9.0 Workshop Design Evolution

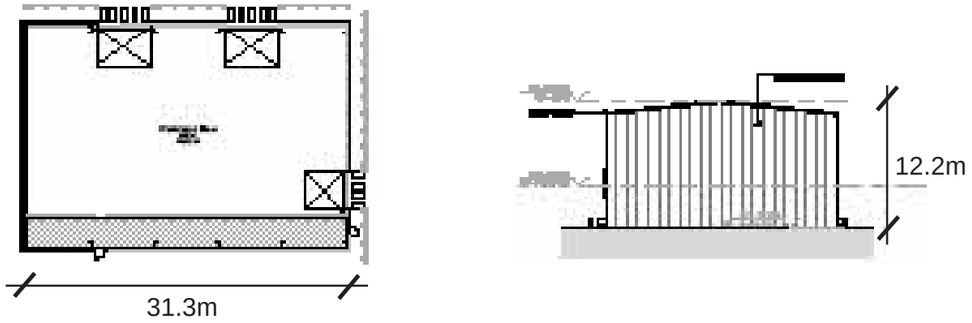
The workshop building is proposed to host a specialist welding and fabrication facility to the north side, and a vehicle maintenance workshop to the south. These workshops are supporting spaces for the wider Murphy operations across the UK. They are used to produce parts for large scale infrastructure projects, and to ensure that the machinery and plant to be used on site is maintained to a suitable standard.

9.1 Scale

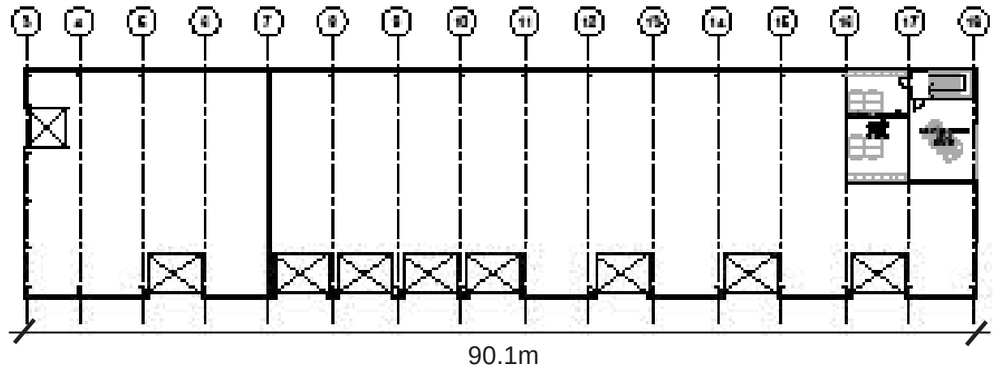
The size of the workshop has been determined by the minimal internal operational requirements. These size requirements have been informed by other Murphy's sites undertaking comparable operations.

The workshop building must accommodate both the existing operations on the Ollerton site, and specialist welding services relocating from the existing Leeds depot.

The existing Murphy workshops are too small to accommodate the requirements for Murphy's continued and future operations. In particular, the haunch height of the current Ollerton workshops was highlighted as being unsuitable for some of the machinery intended for the site which currently has to be sent to Hemel Hempstead for servicing. Some of the existing workshop buildings are also in a poor condition and therefore unfit for the proposed operations at the Ollerton site.



Page 69, Figure 1. Workshop 2 Key Dimensions



Page 69, Figure 2. Workshop 1 Key Dimensions

Page 69, Figure 3. Hemel Hempstead concept render.

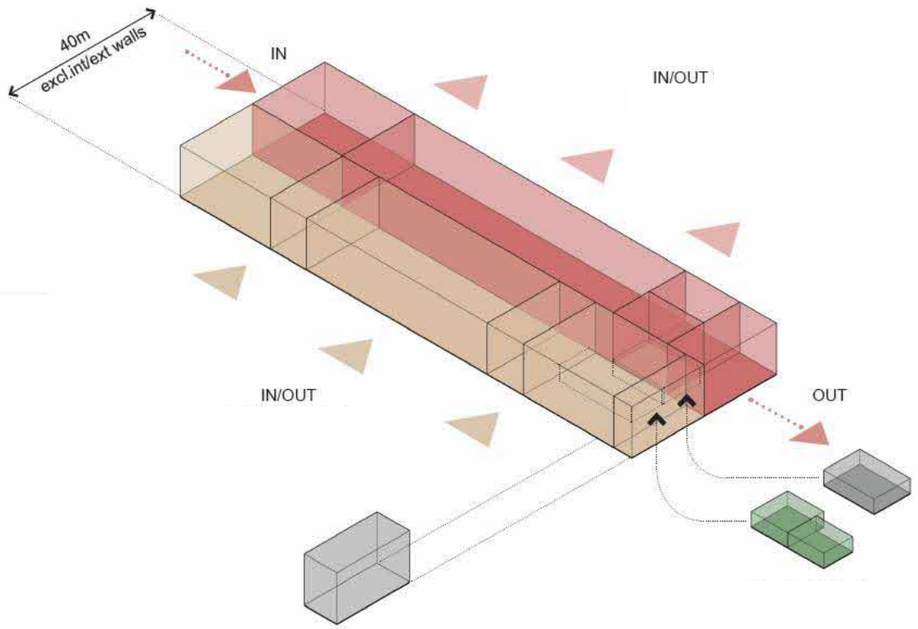
9.0 Workshop Design Evolution

9.2 Layout

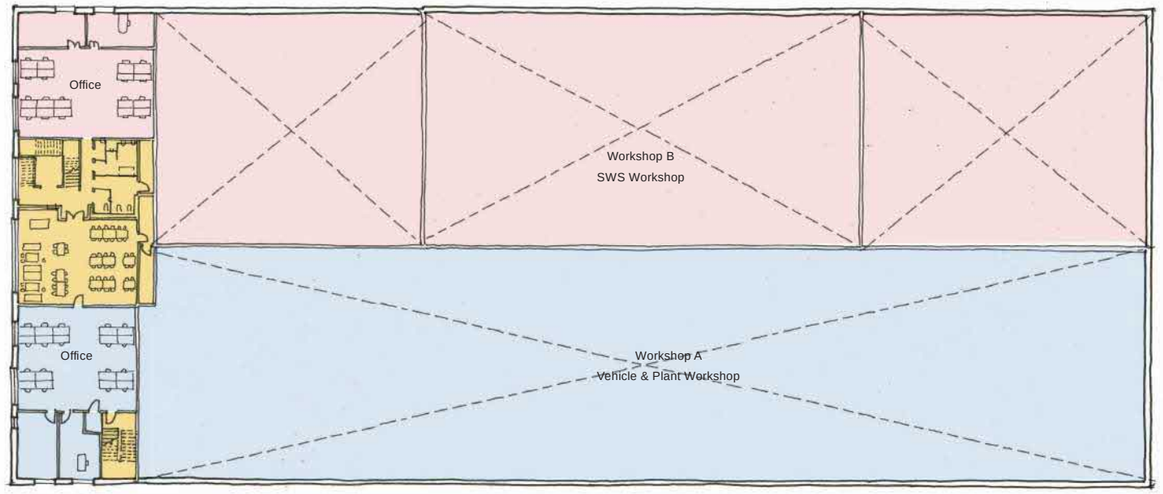
The workshops will support key Murphy business units with both north-west and national operations.

The daily operations of the workshops will include working on various large scale infrastructure projects for example within the transportation and energy sectors.

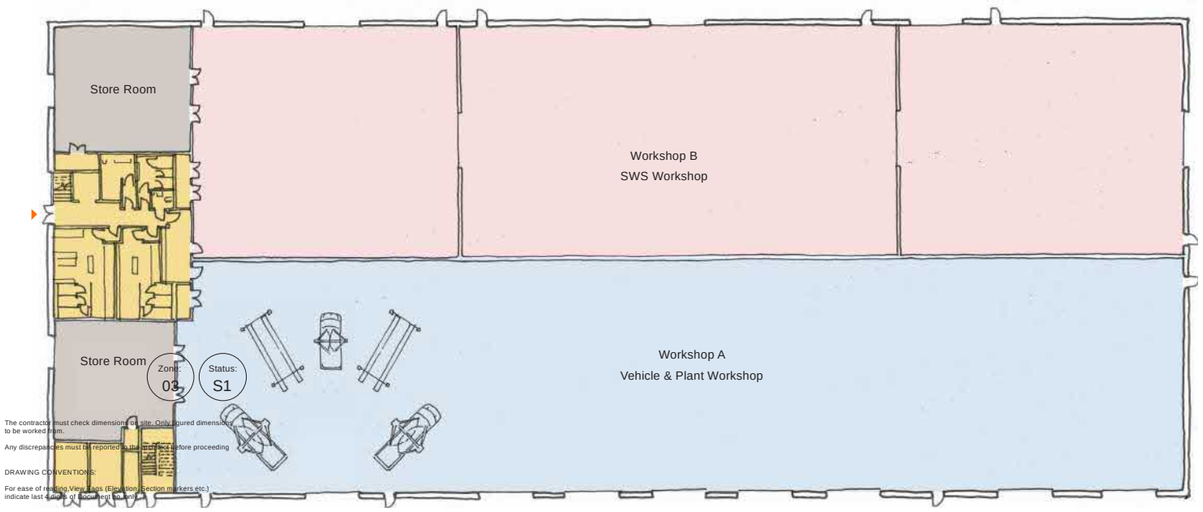
The layout of the workshops has been informed by other Murphy sites and the associated experience of Murphy employees.



Early space arrangement diagram



Workshop First Floor Plan



Workshop Ground Floor Plan

9.0 Workshop Design Evolution

9.3 Materiality

The workshops material palette has been chosen to reflect their utilitarian purpose with additional consideration being directed towards safety and maintenance.

Bold graphic signage and coloured reveals will match other recently built Murphy workshops including those at Hemel Hempstead, incorporating Murphy brand colours.

Steel personnel doors. Colour to match cladding

Translucent polycarbonate panels

Precoated metal roof with matching flashing

Precedent image of existing Murphy Workshop at Hemel Hempstead

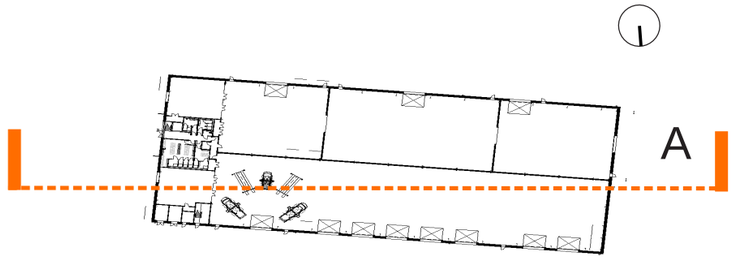
9.0 Workshop Design Evolution

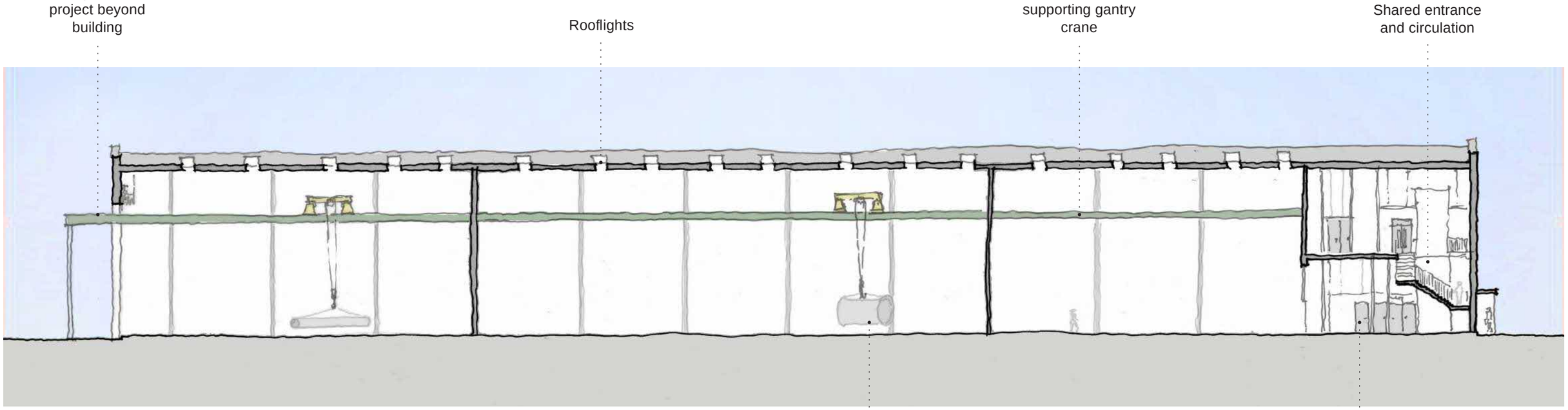
9.4 Sectional Strategy

One Murphy - One of the principle design concepts behind the office design is that of ‘One Murphy’. This concept reflects the aspirations of Murphy to create an inclusive space for both operatives and office workers to come together.

In the early stages of the site wide concept design the intent was to build two separate buildings for SWS and vehicle maintenance. This strategy was later revised as it was felt that one single building would not only align closely with the ‘One Murphy’ company ethos, but would also offer greater efficiency on site, and provide a greater improvement for the residential neighbours.

One shared workshop building is proposed, housing two separate workshop areas, each with their own storage spaces and gantry cranes to support their operations. To the western end of the building there is a shared entrance and welfare facilities at ground floor. At first floor there is two separate open plan office spaces to support each workshop operations, divided by a shared dining and break-out area which overlooks the service yard below.



