

Application 2 Design Proposal

5.00

Design and Access Statement

Rear Car Parking Deck

APPLICATION 2 DESIGN PROPOSAL

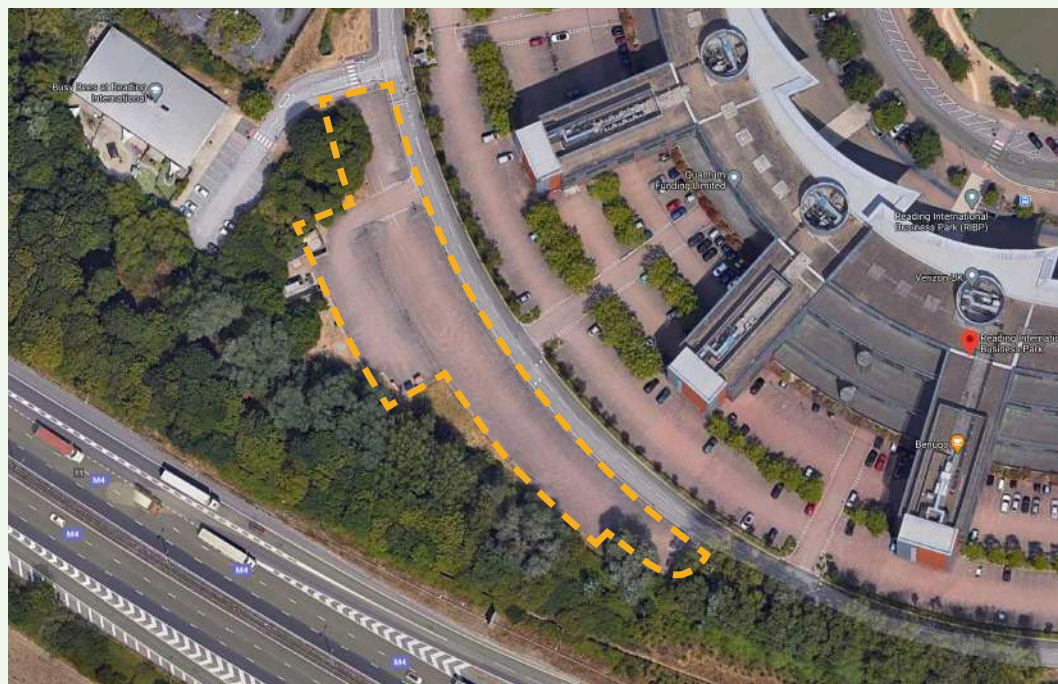
Application 2 Design Proposal - Rear Car Parking Deck

5.01 Rear Car Parking Deck

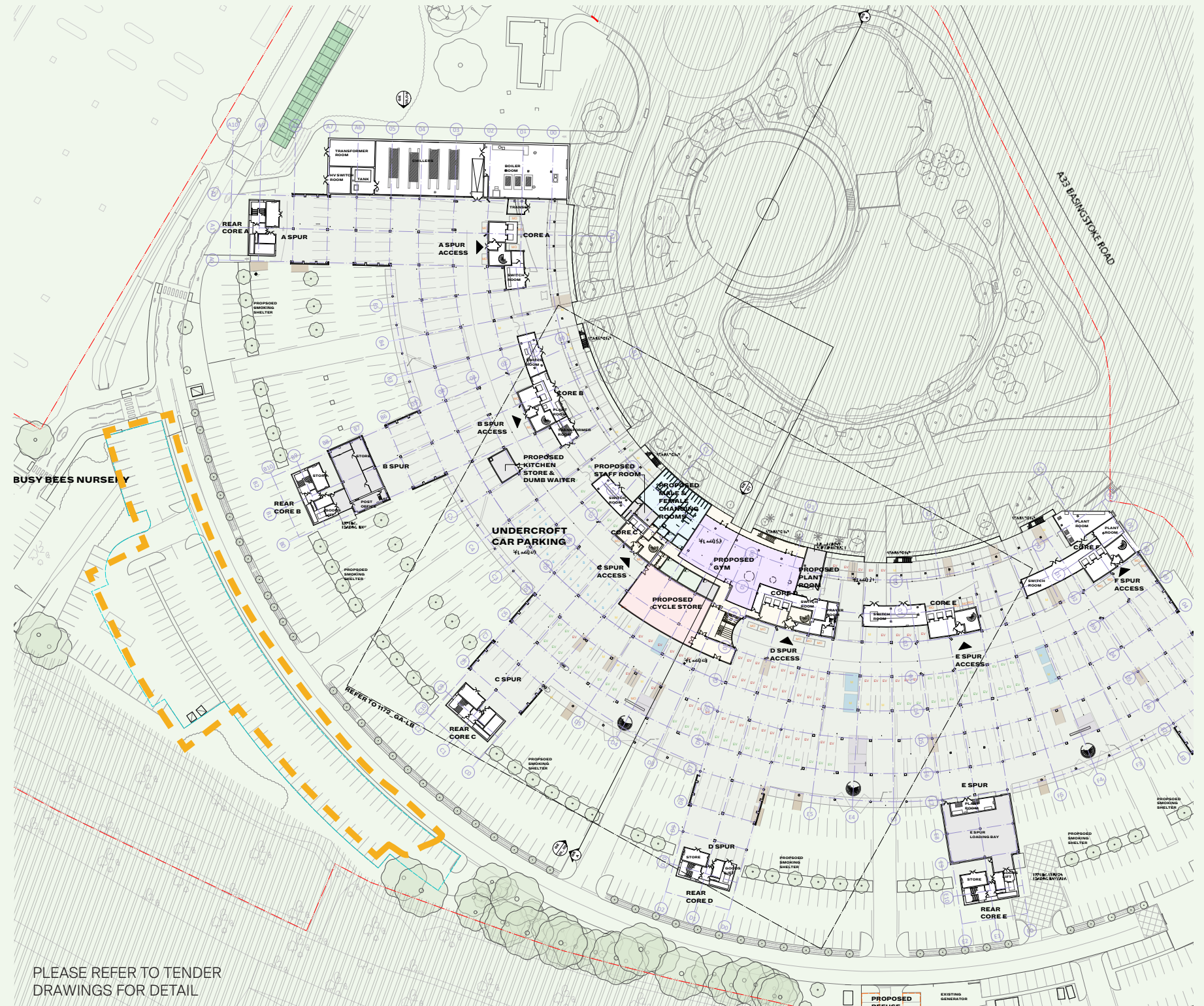
Application 2 comprises an outline application to introduce a parking deck to the rear of the site opposite Spurs B & C and accessed off the main service route. The purpose behind introducing the deck is to ensure there is an appropriate and accessible level of car parking for existing and future tenants following the introduction of dedicated the spaces, that will only be available for those using electric vehicles (60 spaces) and car sharers (24 spaces).

This represents the optimisation of the layout and brings all of the spaces within the controlled area and will make car park management easier. The deck will also have less of an impact on the existing landscape than the reconfiguration of the at grade spaces (proposed under Application 1) as the deck will sit above existing parking bays and an enclosed storage area.

