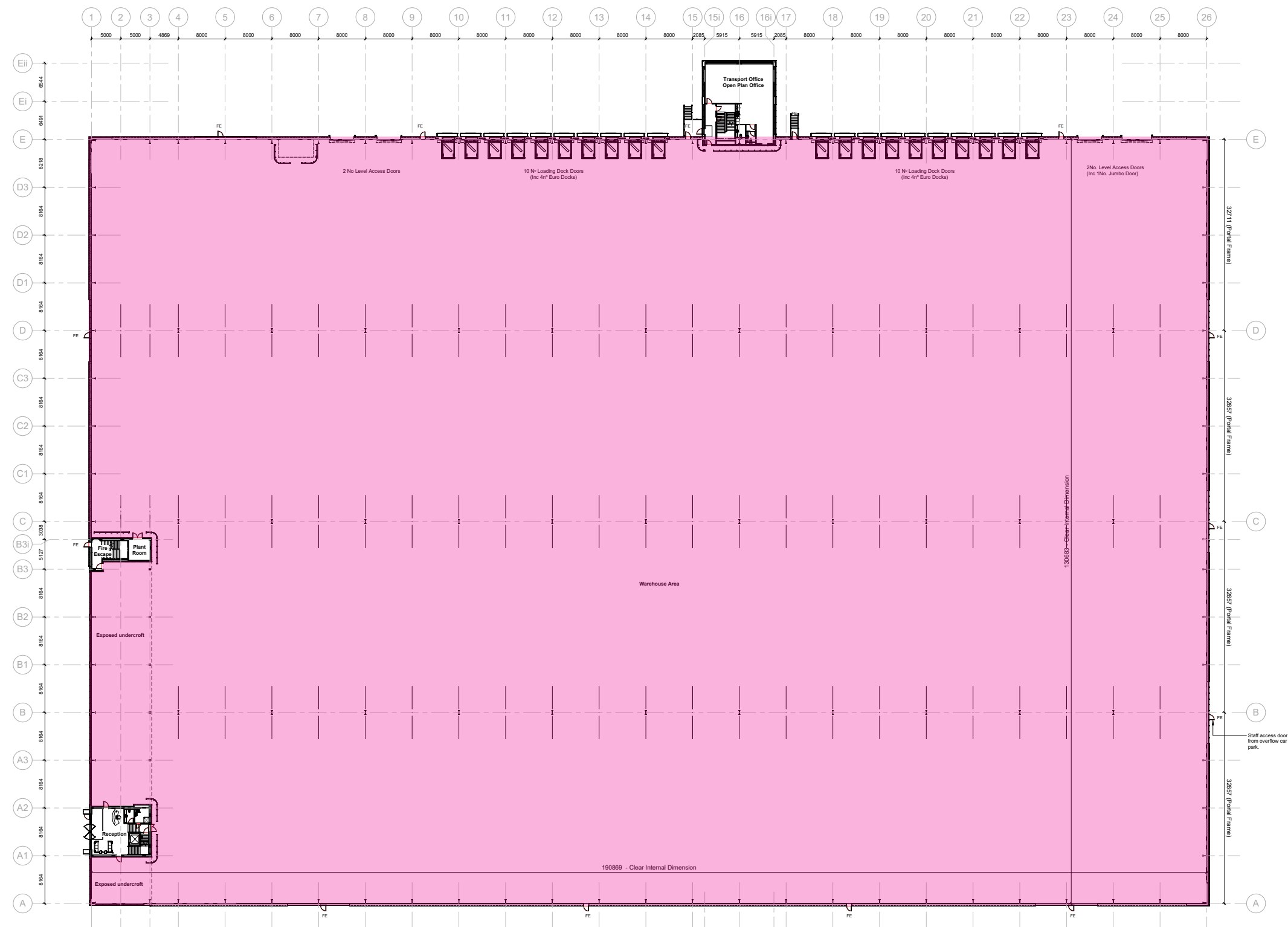


05 DEVELOPMENT PROPOSAL

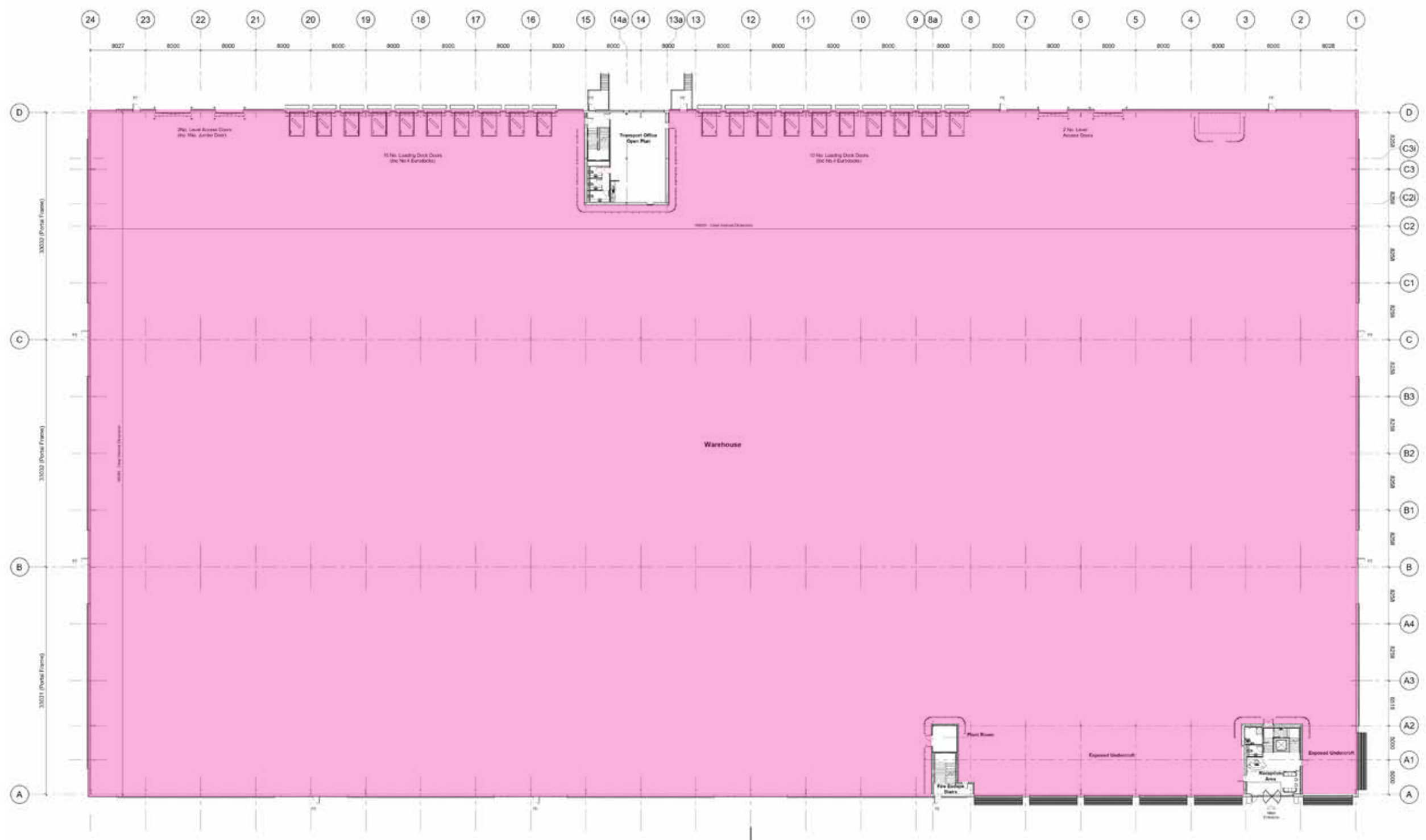
05.8 UNIT 03 WAREHOUSE FLOOR PLAN



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



