

6.0 THE PROPOSAL

6.3 STREET FRONTAGES

The proposed offset to the building facing Avenue One broadly sits in line with the existing building. The adjacent diagram sets out the changing relationships to street frontage, down the length of the Avenue.

Trees line both sides of the Avenue and are a dominant feature in the street scene.



--- Building Line onto Avenue One

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6.4 SCALE & FORM IN CONTEXT

These site sections provide a sense of the proposed layout and scale, against that of the wider context / street scenes. The existing topography in the wider context, means that buildings to the south, across Second Avenue, sit higher than the current site levels.

Landscaped boundaries also help to reduce any impact of new buildings within the site.



SECTION AA



SECTION BB



6.0 THE PROPOSAL

6.5 SCALE & FORM

The design of the buildings follows a typology typical of other industrial buildings within the local context to suit modern market requirements. Generally, the buildings are designed as open warehouse type space (with ancillary operational offices and mezzanines at first floor level).

The design creates visual interest with a quality high-tech finish when viewed on approach. The form and size of the units has been informed by the functional parameters expected by the target small and medium sized local business market within the light industrial, manufacturing and storage and distribution sectors. As such they will be robustly constructed to institutional investment standards.

The scale of the building proposed is based on an internal haunch (clear height) of 12.0m. The measurements for the internal haunch level are typical for the industry standard for these size and type of buildings. The building's eaves will be a maximum of 14m high (if designed as a curved roof) and a ridge height of c.15m. This is determined by a 6 degree roof pitch.

ROOF FORM

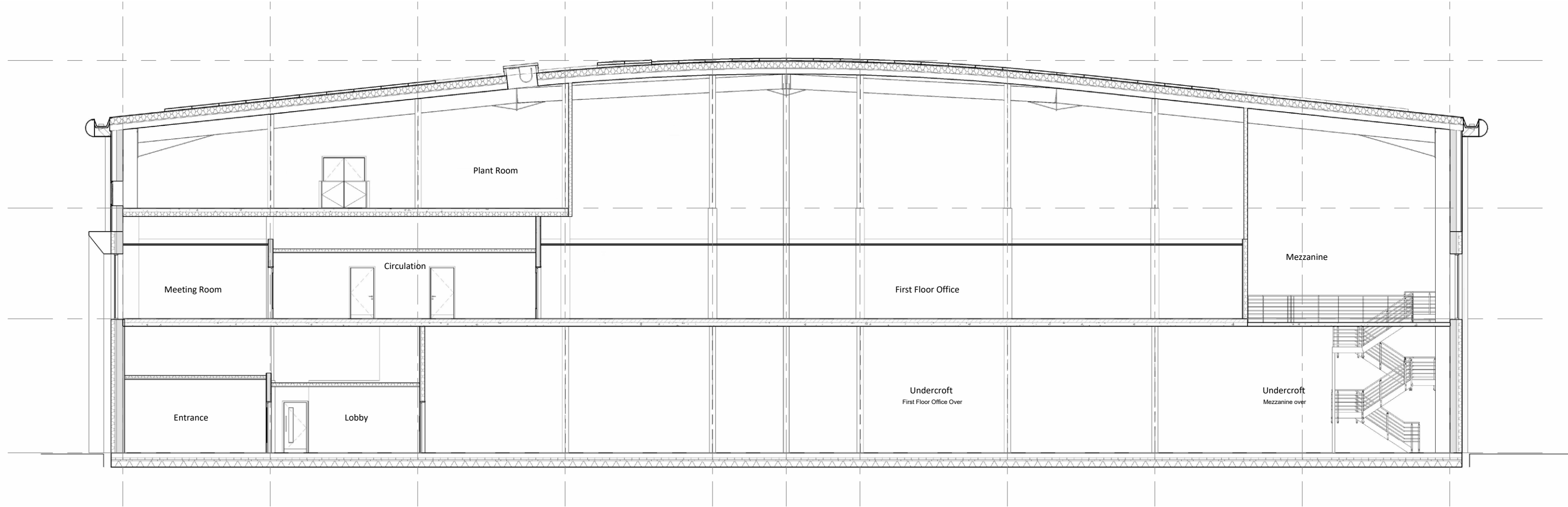
The roof form could take a couple of forms; either a curved profile or a parapet roof line. Both are formed over a 6° minimum pitch portal frame structure. These are intended to provide a simple, modern, and functional solution whilst creating additional visual interest.