KEY
 PROPOSED REAR CAR PARKING DECK LOCATION



SATELLITE VIEW
67



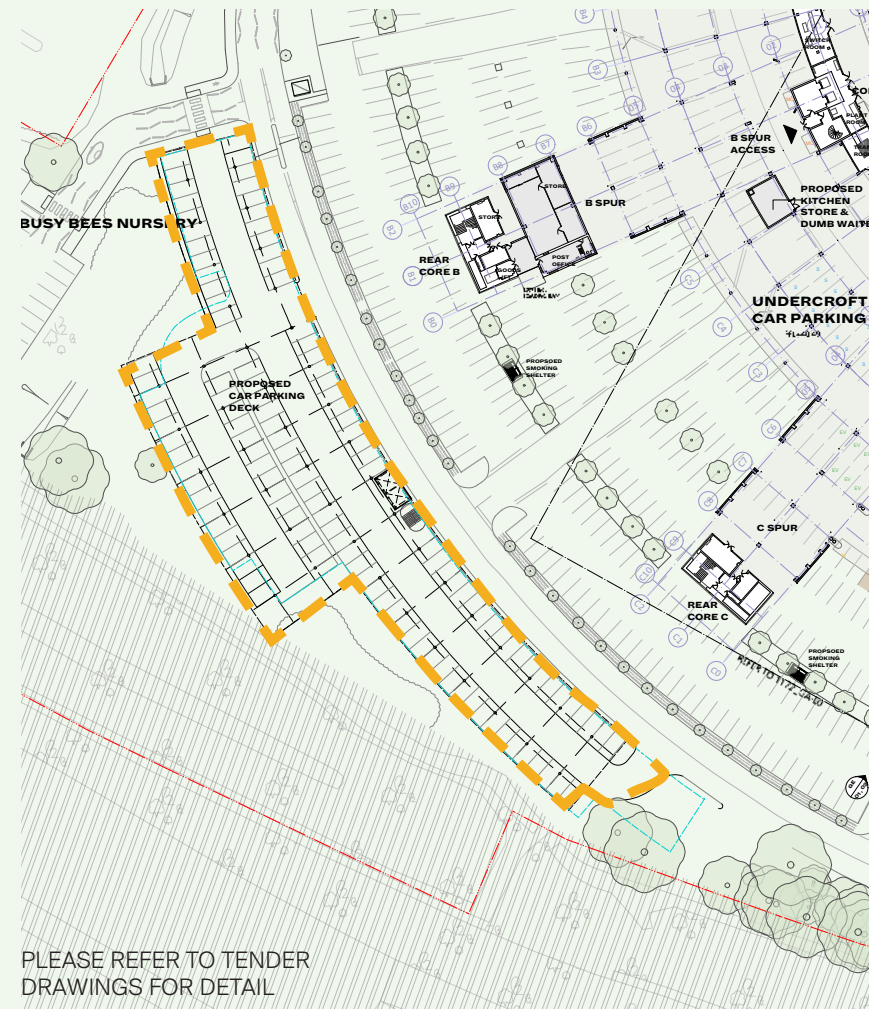
PROPOSED BASEMENT PLAN N.T.S. ⌚

BUCKLEY GRAY YEOMAN

Application 2 Design Proposal - Rear Car Parking Deck

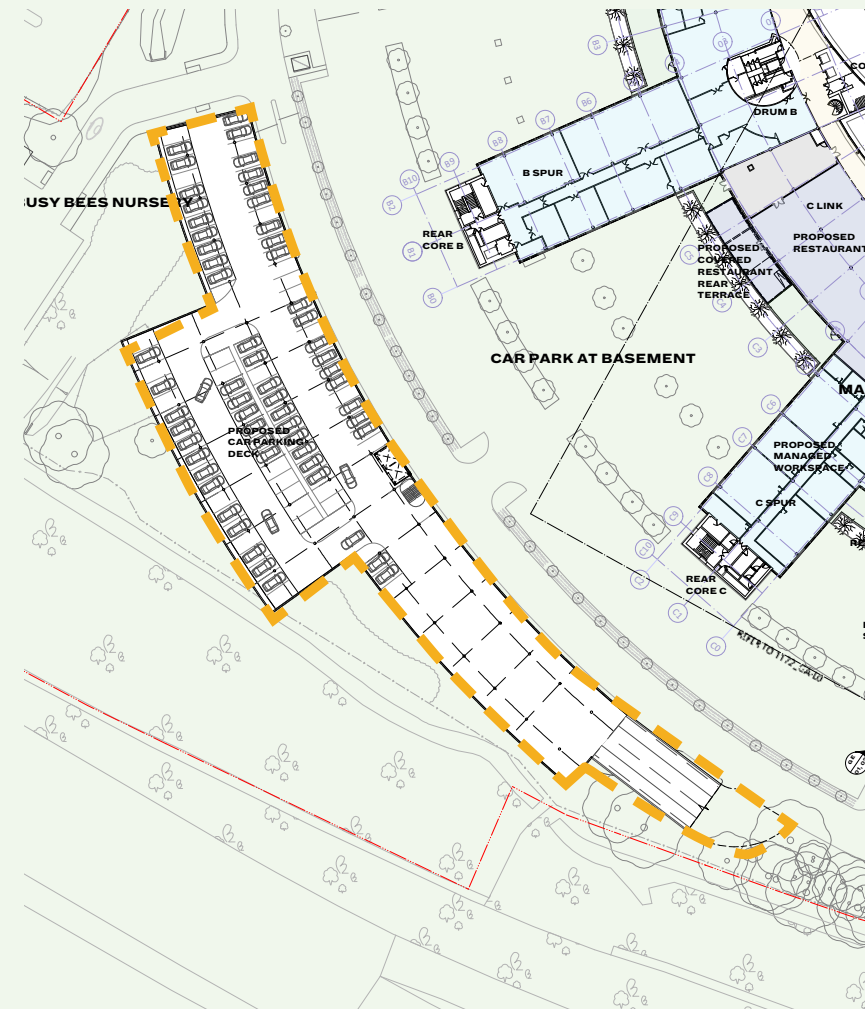
5.02 Car Parking Spaces Summary

The new deck will result in a net increase in the level of overall parking to a maximum of 1,260 spaces (net increase of 61 spaces over the 1,199 existing spaces). This increase should be compared to the 84 dedicated EV and Car Share spaces to be provided under Application 1.



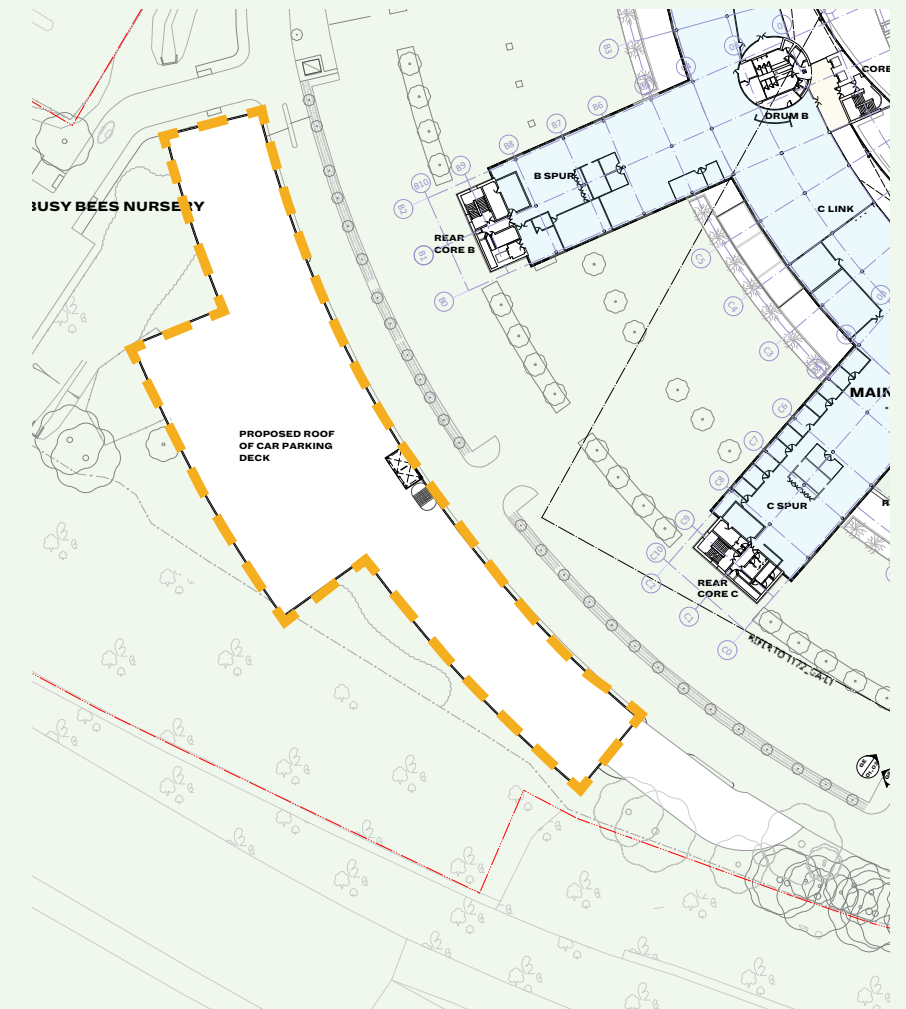
PROPOSED BASEMENT PLAN N.T.S. ①

Following the introduction of the deck the number of at grade spaces when compared with Application 1 will reduce from 1,199 to 1,175, as a result of not having to reconfigure the existing layout to provide the 24 spaces within the area of the proposed deck. The access to the ground level of the deck will be from the access point opposite Spur B, with the egress to the south east under the ramp.



