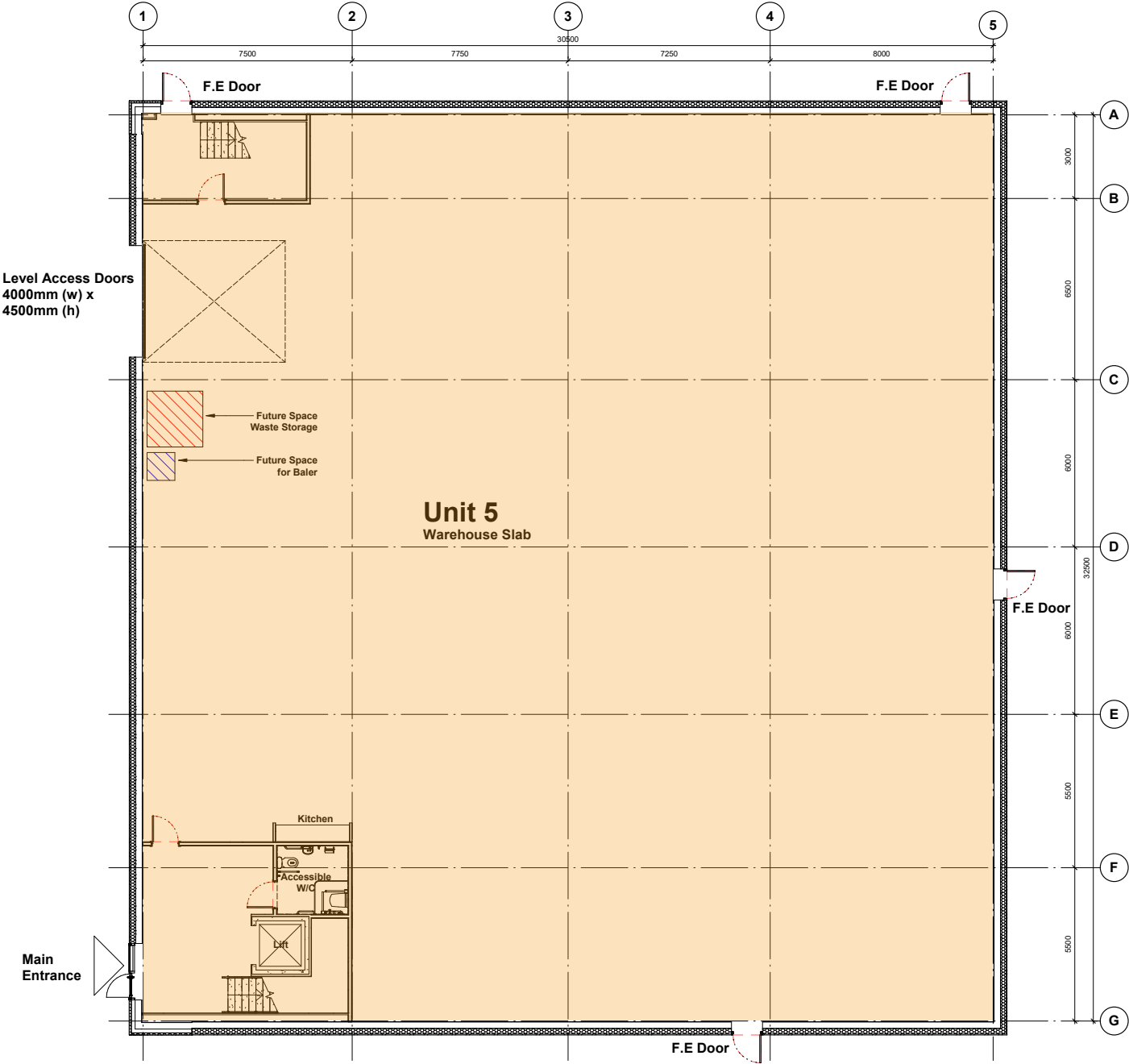
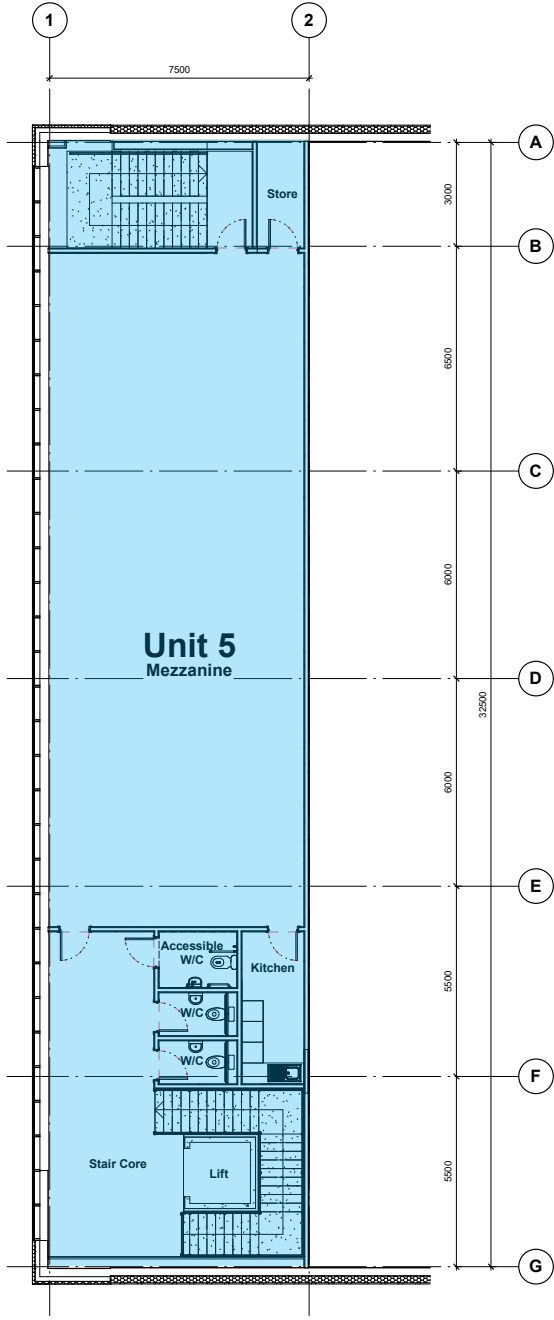