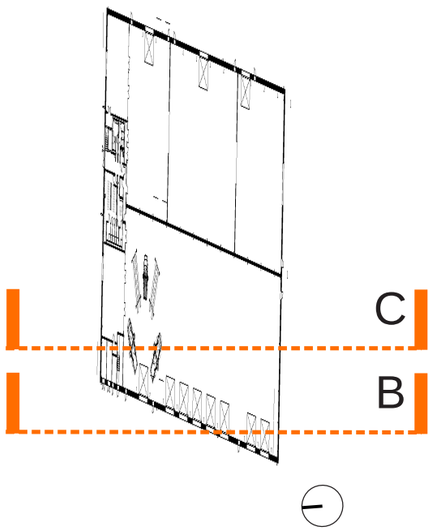


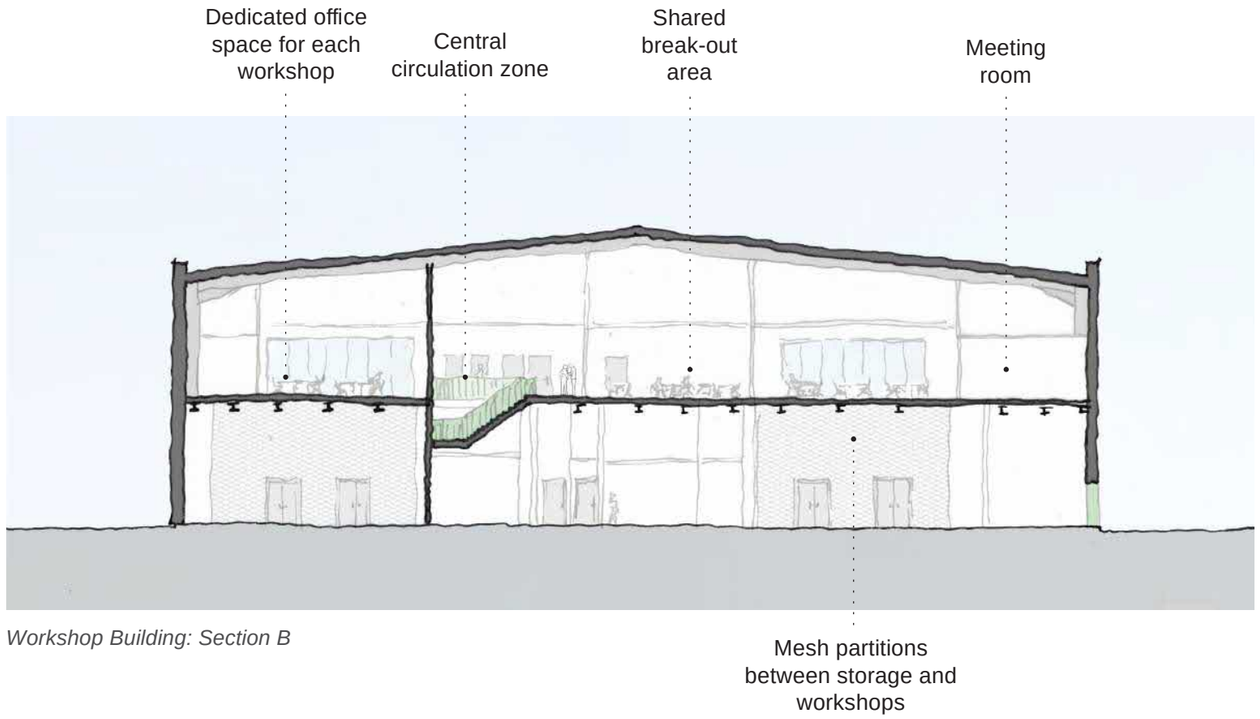
Workshop Building: Section A

9.0 Workshop Design Evolution

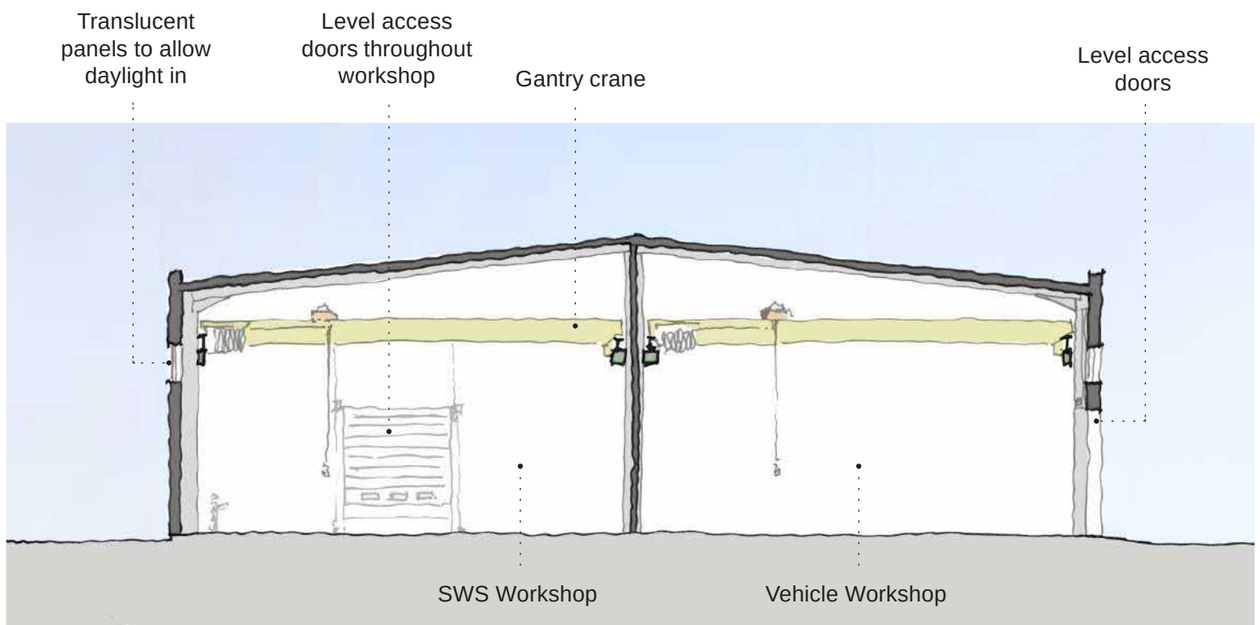
The workshop building has been designed to support the proposed operations in the most efficient way, providing sufficient height and space for the movement of equipment, and carefully positioned access and egress to facilitate the smooth execution of the workshop functions.

Gantry cranes are provided to each workshop to allow for heavy parts and equipment to be transported throughout the working areas safety and efficiently. The gantry crane within the SWS workshop is proposed to project beyond the building to the eastern elevation to allow for safe loading onto transportation vehicles.





Workshop Building: Section B



Workshop Building: Section C

9.0 Workshop Design Evolution

9.5 Southern & Western Elevations

The western elevation is the most prominent to pedestrians and vehicles approaching the workshop building. At ground level there is clear signage and a precast concrete canopy surrounding the entrance to act as both wayfinding and shielding from the elements as you enter the building.

The shared entrance to both workshops has a large glazed panel which allows views into the staircase leading to the first floor.

The first floor hosts the shared break-out space and welfare facilities for both workshops, as well as the office spaces and meeting rooms. The office and welfare space is expressed externally through a change in cladding colour and subtle framing around the glazed openings.

The southern elevation is more utilitarian in nature, providing eight level access doors at ground level to facilitate the movement of vehicles as required. Polycarbonate ‘daylight’ panels are introduced above the level access doors to bring maximum levels of daylight into the building. At the western end of the elevation there are two picture windows which provide floor to ceiling glazing to the manager office and meetings space internally.

The colours and materials have been chosen align with the Murphy branding and existing workshop facilities within Murphy’s property portfolio. The change in cladding colour to the first floor office space and entrance help differentiate these spaces as pedestrian areas rather than vehicle maintenance space.

Illustrative West Elevation

Illustrative South Elevation

0 2.5 m 5.0 m 10.0 m

9.0 Workshop Design Evolution

9.6 Northern & Eastern Elevations

The eastern elevation of the building integrates with the overall design, featuring the same dark green vertical cladding as the rest of the structure. Internally, this facade serves as the termination point for operations within the workshops.

Notably, the SWS workshop incorporates a carefully designed penetration in the facade, facilitating the extension of the internal gantry crane beyond the building's confines. This feature enables the seamless loading and unloading of goods onto transportation vehicles for efficient distribution across the country. The structural integrity of this extension is ensured through strategically placed supporting steel columns, guaranteeing stability and safety. This thoughtful design approach not only enhances the functionality of the workspace but also exemplifies a commitment to operational efficiency.

The northern elevation mirrors the southern counterpart, featuring polycarbonate wall lights and strategically placed level access doors to facilitate seamless engagement of vehicles with internal operations.

Personal fire exit doors are strateically located where necessary to align with the fire strategy requirements. Towards the western end there are large picture windows at first floor, allowing ample daylight to permeate the managerial office and meeting room. This design ensures a harmonious balance between functionality, safety, and aesthetic considerations, creating a versatile and well-lit workspace while fostering a ceherent connection between the interior and the surrounding service yard area.

Illustrative East Elevation

Illustrative North Elevation

0 2.5 m 5.0 m 10.0 m

9.0 Workshop Design Evolution

9.7 Workshop Building - CGI

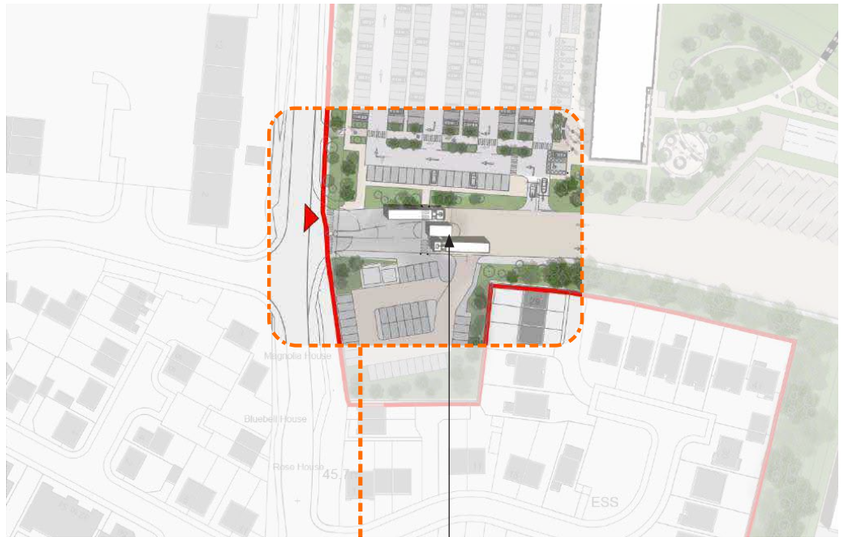
Security Gatehouse

10.0 Security Gatehouse

10.1 Overview & Floorplan

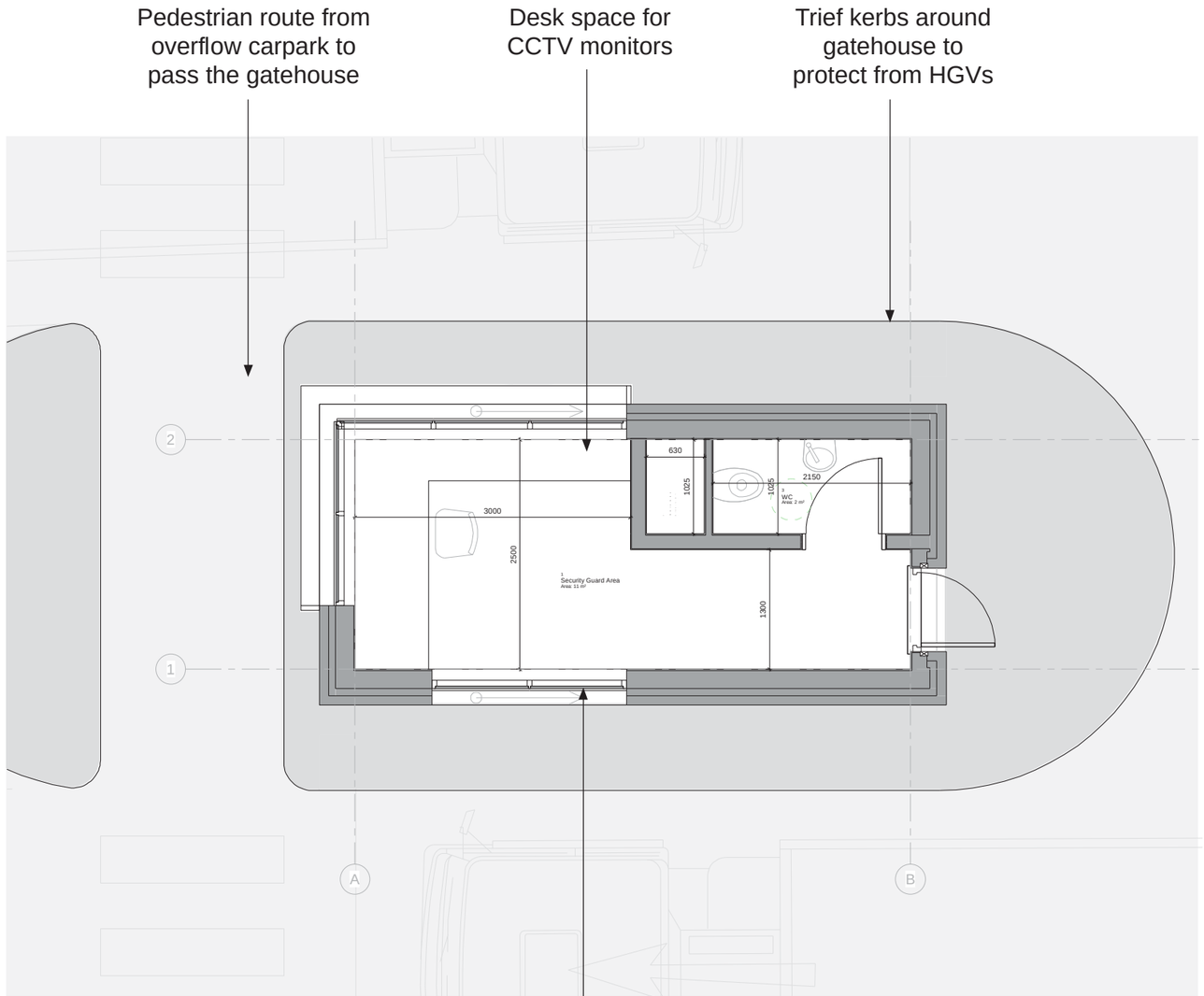
Due to the nature of the operations and equipment on site in Ollerton, security is of paramount importance. The site will be enclosed by a weldmesh fence, and there will be a single point of entry for vehicles via the security gatehouse.

