05 DEVELOPMENT PROPOSAL

05 DEVELOPMENT PROPOSAL

05.1 ILLUSTRATIVE SITE PLAN



Proposed Illustrative Site Plan

The proposed site layout is illustrated on UMC Architects planning drawing 23168-UMC-XXXX-SI-DR-A-0601_ Proposed 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 50 cars has been provided through the use of a grade level car park, which includes 9 accessible parking 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.

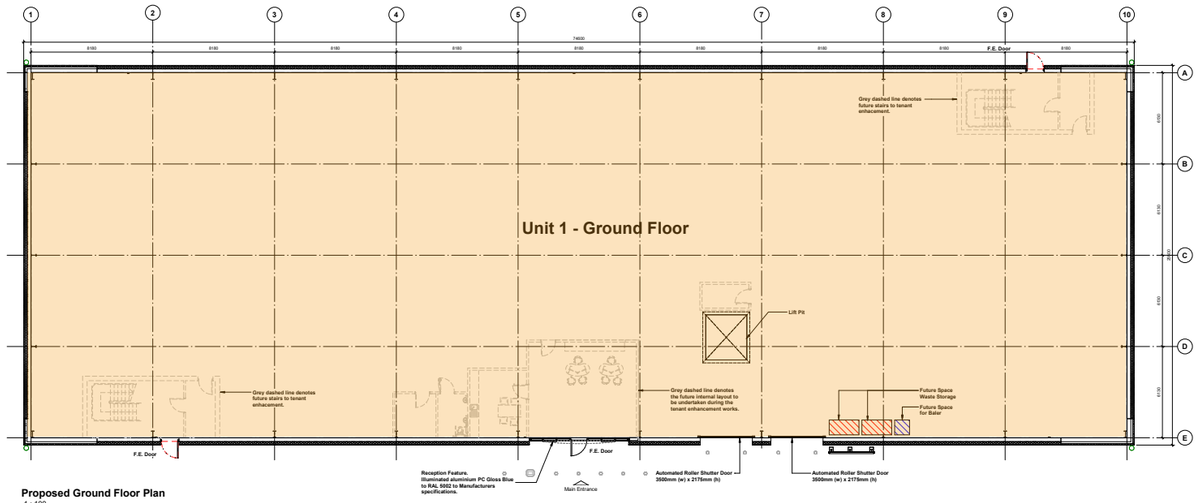
KEY

1. WAREHOUSES
2. CAR PARK AREA
3. CAR/HGV ENTRANCE
4. CAR/HGV EXIT
5. SERVICE YARD
6. LANDSCAPING
7. LEVEL ACCESS ENTRY
8. CYCLE SHELTER

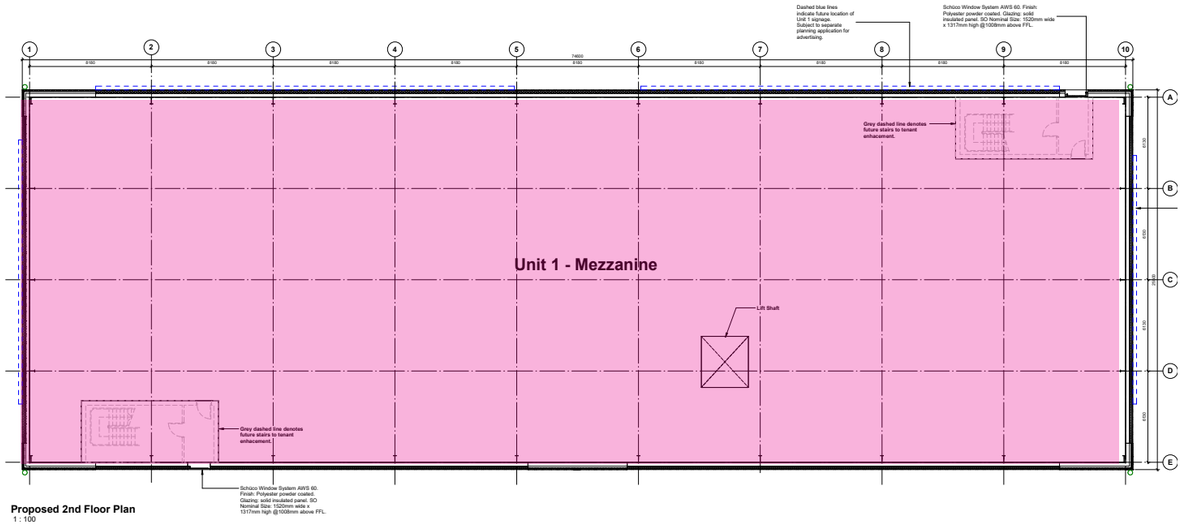
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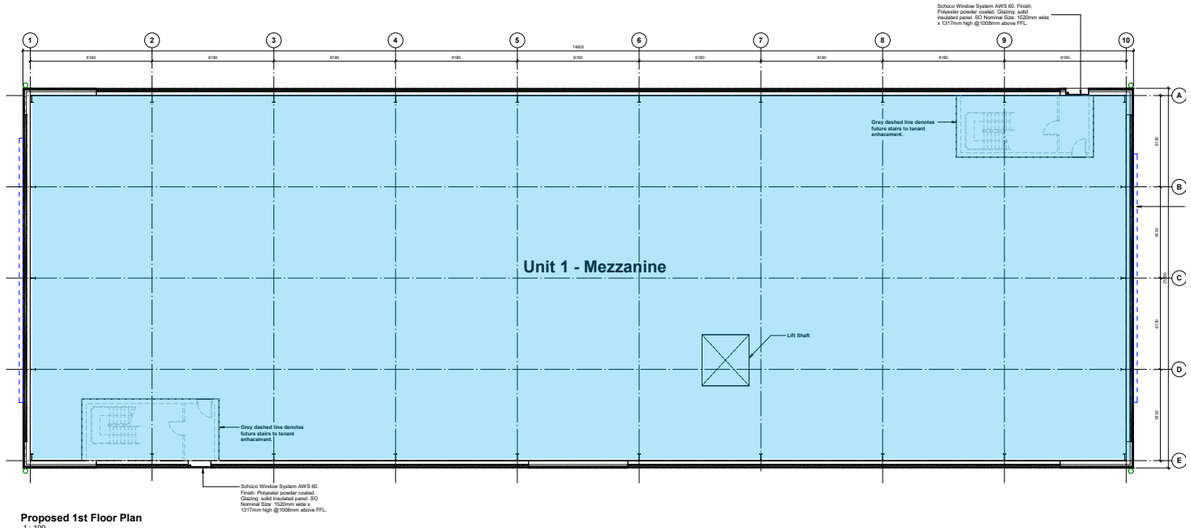
05.2 UNIT 1 FLOOR PLAN