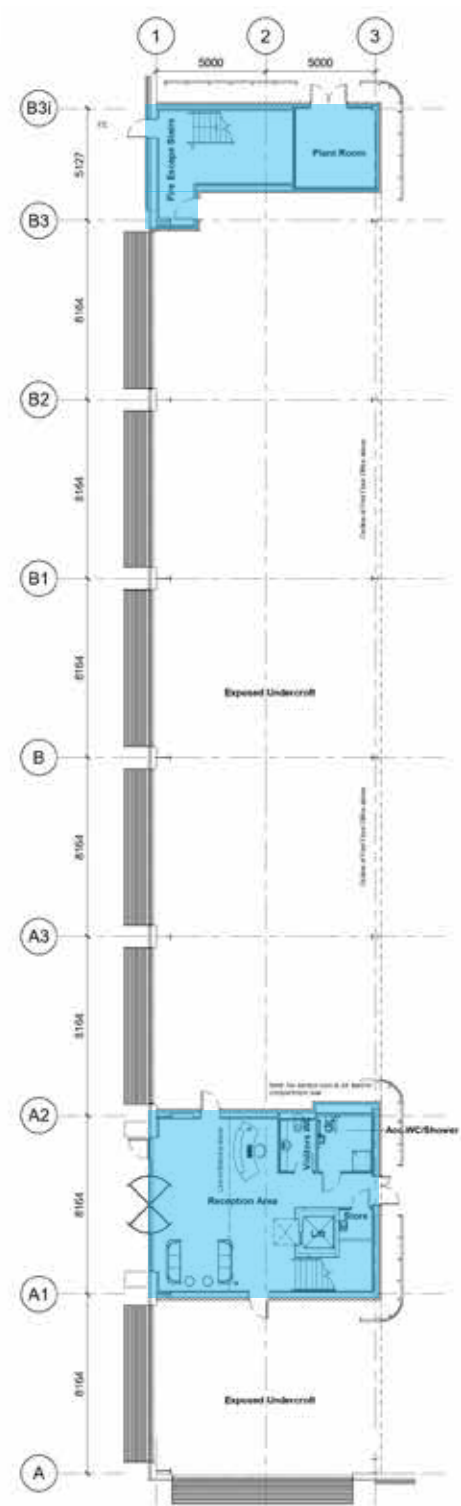
05 DEVELOPMENT PROPOSAL

05.11 UNIT 04 ROOF PLAN

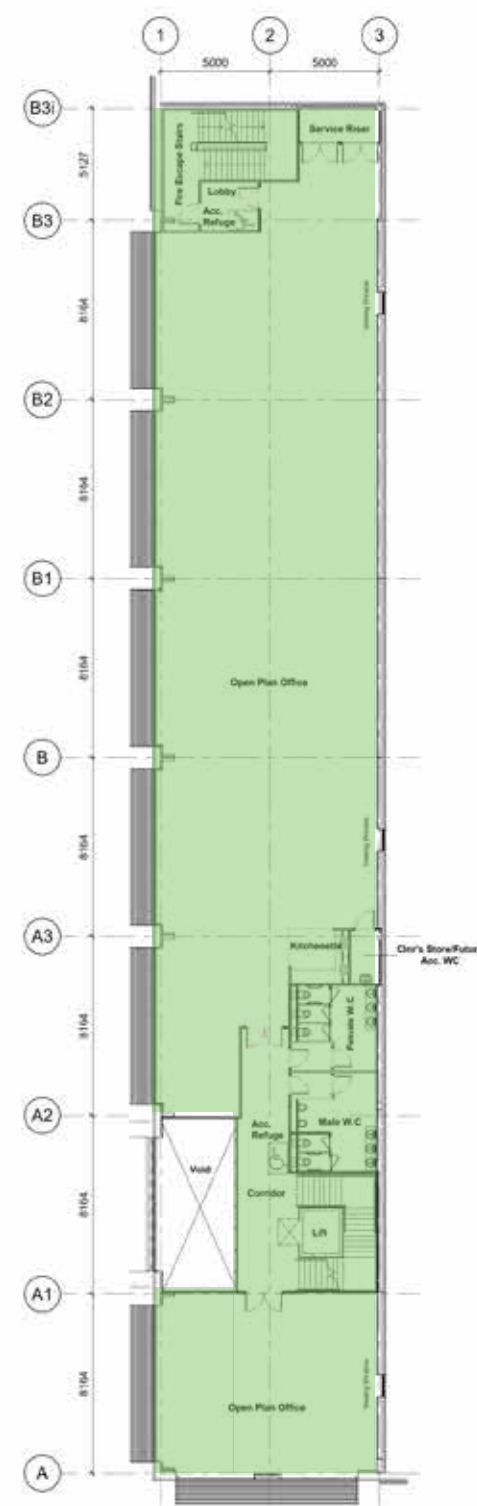


05 DEVELOPMENT PROPOSAL