APPROACH

The proposed building line onto Avenue One is broadly in the same position as the existing office element of Starwood House. This will be set behind a generous landscape zone to soften views of the proposed building, in the wider context.

Avenue One is tree-lined on both sides in the areas around the site. These trees provide a dense vegetation which partially screens any building to the road.

The elevation onto Avenue One is designed, using cladding arrangement and colour, to break up the form and massing behind this tree-lined frontage, to provide visual interest and reduce the impact of scale.



TYPICAL CURVED ROOF PROFILE



6.0 THE PROPOSAL

6.6 APPEARANCE & MATERIALITY

MATERIAL PALETTE

The material palette will create a high-quality finish and contemporary appearance; large amounts of curtain wall glazing, and flat panel (micro rib) finish will articulate the active entrance/core and office areas of the building; half round profiled metal cladding to the warehouse areas adds texture and variation.

A combination of tones, textures and detailing will be arranged to create visual interest and rhythm to the building elevation. A monochromatic palette is preferred for a timeless quality and so as not to conflict with potential occupier livery.

THE OFFICE/ACTIVE AREAS

The office elements of the proposal will be clad in a flat face metal (micro-ribbed) composite panel to create not only a higher quality finish to the office areas but to distinguish it from the warehouse elements and to act as a focal point to the 'active' end elevation areas of the external walls which define the entrance to the site from a legibility perspective. Large scale curtain-wall elements have also been incorporated into the office entrances, with the offices glazed in solar controlled double-glazing in powder coated aluminium frames finished to match the cladding.

Projected frames provide a feature around unit entrances in white (with pearl gold reveals).

THE WAREHOUSE

The warehouse areas will feature vertical and horizontal fixed profile steel sheeting. This will add a clean functional and un-contrived quality to the elevations. To focus construction off site, factory manufactured panels are proposed for the elevations. This minimises wet trades on site, speeds up construction and offers the best opportunity for high-build quality.

CONSTRUCTION

The choice of material palette is designed to focus construction off site with factory manufactured panels. This minimises wet trades on site, speeds up construction and offers the best opportunity for high-build quality. The panel system approach also allows for future flexibility and adaptability to suit new occupier requirements (for example additional glazing or loading doors etc. subject of course to planning at the appropriate time) – this improves sustainability of the building by extending its longevity and reuse.

