



AVENUE ONE, LETCHWORTH

DESIGN & ACCESS STATEMENT
APRIL 2025



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1.0 INTRODUCTION

This Design and Access Statement has been prepared by CMP Architects on behalf of Letchworth Investment LLP for Wrenbridge, in support of an application for a Full planning permission for the redevelopment of Starwood House, Avenue One, Letchworth, SG6 2TS.

The purpose of this statement is to outline and explain the principles and concepts behind the proposed use, amount, layout, scale, design, accessibility and appearance of the proposed development. It is submitted in support of the proposal to give additional detailed information to officers and consultees dealing with the application and to inform the public and others with an interest in the proposal about the site and the proposed operation of the site.

This statement should be read alongside the supporting architectural drawings prepared by CMP Architects and other documentation submitted with the planning application.

1.1 THE BRIEF

The development aims to tackle the condition of the existing site, by redeveloping and regenerating it, creating flexible and efficient buildings to suit modern market requirements for the proposed E(g) (ii) (iii), B2 and B8 uses. The units will be designed to meet modern market leading standards for sustainability which is a key issue for occupiers and building owners.

The site provides a highly accessible employment location by car and bus as well as cycle and foot. The immediate locale of Letchworth provides a ready-made local workforce for businesses and promotes the ability for sustainable transport access.

1.2 THE PROPOSAL

Erection of two buildings for Flexible Use Classes including Eg (ii) (iii), B2, B8, including servicing, parking, access, landscaping



1.0 INTRODUCTION

1.3 WRENBRIDGE

Wrenbridge is a leading UK property company founded in 1993. The company has been successfully developing and investing in properties across the UK for over 30 years. Geographically, our emphasis is on London, East Anglia, the South East and the South Coast. Wrenbridge's offices are located in Cambridge and London. The company has 25 different live assets with a completed end value in excess of £1bn. Projects range across all sectors with a majority focus on warehouse and industrial led projects around London and the South East. Currently, Wrenbridge have a development pipeline in excess of £1bn sq ft in the industrial and logistics sector, and have funds committed to bring forward highly sustainable industrial and logistics developments. Wrenbridge prides itself on the design and build quality of its projects, which is valued by their tenants, partners and neighbours. Wrenbridge projects stand the test of time and have won numerous design and industry awards. Wrenbridge's philosophy revolves around never letting people down, working hard and having fun. This enables us to maintain the reputation we have developed in the UK property market.

Wrenbridge have a track record of working in partnership with occupiers, institutions and public sector bodies. Partners include Fiera Real Estate, Duke of Buccleuch, M&G Real Estate, Bridges, Railpen, Legal & General, Morgan Stanley and Harlow Council. Wrenbridge take adding positively to the built environment with sustainable development very seriously in all its projects and works very closely with its design team and stakeholders to bring forward projects that are both viable and sustainable to create modern high-quality next generation development.

In recent completed projects, a 100% Breeam score has been achieved on the Nova project at Oxford (UK first). A 93% was then also achieved on Rise, in Hemel Hempstead.

1.4 BRIDGES FUND MANAGEMENT

Bridges Fund Management invests in the transition to a more inclusive and sustainable economy. Its specialist property funds invest opportunistically in growth locations and sectors that are well-placed to benefit from changing demographics and societal needs, driving value through physical and operational improvements.

Bridges is also a market-leader in implementing sustainability features that reduce costs, improve valuations and future-proof real estate assets.



1.5 THE WRENBRIDGE VISION

HIGH QUALITY DESIGN

In line with the Wrenbridge philosophy and approach, it is established at the very outset of the project that the aspirations is to deliver an attractive and sought after high-quality employment location, building on the aspiration of the area and, as far as possible, future-proofing the development to ensure its long-term success and resilience. This is also in keeping with the Council's policy aspirations which seek a quality of development reflecting the gateway status of the site. The proposed industrial use of this site does not necessarily mean the quality of materials and design needs to be compromised. The industrial units delivered on this site should have a high quality feel as demanded by the market. Evidence of this can be seen from recent industrial sites delivered by Wrenbridge.

GENERATE EMPLOYMENT

As part of seeking to deliver a successful employment location, a key driver is the ability to generate and attract employment to the area. This is predicated on developing the right type of scheme for the area in order to secure tenants, as well as providing the environment within which both businesses and their employees can flourish.

VIABLE AND DELIVERABLE

As a speculative development it is fundamental that the scheme offers the best prospects of success, both in planning and operational terms. There is a business imperative to deliver development on the Site, and as such it needs to be demonstrated to a reasonable degree of confidence that the scheme offers a viable prospect over the long-term future. Wrenbridge has the breadth of experience and knowledge to ensure this.

EFFICIENT USE OF LAND

In line with national planning policy, the approach should seek to make effective use of land and in doing so, seek to optimise the Site's potential to deliver positive benefits in terms of inter alia supporting economic growth, generating employment opportunities, deliver sustainability benefits and environmental enhancements. The proposal will seek to utilise the full site area, including the irregular boundary areas. At the same time, any important green areas which are offering ecological value and amenity, should be retained and enhanced.

SUSTAINABILITY

Linked to the Wrenbridge approach to design, there is a mandate to ensure the development will be sustainable both in terms of its longevity in its operation but also in its contribution towards protecting and enhancing the natural and built environment. The development should be designed to first minimise the requirement for energy, and then provide a proportion of the reduced energy requirement from on-site renewable sources. The process will reflect the hierarchy of the sustainability strategy, which is to first reduce requirement, then mitigate and finally to compensate. Building materials of proven performance and longevity should be selected, which will require low ongoing maintenance. As standard on all Wrenbridge projects BREEAM will be implemented on this scheme with a target rating of 'Excellent'.



2.0 THE SITE

2.1 WIDER CONNECTIVITY

Letchworth is located approximately 40 miles north of London with excellent road and rail connections to the capital. The A1(M) bypasses the town to the East. East-west routes also provide access to Luton and Stansted Airports.

The site itself is located on the eastern side of the town.

There are bus stops adjacent to the site on Third Street and Fourth Street. The bus service provides a connection to Letchworth railway station, which is just over a mile from site. While this is slightly outside of a reasonable walking distance (35 minutes) it is within a reasonable cycling distance, so rail travel combined with bus or cycle is a realistic option for accessing the site. The site is also well placed to access the A1(M) and the A505.

There are shared cycle and pedestrian footpaths around the site, which feed into the wider network and provide routes to the town centre and train stations.

The site sits within a mixed context, primarily containing industrial buildings, offices and commercial/retail units.

The proposals for the site will seek to reinforce and encourage sustainable access and transport by providing generous levels of cycle parking as well as shower and changing facilities to incentivise users to get out of their cars.