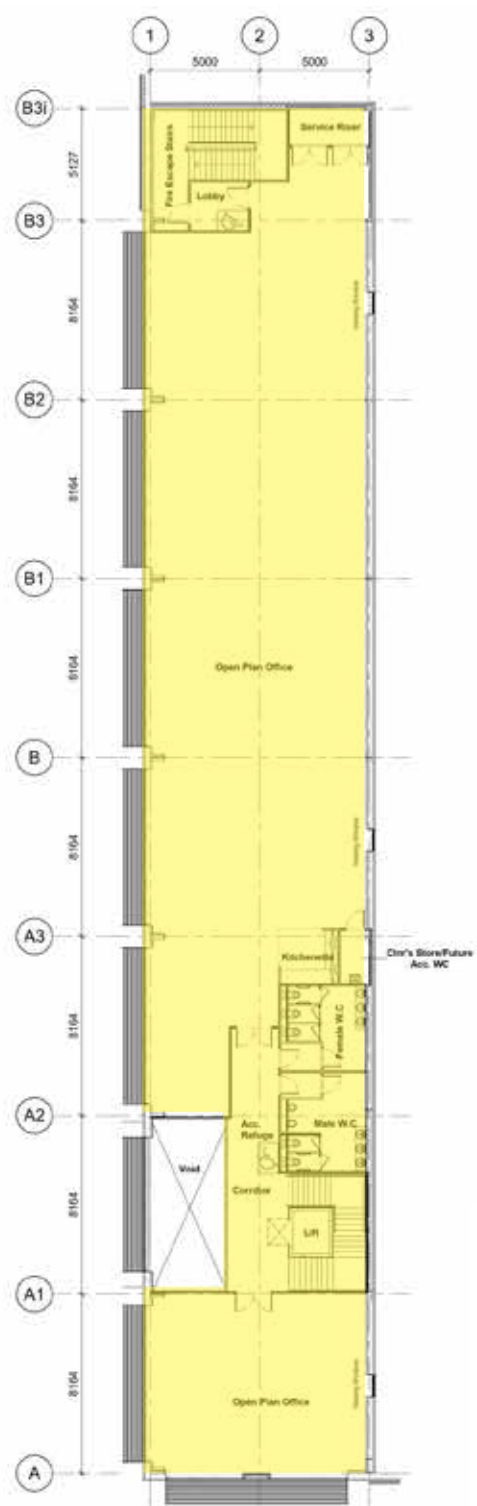
05.12 UNIT 03 OFFICE PLANS



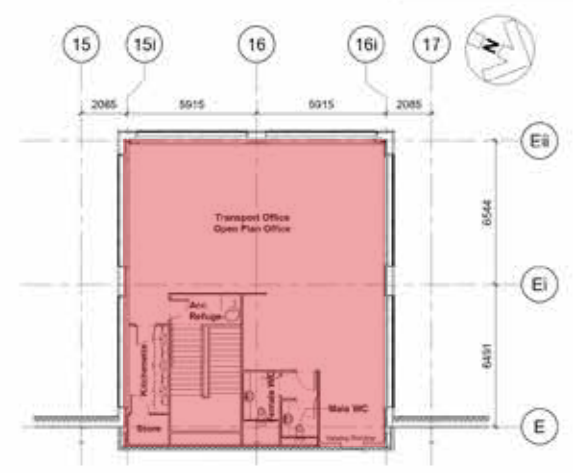
Ground Floor Office Plan
1:125



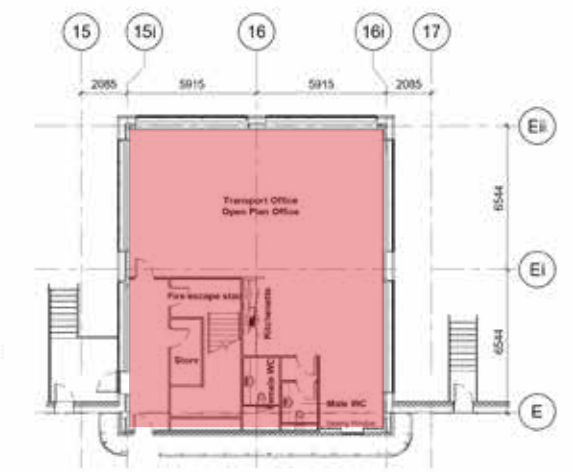