05 DEVELOPMENT PROPOSAL

05.7 UNIT 5 FLOOR PLAN



Unit 5 Ground Floor Plan



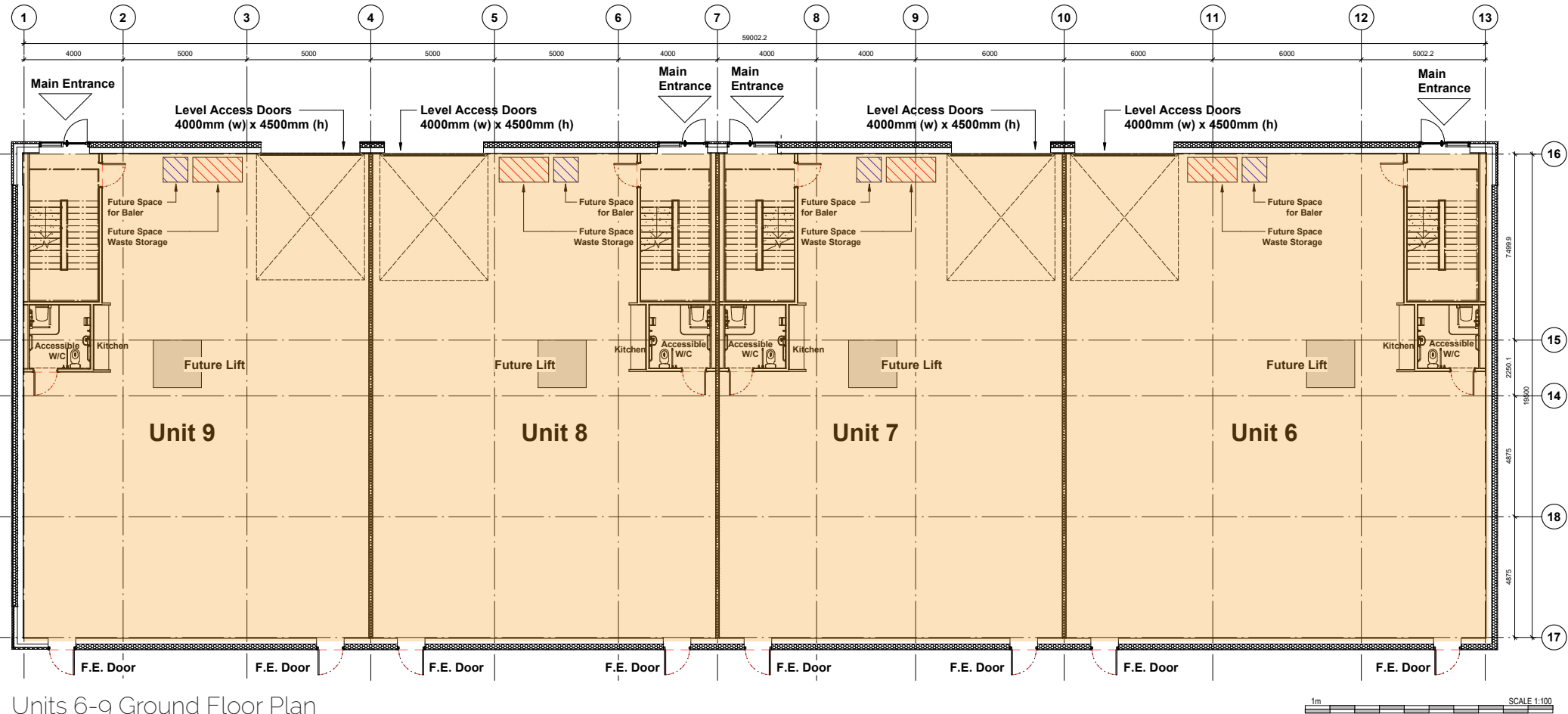
Unit 5 First Floor Office Plan

Schedule of Accommodation Unit 5				
UNIT 5	GIA		GEA	
	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

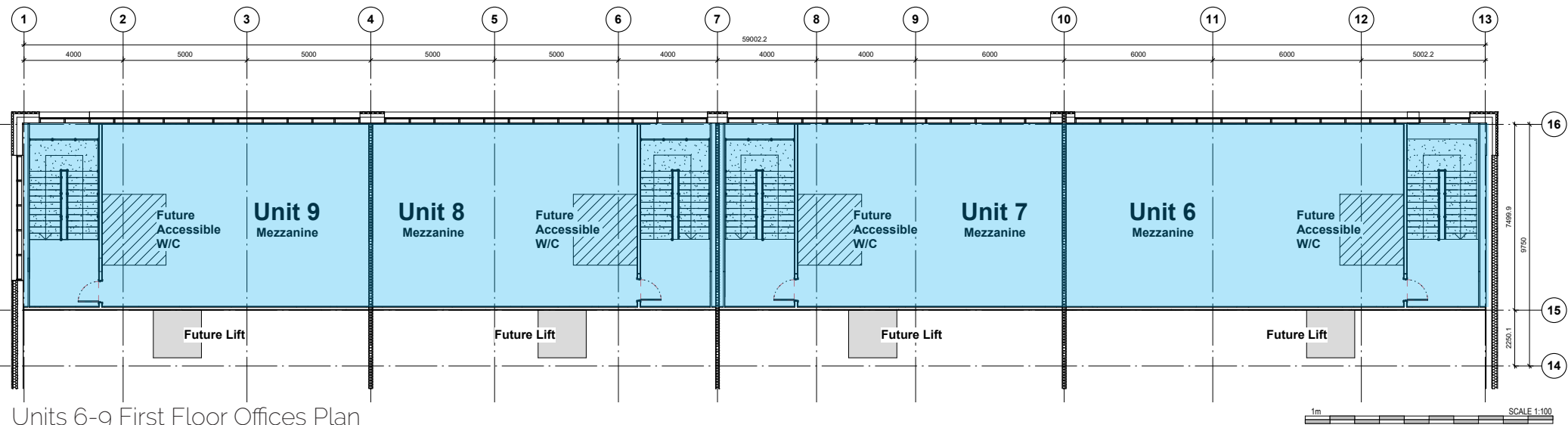
05.8 UNITS 6-9 FLOOR PLAN



Units 6-9 Ground Floor Plan

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	140.0	1506.9	
Total	454.0	4886.8	499.0	5371.2	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	112.0	1205.6	
Total	372.0	4004.2	399.0	4294.8	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	112.0	1205.6	
Total	372.0	4004.2	399.0	4294.8	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	116.0	1248.6	
Total	375.0	4036.5	413.0	4445.5	28%
GRAND TOTAL	1573.0	16931.6	1710.0	18406.3	

