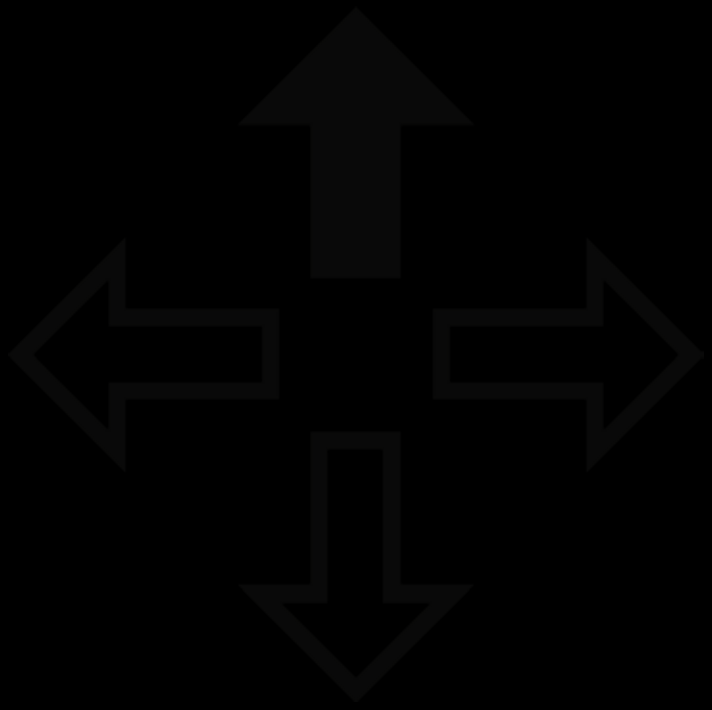
# LAND TO THE NORTH OF THE A4, THEALE

DESIGN & ACCESS STATEMENT

September 2023

Rev. C



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# CONTENTS

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# CONTACTS LIST

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**The Developer -**

**Panattoni UK Developments Ltd**

*One of the fastest growing industrial developers in the world, Panattoni is the largest developer of logistics facilities in Europe.*

*Panattoni have delivered over 57m sq ft of new build industrial space in the last two years, representing a product value approaching £4.2bn.*

*This success has been driven by our unrivalled access to global capital markets and our determination to exceed our clients' expectations.*

*OUR COMMITMENT*

*Our collective challenge now is how to maintain our current rate of economic progress, whilst at the same time reducing our consumption.*

*At Panattoni, we recognise our responsibility in making this shift happen.*

*We believe that low carbon development should be about a 'way of working' and not merely a component part of the development process.*

*Panattoni aim is to help you find the optimum balance between environmental protection, social responsibility and financial return. In conjunction with our customers, we have adopted leading edge carbon reduction technologies to reduce embodied carbon at source and through our suppliers. Over 96% of a standard Panattoni Fisrt Industrial superstructure is capable of being re-cycled.*

*BEYOND THE BUILT ENVIRONMENT*

*We believe that our responsibility needs to reach beyond the building form itself and we need to consider carefully the wider impact on the surrounding area.*

*If that means preserving a natural wildlife habitat, respecting indigenous species or complementing the prevailing architectural style, then that's what we will do. Low carbon development is now at the heart of good building practice. Not just that - it's at the heart of long term National and European Policy to arrest and perhaps reverse the effects of excessive energy consumption and climate change.As a responsible developer, Panattoni is committed to meeting and exceeding its targets at every point in the supply chain and construction process by reducing waste, increasing energy efficiency, lowering levels of embodied carbon, improving systems & procedures and setting minimum standards for all suppliers to follow.*

*UK TRACK RECORD*

*Panattoni has completed buildings for some of the world's largest and most demanding customers ranging in size from 75,000 sq. ft to 1,750,000 sq. ft. While Panattoni are justly proud of our track record,  we have our eye firmly fixed on the future. Our commitment to innovative building techniques and flexible new working practices puts us at the forefront of high quality, low carbon building design and value for money development.*

*BUILDING EFFICIENTLY*

*Our aim is to provide high quality, low carbon buildings at minimum cost.*

*How? Not just by building cheaper. But by building smarter.*

*We use a carefully managed, efficient supply chain making full use of standardisation and pre-fabrication along with continuous engineering improvement. It's a technique that's revolutionised industrial development in Germany. Now, we're putting it to work on behalf of our customers in the UK.*

*Pre-design development and off-site preparation in factory controlled conditions are also important parts of our working model, allowing us closer control of quality, finish and long term performance.*

*They include pre-cast lift shafts, dock leveller surrounds, high quality wall and roof cladding systems, rain screen cladding systems and modular plant rooms.*

*We work in close partnership with leading construction service providers to ensure prefabrication and other material innovations all contribute to smarter, faster developments with the smallest carbon footprint.*

*INNOVATION IN CREATION*

*One size does not fit all. Each development is created on a bespoke basis, respectful of the location and the community within it.*

*Creating class-leading scheme design is the mantra for Design Team.*

*Selected for their ability to deliver a world-class vision for each scheme, architects are supported throughout the project by a multi-faceted team of professionals including structural and transport engineers, landscape architects, interior designers and sustainability and building services consultants.*

## SGP

*Established in 1970, we have grown into one of the UK's leading architectural practices, with offices in London, Leicester, Leeds, Birmingham and Solihull.*

*Recognised by the Architects' Journal AJ100 as one of the country's largest practices, our success in both public and private sectors has led to vigorous development in the UK and abroad.*

*Our award-winning teams are highly versatile, providing an exceptional level of expertise in masterplanning, design and delivery.*

*We excel in quality of service and are proud to have built long-term relationships with clients across a range of sectors, including, Logistics + Industrial, Healthcare, Offices + Workplace, Education, Residential, Retail + Mixed-use, Interiors + Fit-out, Transport and Leisure.*

*We are known for our quality, reliability and integrity. We respond rapidly to client requirements, applying technical expertise and commercial realism to resolve complex issues effectively and we produce well-designed, innovative and deliverable buildings.*

PORTAL MILL, MELKSHAM

HYDRAFORCE, BIRMINGHAM

INTERLINK, BARDON

HYDRAFORCE, BIRMINGHAM

AMAZON

# 1. Introduction

This Design and Access Statement has been prepared by Stephen George + Partners LLP on behalf of Panattoni to support a detailed planning application for the development of industrial/distribution facilities off Hoad Way, Theale adjacent to J12 of the M4 motorway.

Employment buildings intended for distribution and logistics uses are far from the low-tech ‘sheds’ they once were. Such buildings and the businesses that occupy them have an increasingly important role in the national economy. This Planning Application seeks to provide future flexibility to satisfy a diversity of potential occupier requirements.