There will be a security guard posted in the gatehouse 24 hours a day, who will be able to monitor CCTV, permit access to the site, and control the flow of vehicles leaving the site.



Secure Single Entrance to Site

24hr Manned Gatehouse



Gatehouse Floorplan

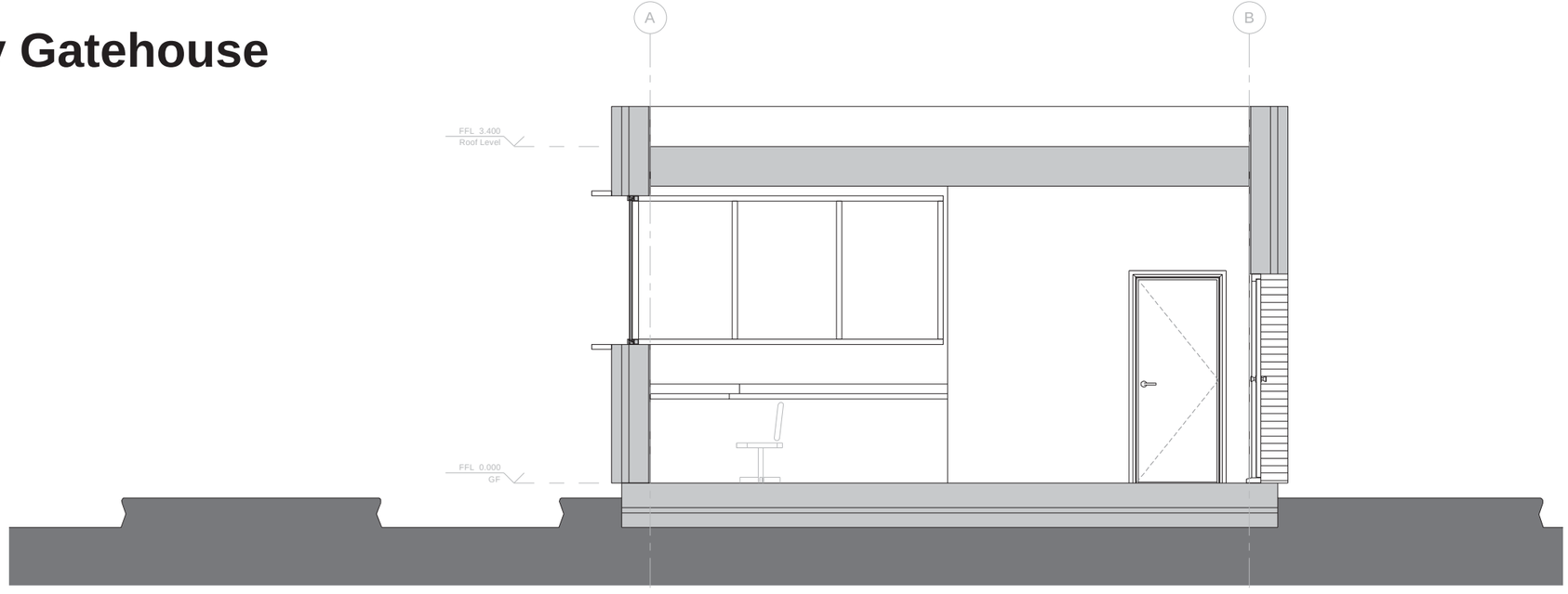
0 0.3 m 0.6 m 1.3 m

N

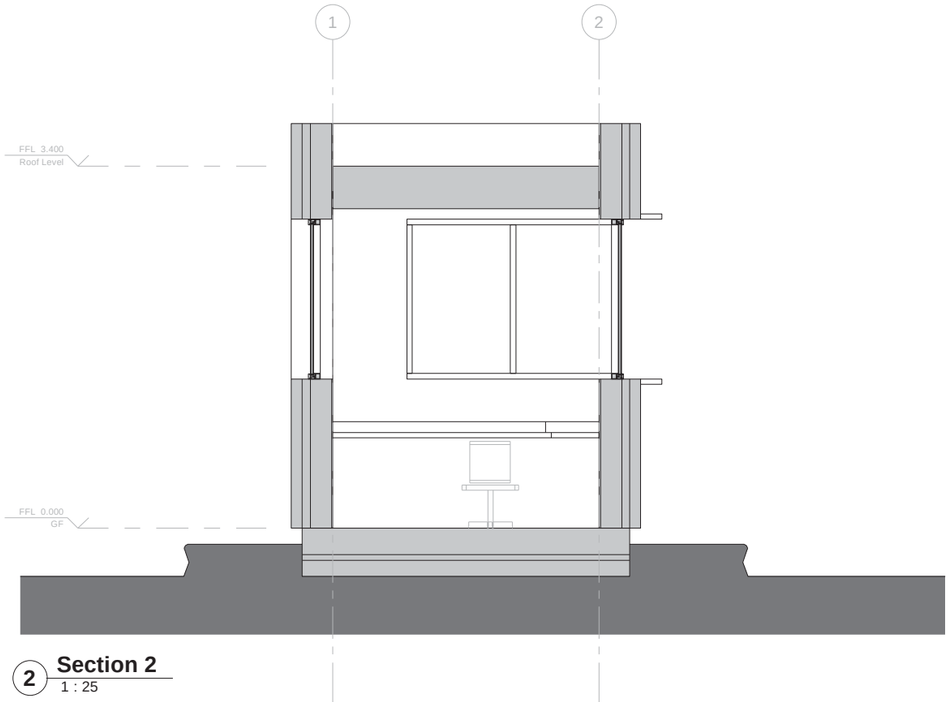
Sliding windows to either side to allow communication with drivers

10.0 Security Gatehouse

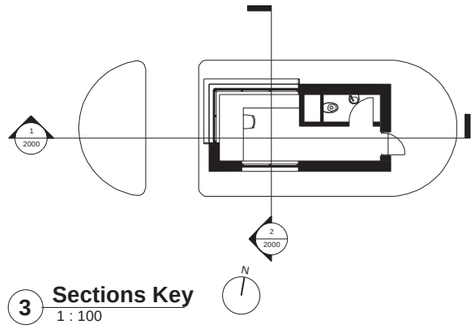
10.2 Sections



1 **Section 1**
1 : 25



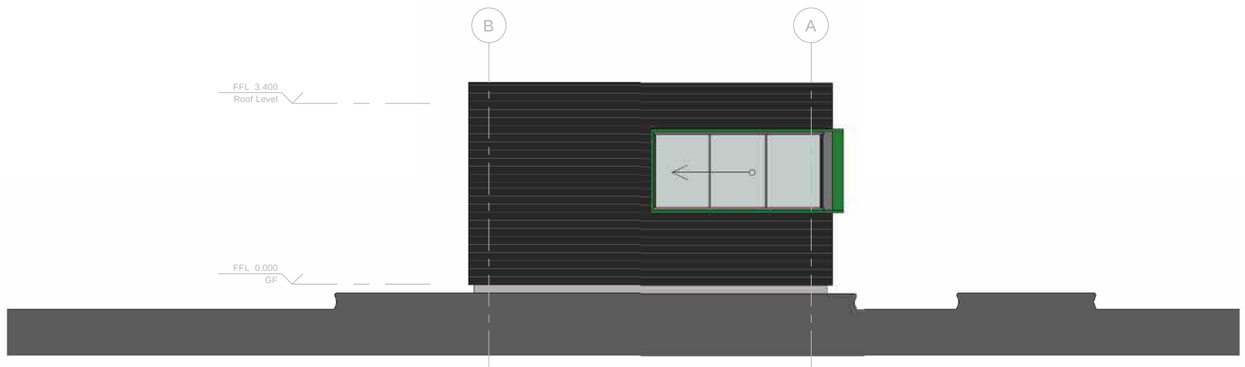
2 **Section 2**
1 : 25



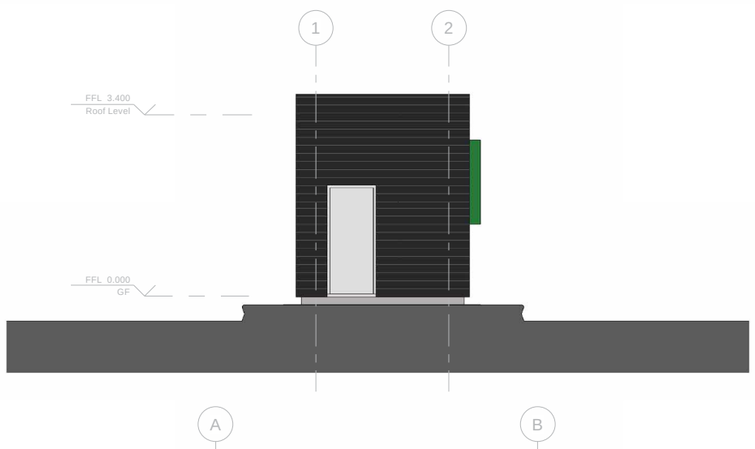
3 **Sections Key**
1 : 100

10.0 Security Gatehouse

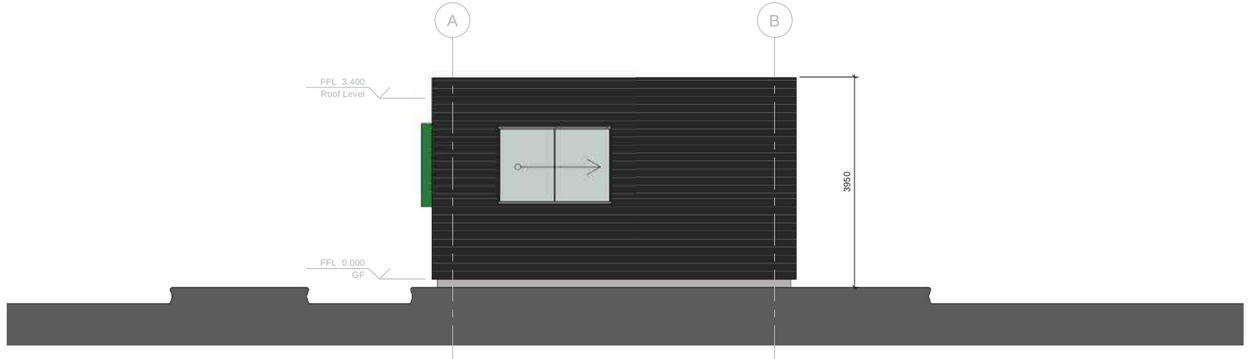
10.3 Elevations



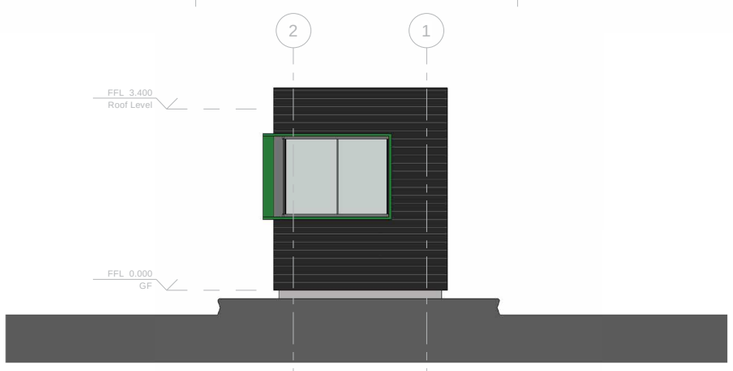
1 North Elevation
1 : 50



2 East Elevation
1 : 50



3 South Elevation
1 : 50



4 West Elevation
1 : 50

Overhead Line Training Facility

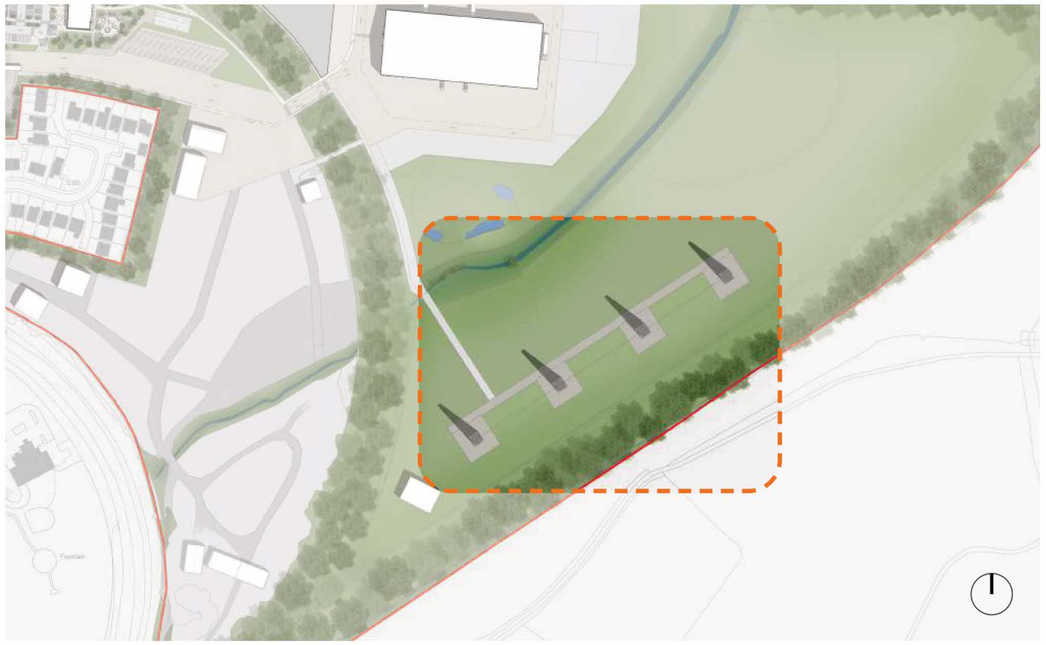
11.0 Overhead Line Training Facility

11.1 A Training Centre of National Importance

The new Ollerton Hub will deliver a new overhead line and substation specialist training facility. Trainees here will be taught how to repair and maintain existing electricity pylons, as well as electrifying new ones.