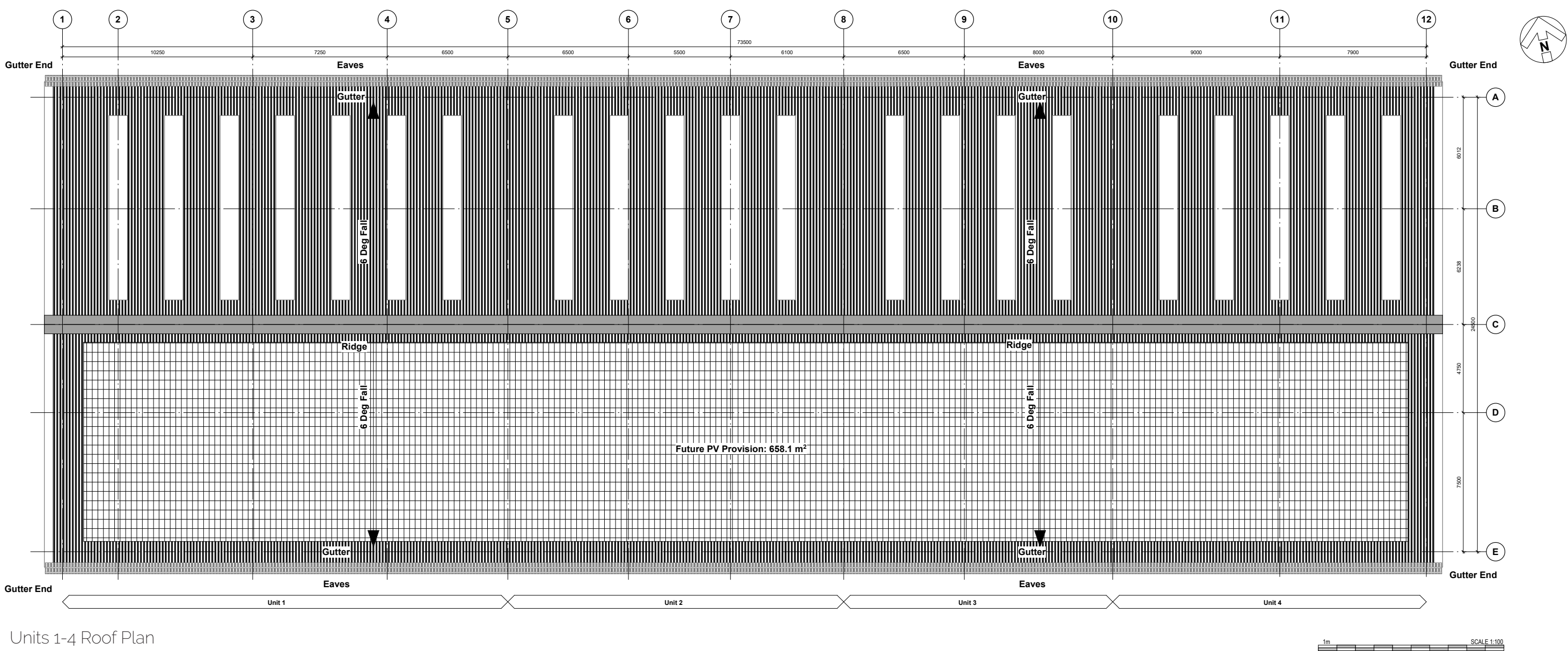
Schedule of Accommodation Table: Units 6-9