## 1.1 Purpose of the Design & Access Statement

The description of the proposed development is as follows:

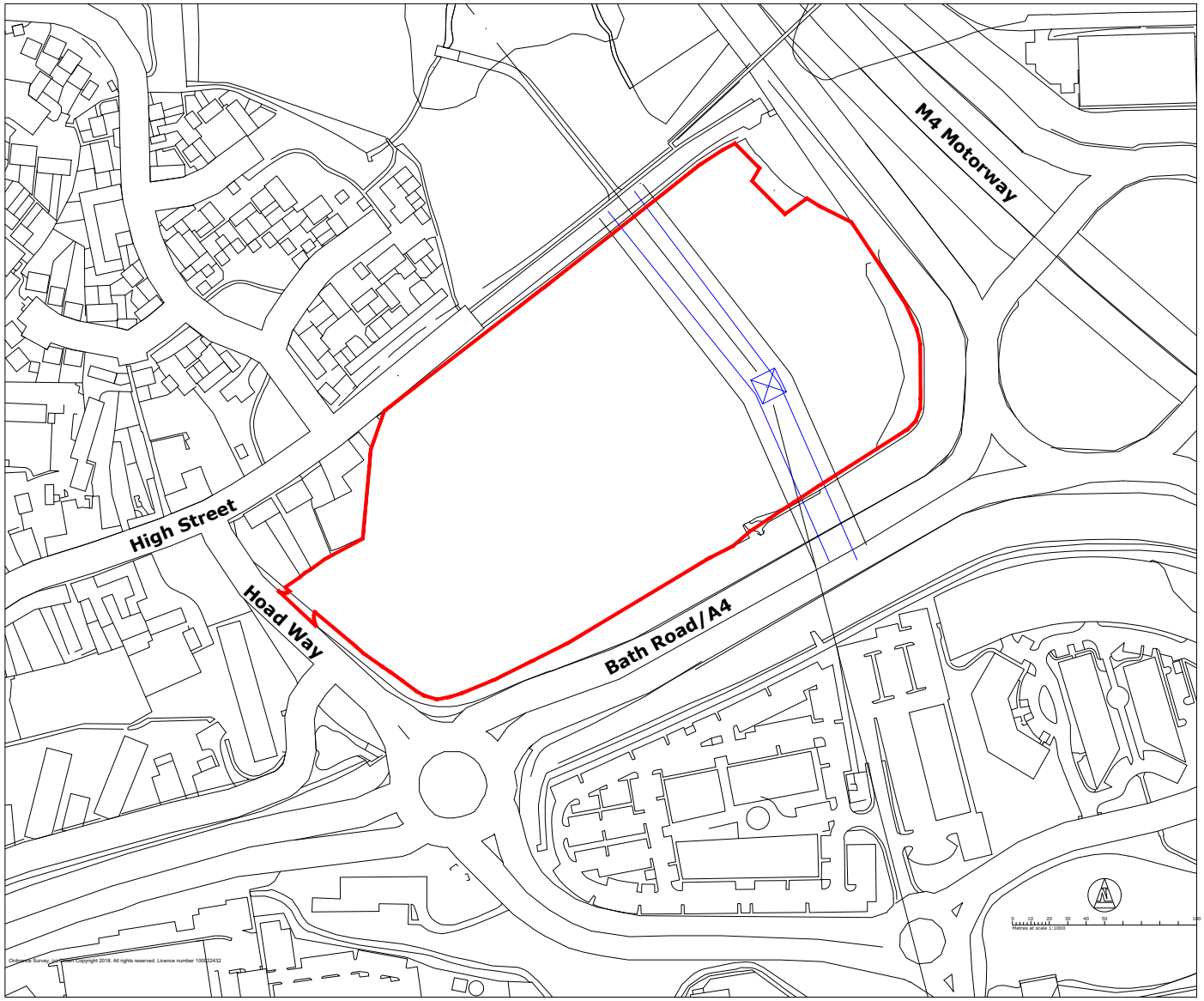
*“Full planning application for the construction of 2 employment units for flexible uses within Class E (g)(iii), B2 and B8 of the Use Classes Order (including ancillary office provision) with associated enabling works, access, parking and landscaping”.*

The development will not involve demolition of existing buildings and will involve the erection of new employment units within Use Classes *E (g) (iii)*, B2 (general industrial) and B8 (storage and distribution), including ancillary offices and open air storage, plus alterations to and creation of new accesses from the highway; provision of car parking, service yards and external plant; means of enclosure, landscaping and lighting.

The purpose of this Design and Access Statement is to clearly explain the design methodology and demonstrate a thorough and robust development approach.

REGIONAL CONTEXT

NATIONAL CONTEXT




LOCATION PLAN

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PHOTOGRAPHY WITH INDICATIVE REDLINE BOUNDARY

## 1.2 Scope and Content of the Design & Access Statement

The Scope and content of this Design & Access Statament is in accordance with advice published by the Commission for Architecture and the Built Environment (CABE). The design process for Land to the North of the A4, Theale, illustrated in this Design & Access Statement will address the requirements of CABE, including:

DESIGN

- Use: What buildings and spaces will be used for;
- Amount: How much could be built on the Site;
- Layout: How the buildings and public and private spaces could be arranged on the Site and the relationship between them and the buildings and spaces around the Site;
- Scale: How big the buildings and spaces could be;
- Landscaping: How open spaces could be treated to enhance and protect the character of the place;
- Appearance: What the buildings and spaces could look like.

ACCESS

- Vehicular and Transport Links: Why the access points and routes have been chosen and how the site responds to road layout and public transport provision.
- Inclusive Access: How everyone can get to and move through the development on equal terms regardless of age, disability, ethnicity or social grouping.


**SITE CONTEXT TO RAIL**

## 1.3 Location & Context

The site is in close proximity to Junction 12 of the M4 motorway, and given the site's accessibility, is an attractive location for logistics operators. The site covers an area of approximately 5.43 hectares  located to the East of Theale and is situated close to existing employment uses with Arlington Business Park to the South. The site is currently a field, bounded on all sides by public highways including the M4 to the East and the A4 (Bath Road) to the South.