PROPOSED G/F PLAN N.T.S. ①

The access and egress ramp to the upper deck will be from the south east of the deck.



PROPOSED 1/F PLAN N.T.S. ①

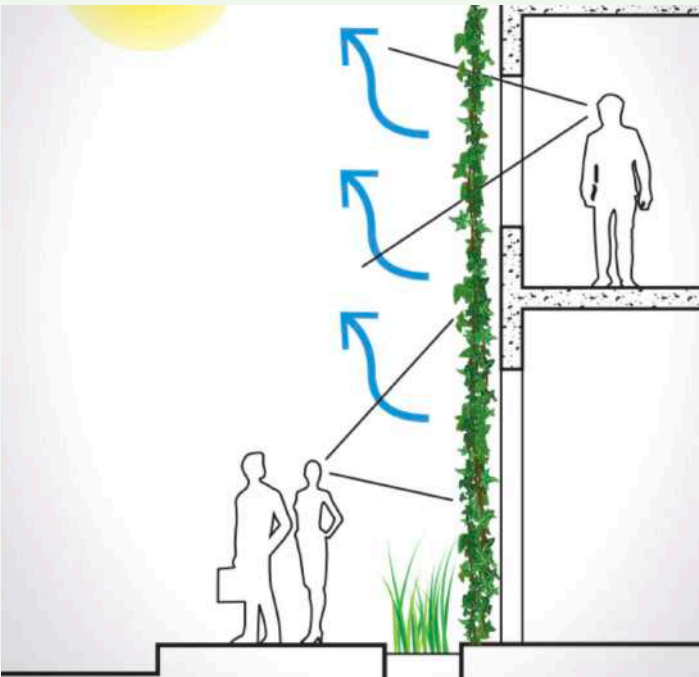
Roof on the deck, if built, can be used for additional sustainability measures.

Application 2 Design Proposal - Rear Car Parking Deck

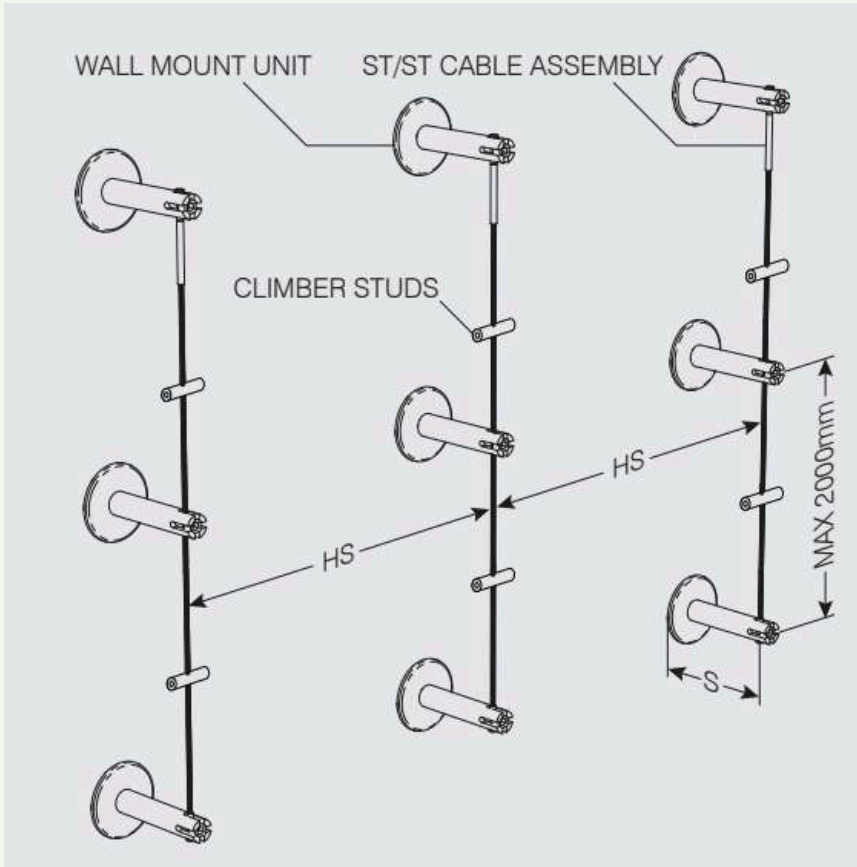
5.03 Deck Elevation Material

The deck will be constructed under a Design & Build Contract, if permitted, so detailed drawings will be submitted for approval at a future date. However, it is envisaged that the deck will be a lightweight concrete/steel structure with the potential for a roof (subject to viability).

In order to blend in with the backdrop of landscaping, a cable trellis system could be introduced to allow planting to grow up the elevation and provide an amenity screen.



DIAGRAMMATIC SECTION SHOWING THE BENEFITS OF THE SYSTEM



RONSTAN CABLE TRELLIS SYSTEM



BUCKLEY GRAY YEOMAN



PRECEDENT IMAGES OF THE CABLE TRELLIS

Access, Maintenance & Servicing

6.00

Access, Maintenance and Servicing

6.01 Access and Egress

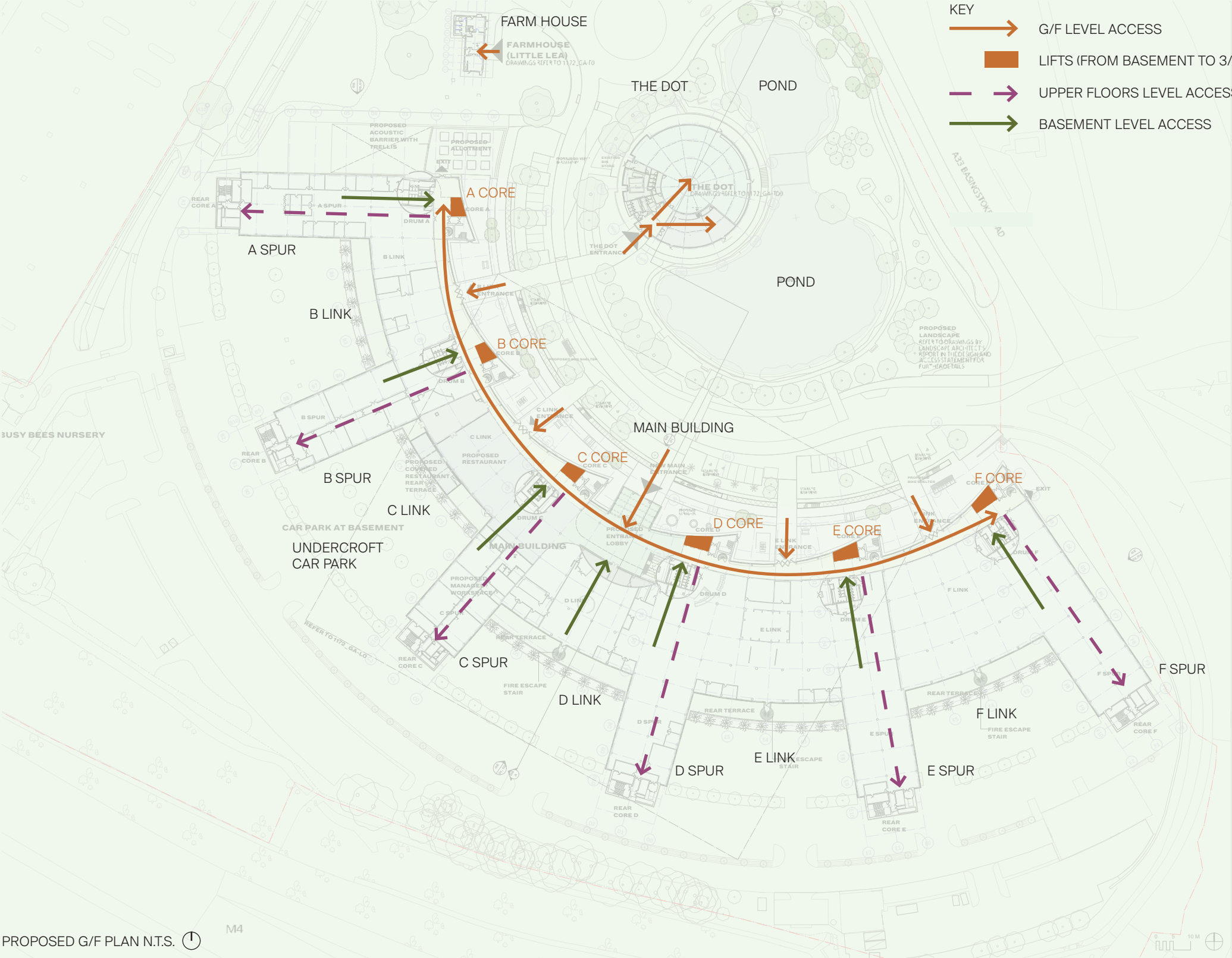
Staff and visitors of Main Building can come to the site by bike, car, motorcycle, bus or taxi.

