

Application 1 Design Proposals

4.00

Design and Access Statement

New Entrance

APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - New Entrance

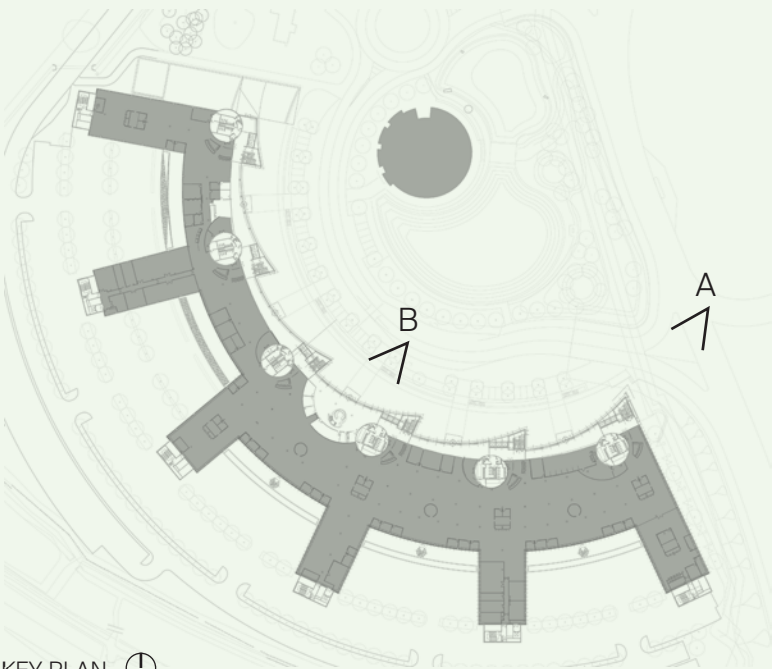
4.01 Existing Main Entrance

The existing main entrance is small in scale and does not differentiate itself from the other building access points. It is difficult to find from the road and is not obvious to users of the building. The arrival experience for both employees and visitors is very poor.

Existing Main Entrance Analysis



VIEW A



KEY PLAN
24

THE WAYFINDING IS POOR WHEN APPROACHED FROM THE ROAD. VISITORS FIND IT EXTREMELY DIFFICULT TO LOCATE THE MAIN ENTRANCE WHEN ENTERING THE SITE.



VIEW B

THE MAIN ENTRANCE IS SMALL IN SCALE

EXISTING SIGNAGE IN POOR CONDITION

Application 1 Design Proposals - New Entrance

4.02 Proposed Main Entrance

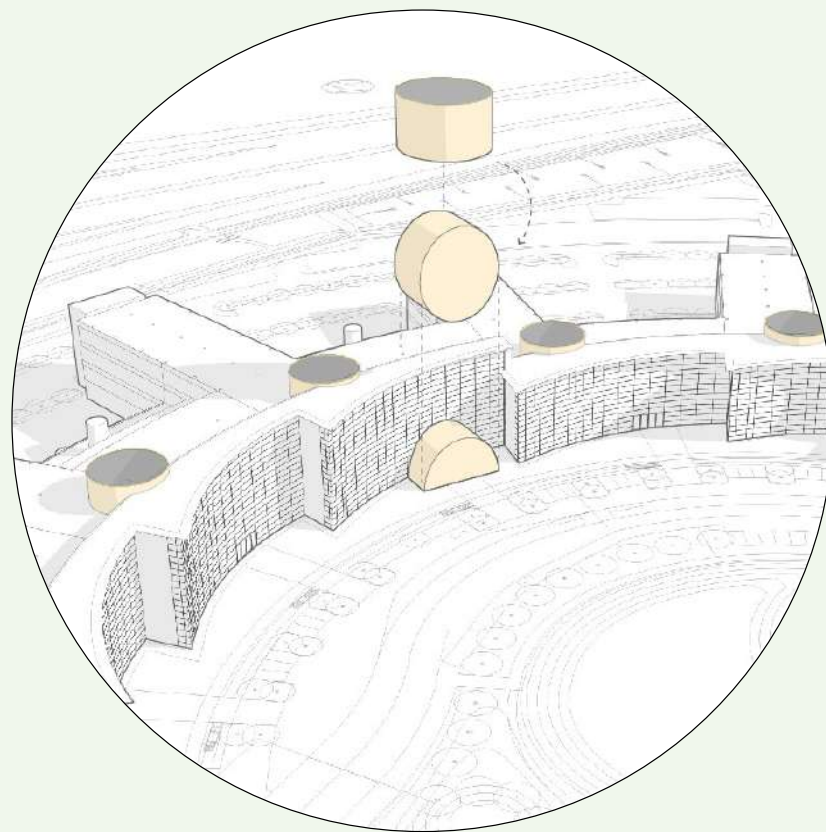
The proposal seeks to enhance the main entrance experience by introducing a new semi-circular arch that is derived from the existing geometries on site.

The 2-storey semi circular arch will be made of separate structural elements with glazing in between. It will be approximately 6m high and 12m wide.

The arch will clarify the main entrance within the site and create a focal point for the scheme.

Both steel and timber options of the structure are under consideration. The drawings currently provided are based on the steel option.

EXTERNAL PERSPECTIVE OF THE PROPOSED MAIN ENTRANCE



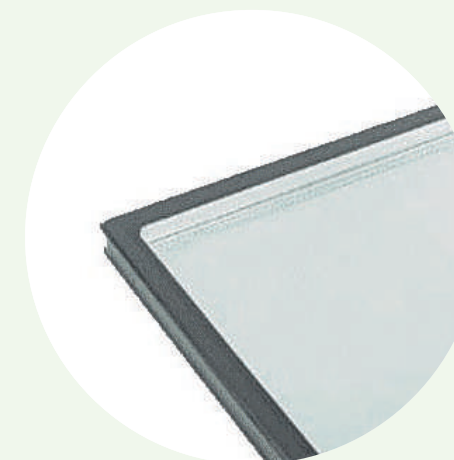
Material Palette



TIMBER FRAME OPTION



STEEL FRAME OPTION



INSULATED GLAZING PANELS



AUTOMATIC SLIDING DOOR SET

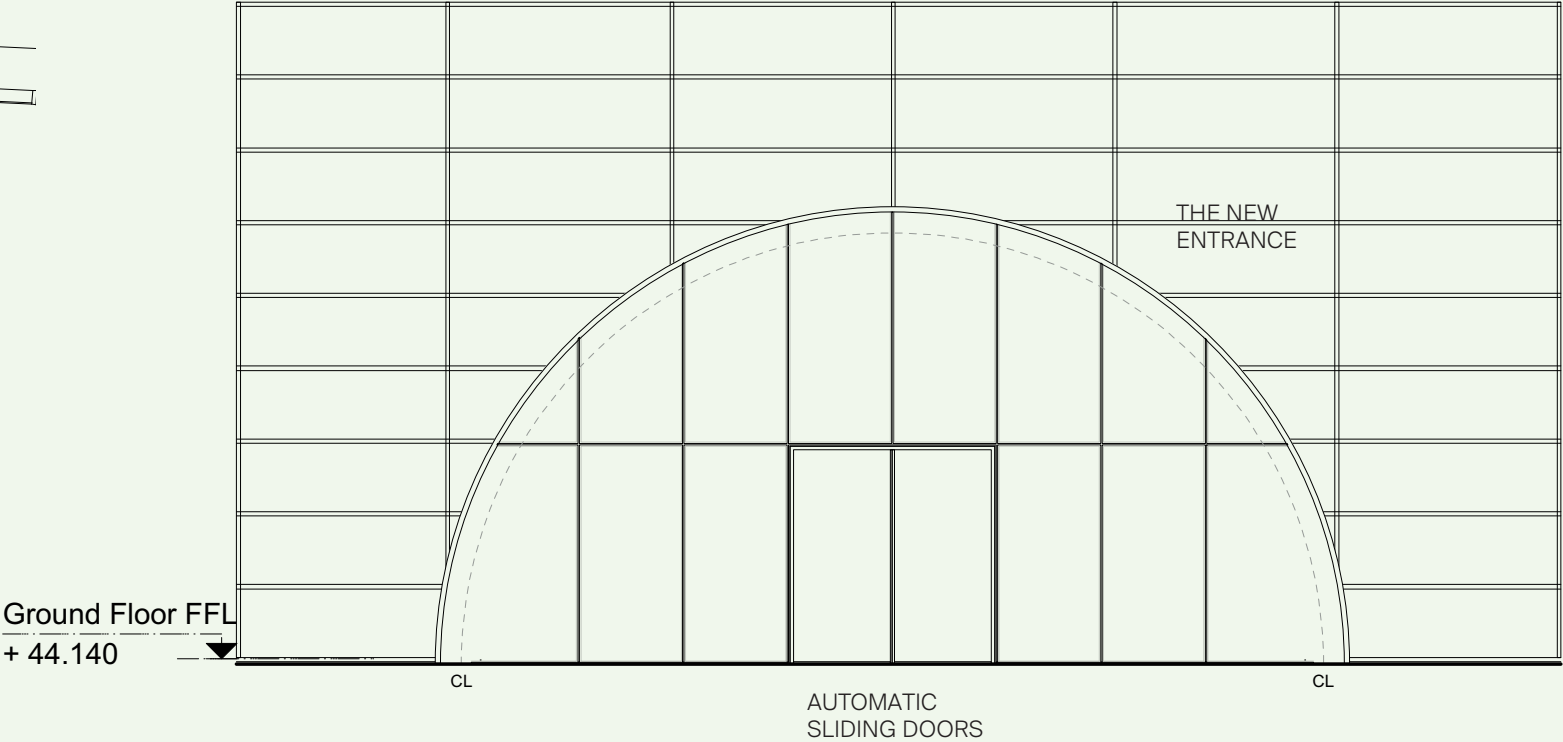
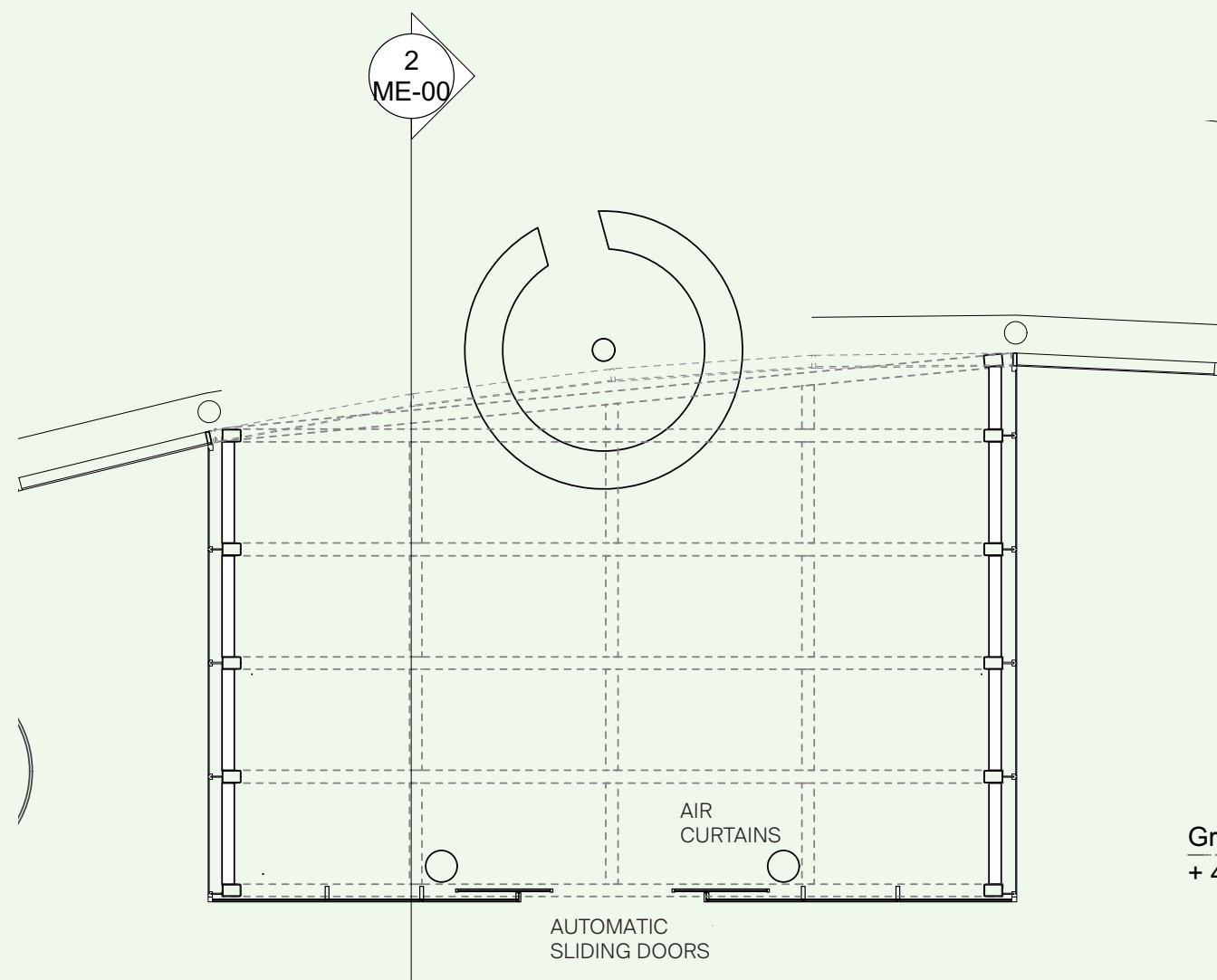
SITE GEOMETRIES INFORM MAIN ENTRANCE