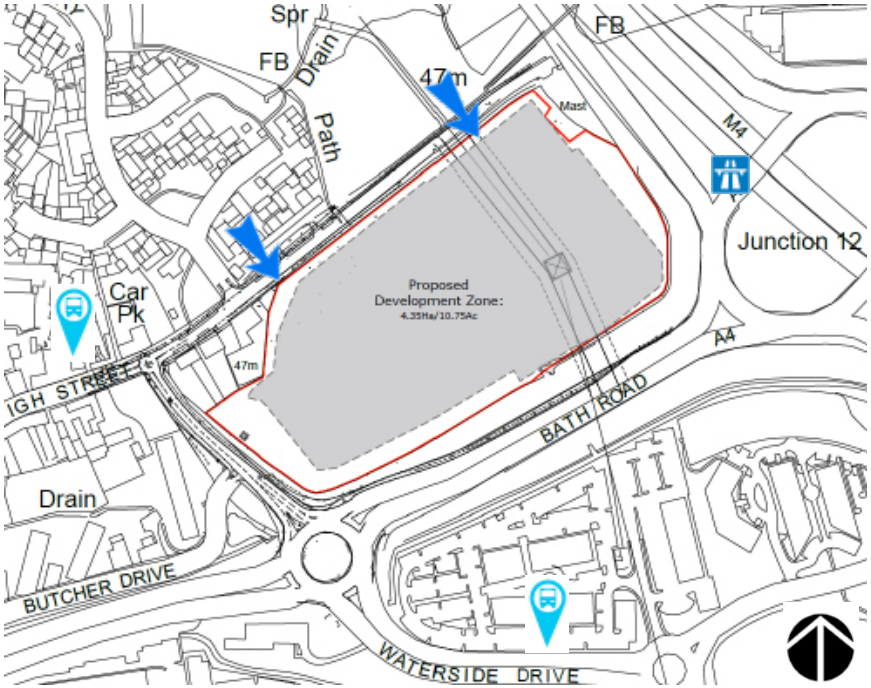
The site's proximity to the strategic road network, and the site's immediate context mean that it is exceptionally well connected by these significant distribution routes. The site lies approximately 45 miles to the West of Central London, 7 miles to the West of Reading, 17 miles to the East of Newbury and 50 miles north of Southampton. The North Wessex Downs AONB is located to the North East of the site on the other side of the motorway.

The site is accessed from Hoad Way via the A4, from which the application will seek permission to form a new vehicular access way onto a proposed estate road.

Existing occupiers of Arlington Business Park include, amongst others, Amazon, Westcoast, Swiftpak, Lockhart Catering Equipment and Wise Distribution as well as a number of B1 office occupiers including NTT Security, Idox plc and Cornerstone. On the other side of the M4 motorway to the East there are a number of existing retailers including Dunelm, Sports Direct, Ikea, Sainsbury's and Next.

The site is well connected to local transport networks. Distance from the site to Theale Train Station is 0.6 miles / 3 minutes by car and 10 minutes by walking.

Bus Stop Motorway Access




SITE ACCESS & CONSTRAINTS

# 2. Site Appraisal

## 2.1 Topography

The site is predominantly flat in a landscaped bowl, surrounded by higher land.

## 2.2 Water & Flood

The Environment Agency Flood Map for Planning indicates that the Site is located predominantly within Flood Zone 2, which is land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding in any year. BWB have prepared a drainage strategy following their flood risk assessment.

## 2.3 Links & Transport

There are existing bus stops situated along High Street and Waterside Drive. Theale Station, 0.5 miles to the South-West, provides a direct service to central London (Paddington) with a journey time of approximately 40 minutes.

The site is a 10 minute walk from the train station providing connection to London as well as the West and South West. There are existing vehicular and pedestrian access points from High Street to the north of the site.

## 2.4 Existing Site Features

The site is currently clear of existing buildings and has an engineered embankment to the South (A4 Bath Road) and East (M4 Motorway). Existing mature landscaping runs almost the full boundary of the site and a telecommunications mast lies to the north-east of the site.

Adjacent to the site are existing dwellings along High Street to the North West with their principal elevations facing eastwards. Theale High Street Conservation Area lies to the West. The residential properties on Hoad Way also to the West are set back from the road and fronted by considerable existing mature landscaping. Existing commercial properties lie to the South and East.

## 2.5 Access Points

The site is privately owned and not publicly accessible. However, there are both existing vehicular and pedestrian access points into the site from High Street (Refer to Fig 5). The existing access points have been historically used for construction traffic associated with the Smart Motorway upgrade works.

## 2.6 Services & Easements

The site has a transmission tower (electricity pylon) in the East of the site used to carry high voltage overhead cables owned and maintained by UK Power Networks (Operations) Limited.

An existing drainage culvert runs along the southern boundary within the site along the A4. This is set within a green corridor of existing trees. There is an existing public sewer to the North of the site along High Street. An existing land drain lies to the South-East corner of the site.

There are no other known underground or above ground services (or associated easements) within the boundary of the site.

## 2.7 Public Access

There are no public rights of way across the development site.

## 2.8 Ecology

Middlemarch Environmental have been commissioned to carry out a Preliminary Ecological Appraisal, a Preliminary Bat Roost Assessment and Bat Emergence surveys.

In order to ensure compliance with wildlife legislation and relevant planning policy a number of recommendations may be made by Middlemarch. Their assessment reports should be referred to for these findings, recommendations and mitigation measures.

## 2.9 Archaeology and Heritage

An Archaeological Desk Based Assessment has been prepared by TVAS. In addition, the application is supported by a Heritage Assessment prepared by Turley Heritage to assess the impact of the development on surrounding heritage assets.

## 2.10 Statutory Designations

The site includes no listed buildings, Scheduled Ancient Monuments or Conservation Areas. There are no European sites within or nearby the boundary that would give rise to the need for an appropriate assessment under the Conservation (Natural Habitats, etc.) Regulations 1994. There are no Sites of Special Scientific Interest within the site boundary. The Theale High Street Conservation area lies to the West of the site.

## 2.11 Arboriculture

There has been a comprehensive tree survey completed and there are no known tree preservation orders within the boundary of the development site. Existing boundary landscaping will be retained where possible to provide elements of visual screening and existing biodiversity.