Units 6-9 First Floor Offices Plan

05 DEVELOPMENT PROPOSAL

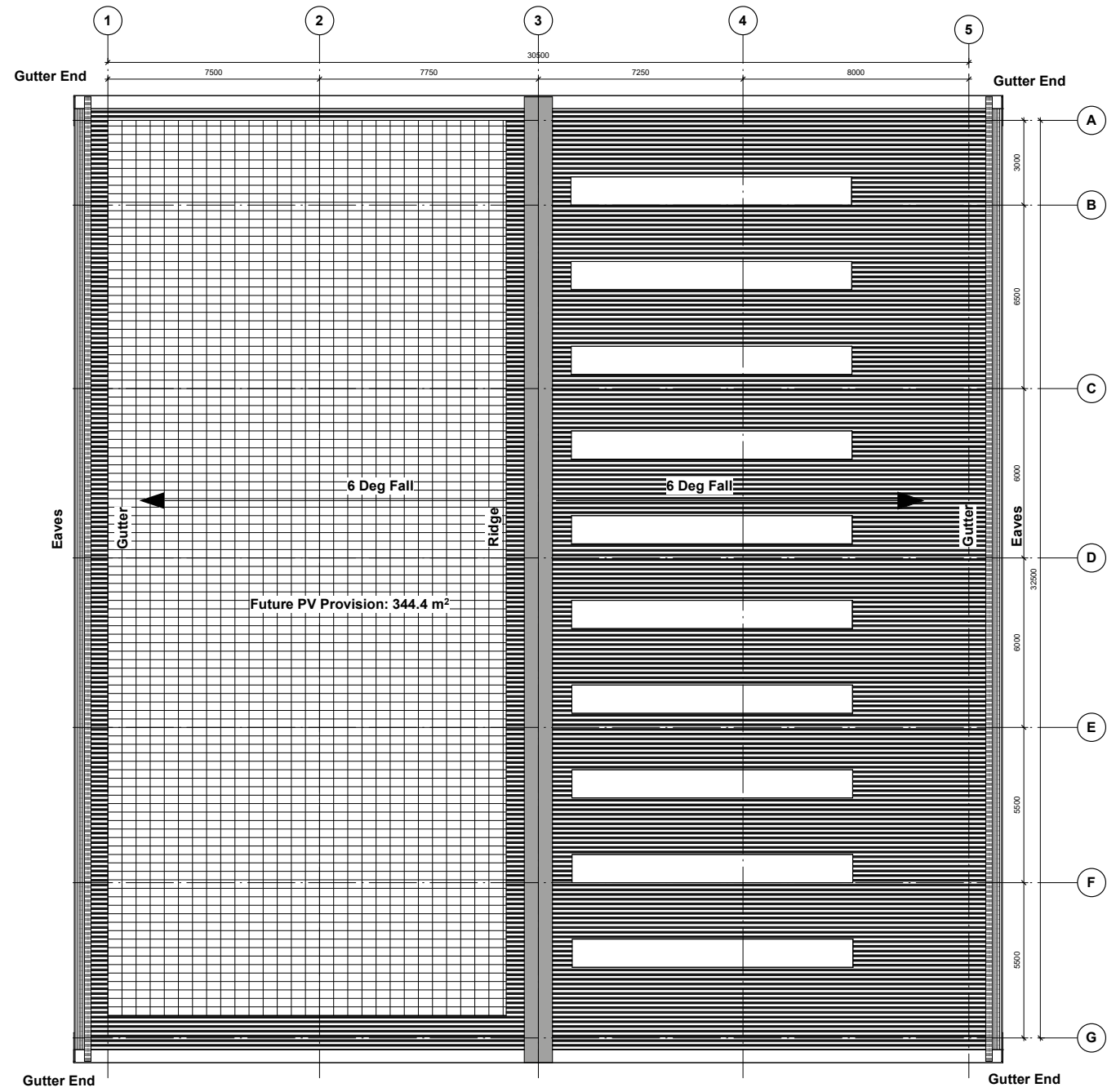
05.9 UNITS 1-4 ROOF PLAN



Units 1-4 Roof Plan

05 DEVELOPMENT PROPOSAL

05.10 UNIT 5 ROOF PLAN

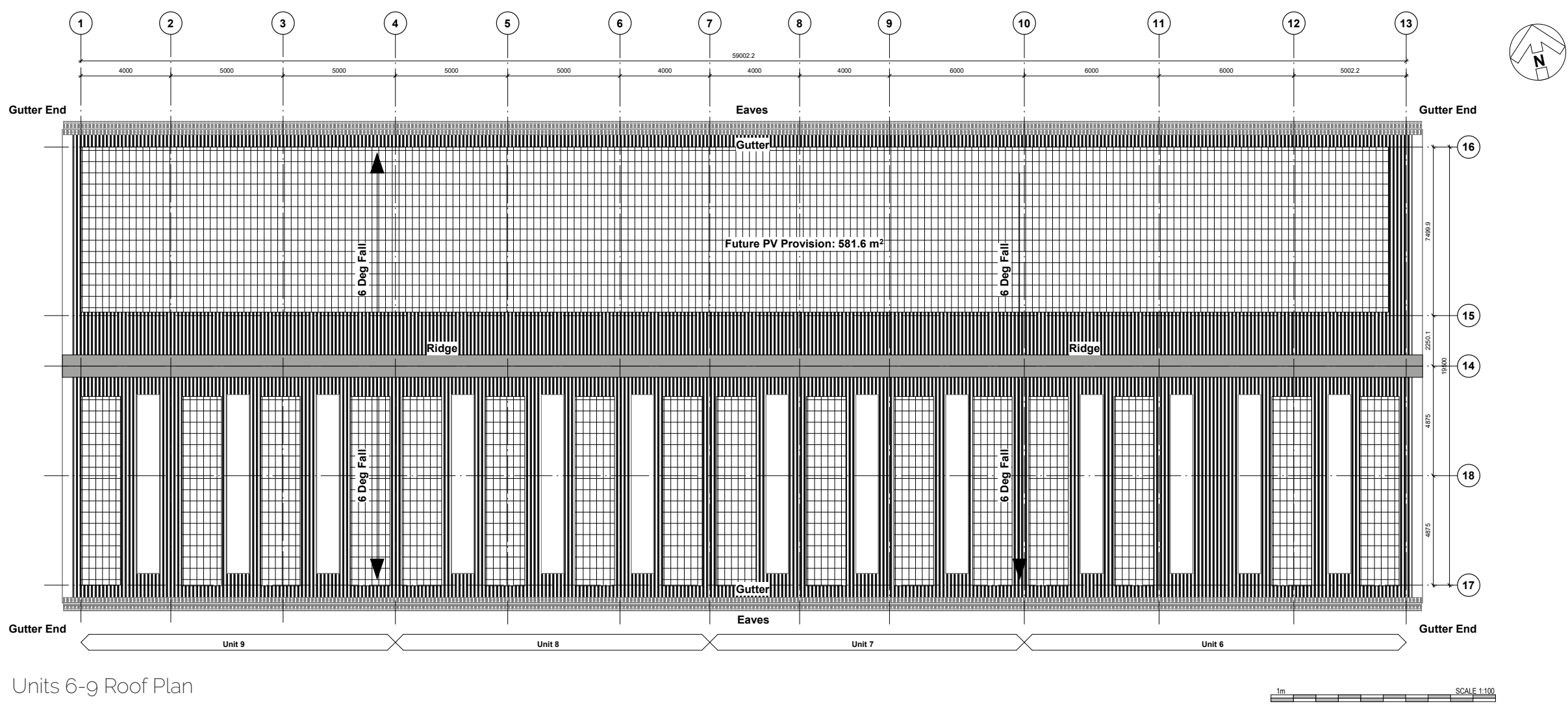


Unit 5 Roof Plan

1m SCALE 1:100

05 DEVELOPMENT PROPOSAL

05.11 UNITS 6-9 ROOF PLAN



Units 6-g Roof Plan

05 DEVELOPMENT PROPOSAL

05.5 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.

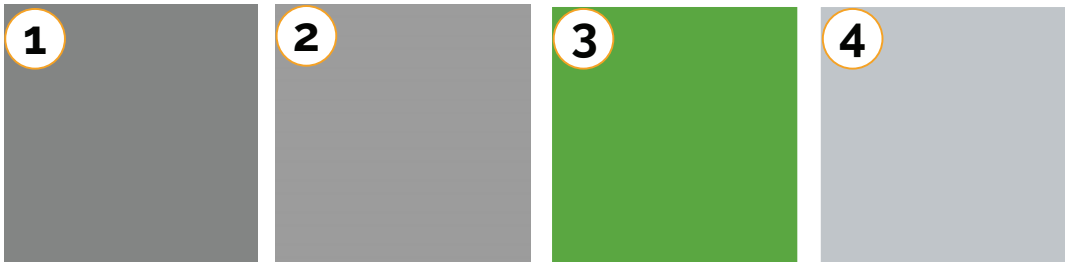
The material will be a combination of horizontally laid trapezoidal profiled cladding panel systems with a Tata Colourcoat finish. The colours proposed will be gull grey for the inner cladding, and for the outer, it will be a horizontally laid microrib profiled cladding panel system in merlin grey.

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



Merlin Grey
(RAL 180 40 05)

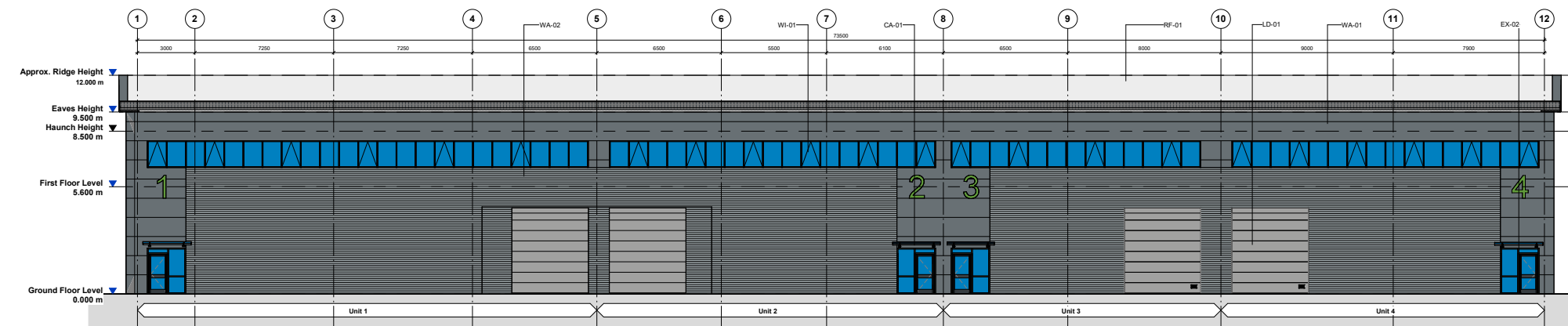
Gull Grey
(RAL 240 80 05)