First Floor Office Plan
1:125



Second Floor Office Plan
1:125



Transport Office First Floor Plan
1:125



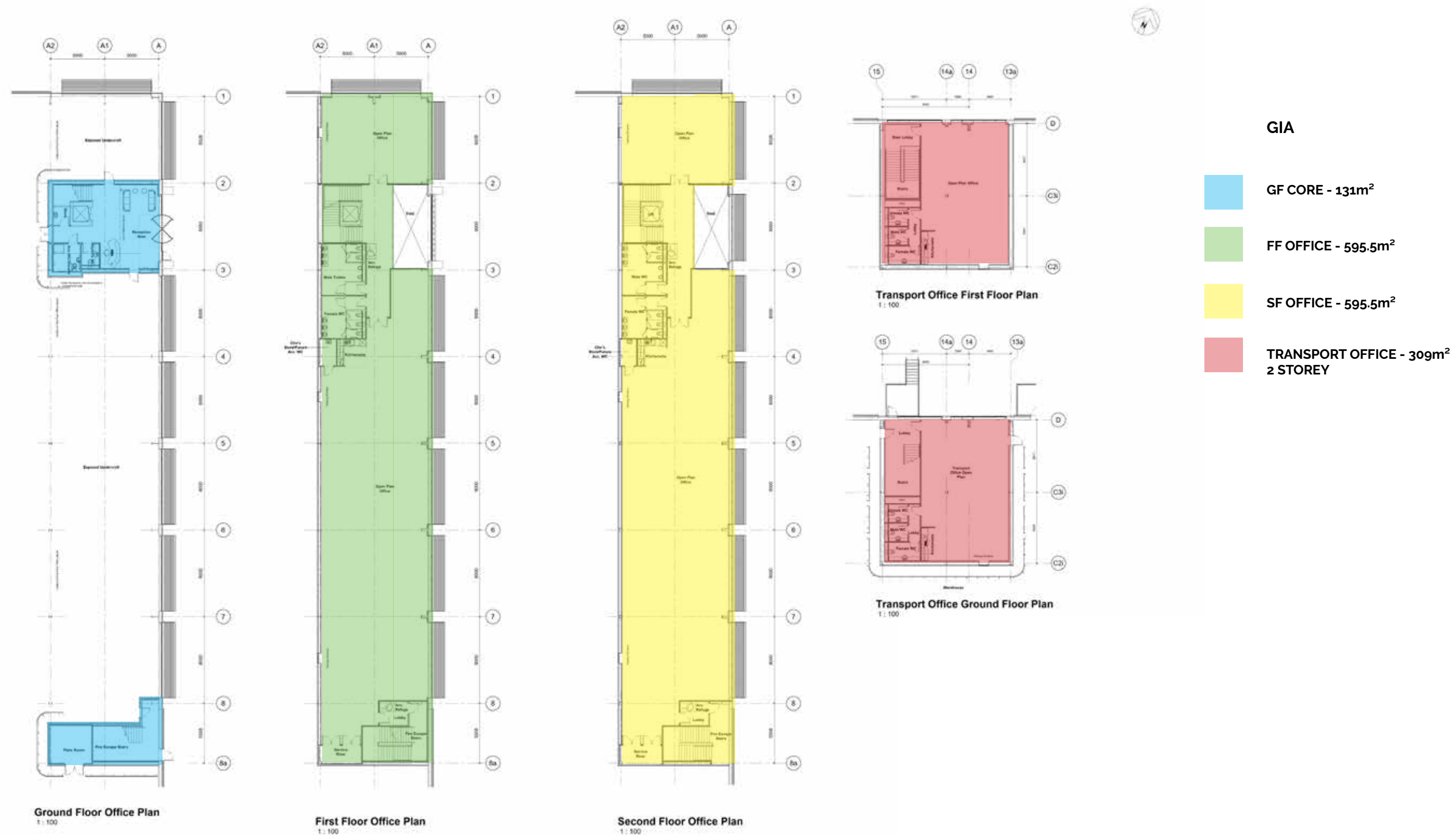
Transport Office Ground Floor Plan
1:125