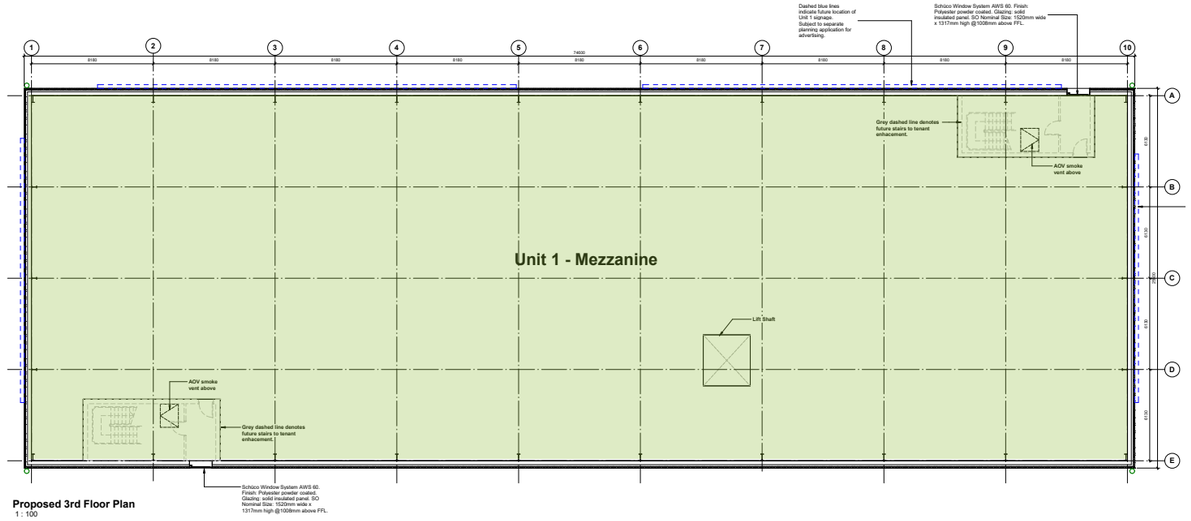
Proposed Ground Floor Plan
1 : 100



Proposed 2nd Floor Plan
1 : 100



Proposed 1st Floor Plan
1 : 100



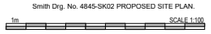
Proposed 3rd Floor Plan
1 : 100

Schedule of Accommodation - Unit 1 (GIA) PLANNING		
Name	Area(m²)	Area (ft²)
Ground Floor	1805.0 m²	19428.5 ft²
Mezzanine First Floor	1805.0 m²	19428.5 ft²
Mezzanine Second Floor	1805.0 m²	19428.5 ft²
Mezzanine Third Floor	1805.0 m²	19428.5 ft²
Total: 4	7219.9 m²	77713.9 ft²

Schedule of Accomodation - Unit 1 (GEA) PLANNING		
Name	Area m2	Area ft
Ground Floor	1902.3 m²	20476.1 ft²
Mezzanine First Floor	1902.3 m²	20476.2 ft²
Mezzanine Second Floor	1902.3 m²	20476.2 ft²
Mezzanine Third Floor	1902.3 m²	20476.2 ft²
Total: 4	7609.2 m²	81904.6 ft²



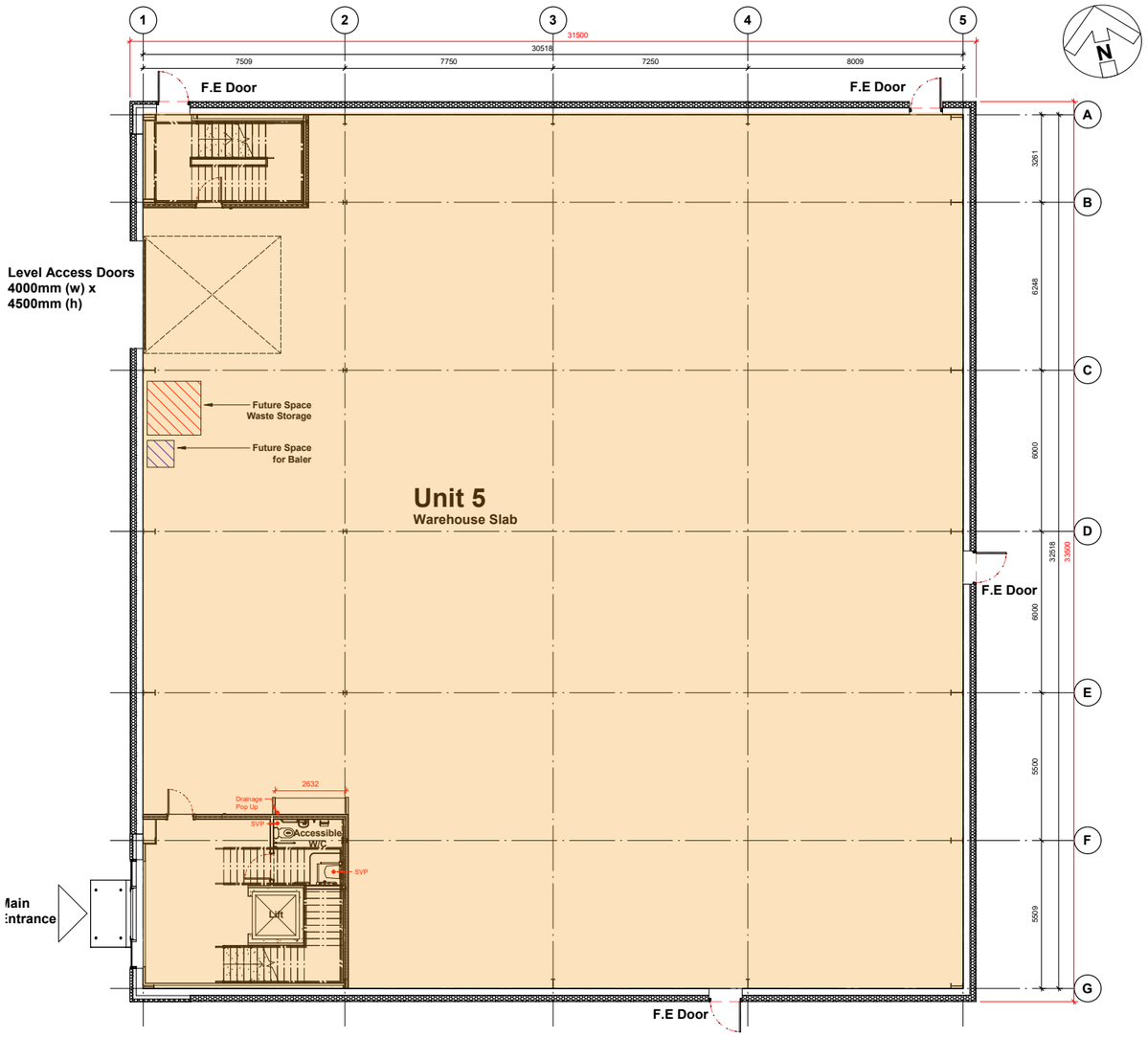
Smith Drg. No. 4845-SK02 PROPOSED SITE PLAN.