Application 1 Design Proposals - New Entrance

4.02 Proposed Main Entrance

Proposed New Entrance Drawing

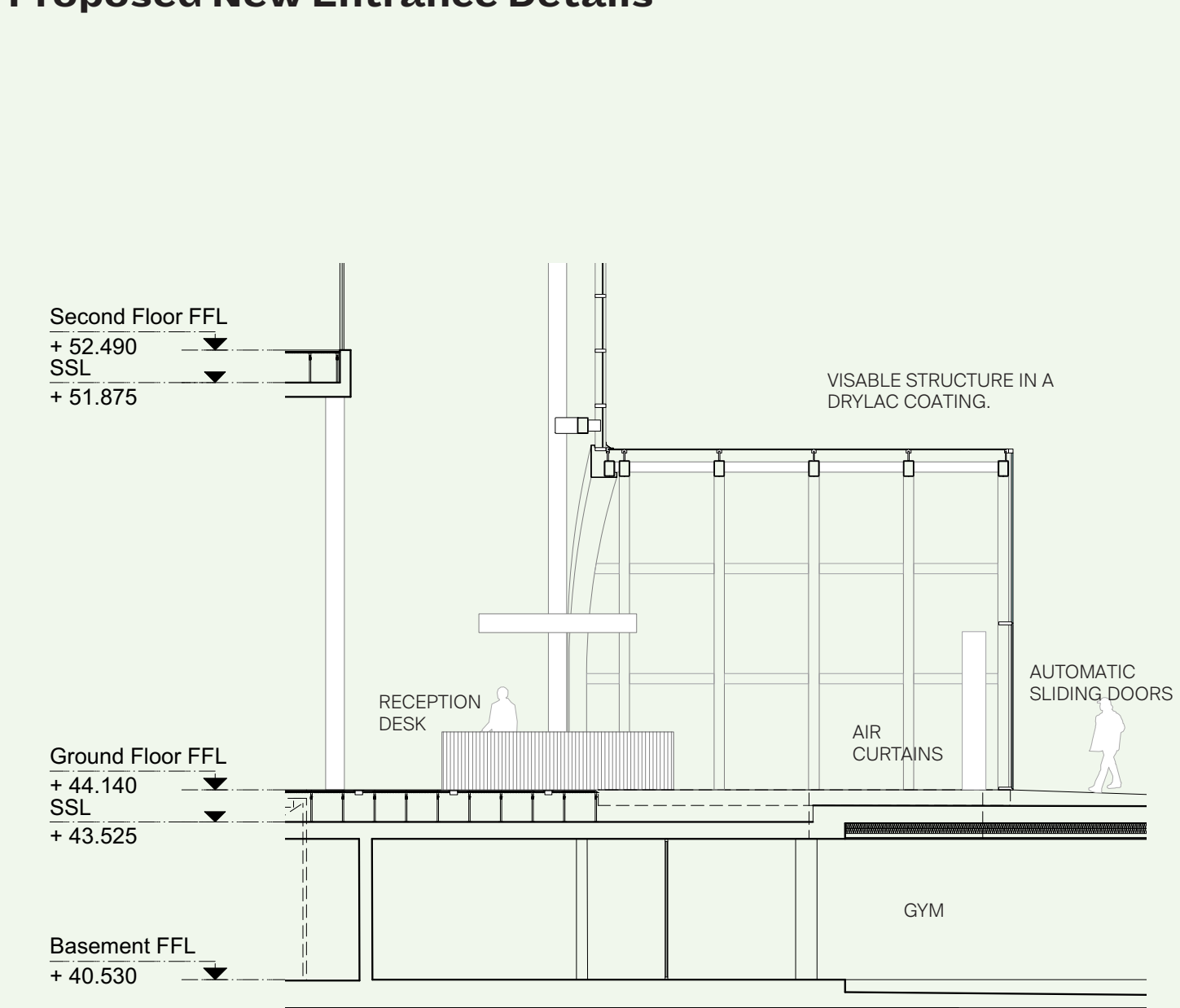
The new entrance structure is the key to this refurbishment project. Architecturally we like it to be as visually permeable as possible, and with the structure echoing the existing curtain walling structure. So we minimise the number of arches, and avoid the use of cross bracings. The new mullions also follow the existing mullions of the curtain walling.



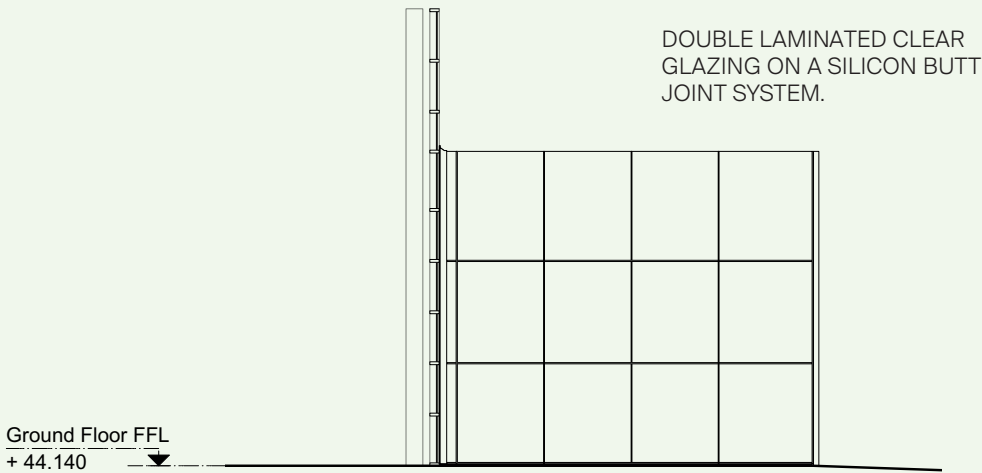
Application 1 Design Proposals - New Entrance

4.02 Proposed Main Entrance

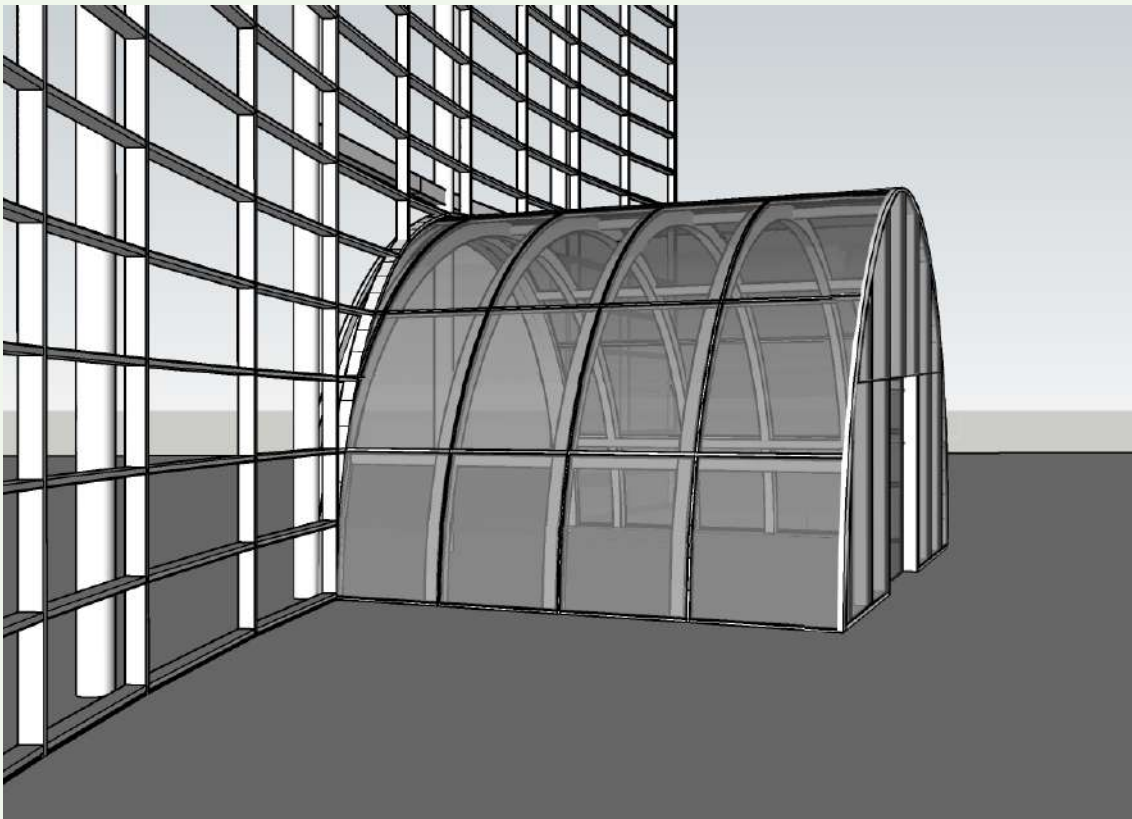
Proposed New Entrance Details



SECTION N.T.S.



SIDE ELEVATION N.T.S.



3D VIEWS OF THE NEW ENTRANCE

Design and Access Statement

Entrance Lobby

APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - Entrance Lobby

4.03 Existing Ground Floor Entrance Plan

The entrance and reception area is far too small for a building of this scale and importance. It also suffers from a low head height due to it being predominantly single storey.

Although almost 70% of staff arrive at the building via car park there is a lack of visual and physical connection to the basement level. The existing entrance lobby is isolated with no meet and greet facilities for visitors and limited spaces to sit and have casual meetings.

We understand that internal space is not required to be discussed in the Full Planning Application. We include this section for the completeness of the design.

Existing Entrance Lobby Analysis



LOW IMPACT RECEPTION

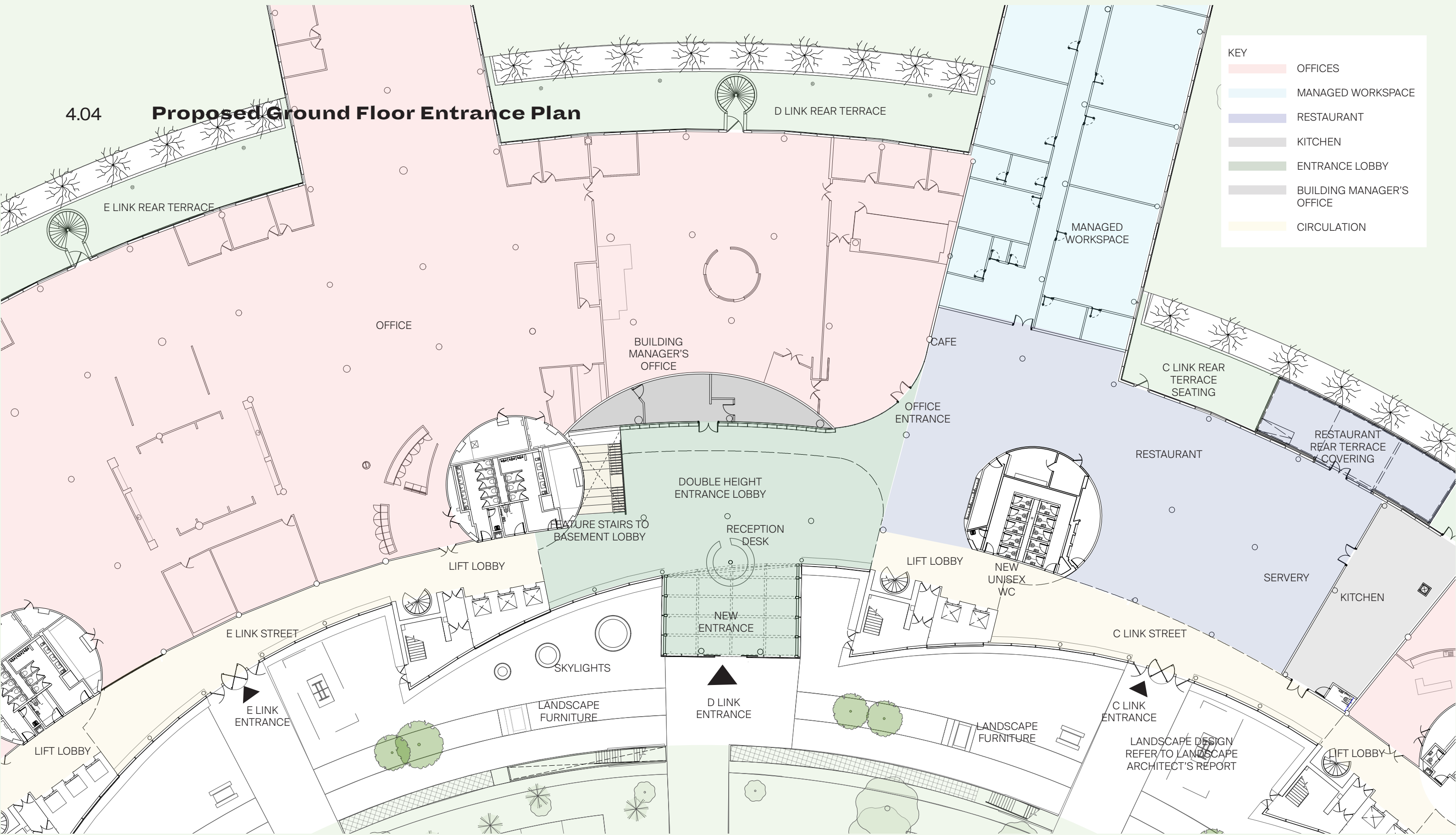
DATED MATERIALS



RECEPTION AREA IS TOO SMALL FOR SCALE OF THE BUILDING

DATED RECEPTION DESK

Application 1 Design Proposals - Entrance Lobby



Design and Access Statement

Rear Terrace

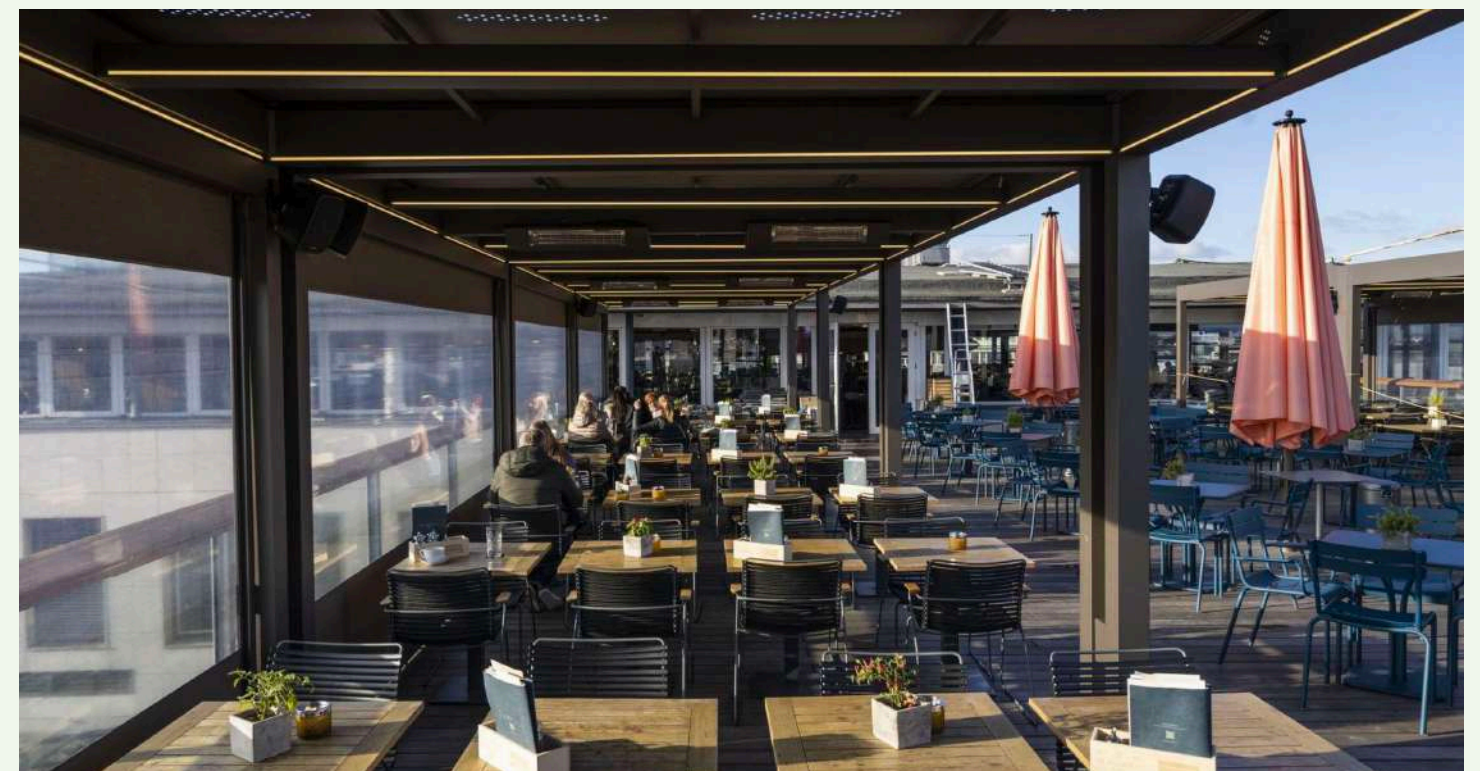
APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - Rear Terrace