For staff, if they come by bike, car or motorcycle, they will arrive at the basement undercroft car park, where there are also parking spaces for motorcycle and bikes. They can enter the building via the new basement lobby at D Link, or via all other lift lobbies in each Link. The new basement lobby entrance will have level access. They can then take the lifts (from A to F core) to G/F Entrance Lobby, or directly going to the upper floors where their offices are.

For staff and visitors, if they come by bike, car, bus or taxi, they will arrive at ground floor, where there are visitor car parking bays, short stay cycle shelter, bus stop and taxi lay off. They can enter the building through the new entrance at D Link, or all the other entrances in each Link. All entrances have level access, and there is door button for wheelchair users to open the side swing door.

For entering the Dot, staff and visitors can cross the zebra crossing of the main road to arrive at the Dot main entrance. The entrance of the Dot has level access.

For entering the Farm House, visitors will follow a downward sloping path to arrive at the entrance of the Farm House. The Listed Building has no lift inside.

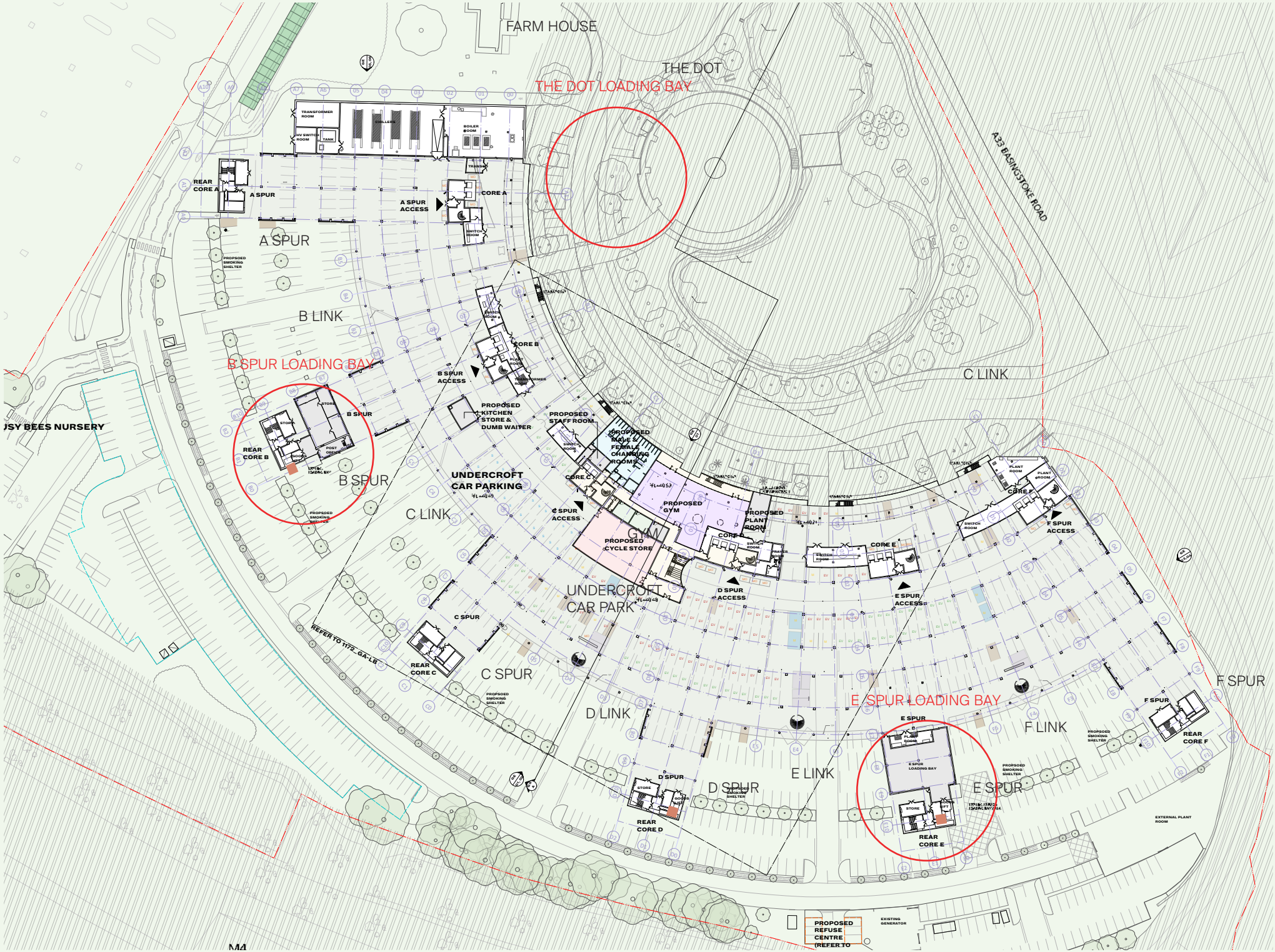


Access, Maintenance and Servicing

6.02 Goods and Servicing

Goods and servicing vehicles can arrive at the Site on three locations:

- B Spur Loading Bay for Main Building A,B, and C Spurs, and Kitchen on C Link.
- E Spur Loading Bay for Main Building D,E, and F Spurs.
- Dot Loading Bay for both Dot and Farm House.