# 3. Constraints & Opportunities

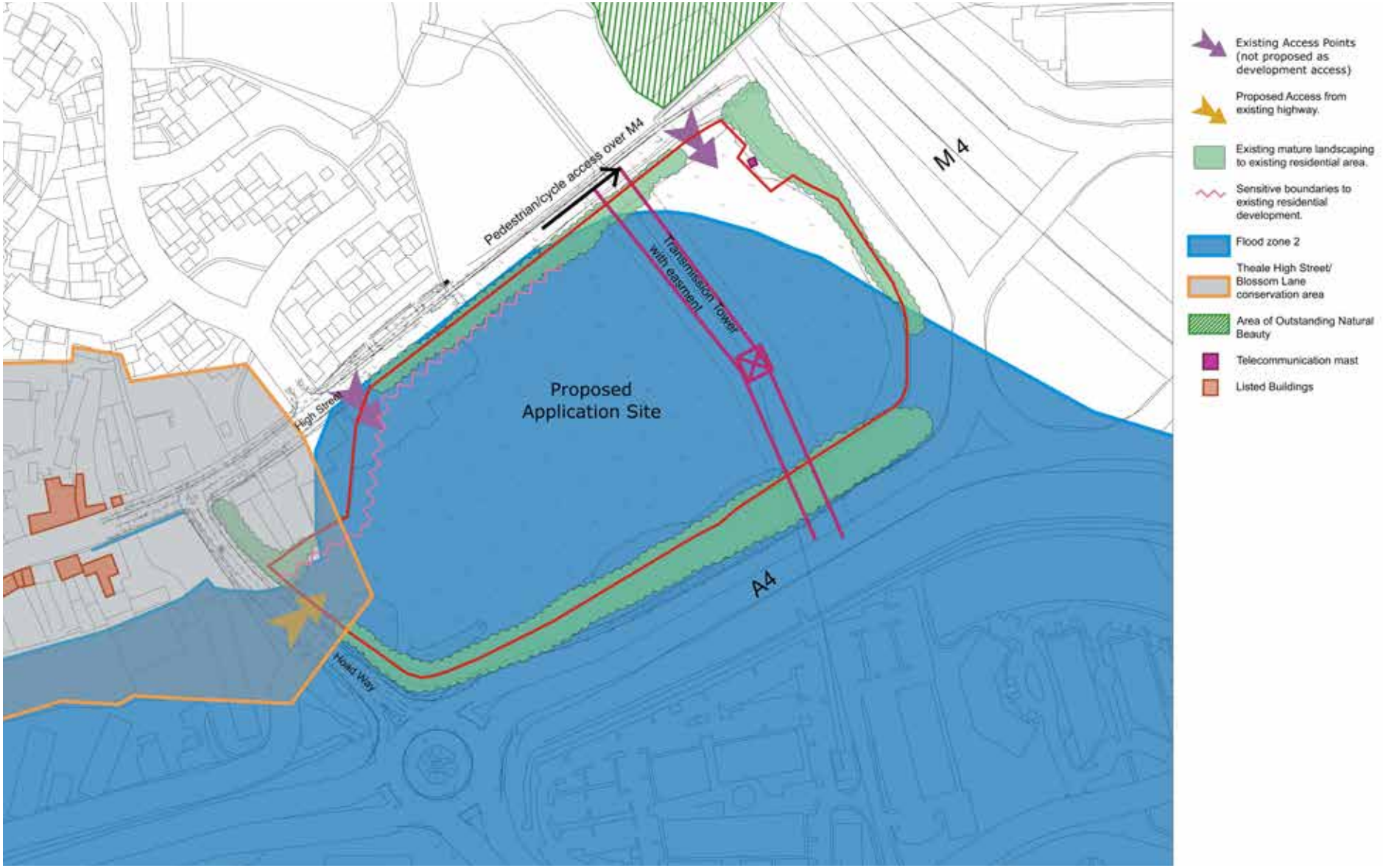
## 3.1 Summary

As outlined in the Constraints and Opportunities plan the site is constrained by the following:

- The transmission tower will be retained and incorporated in accordance with design parameters from The National Grid.
- The Flood Zone 2 will be incorporated into future design proposals with careful level considerations and ground work design by BWB incorporating regulatory design standards.
- Proximity of the Theale High Street Conservation area. Existing mature landscaping is to be retained (where possible) to maintain the existing separation.
- The AONB: this will be mitigated by a strong landscape buffer to the North of the site.

As part of the detailed design process careful consideration will be given to:

- Providing a high quality design and appearance of the new buildings for the elevations fronting High Street, and the corner of Hoad Way.
- Providing a new access from Hoad Way with the retention of existing landscaping (where possible) reinforced with new landscaping to soften both the new access and the addition of development. Existing vehiclular access points along High Street are not proposed to be used.
- Adjustment of existing site levels to respond to the site's existing topography and flood constraint, to ensure that development plateaus are efficient and flexible to suit future occupier requirements.
- Retention of existing landscape and drainage features (where applicable) to create a sustainable and robust strategy that also enhances biodiversity.
- A robust and deliverable access strategy to ensure that the development does not impact on the surrounding road network.
- Building mass, form and overall height to minimise visual impact and to ensure that the development both complements the existing context providing the infrastructure for modern logistics buildings.




CONSTRAINTS AND OPPORTUNITIES

# 4. Planning Policy

This section of the Design and Access Statement considers all relevant design policies to ensure that a policy compliant scheme is achieved. This section of the Design and Access Statement focuses on the local planning policies most relevant to the design and access proposals for the development.  A detailed assessment of the proposed development against National and Local Planning Policy is set out in the Planning Statement which accompanies the planning application. This proposal has been designed with consideration given to polices contained within the adopted Core Strategy (July 2012) and in particular to Policy CS14 (Design Principles). The assessment has been undertaken following a review of site opportunities and constraints and the surrounding context of the site.

The adjacent table demonstrates the scheme's compliance against the eight principal design considerations set out in Policy CS14.

| Policy Requirements | Design Response |
|---|---|
| Create safe environments, addressing crime prevention and community safety. | Any delivered scheme will work closely with crime prevention officers during determination or at Reserved matters stage to address any potential crime prevention and community safety concerns. |
| Make good provision for access by all transport modes. | The application sites enjoys excellent connectivity with major road networks. The site is within 10 minutes walk of Theale Train Station and has good connectivity to local bus stops. |
| Ensure environments are accessible to all and give priority to pedestrian and cycle access providing linkages and integration with surrounding uses and open spaces. | Covered cycle storage will be provided to all units and located adjacent to office areas with footpath connectivity to the main entrance areas. Shower facilities will be provided to encourage cycle usage. Pedestrian routes will be provided across car parking areas to the main office entrance. Enlarged parking spaces will be provided for disabled people in accordance with local authority parking provisions. |

| Policy Requirements | Design Response |
|---|---|
| Make efficient use of land whilst respecting the density, character, landscape and biodiversity of the surrounding area | The proposed Parameters Plan sets out maximum floorspace aspirations that are consistent with adjacent employment sites to the south and east in terms of density and character. A detailed landscape scheme will be prepared to support any future Reserved Matters Applications. Existing mature landscaping around the perimeter of the site will be retained where possible to maintain and enhance biodiversity opportunities.The scheme is designed in accordance with Policy CS16 with regards to flooding |