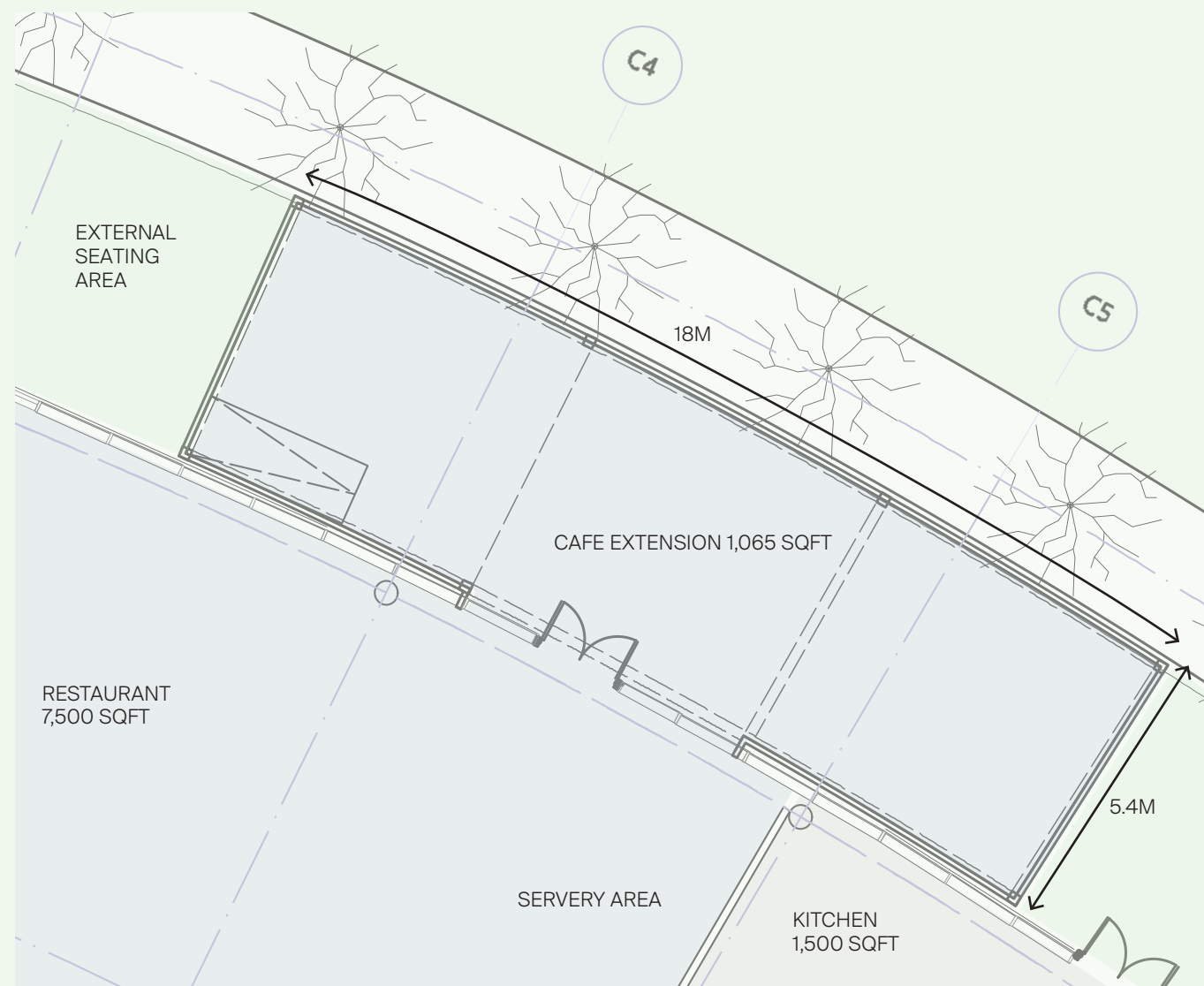
4.05 Restaurant Covered Rear Terrace

In order to maximise the F&B offer, a new enclosed anopy area on an existing rear terrace for the new restaurant has been proposed. The example on the right hand side is an off the shelf system from Markilus, and it shows a simple metal frame structure with integrated retractable roof and lighting.

The rear terrace extension is totally external, it will have a raised platform with timber decking to match the existing internal finished floor level. The rest of the terrace is similar to the finishes of other proposed rear terraces.



EXAMPLE OF EXTERNAL TERRACE STRUCTURE WITH RETRACTABLE ROOF BY MARKILUX



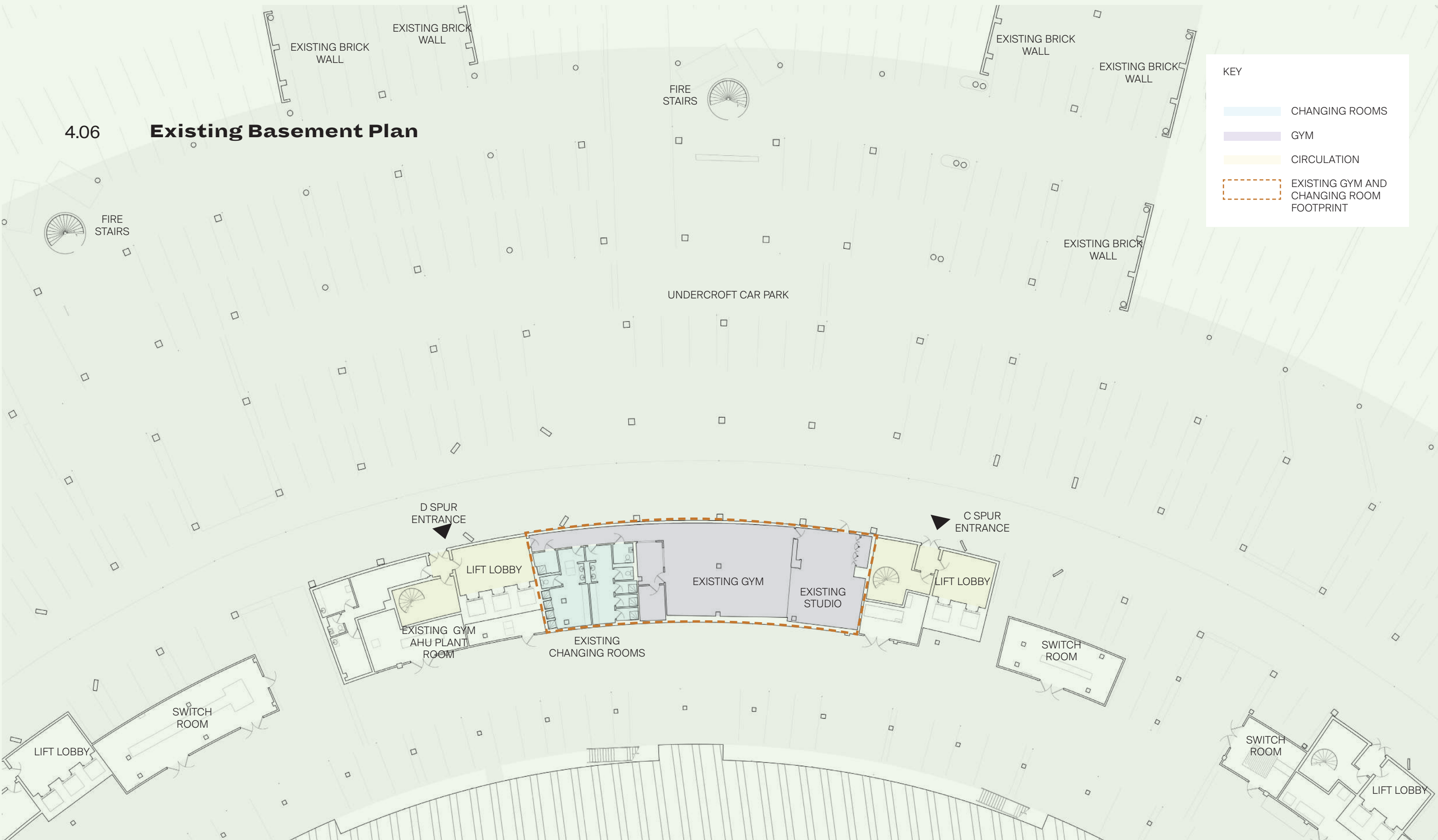
REAR TERRACE PLAN N.T.S. ⌚

Design and Access Statement

Basement Lobby

APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - Basement Lobby



Application 1 Design Proposals - Basement Lobby

4.07 Proposed Basement Plan

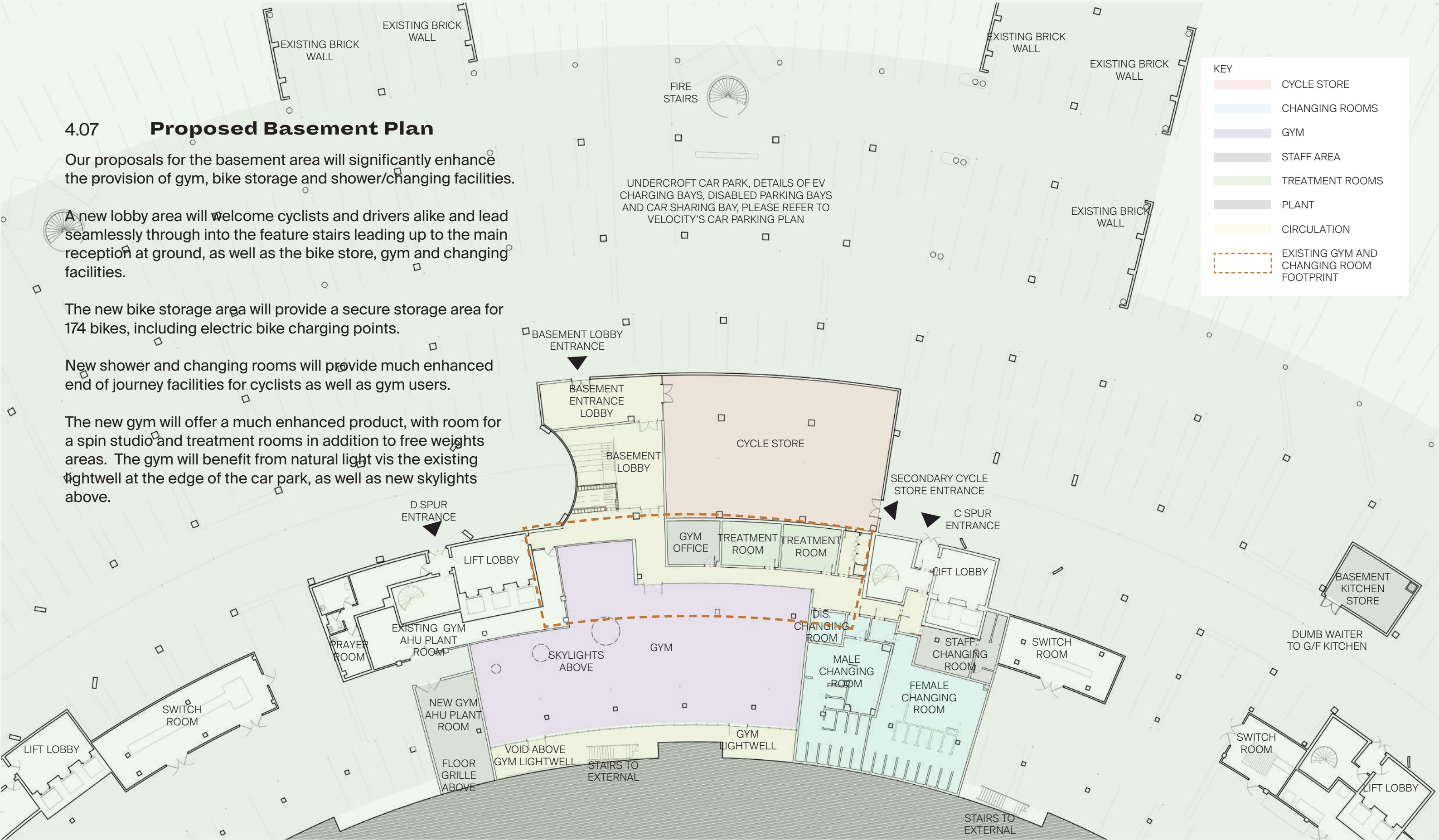
Our proposals for the basement area will significantly enhance the provision of gym, bike storage and shower/changing facilities.

A new lobby area will welcome cyclists and drivers alike and lead seamlessly through into the feature stairs leading up to the main reception at ground, as well as the bike store, gym and changing facilities.

The new bike storage area will provide a secure storage area for 174 bikes, including electric bike charging points.