Currently only one other training centre providing these courses exists in the country. In order to learn the requisite skills to work on overhead lines and pylon in the UK, some trainees are currently being sent abroad for training.

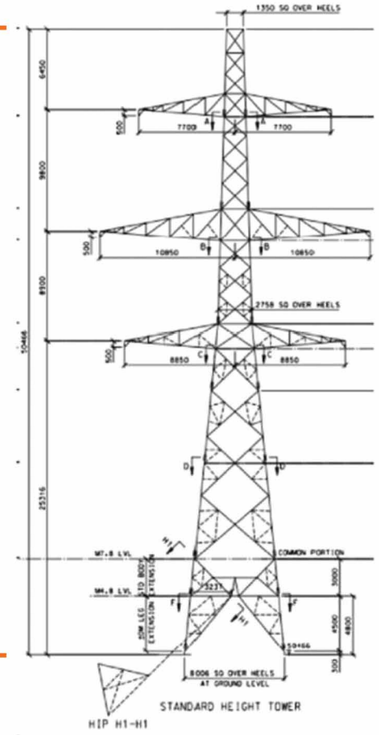
Trainees will be taught to erect, maintain and dismantle electricity pylons, working on electrified training pylons which are 30m tall. The pylons will be deconstructed regularly as part of the training.



Location plan

Typical Pylon:
50m height

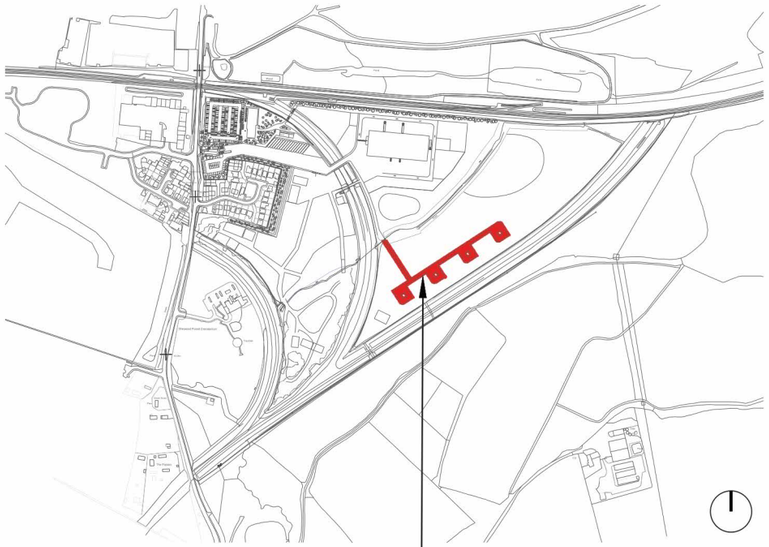
Training Pylon:
30m height



CGI showing enhanced landscaping and the approach to the pylon training area

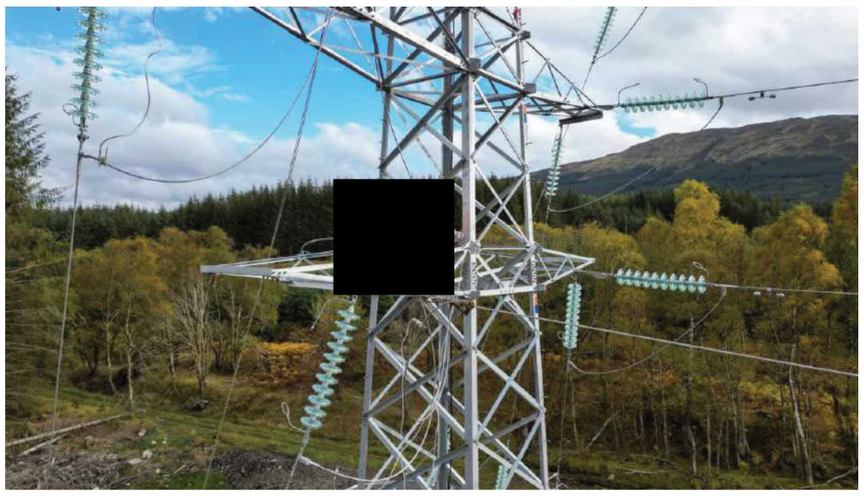
11.0 Overhead Line Training Facility

11.2 Typical Training Pylon Elevation

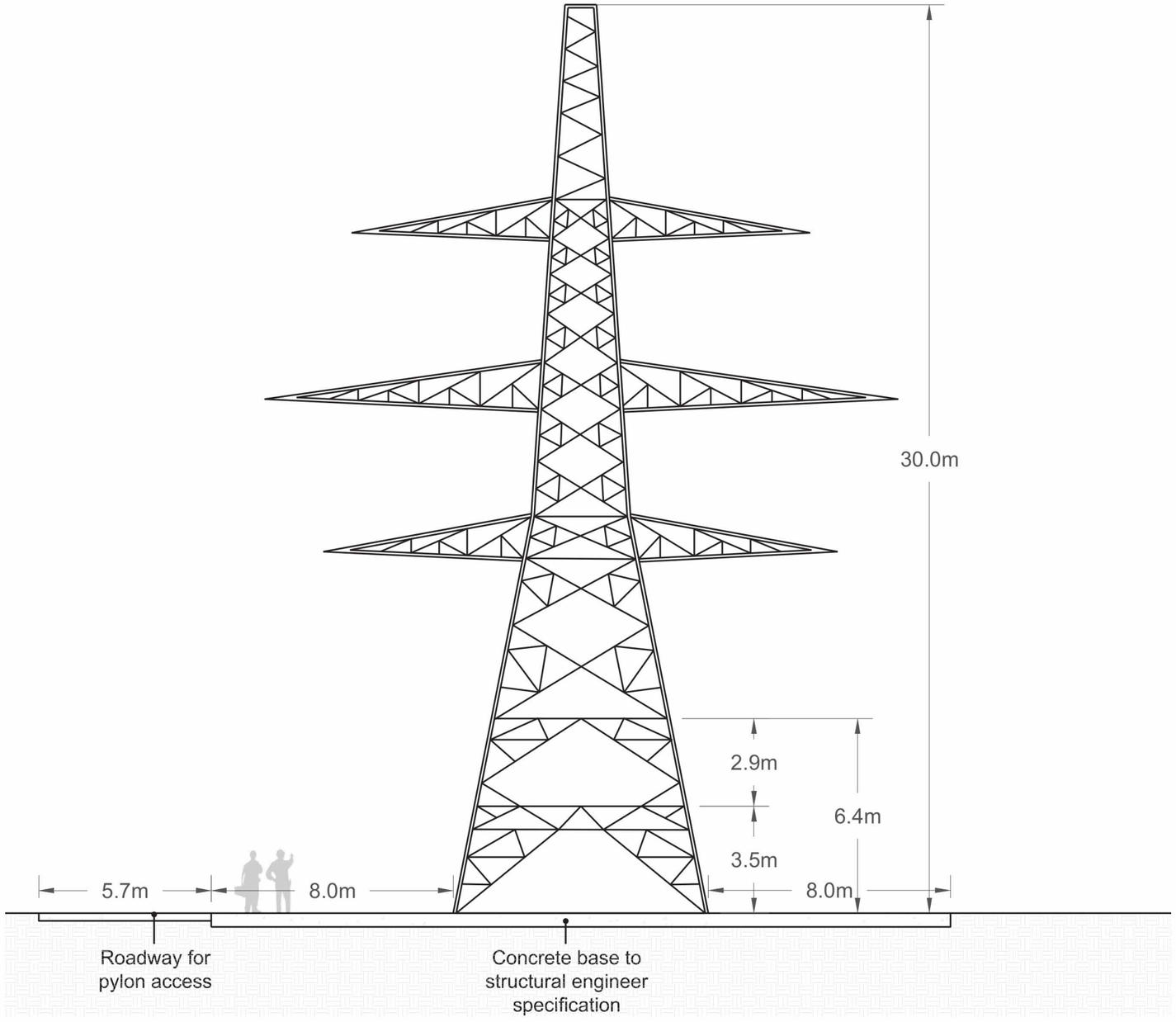


Location plan

Pylon training area
indicated in red,
comprising 4 no. pylons



Reference image: Plyon maintenance in progress



Typical training pylon elevation

Vehicle Training Viewing Area

12.0 Vehicle Training Viewing Area

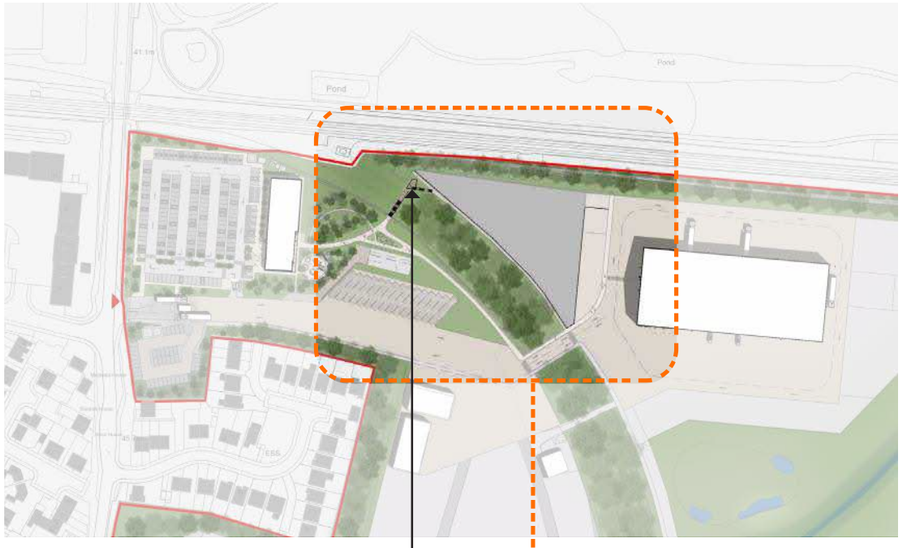
12.1 Overview and Plan

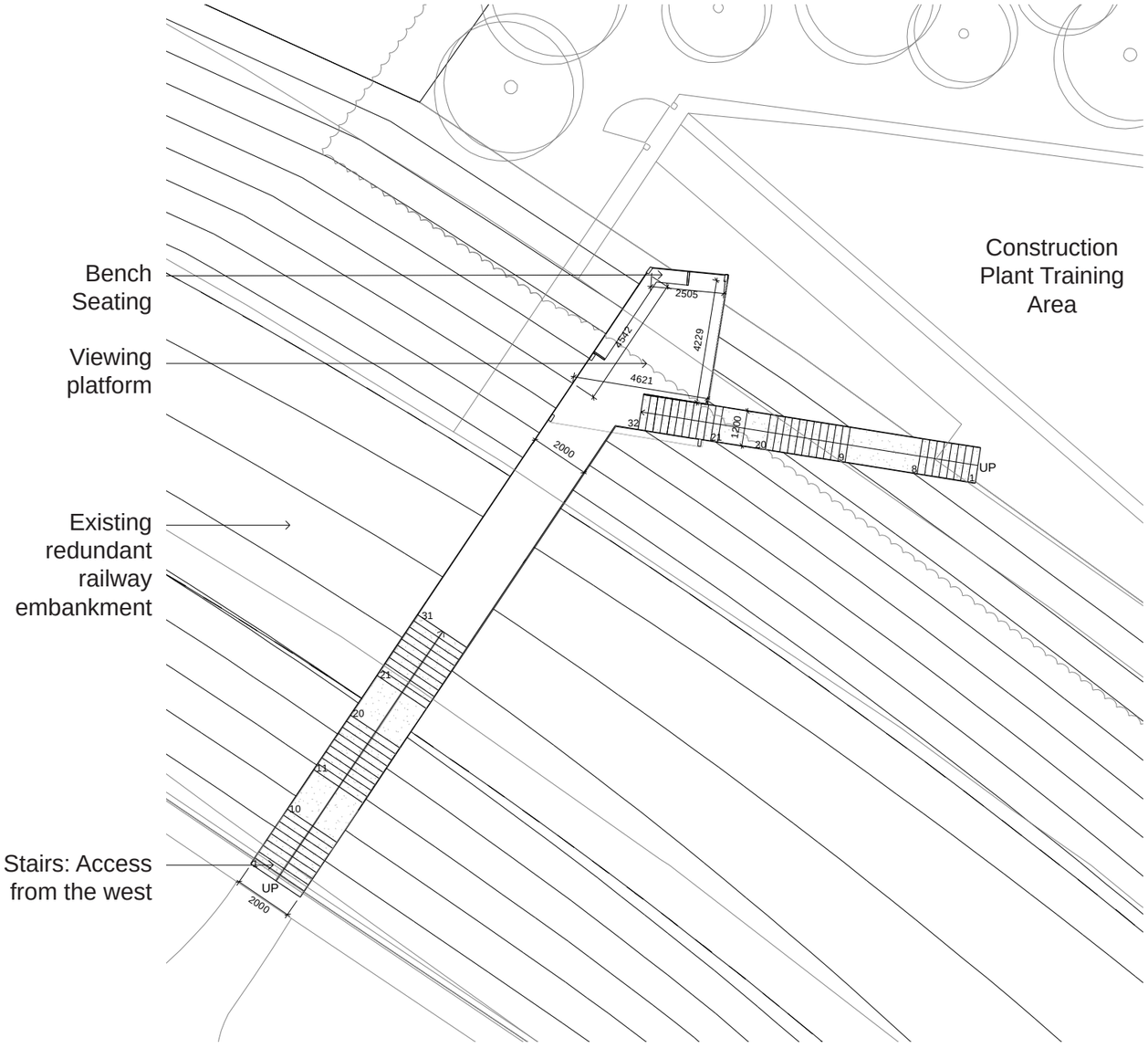
To the north of the proposed workshop building there is an area for training staff to operate plant vehicles and machinery.

