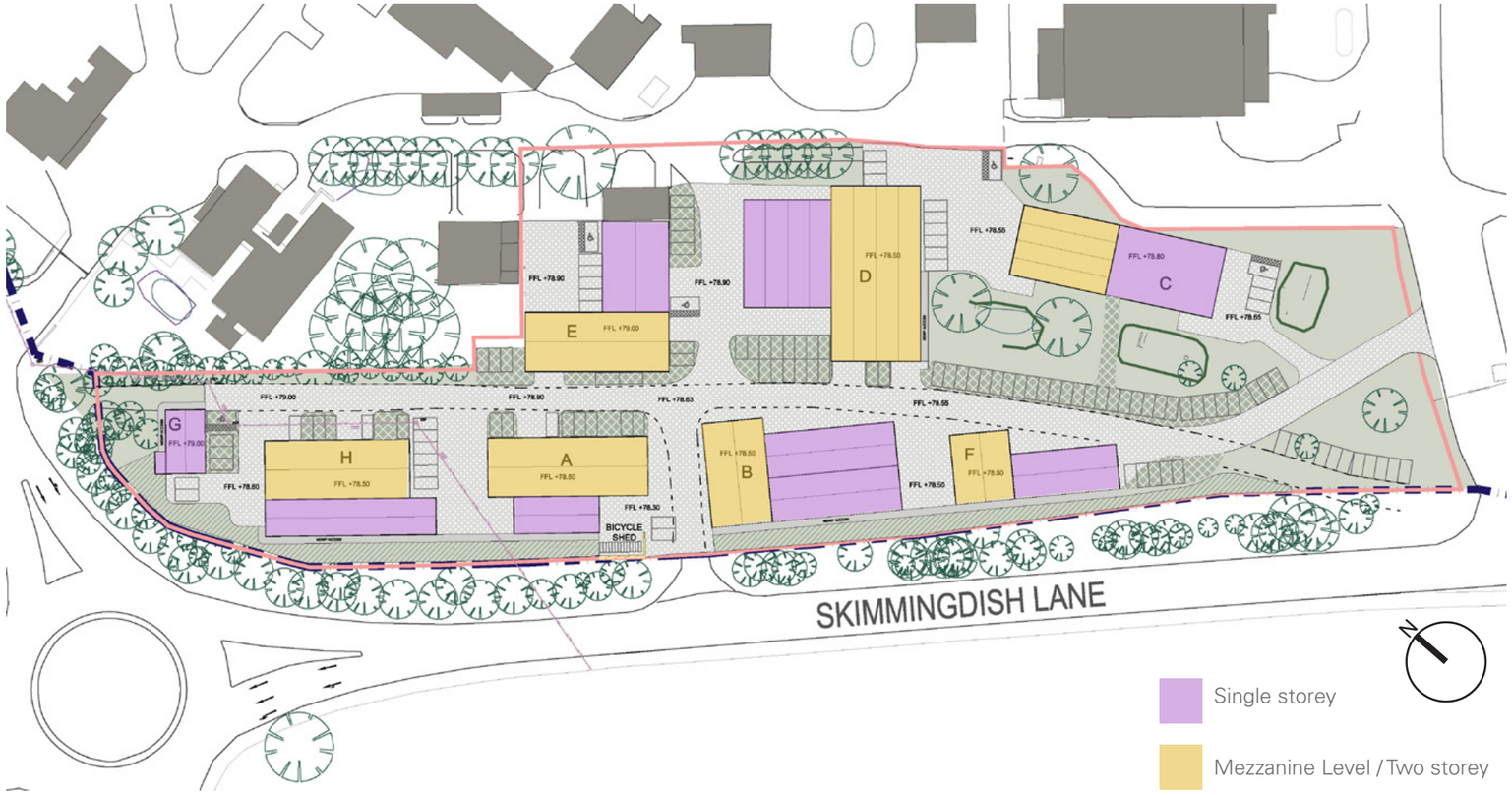


TYPICAL EXAMPLE OF BUILDING
AT 1ST PRE-APP STAGE



TYPICAL EXAMPLE OF BUILDING AT
PLANNING APPLICATION STAGE

Typical example of breaking up the mass of the proposed buildings on site; dimensions y & z are equal on both diagrams.