New shower and changing rooms will provide much enhanced end of journey facilities for cyclists as well as gym users.

The new gym will offer a much enhanced product, with room for a spin studio and treatment rooms in addition to free weights areas. The gym will benefit from natural light vis the existing lightwell at the edge of the car park, as well as new skylights above.



KEY	
	CYCLE STORE
	CHANGING ROOMS
	GYM
	STAFF AREA
	TREATMENT ROOMS
	PLANT
	CIRCULATION
	EXISTING GYM AND CHANGING ROOM FOOTPRINT

Design and Access Statement

End of Trip Facilities

APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - End of Trip Facilities

4.08 Existing End of Trip Facilities

There is currently very poor end of trip facilities at the site that do not encourage the use of bicycles as a means of transport. The existing bike store only allow for 64 bikes.

Existing End of Trip Facilities Analysis



POOR
SECURITY
TO
EXISTING
BIKE STORE

BIKE
STORES
SCATTERED
AROUND
THE SITE

ONLY ONE
TYPE OF BIKE
RACK, NO BIKE
LOCKERS, NO E
BIKE CHARGER

LACK OF
WAYFINDING TO
DISTINGUISH
DIFFERENT BIKE
STORES



SHOWERS
ARE NOT
CLOSE TO
THE BIKE
STORE

SHOWERS WITH
LOCKERS ARE
PROVIDED WITHIN THE
GYM ONLY

Application 1 Design Proposals - End of Trip Facilities

4.09 Proposed End of Trip Facilities

Cycle Store

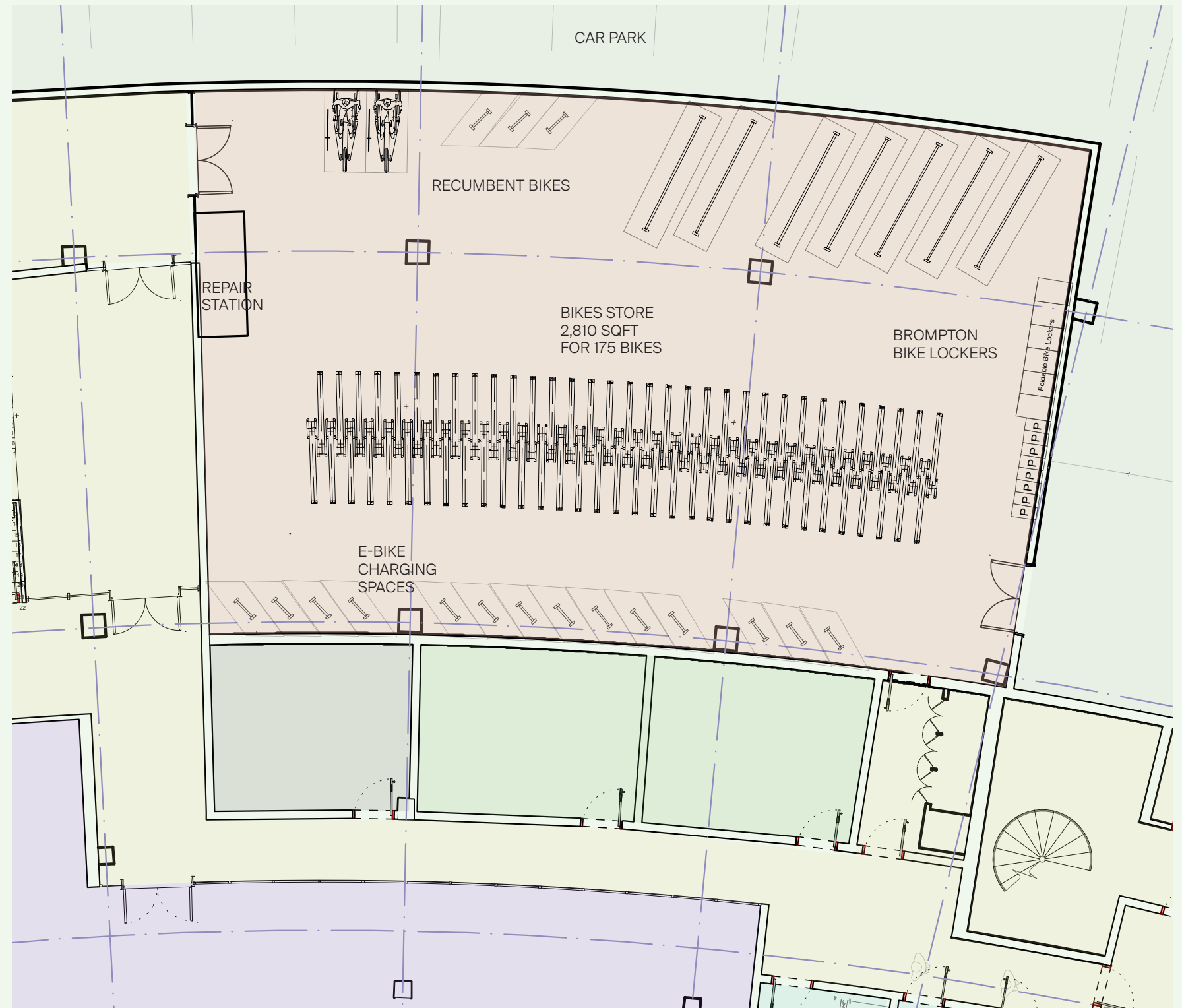
The total number of parking spaces for cyclists based on Office use are:

- 174 cycle parking spaces required to accommodate staff (i.e. Long Stay) within the new cycle store/changing facility at basement level.
- 16 visitor cycle parking spaces required to accommodate short stay visitors in the form of external sheltered Sheffield Stands on the ground floor to the north of the building.

In order to have a centralised cycle store at the basement and also showcasing our EOT facilities to all visitors, we have decided to put the cycle store right next to the new basement entrance lobby.

Within that centralised cycle store, of the 174 long stay cycle parking spaces:

- 75% (131 no.) to be 2-tier racks
- 5% (9 no.) to accommodate enlarged bicycles
- 10% (17 no.) in the form of lockers for foldable bikes
- 10% (17 no.) in the form of standard Sheffield stands. 10 of which will provide electric charging for e-bikes.
- Bike repair and maintenance stand - to include floor pump and basic tools to sort out simple mechanical problems.



BASEMENT CYCLE STORE PLAN N.T.S. ⌚

BUCKLEY GRAY YEOMAN

Application 1 Design Proposals - End of Trip Facilities

4.09 Proposed End of Trip Facilities

Showers and Changing Rooms

In addition to the cycle parking spaces, the End of Travel facilities will include a state of the art changing facility that will house:

- 116 Lockers (for both cyclists and gym users)
- 18 Showers (for both cyclists and gym users)
- Towel facilities - can be staffed or unstaffed to provide a stack of clean towels and a place to discard used towels.
- 2 Drying Cup'ds for damp and wet clothes and shoes for each gender.
- A water refilling station for each gender

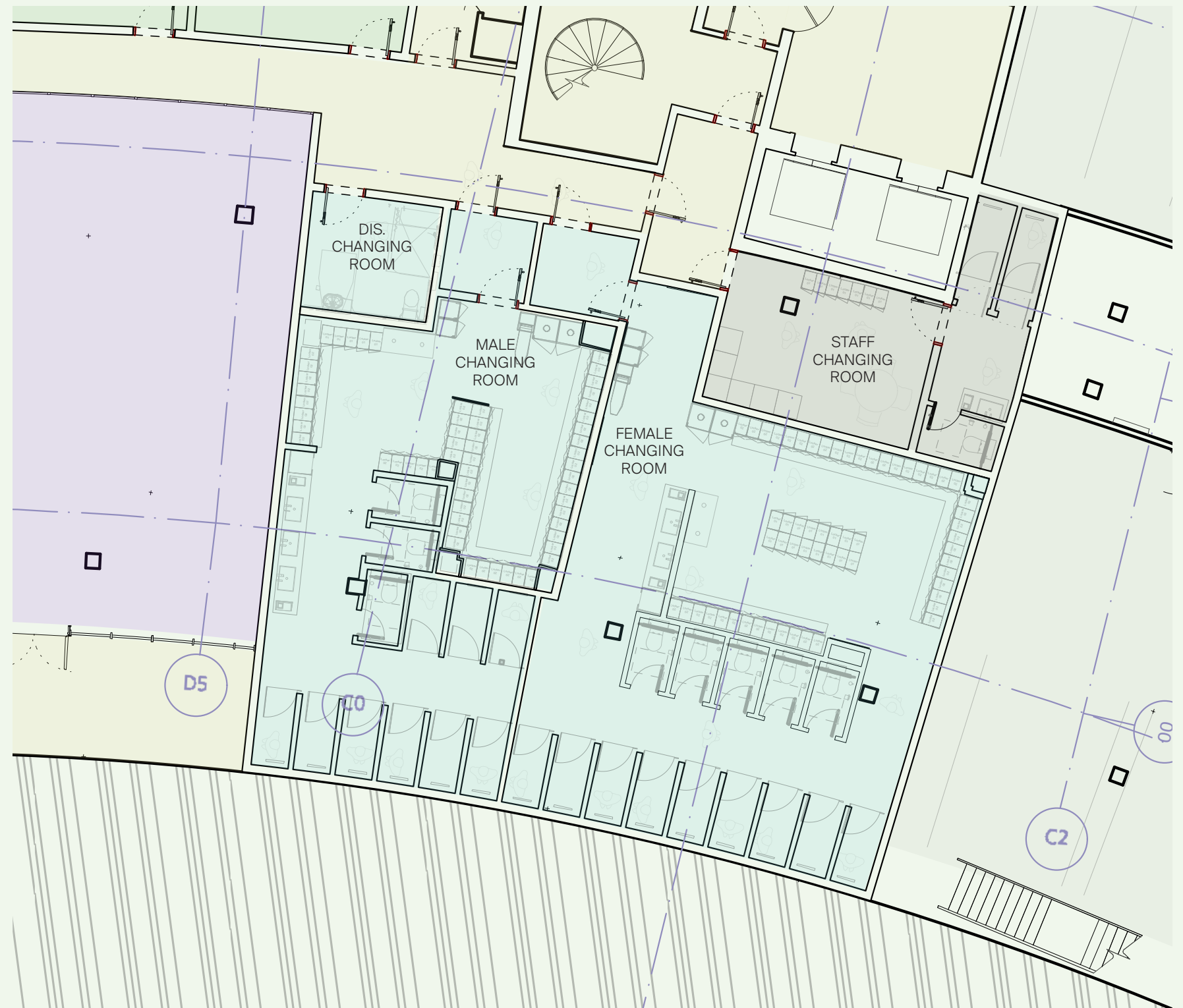
The details of each changing room are as follows:

Male / Female Changing Room

- 118 lockers
- 9 showers
- 2 towel stations
- 2 dry cupboards
- 1 iron station
- 1 vanity
- 3 basins
- 3 WCs

Staff Changing Room

- 10 lockers
- 2 showers
- 1 WC
- Water Machine
- Kitchenette



BASEMENT CYCLE STORE PLAN N.T.S. ↻

BUCKLEY GRAY YEOMAN

Design and Access Statement

Car Park

APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - Car Park

4.10 Transport Initiatives

SUSTAINABLE TRAVEL MITIGATION PACKAGE

EASITRIBP A dedicated travel network will be established by easit. They offer a complete long-term managed transport solution, are excellent at keeping businesses engaged and offer numerous benefits such as car sharing incentives, discounted public transport, cycle loans, and other sustainable travel benefits. All businesses will have FREE access to what will be referred to as the easitRIBP network and all initiatives on offer.		CYCLE PARKING RIBP are committed to providing a complete overhaul of onsite parking facilities. This will be provided by way of a bespoke cycle parking / storage / changing facility consisting of 174 long stay cycle parking spaces (75% two-tier racks, 5% enlarged cycle spaces, 10% foldable bike lockers, 10% Sheffield stands). An additional 16 visitor spaces will be provided at the front of the site, in the form of covered Sheffield stands.
 CAR SHARING BAYS Free guaranteed car parking for car sharers will be allocated, with 25 bays marked on site. This initiative will reduce single occupancy car trips to/from the site. Carsharers can connect as part of the easit share website.	ELECTRIC CHARGING BAYS The site currently has no electric vehicle charging points. Electric charging points are encouraged at all new development in Reading through the RBC Revised Parking Standards and Design (2011). 63 spaces will be connected as active electric charging bays with a further 63 spaces connected with passive provision for future conversion. Overall, 10% of the total parking provision.	
GREEN PARK STATION PROMOTION From a recent survey 54% of respondents indicated that they could use the new Green Park Station when open. The best time to change travel habits is during a time of change, for example a new job location, and therefore the new Green Park station (and other travel options / initiatives) will be promoted to all tenants and employees.		CYCLE DOCKING STATION In anticipation that Green Park Station will have a cycle docking station, it is proposed to safeguard the space for the equivalent capacity for a 10 space docking station on-site. The docking station will be strategically placed to enable employees working at the site to easily commute by bike for the last part of their journey, making commuting by train to the new station a more attractive mode choice.
 GREENWAVE BUS RIBP pays contributions to the Greenwave Bus service, operated by Reading Buses and Reading Borough Council, which stops at a bus stop within the site. RIBP will commit to renewing their contractual obligations to facilitate the continued running of this service, to ensure the bus remains an attractive and easy mode choice for employees.	BUS STOP IMPROVEMENTS Improved accessibility by bus will be facilitated by the provision of real time information boards for the within the new reception and at the bus stop. A bus shelter and seating will also be implemented adjacent to the new bus layby location improving shade, shelter, and comfort for RIBP staff and visitors.	
WALKING AND CYCLING AUDIT There are external barriers to walking and cycling as safe and convenient modes of travel to/from the site. A walking and cycling audit of the pedestrian and cycle links from the key residential areas and public transport nodes will be undertaken using the principals of TfL's Healthy Streets criteria to prioritise any improvements by their potential to encourage more walking and cycling trips.		TRAVEL WEBPAGE A dedicated travel information page will be implemented on the Reading International Business Park website, to provide a centralised information source for travel information for all staff, prospective tenants, and visitors. To help stagger peak demand for departures from the estate live webcam footage will be displayed to provide continuous footage of traffic conditions outside the estate.

