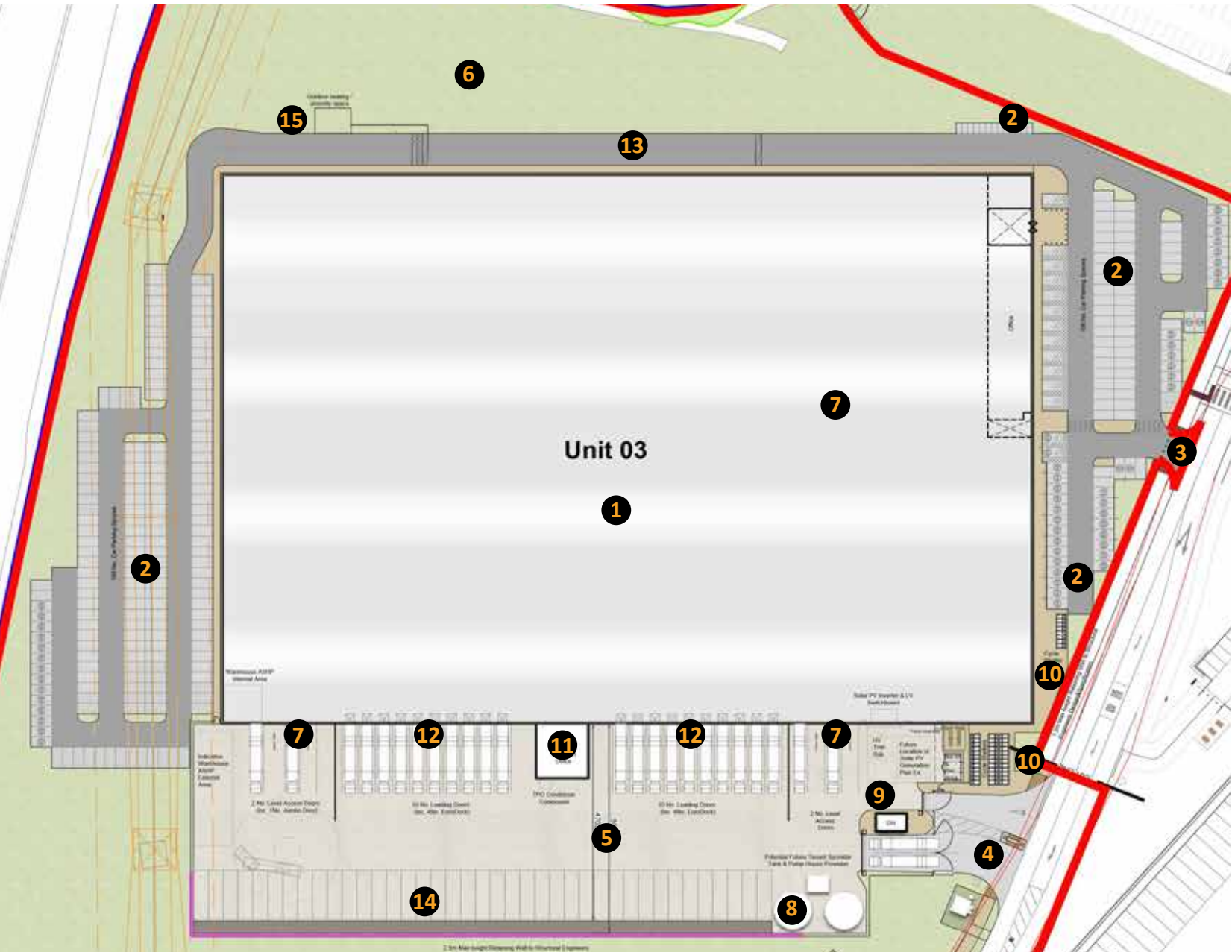


05 DEVELOPMENT PROPOSAL

05.2 ILLUSTRATIVE SITE PLAN - UNIT 03



Proposed Illustrative Site Plan

The proposed site layout is illustrated on UMC Architects planning drawing 22605-UMC-XXXX-SI-DR-A-0672-Unit 03 Site Plan

The following points have been considered in the configuration of the layout.

- Access and manoeuvrability
- Site parking
- Loading capacity
- Development frontage
- Development balance

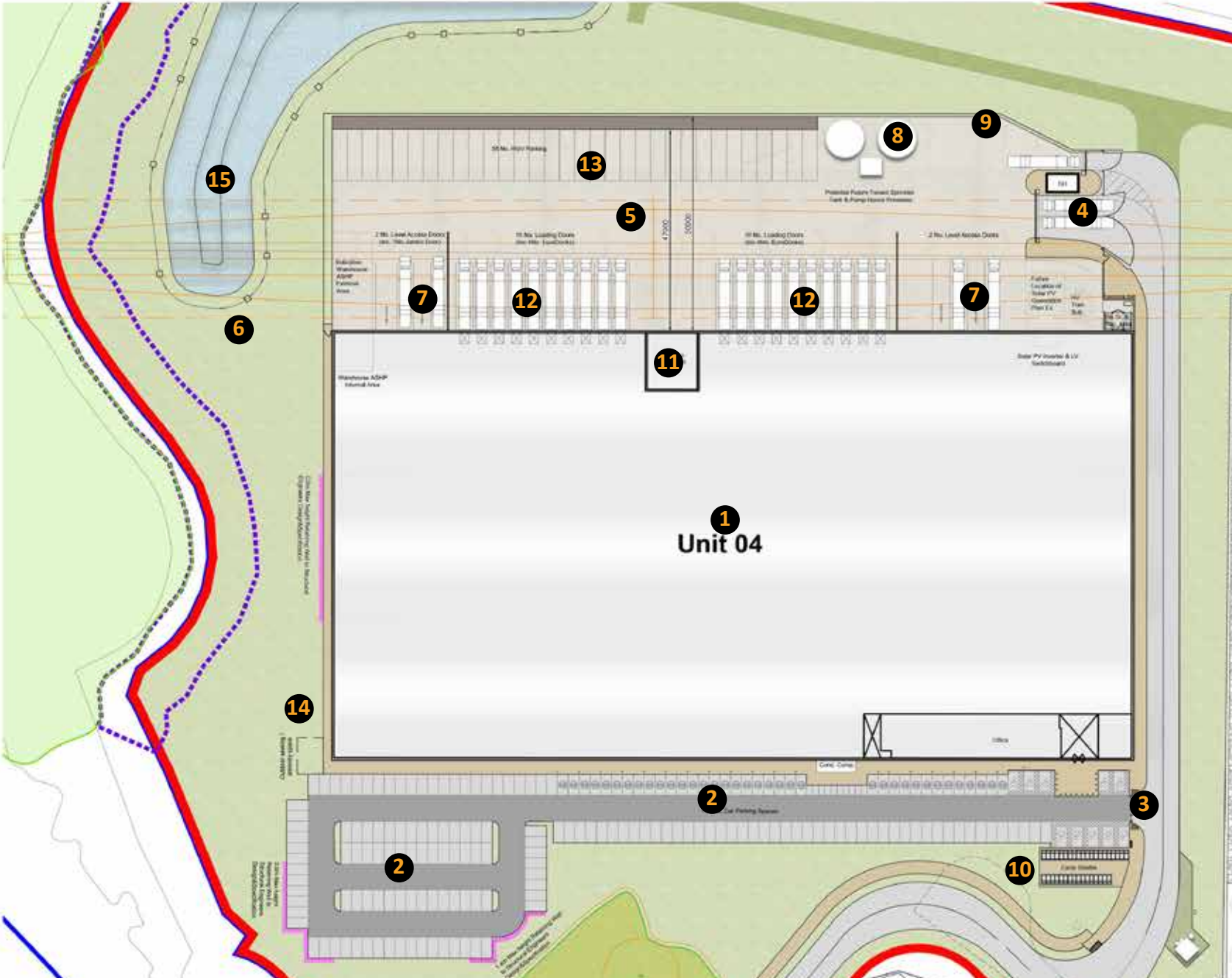
The layout has been designed to make effective use of the site whilst not impacting or restricting the rest of the development. The layout has been designed to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development. Parking for 277 cars has been provided through the use of a grade level car park, which includes 14 accessible parking spaces and 56 EV spaces positioned within close proximity of the office entrances. Inclusive access throughout the site is achieved, where applicable, with minimum 2m wide paths leading pedestrians from the car park to the ancillary office. Access into the site is sufficient for both disabled and able-bodied pedestrians.