5. DESIGN PROPOSALS

5.4 BUILDING PROPOSALS LAYOUT

The buildings have been designed to provide flexible spaces and to have the capability to be subdivided for different tenants according to use and needs. Within this context, the layouts have been carefully considered from an operational point of view to ensure both suitable adjacencies between the spaces, but also allow for a level of access control to separate the uses contained within each building.

The buildings are primarily comprised of the following spaces:

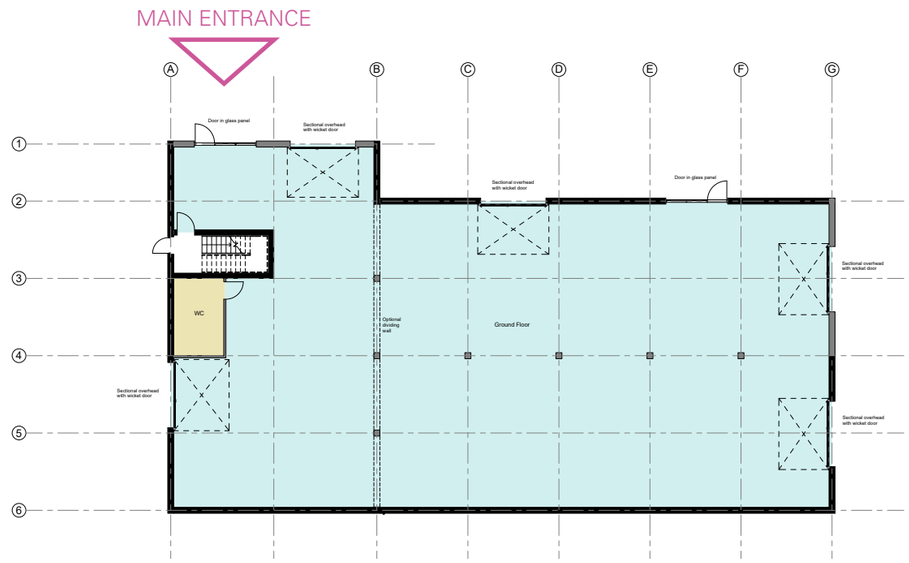
- Reception
- Open Workshop
- WCs
- Mezzanine space for all buildings except for G.

At this stage the buildings need to provide a certain amount of flexibility to the tenants and therefore have been designed internally on a core and shell basis to provide this. Access to the mezzanine levels is located near the main entrance.

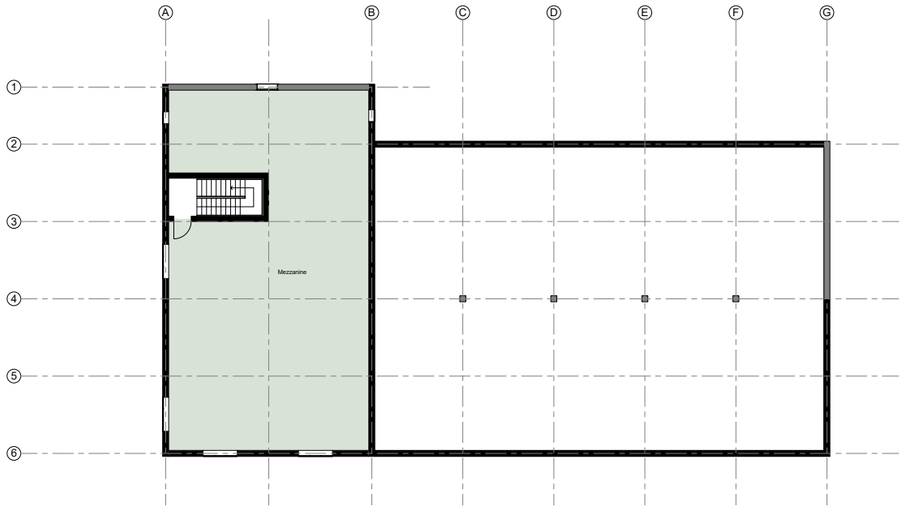
Open Workshop Area

WC

Mezzanine



Ground Floor



Mezzanine

Building B Plans // ***not to scale***

5. DESIGN PROPOSALS

5.5 APPEARANCE AND MATERIALS

The design proposals are borrowing elements from the buildings on the existing Technical Site, providing a sense of continuity; the objective is not to mimic the past but to include references and design cues that will help the new buildings assimilate with their surroundings. The form of the buildings is simple, following the military 'austere', having clear lines with single and double pitched roofs, gable end walls and differing heights which reflect the existing building variety on site. Apart from the buildings' siting, mass and form that have already been discussed, the proposals are making direct references to existing site materiality to ensure high aesthetics and respect their context. The following main materials are used in different variations in order to ensure consistency whilst avoiding monotony:

1. Brick

   Brick is a material of high aesthetic that is used extensively on site. New red bricks with variant tones will give an overall similar appearance of the surrounding buildings.

2. Corrugated Metal Wall Panels

   Metal is also a material that relates strongly to the buildings on the existing Technical Site and which works complementary to the brick.

3. Corrugated Metal Roof

   A system with high durability properties and a reduced maintenance circle, will be consistently used for all of the proposed buildings.

4. Glass + Rooflights

   Windows, openings and skylights have been carefully selected in order to provide sufficient daylight to spaces while following a rhythm that is in harmony with the existing buildings on the Technical Site. The majority of the existing buildings have a limited number of windows, with the exception of the more formal buildings, such as the Station Offices.

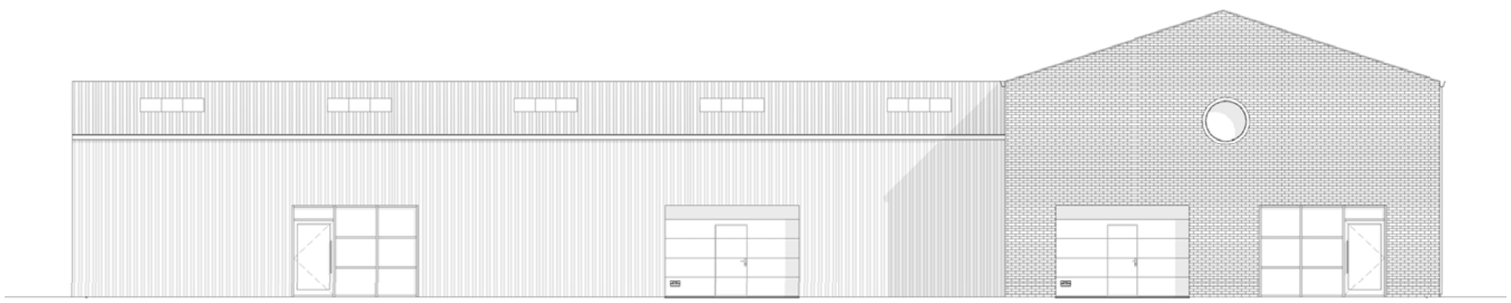
5. Sectional Overhead Doors with wicket

The elevations have been carefully designed taking into account:

- The surroundings and views from the existing Technical Site and Skimmingdish Lane. The above materiality has been used in a manner that reduces the perceived scale of the buildings, breaking-up their volumes, especially at the most sensitive views to the site.
- Use of brick on the most prominent gable end walls and those captured in key views around the site. The contrast of the brick with the corrugated metal walls on the long elevations assists in reducing the massing within the site but for views in from the existing Technical Site and Skimmingdish Lane.
- Views from within the site, where the materials interchange in variations of a theme, providing consistency whilst deviating from repetitiveness.
- The siting of each building so that they take advantage of maximum natural daylight and control of solar gain.
- Internal spaces and their requirements for design efficiency, practicality and user comfort/well-being.
- The Heritage Partnership Agreement (2014) as a reference guide to colour palette.
- The signage will be in accordance with the Heritage Partnership Agreement, for visual consistency and wayfinding.

The form and appearance of the proposed buildings along with the landscape design proposals ensure the buildings appear nestled within their landscape setting.