Schedule of Accommodation Table: Unit 1

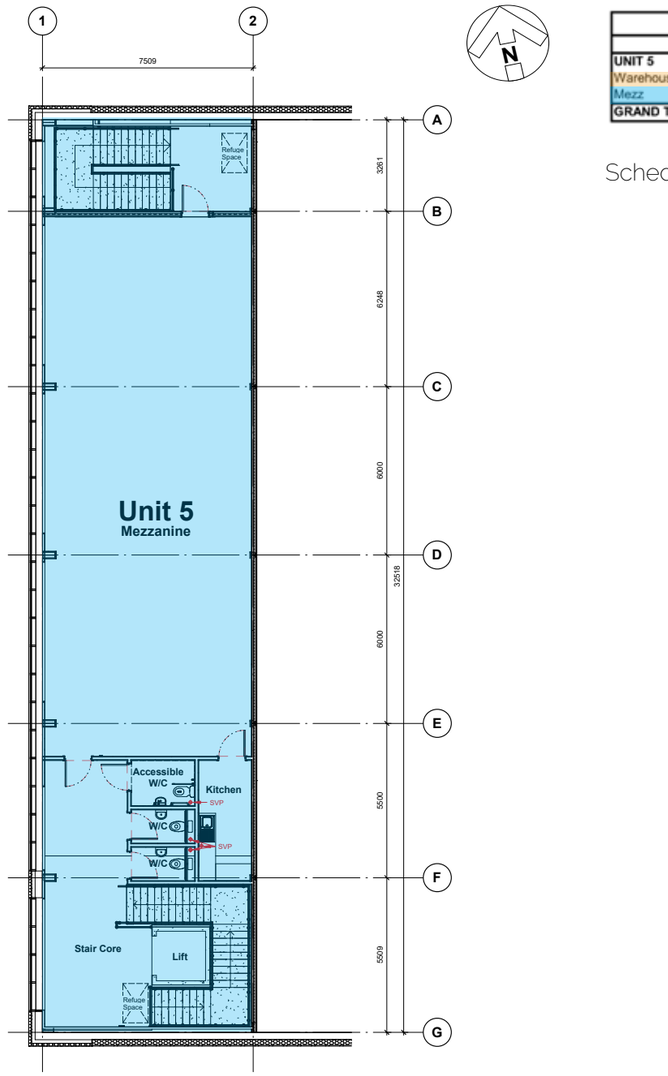
05 DEVELOPMENT PROPOSAL

05.3 UNIT 5 FLOOR PLAN



Unit 5 Ground Floor Plan

As per extant planning permission 138914/FO/2023



Unit 5 First Floor Office Plan

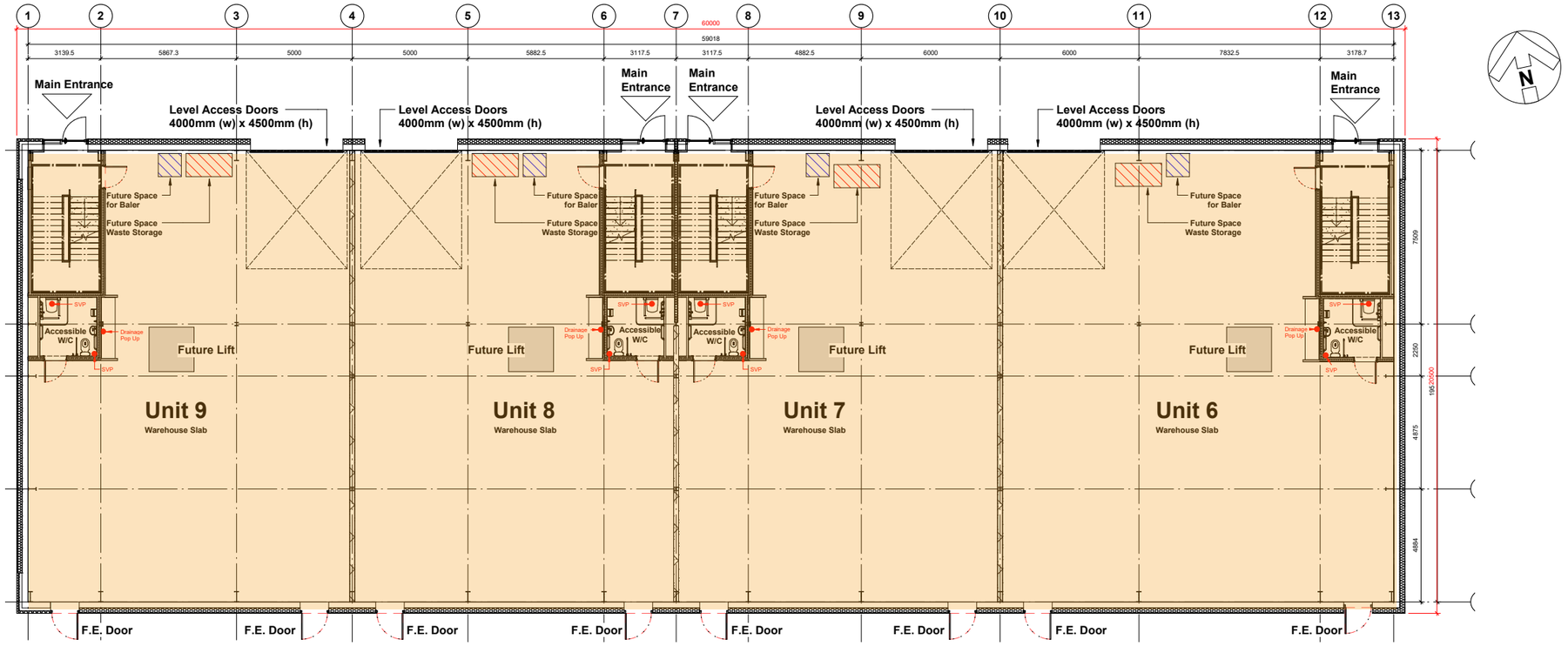
As per extant planning permission 138914/FO/2023

Schedule of Accommodation Unit 5					
	GIA		GEA		Mezz %
UNIT 5	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	992.0	10677.8	1055.0	11355.9	
Mezz	244.0	2626.4	273.0	2938.5	
GRAND TOTAL	1236.0	13304.2	1328.0	14294.5	20%