KEY

- 1 WAREHOUSE
- 2 CAR PARK AREA
- 3 CAR ENTRANCE
- 4 HGV ENTRANCE
- 5 SERVICE YARD
- 6 LANDSCAPING
- 7 LEVEL ACCESS ENTRY
- 8 FUTURE SPRINKLER TANK & PUMPHOUSE
- 9 GATEHOUSE
- 10 CYCLE SHELTERS
- 11 2 STOREY TRANSPORT OFFICE
- 12 LOADING DOCK DOORS
- 13 OVERFLOW CAR PARK ACCESS ROAD
- 14 HGV PARKING AREA
- 15 OUTER AMENITY AREA

05 DEVELOPMENT PROPOSAL

05.3 ILLUSTRATIVE SITE PLAN - UNIT 04



Proposed Illustrative Site Plan

The proposed site layout is illustrated on UMC Architects planning drawing 22606-UMC-XXXX-SI-DR-A-0673-Unit 04 Site Plan

The following points have been considered in the configuration of the layout.

- Access and manoeuvrability
- Site parking
- Loading capacity
- Development frontage
- Development balance

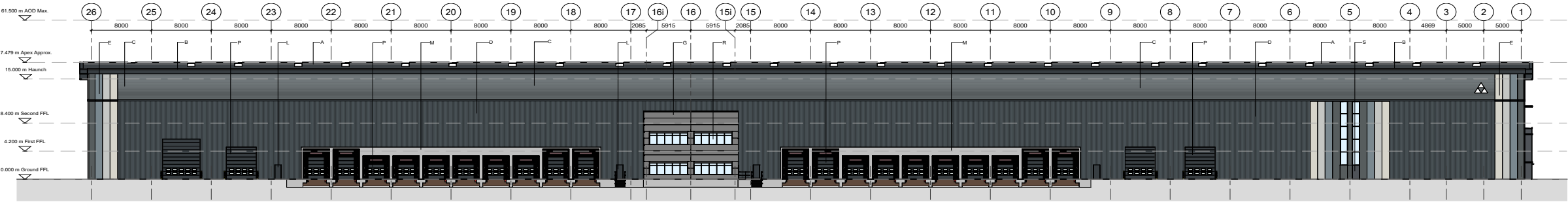
The layout has been designed to make effective use of the site whilst not impacting or restricting the rest of the development. The layout has been designed to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development. Parking for 194 cars has been provided through the use of a grade level car park, which includes 10 accessible parking spaces and 39 EV spaces positioned within close proximity of the office entrances. Inclusive access throughout the site is achieved, where applicable, with minimum 2m wide paths leading pedestrians from the car park to the ancillary office. Access into the site is sufficient for both disabled and able-bodied pedestrians.

KEY

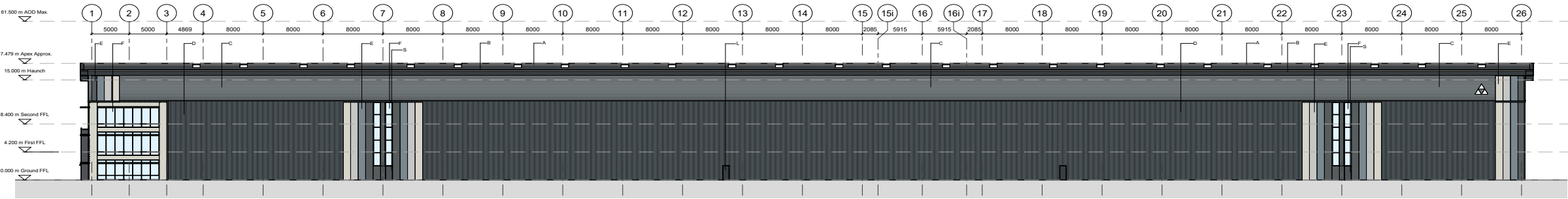
- 1 WAREHOUSE
- 2 CAR PARK AREA
- 3 CAR ENTRANCE
- 4 HGV ENTRANCE
- 5 SERVICE YARD
- 6 LANDSCAPING
- 7 LEVEL ACCESS ENTRY
- 8 FUTURE SPRINKLER TANK & PUMPHOUSE
- 9 GATEHOUSE
- 10 CYCLE SHELTERS
- 11 2 STOREY TRANSPORT OFFICE
- 12 LOADING DOCK DOORS
- 13 HGV PARKING AREA
- 14 OUTER AMENITY AREA
- 15 POND