Application 1 Design Proposals - Car Park

4.11 Car Parking Spaces Summary

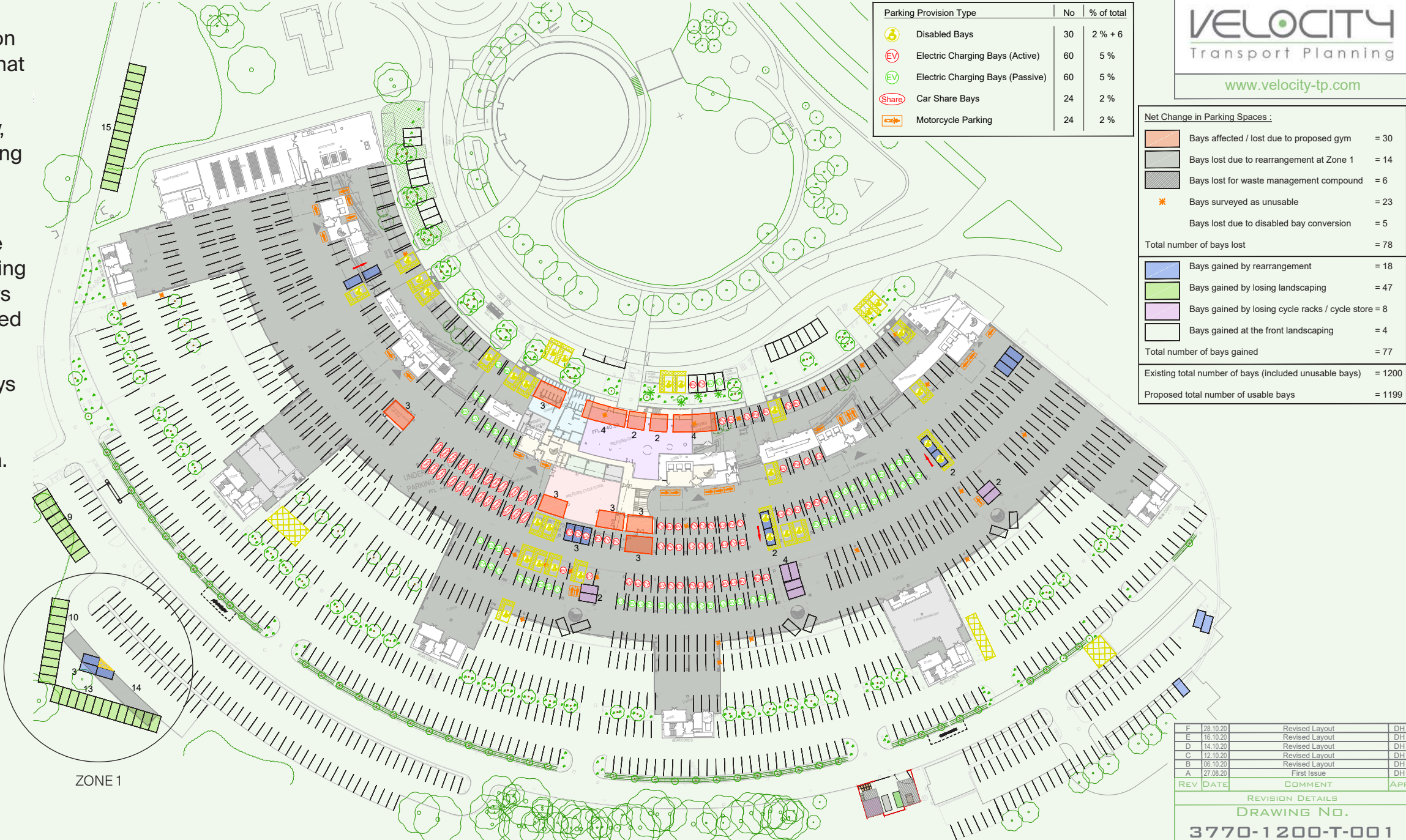
On surveying the existing car park we have identified 1200 car parking bays on site. However, Velocity also identified that 23 of them are unusable.

In the new proposal of basement lobby, gym and changing rooms, 30 car parking bays are affected.

The new proposal of refuse centre affects 6 existing car parking bays. The rearrangement of the existing car parking loses 14 bays in Zone 1 and 5 more bays for converting existing bays into disabled car parking bays.

On the other hand, new car parking bays were found in existing undercroft car park due to demolition of storage and plant areas, and in rear landscape area. Total number of new bays is 77.

The final total number of car park bays after the above changes is 1199 in line with the Reserved Matters Consent.



Design and Access Statement

The Dot

APPLICATION 1 DESIGN PROPOSALS

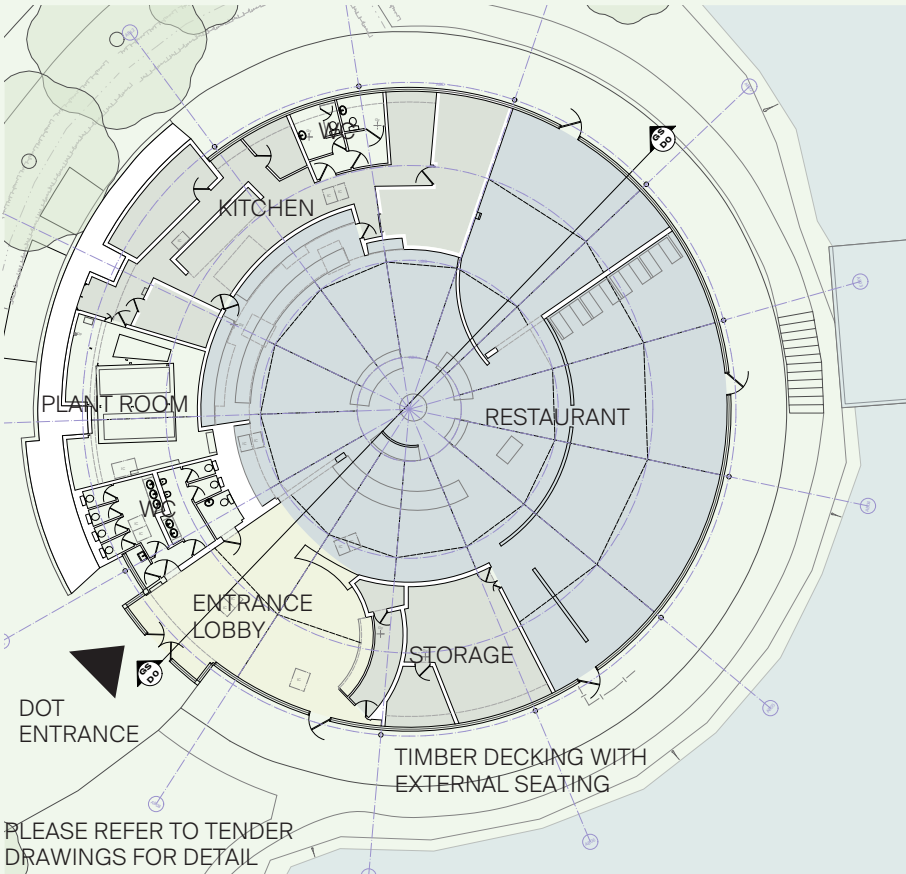
Application 1 Design Proposals - The Dot

4.12 The Dot - Existing

The Dot is a large amenity space located centrally within the site. It currently houses the business park’s restaurant.

The Dot is a focal point within the landscape of the site but its external materials have now become dated and tired. The external sky light is too small to let in adequate daylight and it is too large a space to be solely used as a restaurant.

It is our wish, and also that of the existing tenants, to bring the F&B offer into the main building. The Dot therefore needs to be re-purposed.



Existing Dot Analysis



FRONT ENTRANCE ELEVATION

EXISTING ENTRANCE WHICH IS DARK AND NOT PROMINENT

Application 1 Design Proposals - The Dot

4.12 The Dot - Existing



INTERNAL RESTAURANT AREA

SMALL APERTURES
WITHIN THE EXISTING
SKY LIGHT.



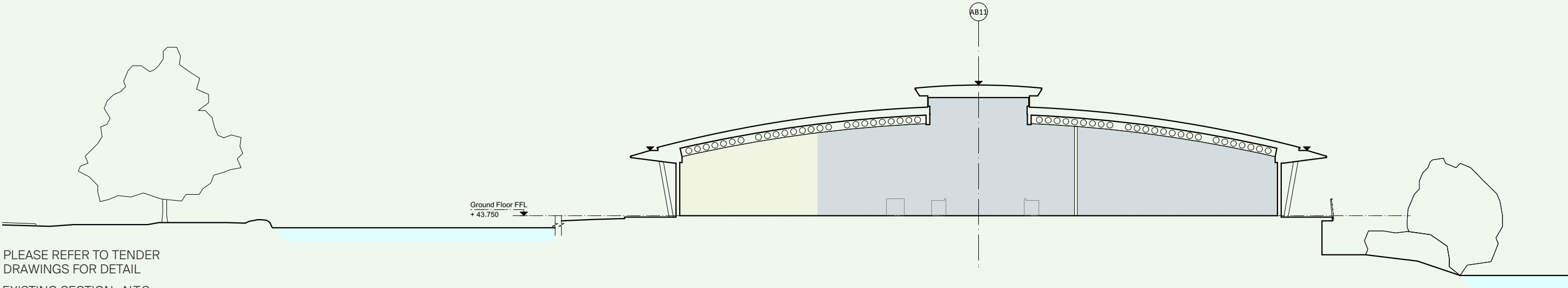
EXTERNAL SEATING DECK

TIRED EXTERNAL MATERIALS



BOH KITCHEN AREA

OUTDATED KITCHEN AND
SERVICES NO LONGER FIT
FOR PURPOSE



PLEASE REFER TO TENDER
DRAWINGS FOR DETAIL
EXISTING SECTION N.T.S.

Application 1 Design Proposals - The Dot

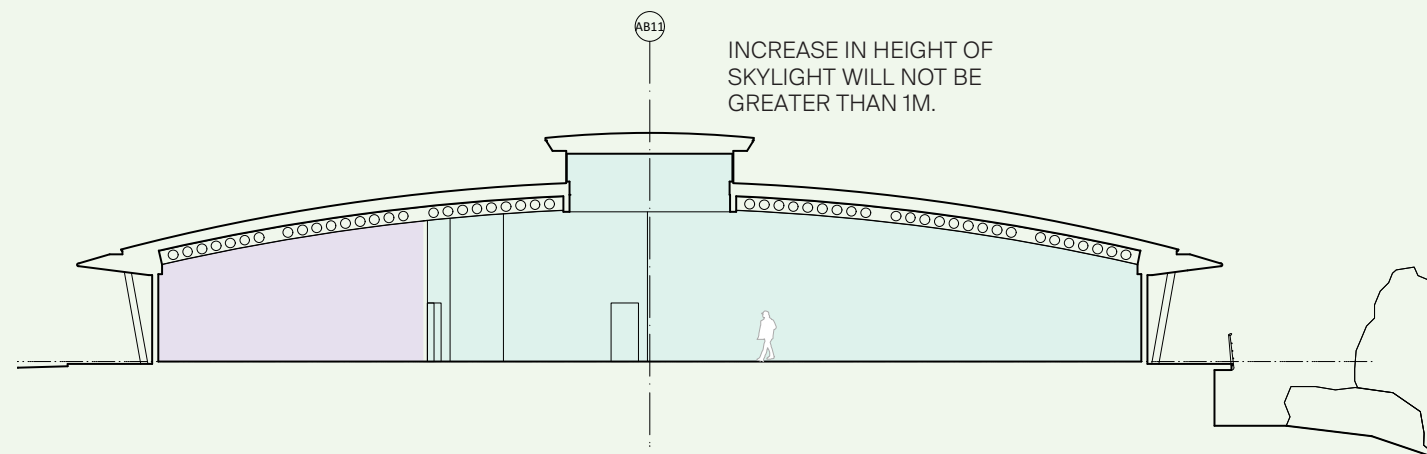
4.13 The Dot - Proposals

Located at the centre of the site, the Dot will provide a unique workplace offer. The building will have a dedicated entrance which is almost 7m high in the middle. A new skylight is proposed to let in more natural daylight, and the increase in height will not be greater than 1m. Acoustic baffles with thermal insulation will be provided under the soffit. The office will have Tea point, and its own WC core with unisex WCs.

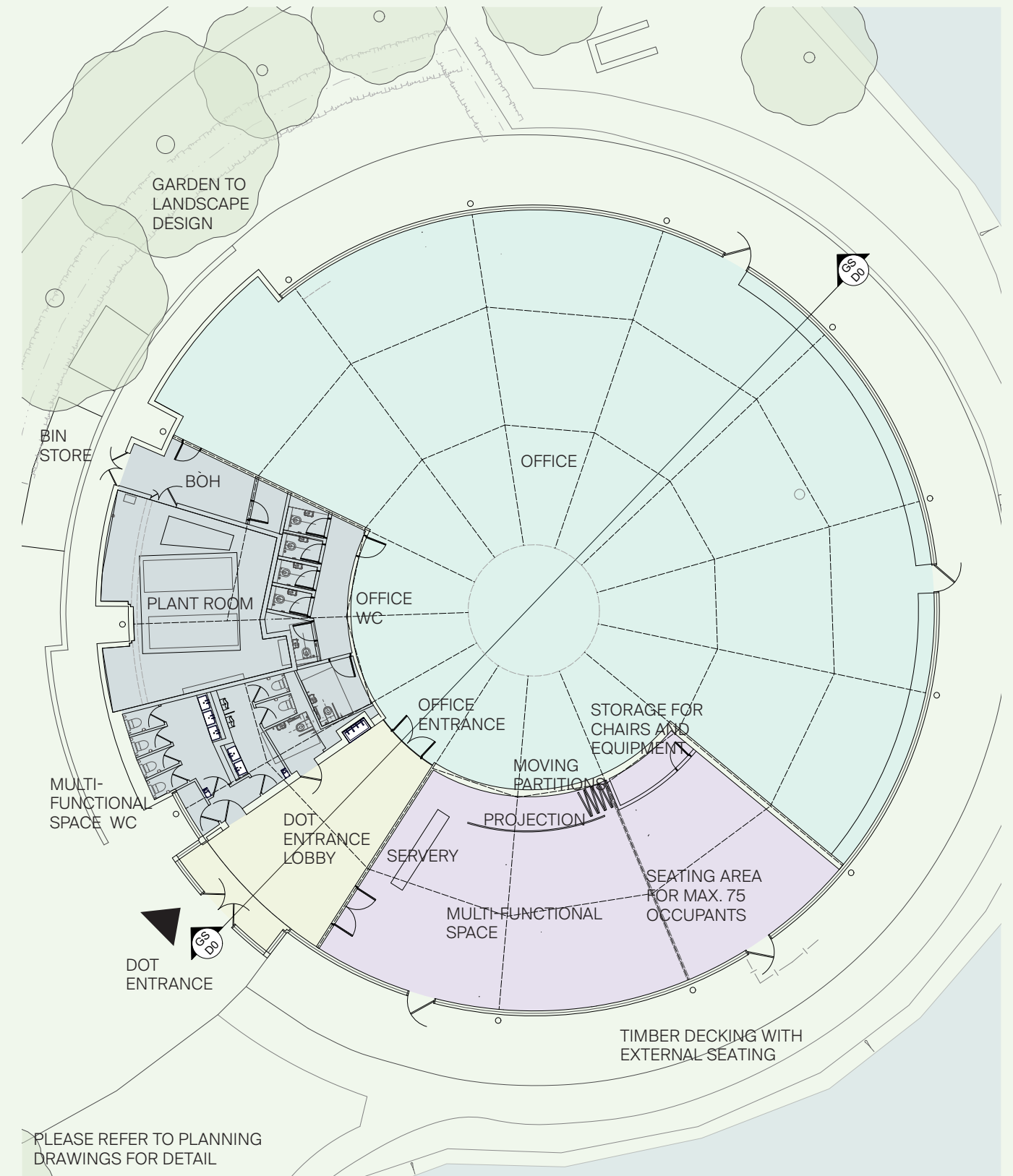
The existing plant room will be retained, existing WCs setting out will be retained but all WC fittings to be updated.