Typical Building Signage (HPA, 2014)


Indicative Elevation showing brick gable wall and corrugated metal wall *(not to scale)*

5. DESIGN PROPOSALS

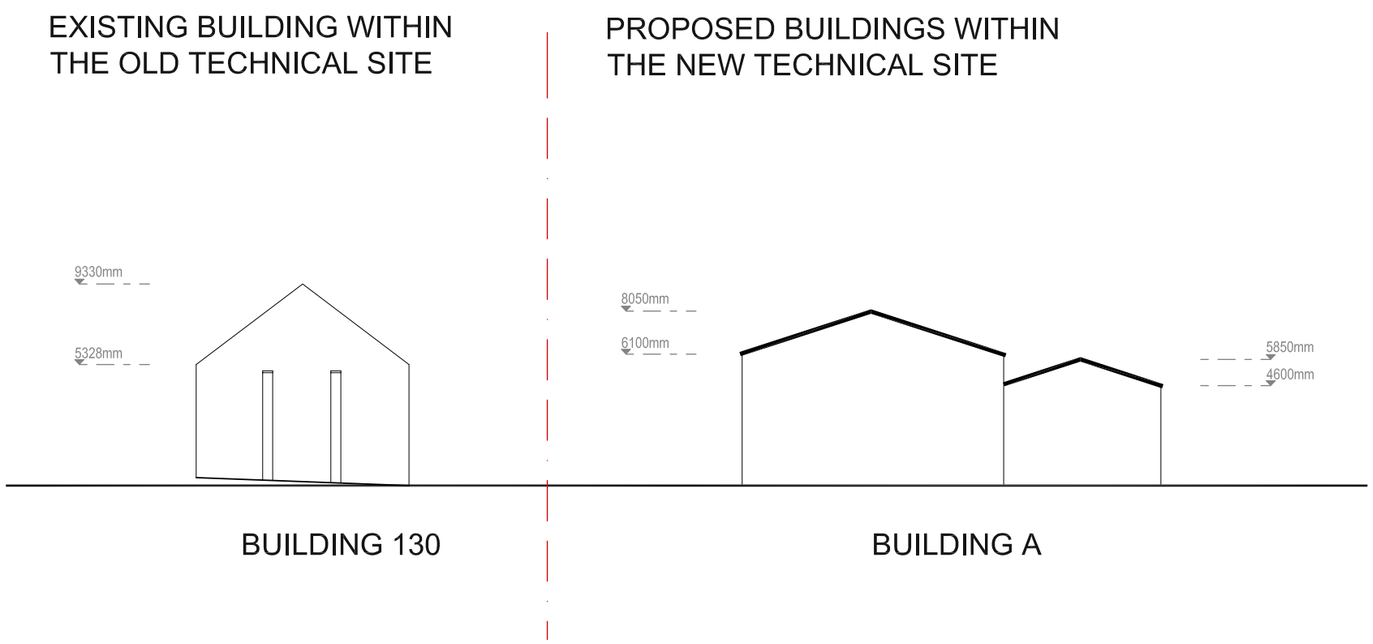
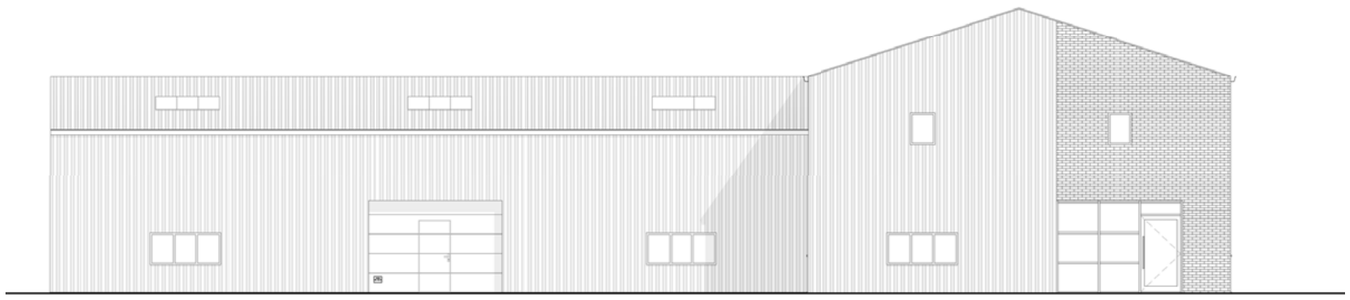
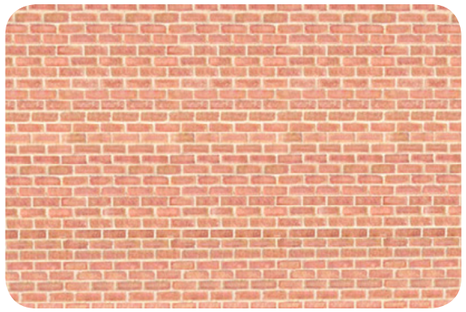