May Green
(HPS 200 Ultra)

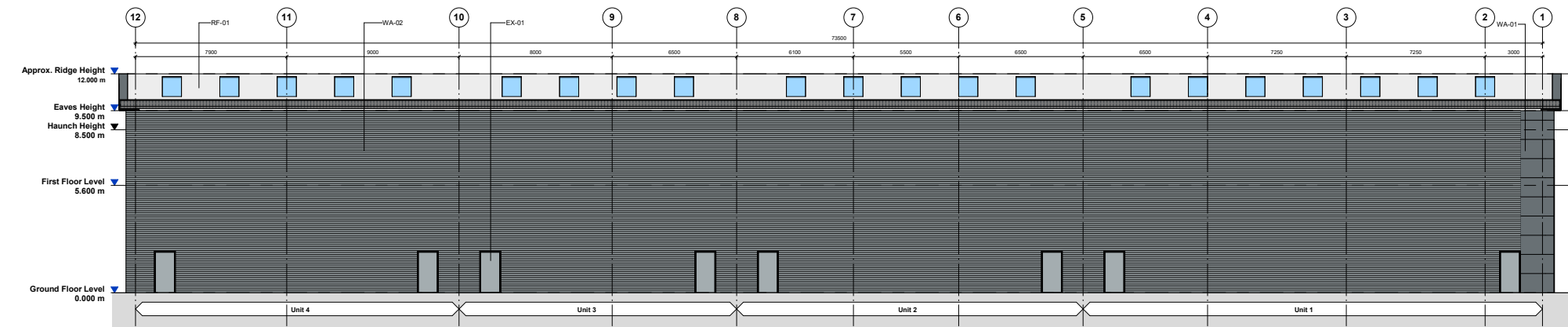
Roof: Goosewing Grey
(HPS 200 Ultra)