This area will be used for trainees to have their first experiences operating construction plant which is used on Murphy sites across the UK. They will learn the requisite skills to enable future involvement in significant infrastructure projects and developments.

The associated stairs and viewing platform provide a space which facilitates the overseeing of this vehicle training area. It is designed to accommodate approximately 15 people and will be used as a supporting teaching space for real time assessment of trainees performance. The stairs are proposed to sit circa 1m above the embankment in order to protect and preserve the habitats below. This strategy enables the wildlife corridor to remain intact and minimises the impact of construction on the embankment.

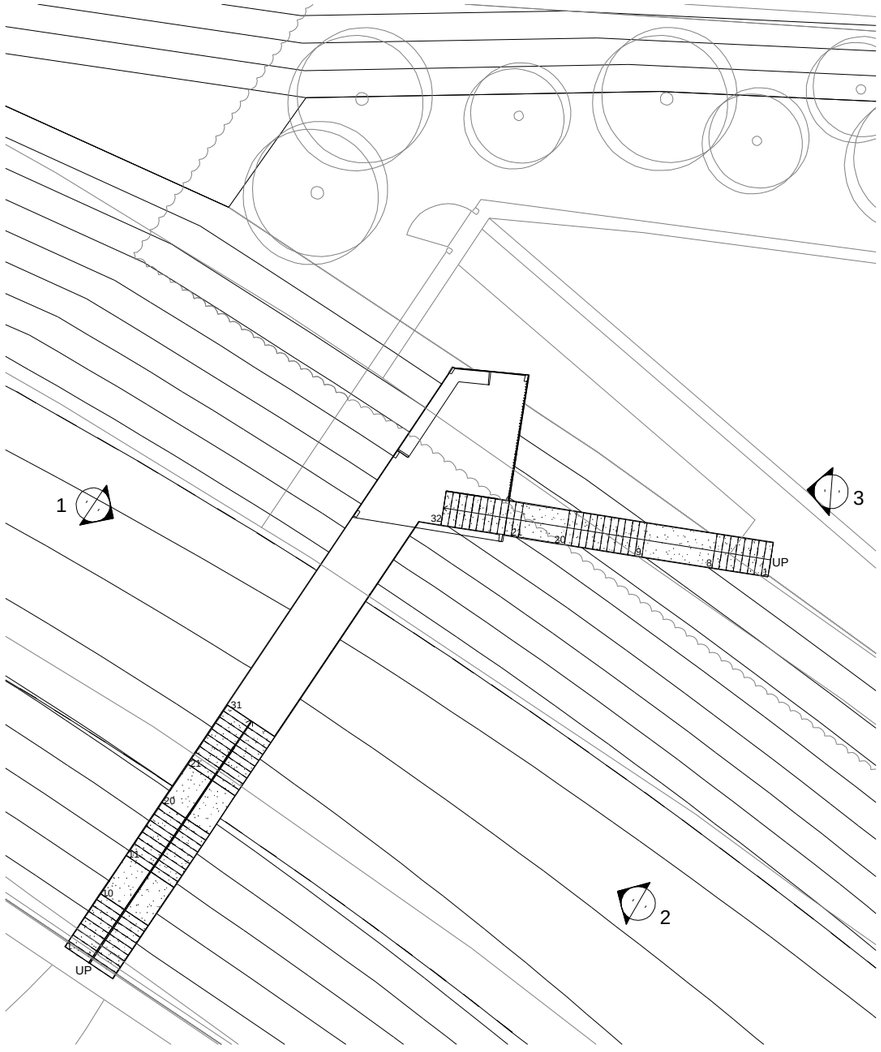
The viewing area is enclosed to protect the staff and training in wet conditions, and there is bench seating to rear.



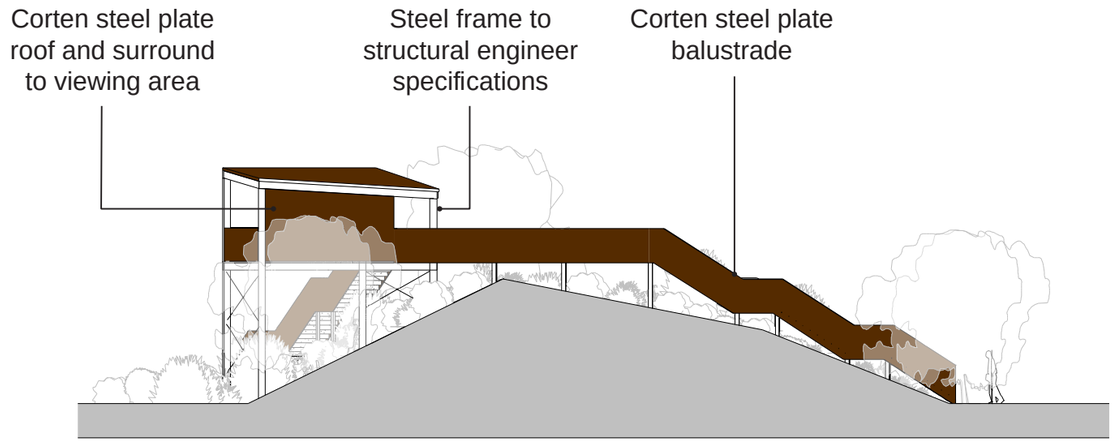


12.0 Vehicle Training Viewing Area

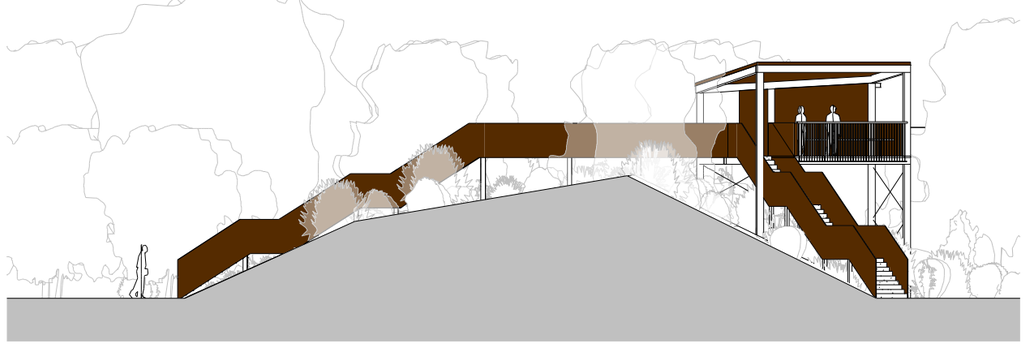
12.2 Elevations



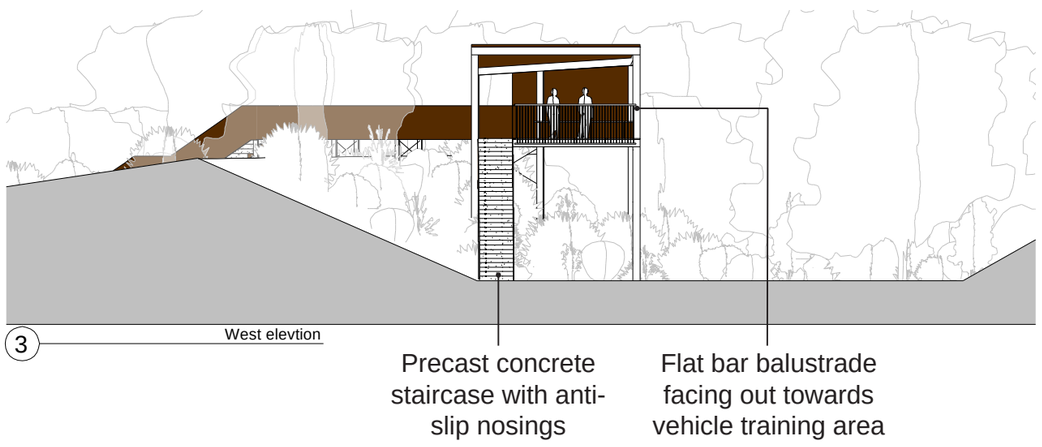
4 Elevation Key Plan



1 South East Elevation



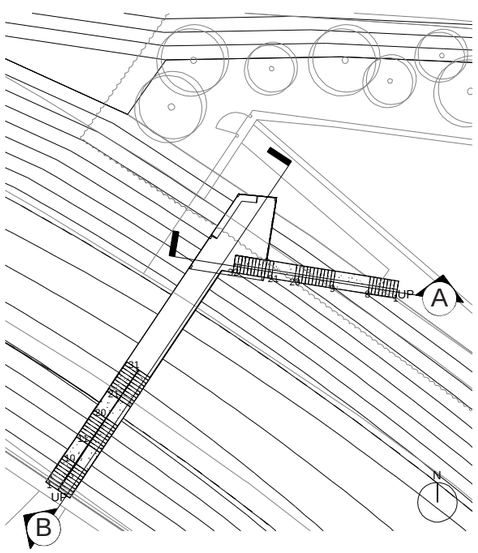
2 North West Elevation

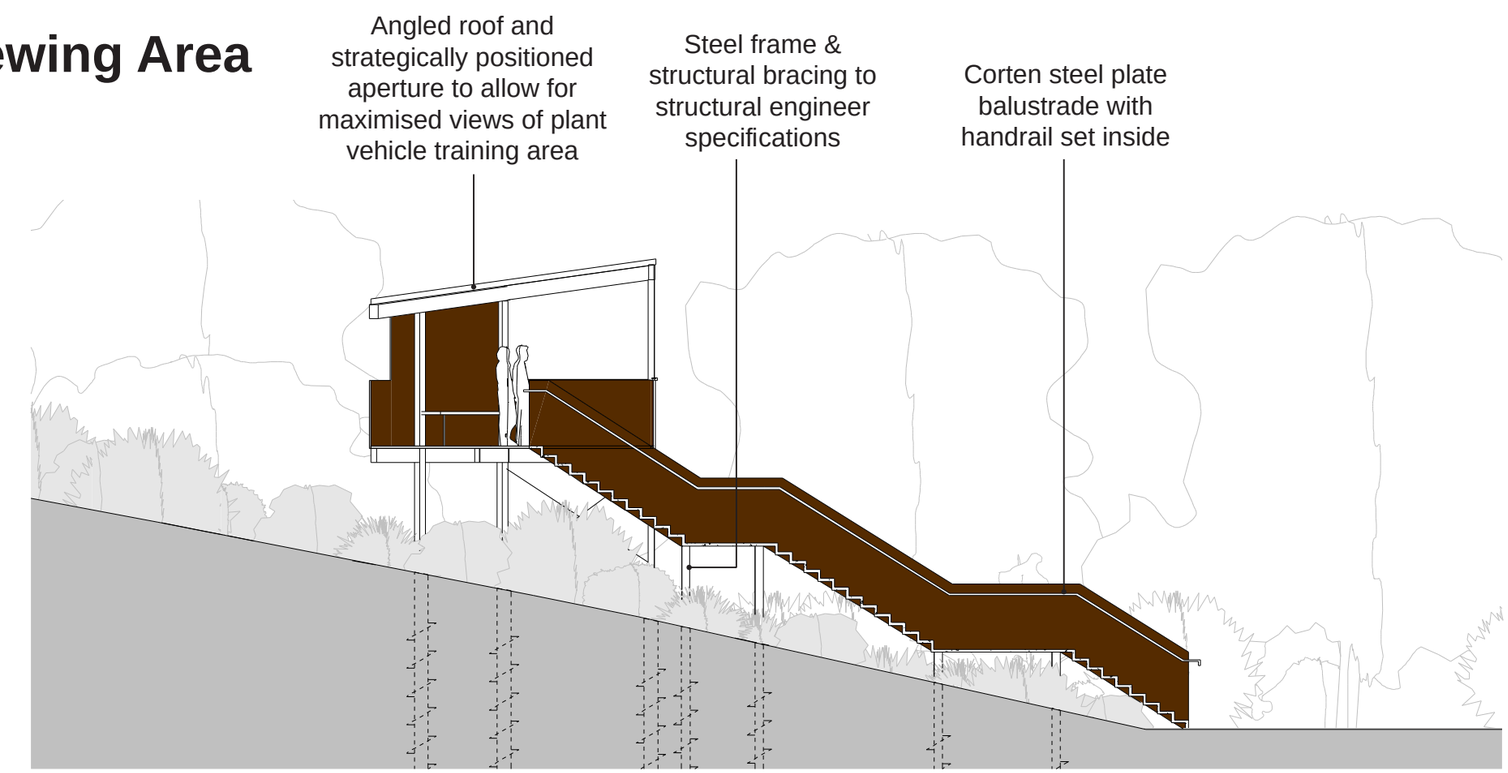


3 West elevtion

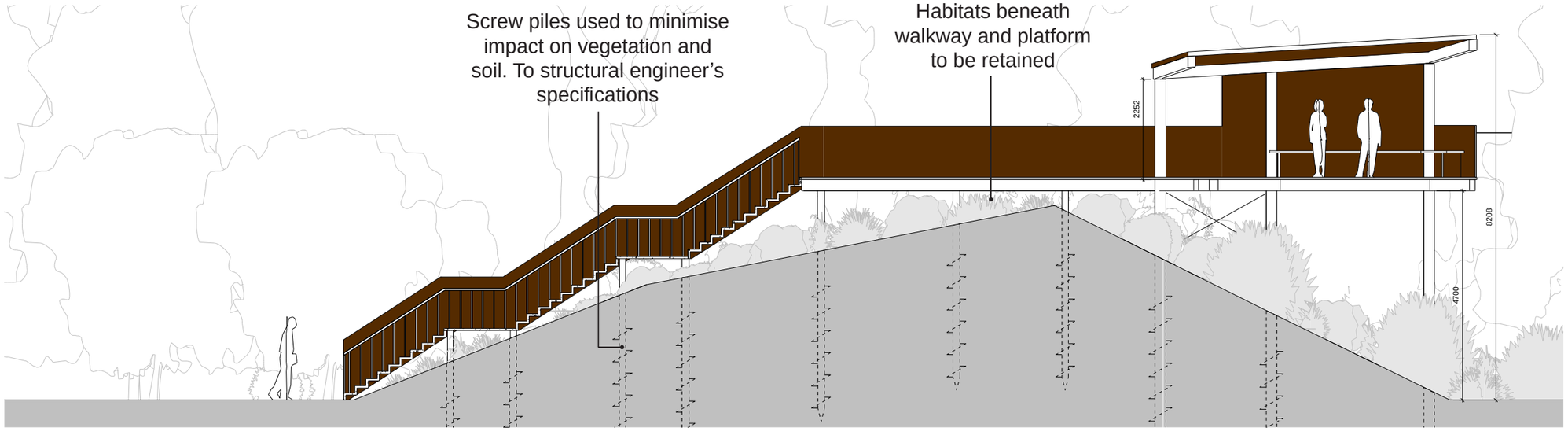
12.0 Vehicle Training Viewing Area

12.3 Sections





A Section A
1 : 50



B Section B
1 : 50

-0.5 0 0.5 1 1.5 2 2.5
SCALE 1:50 m

GTH/ architects

MURPHY
WORLD-CLASS INFRASTRUCTURE

Landscape

13.0 Landscape

13.1 Introduction: Landscape Context & Connectivity

Introduction

The following Landscape chapter has been prepared by Fabrik, and describes how analysis of the site, context and visual relationship with the surrounding landscape has set the basis for the landscape approach to the proposed development.