- Commercial Area
- Residential Area
- Industrial Area
- Bus Stop
- Railway Line

2.2 SITE AERIALS



AERIAL LOOKING NORTH



AERIAL LOOKING EAST



AERIAL LOOKING SOUTH



AERIAL LOOKING WEST

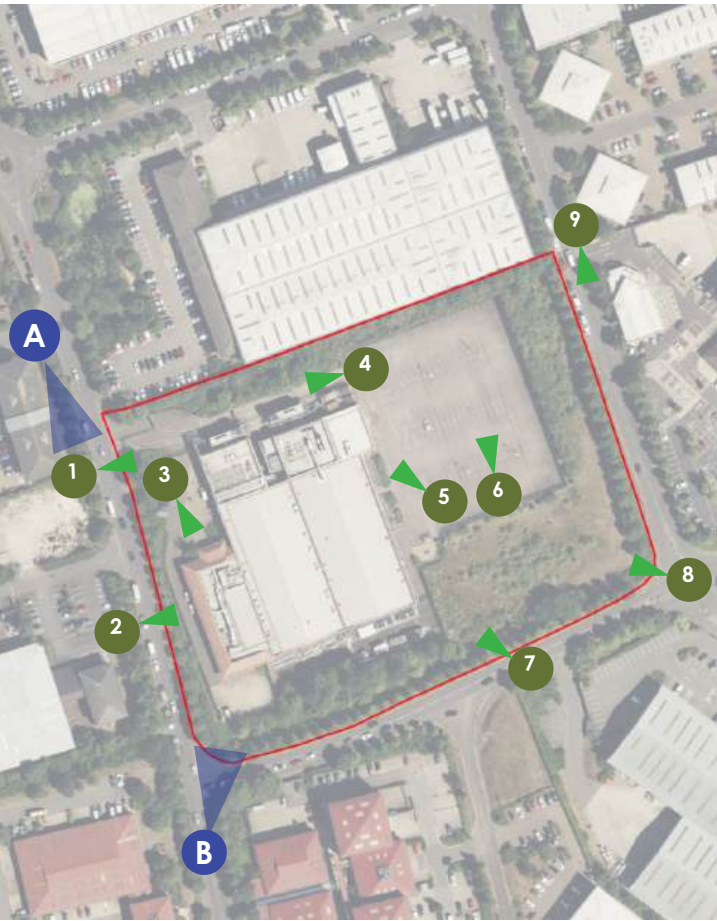
2.0 THE SITE

2.3 SITE APPROACH

The site is situated on intersection between Avenue One, Avenue Two and Avenue Three in Letchworth. The entrance to the site is located in the north-west corner, off of Avenue One. The Avenue's are heavily tree-lined and the site topography generally rises up to the south.

Starwood House is an industrial building with ancillary office space. The site also includes a large area of hard-standing, formally used as a car park. This building is vacant and currently in a poor state of repair. Defensive perimeter fencing surrounds the site, making it an uninviting presence on the street scene.

The site is bounded by industrial and commercial buildings.



2.4 SITE PHOTOGRAPHS



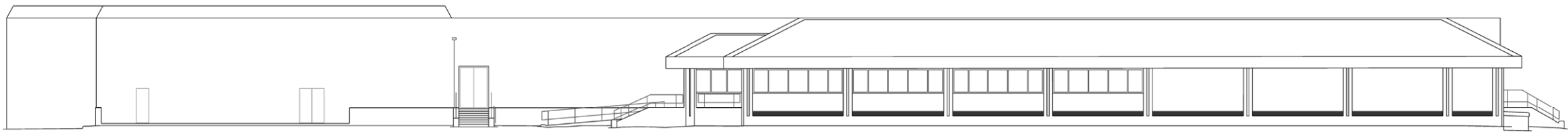
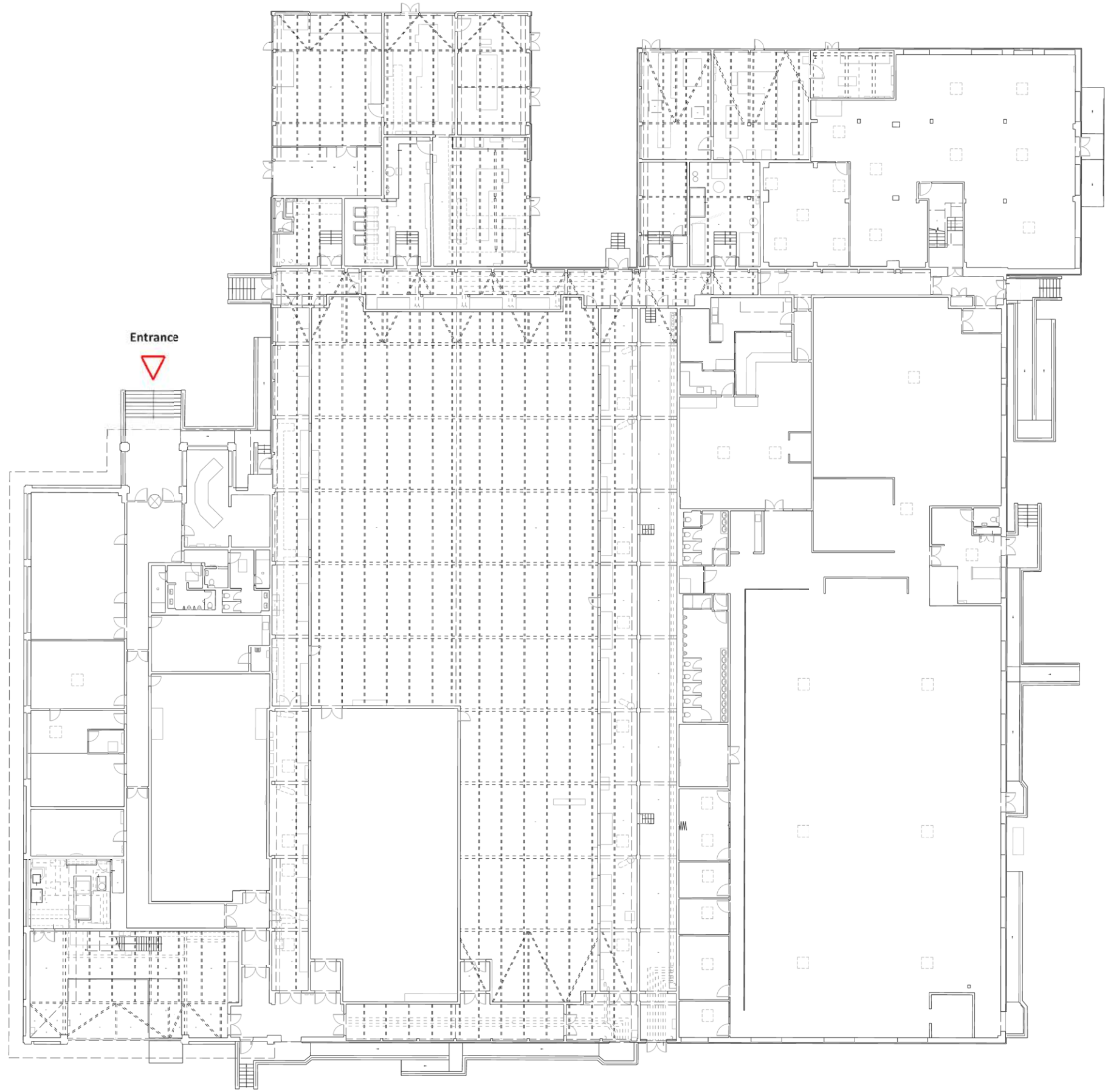
2.0 THE SITE