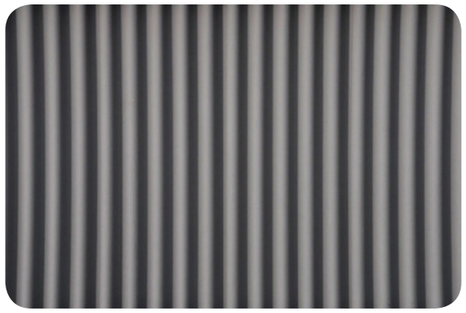
Diagram 5.5.1 - Existing/Adjacent Buildings Heights + Proposed *(not to scale)*



Indicative Elevation showing combination of brick gable wall and corrugated metal wall *(not to scale)*



Red Brick



Corrugated Metal

Colour Palette

6. LANDSCAPE STATEMENT + VISUAL IMPACT

6.1 SUMMARY

This section provides a summary and should be read in conjunction with the Landscape Statement and the Landscape Visual Impact Assessment as prepared by ASA Landscape Architects.

The site is well contained to the north by the existing buildings and infrastructure of the former RAF facilities and airfield. The site is also contained to the south and west by a significant belt of trees along the highways verge. To the east the aspect is more open to the airfield edge with more containment in the form of scrub woodland around the south edge of the airfield. The Heritage Impact Assessment has stated that 'The evidential value the site holds will not be undermined', and overall there will a net benefit from the proposal, facilitating the preservation of existing buildings;

The landscape has no statutory designations. Landscape impacts are predicted to be minimal with little to no influence beyond the site boundary. The degree of change will be more evident within the site itself with the loss of some mature trees and areas of scrub woodland.

There are no sensitive visual receptors that will be impacted upon by the proposed development. Lower sensitivity road users and cyclists may have glimpsed views through the boundary screening, but this is not considered to be significant in terms of harm.

Appropriate new planting and other mitigation measures to tie in with the ecological recommendations will be implemented.

The scheme will include 40 new trees and 180m of native hedge which will be planted between the new buildings and the boundary, supplementing the existing screening along the boundary on the highway verge. Most of the rest of the 'green' areas between buildings is laid to grass which is keeping with the character of the wider Bicester Heritage site. Tree species will all be native and they will be planted at a small size to facilitate better establishment.

7. ACCESS AND MOVEMENT

7.1 BACKGROUND

The Access & Movement section is a summary of the Transport Statement report and Framework Travel Plan prepared by Mode and should be read in conjunction with it.

The application site is located at the south of land owned by Bicester Heritage and currently consists of a small number of disused MoD buildings/storage bunkers and vacant land. The perimeter of the site is bounded by the A4421 Skimmingdish Lane to the south, the A4421 Buckingham Road to the west, Bicester Airfield to the east and by the existing Bicester Heritage Technical Site to the north. the site forms part of the wider Bicester Airfield, formerly RAF Bicester, which is an airfield that is located on the outskirts of the town of Bicester in Oxfordshire.

The airfield and the majority of the listed buildings within the site generally remain in an unmodified condition from their original RAF use.

7.2 SITE ACCESS

The application site is located in proximity to a number of existing sustainable transport links which will provide employees and visitors with the option to travel to the site by non-car methods. The surrounding local highway network offers pedestrian connectivity to nearby residential areas and amenities, including Bicester Heritage and Bicester Town Centre. The nearest bus stops (serving both northbound and southbound directions) are situated c. 30m to the north of the existing site's main access and are accessible via the footway along the western side of the A4421 Buckingham Road. The nearest railway station to the site is Bicester North Railway Station which is situated circa 2km to the south of the site.

A review of the existing transport infrastructure within the vicinity of the site has demonstrated that the site is accessible by car and via the local highway network, with good links to the strategic road network. The site is also accessible by sustainable modes of travel; with bus routes offering frequent services, within a short walk of the site. Pedestrian and cycle links surround the site and provide good connections with neighbouring residential areas and links to Bicester town centre.