This analysis, along with identification of opportunities and constraints has enabled a Landscape Concept, underpinned by a series of strategic principles, to be established. This, in turn, forms the basis for the proposed landscape design and the creation of a series of landscape character areas, plant species and hard material selections and an enrichment of the landscape and biodiversity.

Landscape Context & Connectivity

As illustrated on the plan opposite, the site is located off Newark Road to the south-east of Ollerton and sits within the well vegetated context of Ollerton Pit Woods and Wellow Park.

The existing railway line runs along the northern boundary to the site and forms a strong linear feature within the landscape.

There are a number of public and permissive footpaths within the immediate vicinity of the site.

Legend

1. Site
2. Sherwood Forest Crematorium
3. Industrial Estate
4. Bilhaugh
5. Public Right of Way
6. Bridleway
7. Permissive Footpath
8. A Road
9. Railway

Landscape CONTEXT & CONNECTIVITY Plan

13.0 Landscape

13.2 Landscape & Visual Baseline Summary

The Landscape and Visual Appraisal with Impact Statement (LVAIS) accompanying the planning application comprehensively details the landscape and visual baseline. Notably, the site lacks international or national landscape or ecological designations. Wellow Park, an Ancient Woodland and SSSI, is situated about 40m from the south-eastern boundary. Former colliery railway lines, locally designated Sites of Importance for Nature Conservation (SINC), divide and define the site's boundaries. Importantly, the site doesn't fall within a protected viewing corridor as per policy.

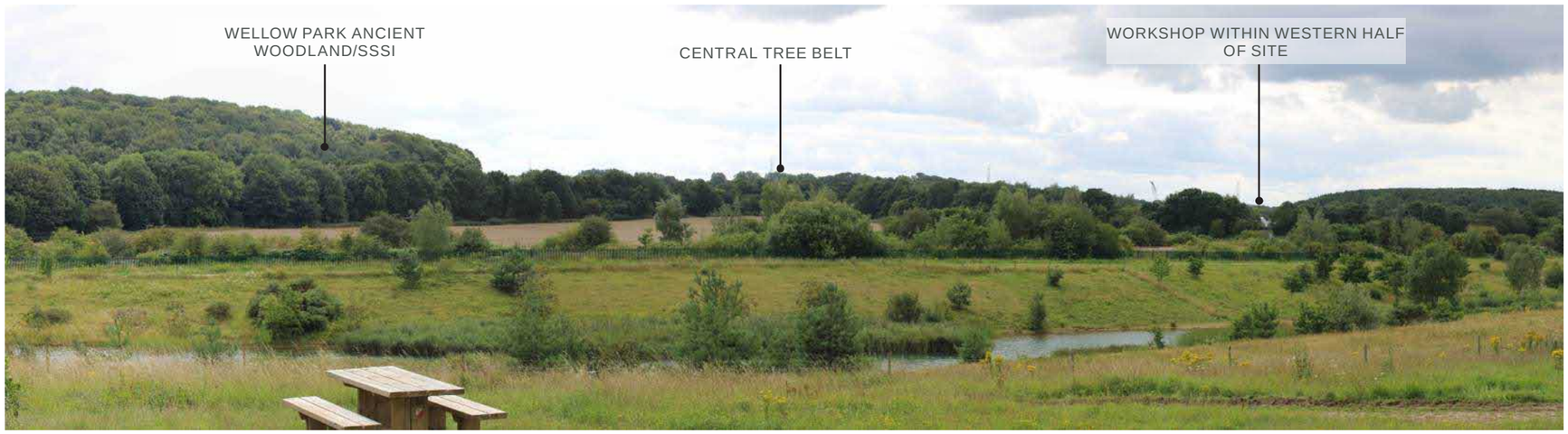
According to the Newark and Sherwood Landscape Character Assessment Supplementary Planning Document (Adopted 2013), the site falls within three Landscape Character Types: Estate Farmlands, Meadowlands, and Village Farmlands. Key characteristics include large-scale rolling topography, views framed by wooded skylines, estate plantations, large arable and grass fields, low-cut hawthorn hedges, straight roads with wide grass verges, meandering river channels with sinuous riparian tree cover, former colliery sites, and a nucleated settlement pattern.

The site is divided into two halves by a central tree belt and embankment, with the western half occupied by J. Murphy and Sons. This section comprises two agricultural fields separated by a hedgerow and watercourse, enclosed by tree belts on both halves. Views from the site are limited in all directions by mature boundary vegetation and the central tree belt. However, glimpses to the north reveal Ollerton Pit Wood, and to the west, views extend to existing two-story residential dwellings along Kelsey Avenue, St Stephen's Road, and Merry Road. Meanwhile, views to the south and east are restricted by boundary vegetation.

While the site's topography is generally flat, localized hills covered with extensive woodlands surround it. This combination creates an enclosed landscape, offering panoramic views from high points without woodland. The Ollerton settlement boundary aligns with the central railway embankment, placing the western part within the settlement and the eastern fields outside.

Although a scenic viewpoint is identified in Ollerton Pit Wood on OS mapping, fieldwork confirms the site is not visible from that location. Primary views of the site encompass parts of Ollerton Pit Wood to the north, PRoW Footpath Wellow FP2 to the south, residential properties on Kelsey Avenue, St Stephen's Road, and Merry Road to the west, Newark Road to the west, and the northern railway line along the site's boundary.

View from the central hedgerow/watercourse within the eastern half of the site, looking south west across the site towards the central tree belt



View from the permissive route network within Ollerton Pit Wood, looking south west across the eastern half of the site

13.0 Landscape

13.3 Landscape Opportunities & Constraints

The existing vegetation to the site boundaries and along the former railway embankments provide a significant degree of enclosure and form valuable wildlife corridors (with the railway embankments locally designated as a SINC and UK BAP Priority Habitat).

The proposed development offers opportunities to preserve and enhance the existing vegetative structure of the site and introduce new planting and habitats that will benefit the local environment and wildlife, enabling gains in biodiversity.

The opportunity exists to positively address the relationship between the site and the existing dwellings off Kelsey Avenue and to improve the Newark Road frontage. Finally, the proposed development will create new amenity space for the use of the employees and visitors to the site.

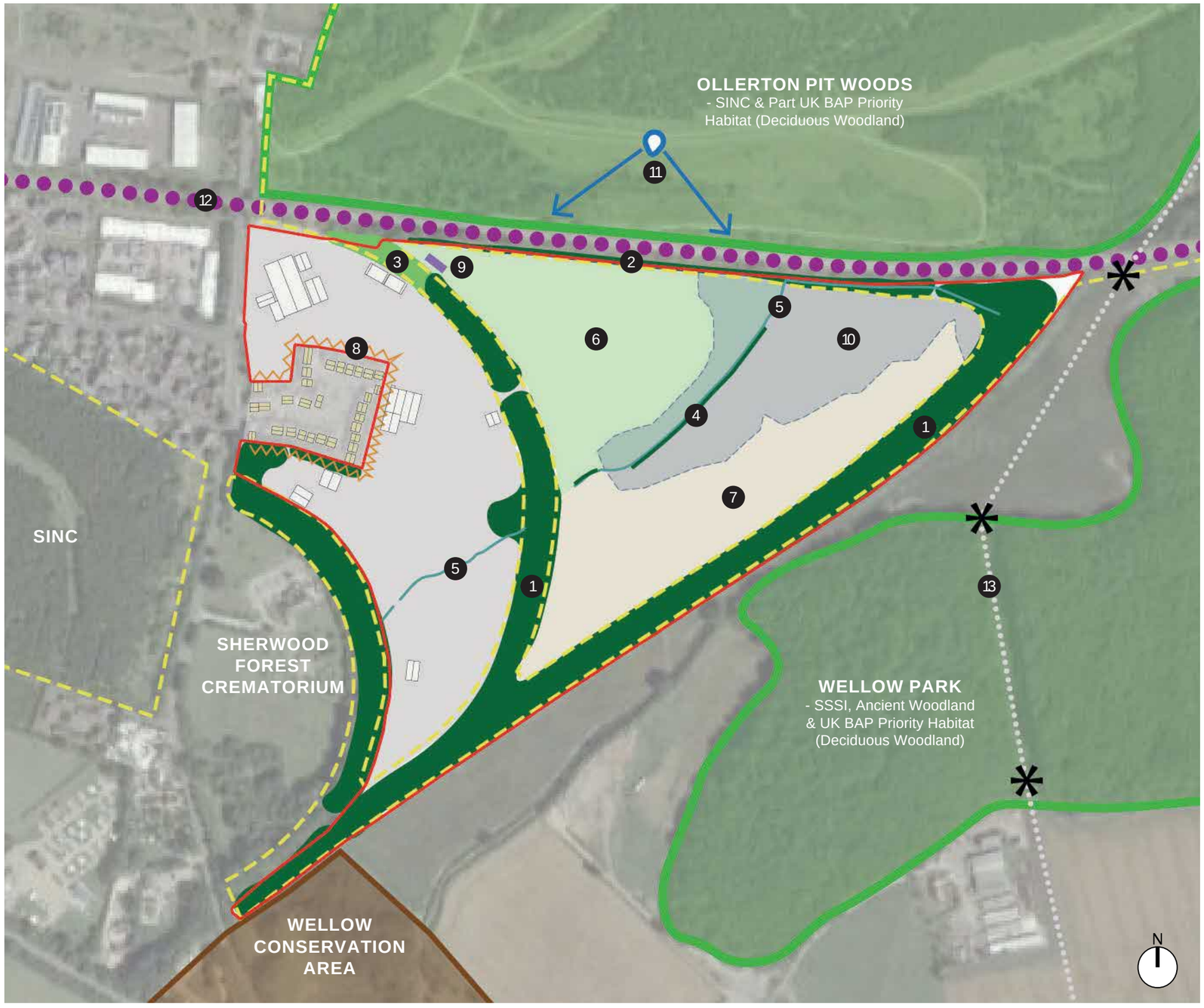
Legend

Opportunities

1. Mixed broad leaf vegetation ('B' category, SINC & BAP Priority Habitat)
2. Vegetation to railway embankment ('C' category, SINC & BAP Priority Habitat)
3. Mixed broad leaf vegetation ('B' category, SINC)
4. Existing hedgerow
5. Watercourse
6. Improved grassland
7. Arable field
8. Interface between site and residential properties
9. Potential viewing platform

Constraints

10. Flood Zone 2 extent (as per FRA)
11. Views into northern field from Ollerton Pit Woods
12. Railway line
13. Overhead pylons



Landscape Opportunities and Constraints Plan

13.0 Landscape

13.4 Landscape Concept

Key strategic principles:

1. Retention of the majority of the existing vegetation with future management; aim to preserve the existing visual enclosure and ecological connectivity
2. New landscaped edge treatment to the boundary with the housing off Kelsey Avenue
3. New native buffer planting to the northern boundary
4. Existing hedgerow retained and reinforced with new species rich planting and improved management practices
5. Tidy up and scrub removal to watercourse and enhanced future management practices; aim to increase light levels and contribute to BNG
6. Enhanced habitat area consisting of new tree and scrub planting set within species rich meadows; aim to contribute to BNG
7. Potential to create a new natural pond within the habitat area at the lowest point of the site
8. Creation of an outdoor seating or garden area to the new Office building; aim to provide outdoor space within an attractive setting for office staff and visitors
9. Potential for the installation of a viewing platform overlooking the training area; proposals to consider minimal impact upon SINC
10. New planting to car park and entrance route; aim to provide an attractive arrival space and improve the Newark Road frontage
11. SuDS scheme to include permeable paving and rain gardens to reduce the required volume of the attenuation basin