05 DEVELOPMENT PROPOSAL

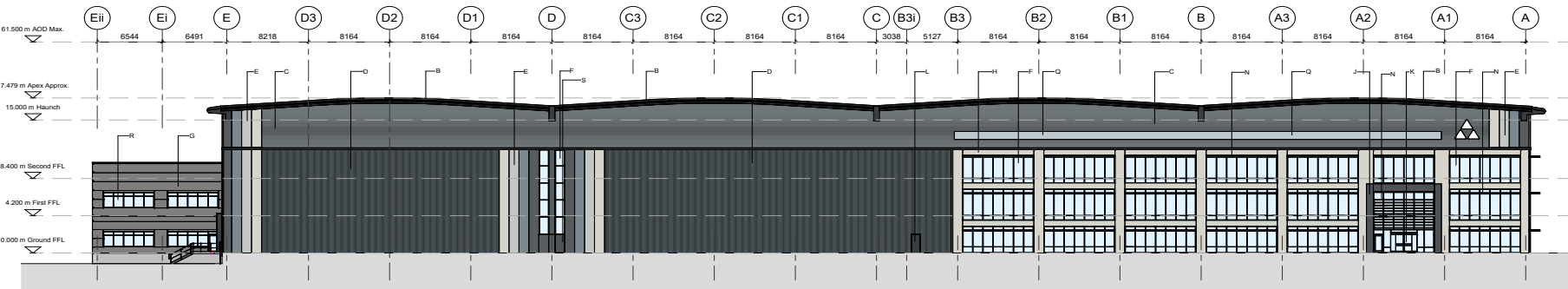
05.4 UNIT 03 ELEVATIONS



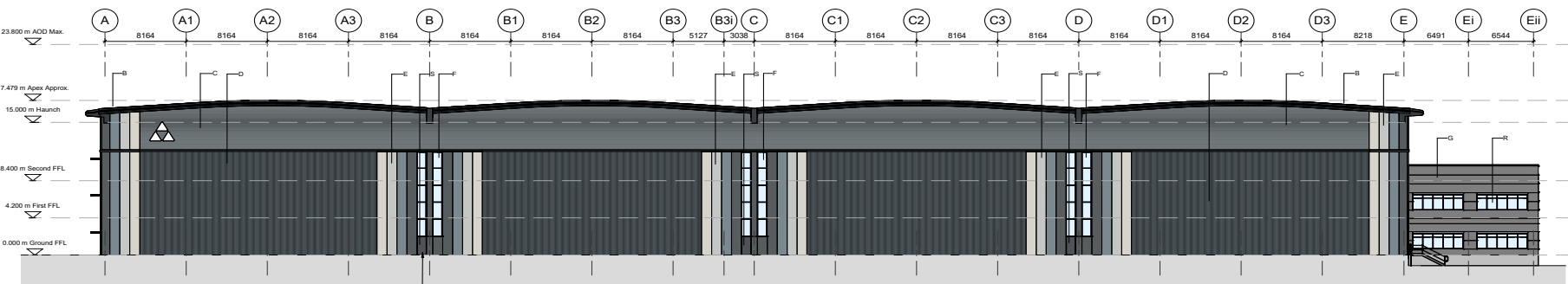
South-West Elevation
1 : 200



North-East Elevation
1 : 200



South-East Elevation
1 : 200



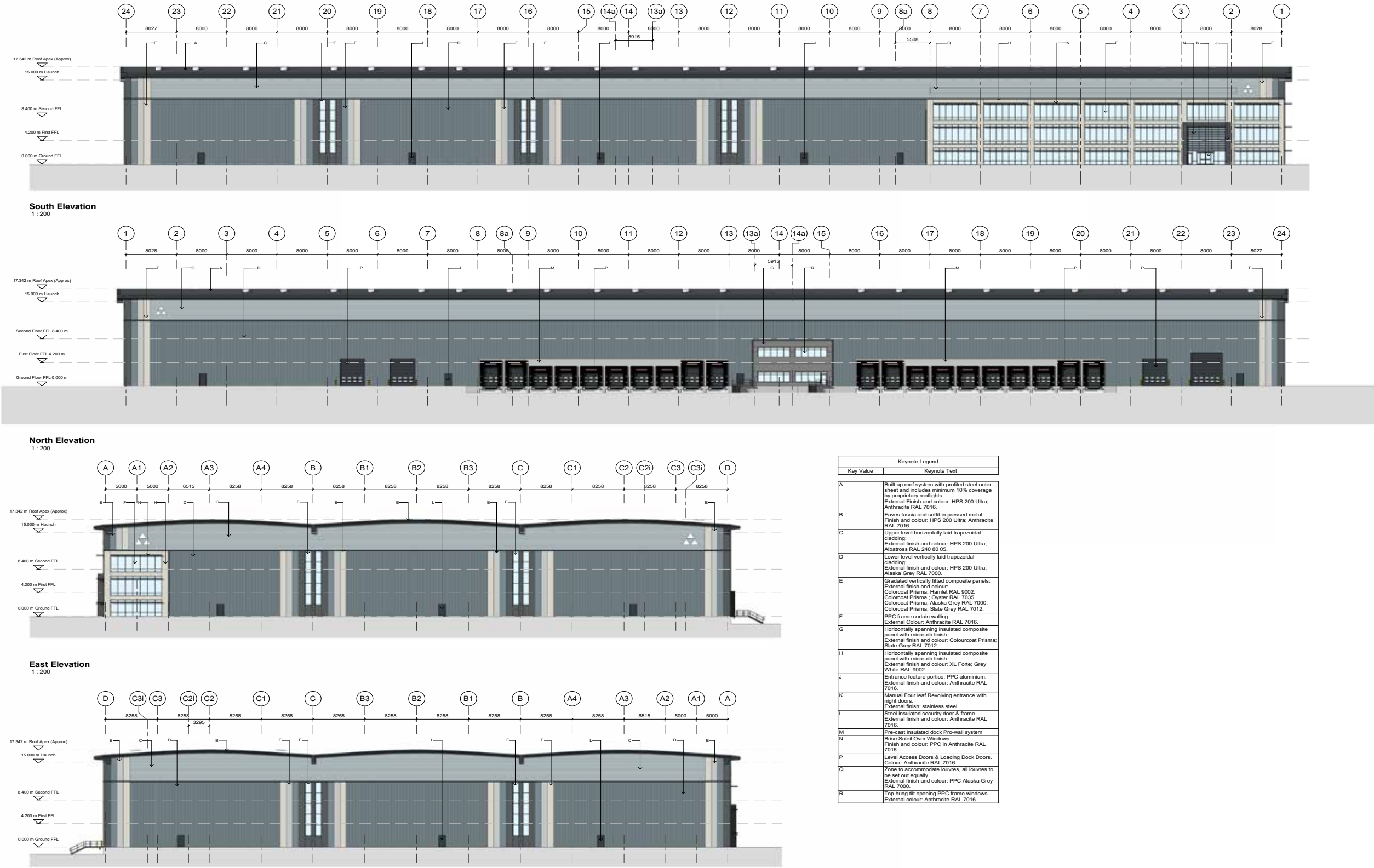
North-West Elevation
1 : 200

Keynote Legend	
Key Value	Keynote Text
A	Built up roof system with profiled steel outer sheet and includes minimum 10% coverage by proprietary rooflights. External Finish and colour: HPS 200 Ultra; Anthracite RAL 7016.
B	Eaves fascia and soffit in pressed metal. Finish and colour: HPS 200 Ultra; Anthracite RAL 7016.
C	Upper level horizontally laid trapezoidal cladding. External finish and colour: HPS 200 Ultra; Albatross RAL 240 80 05.
D	Lower level vertically laid trapezoidal cladding. External finish and colour: HPS 200 Ultra; Alaska Grey RAL 7000.
E	Graded vertically fitted composite panels. External finish and colour: Colorcoat Prisma; Hamlet RAL 9002; Colorcoat Prisma; Oyster RAL 7035; Colorcoat Prisma; Alaska Grey RAL 7000; Colorcoat Prisma; Slate Grey RAL 7012.
F	PPC frame curtain walling. External Colour: Anthracite RAL 7016.
G	Horizontally spanning insulated composite panel with micro-rib finish. External finish and colour: Colourcoat Prisma; Slate Grey RAL 7012.
H	Horizontally spanning insulated composite panel with micro-rib finish. External finish and colour: XL Forte; Grey White RAL 9002.
J	Entrance feature portico: PPC aluminium. External finish and colour: Anthracite RAL 7016.
K	Manual Four leaf Revolving entrance with right doors. External finish: stainless steel.
L	Steel insulated security door & frame. External finish and colour: Anthracite RAL 7016.
M	Pre-cast insulated dock Pro-wall system.
N	Brise Soleil Over Windows. Finish and colour: PPC in Anthracite RAL 7016.
P	Level Access Doors & Loading Dock Doors. Colour: Anthracite RAL 7016.
Q	Zone to accommodate louvers, all louvers to be set out equally. External finish and colour: PPC Alaska Grey RAL 7000.
R	Top hung tilt opening PPC frame windows. External colour: Anthracite RAL 7016.
S	Steel insulated security door & frame. External finish and colour: Slate Grey RAL 7012.

* Refer to 22605-UMC-XXXX-ZZ-DR-A-1302_Unit 03 - Elevations

05 DEVELOPMENT PROPOSAL

05.5 UNIT 04 ELEVATIONS



* Refer to 22606-UMC-XXXX-ZZ-DR-A-1301_Unit 04 - Elevations

05 DEVELOPMENT PROPOSAL

05.6 UNIT APPEARANCE DESCRIPTION

The proposed development represents a high-quality unit that integrates thoroughly with the surrounding industrial estate and natural context. The building on site is to be co-ordinated in terms of materials, exemplifying multiple cladding finishes and colours to create to a cohesive development.

Cladding colour and profile designs are utilised to break down the uniformity of the building design, using proportion in width to create an equal distance at each end of the front elevation helps to distinguish each unit. Horizontal glazing elements are designed to correspond to joints in the cladding panels, thus reinforcing this modular aesthetic.