05 DEVELOPMENT PROPOSAL

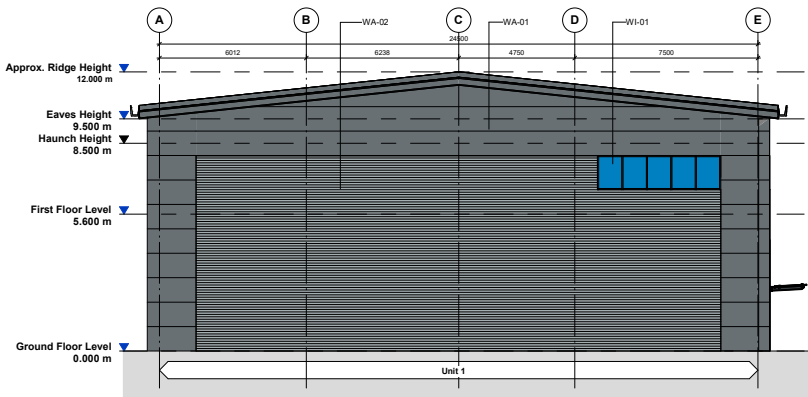
05.2 UNIT 1-4 ELEVATIONS



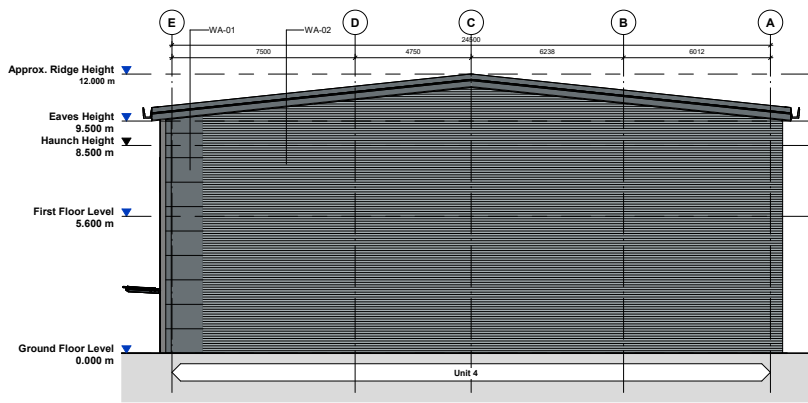
Proposed Front Elevation



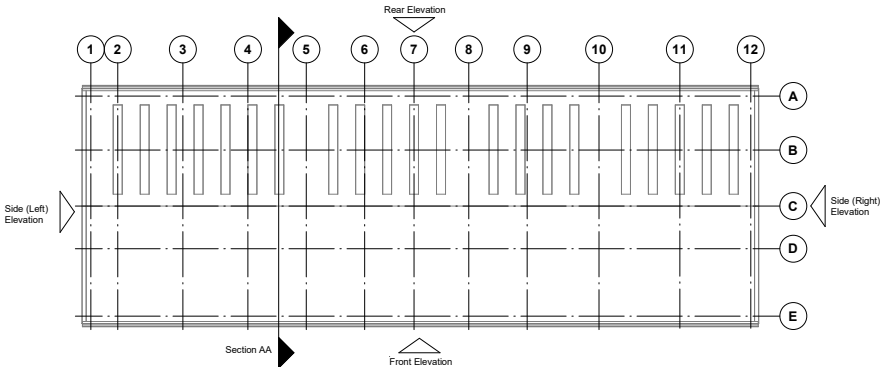
Proposed Rear Elevation



Proposed Side (Left) Elevation



Proposed Side (Right) Elevation

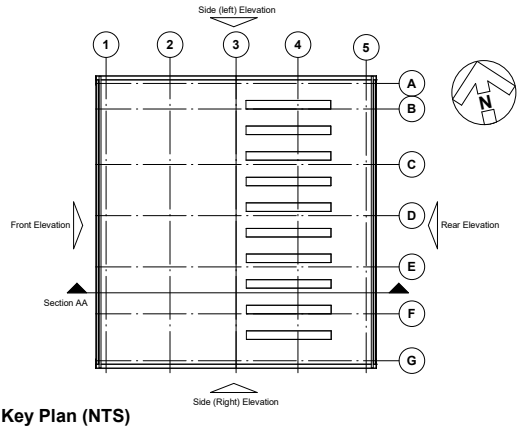
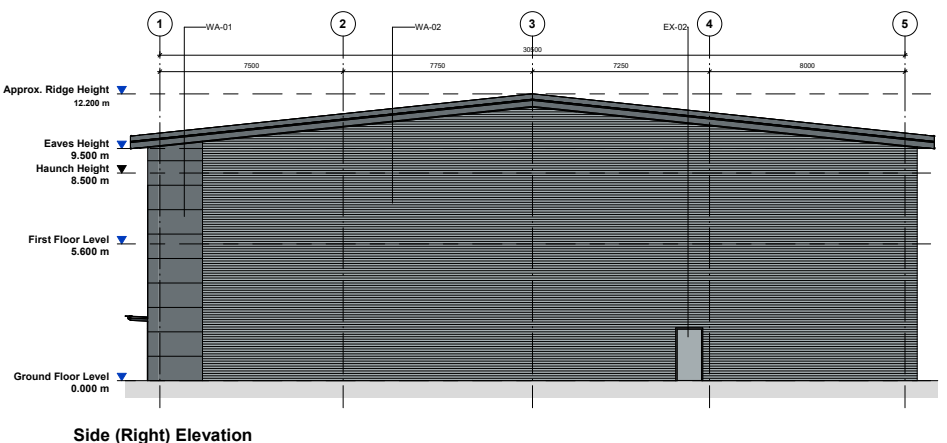
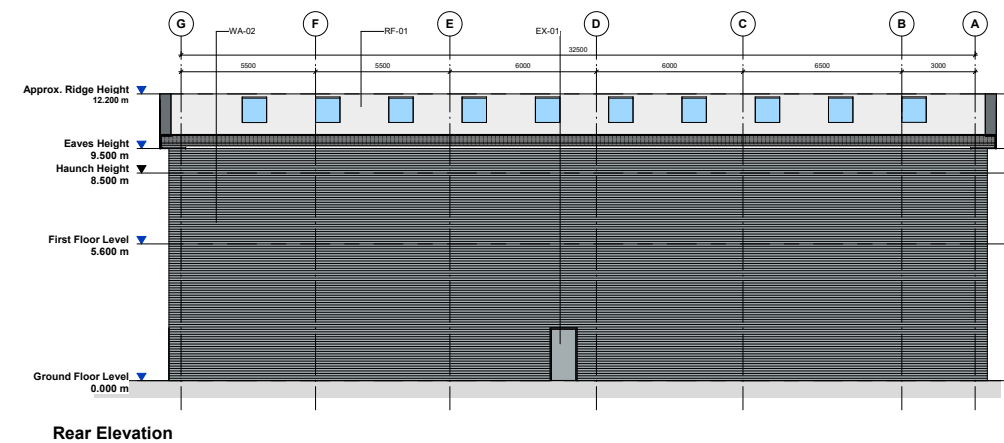
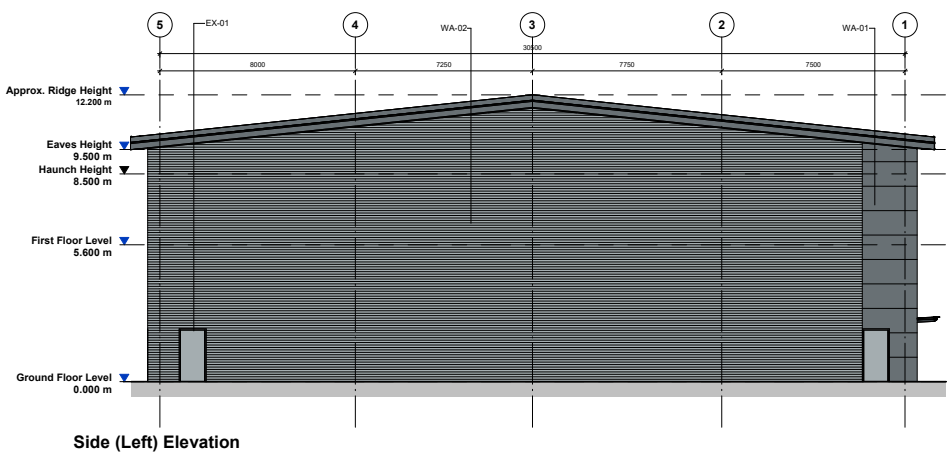
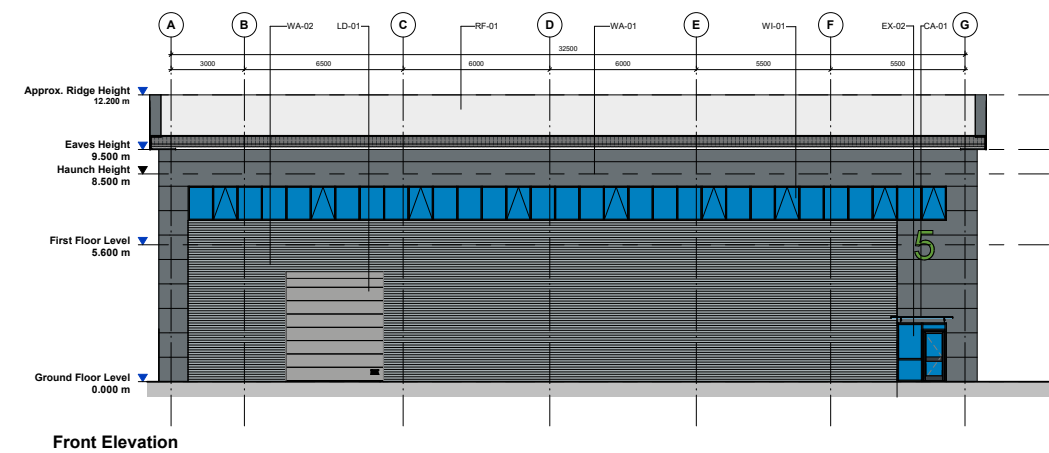


Key Plan (NTS)

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)

05 DEVELOPMENT PROPOSAL

05.3 UNIT 5 ELEVATIONS



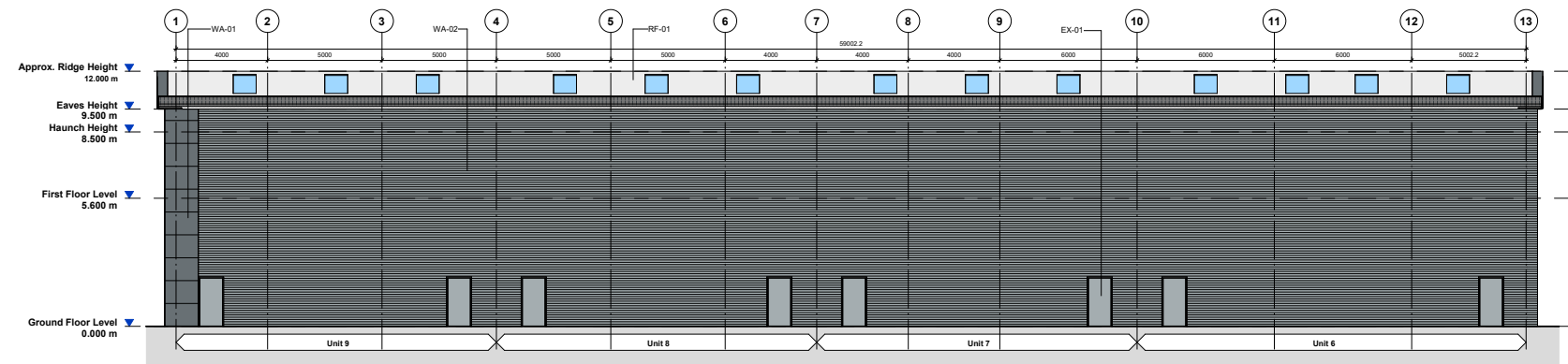
Material Key	
Key Value	Material
CA-01	Glazed canopy to project 1.2m on support rods. Glazing: Grey tinted. Frame Colour: Anthracite (RAL 7016)
EX-01	Steel insulated security door & frame Colour: To match adjacent cladding
EX-02	Comar 7Pi Thermally Broken Doors. Finish: Polyester powder coated. Glazing: 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)