The Multi-functional Space is sub divisible by moving partitions with acoustic properties, to allow two social events simultaneously without disturbing each other, or more importantly, the office in the Dot. Direct entrance from outside timber decking area will then be used.

The Multi-functional Space can also be used at its maximum size, holding events for max. 75 users. Chairs and equipment can be stored in storage area. A servery for catering is provided for events and a projector will be installed in the soffit for presentations or such events.



PLEASE REFER TO PLANNING
DRAWINGS FOR DETAIL
THE DOT SECTION N.T.S.



PLEASE REFER TO PLANNING
DRAWINGS FOR DETAIL

THE DOT G/F PLAN N.T.S. ①

Application 1 Design Proposals - The Dot

4.13 The Dot - Proposals

One of the visions for the Dot, will be to show case the Wellness agenda of the building. The Multi-functional Space will have sprung floor which can support classes such as Yoga, dance and all kind of aerobic exercises.

The amazing landscape view with the weir in the pond also lends itself as a outdoor meditation space, which will be beneficial to the mental health of all occupants in the building.

Finally, the social activities that will be curated in the Dot can give users stronger sense of belonging and social cohesion.



INTERNAL PERSPECTIVE OF THE DOT ENTRANCE LOBBY

Application 1 Design Proposals - The Dot

4.14 The Dot - External Alterations

The facade of the Dot will be cleaned. Existing metal panels to the left hand side of the entrance will be replaced with timber cladding. Existing columns will be coloured. A reflective soffit will draw in daylight and mirror the surrounding landscape.

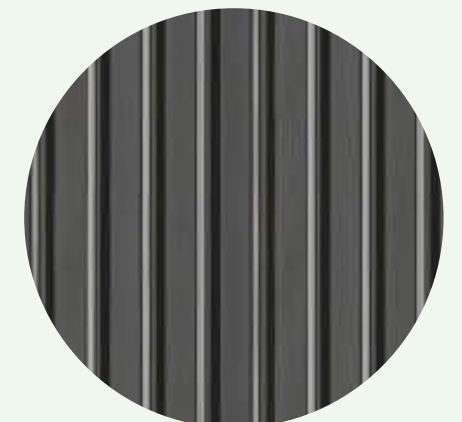
The standing seam roof will be retained and cleaned. With existing skylight removed and replaced with a new taller skylight.



Material Palette



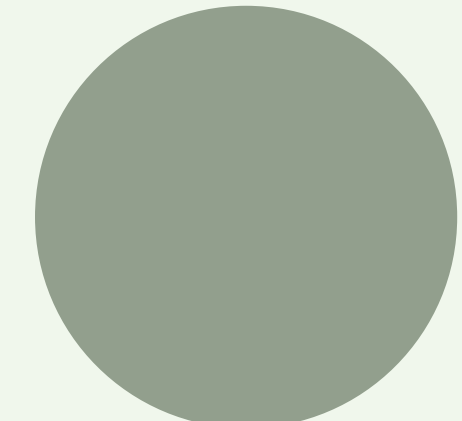
TIMBER CLADDING AS RAINSCREEN & ARCHITECTURAL SCREEN IN FRONT OF PLANT ROOM LOUVRES



RETAINING EXISTING ROOF TO BE CLEANED AND REPAIRED



REFLECTIVE STAINLESS STEEL SOFFIT



PAINTED STEEL, RAL 140 BLUE-GREY. SATIN FINISH



EXISTING TIMBER DECKING TO BE CLEANED AND RESTAINED



NEW EXTERNAL GLAZED PANEL TO REPLACE EXISTING METAL CLADDING

Design and Access Statement

Farm House

APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - Farm House

4.15 Farm House - Listed Building

The Farmhouse also known as Little Lea Cottage is a Grade II listed building. The listing highlights it as an early 17th century 2 storey building and it is currently underutilised.

The aspiration of the scheme is to sensitively repair and refurbish the existing building into sustainable and beneficial use.

Current ideas for the farmhouse see it used as a health centre to support the wellness aims of the wider scheme, a standalone office or overnight accommodation for overseas visitors to the site.

Further investigation and design will be undertaken to find the best use for the building within the proposal. Good practice will be followed and suitable qualified professionals will be appointed to carry out the works.

Existing Farm House Analysis



EXTERNAL VIEW



1/F INTERNAL VIEW



STAIR

EXISTING HISTORIC FEATURES
SUCH AS BUTTRESS

LOW QUALITY
STAIRS

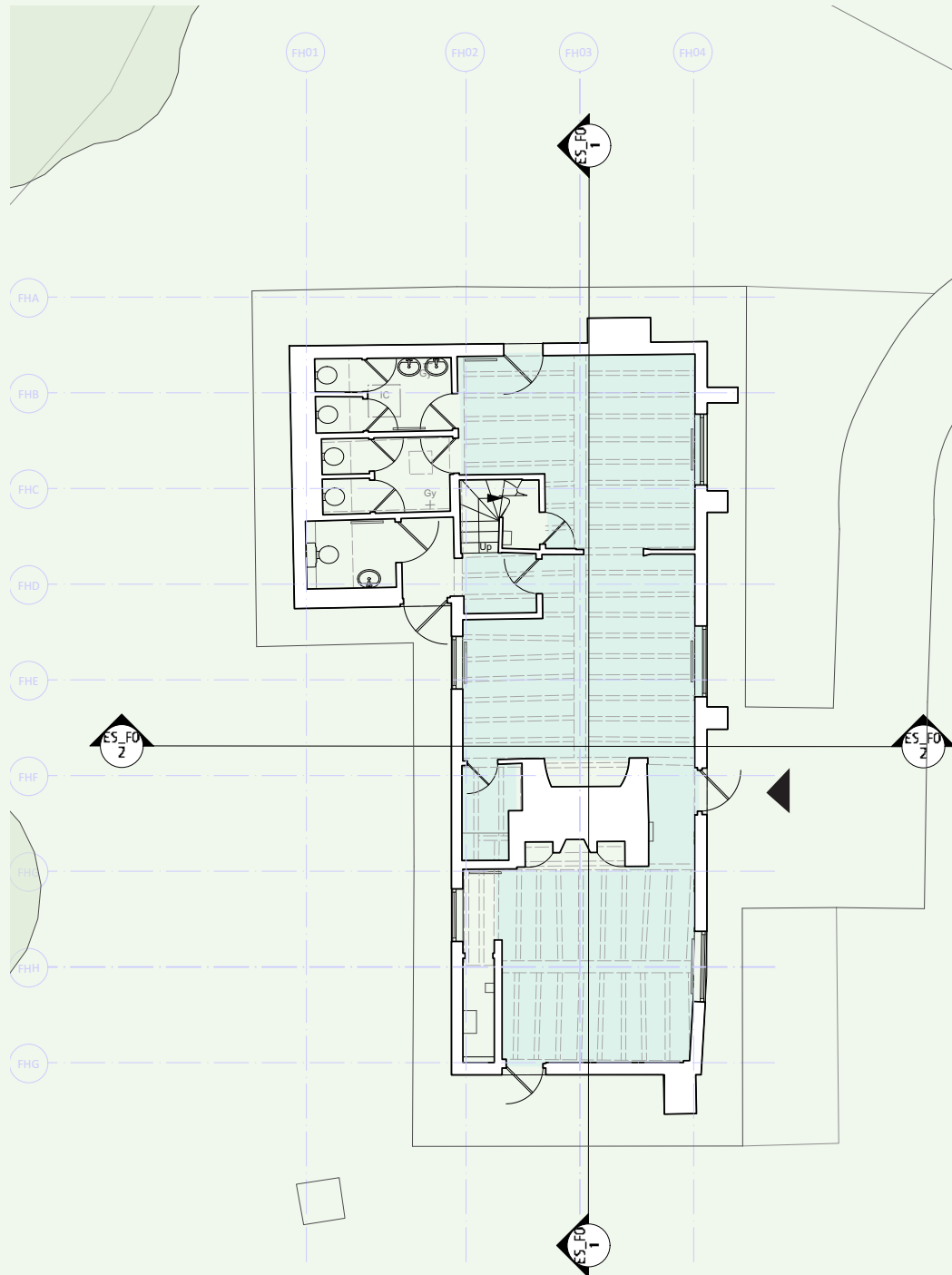
Application 1 Design Proposals - Farm House

4.16 Farm House - Existing

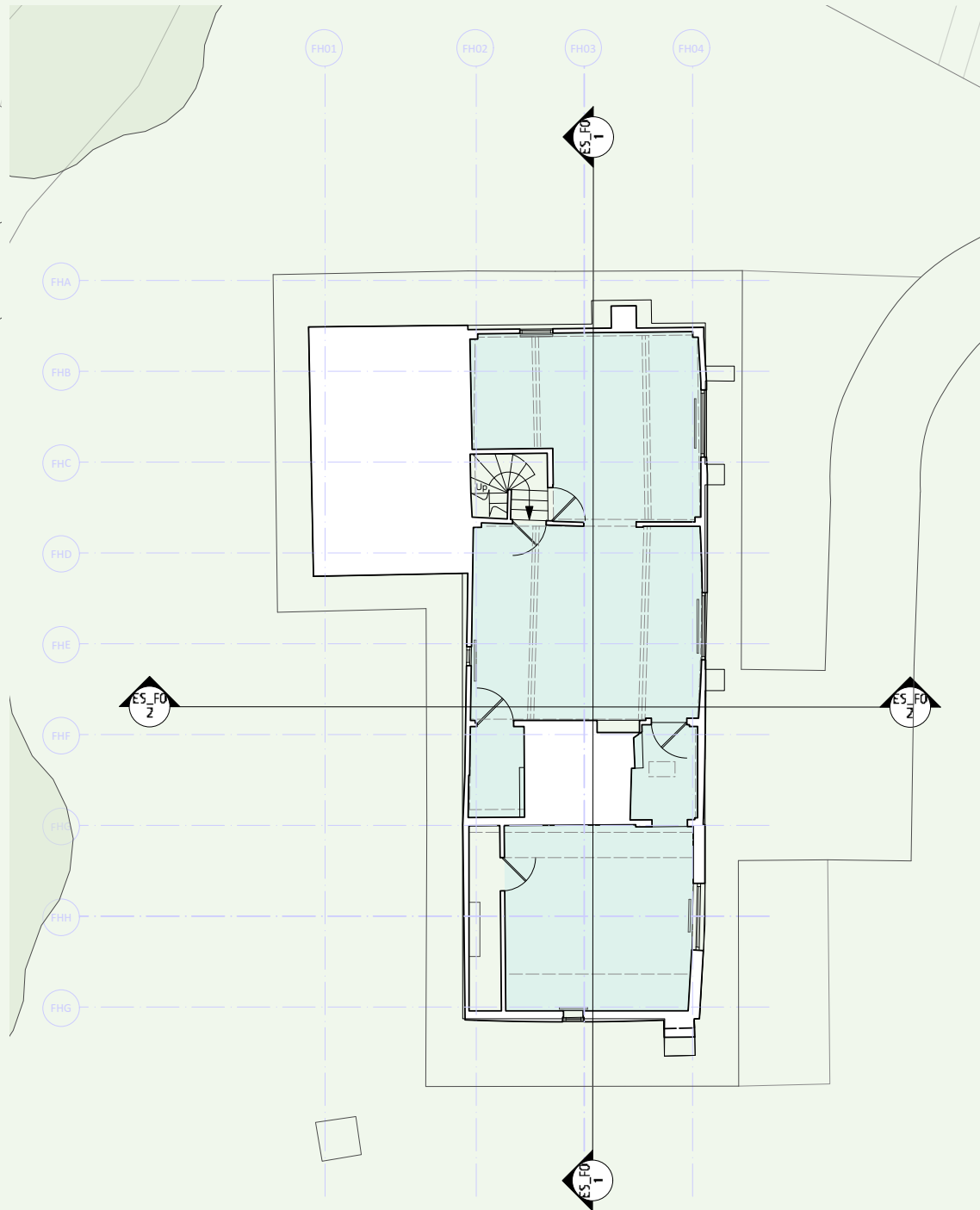
Areas:
Ground Floor NIA
OFFICE:
64.7 sq m

First Floor NIA
OFFICE:
72.9 sq m

NOTE
Drawings based on
Plowman Craven
Area Plans and 2017
Planning Application
drawings



PLEASE REFER TO PLANNING
DRAWINGS FOR DETAIL
EXISTING FARM HOUSE G/F N.T.S.



EXISTING FARM HOUSE 1/F N.T.S.

Application 1 Design Proposals - Farm House

4.17 Farm House - Propose Use

In line with the wellness aspirations of the scheme, we have identified healthcare office use as appropriate for the Farmhouse. This would allow the Farmhouse to become a supportive and useful amenity for main office users. The heritage consultant supports a proposal of creating a beneficial and sustainable use for the Farmhouse.

Healthcare offices require a varying degree of servicing to function effectively. The below scale highlights the differing options from low to high servicing requirements. Due to the listed status of the Farmhouse, a low servicing strategy would be most appropriate and most likely deemed acceptable by the council.