2.5 EXISTING PLANS & ELEVATIONS

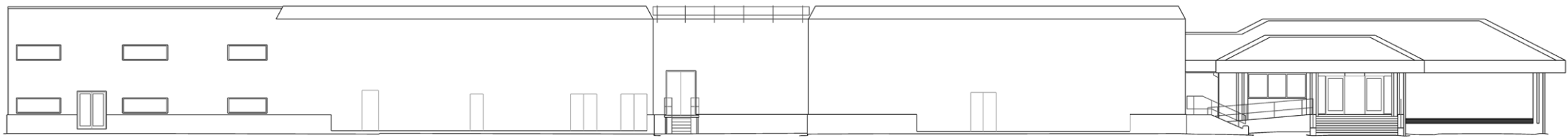
Currently, the site features a vacant commercial building (Starwood House), covering approximately 66,000 sq ft (6,132 sqm). It is served by an existing access from Avenue One which leads to an on-site car park, compromising approximately 160 spaces.

The existing building is off poor quality and does not meet modern market standards for the intended target occupiers. The building includes an office element which fronts onto Avenue One and with warehouse space behind.

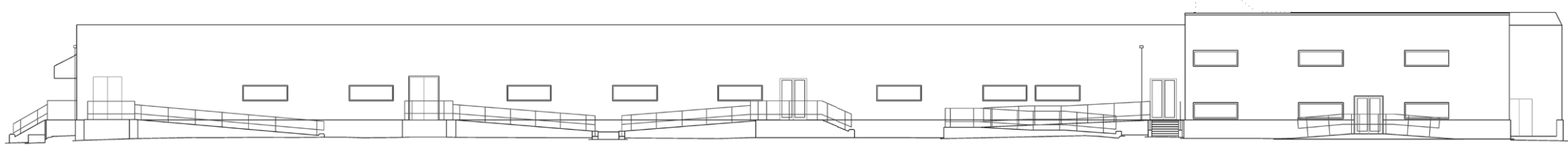
Starwood House has been used as a general industrial building in the past as well as a data centre.



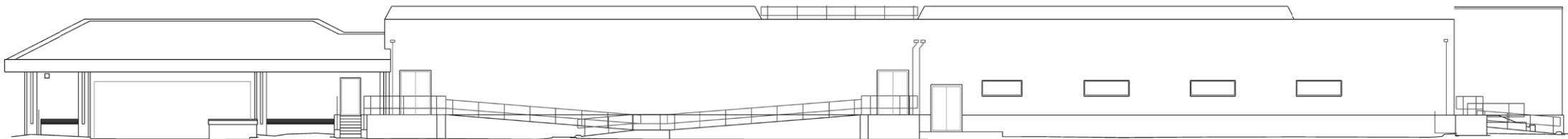
WEST ELEVATION



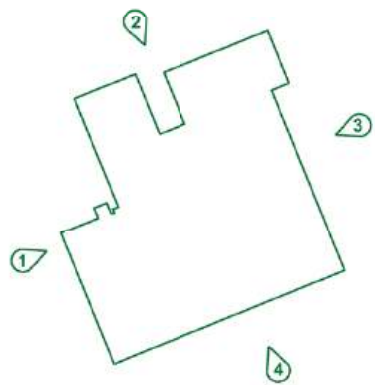
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



2.0 THE SITE

2.6 SITE ANALYSIS PLAN

This site analysis diagram outlines the key parameters in and around the site, including but not limited to; orientation, access, use types, screening and noise.