| Policy Requirements | Design Response |
|---|---|
| Consider opportunities for a mix of uses, buildings and landscaping. | This Outline Application seeks to secure permission for a number of appropriate employment uses consistent with adjacent employment areas. The Parameters Plan and developable area has evolved and been informed by technical reports and is considered to provide appropriate flexibility for any future reserved matters application on the site. The illustrative masterplan (Section 6 Figure 10) that has been submitted demonstrates one way the scheme could come forward in accordance with the proposed parameters. Landscaping on the northern boundary is to be retained and reinforced to address adjacent residential properties along High Street. |
| Consider opportunities for public art. | The applicant would be willing to discuss opportunities through the application determination with Officers. |
| Conserve and enhance the historic and cultural assets of West Berkshire | The Constraints and Opportunities Plan and Heritage Statement prepared by Turley Heritage acknowledges the Theale High Street Conservation Area. The proposed building parameters have evolved with consideration to the Conservation Area. |

| Policy Requirements | Design Response |
|---|---|
| Provide, conserve and enhance biodiversity and create linkages between green spaces and wildlife corridors. | The Parameters Plans have been informed by the technical reports that support this application. Whilst a detailed landscaping scheme will be provided at Reserved matters stage and number of strategic landscaping considerations are incorporated into the proposed parameters. These include the retention of existing mature boundary landscaping where possible and reinforcement of the landscape buffer to the northern boundary. |
| Make a clear distinction between public and private spaces and enhance the public realm. | The new gateway entrance to the site will provide a clear distinction between public and private land. Service areas where provided will be appropriately secured to maintain appropriate security measures. |

# 5. Design Development

The design of the scheme has been predicated on seeking to provide units that the market-place and occupiers are looking for from an occupational and functional perspective and at the same time, taking on board the important design elements from a planning perspective.

The Consultation from previous application submitted in 2021 identified a number of areas where we could improve key design elements such as retaining as many of the existing landscape to help lesson the visual impact of the scheme.

The following aspects needed further consideration:

- **Highways**: pedestrians/cycle access onto the High Street to be provided.
- **Conservation**: mitigation to Conservation area.
- **Landscape**: the proposals will degrade an important open site at the entrance to Theale. They will reduce the separation between Theale and Calcot. Significant adverse effect on the CA.
- **Trees**: object – level of loss of trees within a Conservation Area. Majority of retained trees are in third part land.

2021

Design Review

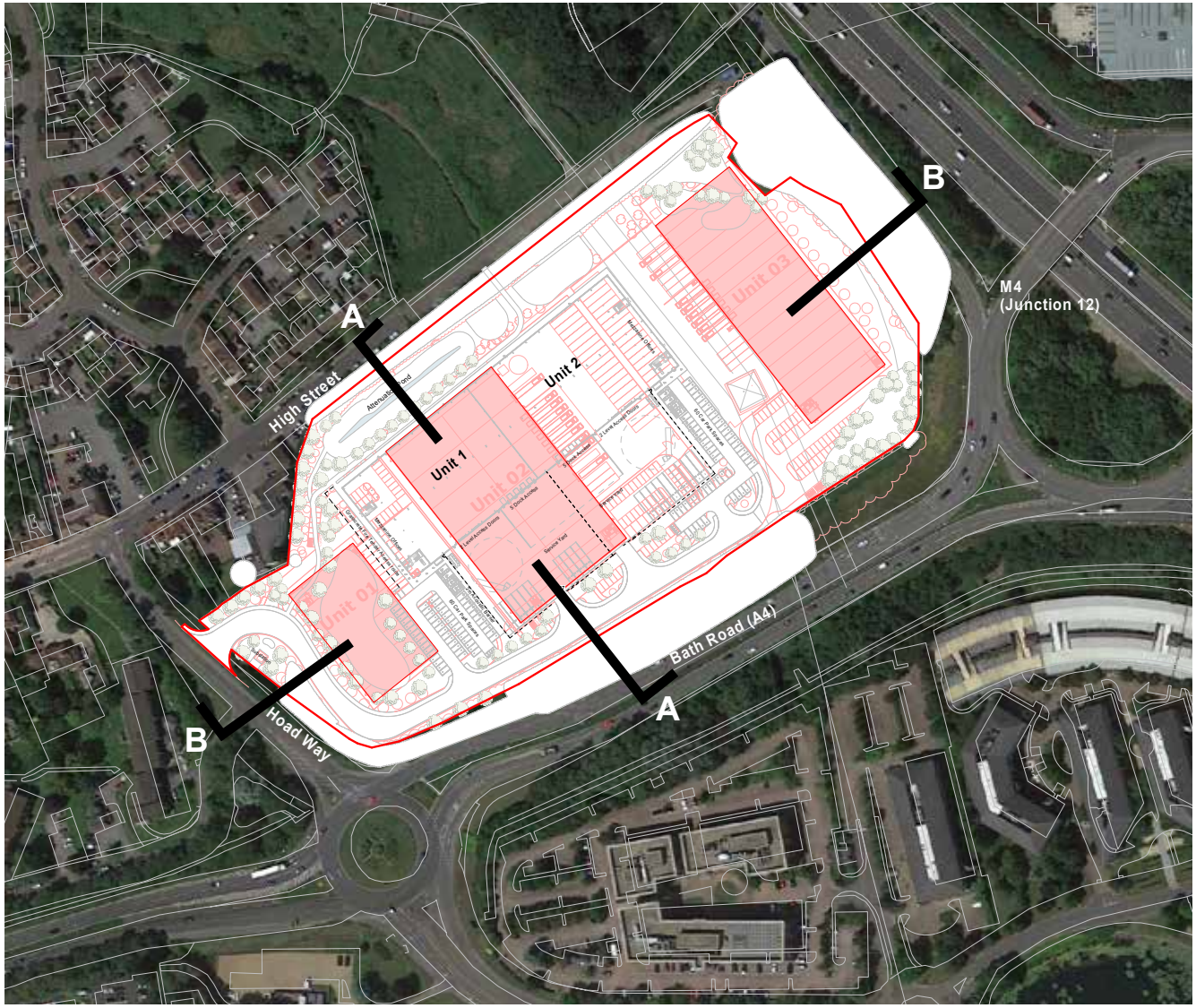
2023


TIMELINE

Following the comments, the Design Team undertook an intensive review of the scheme in order to improve the key elements of the design.

Since the application in 2021, the following key principles have been included into the new proposal:

- Existing vegetation to be retained to increase screening of the development and continue wildlife movement
- New buildings designed with an appropriate scale and density. The overall height has been reduced from 15 m to 13 m to ridge.
- Pedestrian connection between the site and High Street.