CURVED ROOF WITH EXPRESSED OVERHANGS



FLAT PANEL CLADDING TO ACTIVE ELEMENTS OF THE BUILDINGS



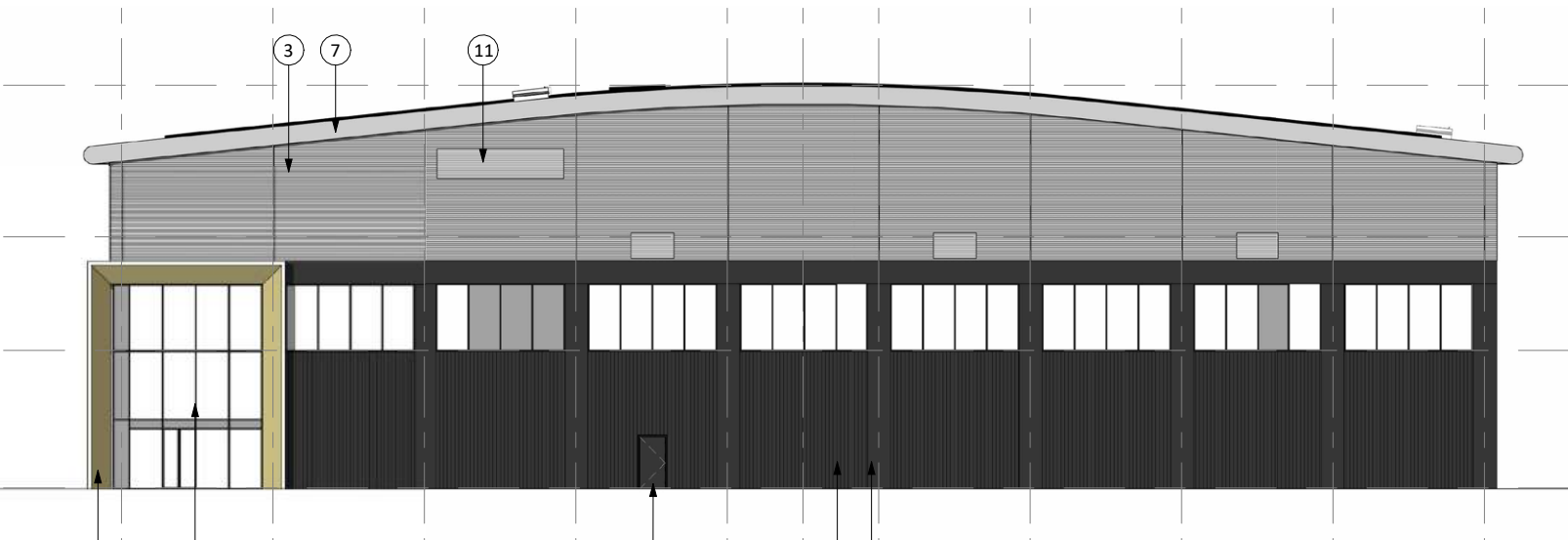
PROFILED CLADDING TO ADD TEXTURE AND INTEREST



GLAZING TO ENTRANCES WITH PROJECTED FRAMES



UNIT 1 & 2 EAST ELEVATION



UNIT 1 NORTH ELEVATION



FEATURE ENTRANCE FRAME

6.0 THE PROPOSAL

6.7 VISUALISATIONS



AVENUE ONE SITE ENTRANCE



THIRD AVENUE AMENITY AREA

7.0 SUSTAINABILITY

Sustainability is an increasingly important issue within development, with buildings contributing to almost half of the annual CO2 production within the UK. As such, sustainability and energy saving features have been carefully considered within the design of the units, this will be demonstrated through targeting a minimum 'Excellent' rating in the Building Research Establishment's Environmental Assessment Methodology (BREEAM). BREEAM considers a range of issues within the development of a building including energy and water consumption, ecology, waste, materials and the health and well-being of building users, amongst others. Therefore, a holistic approach to environmental protection and sustainability will be implemented.

These scheme will also target an EPC A+ rating.

As such, several sustainable features are proposed to be included within the design of the industrial units including photovoltaic panels and energy efficient lighting, heating and cooling to be installed to encourage reduced energy consumption above Part L Regulations. Water efficient sanitary ware will be specified, and cycle storage spaces (with green roofs) are to be installed, to encourage building users to consider sustainable travel to site. Electric car charging points will be provided to 20% of all spaces with the remaining 80% covered by passive provision for ease of future installation as demand grows.

The sustainability approach undertaking within the built elements is echoed in the green opportunities proposed within the landscape areas for SuDs, amenity and biodiversity habitat creation (including green roofs to the cycle shelters).

LIGHTING

External lighting will consist of LED luminaires as per Holophane fixed to the building and on columns up to 8.0m high to provide the following lux levels throughout the external area:

- Entrances 62lux average
- Parking Areas 16lux average
- Service Yards 20lux average
- Cycle Parking Areas 42lux average

The control of the external lighting shall be via programmable timer units to enable switching of the lighting during pre-determined times. Careful consideration will be made to avoid light spillage affecting habitat areas created through the landscape opportunities.

Typical photovoltaic roof panels to be installed on all Units.



Typical image of electric car charging points to all units.