Schedule of Accommodation Table: Unit 5

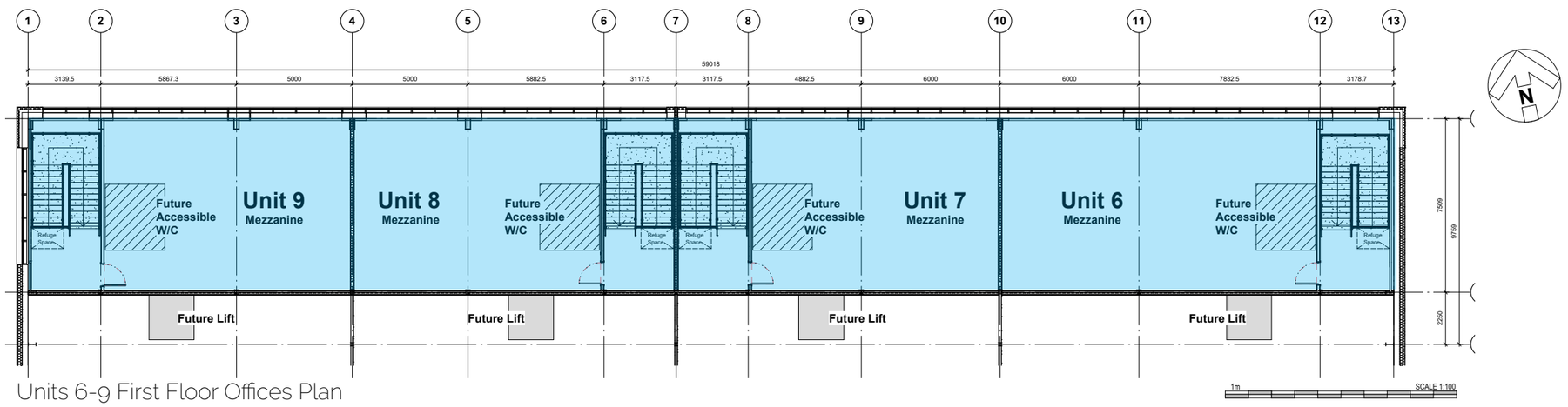
05 DEVELOPMENT PROPOSAL

05.4 UNITS 6-9 FLOOR PLAN



Units 6-9 Ground Floor Plan

As per extant planning permission 138914/FO/2023



Units 6-9 First Floor Offices Plan

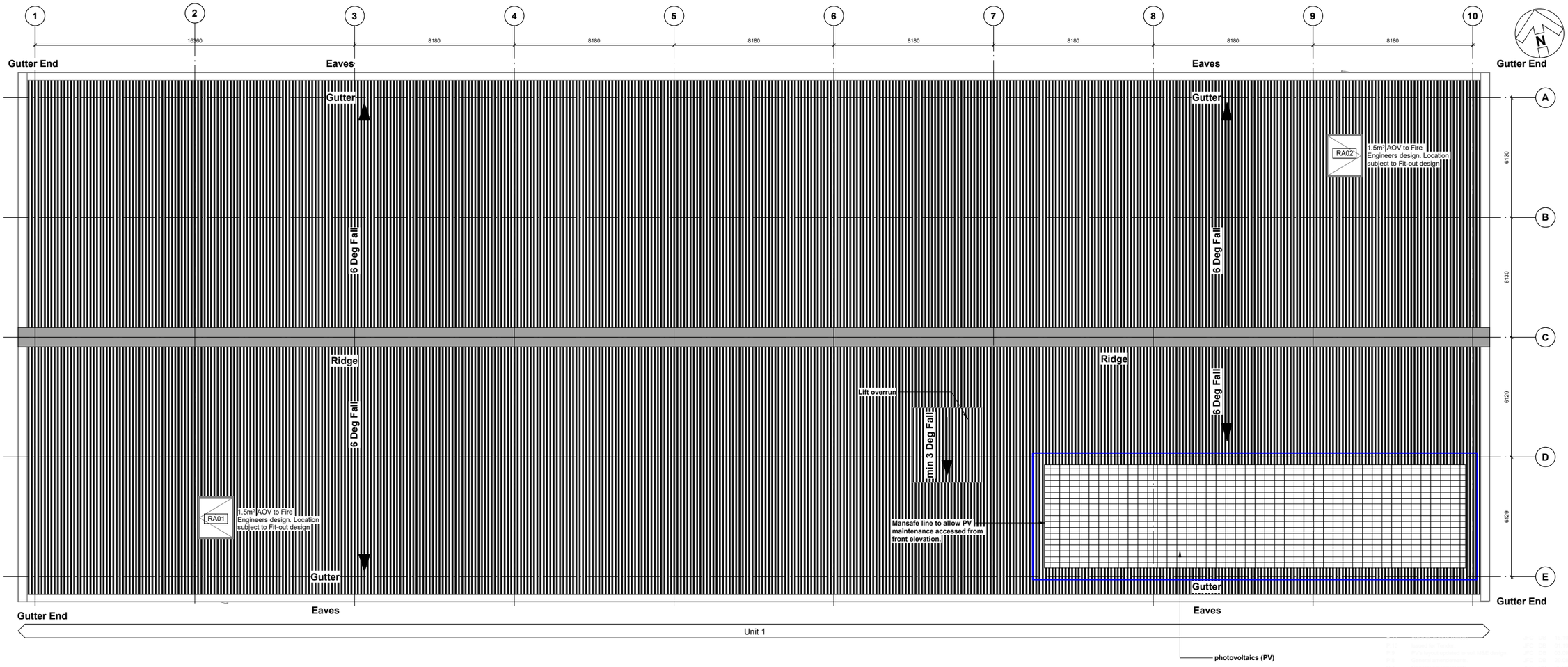
As per extant planning permission 138914/FO/2023

Schedule of Accommodation Units 6-9					
	GIA		GEA		Mezz %
UNIT 6	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	328.0	3530.6	359.0	3864.2	
Mezz	126.0	1356.3	143.0	1539.2	
Total	454.0	4886.8	502.0	5403.5	28%
UNIT 7	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	269.0	2895.5	287.0	3089.2	
Mezz	103.0	1108.7	114.0	1227.1	
Total	372.0	4004.2	401.0	4316.3	28%
UNIT 8	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	269.0	2895.5	287.0	3089.2	
Mezz	103.0	1108.7	114.0	1227.1	
Total	372.0	4004.2	401.0	4316.3	28%
UNIT 9	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	271.0	2917.0	297.0	3196.9	
Mezz	104.0	1119.4	118.0	1270.1	
Total	375.0	4036.5	415.0	4467.0	28%
GRAND TOTAL	1573.0	16931.6	1719.0	18503.1	