Landscape concept Plan


N

13.0 Landscape

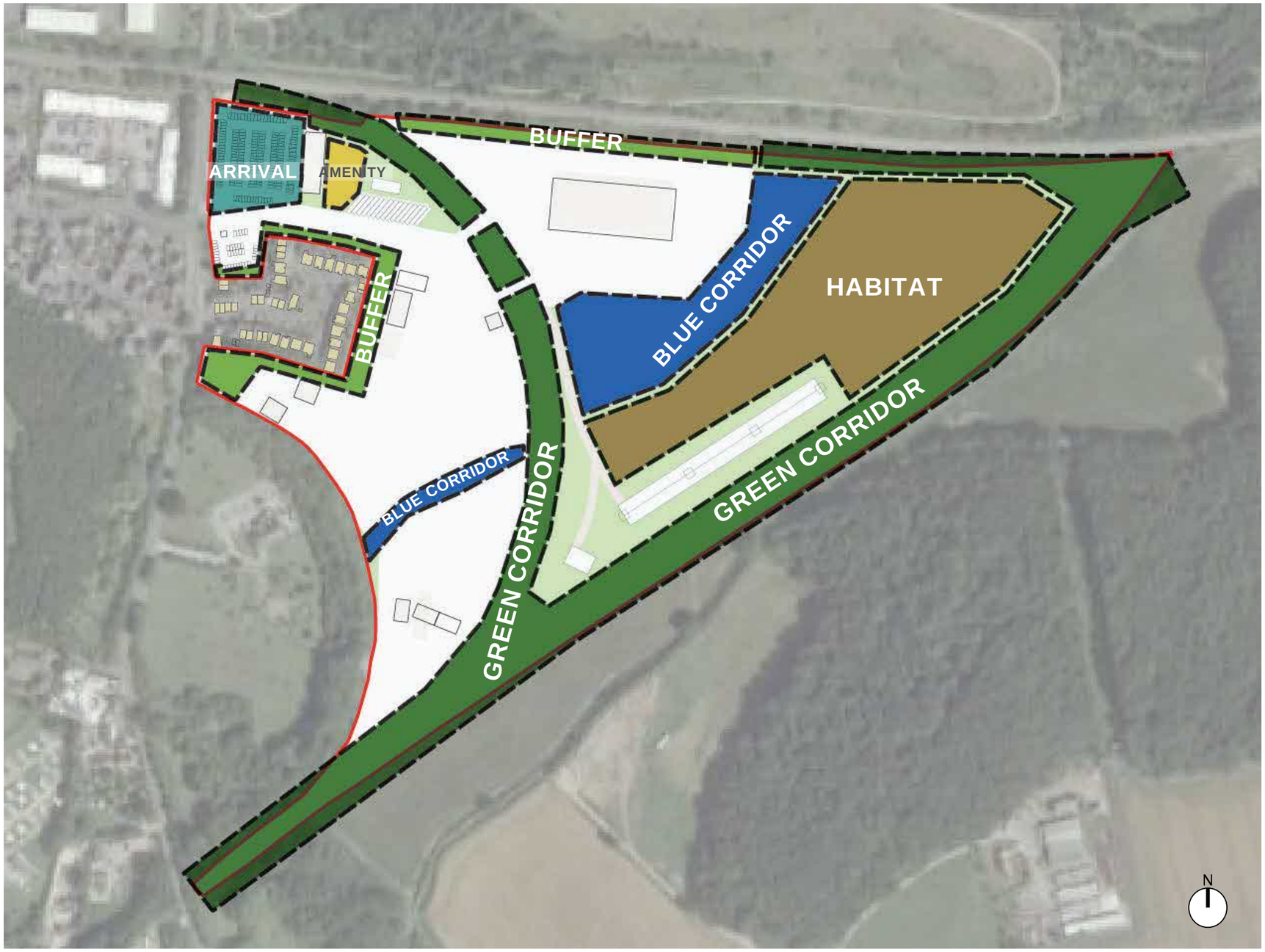
13.5 Landscape Character Areas

As the landscape strategy has evolved, a number of landscape character areas have emerged that display variations in character born out of context, topography, existing vegetation and intended purpose. The character areas and their distinct attributes have been informed by the existing landscape, ecological and historical elements that structure the site.

The different character areas are identified on the adjacent plan and subsequent character areas studies, that outline the characteristics of each and provide key design principles that will enable the aspirations set out within the Landscape Concept to be realised.

CHARACTER AREAS:

- **Character Area 1 -** Arrival Space
- **Character Area 2 -** Amenity Space
- **Character Area 3 -** Landscape Buffers
- **Character Area 4 -** Green Corridors
- **Character Area 5 -** Blue Corridor
- **Character Area 6 -** Habitat Area



Landscape Character Areas Plan

13.0 Landscape

Landscape Character area 1
Arrival Space

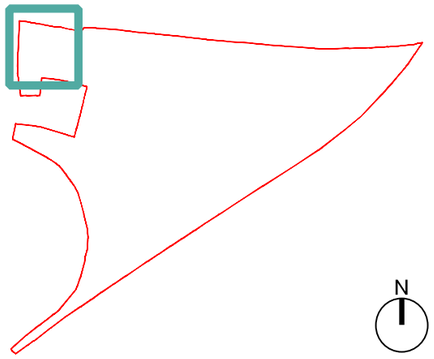
The parking area west of the new Office and Training Building will serve as an arrival space and landscape setting. The goal is to balance built form, landscape elements, and enhance biodiversity while incorporating sustainable drainage.

New planting along Newark Road aims to enhance the street scene and integrate the building into the immediate context.

Design Principles

- Create a thoughtful landscape along Newark Road through new hedgerow and tree planting
- Ensure the landscape setting complements the architecture
- Introduce diverse tree species, prioritizing those beneficial to wildlife
- Soften built structures with ornamental planting, using drought-tolerant species and those attractive to pollinators
- Explore SuDS options like rain gardens and permeable paving for drainage
- Use a restrained palette of hard landscape materials to enhance arrival, define spaces, and support SuDS implementation

Arrival space study plan



Study Plan Location

Precedent images

13.0 Landscape

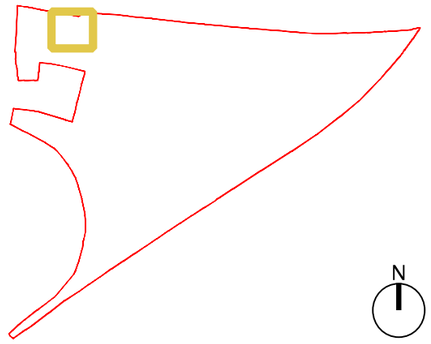
Landscape Character area 2
Amenity Space

A focal seating area will extend the canteen space outdoors, surrounded by flowering trees, hedgerows, mixed ornamental planting, and gentle earth mounding.

To the north, a lawn area with an informal footpath and seating, enclosed by a wildflower meadow and earth mounding, will create a casual outdoor space framed by the former railway embankment.

Design Principles:

- Retain existing vegetation on the former railway embankment.
- Establish an inviting seating area for people's enjoyment.
- Create enclosure in the focal seating space using small to medium-sized flowering trees and hedgerow planting.
- Introduce mixed ornamental planting beds for visual appeal, scent, colour, and nectar for pollinators.
- Utilize gentle 0.5m high earth mounding to delineate the southern edge, separating the Amenity Space from the yard and parking area.
- Plant mounding with grouped trees and evergreen ground-cover shrubs.
- Develop an informal green lawn space for rest and passive recreation, framed by seating and meadows to enhance the setting for the office building.
- Explore the potential for incorporating SuDS measures, such as rain gardens.
- Introduce variations in hard landscape materials to emphasize the hierarchy of spaces and walking routes.
- Ensure street furniture, made of timber, metal, and concrete, aligns with the materiality and design of the office building for consistency.



Study Plan Location

Amenity Space study plan

Precedent images

13.0 Landscape

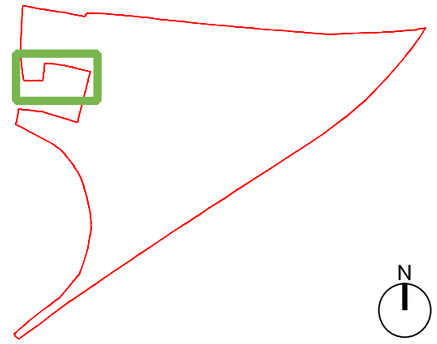
Landscape Character area 3
Landscape Buffers

The landscape buffers aim to enhance visual appeal, create ecological corridors, boost species diversity, and promote biodiversity gains.

New buffer planting and gentle earth mounding will preserve the visual amenity of existing dwellings on Kelsey Avenue by filtering views of the site. Mixed native planting along the northern boundary will complement existing vegetation and soften views of new workshops from Ollerton Pit Wood.

Design Principles:

- Filter views of the development and associated operations from existing dwellings off Kelsey Avenue to the east.
- Preserve or enhance the visual amenity for residents of Kelsey Avenue.
- Install low earth mounding with varying height and slope profiles along the boundary with Kelsey Avenue.
- Implement defensive planting along the boundary with Kelsey Avenue.
- Soften and minimize views of the workshop building from Ollerton Pit Woods to the north.
- Propose a palette of tree, hedgerow, and shrub species for wildlife benefits, carbon sequestration, shading/cooling, and variations in texture and colour.
- Establish species-rich long grassland swards or meadows within the buffers.
- Contribute to net gains in biodiversity.
- Form new or enhanced green corridors.
- Incorporate Sustainable Drainage Systems (SuDS) measures such as rain gardens alongside hard standing areas.



Study Plan Location

Landscape Buffer to Kelsey Avenue study Plan

Precedent images

13.0 Landscape

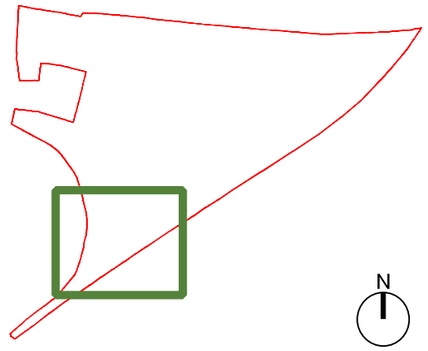
Landscape Character area 4
Green Corridors

Existing site vegetation, including the central railway embankment, will be preserved, with a section (11.5m wide) removed for workshop access. Loss of vegetation will be offset by new planting.

Green Corridors such as this play a vital role in integrating proposed buildings, fostering ecological connections with the wider context.

Design Principles:

- The Green Corridors are to be protected during construction and beyond to preserve their ecological value and function as a SINC.
- The majority of the existing vegetation is to be retained and managed to ensure health and longevity.
- New road connection through the embankment located to minimise the removals of mature trees.
- Vegetation removals kept to a minimum to facilitate the development.
- The integrity of the Green Corridors protected to ensure their function as visual containment for the development.



Study Plan Location

Green Corridor Study Plan

Precedent images

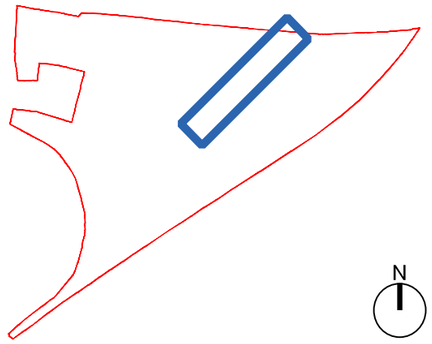
13.0 Landscape

Landscape Character area 5 Blue Corridor

The Blue Corridor, shaped by the site's watercourse, provides opportunities for new planting and enhanced management to boost biodiversity. Clearing the west watercourse aims to promote biodiversity, while the eastward Blue Corridor will feature new trees, hedgerows, and shrubs, potentially creating additional habitats in the SuDS basin. These measures align with the overarching goal of improving ecological diversity along the site's watercourse.

Design Principles

- Retain the existing watercourse with future management focussed on ecological benefit.
- Clearance of encroaching scrub within the western corridor to enable enhanced light levels within the watercourse.
- Retain the existing hedgerow and grassland along the eastern corridor. Plant new sections of mixed native hedgerow to fill the existing gaps, enhancing the function as an ecological corridor.
- A new mixed native hedgerow will be planted along the boundary with the yard.
- Establish long grassland sward and native tree planting to the margins of the corridor.
- The proposed tree planting palette will reinforce the character of the Blue Corridor and comprise species suitable for the seasonally wet conditions.
- A new SuDS basin will be created that will strengthen the corridor character.
- Opportunities will be explored to design the SuDS basin to facilitate the creation of a mosaic of habitats and other biodiversity enhancing features



STUDY PLAN LOCATION

LEGEND

1. Existing Watercourse
2. Existing Hedgerow and grassland retained
3. Proposed mixed native hedgerow planting
4. Proposed large focal tree
5. Proposed medium/small tree
6. Proposed wildflower meadow
7. Proposed planting
8. SuDS basin; design to consider such enhancements as Varied bank profiles, low flow channels, marginal shelves and permanent water

EASTERN BLUE CORRIDOR STUDY PLAN

PRECEDENT IMAGES

13.0 Landscape

Landscape Character area 6
Habitat Area

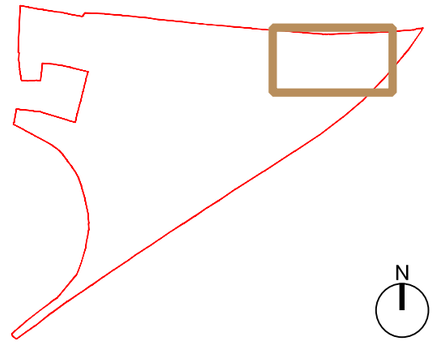
The existing arable field within the east of the site will become an ecologically focussed habitat area, which will make a significant contribution towards biodiversity net gain.

New native trees as specimen or in small groups associated with native scrub will be set within a new species rich meadow sward.