The lighter cladding panels help to soften the building visually, while the darker palette helps to give the overall building form a clean industrial emphasis when viewed from a distance. The roof consists of a Euroclad Elite Plus 1 Built-up Twin Skin Roof System (in Anthracite 7016). There is a continuous flashing boundary (in Anthracite) with gutters and rainwater down pipes to match the cladding.

There will be a combination of horizontally and vertically laid cladding panel systems with an RAL colourchart finish.

Cladding consists of:

Horizontally laid trapezoidal cladding:

HPS200 Ultra: Albatross RAL 240 80 05

Vertically laid trapezoidal cladding:

HPS200 Ultra: Alaska Grey 7000

Gradated vertically fitted composite panels:

Colorcoat Prisma: Hamlet RAL 9002

Colorcoat Prisma: Oyster RAL 7035

Colorcoat Prisma: Alaska Grey RAL 7000

Colorcoat Prisma: Slate Grey RAL 7012

Horizontally spanning composite panels with micro-rib finish:

XL Forte: Grey White RAL 9002

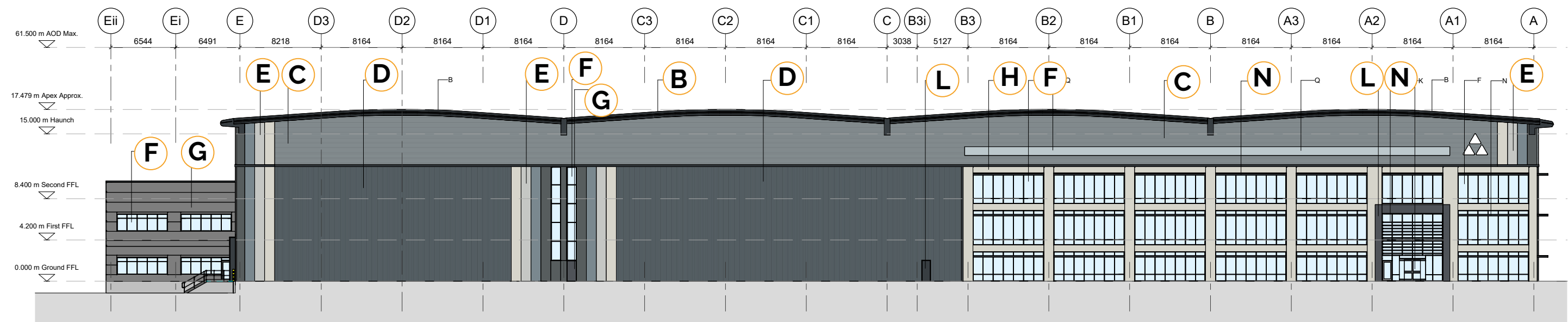
Colorcoat Prisma: Slate Grey RAL 7012

Glazing will be polyester powder coated aluminium framed glazing/curtain walling systems. Entrances are to be treated differently from the rest of the offices to indicate where the access into the office is.

Windows, curtain walling and level access doors will have anthracite frames to match the cladding.

05 DEVELOPMENT PROPOSAL

05.7 UNIT APPEARANCE DIAGRAM

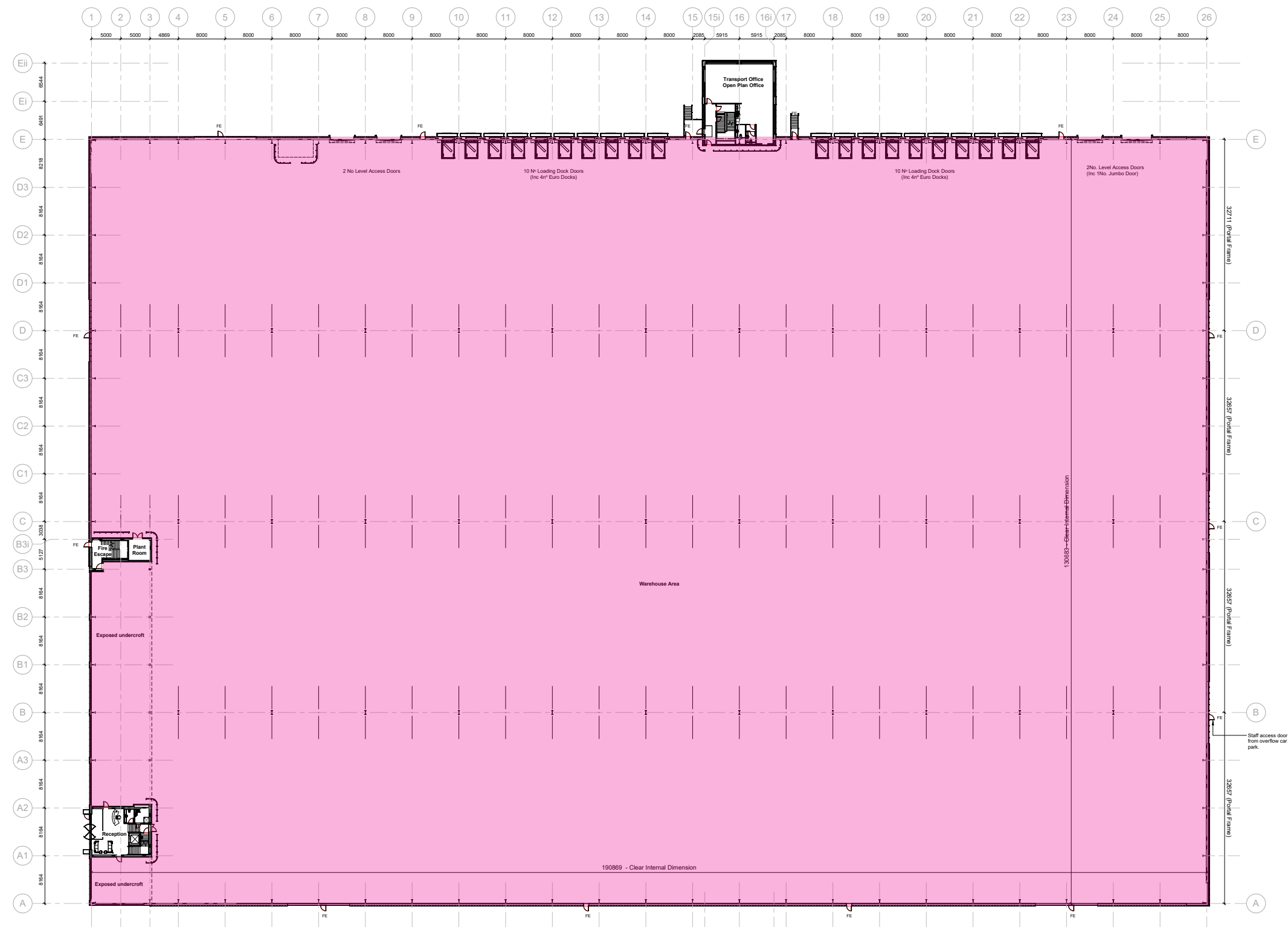


South-East Elevation

B		D		F		H		L	
ANTHRACITE (RAL 7016)		ALASKA GREY (RAL 7000)		ANTHRACITE (RAL 7016) FRAME		GREY WHITE (RAL 9002)		ANTHRACITE (RAL 7016)	
C		E		G		J		N	
ALBATROSS (RAL 240 80 05)		HAMLET (RAL 9002) OYSTER (RAL 7035) ALASKA GREY (RAL 7000) SLATE GREY (RAL 7012)		SLATE GREY (RAL 7012)		ANTHRACITE (RAL 7016)		ANTHRACITE (RAL 7016)	