Schedule of Accommodation Table: Units 6-9

05 DEVELOPMENT PROPOSAL

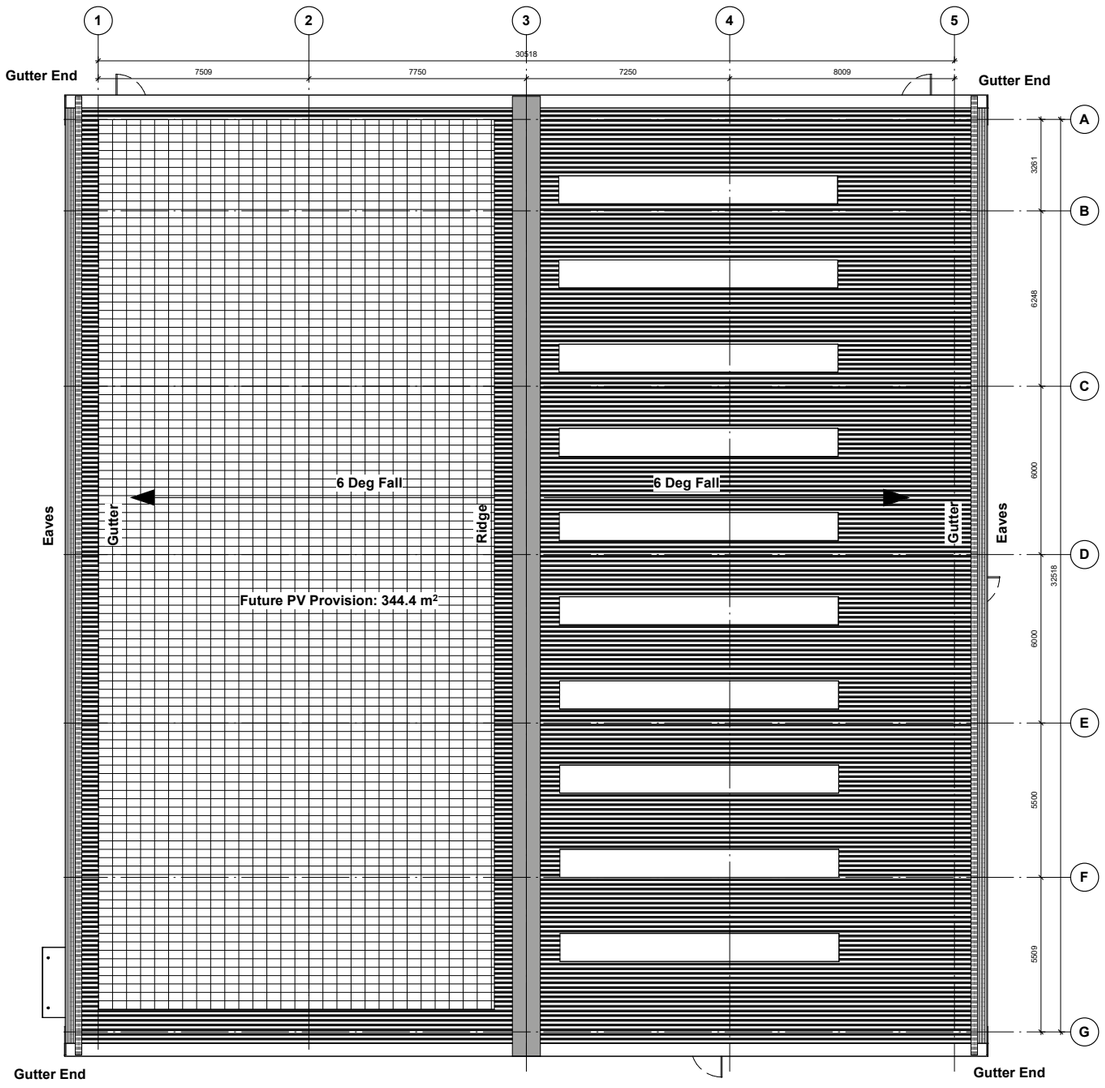
05.5 UNIT 1 ROOF PLAN



Unit 1 Roof Plan

05 DEVELOPMENT PROPOSAL

05.6 UNIT 5 ROOF PLAN

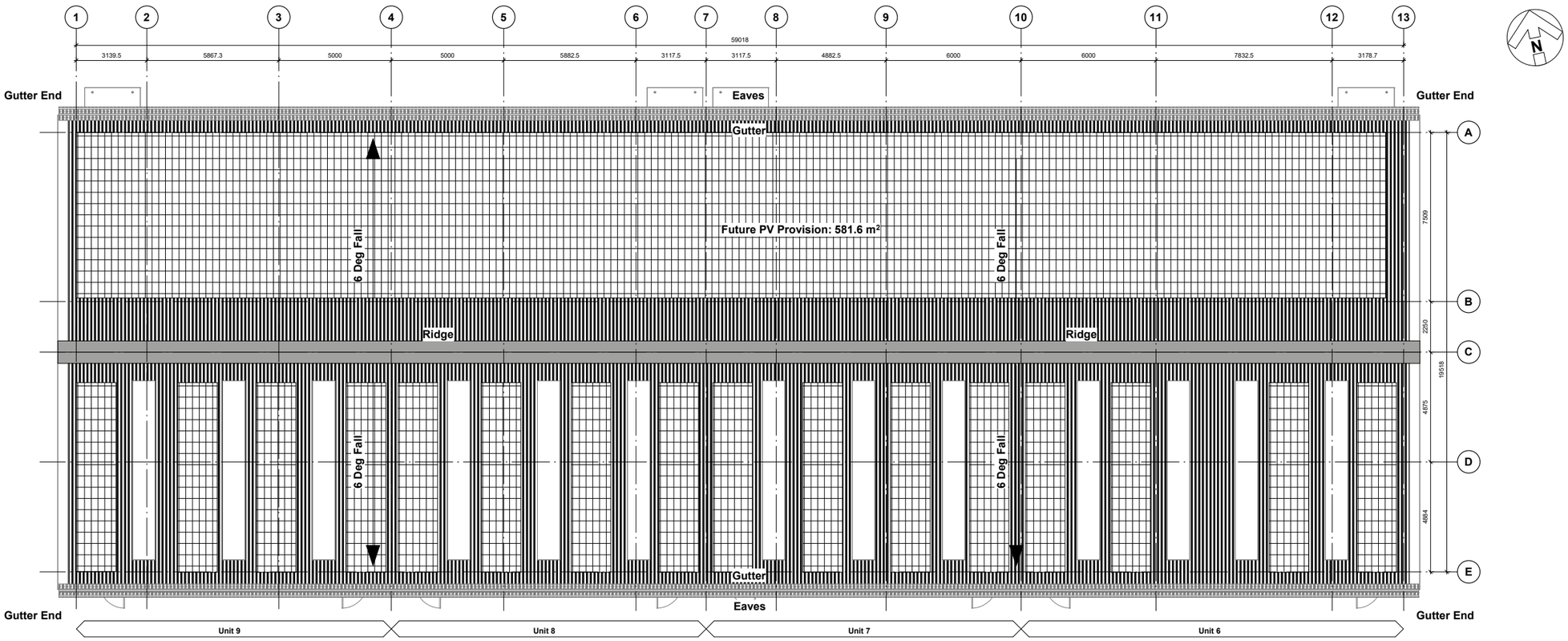


Unit 5 Roof Plan

As per extant planning permission 138914/FO/2023

05 DEVELOPMENT PROPOSAL

05.7 UNITS 6-9 ROOF PLAN



Units 6-9 Roof Plan

As per extant planning permission 138914/FO/2023

05 DEVELOPMENT PROPOSAL

05.8 UNIT APPEARANCE

The proposed developments represent high-quality units that integrate thoroughly with the surrounding industrial estate and natural context. All buildings on the site are to be co-ordinated in terms of materials, to include the same cladding finishes and colours, so that the units read together as one 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. There is a continuous flashing boundary with gutters and rainwater down pipes to match the cladding.

The material will be a combination of horizontally laid trapezoidal profiled cladding panel systems with a Tata Colourcoat finish. The colours proposed will be gull grey for the inner cladding, and for the outer, it will be a horizontally laid microrib profiled cladding panel system in merlin grey.

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 with a unit number feature detail.

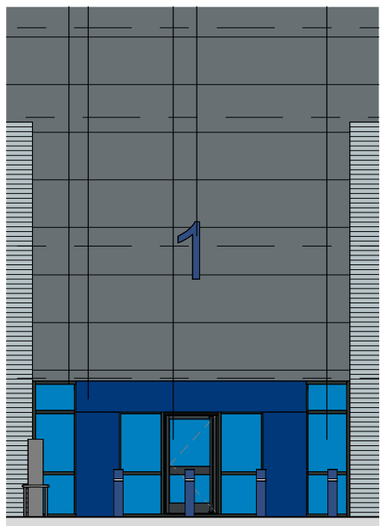
Flashings will be in Merlin Grey to blend in with the cladding below. The pitched roof is a standard goosewing grey. Windows will have grey frames to match the gull grey cladding with anti-sun glazing.



Unit 5 Elevation

05.81 SECTION 73 PROPOSAL APPEARANCE

The proposed changes from the approved scheme in relation to appearance, consist of a variation of colour within window and cladding reveals, and unit numbering. Blue instead of Green is being proposed.



Blue
(RAL 5002)

1 Merlin Grey
(RAL 180 40 05)

2 Gull Grey
(RAL 240 80 05)

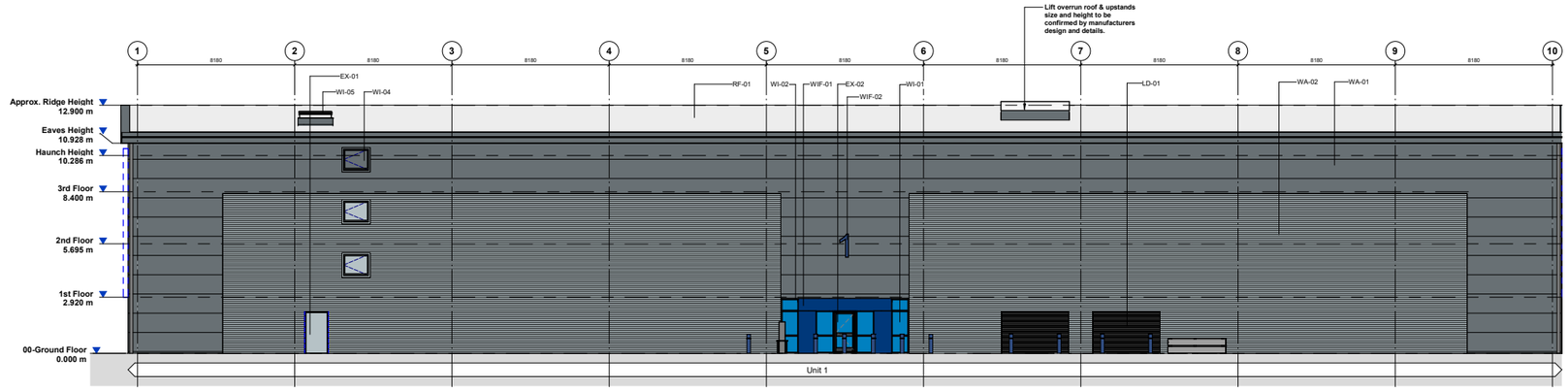
3 May Green
(RAL 6018)