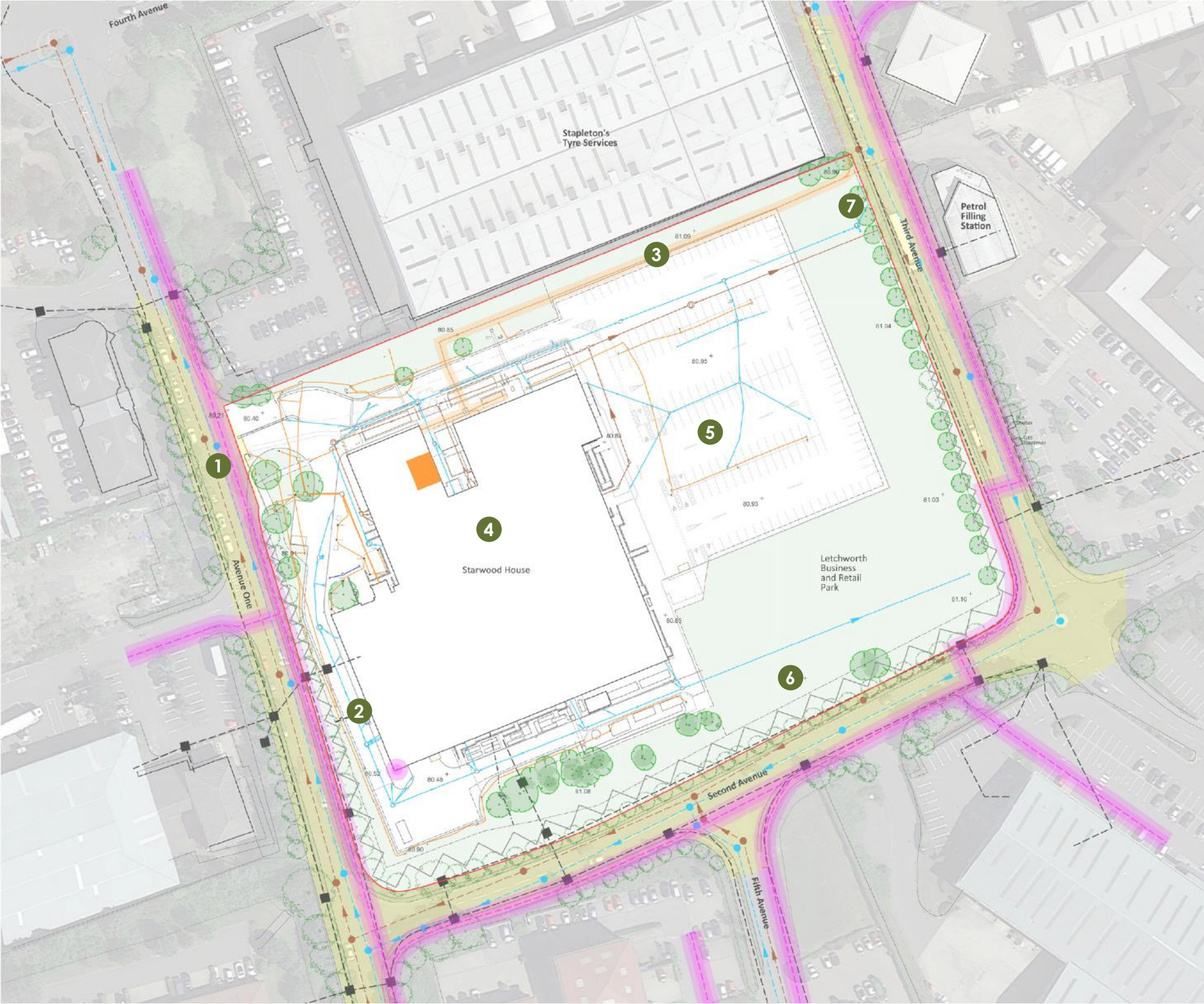


- Site Boundary
- Existing Entrance
- Vehicle Routes
- Public Transport Routes
- Pedestrian Routes
- Approach Site Lines
- Sensitive Boundary
- Sun Path
- Vegetation
- Industrial Use
- Commercial / Retail Use
- Office Use

2.7 CONSTRAINTS & OPPORTUNITIES

1. Opportunity to retain existing access into the site as already established onto Avenue One. Services and easements to be taken into account along this frontage, in any emerging design.
2. Any new building has the opportunity to provide built form onto Avenue One, maintaining presence onto Avenue with trees sitting in front.
3. Power utility easement along northern boundary to be taken into account in any new layout. Any design should also provide appropriate relationship to adjacent, industrial building, which sits close to the ownership boundary.
4. Opportunity to redevelop the site - removing existing buildings, which are in a poor state and impact negatively on wider context and street scene.
5. Opportunity to remove / break up large expanses of car parking within the site, which is viewable, particularly from south east corner of site.
6. Opportunity to improve upon existing biodiversity across the site - improving on quality of boundary landscaping and areas of soft.
7. Opportunity to form pedestrian link onto Third Avenue for site users to access amenities to east.

- KEY
- | | |
|------------------------|----------------------------|
| Application Boundary | High Voltage Easement 1.5m |
| Water | Existing Substation |
| Surface Water (Survey) | LP Gas |
| Surface Water | LP Gas Easement 1.5m-3m |
| Foul Water (Survey) | BT (Survey) |
| Foul Water | BT |
| Electric (Survey) | Adopted Highway |
| Electric | |



3.0 DESIGN RESPONSE

3.1 BUILDING TYPOLOGY

BUILDING ARRANGEMENT

Buildings for E(g)(ii,iii), B2 and B8 uses are regular in plan to maximise flexibility for subdivision and efficiency for internal fit-out (racking/storage and production facilities). Typically, these buildings are constructed on a 6-8m structural grid and designed to achieve clear internal eaves heights to meet institutional market expectations based on the size of the building/unit.

OFFICE

Office content is considered as ancillary to the primary use. These typically are positioned above ground floor if contained internally; Or could be double height and located as an external 'pod'. The office has been located to provide active frontage to Boundary Way.

Glazing within these building types is focused around the office content with feature entrances and first floor windows to the offices themselves. Due to the floor-plate depths and the potential fit-out requirements, lighting to the warehouse space is most efficiently achieved by roof-lights.

SERVICING

The service yard is located behind the unit to avoid views in to the yard from Avenue One. There are no residential units nearby however the building will act as a buffer against noise to Avenue One and beyond. Service yards are designed to be accessible, functional and secured to meet operational requirements. Loading doors have typically been provided at 1 per 10,000sqft of floor area.

FRONTAGES

For operational requirements for staff and visitors, service yards, car and cycle parking are positioned in front of entrances for convenience, safe circulation and easy access. In this scenario the position of the building is designed to separate the 'public' frontage and the service 'back' of the site.

LANDSCAPE

In order to maximise the potential for landscaping to establish and thrive this is primarily located/focused to the edge(s) of the plot including along Avenue One, and at the site entrance, where there is the opportunity. There is also an opportunity to maximise landscaping and public realm space at the site entrance and within an amenity area (pedestrian link onto Third Avenue).

PRECEDENT EXAMPLES



Quadron, Dartford - Example of a front on plot



Boxset, Basildon - Example of a side on plot



Fuse, Wixams - Example of an inward facing plot

3.2 DESIGN RESPONSE DIAGRAM

The design response diagram addresses each of the points raised within the site analysis and constraints and opportunities diagrams and sets out an appropriate layout for the site.

The siting of the buildings provides key activity and frontage onto Avenue One (most importantly) as well as Third Avenue.

This allows for car parking and servicing areas to largely be accommodated for within the site and are therefore screened from view in the wider context.

The existing site entrance is to be retained but adapted to provide pedestrian crossing safety benefits and a more efficient layout into the site.

The existing landscape zones around the boundary edges will be retained and enhanced where possible, including preservation of existing trees where possible and an addition of new trees to improve biodiversity net gain on the site.

The layout allows an opportunity to create a green space upon entry to the site.

- KEY
- Application Boundary
 - Car Parking Areas
 - Servicing Areas
 - Site Entrance / Exit
 - Active Frontage / Outlook
 - Building Entrances
 - Trees