05 DEVELOPMENT PROPOSAL

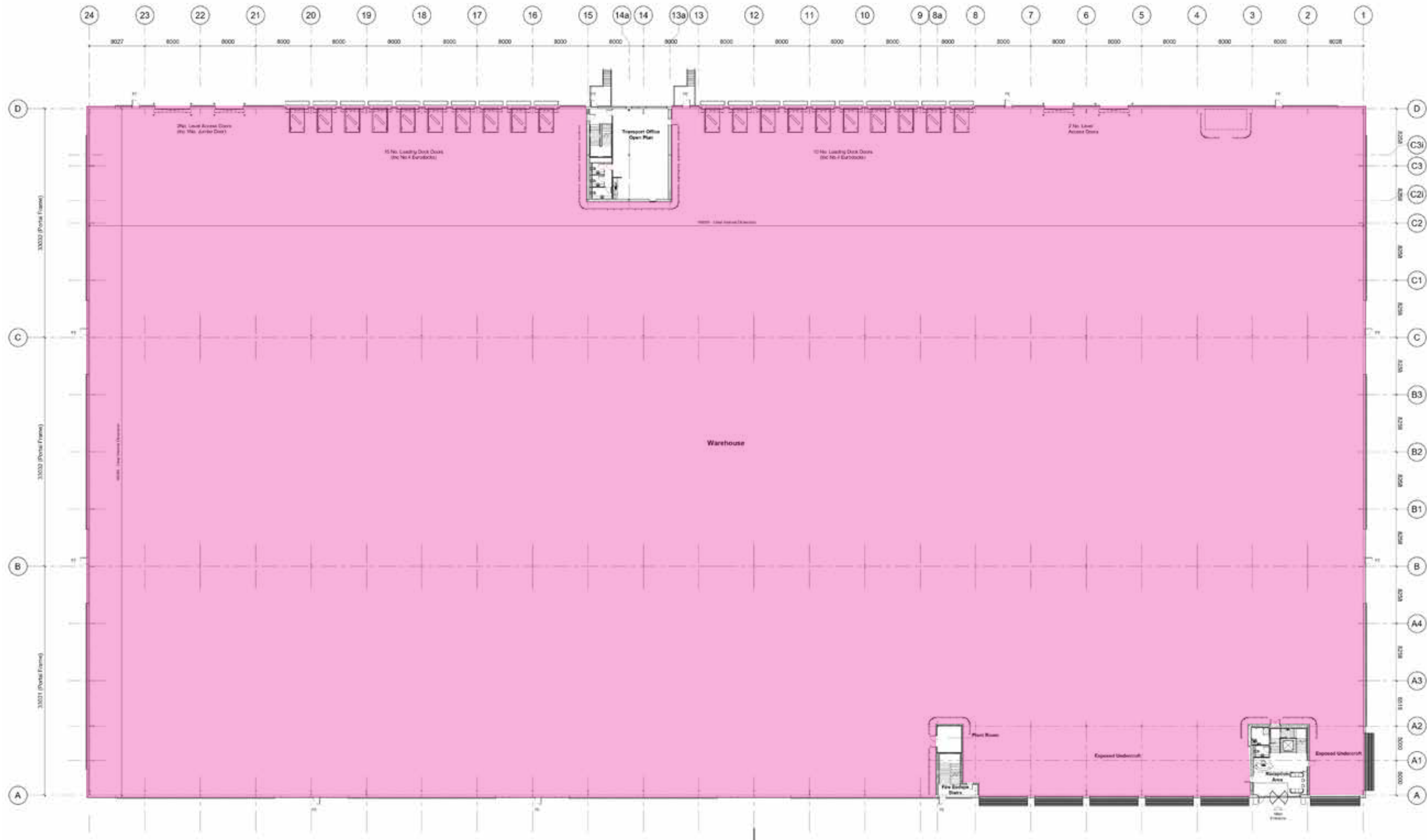
05.8 UNIT 03 WAREHOUSE FLOOR PLAN



Warehouse GIA:
24,802m² / 266,970ft²

05 DEVELOPMENT PROPOSAL

05.9 UNIT 04 WAREHOUSE FLOOR PLAN



Warehouse GIA:
17,948m²/193,195ft²

05 DEVELOPMENT PROPOSAL

05.10 UNIT 03 ROOF PLAN



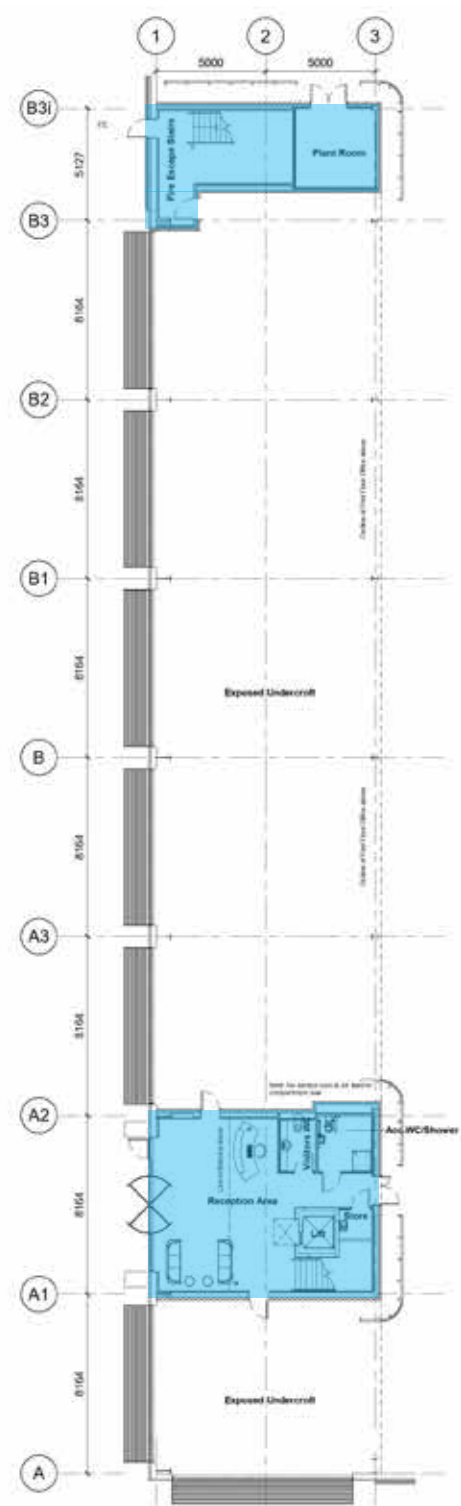
05 DEVELOPMENT PROPOSAL

05.11 UNIT 04 ROOF PLAN