Therapist /
Mental Health
Clinic



Sports Therapy
Clinic



Chiropractor/
Massage
Therapy Clinic



Skincare clinic



Dentist

Low servicing
requirement

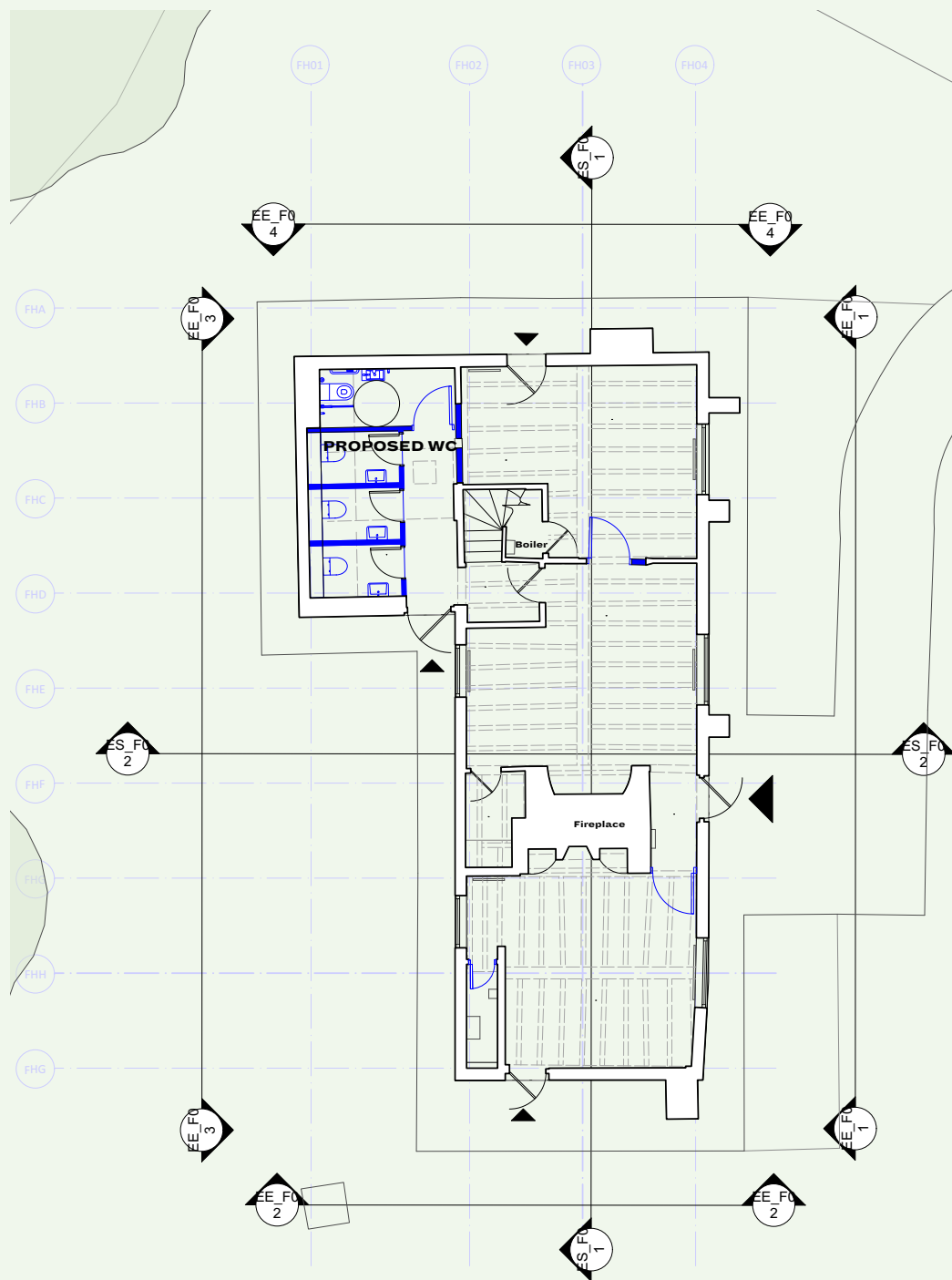
High servicing
requirement

Application 1 Design Proposals - Farm House

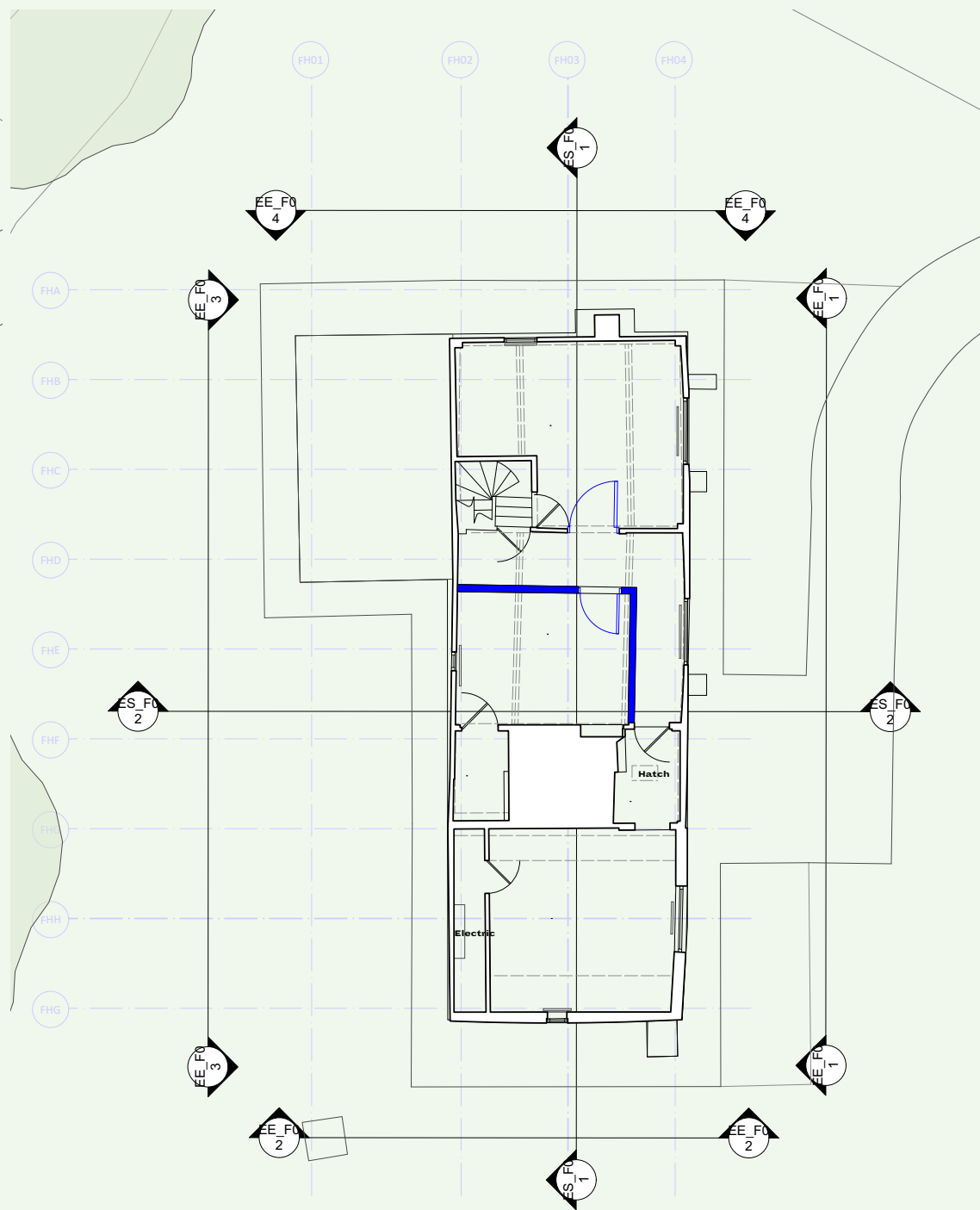
4.18 Farm House - Proposal

Based on advice from the planning and heritage consultant the proposal will replace non original material, refurbish damage material and add alteration that could be removed in the future.

The main area of replacement is the WCs that will be replaced to a higher specification and be accessible from the circulations space. Doors and corridors will be added to form a reception and consultation rooms. All proposed timber stud walls are reversible. The new plaster will match existing. Remedial work will include the provision of a French drain to stop existing rising damp.



PLEASE REFER TO PLANNING
DRAWINGS FOR DETAIL
PROPOSED FARM HOUSE G/F N.T.S.



PROPOSED FARM HOUSE 1/F N.T.S.

Design and Access Statement

Landscape

APPLICATION 1 DESIGN PROPOSALS

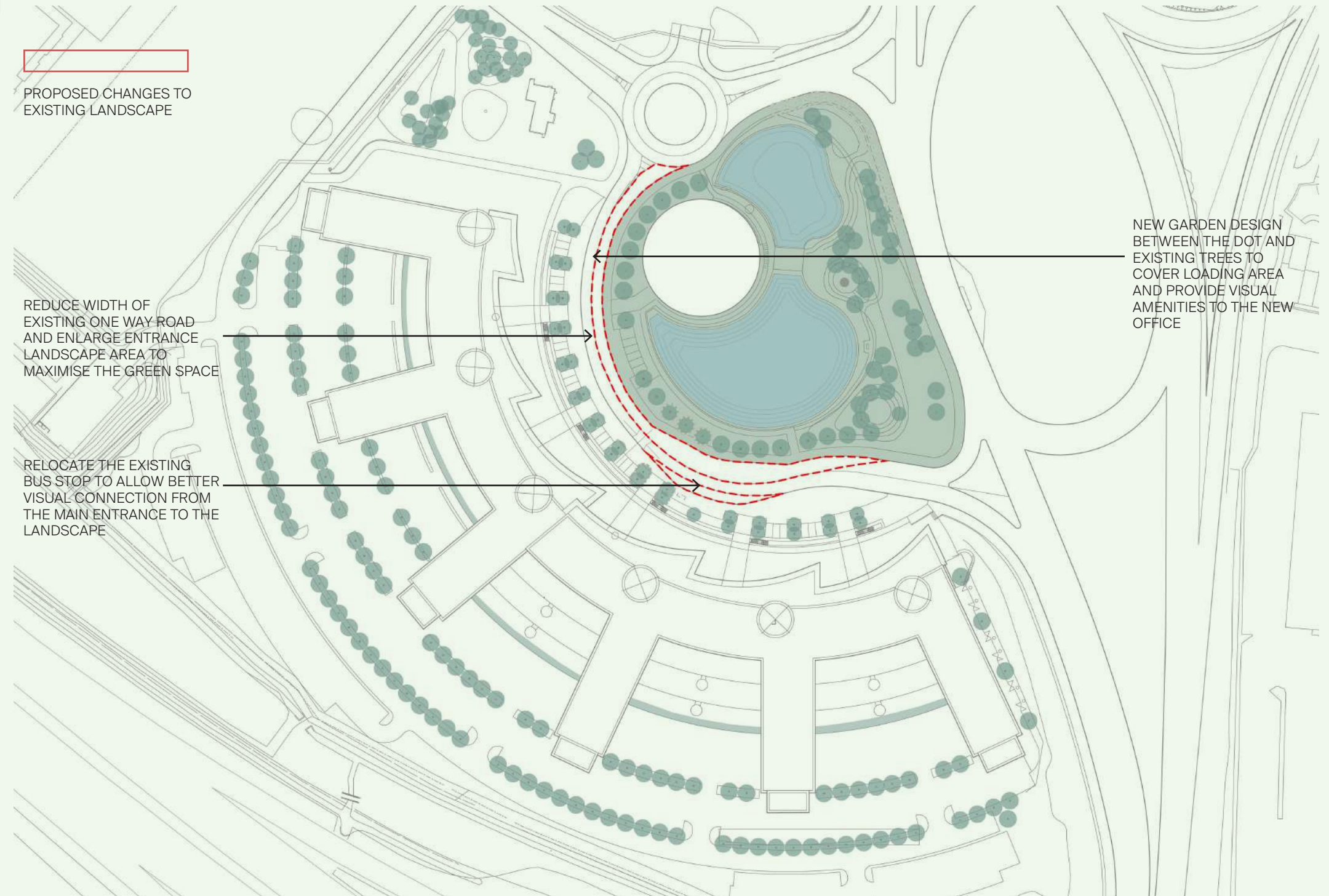
Application 1 Design Proposals - Landscape

4.19 Existing Landscape

Existing Landscape surrounding the lake and the Dot is beautiful and picturesque. We have identified several key elements which can maximise the potential of this landscape, and to strengthen its connection to the main building.



Existing Landscape Analysis



EXISTING LANDSCAPE MASTERPLAN ⓘ

BUCKLEY GRAY YEOMAN

Application 1 Design Proposals - Landscape

4.20 Existing Landscape Appraisal

1. Located immediately adjacent to the M4 the building form provides an effective sound barrier to the Motorway.
2. A large interchange junction exists to the north and east side of the site with vehicular access dominating the environment
3. The main building forms a pure arc placing the street frontage in some shadow throughout the day
4. A central water feature provides the key focus of the area to the north with the 'Dot' a single storey circular building located alongside with a weir providing a level change and aeration of the water as its is recirculated.
5. A two lane , one way road provides a set down space, bus stop and visitor parking arranged in groups of three between establishing Oak trees planted in pairs
6. An extensive area of block paver exists between the tree planting and the facade, this exists over car parking below with natural ventilation grill running along the arc
7. To the rear and south western side of the building, one storey below is an extensive car park with well established trees dividing the spaces.



Application 1 Design Proposals - Landscape

4.21 Landscape Architect's Report

In this section ChurchmanThornhillFinch will describe the landscape proposals to this existing business park. The primary objective of the landscape proposals can be summarised as follows: Enhanced natural setting to support improved health and wellbeing at work.

To achieve this we have adopted the following principles:

- Enhance the natural setting and conceptually draw the wider natural / rural landscape into the site
- Wellness – enhance biodiversity and biophilia by increasing the extent and richness of plant communities, create opportunities for fruit and vegetable growing and creating opportunities for exercise.
- Social – create a network of spaces for formal meetings and informal social use in the landscape, including outdoor meeting shelters and communal seating
- Improved legibility – traffic calming by reduction of traffic lanes, improve pedestrian links and legibility and encourage sustainable transport modes with cycle facilities.