In addition, analysis of the local highway network in the vicinity of the site has demonstrated that there are no existing safety concerns, and therefore, no highway safety issues that are likely to be exacerbated by the development proposals.

7.3 ACCESS PROPOSALS

Access to the new Technical Site will be taken via the existing priority junction with the A4421 Buckingham Road, which forms the main entrance to Bicester Heritage site. This access will continue to be controlled via the existing barrier gates and intercom system.

There are currently approved proposal plans (as part of planning application 17/01847/F) to upgrade the existing main BH access junction on Buckingham Road. Furthermore, and as part of this planning application, the development proposals include the provision of a new footway and informal pedestrian crossing (tactile paving/ dropped kerbs) to the south of the access, towards the roundabout with Skimmingdish Lane. Also, a new footway link is proposed from the north of the access junction towards the existing bus stop on the eastern side of Buckingham Road.

OCC have approved the access requirements for the New Technical site in principle and it was agreed (at the pre-application meeting) that, since the proposal is essentially an extension to the existing Technical Site, and considering initial trip generation estimates for the proposals, the preferred option would be to access the proposed development via the current Technical Site access from Buckingham Road. The benefit of this access option helps to limit the impact of additional accesses (Inc. emerging/diverging traffic) onto the strategic highway network (Skimmingdish Lane) in the vicinity of the site. It is proposed and accepted (by OCC) that the two existing gated access junctions from the site onto Skimmingdish Lane will be retained for special event days as the wider Bicester Heritage allocation site progresses as a whole, and also for emergency access.

The car park layout for the development has been designed following CDC's Local Plan (Appendix B) and advice provided during pre-application discussions with OCC; and has been calculated based on the CDC's maxima parking standards; 125 car parking spaces will be provided at the development, thereby according to the maximum standards specified by OCC/CDC. Within the car parking layout, 6 spaces (5% of the total) will be allocated as disabled parking bays in order to meet the OCC parking standard which was agreed during pre-application discussions as being 5% of the total capacity.

Sustainable Travel

The proposed scheme will provide a suite of measures to increase the sustainability of the site and increase non-car travel. These include the following:

- A new pedestrian (2m wide) footway south of the existing site access, extending to the splitter island at Buckingham Road;
- A new pedestrian (2m wide) footway north of the existing site access, extending to the existing

southbound bus stop on Buckingham Road;

- Provision of informal crossing point, across Buckingham Road (north of roundabout), comprising of dropped kerbs and tactile paving; and,
- A 14-space cycle storage facility within the site.

The measures detailed above will increase the permeability of the site for employees and visitors and will help encourage employees, where possible, to consider making journeys by non-car and sustainable travel options.

Framework Travel Plan

A FTP is an outline framework of the measures, targets, monitoring and management strategy that is required to promote sustainable travel choices and reduce reliance on the private car at employment developments with multiple occupiers and/or phases.

The FTP as prepared by Mode alongside the planning application for an extension to the existing Technical Site, serves as a preliminary guide for first occupiers and outlines the initial measures and co-ordination strategies that are required to increase the use of non-car modes of transport at each aspect of the employment development. This FTP is designed to be specific to the site's location and considers the unique interests and needs of all employees and visitors in the context of the local environment and transport network. The report concludes that this FTP is an effective tool to promote sustainable access at the New Bicester Heritage Technical Site.

8. SUSTAINABILITY STATEMENT

8.1 SUSTAINABILITY STATEMENT

The vision with regard to sustainability is to meet the objectives of Bicester Heritage by focusing on good passive design, energy efficiency and carbon reduction.

Sustainability measures that are integrated in the building design from the outset, will provide significant energy and carbon savings over the life of the building.