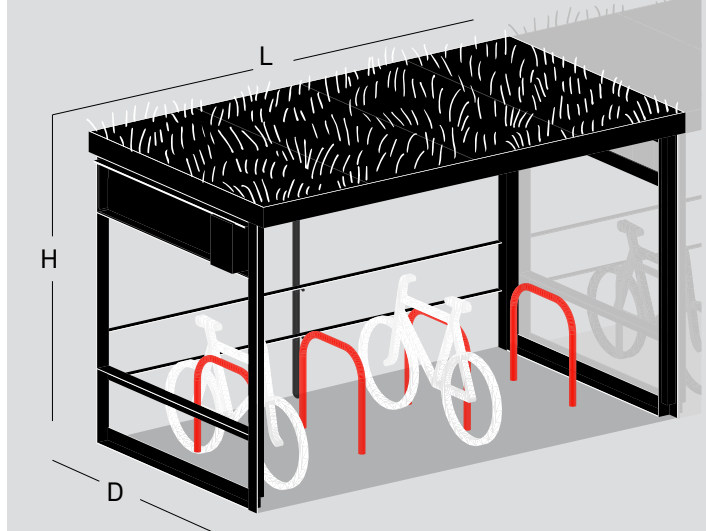
Typical green roofed cycle storage to be installed across the site.



LED lighted adopted through the internal and external specification.



MODULAR SHELTERS FOR 6 OR 8 BICYCLES:
8 bicycle shelter:
L: 3700
H: 2150
D: 2078



8.0 SECURITY

The following security measures will be incorporated:

- All external doors are to be a minimum of LPS 1175/ SR2. However, the proposed entrance sliding doors will require PAS 24/2016 standard as there is currently no higher rated doors currently in production.
- Vertical sliding shutter doors to be a minimum LPS 1175/ SR2.
- Vehicular and pedestrian gates – to be a minimum of LPS 1175/ SR1. If not possible then suitably robust and fit for purpose with multiple point of locking.
- All lighting to emanate from above 2.5 metres. Operational/ security lighting strategy will consist of a combination of fittings mounted off the building to satisfy the requirements of BS5489 2013 in relation to uniformity and rendition.
- All ground floor level windows/ curtain walling to be fitted with toughened/ laminated double-glazed sealed glass units incorporated into the aluminium framed system. The complete installation to meet the requirements of LPS 1175 SR SET.
- External personnel doors are to be high-security doors constructed of steel leaves and frames supplied with high-security (emergency escape) ironmongery (no external handles for access purposes). Door installations to conform to LPS 1175 SR2.
- Security fencing to be a minimum of 2.4 metres in height with no climbing aids and top of vertical bars exposed. This is generally to cover the rear perimeter of the building and contains the positioning of any rear escape doors.
- Provision will be made using cableways/ ducts and/ or spur outlets to allow for future installation of CCTV cameras and wiring to be fitted by future building users. Location of these ducts to be positioned in conjunction with the lighting strategy to provide optimum well-lit colour camera coverage to the site generally, but in particular to the following areas:
 - Main vehicular entrances.
 - Car park/ pedestrian/ cycle access.
 - Office entrance doors.
 - Rear escape areas.
- Any CCTV system to be provided/fitted by the end-user will meet the requirements of BS 7958 and be installed by a specialist NCIS registered NACOSS Gold Approved, SSAIB company/ installer.



9.0 HIGHWAYS AND ACCESS

PARKING NUMBERS
The layout shows 106 spaces. A highways consultant will provide a robust transport strategy as part of any application that comes forward.

ACCESS
The vehicular access for the site will be achieved via the existing access from Avenue One.

All vehicles associated with the site (HGV's, private cars , refuse etc.) will be able to access the service yard and secondary car parking via the proposed access. The layout has been designed to allow HGV's to enter, turn and exit in forward gear.

Swept path analysis has been undertaken across the site, taking into consideration the largest anticipated vehicles. The plans on the next page illustrate how an articulated vehicle/ private car can safely manoeuvre and enter/ exit the site in forward gear.

Across the site, 20% of all car parking spaces will be provided with active electric vehicle charging facilities. All remaining spaces will be provided with passive provision. 5% of car parking spaces will also be provided as blue badge spaces.

PEDESTRIAN AND CYCLE ACCESS
The proposed building will have secure, covered cycle parking within close proximity to building entrances.