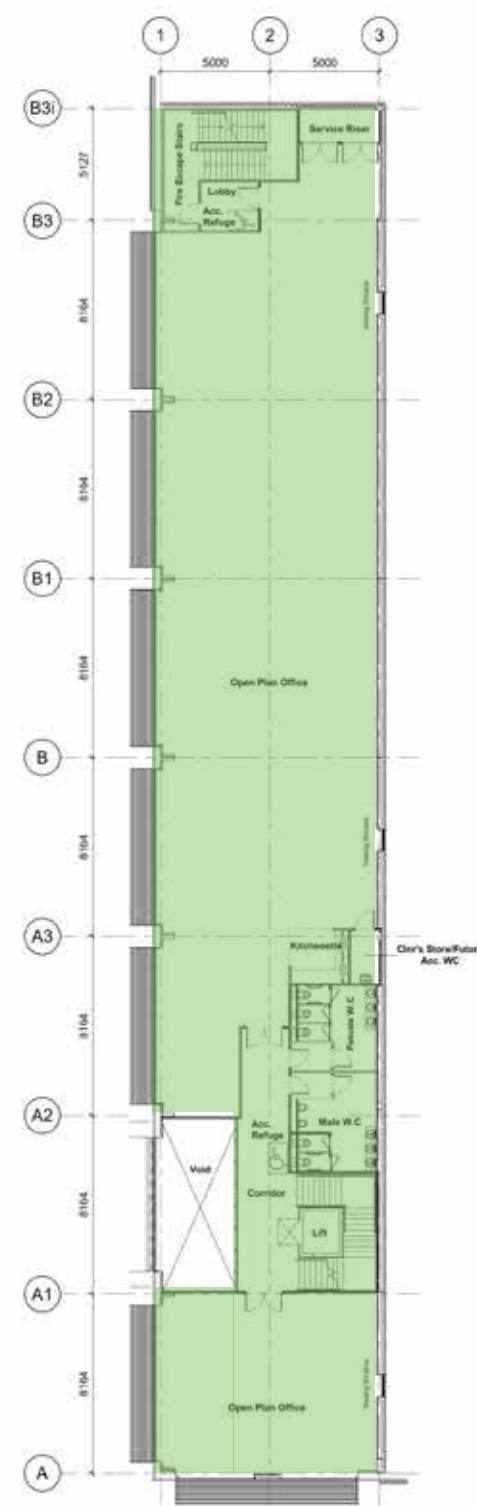


05 DEVELOPMENT PROPOSAL

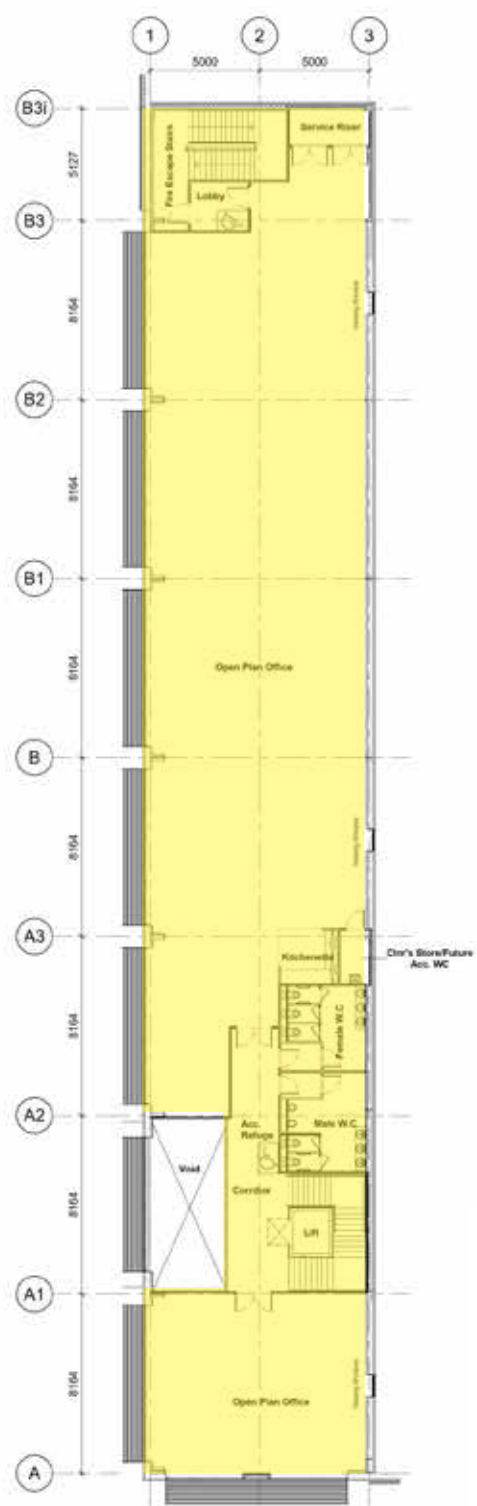
05.12 UNIT 03 OFFICE PLANS



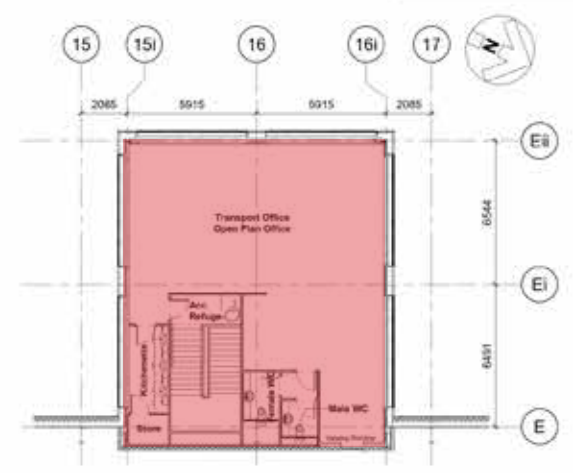
Ground Floor Office Plan
1:125



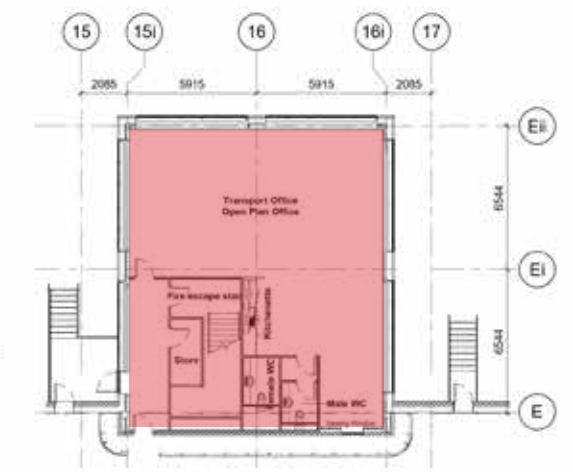
First Floor Office Plan
1:125



Second Floor Office Plan
1:125



Transport Office First Floor Plan
1:125



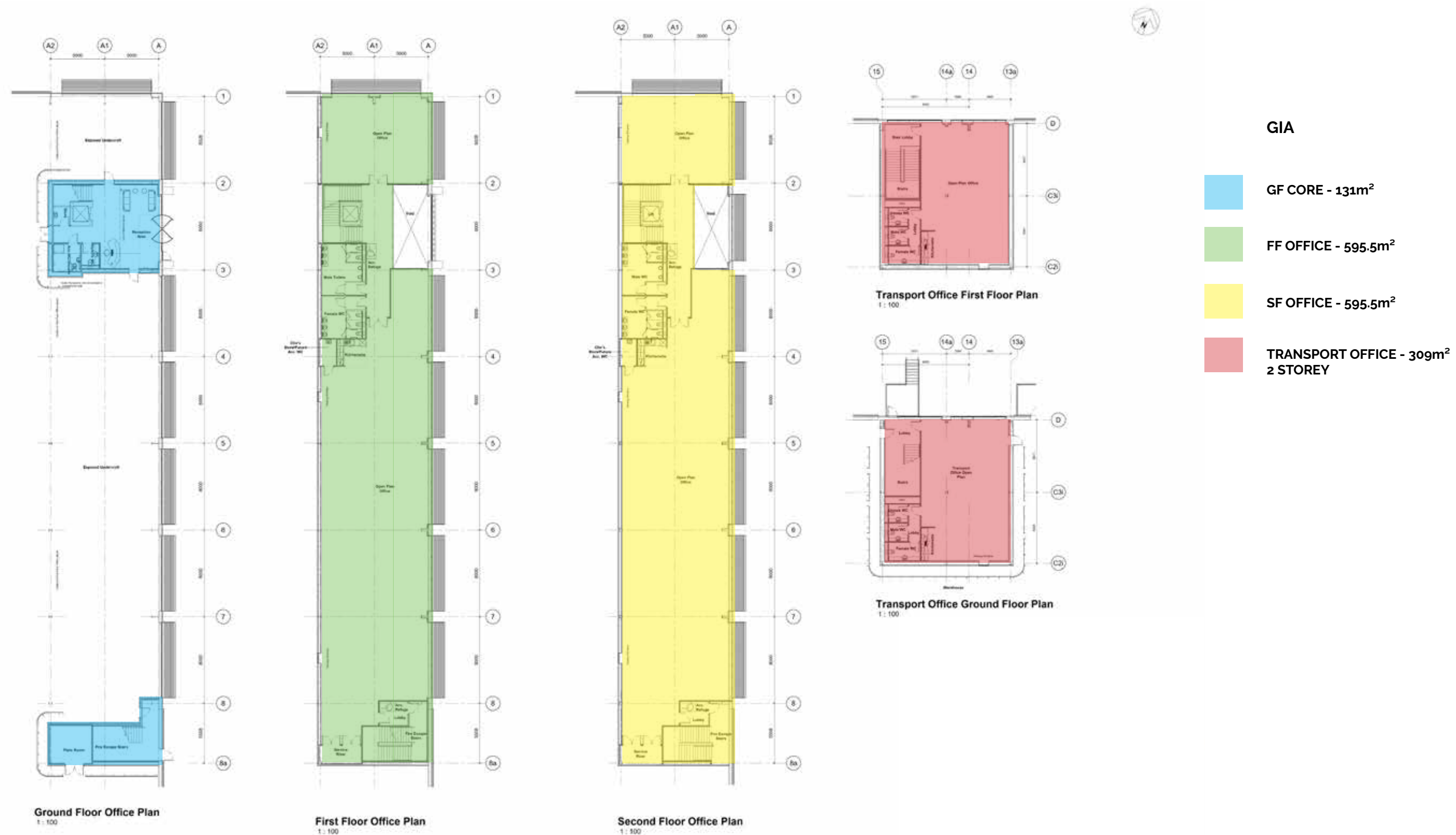