05 DEVELOPMENT PROPOSAL

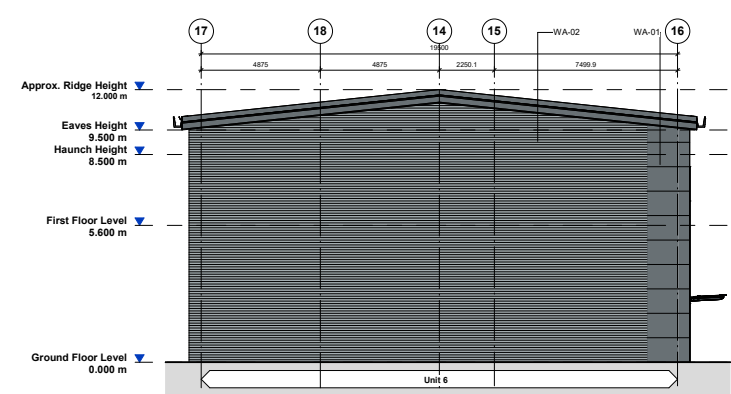
05.4 UNITS 6-9 ELEVATIONS



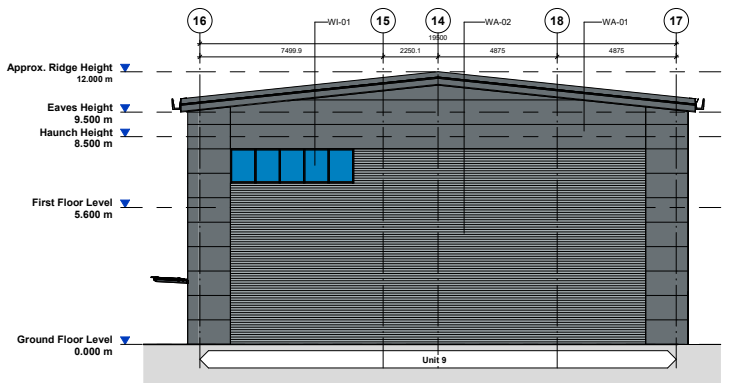
Front Elevation



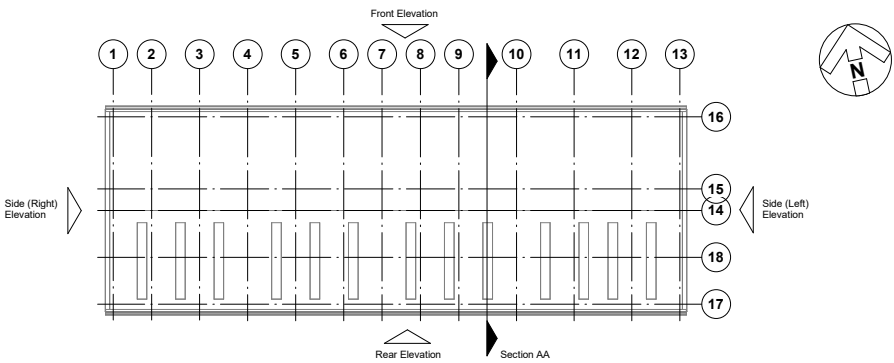
Rear Elevation



Side (Left) Elevation



Side (Right) Elevation



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)

05 DEVELOPMENT PROPOSAL

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 offices supporting distribution and management elements.
- Service yards that allow sufficient circulation
- Cycle storage
- Car parking for 58N° spaces - inc. 9 accessible spaces and 18 EVC ports, all other spaces to be passive with ducting installed for future proofing.

Schedule of Accommodation TOTAL				
	GIA		GEA	
OVERALL TOTAL	5,124.1	55,155.3	5,535.6	59,584.6

05.13 PROPOSED AMOUNT

The 2.27 acre (0.92 hectare) plot plans to deliver 9 units consisting of 5,124.1m² (GIA) of commercial floor area in addition to a combined 1,221m² (GIA) of office space providing an overall footprint of 5,535.6m² (GEA).

The design is to meet normal Institutional Standards with a service yard provided to the southern side of units 1-4, 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 9 N° goods vehicle parking spaces, there is provision for 58 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 9 steel-framed, two-storey warehouses, with a mixture of adjoining ancillary offices and operational areas.

The development has a gross internal area of 5,124.1m² (55,155.3ft²). 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.

05 DEVELOPMENT PROPOSAL

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.