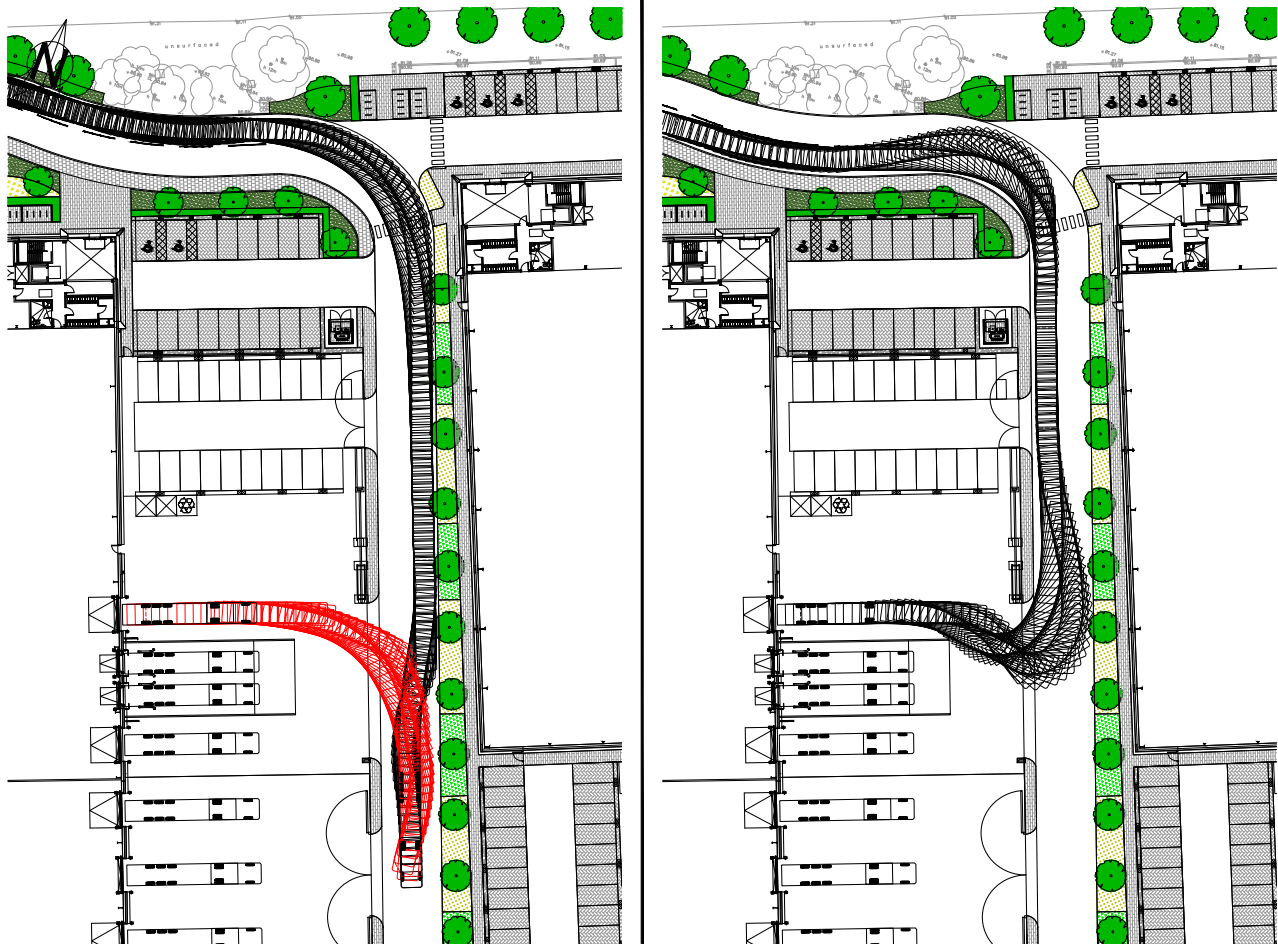
The new internal routes will be step-free and minimum 1.5m wide. Dropped kerbs and tactile paving will be provided to assist the needs of people with mobility and visual impairments. The main building entrances will be level access to comply with Part M of the Building Regulations.

INCLUSIVE ACCESS
All units will be designed to comply with DDA requirements, with level access and automatic opening doors provided to the entrances.