4.0 PLANNING CONTEXT

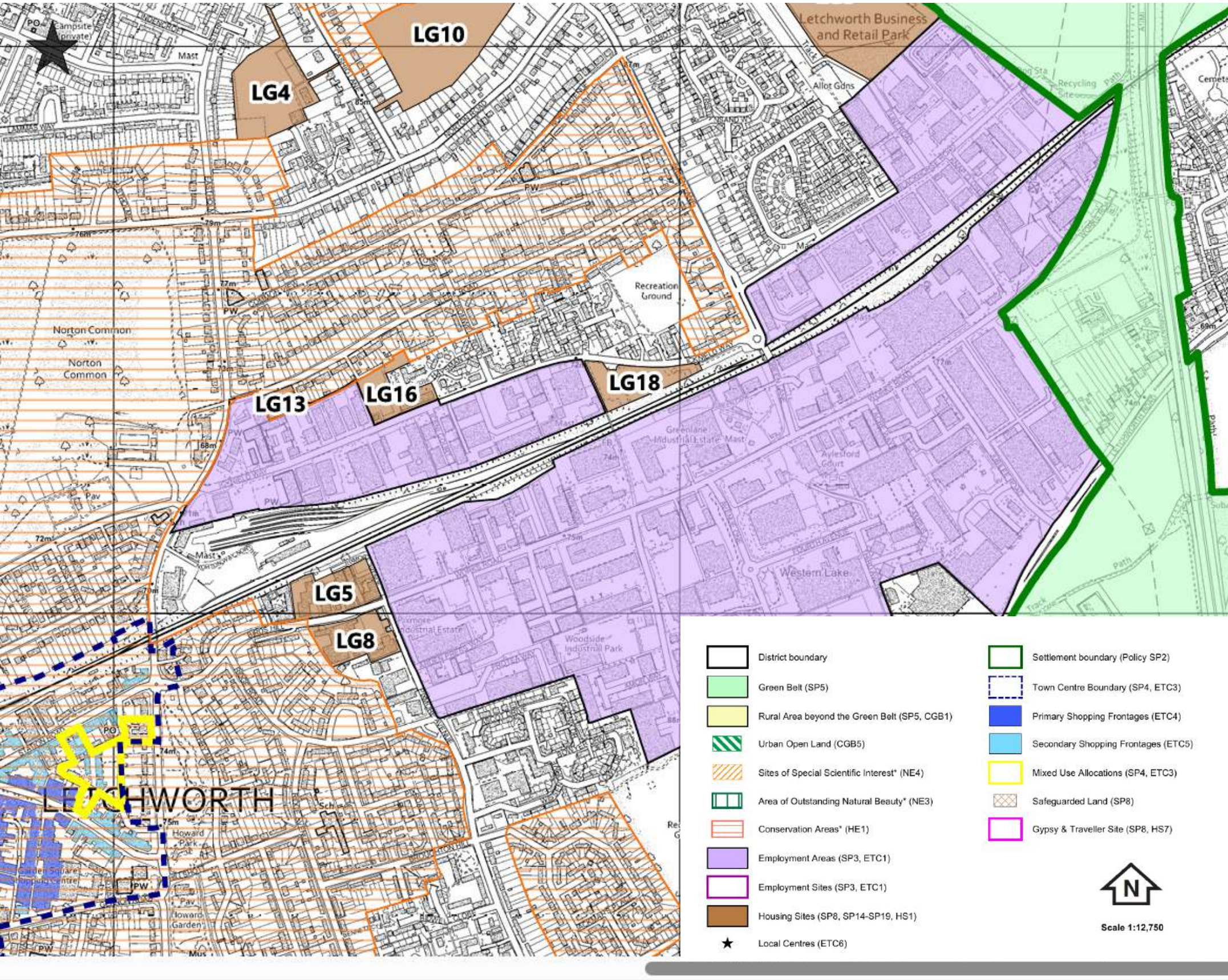
PLANNING CONTEXT

The National Planning Policy Framework (NPPF) 2024, highlights the importance of prioritised economic growth including strengthening industrial and logistics. Paragraph 86 in the NPPF outlines important aspects for planning policies to facilitate development to meet the needs of a modern economy, including identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics.

Further, Paragraph 87 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors including making provision for storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation.

At a Local level, the Site forms part of allocation ETC1 in the adopted North Herts Local Plan 2011-2031. This shows the site as part of the area identified purple below. The allocation is supported by Policy SP3 which encourages employment uses on the land identified as purple (employment land). Policy SP3 identifies that E class uses (office, research and development, industrial processes), B1 (business), B2 (industrial), and B8 (storage and distribution) are appropriate to these locations. From August 2021 the Use Class Order was amended and B1 was superseded by Use Class E. This is consistent with the proposed uses and is therefore considered to be acceptable in this regard.

North Herts are currently updating their Local Plan, however this is still in the early stages of preparation with regulation 18 public consultations scheduled for October to November 2025. Adoption of the Development Plan is schedules for December 2027. Therefore, no weight is afforded to the emerging local plan.



5.0 CONSULTATION AND DESIGN DEVELOPMENT

CONSULTATION

The Proposed form of development was subject to a pre-application meeting held with North Herts council on 20 January 2025 and a written response was issued by the case officer on 6 February. The response confirmed that the principle of development for employment uses including E(g) (ii) (iii), B2 and B8 is considered acceptable and that due to the age of the existing building, it was unlikely capable of re-occupation.

Given the allocation of the Site and its sustainable location, the amount of floorspace proposed was considered to make a much more efficient use of the Site. The proposed site coverage of circa 45% presents a positive uplift from the existing coverage of circa 30%.

In terms of design, the council considered that the introduction of a high-quality entrance point, with glazing would be a benefit to the street scene of Avenue One. The height of the units was also considered broadly acceptable, however sections across Avenue One were requested.

The proximity of Unit 3 to the north was accepted on the basis that the unit to the north did not have any south facing windows, however a pedestrian access was requested on the northeast corner.

The retention of mature trees along the Site boundary was also considered a positive aspect of the proposal and the loss of certain landscaping features in the southwestern corner was not seen to impact on the boundary aspects of the Site.

Officers confirmed that there was no significant habitat value on the site, however flagged that the pond located to the northwest of the site boundary should be checked for ecological value. The provision of off-site ecology was accepted in principle, subject to demonstrating that it would not be appropriate to meet BNG on site.



6.0 THE PROPOSAL

6.1 SITE LAYOUT

The site layout is defined by a number of factors; the existing site constraints; planning policy considerations; and institutional and operational requirements for the flexible uses proposed based on the building size and client brief.

The proposed development involves the erection of two high quality industrial warehouse units which will be used for industrial or commercial purposes under Use Classes E(g)(ii, iii)/ B2/B8, with ancillary offices.

The existing site entrance off Avenue One will be retained and improved to provide access to each of the units, for cars, service vehicles and refuse/emergency vehicles. The access will be narrowed to provide a safer crossing for pedestrians.

Considered placement of cycle parking provides for convenient drop off without impacting on the wider site movements of vehicles.

The building layout has been designed to maximise site efficiency, help screen service yards and add a positive frontage to boundary conditions.

High quality soft landscaping is targetted around all boundary edges. Aadditional pockets of soft landscaping is accommodated for at the entrance to the site. Green roof cycle shelters have also been chosen to provide additional habitats and 'greening' in front of the buildings. The strategy for the site will be developed in close consultation with arboricultural, ecological and landscape consultants.

The proposals will be delivered as 3no units (2no buildings) as clear height open shell space, which maximises flexibility for future occupiers to fit out the building as they require. Circa 12%-15% ancillary office space, which will be located at first floor level and positioned to provide active frontages to the street scene.