Transport Office Ground Floor Plan
1:125

GIA

- GF CORE - 132m²
- FF OFFICE - 584m²
- SF OFFICE - 584m²
- TRANSPORT OFFICE - 316m²
2 STOREY

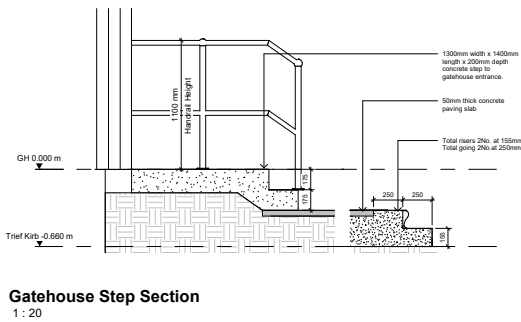
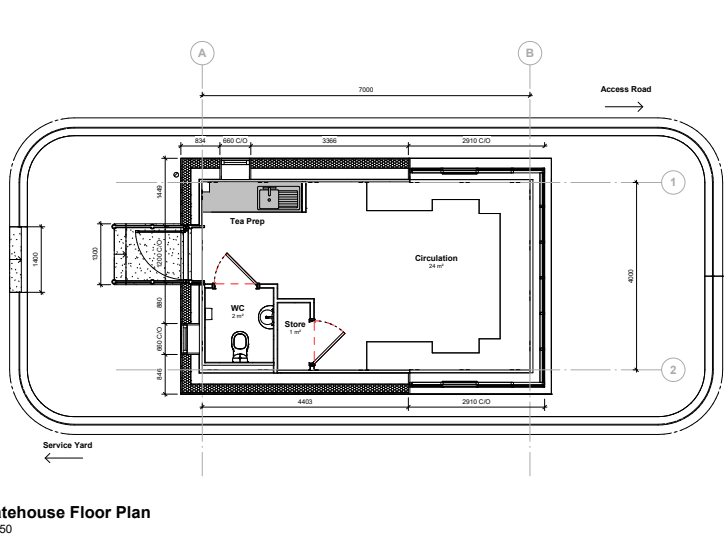
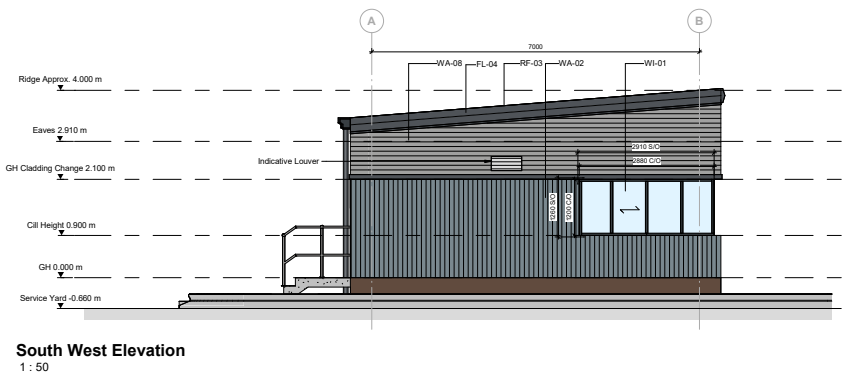
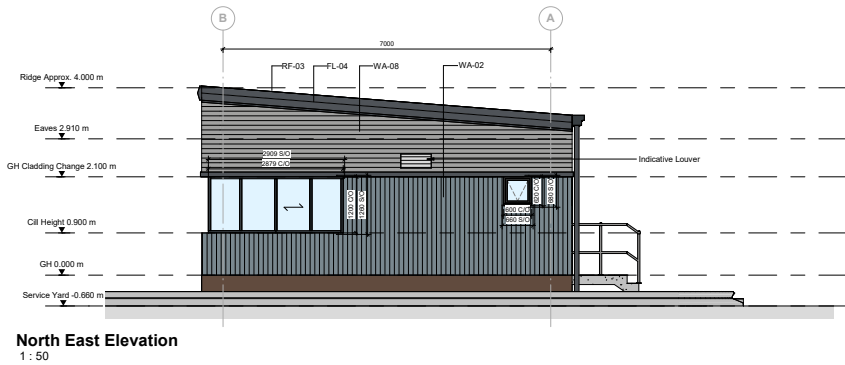
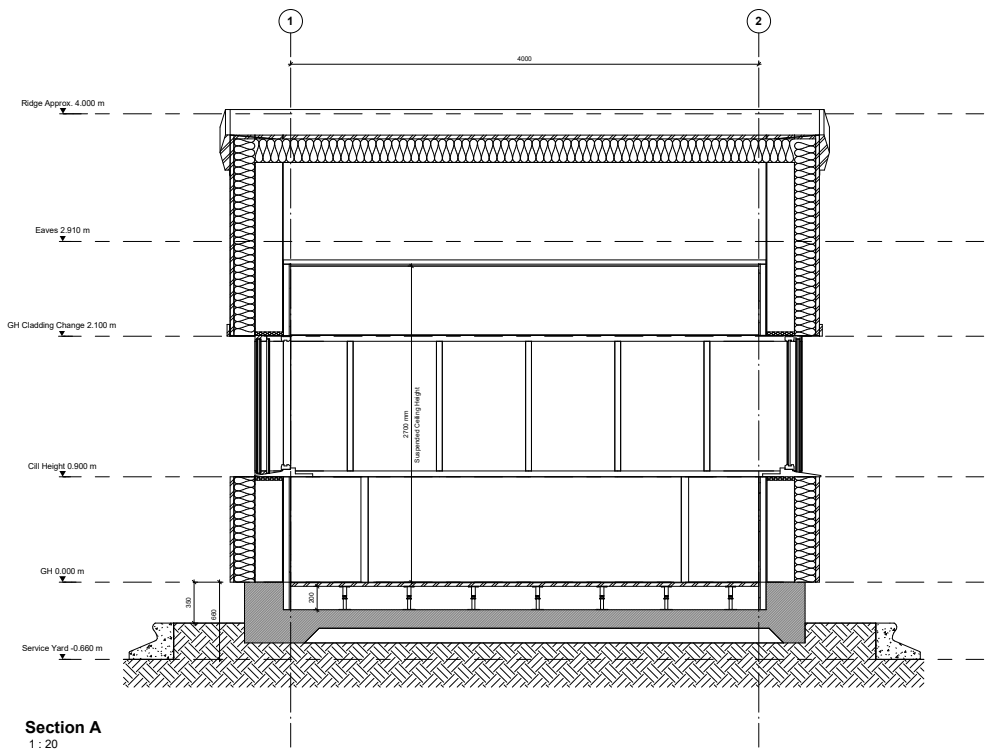
05 DEVELOPMENT PROPOSAL