4 Roof: Goosewing Grey
(RAL 080 70 05)

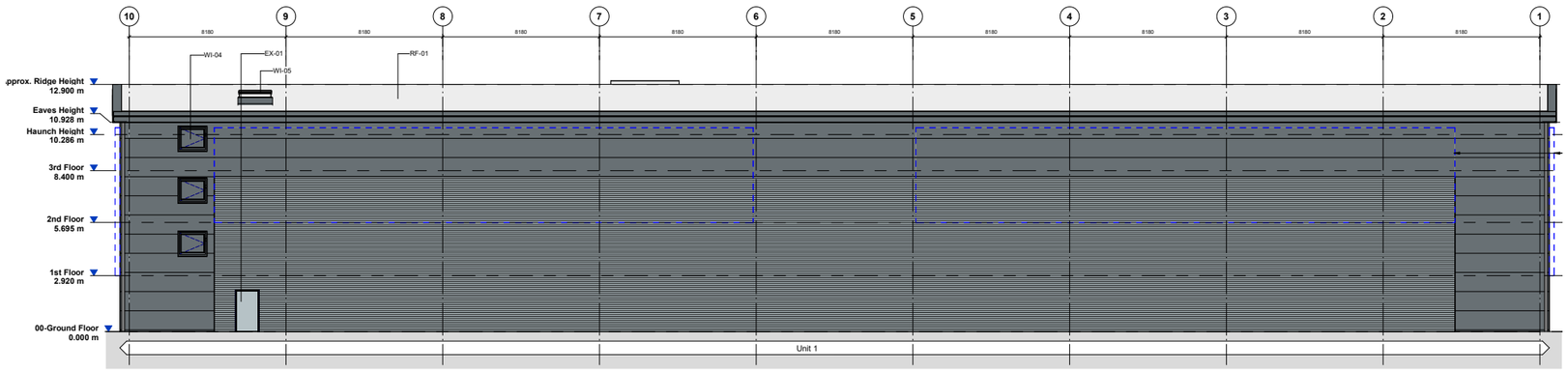
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05 DEVELOPMENT PROPOSAL

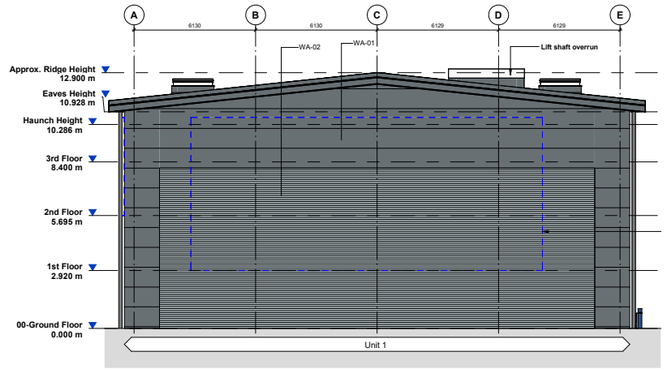
05.9 UNIT 1 ELEVATIONS



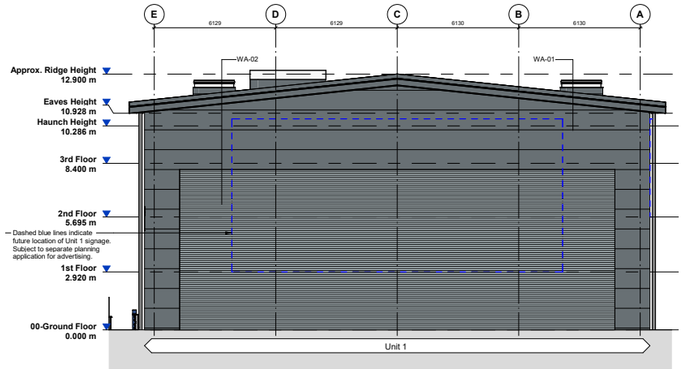
Proposed Front Elevation
1 : 100



Proposed Rear Elevation
1 : 100



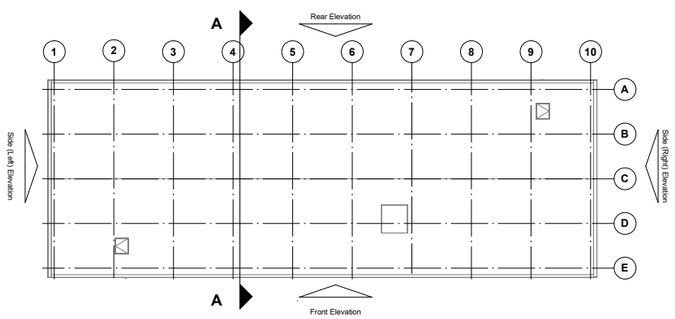
Proposed Side (Left) Elevation
1 : 100



Proposed Side (Right) Elevation
1 : 100



Proposed Side (Left) Elevation
1 : 100



Key Plan (NTS)
1 : 300

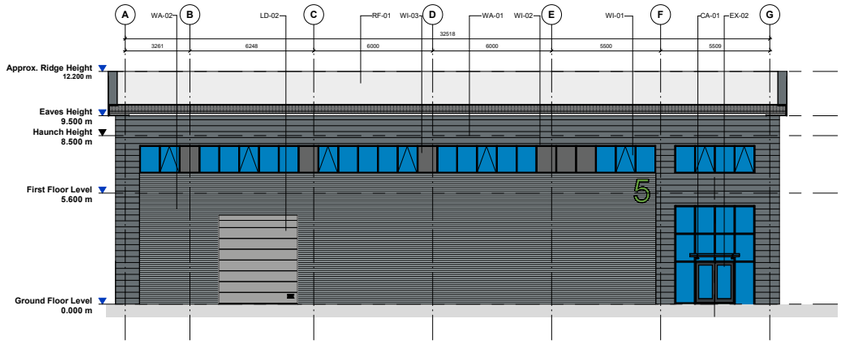
Material Key	
Key Value	Material
EX-01	Steel insulated security door & frame. Colour: To match adjacent cladding.
EX-02	Comar 7Pi Thermally Broken Doors. Finish: Polyester powder coated. Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016).
LD-01	Loading bay door Colour: Slate Grey.
RF-01	Trapezoidal profiled roof cladding panels. Finish: XL Forte. Colour: Goosewing Grey (RAL 080 70 05).
WA-01	Horizontally laid Microrib cladding panel system. Colour: Merlin Grey (RAL 180 40 05).
WA-02	Horizontally laid trapezoidal profiled cladding panel system. Colour: Gull Grey (RAL 240 80 05).
WI-01	Thermally broken polyester powder coated aluminium curtain wall. Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016).
WI-02	All reveals to ribbon windows, doors & roller shutter doors to be May Green (RAL 6018).
WI-04	Schuco Window System AWS 60. Finish: Polyester powder coated. Glazing: solid insulated panel. SO Nominal Size: 1520mm wide x 1317mm high @1008mm above FFL. Colour: to match adjacent cladding.
WI-05	AOV - Smoke Vent.
WIF-01	Reception Feature. Illuminated aluminium PC Gloss Blue (RAL 5002) to Manufacturers specifications.
WIF-02	Unit numbering to be 3mm powder coated aluminium using colour matched secret fixings. Finish: Colourcoat HPS 200 Ultra. Colour: Blue (RAL 5002)

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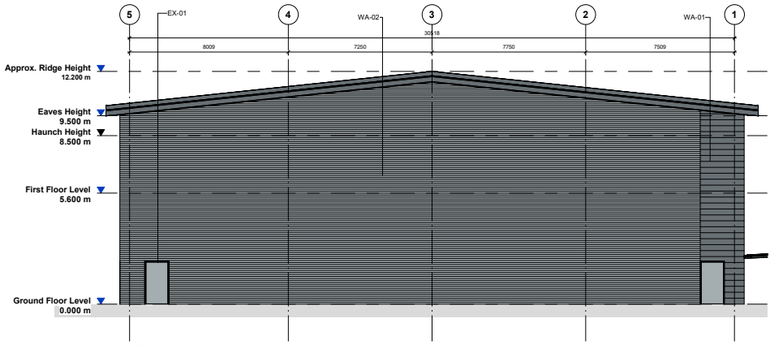
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05.10 UNIT 5 ELEVATIONS