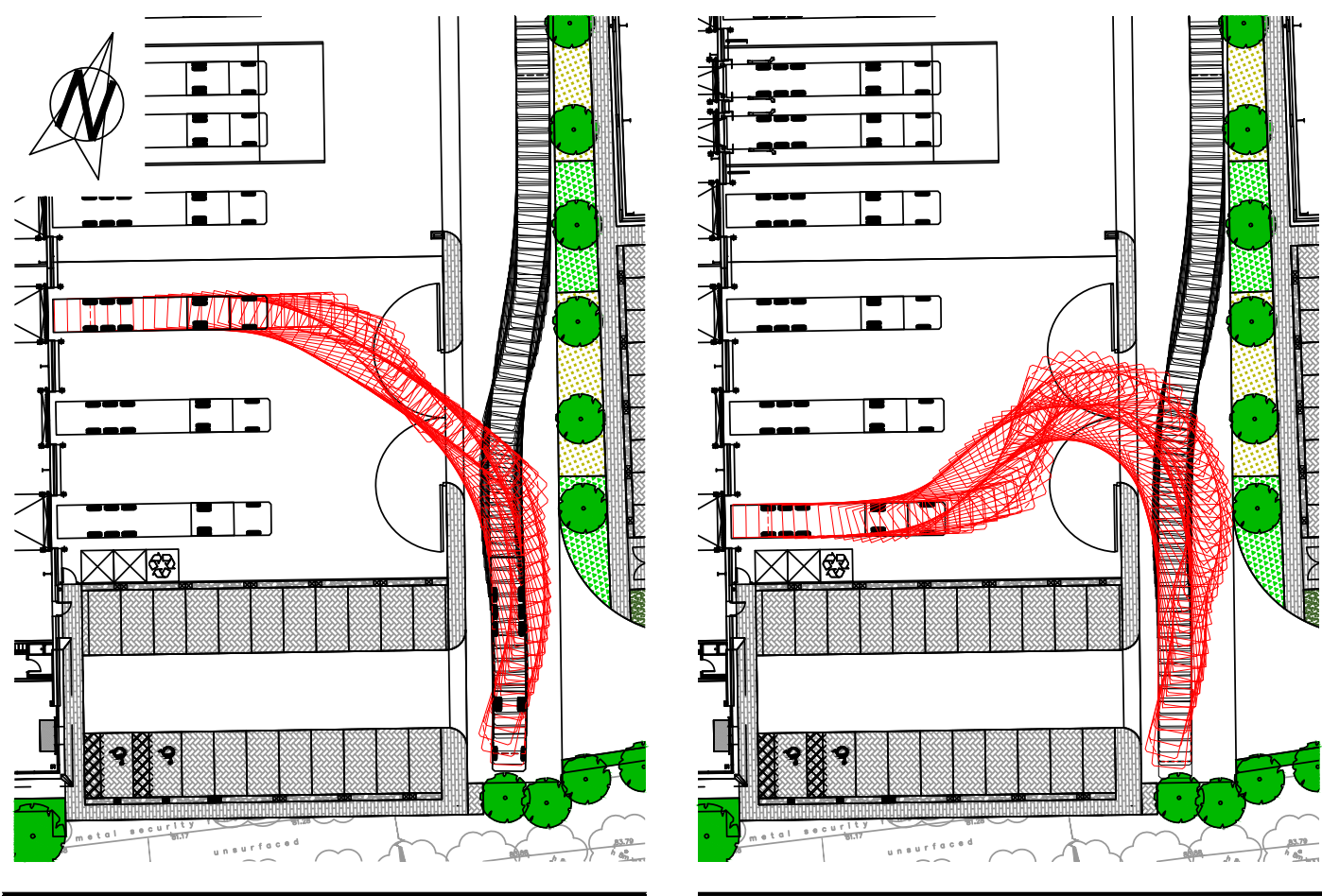
All units will be fitted with a Part M compliant stairs to provide full access to the first office accommodation.

Disabled toilet & shower facilities will be provided to all units, as well as separate changing room and lockers at ground floor level off the main reception.