PROPOSED BASEMENT PLAN N.T.S. ①

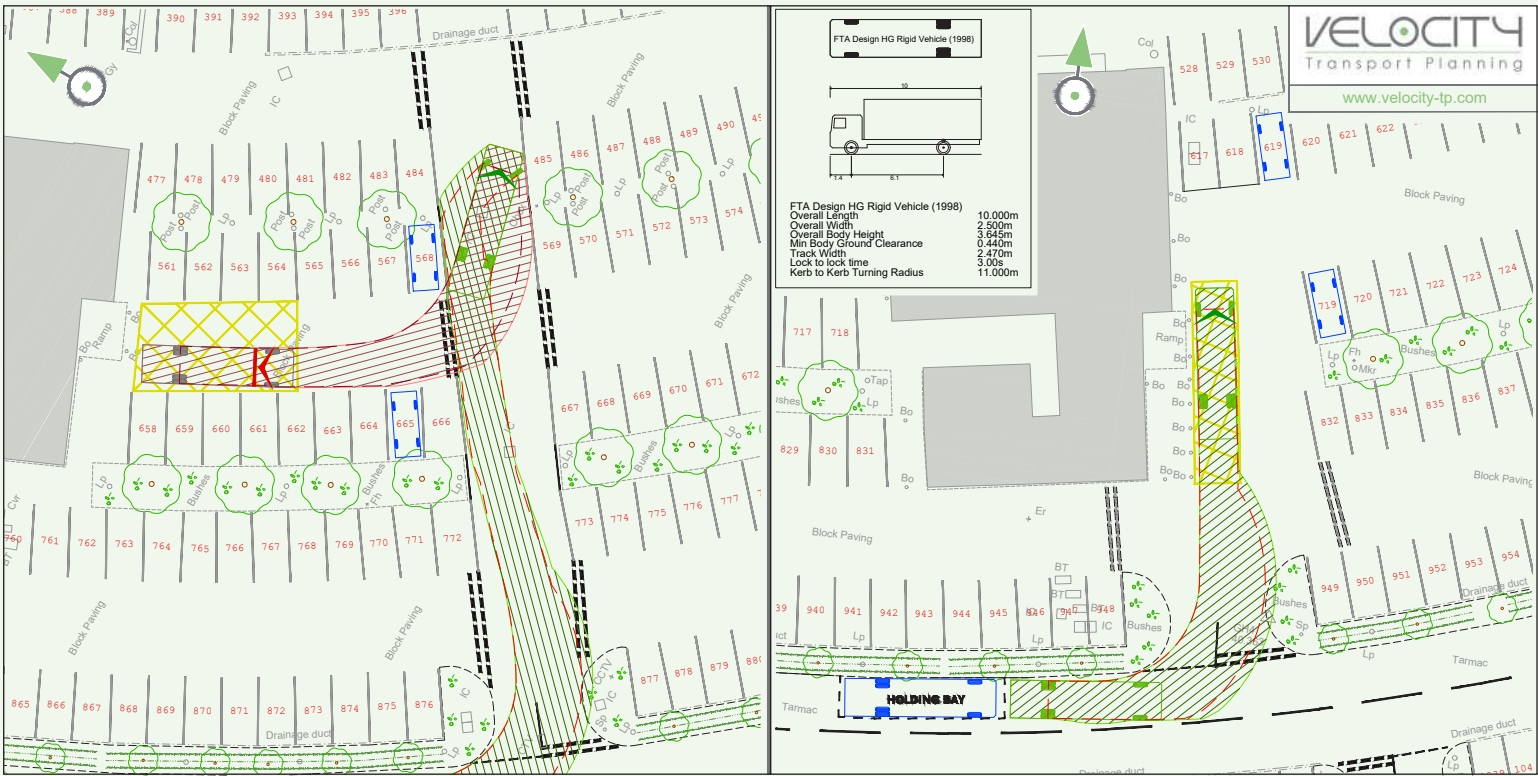
Access, Maintenance and Servicing

6.02 Goods and Servicing

Velocity has prepared drawings showing the vehicular access and egress for all three loading and unloading locations.

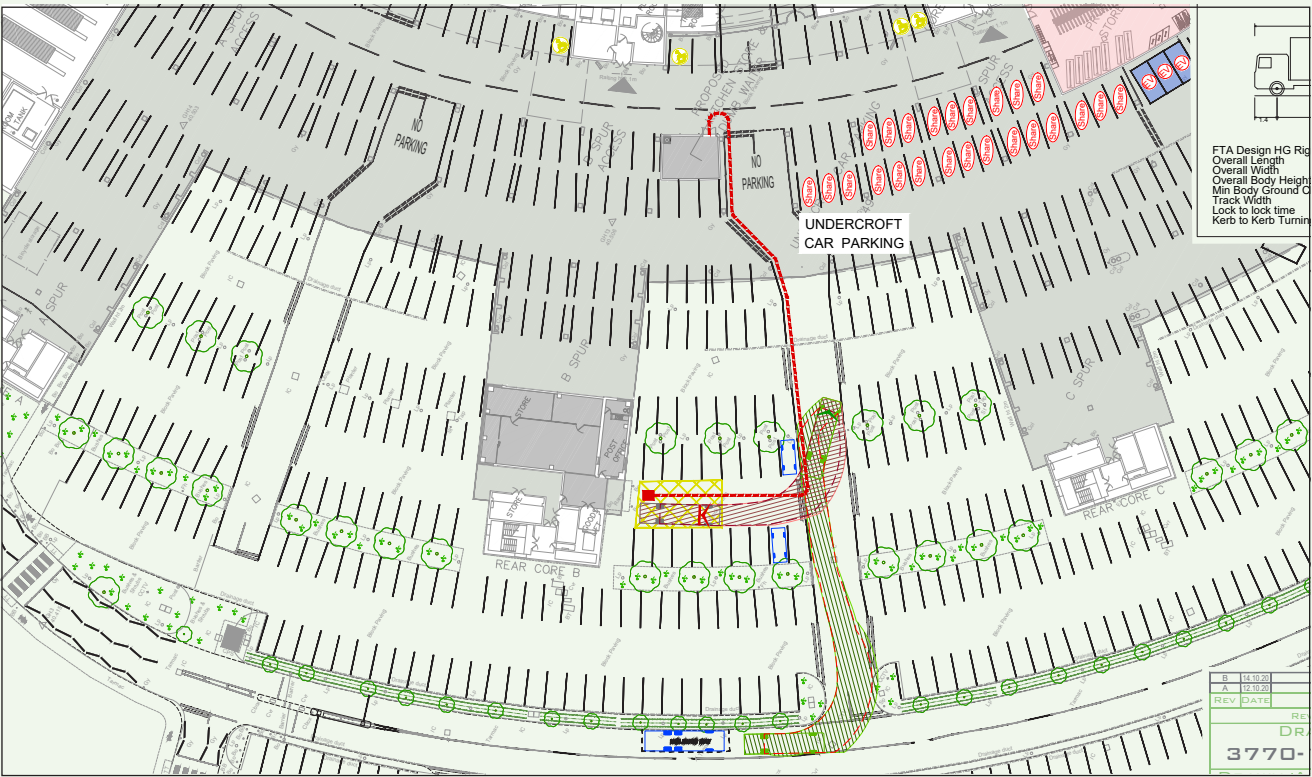
A route from the B Spur Loading Bay to the kitchen store with the dumb waiter directly link to the G/F Restaurant Kitchen is also identified.

Please refer to Velocity's Loading and Servicing Plan for details.