GIA

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

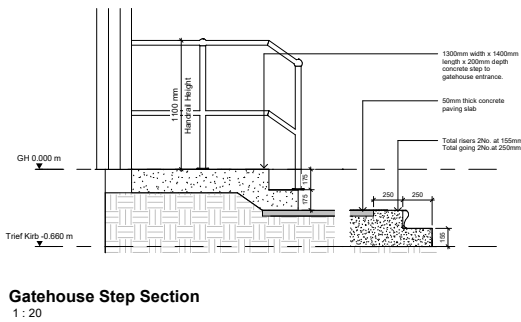
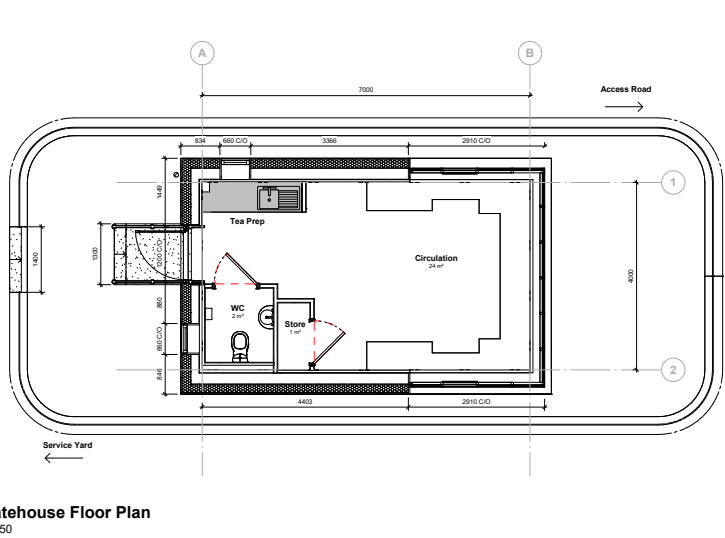
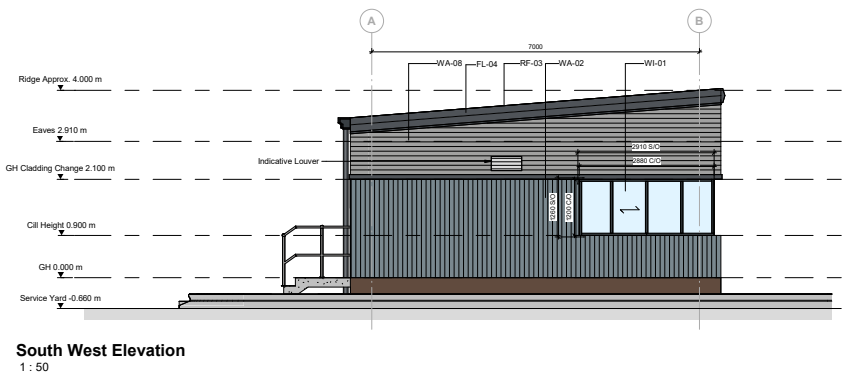
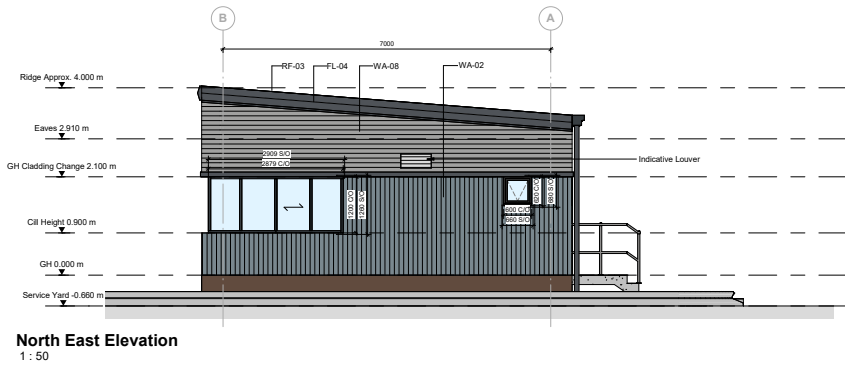
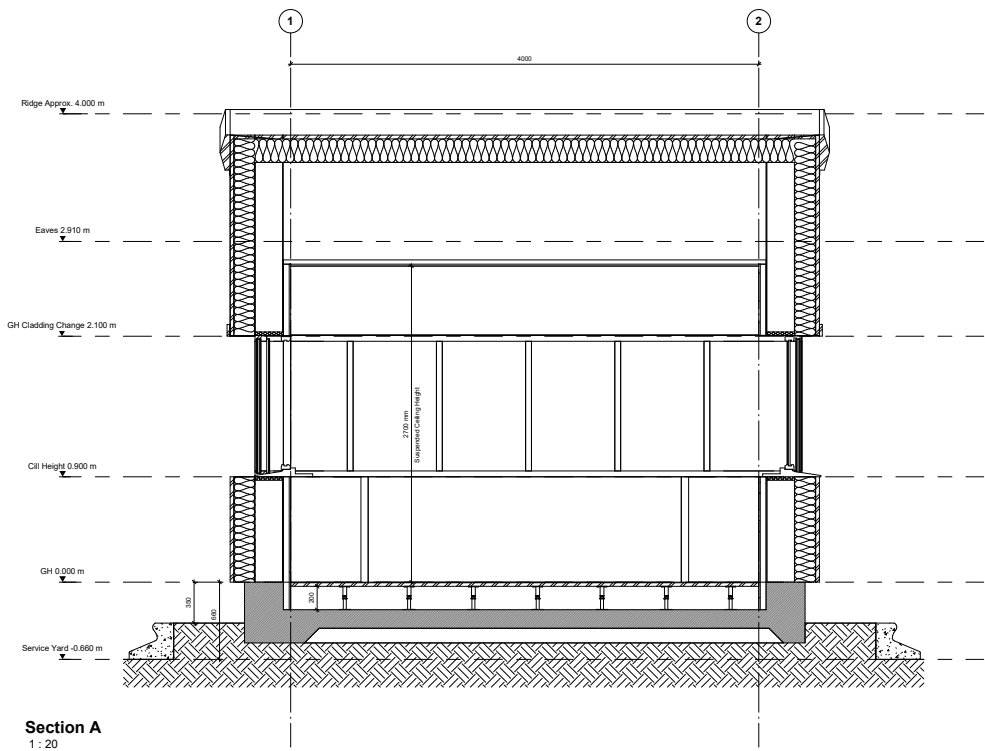
05 DEVELOPMENT PROPOSAL

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.