Original Planning Application Layout

Proposed Layout

COMPARISON SITE PLAN

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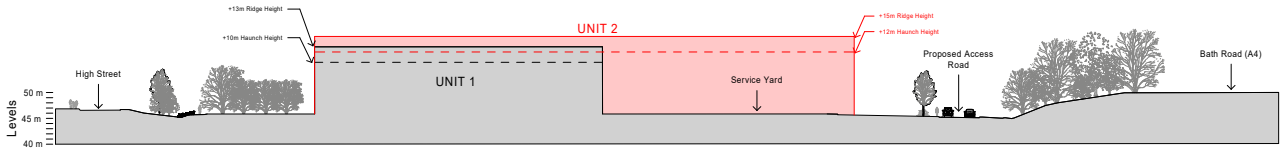
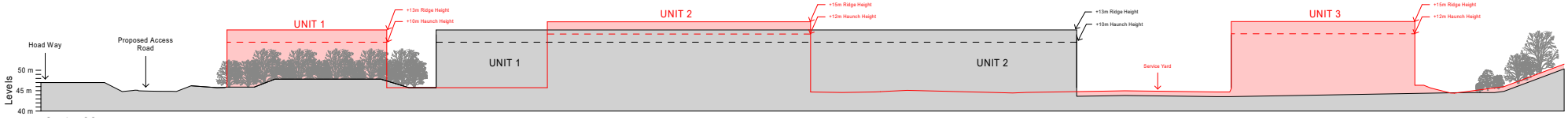



**SITE SECTION A**




**SITE SECTION B**

Original Planning Application Layout

Proposed Layout

**COMPARISON SITE SECTIONS**

ORIGINAL PLANNING APPLICATION - VIEW FROM PROPOSED ACCESS

NEW PLANNING APPLICATION - VIEW FROM PROPOSED ACCESS

ORIGINAL PLANNING APPLICATION - VIEW FROM THE BRIDGE

NEW PLANNING APPLICATION - VIEW FROM THE BRIDGE

ORIGINAL PLANNING APPLICATION - VIEW FROM THE HOUSE DEVELOPMENT

NEW PLANNING APPLICATION - VIEW FROM THE HOUSE DEVELOPMENT

# 6. Design Approach

The ethos and design intent for this project is to deliver a holistic masterplan with well designed buildings, green spaces, and a sense of place.

The project's ability to blend with the surrounding urban and rural landscape is about demonstrating good design and understanding the importance of a sense of place - key to this is the importance of masterplan arrangement, scaling sensitivity, well-considered geometry and thoughtful materiality. The buildings and public spaces are arranged with active frontages along its public roads that address focal points and vistas within the site contributing to the sense of place.

## 6.1 Proposed Site Plan

The proposed site plan layout consists of 2no. units (units 1 & 2).

The massing of the building has been carefully considered to present interest or active frontage to the site access and address vantage points into the site.

Access is taken from a proposed access point from Hoad Way which provides a safe vehicular and pedestrian ingress/egress location.

Within the application site, a new estate road is positioned to the southern side of the proposed units, the main driver of this design decision is to generate separation between vehicular movements and the existing dwellings to the North-West.

Existing areas of landscaping are generally retained particularly on the West, South and East boundaries.

The proposed development parameters are described as follows:

**RED LINE SITE AREA:** 5.43 Ha/13.41 Ac

**CLASSIFICATION:**
Class E (g)(iii), B2 and/or B8 of the Use Classes Order (including ancillary office provision)

**UNIT 1**

**Warehouse: 43,0375sq.ft**

**Total GIA: 49,045sq.ft**

**UNIT 2**

**Warehouse: 49,100 sq.ft**

**Total GIA: 54,769 sq.ft**

## 6.2 Distribution & Logistics Buildings

Employment buildings for logistics focus around the main storage space which needs to be an open and flexible area to accommodate a range of storage or racking solutions. Loading doors provide access to a secure service yard. The buildings also have internal offices to provide working space for staff managing the facility. Parking is to be provided for staff on the site, together with spaces for electric vehicles and cycles.

Tree and shrub planting within and around the site will soften the edges of the development and look to provide enhancement for ecology.

The format and orientation of the buildings will be arranged sensitively.

## 6.3 Proposed Design Approach

Considering the content of the site, a key objective is to ensure new buildings and associated landscaping are designed sympathetically and with an appropriate scale. A creative approach is intended for the redevelopment of this site.

The intention is that the primary ‘street’ elevation that will address Hoad Way is broken up with tone, mass, colour and texture - providing a contemporary feel and contributing to an active street scene, with offices addressing Hoad Way. Existing soft landscaping and trees around the perimeter of the site will be retained wherever possible and reinforced with new landscaping where practical. This will maintain the existing street scene as well as soften the visual impact of the proposed buildings.

## 6.4 Access, Circulation & Parking

A new distributor road will run along the southern edge the site so that the proposed units provide an acoustic buffer to the dwellings along High Street.

A clear hierarchy of vehicular, cycle and pedestrian traffic will be established for each plot as they are brought forward, with separation between service vehicles and visitor/staff vehicles and with clear routes for pedestrians across parking areas.

Car park provision will be based on occupiers’ requirements with agreement with the Local Authority, based on the maximum parking standards. Soft landscaping will be integrated into the car parking areas to enhance the visual appearance as well as blend the site into its context. The provision of disabled parking bays will be provided to a minimum of 5% of the total car parking number and be positioned in close proximity to the office entrances. 10% of car spaces will be electrical charging point ready to promote electric vehicle use.

The position of cycle storage areas will be located in close proximity to the office accommodation entrances to encourage cycle use as well as enhance security. Shower/ changing facilities will be provided to all development plots to encourage non-car travel.

## 6.5 Safety

The proposed development will be carefully laid out to create a working environment that is not only practical and fit for purpose, but is first and foremost a safe place.

Pedestrians are restricted from service yard areas, except for where their job specifically requires them to be there. The majority of pedestrians that will interface with the buildings will access the main offices only.

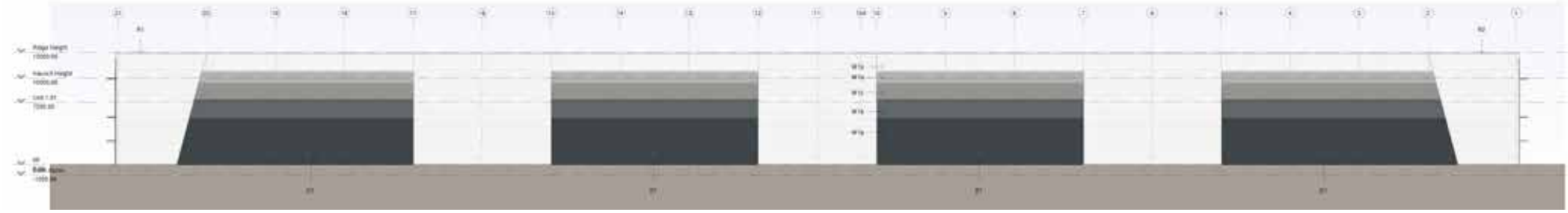
Security/boundary fencing will be incorporated into the soft landscape boundary treatment and therefore will be set back from public side of the landscaping belt. To ensure site security around the service areas, a 2.4m high security fence will be provided. In exposed areas, Dirickx Axis C welded mesh will be used and galvanised steel palisade fencing will be used for concealed/ screened areas.