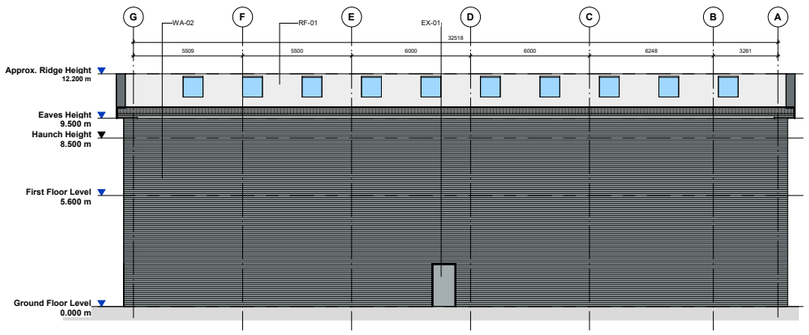
As per extant planning permission 138914/FO/2023



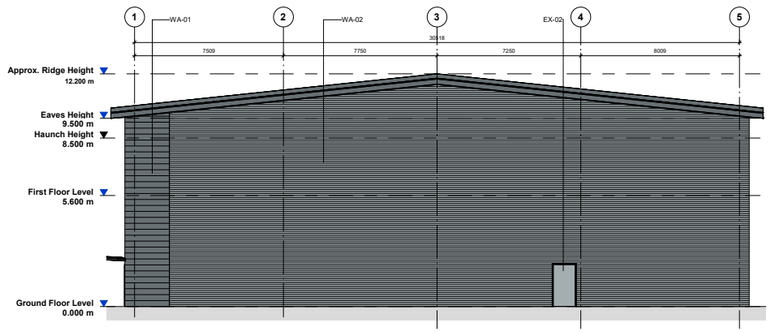
Front Elevation
1 : 100



Side (Left) Elevation
1 : 100

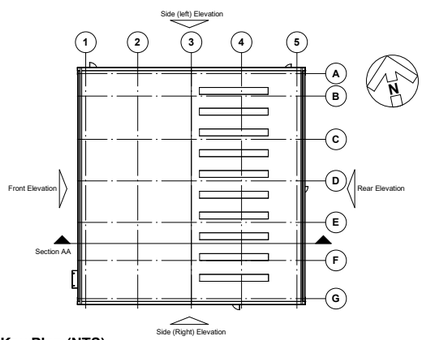


Rear Elevation
1 : 100



Side (Right) Elevation
1 : 100

1m SCALE 1:100



Key Plan (NTS)

Material Key	
Key Value	Material
CA-01	Glazed canopy to project 1.2m on support rods. 34mm profile perpendicular to wall, 72mm O/A; Alucobond soffit and fascia. Frame Colour: Anthracite (RAL 7016)
EX-01	Steel insulated security door & frame. Colour: To match adjacent cladding.
EX-02	Comar 7Pi Thermally Broken Doors. Finish: Polyester powder coated. Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016).
LD-02	Loading bay door Colour: Slate Grey.
RF-01	Trapezoidal profiled roof cladding panels. Finish: Tata Colorcoat HPS200 Ultra. Colour: Goosewing Grey (RAL 7038).
WA-01	Horizontally laid Microrib cladding panel system. Colour: Merlin Grey (RAL 180 40 05).
WA-02	Horizontally laid trapezoidal profiled cladding panel system. Colour: Gull Grey (RAL 240 80 05).
WI-01	Thermally broken polyester powder coated aluminium curtain wall. Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016).
WI-02	All reveals to ribbon windows, doors & roller shutter doors to be May Green (RAL 6018).
WI-03	Spandral Panel as per specification.

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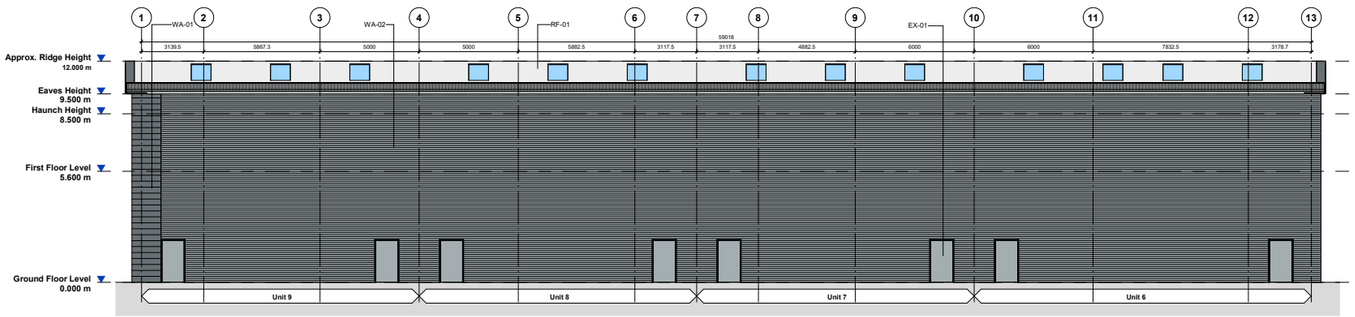
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05.11 UNITS 6-9 ELEVATIONS

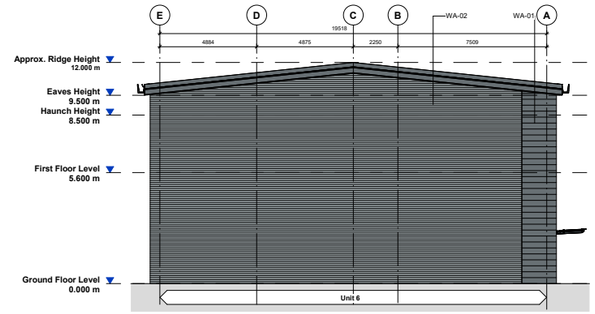
As per extant planning permission 138914/FO/2023



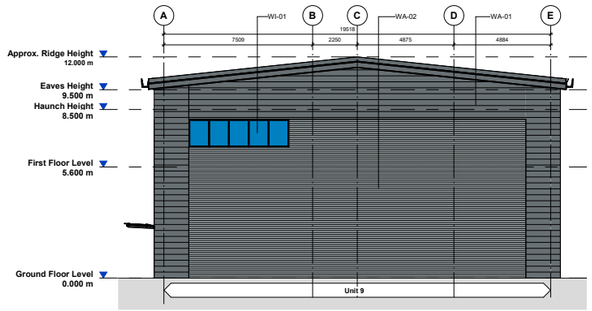
Front Elevation
1 : 100



Rear Elevation
1 : 100

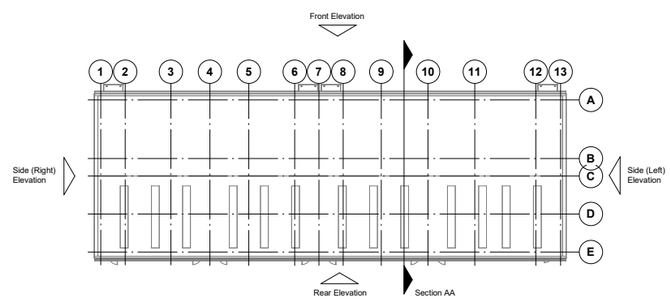


Side (Left) Elevation
1 : 100



Side (Right) Elevation
1 : 100





Key Plan (NTS)



Material Key	
Key Value	Material
CA-01	Glazed canopy to project 1.2m on support rods. Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016)
EX-01	Steel insulated security door & frame Colour: To match adjacent cladding
EX-02	Comar 7Pi Thermally Broken Doors. Finish: Polyester powder coated. Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016)
LD-01	Loading dock door Colour: Slate Grey
RF-01	Trapezoidal profiled roof cladding panels.
WA-01	Horizontally laid Microrib cladding panel system Colour: Merlin Grey (RAL 180 40 05
WA-02	Horizontally laid trapezoidal profiled cladding panel system Colour: Gull Grey (RAL 240 80 05)
WI-01	Thermally broken polyester powder coated aluminium windows Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016)
WI-02	All reveals to ribbon windows, doors & roller shutter doors to be May Green RAL 6018).
WI-03	Spandral Panel as per specification

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05.12 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 E(g) iii(industrial processes) / B2 (general industrial) and B8 (storage and distribution).