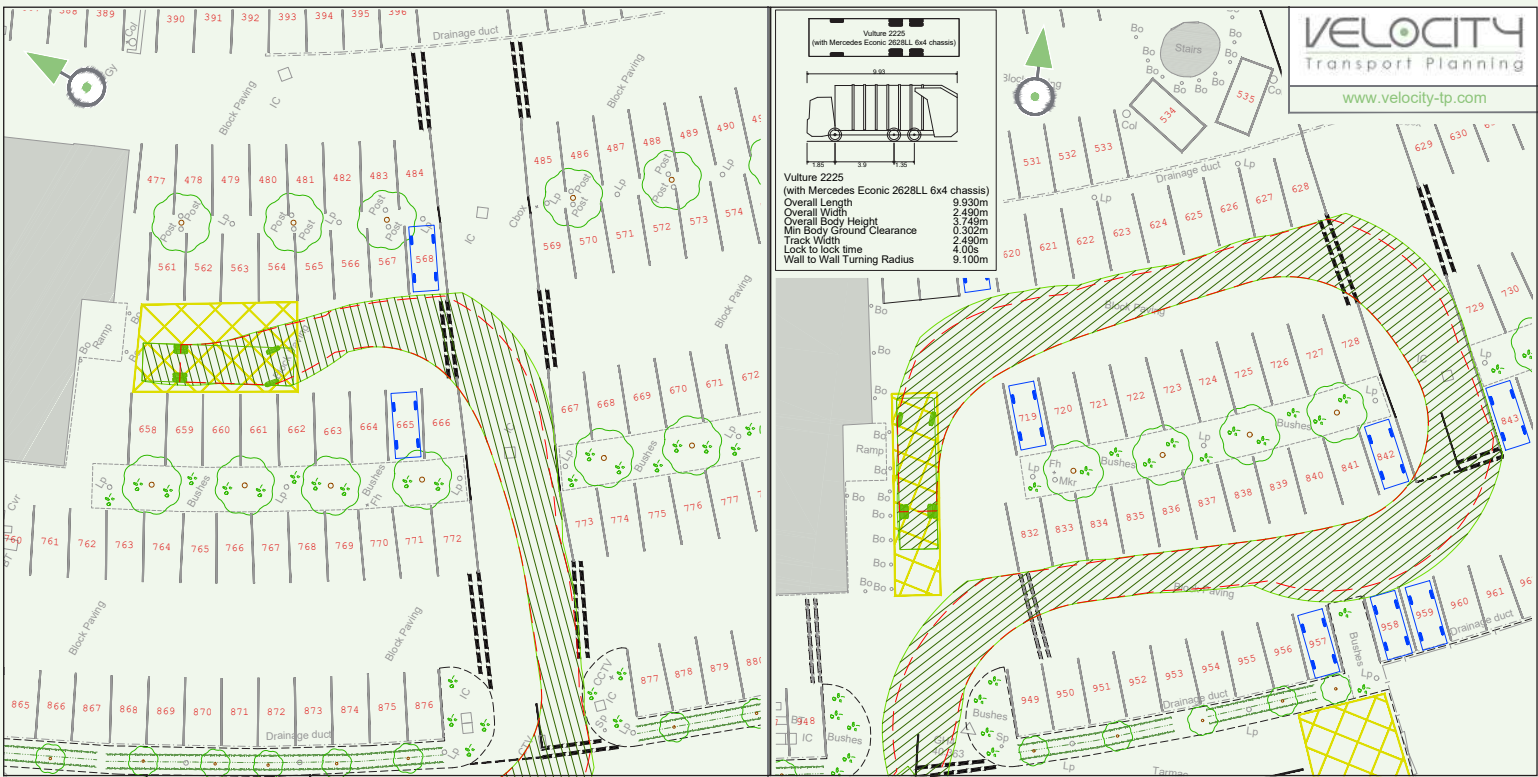


B SPUR LOADING BAY ACCESS PLAN N.T.S.

E SPUR LOADING BAY ACCESS PLAN N.T.S.



B SPUR LOADING BAY TO KITCHEN DUMB WAITER N.T.S.



B SPUR LOADING BAY EGRESS PLAN N.T.S.

E SPUR LOADING BAY EGRESS PLAN N.T.S.

Access, Maintenance and Servicing

6.03 Refuse

Existing bin stores are all over the site. Velocity has proposed two centralised areas for refuse disposal.

For the Dot and Farm House, the bin store next to the Dot loading bay will service as the refuse disposal point.

The new refuse centre for the main building will be at the rear side of the E Spur, and will affect 6 existing car parking bays, as mentioned in Section 7.04.

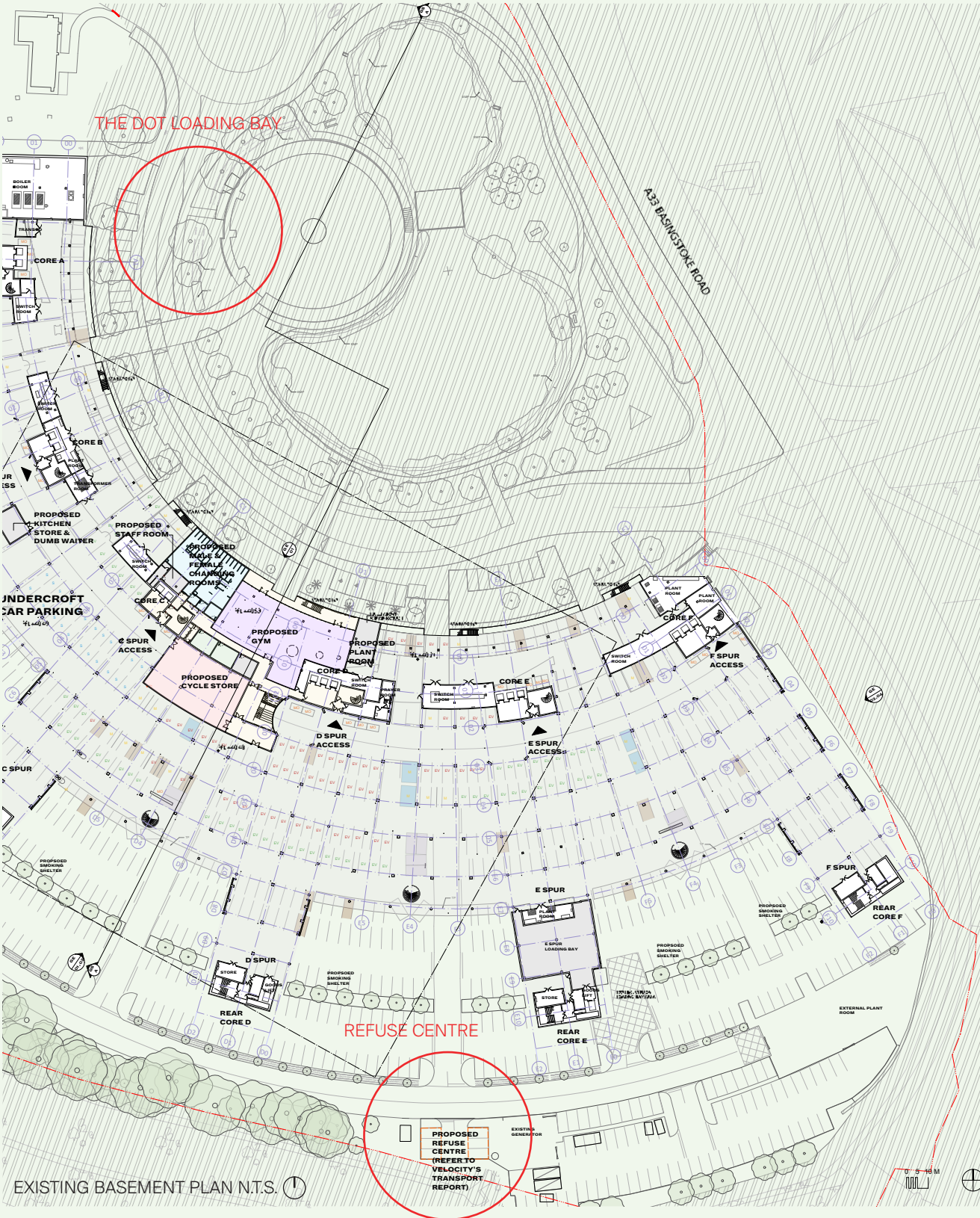
Calculations have been based on the total waste generation for the existing site, as the Restaurant in the Dot is moving to the main building, including:

- Bins at the Dot
- Containers / Bins adjacent to Spur B
- Bins adjacent to Spur F

For operational contingency, all of the waste storage calculations are based on the following:

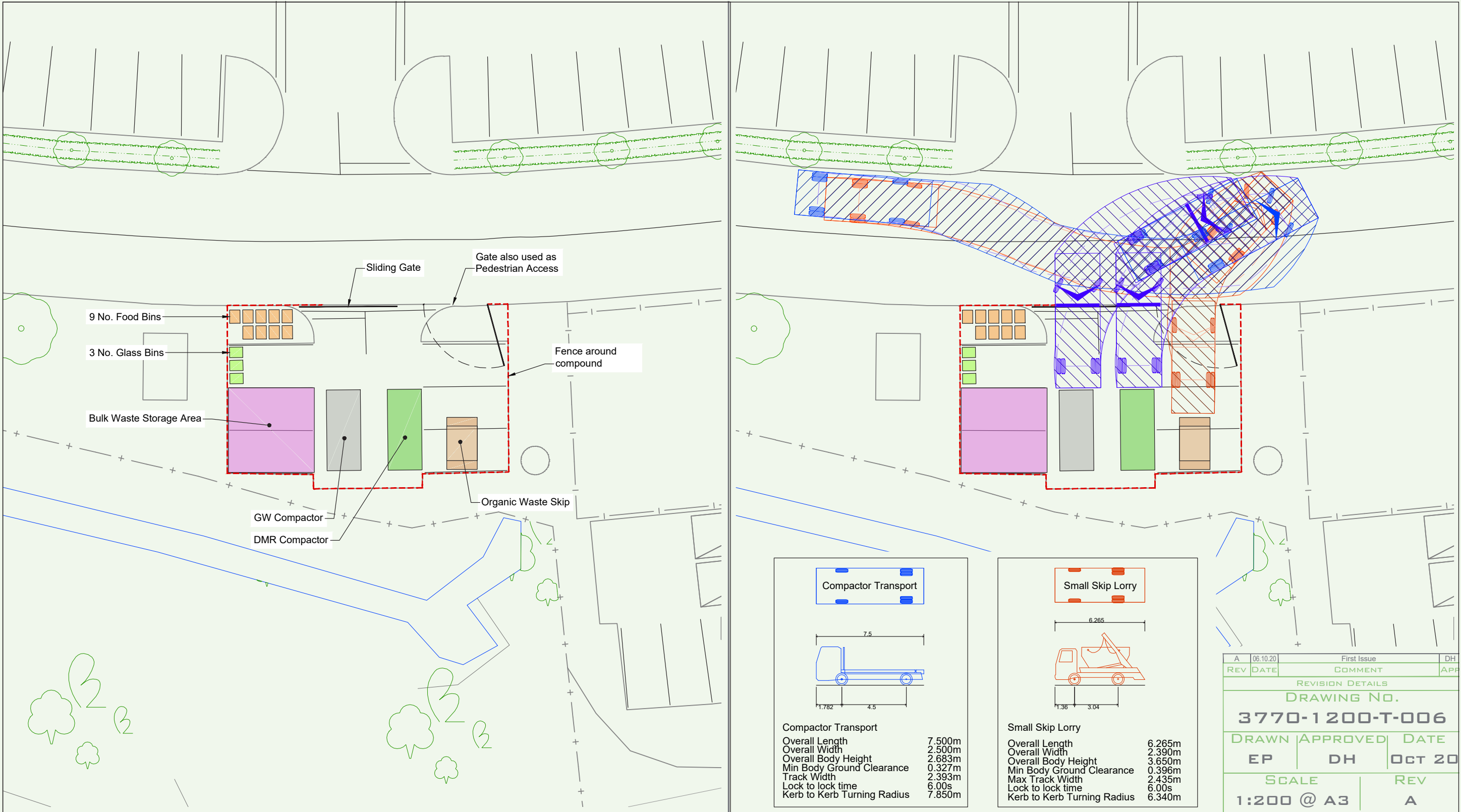
- Daily waste collections provide 2 days' storage provision;
- Twice weekly waste collections provide 3 days' storage provision;
- Calculations are based on 5 day operational week.

Please refer to Velocity's Refuse Plan for details.



Access, Maintenance and Servicing

6.03 Refuse



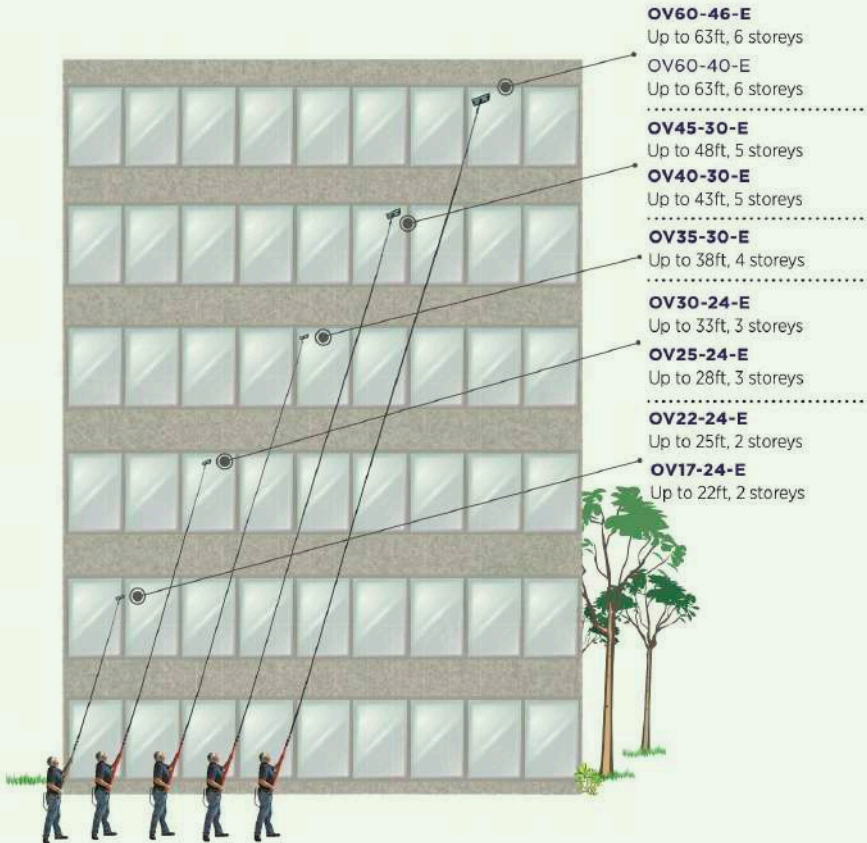
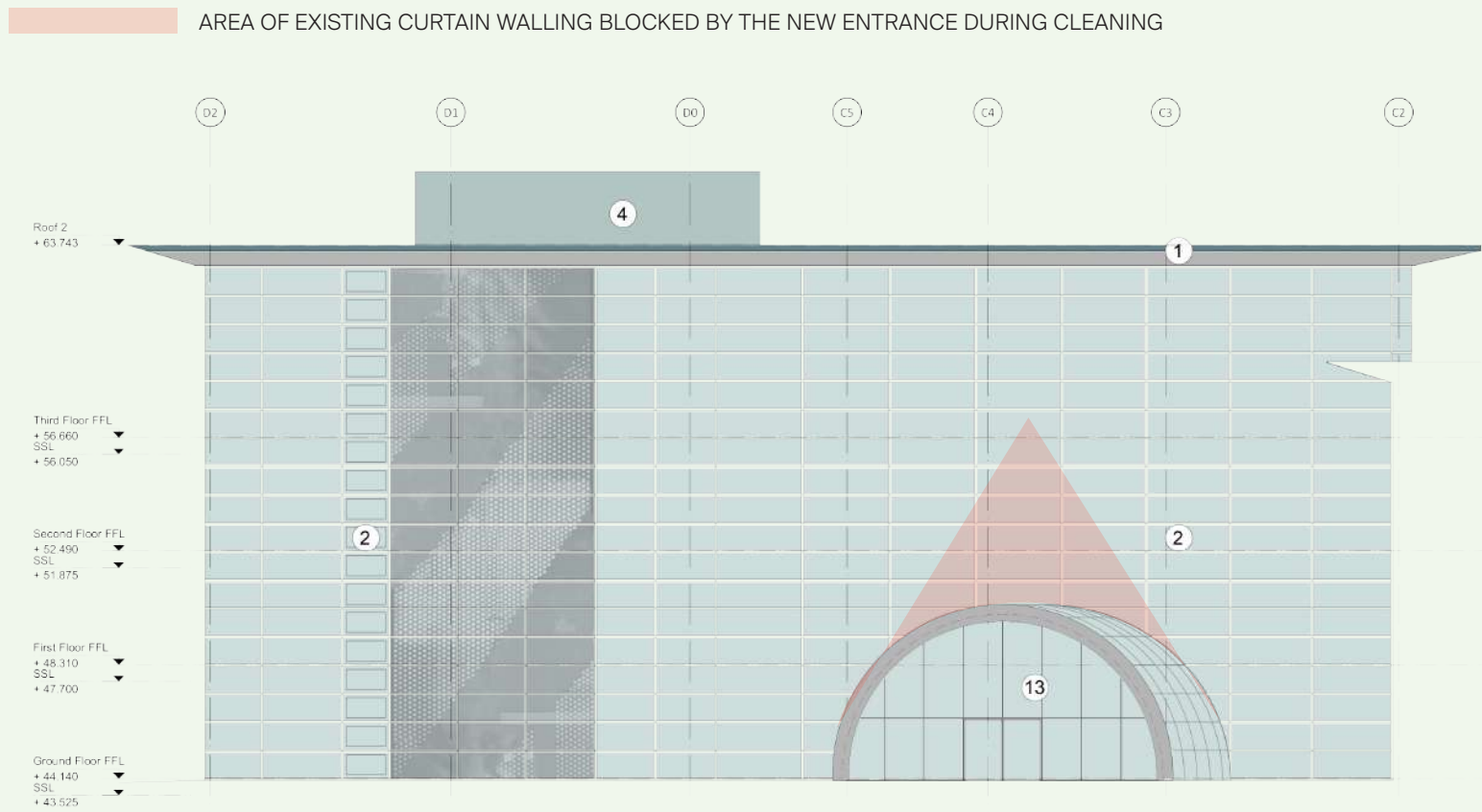
Access, Maintenance and Servicing

6.04 Cleaning and Maintenance

Cleaning

Existing Main Building and the Dot façades are currently cleaned by the method of Waterfed Pole b. The Streamline System OVA 8 shown here can reach to the highest point of the building. Existing cleaning strategy should be retained.