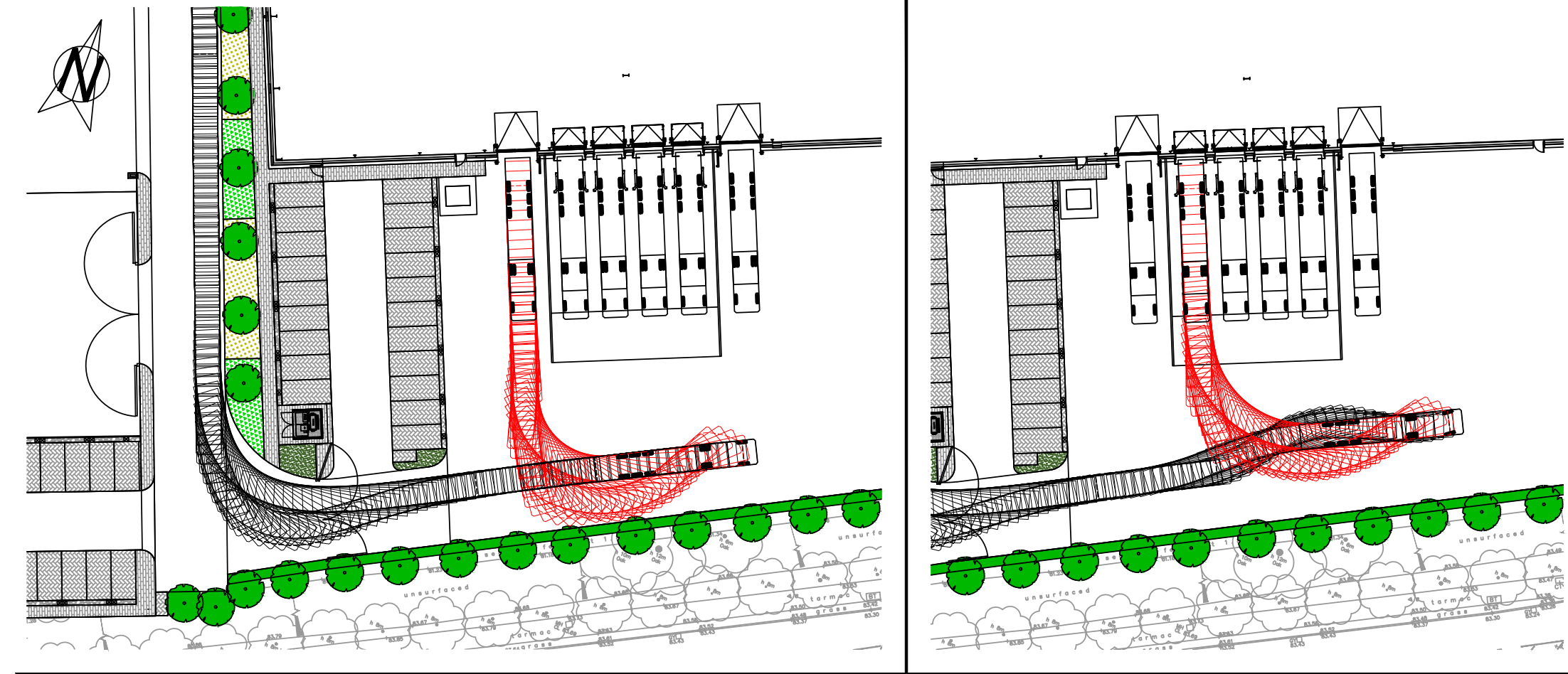
TRACKING
The tracking consultant has prepared a full suite of tracking drawings that can be provided to show access for different vehicle types.



UNIT 1 SERVICE YARD TRACKING



UNIT 2 SERVICE YARD TRACKING



UNIT 3 SERVICE YARD TRACKING

10.0 WASTE MANAGEMENT

ACCESS

Refuse vehicles will be able to pull into the site, manoeuvre and exit all in forward gear. Swept path analysis sets out that larger vehicles than a refuse truck can perform a turning manoeuvre and therefore it is felt that access requirements are suitably met.

REFUSE STRATEGY

As the proposal is for a speculative development, the occupier of the building is unknown at this stage. Therefore the specific refuse strategy cannot be detailed. However the site will provide a dedicated bin storage area within the service yard as shown on the plan opposite. This area is directly linked to the shell space via a personnel door.

Developments of this nature typically will have a private refuse collection and will likely be tailored to suit the type and frequency of collection needed for the operation.

By virtue of being within the site, the refuse areas will be secured from vandalism, in appropriate use and other antisocial activity.



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