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 and customer reception offices supporting distribution and management elements.
- Service yards that allow sufficient circulation
- Cycle storage
- Car parking for 50N° spaces - inc. 7 accessible spaces and 12 EVC ports, all other spaces to be passive with ducting installed for future proofing.

Schedule of Accommodation TOTAL					
	GIA		GEA		
	sq.m	sq.ft	sq.m	sq.ft	
OVERALL TOTAL	10,028.87	107,949.73	10,647.20	114,605.40	

05.13 PROPOSED AMOUNT

The 2.27 acre (0.92 hectare) plot plans to deliver 6 units consisting of 10,028.87m^2 (GIA) of commercial floor area in addition to a combined 1,360m^2 (GIA) of office space providing an overall footprint of 10,647.20m^2 (GEA).

The design is to meet normal Institutional Standards with a service yard provided to the southern side of unit 1, western side of units 5, and the northern side of units 6-9. These feature level entry doors are operationally required by most distribution occupiers. In addition to the 7 N° goods vehicle parking spaces, there is provision for 50 N° customer and staff car parking spaces.

The documents contained within the Planning Application provide further details of the proposed development, with this DAS describing the design principles, including building design, layout, access, scale, and landscaping.

The proposed site layout submitted as part of this application (drawing reference 23168-UMC-XXXX-SI-DR-A-0601_Proposed Site Plan) comprises of 7steel-framed, two-storey warehouses, with a mixture of adjoining ancillary offices and operational areas.

The development has a gross internal area of 10,028.87m^2 (107,949.73ft^2). With an individual plot density of 55.78%, significant space is left around the building for necessary vehicle loading manoeuvres and parking. 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.

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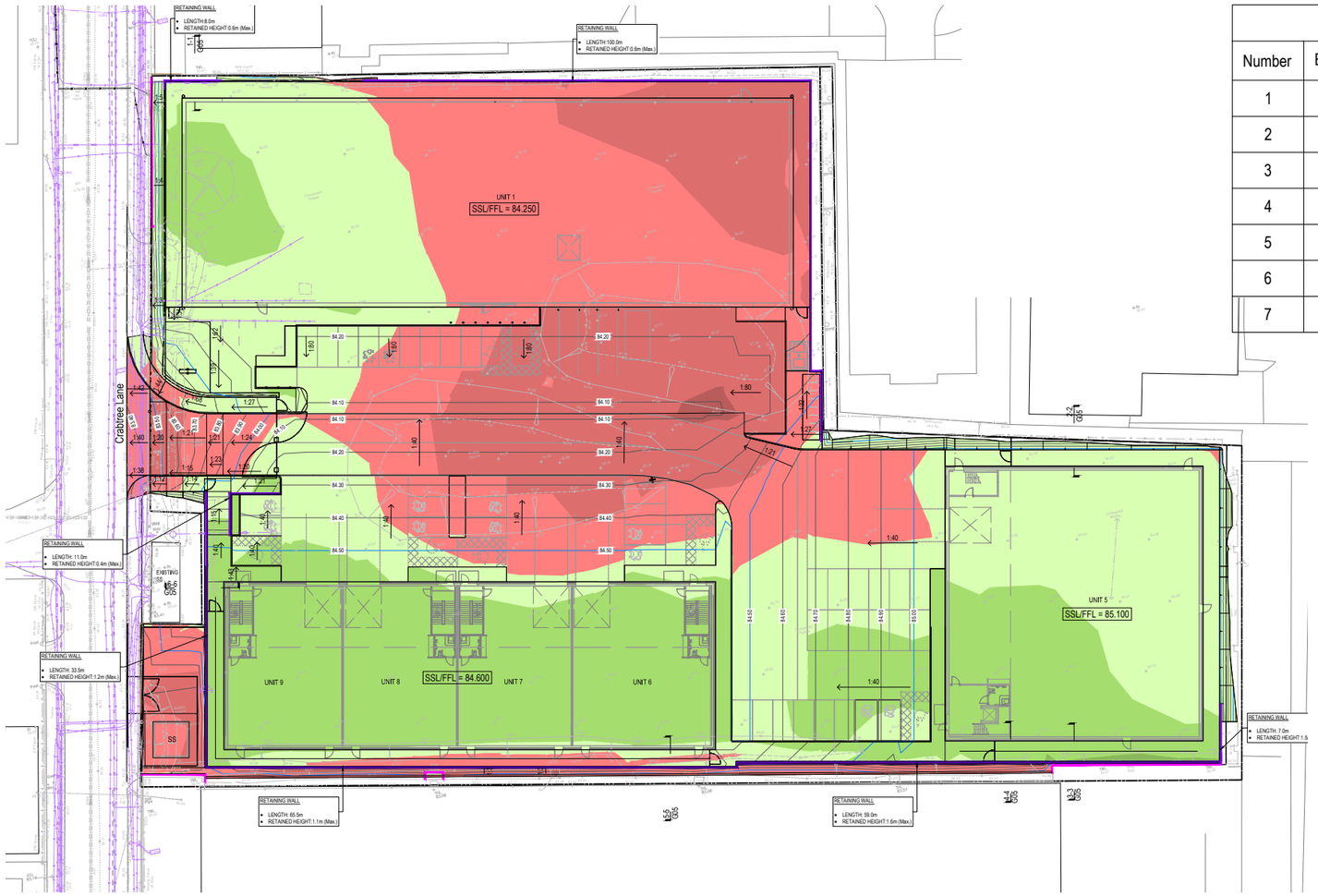
05.14 SCALE, HEIGHT AND MASSING

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

Clearly, the above creates large facades, and the design of the elevation treatment must incorporate features to reduce the perceived scale.

Buildings in this sector often have critical internal heights (usually between 8-12m to underside of haunch) 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.



Proposed Cut and Fill Earthworks Volumes Plan

CUT AND FILL BAND			
Number	Elevation Ranges	Elevation Ranges	Color
1	-2.000	-1.500	
2	-1.500	-1.000	
3	-1.000	-0.500	
4	-0.500	0.000	
5	0.000	0.500	
6	0.500	1.000	
7	1.000	1.500	

The Unit 1 comprise the construction of a self-storage warehouse shell on 3 levels of mezzanine with a minimum of 1.8 metres to the underside of the haunch from 3rd floor. This unit is the only one on the site that has enough space in the courtyard to turn around 11 metre long HGV's. The building will have a 6 degree pitched roof above the warehouse space, giving an approximate ridge height of 12.9m. The height of the building is similar to some in the immediate context.

Unit 5 has a clear internal height of 8.5m, enabling the warehouse space requirements. This is in addition to the mezzanine space which accommodates an office space. The roof is at a 6 degree pitch and has an approximate ridge height of 12.2m high. The height of the building is similar to some in the immediate context.

Units 6-9 are all within the same building, and have a clear internal height of 8.5m, enabling the warehouse space requirements. In addition is the mezzanine space which will accommodate office space, with future lift and w/c positions allocated. The 6 degree pitched roof allows for an approximate ridge height of 12m. The height of the building is similar to some in the immediate context.

Once built, the development site will accommodate a range of buildings slightly varying in height, similar to those on the adjacent industrial setting.

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