Internally, the buildings will have an entrance space with staircase leading to the first-floor offices. At ground floor the entrance/reception opens up to views of the landscaping/ street frontages. Off the reception disabled WC facilities, showers, and locker/change areas will be provided with flexibility to expand this at the fit-out stage. Full disabled access will be afforded via flush thresholds and lift access to the first floor. The first floor will be open plan ancillary offices with additional core WC facilities and a kitchenette area.

The proposed layout will deliver three units across two buildings, totalling circa. 12,000sqm (GIA) of accommodation. 106 car parking spaces provided across the site – 20% of these spaces will be provided as active electric vehicle charging day one with the remainder provided as passive provision for future-proofed adaptability as demand increases. Cycle spaces will be provided and positioned for convenience and security, to meet LPA standards and BREEAM requirements.



SCHEDULE OF AREAS

UNIT 1	GIA		GEA	
	m²	ft²	m²	ft²
Ground Floor	3,572	38449	3,659	39385
First Floor (12.2%)	438	4715	481	5177
Total	4,010	43,163	4,140	44,563
First Floor Mezzanine	83	893	95	1023

UNIT 2	GIA		GEA	
	m²	ft²	m²	ft²
Ground Floor	2,089	22486	2,151	23153
First Floor (13.5%)	283	3046	312	3358
Total	2,372	25,532	2,463	26,511

UNIT 3	GIA		GEA	
	m²	ft²	m²	ft²
Ground Floor	4,932	53088	5,059	54455
First Floor (12.4%)	615	6620	671	7223
Total	5,547	59,707	5,730	61,677
First Floor Mezzanine	79	853	90	973

SITE SUMMARY	GIA		GEA	
	m²	ft²	m²	ft²
Building 1	4,010	43163	4,140	44563
Building 2	2,372	25532	2,463	26511
Building 3	5,547	59707	5,730	61677
Total	11,929	128,403	12,333	132,751
Building Area to Site Ratio	23,562		24,360	

Site Car Parking	No.	Ratio*
Building 1	37	1:109
Building 2	21	1:113
Building 3	48	1:116
Total Car Parking	106	
*Ratio = Building m2/ number of spaces		

Site Cycle Parking	No.
Building 1	24
Building 2	16
Building 3	32
Total Cycle Parking	72

LANDSCAPE DESIGN

6.2.1 ILLUSTRATIVE LANDSCAPE MASTERPLAN

KEY LANDSCAPE DESIGN PRINCIPLES ARRANGEMENT

- 1. To create a strong green infrastructure that responds to the surrounding context.
- 2. Implement a new native mix and tree buffer along the eastern edge of the site to soften views of the built development.
- 3. Enhance the access road's visual appeal with an attractive tree avenue alongside the new proposed pedestrian/cycle route into the site.
- 4. Softening the building frontage around the full periphery of the site by retaining the majority of the existing trees and providing additional tree planting proposed along new development edges to create a layered landscape.
- 5. The Access road has been designed with mown edge with seasonal bulb planting on both sides to maintain a crisp edge against the proposed Wildflower meadows carefully selected to maximise biodiversity across the proposals.
- 6. The central spine has been designed to create a strong green link along its length, creating an attractive route for pedestrians along a series of raingardens and meadows. The rain gardens form a key role to the sustainable drainage strategy of the site whilst encouraging biodiversity.
- 7. Enhance doorstep spaces of the proposed building through tree and shrub planting, seating and the use of high-quality hard materials.
- 8. Provide a high-quality outdoor amenity space for users by implementing timber seating and picnic tables.

- 1. Arrival and Doorstep Spaces
- 2. Existing Trees Retained
- 3. Access Road
- 4. Car Park
- 5. Amenity Space (outdoor seating)
- 6. Rain Garden
- 7. Proposed Trees
- 8. Yard
- 9. Cycle Shelter
- 10. New Hedge Rows



6.2.2 PRECEDENT IMAGES



Proposed Tree avenue



Proposed Rain Garden



Ornamental Planting to Entrances



Proposed Amenity Spaces with Seating



Avenue of fastigate trees along the road



Proposed Wildflower Meadows

6.2.3 ENTRANCE AND ROAD FRONTAGE

KEY LANDSCAPE DESIGN PRINCIPLES

- 1. A verdant avenue set within wildflower grassland creates an inviting frontage along the main road frontage and will help soften the building frontage.
- 2. A focal tree next to the site signage creates a legible arrival space into the development followed by an avenue of fastigate hornbeams along the new access road into the site.
- 3. The Access road has been designed with mown edge with seasonal bulb planting on both sides to maintain a crisp edge against the proposed Wildflower meadows carefully selected to maximise biodiversity across the proposals.
- 4. A further series of smaller groups of trees comprising of multistem evergreen trees and Amelanchiers provide screening to maintenance routes and create an attractive layer of planting.
- 5. The proposed pedestrian/cycle route provides a legible route upto the main doorstep entrances.



Multistem evergreen trees providing structure and screening



Fastigate avenue trees with an understorey of meadows with mown edges



Bulb planting proposed to mown edges providing seasonal interest



6.2.4 CENTRAL GREEN SPINE

KEY LANDSCAPE DESIGN PRINCIPLES

- 1. The central Green Spine has been designed to create a strong green link along its length, creating an attractive route for pedestrians.
- 2. An attractive single avenue of tree with an alternating understorey of wildflower meadows and rain gardens create a visual feature at the heart of the proposals.
- 3. The rain gardens form a key role to the sustainable drainage strategy of the site whilst encouraging biodiversity.



6.2.5 TREE STRATEGY

The tree palette has been carefully selected to provide seasonal interest, wildlife value, climate resilience and incorporate features that improve air quality.

Acer Rubrum tree have been propsoed at the entrance of the site to provide a grand entrance. A anveue of tall entrance Fagus sylvatica 'Dawyck trees along the access road into the site.

An avenue of Betula pendula 'Obelisk' and Acer Campestre 'Streetwise' columnar trees have been proposed along the spine road giving seasonal intrst and

Quercus Ilex Fastigiata and Pinus Sylvestris Fastigiata has been proposed along the northern boundary to screen the adjacent property.

The eastern boundary to the yard space has been proposed with a dense tree belt composing of a mix of Betula pendula and Prunus Cerasifera Nigra Fastogoata trees to provide a buffer to the development from main road.

The planting strategy aims to create a naturalistic look to the site using a variety of native species to create a diverse landscape that is both aesthetic and beneficial to wildlife.



6.2.6 TREE PALETTE



● Betula pendula 'Obelisk'



● Acer campestre 'Streetwise'



● Quercus Ilex Fastigiata



● Liquidambar Styraciflua



● Acer rubrum



● Amelanchier lamarckii



● Fagus sylvatica 'Dawyck'



● Prunus Cerasifera Nigra Fastigiata

6.2.7 SOFT LANDSCAPE STRATEGY

PLANTING STRATEGY

The planting strategy for the site has been carefully considered working closely with the project ecologist to provide enhanced wildlife value.