05.13 UNIT 04 OFFICE PLANS



05 DEVELOPMENT PROPOSAL

05.14 GATEHOUSE DESIGN



Keynote Legend	
Key Value	Keynote Text
DR-04	Glazed personnel door with full height stainless steel pull handle. U-Value : To M&E consultant SBEM calculation Frame Colour : Anthracite (RAL 7016) Technical Specification - 8.0
FL-04	Eaves flashing Colour : Anthracite Grey (RAL 7016) Technical Specification - 5.0
RF-03	Trapezoidal built up roof cladding Finish: Tata Steel Colorcoat HPS200 Ultra Colour: Anthracite (RAL 7016) Technical Specification - 5.0
WA-02	Lower Level Euroclad Elite 51 Plus Vertically laid built-up cladding system. Profile: Outer - 0.7mm thick 32/1000 profile pre coated steel. Inner - 0.4mm thick 19/1000 profile bright white polyester coated steel lining sheet. Insulation: Minimum 140mm thick glassfibre quilt insulation, galvanised spacer system. U-Value : To M&E consultant SBEM calculation. Finish: HPS200 Ultra Colour: Alaska Grey (RAL 7000) Technical Specification - 7.0
WA-08	Horizontally laid built-up cladding panel system U-Value: To M&E consultant SBEM calculation Finish: HPS200 Ultra Colour: Silver Metallic (RAL 9006) Technical Specification - 7.0
WI-01	Thermally broken polyester powder coated aluminium curtain wall/window/door system. U-Value : To M&E consultant SBEM specifications Glazing: Grey Tinted Frame Colour: Anthracite (RAL 7016) Technical Specification - 7.0

05 DEVELOPMENT PROPOSAL

05.15 PROPOSED USE

This section describes the process of design and how it has been informed by Section 3, in order to define the constraints that restrict the site's redevelopment and identify the opportunities and options for development.

The uses applied for within the application is for storage and distribution (Use Class B8) with ancillary offices (Use Class E(g)),

In proposing this, the occupier may require a 24-hour operation, to provide flexibility and efficiency, while also giving the opportunity for traffic associated with the development to be spread out of peak hours.

The following ancillary functions will be provided:

- Administration offices supporting distribution and management elements.
- Service yards that allow sufficient circulation (45-50m).
- Unit 03 - Cycle storage for 100N° cycle spaces (10 shelters) and 6N° Active Cycle Parking (1 Shelter)
- Unit 04 - Cycle storage for 80N° cycle spaces (8 shelters) and 4N° Active Cycle Parking (1 Shelter)
- Unit 03 - Car parking for 277N° spaces - inc. 14 accessible spaces and 56 EVC ports.
- Unit 04 - Car parking for 194N° spaces - inc. 10 accessible spaces and 38 EVC ports.

05.16 PROPOSED AMOUNT

The plot plans to deliver Two units consisting of:

Unit 3			Unit 4		
Warehouse	-	266,970 sq ft (24,802m²)	Warehouse	-	193,195 sq ft (17,948m²)
GF Office Core	-	1,423 sq ft (132m²)	GF Office Core	-	1,410 sq ft (131m²)
Office FF & SF	-	12,577sq ft (1,168m²)	Office FF & SF	-	12,815 sq ft (1,191m²)
Transport Office (2 St.)	-	3,400 sq ft (316m²)	Transport Office (2 St.)	-	3,330 sq ft (309m²)
Gatehouse	-	300 sq ft (28m²)	Gatehouse	-	300 sq ft (28m²)
Total	-	284,670 sq ft (26,447m²)	Total	-	211,050 sq ft (19,607m²)
Car Parking	-	277 (Inc. 14 Acc. + 56 EV)	Car Parking	-	194 (Inc.10 Acc. + 38 EV)
HGV Parking	-	39	HGV Parking	-	32
Loading Docks	-	20 (Inc. No. 08 EuroDocks)	Loading Docks	-	20 (Inc. No. 08 EuroDocks)
Level Access	-	04 (Inc. No. 01 Jumbo Door)	Level Access	-	04 (Inc. No. 01 Jumbo Door)
Cycle Parking	-	100 spaces (10 Shelters)	Cycle Parking	-	80 spaces (08 Shelters)
Active Cycle Parking	-	6 spaces (Shelter)	Active Cycle Parking	-	6 spaces (Shelter)
			Motorcycle Parking	-	10

The design adheres to standard Institutional Standards, featuring a service yard on the western side for Unit 03 and on the northern side for Unit 04. These feature-level entry doors are operationally necessary for most distribution occupiers. In addition to 39N° goods vehicle parking spaces for Unit 03 and 32N° for Unit 04, there is provision for 277N° customer and staff car parking spaces and 194N° for Unit 04.

The proposed site layout submitted as part of this application (drawing reference 22605-UMC-XXXX-SI-DR-A-0671-Illustrative Masterplan) comprises of a singular steel-framed, two-storey warehouse, with a mixture of adjoining ancillary offices and operational areas.

The **Unit 03** development has a gross internal area of **284,670ft²** and **Unit 04** has **211,050ft²**. The size of these areas reflect the dimensions of modern articulated vehicles and their turning circles. External space has also been required to allow for a significant soft landscaping scheme to be implemented throughout the site. This enhances the general neighbourhood whilst also softening external views of the building facade.

Modern design solutions suitable for commercial development use generally centre around the standard size of a pallet used in the UK. The pallets are stored in racking and the building shape is built up around the pallet module to ensure that an efficient racking layout is used that requires the fewest number of racking spaces to be lost to internal columns. Steel portal frames are generally adopted as the structural system for buildings of this type in the UK. The maximum efficient span for a steel portal frame is around 35m. Beyond these spans, more commercially prohibitive solutions are required. It is important that structural efficiency is maximised in these buildings, especially when dealing with large areas and therefore large quantities of construction materials.

The result is the need for buildings with large volumes. Market and institutional requirements dictate that the larger the building, the higher it needs to be, allowing a greater height of racking within. The effective height of buildings such as this is usually defined as the 'clear height to the underside of the haunch'. This is the height to steel haunch that is used between the column and rafter of the portal frame. The zone above this height cannot effectively be used for racking and is usually reserved for services.

Other than pallets, the other deciding factor in the design of distribution solutions is the way in which goods are brought in and out of the building. Each loading position is 4m wide by 16.5m deep. The turning circle of the lorry has to be considered and is always examined under the scenario that every parking and dock position is occupied.

It is therefore a question of careful attention to detail as to how to deal with these types of buildings. The treatment of rooflines and the use of colour have become of paramount importance, together with the careful articulation of any ancillary office elements and the quality of the structural landscaping.