## 6.6 Implementation

The impact of construction on the environment and nearby residents will be minimised. In order to achieve this, strict control of construction works is therefore necessary.


ILLUSTRATIVE VIEW OF PROPOSED MASTERPLAN

ILLUSTRATIVE VIEW OF PROPOSED BUILDING



**PROPOSED ELEVATIONS UNIT 1 AND 2**

**MATERIALS KEY**

D1 - Personnel door & frame
External Colour: Anthracite RAL 7016

D2- Dock Leveller Door
External Colour: Anthracite RAL 7016

D2A- Euro Dock Leveller Door
External Colour: Anthracite RAL 7016

D3 - Level Access Door
External Colour: Anthracite RAL 7016

D4 - Revolving entrance doors.
External Finish:Stainless Steel Grain (AISI 316)

**WAREHOUSE EXTERNAL WALLS**

W1a - Horizontally laid trapezoidal cladding system
External Finish & Colour: HPS 200 Ultra: Anthracite RAL 7016

W1b - Horizontally laid trapezoidal cladding system
External Finish & Colour: HPS 200 Ultra: Slate Grey RAL 7012

W1c - Horizontally laid trapezoidal cladding system
External Finish & Colour: HPS 200 Ultra: Orion RAL 9007

W1d - Horizontally laid trapezoidal cladding system
External Finish & Colour: HPS 200 Ultra: Colour Sirius RAL 9006

W1e - Horizontally laid trapezoidal cladding system
External Finish & Colour: HPS 200 Ultra: White RAL 9003

W2 - Concrete Prowall

**OFFICE EXTERNAL WALLS**

W3 - Composite cladding (CA 300MR) laid horizontally
External Finish & Colour: Colour Sargasso Blue RAL 5003

**ROOF**

Colour: Goosewing Grey RAL 7038

R1 - Eaves, fascia and soffit in pressed metal.
Colour: RAL 7038

R2 - Warehouse Parapet Flashing in pressed metal
Colour: White RAL 9003

**GLAZING**

G1 - PPC aluminium curtain walling system incl. tinted glazing.
External colour: Anthracite RAL 7016

G2 - Spandrel / look a like panel

G3 - Brise soleil above windows Colour Anthracite RAL 7016

**3D VIEWS OF PROPOSED UNITS**

SGP

## 6.7 Materials

The form, size and heights of the units are informed by the functional parameters of the proposed usage. Therefore, the warehouses reflect a clean and functional design aesthetic with dynamic and active roof lines and the main entrances are emphasised with curtain walling. The selection, detailing and maintenance of all external materials will be considered from the outset of the detailed design process and only products with proven lifespan and quality will be specified.

The selection of materials will have due regard to the embodied energy for construction, environmental impact and ongoing maintenance. The use of recyclable materials, where appropriate, will be considered.
Contractors will be required to work directly with manufacturers to ensure supplied materials are pre-cut to size to minimise wastage wherever possible.

Materials should also be sourced locally, recycled and/or recyclable where practicable. The warehouse buildings will include elements of profiled cladding laid both horizontally and vertically. This will provide variety to the elevation by producing a variety of colour and texture. To reduce the impact of the warehouse buildings upon the surrounding environment, a selection of recessive and neutral colours will be chosen. The potential for the controlled use of stronger colours in the feature band, flashings, fascias and glazing at lower levels then becomes acceptable in order to offer contrast and relief.

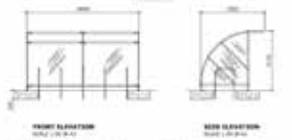
## 6.8 Boundary Treatment

Security/boundary fencing will be incorporated into the soft landscape boundary treatment and therefore will be set back from public side of the landscaping belt.

To ensure site security around the yard area, a 2.4m high security fence will be provided.


01 WASTE MANAGEMENT STORE
Concrete base with 2.4m high timber palisade fencing with galvanized structure.


02 BICYCLE STORE
Urban Engineering 'Series A' or similar and approved Polycarbonate transparent sheets with polyester powder coated steel frame.
Colour: White (BS00E55) Sheffield steel cycle racks or similar and approved to accommodate 10 cycles per shelter.



Arrangement and quantity of Cycle Stands within the Cycle Store area in accordance with planning requirements

Refer to site plan for location and positioning.


03 BOUNDARY SECURITY FENCE

Typical Paladin Fencing:
The perimeter of the service yards will be provided with 2.4m high paladin fencing. Post and panels to be black finish. Fences to be suitably set back from vehicular areas to reduce risk of accidental impact. Fencing / landscaping to be co-ordinated such that a maximum gap beneath fence is 100mm.


PROPOSED SITE PLAN

SGP

## 6.9 External Materials

Car parking areas will be surfaced with paving, with parking bays surfaced in a flexible bituminous material.

Pedestrian links through car park areas will also be picked out in a contrasting material and tactile paving introduced at transition points. Black cycle shelters will be provided for staff and visitors arriving by cycle.

Parking bays will be identified by white lines or contrasting paving setts.

Soft landscaping planting proposals will be incorporated into car parking areas to enhance key focal points addressing the main entrance to the proposed buildings.

All light fittings will be 'Dark Skies' compliant as described in CIBSE Lighting Guide LG6:1992. The proposed lighting equipment will comply with current standards and to the greatest extent possible, the luminaries and their settings will be optically set to direct light only to where it is required and to minimise obtrusive effects and if necessary, additional shielding will be considered. The fittings will be chosen from a range offering an appropriate degree of design consistency and quality. The car parks and principal pedestrian areas will be well lit to ensure the safety and convenience of users. Service yard lighting will be designed so as to minimise light pollution.

Concrete block paving to car park bays

Concrete flag paving to building entrances

Reinforced grass pavers

Brushed concrete path

Compacted self-binding gravel

Tarmac to access road and pavements

# 7. Sustainability

## 7.1 Approach to sustainability

Our holistic approach is to reducing energy consumption and therefore reduce energy waste at source. This takes into consideration the lifespan of the project, from inception through construction and the likely operation of the buildings. Through the design and delivery of the buildings, including the shell and internal fit-out works, this approach will reduce energy use, $CO_2$ emissions and water consumption.