The scheme where possible has moved away from providing large areas of non-native amenity shrubs and ground cover plants, instead using 2 native wildflower grassland mixes.

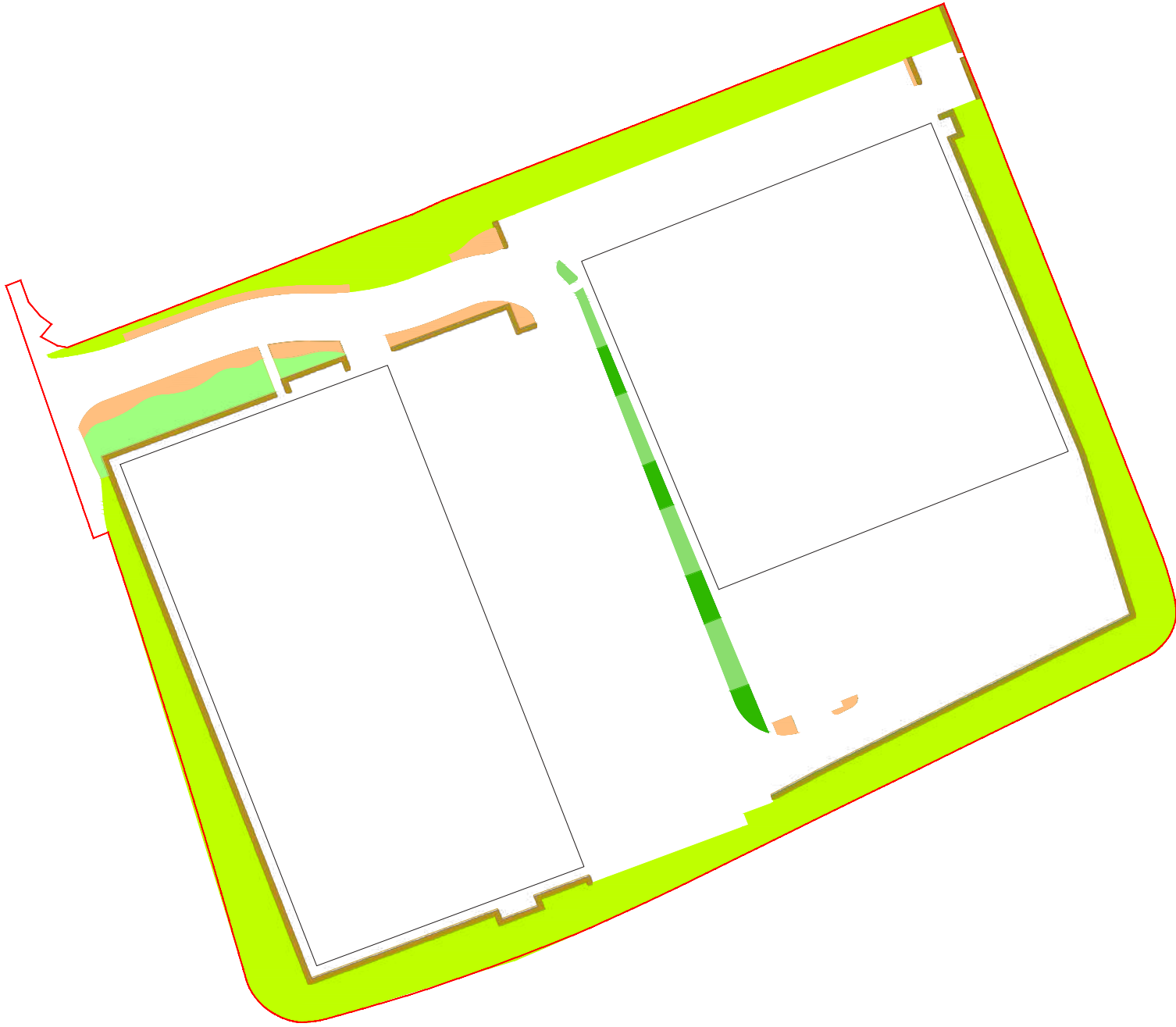
Around the carpark area and building entrance a hardy amenity planting mix will be used, specified to add impact and seasonal interest.

A mixed species hedge has been specified along the southern boundary of the yard, creating additional habitats for species.

The plant selection used within the rain gardens has been carefully selected to enhance biodiversity looking to maximise the wildlife value for each feature. The plants used are also tolerant to extremes in weather being able to thrive in both dry and wet environments.



Amenity planting



- Existing Grass
- Proposed Native Hedgerow
- Proposed Wildflower Grassland
- Proposed Ornamental Planting
- Proposed Rain Garden
- Proposed Flowering Lawn



Shade tolerant grassland Mix - Emorsgate EH1 Hedgerow Mix



Flowering lawn mix - Emorsgate EL3 Mown Edge



Rain garden planting



Mixed species native wildlife hedge

6.2.8 HARD LANDSCAPE STRATEGY

A simple well considered paving palette has been selected for the site.

Site entrance Footpath with Precast concrete paver setts will be used for the shared pedestrian and cycle path, providing a durable and attractive surface.

The building Entrance Forecourt with enhanced block paving system will be installed using a variety of plan sizes and a blend of grey tones to introduce visual interest and a high-quality finish.