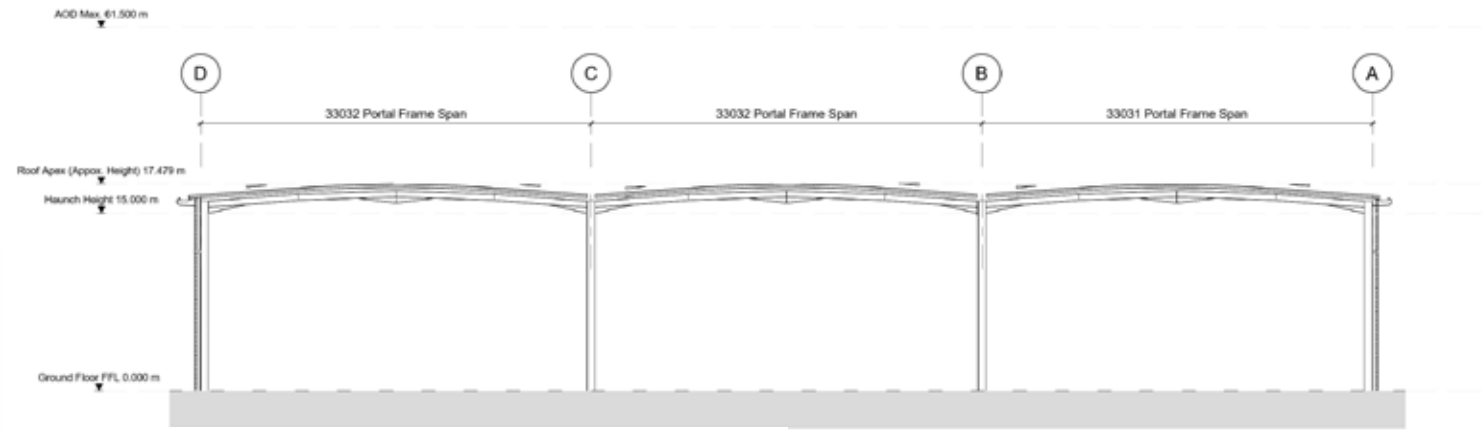
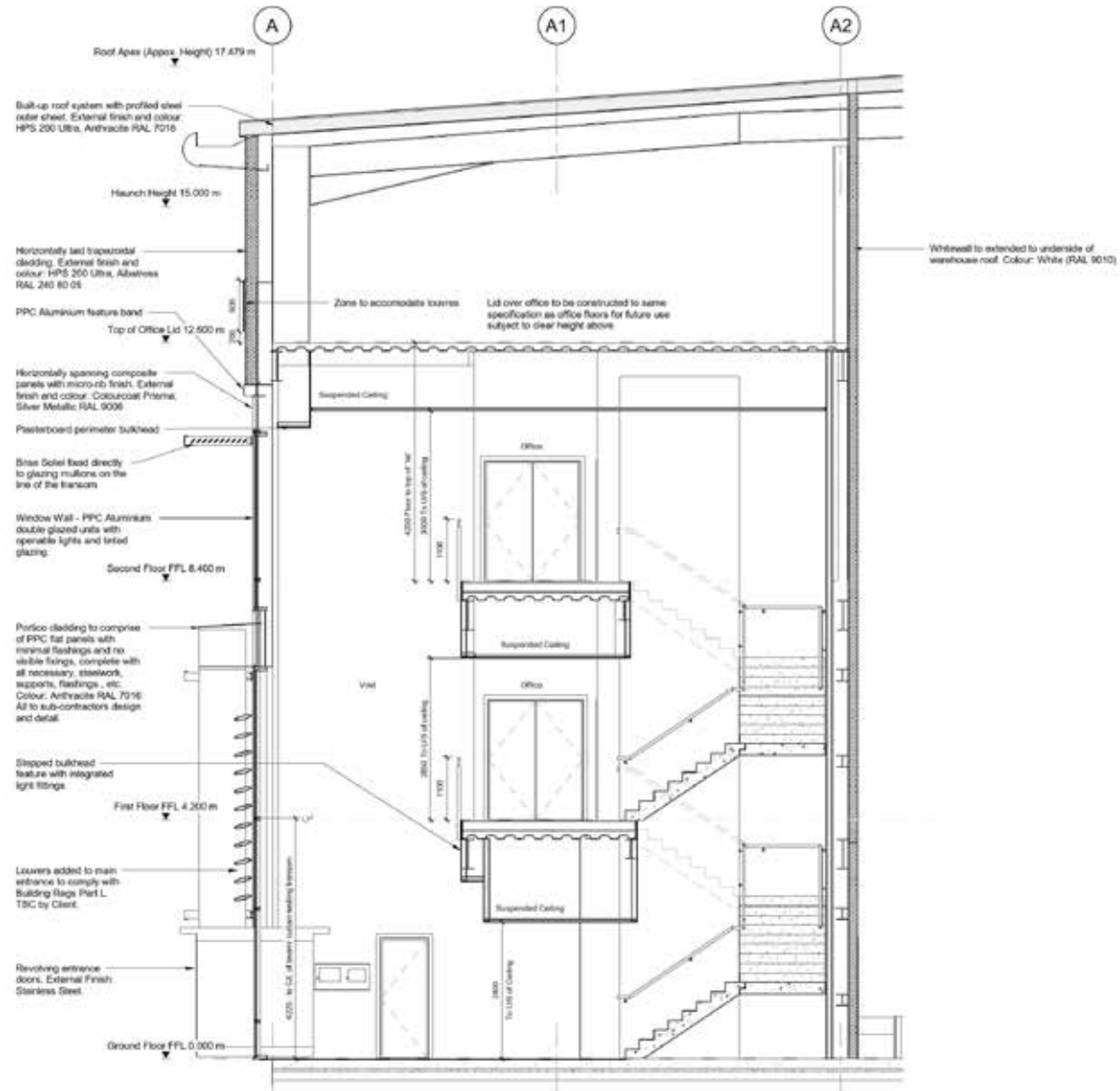
The result is the need for buildings with large volumes. Market and institutional requirements dictate that the larger the building, the higher it needs to be, allowing a greater height of racking within. The effective height of buildings such as this is usually defined as the 'clear height to the underside 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.

05 DEVELOPMENT PROPOSAL

05.17 UNIT 03 - SCALE, HEIGHT AND MASSING



The proposal represents a positive use of the site on a scale that is comparable with other developments within the local vicinity.

The proposal creates large facades, so the design of the elevation treatment must incorporate features to reduce the perceived scale.