At source, analysis of the operation of the buildings will be undertaken to reduce the incoming load requirement for gas, water and electricity. Using guidance and base data from CIBSE and the BRE for typical warehouse buildings.

The key criteria for reducing energy use in frost protected warehouses (the vast majority of warehouses do not have space heating, except in the office space) are lighting and air leakage. Lighting forms 99% of the operational energy of the building which in turn makes up 50% of the total embodied energy. This includes construction.

We are committed to exceeding the requirements of both the Building Regulations and standard practice by increasing the total area of roof lights and therefore improve natural day-lighting.

This may be complemented by installing intelligent lighting systems operating on PIR with daylight override and dimming facility. Improved lighting efficiency will be achieved via the installation of LED light fittings throughout the development. This is 40% more efficient when compared to 'industry-standard' fluorescent lighting, based on 6W/$m^2$ when compared to 10W/$m^2$ on a typical UK facility.

Air leakage, or air tightness, relates to the thermal performance and heat loss through the building envelope. Through commitment to best practice in the design, manufacture and installation of the external envelope, we strive to achieve an air leakage rate of 1.5$m^3$/$m^2$/hr at 50Pa for units less than 100,000sqft and 2.5$m^3$/$m^2$/hr at 50Pa for units greater than 100,000sqft.

In comparison to the requirement of the Building Regulations AD Part 2 L2 of 5$m^3$/$m^2$/hr at 50Pa, this will result in a potential energy saving of circa 50-70% based on a traditional UK warehouse.

This information demonstrates the principles to be applied to energy efficient design of the proposed buildings and our aspiration to reduce energy consumption and energy waste at source.

## 7.2 Sustainability Summary

- BREEAM level of Very Good for all buildings.
- EPC A-rating.
- All buildings will achieve air leakage rates of at most 2.5$m^3/m^2$/hr at 50Pa.
- Potential utilisation of larger percentage roof coverage of roof lights and intelligent lighting systems.
- Sustainable drainage systems (SUDS) will be incorporated for the external works where practicable.
- Utilise off-site fabrication for major building components providing $CO_2$ savings.
- New links with existing public transport and footpath/cycle routes.
- Improved quality of collected water run-off prior to discharge to water courses where practicable.
- Demountable and reusable steel frame.
- Responsibly sourced timber products if used.
- Non-VOC paint, recycled carpet tiles and FSC accredited, European-sourced joinery.

# 8. Landscape Design

## 8.1 Design strategy

The following objectives and plant specification collectively form cohesive and resilient landscape and planting proposals for the Site.

• Development has been sensitively set back from High Street to respect the visual amenity of the residential properties. A landscape buffer with a native tree and shrub mix will run along the High Street boundary to strengthen the existing tree line, this will increase its increase visual screening and soften the potential visual impact of the built form.

• The existing perimeter vegetation is defined by wellestablished semi-mature trees which contribute to the containment of the Site. These will largely be retained, with the exception where losses will be necessary to facilitate the proposed vehicular entrance. Root protection areas of existing trees have been respected.

• Where there has been a weakening in the landscape structure of the perimeter vegetation, additional supplementary tree and shrub planting is proposed to close these gaps. This is specifically required where the site borders Bath Road.

- A foot and cycle path will run along the north western boundary of the Site to establish a connection to High Street, providing direct access to the bridge over the M4 and the retail park beyond.

- Landscaping to the access road will be formal in appearance to establish a threshold into the development and will utilise avenue tree planting, clipped native hedgerows, close mown grass areas, ornamental planting and low groundcover planting. Landscaping to the wider site will be more naturalised in appearance and will utilise a native tree and shrub mix, species-rich grassland mixes and seasonal bulb planting as well as individual native tree planting. Overall, the planting will optimise opportunities for landscape enhancement to soften the built form and service yards whilst assimilating the proposals within the existing landscape context.

- New native tree species will include Oak, Birch, Field Maple, Alder, Rowan, Hornbeam and Wild Cherry. New native hedgerow species would include Blackthorn, Dog Rose, Hawthorn, Hazel and Holly. Ecologist to confirm.

- In areas of ornamental planting, predominately evergreen species have been chosen to provide year-round leaf cover. Visual interest is provided through seasonal change in leaf colour and the inclusion of flowering specimens and species with striking bark coloration.

- Tree planting is not proposed under the overhead powerline and within its easement. The creation of a new species-rich habitat under the powerlines will see a grass and wildflower meadow established, a complementary habitat to the wooded perimeter.

- In accordance with ecologist's recommendations, the chosen plant species and the distribution and quantity of the plant mixes aim to achieve a biodiversity net gain on Site.


PROPOSED LANDSCAPE LAYOUT

- A high proportion of native plant species have been proposed to contribute to and improve the biodiversity value of the site through the selection of wildlife friendly species which provide opportunities for foraging, nesting and shelter.
- The existing vegetation to the perimeter of the Site will be retained and enhanced to continue and improve wildlife movement within the Site and to adjacent habitats.
- New wet habitats will be created on site through the inclusion of an attenuation basin as part of the Site's surface water drainage strategy. The attenuation basin will be planted with a meadow mixture suitable for seasonally wet conditions.
- Further ecological enhancements include the provision of bird and bat boxes on retained trees for roosting and nesting opportunities and the provision of log, brash and stone piles. These are to be placed in both sunny and shady locations to provide refuge and hibernation habitats for invertebrates, amphibians and reptiles.
- To limit topsoil being exported from site, excess topsoil will be utilised to form sculptural mounds to the landscaped entrance and to the landscape buffer along the northwestern boundary.
- Planting has been carefully arranged to maximise visibilitysplays at the entrance to the Site and throughout the internal road network, maintaining the safety of site users.

# 9. Conclusion

The site layout has been developed through a process of analysis with due regard given to the site's context.

This Design & Access Statement has explained the principles and concepts governing the proposed use, amount, layout, scale, landscape design, accessibility and appearance of the proposed development of land adjacent to J12 of the M4 at Theale, Reading.

It is an important strategic location for logistics and employment developing business needs in the local area. The proposal will deliver the beneficial redevelopment of the site, creating modern employment buildings and supporting new jobs.

The proposal will successfully intensify the site for employment purposes, delivering a scheme that is compliant with relevant design and access policies, fit for purpose and safe for all to use.  The development will be of a high quality, contemporary and coherent design.

In this way, the proposal is fully in line with the site's context and the planning policy provisions.

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