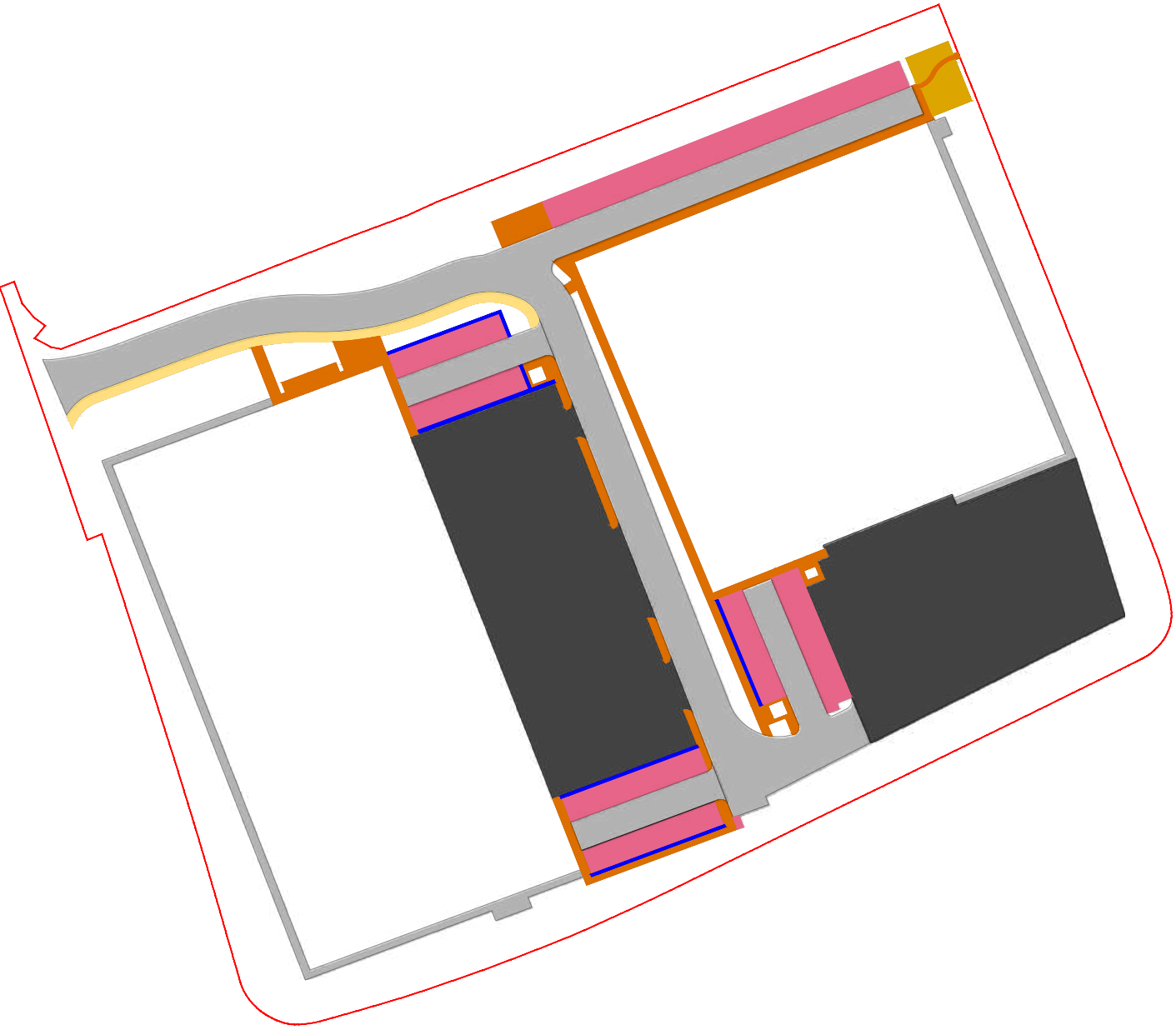
Permeable block paving has been proposed to the majority of car parking bays.

Footways next door to the access road and western front of the building, will be constructed from a black bituminous material

The amenity space beneath the existing tree canopy, the ground surface will be finished with a natural pine bark mulch, offering a soft and natural texture suitable for shaded, landscaped areas.

All roadways to be constructed from a black bituminous material.

- Concrete yards
- Tarmac Road
- Loose Gravel
- Block paving
- Concrete Pavers
- Permeable Block Parking
- Natural Pine Bark Mulch



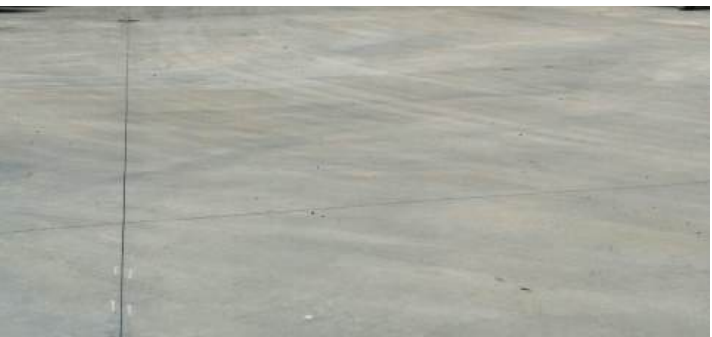
Precast Concrete Paving Setts



Tobermore MANHATTAN Range Block Paving - colour range



Tarmac access road and Maintenance footpath



Concrete to warehouse yards



Permeable Block paving to car parking bays with contrasting demarcating blocks

6.2.9 FURNITURE STRATEGY

A simple well considered furniture palette has been selected for the site. Within the majority of enhanced doorstep spaces, seating and bins have been provided to encourage use of outdoor spaces to enhance social wellbeing across the proposals.

- A well considered seating area with timber picnic benches has been proposed within the central green space to encourage users to enjoy the sunny southerly aspect and views over the proposed pond.
- Adjacent to building entrance within the south west of the site there is proposed three number benches. These benches are for employees and visitors. The benches will include arm rests and backs, made from hard wood timber, with steel frame, galvanised and powder coated in anthracite grey.

BOUNDARIES

The strategy for the boundaries to the site are consistent and clear. A 2.4 metre high weld mesh fence, powder coated green wraps around each unit to provide the level of security required by the occupier.



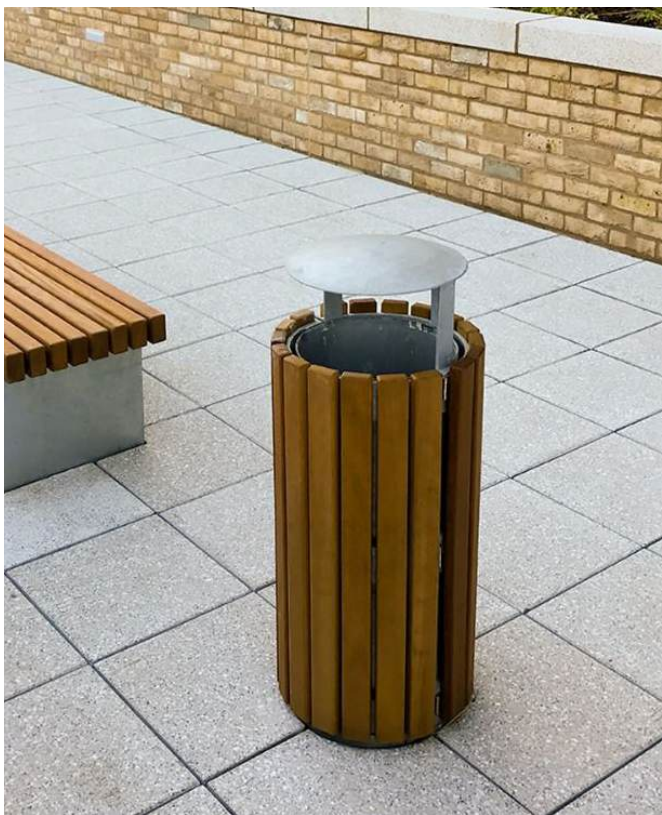
Green Roof to Cycle Shelters



Deluxe Contemporary “Westfield” Four Seater Park Bench - heavy duty aluminium



Seating with back and arm rests & Bin; Iroko timber, Galvanised powder coated steel in Anthracite grey



Litter bin; galvanised steel with vertical timber slate; powder coated in grey colour.