With the proposed New Entrance, the cleaning area affected would be the existing curtain walling above the New Entrance. For the existing curtain walling, an angle adaptor can be applied. For the top part of the arch, the cleaner would need to apply pressure to the pole and clean from either side of the archway and have additional adjustments for angling.



WATERFED POLE SYSTEM



WATERFED POLE WITH ANGLE ADAPTOR

Access, Maintenance and Servicing

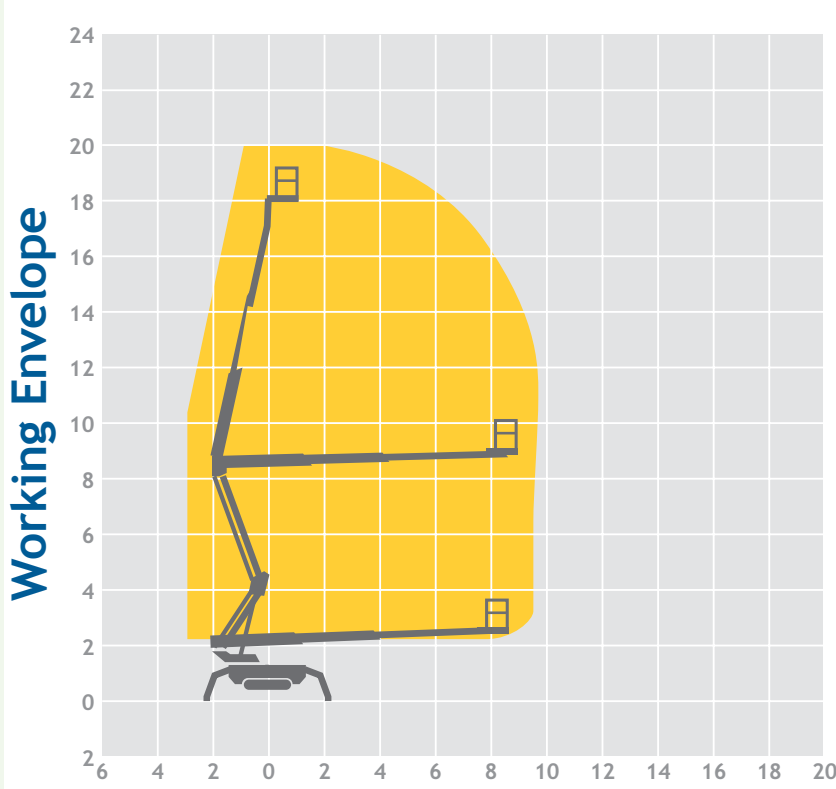
6.04 Cleaning and Maintenance

Maintenance

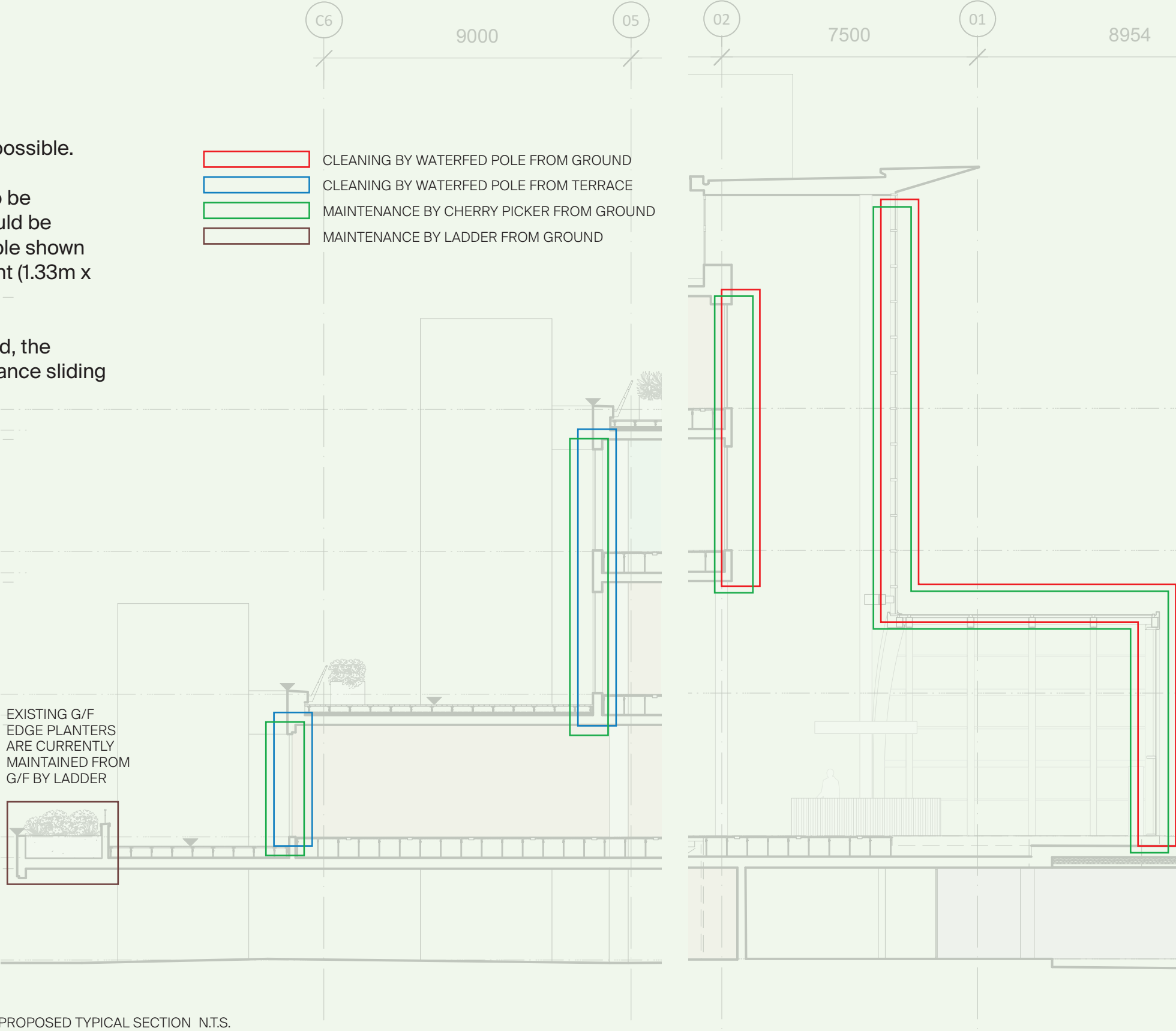
Existing maintenance strategy should be adopted wherever possible.

Should any of the window panes of the New Entrance need to be replaced, they can be replaced externally. A cherry picker would be required to access to the toppest part of the arch. The example shown below is a TB20HB tracked booms, which has a small footprint (1.33m x 0.69m) and can reach up to 20.1m.

Similarly, should new lighting within the Street need to be fixed, the cherry picker can go inside the building through the new entrance sliding doors (2.2m x 3m opening).



CHERRY PICKER
77



Appendix

7.00

Appendix

7.01

Extended Area Schedule

EXTENDED ELEMENTS	EXISTING GIA (SQM)	PROPOSED GIA (SQM)	NET INCREASE (SQM)
MAIN BUILDING			
G/F NEW PROJECTING ENTRANCE	0	102	102
G/F REAR TERRACE CANOPY	0	100	100
BASEMENT GYM, CYCLE STORE, CHANGING ROOMS, & CIRCULATION AREA)	344 (INCLUDES CYCLE CAGES WITH 64 BIKES)	1233 (INCLUDES A CYCLE STORE WITH 174 BIKES)	889
LANDSCAPE MEETING PODS	0	18 (3 NOS. 6 PERSON PODS)	18

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