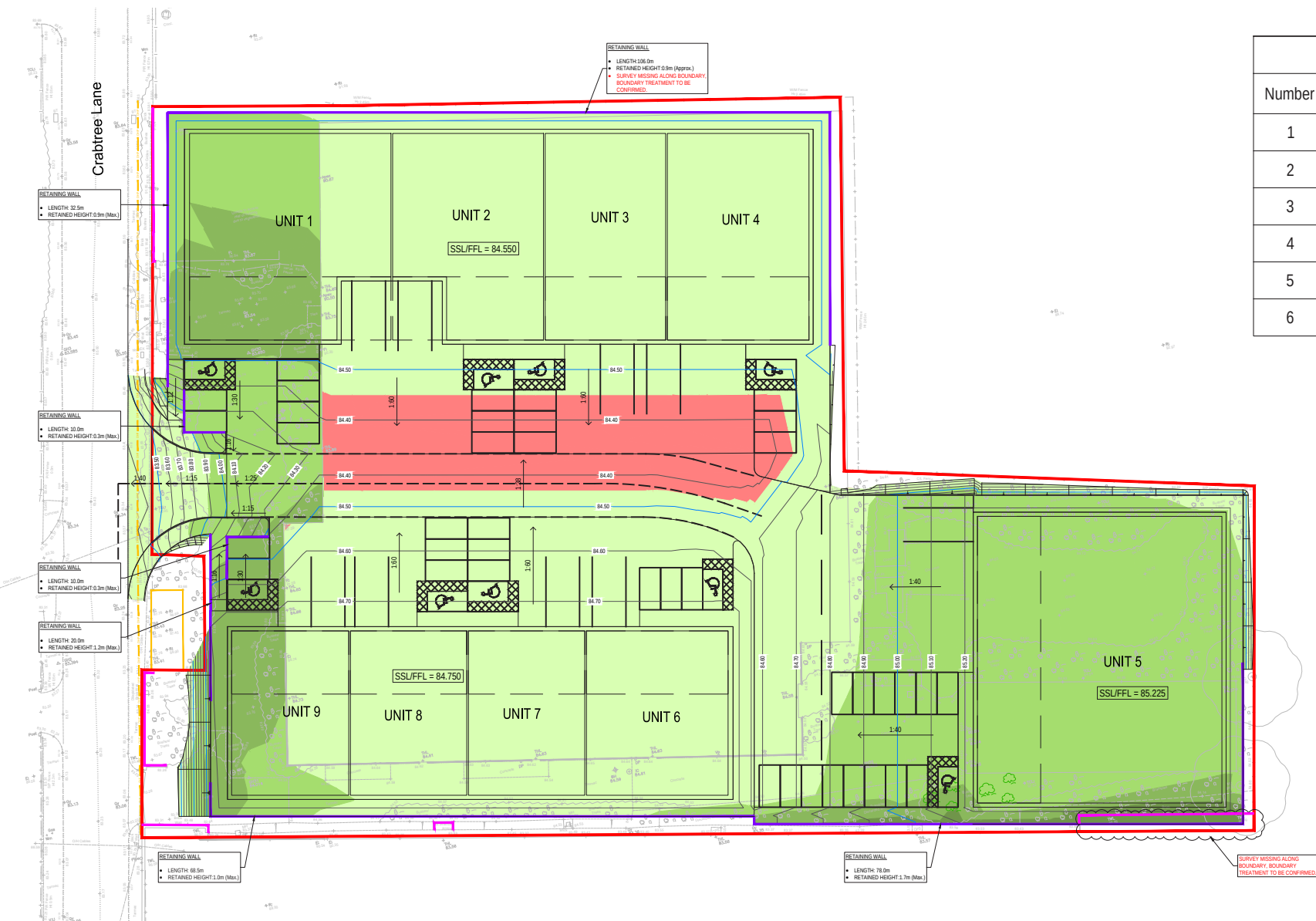
Units 1 & 2 have a clear internal height of 8.5m, enabling the warehouse space requirements. These units are the only on site to have recessed level access doors into the warehouse to enable enough circulation space in the yard for HGV's. The recess has a height of 4550mm and a depth of 7500mm. This is in addition to a mezzanine that will accomodate office space. The building will have a 6 degree pitched roof above the warehouse space, giving an approximate ridge height of 12m. The height of the building is similar to some in the immediate context.

Units 3 & 4 are similar to 1 & 2 other than not having a recess into the warehouse, allowing for more warehouse space.

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.



Proposed Cut and Fill Earthworks Volumes Plan

06 ACCESS



06 ACCESS



- HGV/LGV Routes & Access
- Car Routes & Access

06.1 PROPOSED VEHICULAR ACCESS

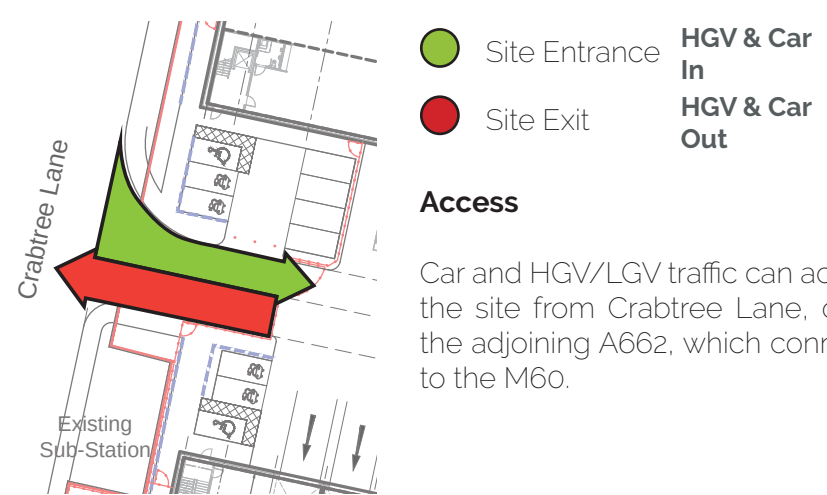
Access into the site is by Crabtree Lane. The existing access to the site is being re-developed to ensure safe, secure and efficient passage to and from the site.

Service yards have been created to the front elevations of units 1&2, 3&4, 5, 6&7, and 8&9. The service yards have depths that allow for sufficient circulation of HGVs for loading and unloading and vehicle manoeuvrability. Refer to UMC Architects drawing 23168-UMC-XXXX-SI-DR-A-0601 Proposed Site Plan for tracking. Service yard areas will be formed in concrete surfacing, to provide a robust base for vehicle manoeuvring.

Car parks are designed to be in open areas but include sensitive landscaping strategies to create a clear ownership demarcation. All the units will have a dedicated car park entrance and a dedicated LGV/HGV access off the central access road. The car park areas will be constructed in dense bitumen tarmac, which will form part of a coordinated hard landscaping strategy. The car park has been positioned adjacent to the ancillary offices to enhance natural surveillance and discourage potential criminals.

Car & HGV movement

Provide a clear and legible vehicular movement network through the site, incorporating all roads, loading areas, and vehicular parking areas. This provides efficient movement patterns for HGV/LGV/car vehicles, which will improve efficiency for potential tenants.



Proposed Vehicular Access Plan

06 ACCESS

06.2 PROPOSED PEDESTRIAN AND CYCLE ACCESS

Designated 2 metre wide paths have been provided as a minimum. Tactile paving and dropped kerbs will be provided on this route at all road junctions, with further paving extended around the offices and building ends.

Footpaths will be kept to a minimum and be direct to encourage heavier usage and reduce any footpaths that are rarely used. Pedestrian routes will be at the same level as vehicular traffic, with no pinch points or hidden areas created.

All accessible car-parking bays will be located as close to the main entrance as possible, with a cycle shelter providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between the car park and building. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair access and the ambulant disabled to access the site without difficulty.

All main entrances into the building 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 (manual only) 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 will provide security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between the car park and buildings. Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian / cyclist.

Pedestrian & Cycle Routes

- Proposed pedestrian routes
- Proposed cycle routes
- ◻ Cycle storage
- ▲ Entrance to the site



Proposed Pedestrian and Cycle Access Plan