KEY

- 01. PLANTING TO SCREEN THE ROAD
- 02. NEW GARDEN WITH EXISTING TREES TO SCREEN ROAD
- 03. ALLOTMENT/GROWING GARDEN
- 04. EXTENDED PLANTERS
- 05. SKYLIGHTS TO BASEMENT GYM
- 06. TRIM TRAIL & 5 ACTIVITY ZONES
- 07. MEETING PODS
- 08. NEW BUS SHELTER
- 09. SMOKING SHELTERS (7.5M AWAY FROM BUILDING)
- 10. EXTENDED SOFT LANDSCAPING
- 11. SINGLE LANE ROAD FINISHED IN MACADAM WITH BUS STOP/TAXI PULL IN
- 12. TRAFFIC CALMING MEASURES
- 13. NEW HARD LANDSCAPING TO ENTRANCE ROAD
- 14. NEW CAR PARKING DECK
- 15. POP UP FOOD STALL LOCATION (TBC)
- 16. 16X SHORT STAY CYCLE PARKING SPACES
- 17. F&B TERRACE EXTENSION WITH RETRACTABLE ROOF

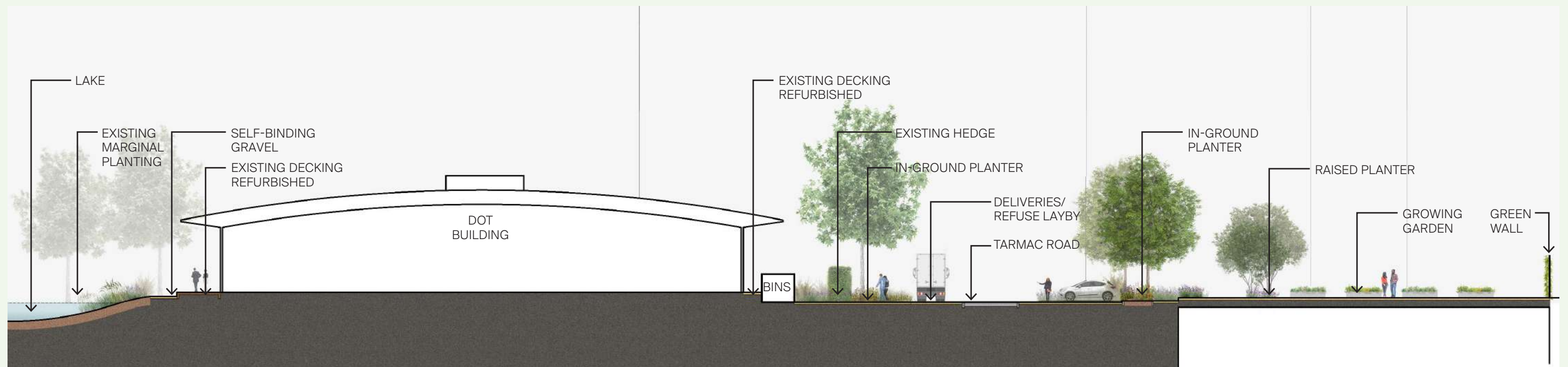


Application 1 Design Proposals - Landscape

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SECTION A-A



SECTION B-B

Application 1 Design Proposals - Landscape

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Our aim has to retain and complement the existing landscape assets found on the site including established semi-mature trees, hedges and the lakeside parkland by diversifying and increasing the extent of greening. The proposal requires the de-paving of several areas of existing hard standing primarily one lane of the existing road and areas around the existing tree planters. The planting strategy is summarised as follows:

Existing Trees

All trees have been assessed visually by Greengage ecologist on site and appear to be healthy well-established specimens and all trees are proposed to be retained. Existing are to be retained with the exception of a small section adjacent to the dot building ~5m in length. All of the lakeside marginal planting is to be retained.

Proposed Trees

Large canopy trees are proposed to the north of the lake to screen views of the buildings and the roundabout to the north. Species will be selected for vigour and/or longevity.

Floral Arc

The floral arc describes the proposed planting regime that adjoins both sides of the access road forming a significant swathe of diverse species rich seasonal planting. The floral arc consists of 2 distinct planting types:

- Flora Rich Planting - A diverse matrix of flora and species-rich herbaceous planting is proposed to the south side of the access road adjoining parking areas where the existing tree planters will be expanded and the existing trees under planted with a diverse matrix. Specimen shrubs will provide additional structure and seasonality. The planting matrix will aim to maximise biodiversity by encouraging pollinating insects and will provide seasonal interest across the year by using seasonal flowering species including bulbs, wintergreen / evergreens specimens and plants that



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- provide winter structure such as grasses. In addition a series of new planters is orientated along the arc slightly closer to the building, this planting lies above the basement car park and is therefore raised with metal edges by roughly 300mm high to provide sufficient planting depth. These species will be similar but will be more drought tolerant species suited to thin substrates and xeric conditions
- Rain Gardens – One lane of the access road will be de-paved and planted up to provide a SUDS rain garden. This is planted with a rich matrix of plant species described above but also tolerant of periods of seasonal drought and inundation. In principle this is similar to the approach adopted in the Sheffield 'Grey to Green' project. Existing drainage gulley's are retained with new hard landscape detailing to retain their drainage function but it is envisaged that this will reduce the burden on the system.

Wildflower Meadows

The existing parkland around the lake consists primarily of trees and amenity grass. The existing grass will be cultivated and sown with a species-rich meadow mixture suited to the soil type. The underlying soil is described as 'loamy with naturally high ground water' and adjacent landscape character is described as clay farmlands and there are localised ridges of acidic sandy soil.

Grow Garden

An allotment is proposed adjacent to the building consisting of a number of raised beds that can accommodate fruit, flower and vegetables to be grown by the building users.

Roof Terraces

The existing south facing planters will be refreshed with drought tolerant diverse mixtures of small specimen shrubs, seasonal flowering perennials and bulbs. New containers on the terraces will contain similar mixture.



FLORA-RICH SEASONAL PLANTING (BEECH GARDENS ©NIGEL DUNNETT)



WILDFLOWER MEADOW PARKLAND (©PICTORIAL MEADOWS)



QUERCUS PHELLOS (WILLOW OAK) IN AUTUMN COLOUR



GROW GARDENS (TRAFALGAR PLACE ©RANDLE SIDDELEY LA)



EDIBLE GREEN WALL (CITY UNIVERSITY ©CHURCHMAN THORNHILL FINCH)



RAIN GARDENS (SHEFFIELD, GREY TO GREEN ©NIGEL DUNNETT)

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The site currently comprises large swathes of hardscape, much of which is unnecessary so the aim has been to reduce its extent while also encouraging sustainable transport modes, improving legibility for pedestrians, and calming vehicle traffic. Where retained the hard materials are fit for purpose. The palette is kept purposefully simple.

The Street

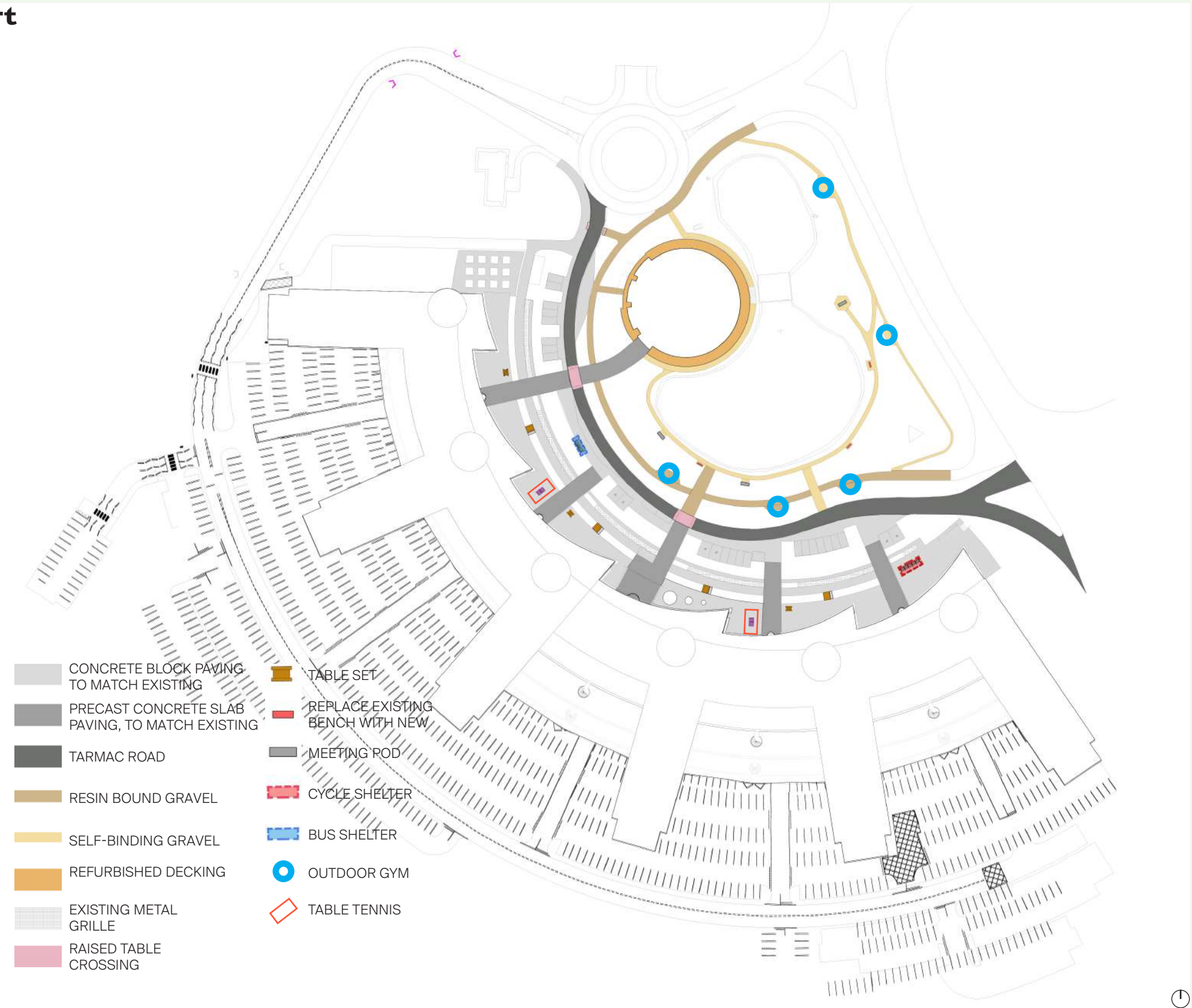
The curved street is defined with a 'tegula' tumbled pcc block paving orientated to the building arc. The main building entrances radiate out with wide bands of pale grey pcc slabs leading out to the lake and the dot building forming raised tables in the road way to provide level access and taffic calming . This provides good legibility with a defined threshold to the parking/bus stop/taxi drop-off and encourages workers out into the landscape. Proposed table and chair sets and table tennis will help to activate the street.

Access Road, Parking, Deliveries, Bus Stop, Taxis

The road is standard black top surface with white line markings as per existing. The bays for parking, bus stop, deliveries and taxis utilise the same tegula block as the Street. The bus stop will have a new shelter to provide refuge against the weather and the proposed cycle stands will also have a canopy to provide shelter.

Park Footpaths and Dot Terrace

Resin bound gravel is proposed to the parkland perimeter route, this can be used a walking route but also forms part of a running loop around the lake with associated 'gym stations' placed along the route of outdoor gym equipment as part of a trim trail. New seating is provided along the outer and inner paths. The inner lakeside path of self-binding gravel is retained and punctuated with 3 meeting pods which will provide small indoor meeting facilities in the landscape. The decking to the Dot terrace will be refurbished.



Application 1 Design Proposals - Landscape

Material Palette



PRECAST CONCRETE SLAB PAVING



CONCRETE BLOCK PAVING, TEGULA



RESIN BOUND GRAVEL



SELF-BINDING GRAVEL



TABLE TENNIS BY LARS LARJ



TABLE SET BERG BY VESTRE



RAISED PLANTER WITH INTEGRATED SEATING (©CHURCHMAN THORNHILL FINCH)



NATIONAL TRUST OUTDOOR GYM (©BOEX)



BIKE SHELTER AUREO VELO BY MMCITE (SHOWN WITH GREEN ROOF)



BUS SHELTER AUREO BY MMCITE



MEETING PODS BY THE MEETINGPOD.CO.UK

Design and Access Statement

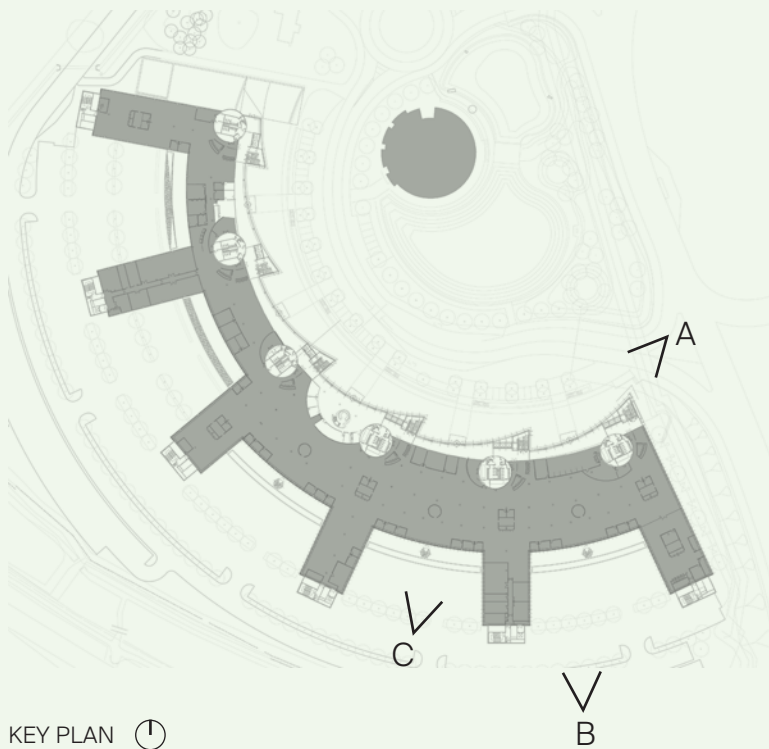
Facade Treatment

APPLICATION 1 DESIGN PROPOSALS

Application 1 Design Proposals - Facade Treatment

4.22 Treatment to Existing Terracotta Panels

To modernise the building and provide a contemporary look for this re-purposed building we are proposing to applying a new colour to the terracotta tiles under permitted development rights, this is illustrated in the images on this page.



A. FRONT ELEVATION



B. REAR ELEVATION FROM M4



C. REAR ELEVATION FROM CAR PARK