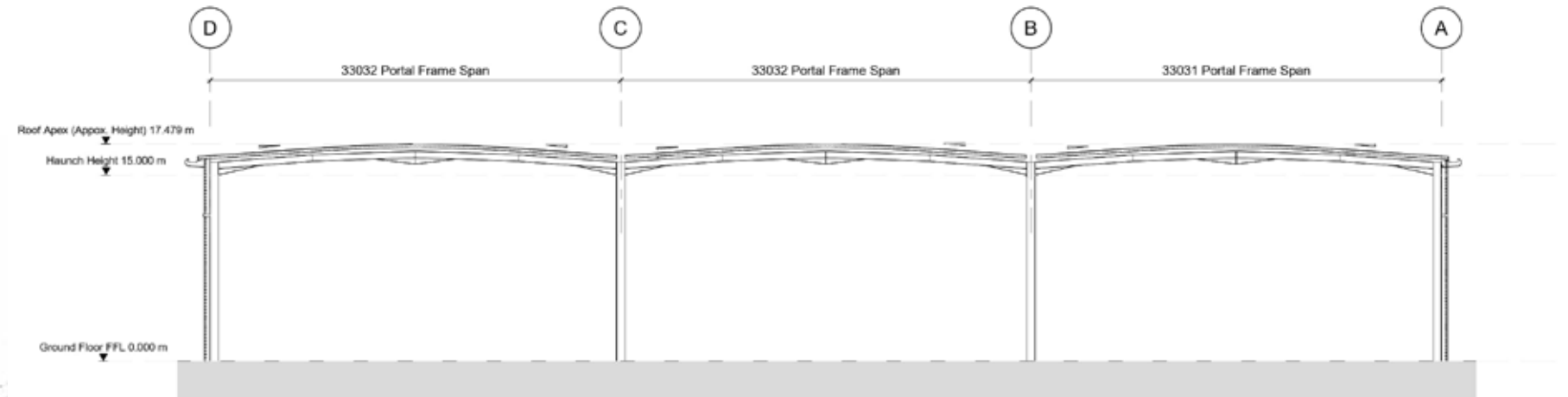
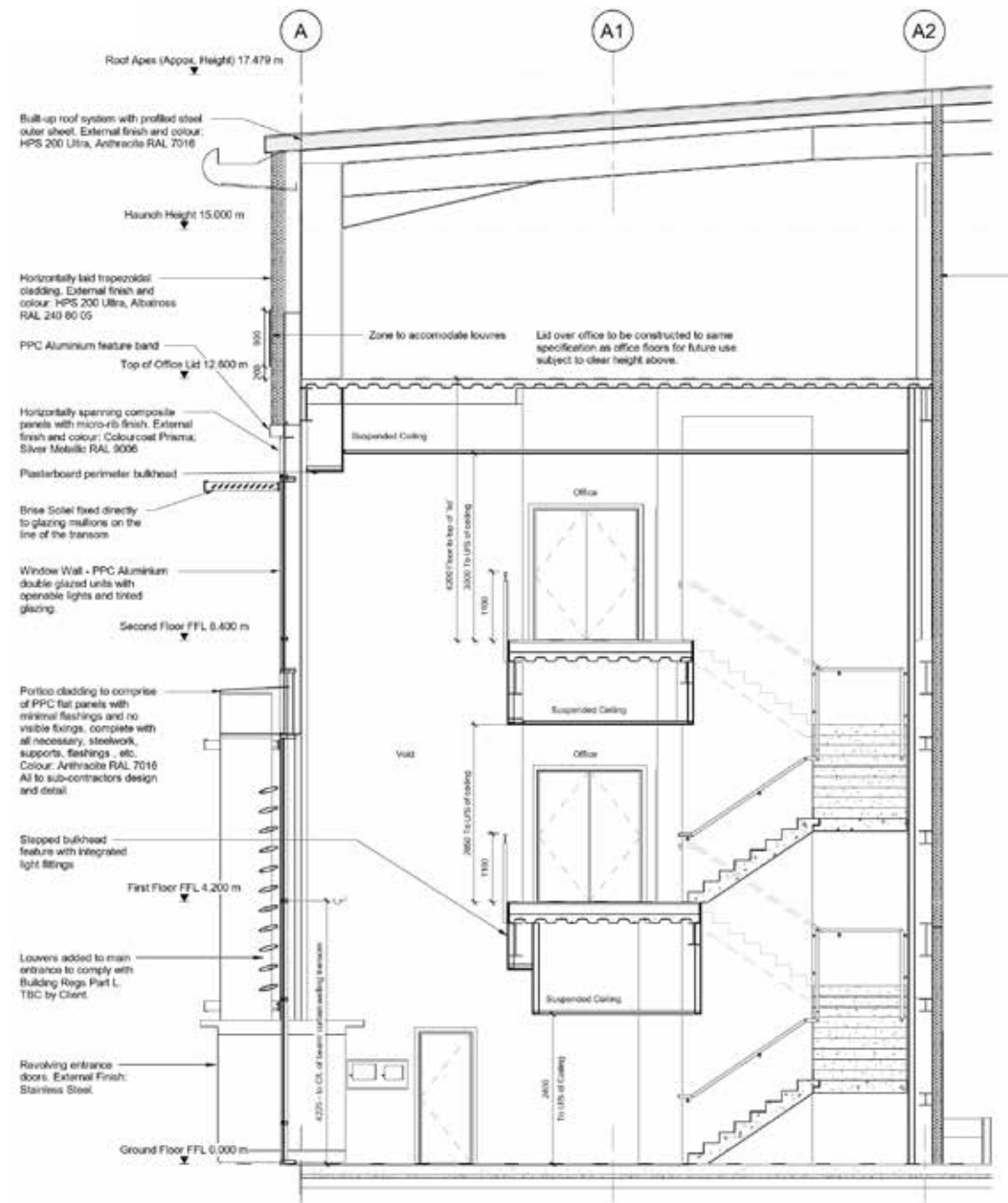
Buildings in this sector often have large critical internal heights to suit operational requirements, based on specific capacity / volumetric requirements and industry standard equipment and storage modules.

The heights of industrial / distribution buildings are generally dictated by the pallet racking heights within the building, which in turn are usually maximised to enable efficient storage volumetrics within a footprint. The footprint is usually determined by optimising portal frames.

Unit 3 proposes to have a clear internal height of **15.0m**, enabling the warehouse space requirements. This is in addition to 2 floors of office space and a two storey transport office. The building will have a built up barrel roof giving a maximum apex height of **17.479m**. This height is comparable to some of the buildings that sit in the immediate context.