A holistic approach will be taken as sustainability encompasses more than just energy reduction; the proposed approach will be to consider means of meeting the internal conditions whilst providing sustainable design associated with the buildings' energy use, carbon dioxide emissions, material selections and methods of construction respectively. The following will satisfy the requirements of policies ESD 1, ESD 3 (including BREEAM "Very Good" as minimum), ESD 5 and ESD8;

- Natural ventilation, daylighting occupant controls, air quality
- Process heat recovery where possible
- Investigate solar thermal hot water generation and other renewable solutions wherever possible
- High efficiency plant
- Water efficient sanitary fittings
- Enhancing ecological value of external areas by increasing biodiversity
- Using native and adaptive species
- Use of locally sourced and/or recyclable materials wherever possible
- Pre-fabrication of materials to reduce on-site waste wherever possible
- Waste management
- Provide car parking, cyclist facilities, access to public transport
- Make a positive contribution to ecological value, protection of ecological features and natural habitats

9. APPENDICES

ARCHITECTURAL DRAWINGS:

5002855-RDG-XX-ST-PL-A-0005-A - Site Location Plan

5002855-RDG-XX-ST-PL-A-0006-B - Existing Site Plan

5002855-RDG-XX-ST-PL-A-0003-E - Proposed Site Layout Plan

5002855-RDG-XX-XX-SE-A-9900-F - Indicative Site Cross Sections

5002855-RDG-Z01-00-PL-A-0100 - Building A Proposed Ground Floor Plan

5002855-RDG-Z01-M0-PL-A-0110 - Building A Proposed Mezzanine Level Plan

5002855-RDG-Z01-RF-PL-A-0120 - Building A Proposed Roof Plan

5002855-RDG-Z01-XX-EL-A-0130 - Building A Proposed Elevations

5002855-RDG-Z02-00-PL-A-0100 - Building B Proposed Ground Floor Plan

5002855-RDG-Z02-M0-PL-A-0110 - Building B Proposed Mezzanine Level Plan

5002855-RDG-Z02-RF-PL-A-0120 - Building B Proposed Roof Plan

5002855-RDG-Z02-XX-EL-A-0130 - Building B Proposed Elevations

5002855-RDG-Z03-00-PL-A-0100 - Building C Proposed Ground Floor Plan

5002855-RDG-Z03-M0-PL-A-0110 - Building C Proposed Mezzanine Level Plan

5002855-RDG-Z03-RF-PL-A-0120 - Building C Proposed Roof Plan

5002855-RDG-Z03-XX-EL-A-0130 - Building C Proposed Elevations

5002855-RDG-Z04-00-PL-A-0100 - Building D Proposed Ground Floor Plan

5002855-RDG-Z04-M0-PL-A-0110 - Building D Proposed Mezzanine Level Plan

5002855-RDG-Z04-RF-PL-A-0120 - Building D Proposed Roof Plan

5002855-RDG-Z04-XX-EL-A-0130 - Building D Proposed NW and SE Elevations

5002855-RDG-Z04-XX-EL-A-0131 - Building D Proposed NE and SW Elevations

5002855-RDG-Z05-00-PL-A-0100 - Building E Proposed Ground Floor Plan

5002855-RDG-Z05-M0-PL-A-0110 - Building E Proposed Mezzanine Level Plan

5002855-RDG-Z05-RF-PL-A-0120 - Building E Proposed Roof Plan

5002855-RDG-Z05-XX-EL-A-0130 - Building E Proposed NE and SW Elevations

5002855-RDG-Z05-XX-EL-A-0131 - Building E Proposed NW and SE Elevations

5002855-RDG-Z06-00-PL-A-0100 - Building F Proposed Ground Floor Plan

5002855-RDG-Z06-M0-PL-A-0110 - Building F Proposed Mezzanine Level Plan

5002855-RDG-Z06-RF-PL-A-0120 - Building F Proposed Roof Plan

5002855-RDG-Z06-XX-EL-A-0130 - Building F Proposed NE and SW Elevations

5002855-RDG-Z06-XX-EL-A-0131 - Building F Proposed NW and SE Elevations

5002855-RDG-Z07-00-PL-A-0100 - Building G Proposed Ground Floor and Roof Plans

5002855-RDG-Z07-XX-EL-A-0130 - Building G Proposed Elevations

5002855-RDG-Z08-00-PL-A-0100 - Building H Proposed Ground Floor Plan

5002855-RDG-Z08-M0-PL-A-0110 - Building H Proposed Mezzanine Level Plan

5002855-RDG-Z08-RF-PL-A-0120 - Building H Proposed Roof Plan

5002855-RDG-Z08-XX-EL-A-0130 - Building H Proposed Elevations