05 DEVELOPMENT PROPOSAL

05.18 UNIT 04 - SCALE, HEIGHT AND MASSING



The proposal represents a positive use of the site on a scale that is comparable with other developments within the local vicinity.

The proposal creates large facades, so the design of the elevation treatment must incorporate features to reduce the perceived scale.

Buildings in this sector often have large critical internal heights to suit operational requirements, based on specific capacity / volumetric requirements and industry standard equipment and storage modules.

The heights of industrial / distribution buildings are generally dictated by the pallet racking heights within the building, which in turn are usually maximised to enable efficient storage volumetrics within a footprint. The footprint is usually determined by optimising portal frames.

Unit 04 proposes to have a clear internal height of **15.0m**, enabling the warehouse space requirements. This is in addition to 2 floors of office space and a two storey transport office. The building will have a built up barrel roof giving a maximum apex height of **17.479m**. This height is comparable to some of the buildings that sit in the immediate context.



06 ACCESS

06.1 PROPOSED VEHICULAR ACCESS

- Masterplan Boundary
- Application Boundary
- HGV Access
- Car Access / Cycle Access
- Emergency Vehicle Access
- Green Cycle/ Bridleway



VEHICULAR ACCESS

Vehicular access to the units will be via proposed new central service road which connects to Cronton Road.

There will be two separate car parks to the north and south of Unit 03 and a single car park to the south of Unit 04. The entrances to these can be accessed from the proposed road connecting to Cronton Road. HGV access to the unit can be accessed from the same road.

Car parking standards are appropriate for the use class in question. Provision has been made for covered secure cycle shelters stands to be located adjacent to the main office block.

Service yard areas will be formed in concrete surfacing, to provide a robust base for vehicle manoeuvring.

06 ACCESS

06.2 PROPOSED PEDESTRIAN AND CYCLE ACCESS

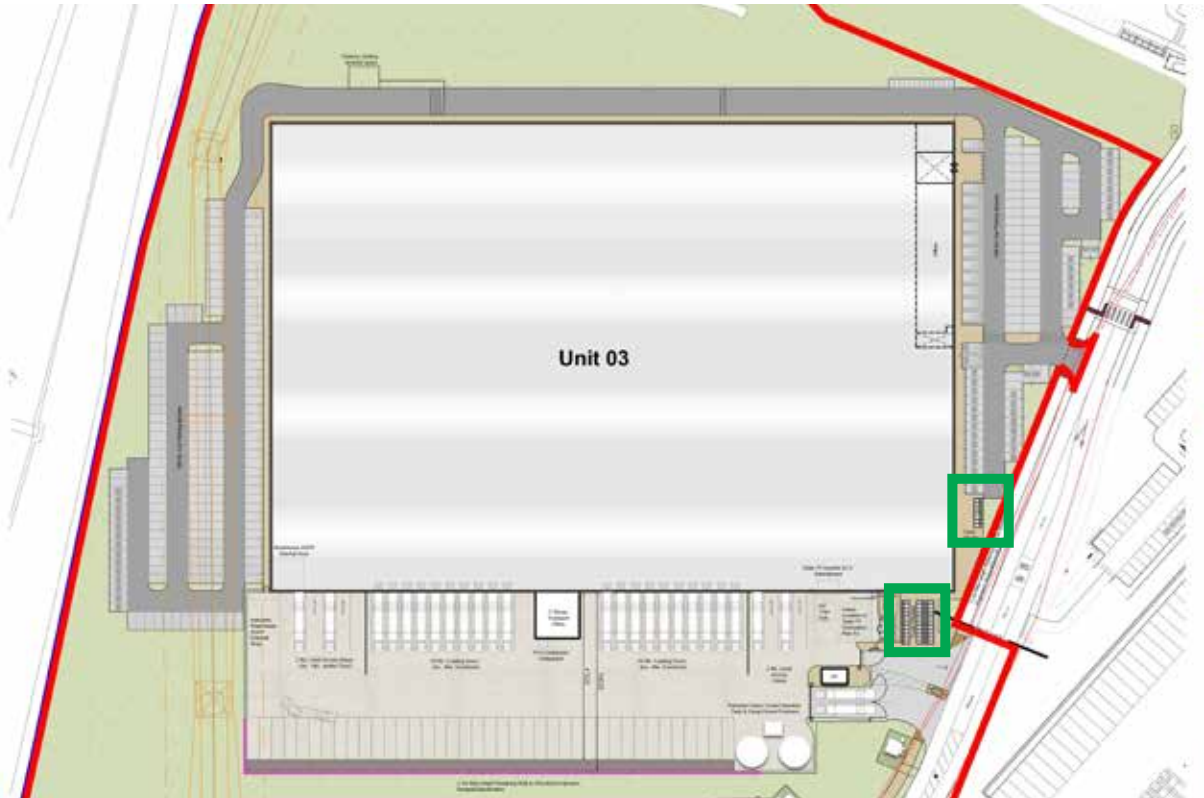
UNIT 03 - PEDESTRIAN AND CYCLE ACCESS

Footpaths will lead from the access road, via the car park, up to the office main entrances. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving extended around offices and to the building perimeter.

Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian / cyclist.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays are located as close to the main entrance as possible, with 10 cycle shelters (for 100 cycles) providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and the building. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty.

All main entrances into the unit will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.



Cycle Shelters
10 shelters for 100 cycles

UNIT 04 - PEDESTRIAN AND CYCLE ACCESS

Footpaths will lead from the access road, via the car park, up to the office main entrances. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving extended around offices and to the building perimeter.

Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian / cyclist.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays are located as close to the main entrance as possible, with 8 cycle shelters (for 80 cycles) providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and the building. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty.

All main entrances into the unit will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.



Cycle Shelters
8 shelters for 80 cycles