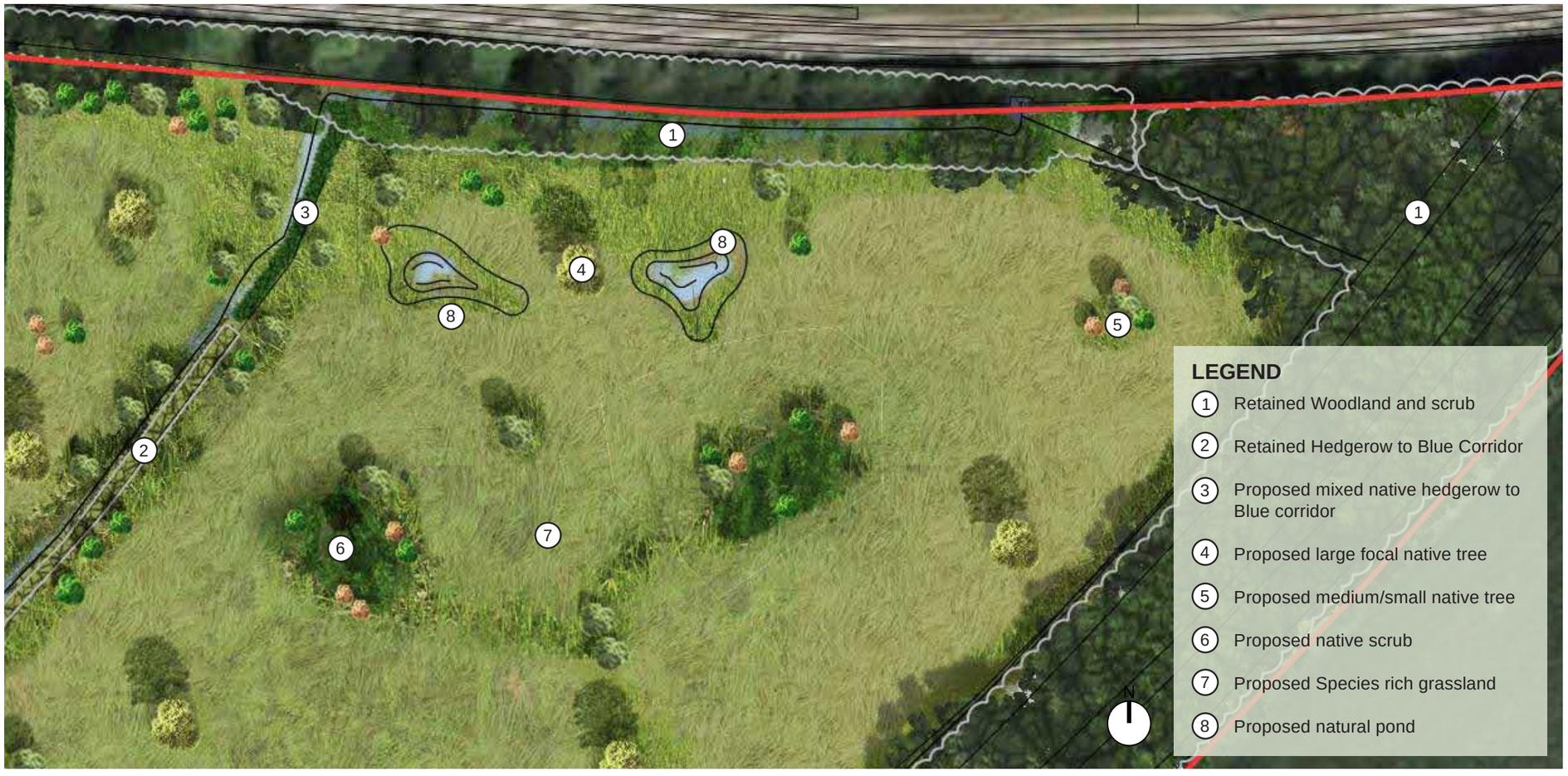
The creation of natural ponds within the lower topography at the northern end will provide further habitat diversity on site.

Design Principles

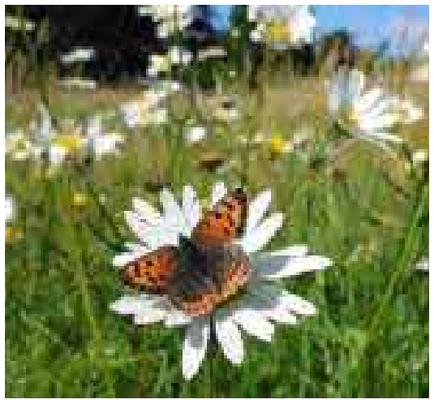
- Retention of existing woodland and scrub to site boundaries.
- Establishment of species rich wildflower meadow as enhancement to existing arable use.
- New native trees to be planted as specimen or in small groups.
- Establishment of limited areas of native scrub planting that will be managed to avoid future encroachment onto the meadow.
- New natural ponds or wetland features to be created with scalloped form, variable bank profiles and areas of permanent water.



STUDY PLAN LOCATION



HABITAT STUDY PLAN



PRECEDENT IMAGES

13.6 Landscape Montages

Amenity Space

Blue Corridor

13.0 Landscape

13.7 Illustrative Palettes

Soft Landscaping

The planting strategy draws upon the existing site assets, strategic design principles and the desire to reinforce the distinct landscape character areas.

The illustrative palettes provided within this section consider resilience to climate change and pests and diseases when selecting species and are intended to convey the design intentions for the scheme and inform subsequent detailed design.

TREE PLANTING

Proposed tree species have been organised into the following categories and locations as indicated on the adjacent Tree Strategy Plan:

STREET-SCENE

1 Amelanchier arborea ‘Robin Hill’

2 Pyrus calleryana ‘Chanticleer’

SCREENING/HABITAT CREATION

3 Acer pseudoplatanus

4 Betula pendula (not to be located adjacent to existing housing)

5 Prunus avium

SUDS

6 Alnus glutinosa

7 Salix caprea

PARKLAND

8 Quercus robur

9 Populus nigra ‘Italica’

10 Parrotia persica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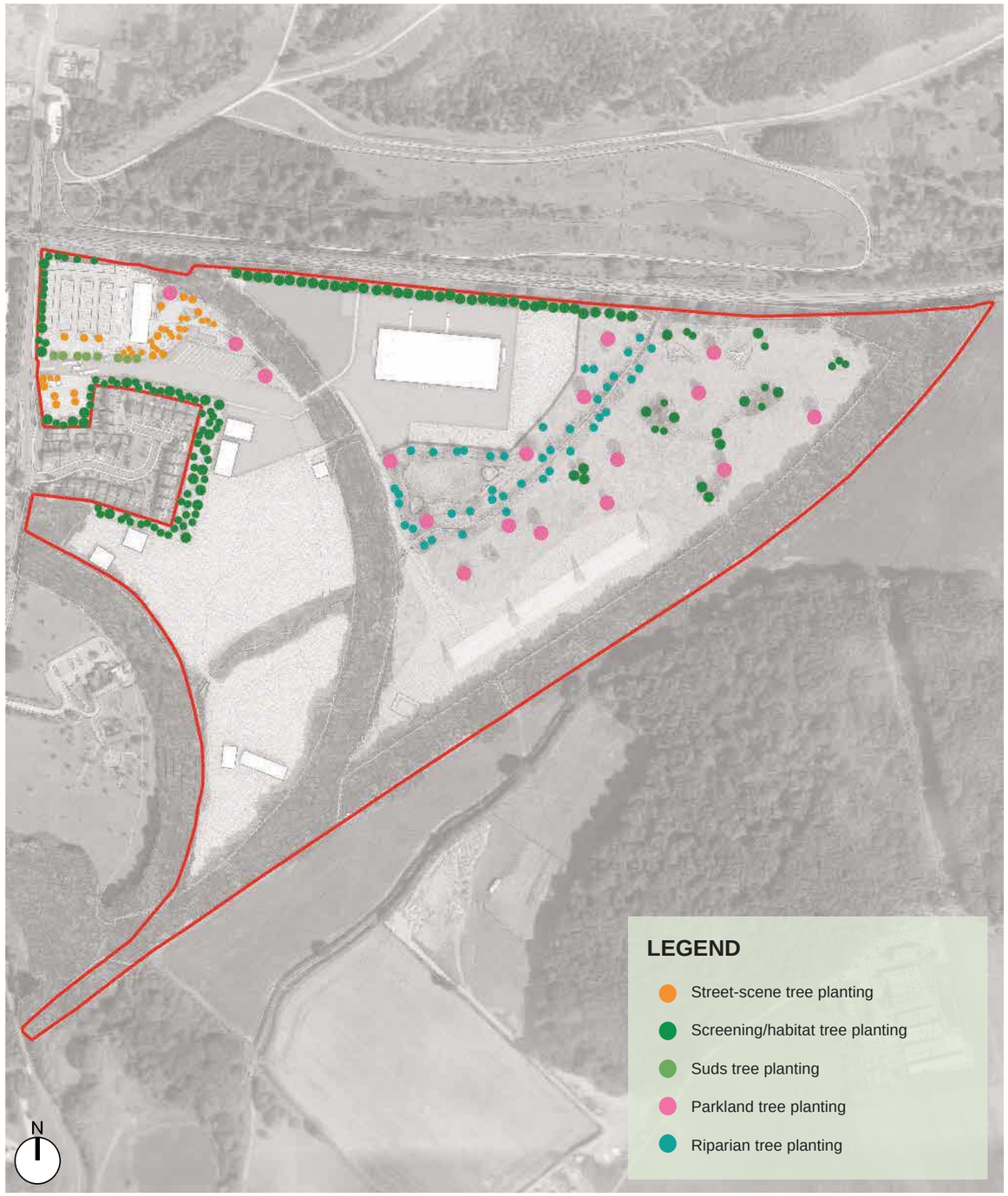

TREE PLANTING STRATEGY PLAN

13.0 Landscape

Tree Planting continued
Riparian

Native trees of varying sizes will be planted within the Blue Corridor to strengthen and enhance the riparian network through the site. This will facilitate habitat richness and increase the biodiversity across the site.

Illustrative species include:

1. Salix petandra
2. Salix x fragilis
3. Salix cinerea
4. Alnus glutinosa
5. Corylus avellana
6. Crataegus monogyna

Hedgerow planting

New mixed native hedgerows will be planted in the gaps between the existing hedgerows and to the edges of the hard standing areas and site boundaries. Single species ornamental hedge planting will be used to define space within the development, such as to the Amenity Space.

Species provide seasonal variations in colour and a food source for wildlife.

Illustrative species include:

1. Acer campestre
2. Corylus avellana
3. Crataegus monogyna
4. Ligustrum vulgare
5. Euonymus europaeus
6. Viburnum opulus

Native shrub Planting

Mixed native shrub planting will be used within the newly created Habitat Area and Blue Corridor to provide habitats for a range of flora and fauna. Large shrubs and small trees will provide a variety of food for local wildlife.

Illustrative species include:

1. Sambucus nigra
2. Frangula alnus
3. Prunus spinosa
4. Ulex europaeus
5. Crataegus monogyna
6. Ligustrum vulgare
7. Cornus sanguinea
8. Salix cinerea
9. Ilex aquifolium
10. Corylus avellana
11. Rosa canina
12. Lonicera periclymenum


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13.0 Landscape

Ornamental Planting

Ornamental shrub, herbaceous and grass planting will be used throughout the developed areas of the site to soften the built environment, provide visual amenity and provide a source of nectar for pollinators.

Illustrative species include:

1. Shrub - Brachyglottis ‘Sunshine’
2. Shrub - Calluna vulgaris
3. Shrub - Cytisus × praecox ‘Allgold’
4. Shrub - Erica cineria
5. Shrub - Potentilla fruticosa
6. Shrub - Salvia rosmarinus
7. Shrub - Erica x darleyansis ‘Ghost Hills’
8. Shrub - Genista lydia
9. Perennial - Scabiosa columbaria subsp. ochroleuca
10. Perennial - Phlomis russeliana
11. Perennial - Nepeta ‘Walker’s Low’
12. Perennial - Salvia yangii ‘Blue Spire’
13. Perennial - Hylotelephium ‘Herbstfreude’
14. Perennial - Geranium ‘Brookside’
15. Perennial - Libertia grandiflora
16. Grass - Miscanthus sinensis ‘Kleine Fontaine’
17. Grass - Panicum virgatum ‘Shenandoah’
18. Grass - Calamagrostis brachytricha
19. Grass - Sesleria autumnalis
20. Grass - Deschampsia cespitosa
21. Fern - Dryopteris filix-mas
22. Fern - Polystichum setiferum
23. Bulb - Tulip sylvestris
24. Bulb - Allium cristophii


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Hard Landscaping

Street Furniture

Street furniture with a modern and minimal aesthetic will complement the materiality and form of the Office and Training building, comprising sustainable timber and metal, powder coated in Murphy green.

Furniture within the Amenity and Arrival Spaces includes:

1. Concrete modular seating/units to retain the earth mounding
2. Curved seat
3. Circular seat
4. Picnic set
5. Bench
6. Litter bin


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Surfacing

A limited palette of surface materials will be used within the development as appropriate to the intended use and landscape character area.

Surface materials to include:

1. Macadam surfacing to main yard and footways
2. Crushed stone for storage areas
3. Permeable block paving to parking areas
4. Slab or block paving to Office Building and Amenity Space
5. Self-binding aggregate for informal footpaths


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Boundary treatments

Boundary treatments will be used to secure the site and create enclosure where appropriate.

Boundary treatments to include:

1. Secure fencing to site boundaries
2. Hedge planting to demarcate areas for movement and rest


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Access and Inclusive Design

14.0 Access and Inclusive Design

14.1 Site Access and Facilities

The design will ensure that all users are to have equal and convenient access to the development.

The site does not benefit from good levels of public transport as the nearest railway stations are approximately 9 miles away. The nearest bust stop is approximately 15 minutes walk (0.7 miles) from the site.

Pedestrian, cycle and vehicle access to the site is from Newark Road. There will be one point of entry for all vehicles, at which point they report to the security gatehouse for access. The main pedestrian access to the site for permanent staff is separate from the primary site entrance and will be access controlled.

The proposed development is within walking distance of local populations in Ollerton, Boughton and Wellow, and will deliver suitable improvements to pedestrian access and the public realm, through the redevelopment of the site entrance, with additional landscaping, road markings and dropped kerbs.

Upon entry to the site via the gatehouse, turnings for the main car park and overflow carpark are immediately on the left and right respectively. This allows smaller vehicles to be removed from the flow of site traffic at the earliest opportunity to minimise risk of collisions.

The access strategy has been informed by both consultation with the local authority and the public consultation. One of the outcomes of the public consultation was to improve the levels of landscaping to the site boundaries to provide a pleasant environment for pedestrians and neighbours.

TPP have consulted with the local authority regarding highway access and the formation of new access roads across the site. For more information please refer to the Transport Assessment, which accompanies the Planning Application.

14.0 Access and Inclusive Design

Improved landscaping to boundary with Newark Road

Clear wayfinding at the entrance to the site

2.7m high weldmesh fence with manual gates at site entrance

Security gatehouse with vehicle barrier to each side

Improved pedestrian access along Newark Road

Signage to be set into precast concrete panels and lit using uplighters set into the plant to the front

14.0 Access and Inclusive Design

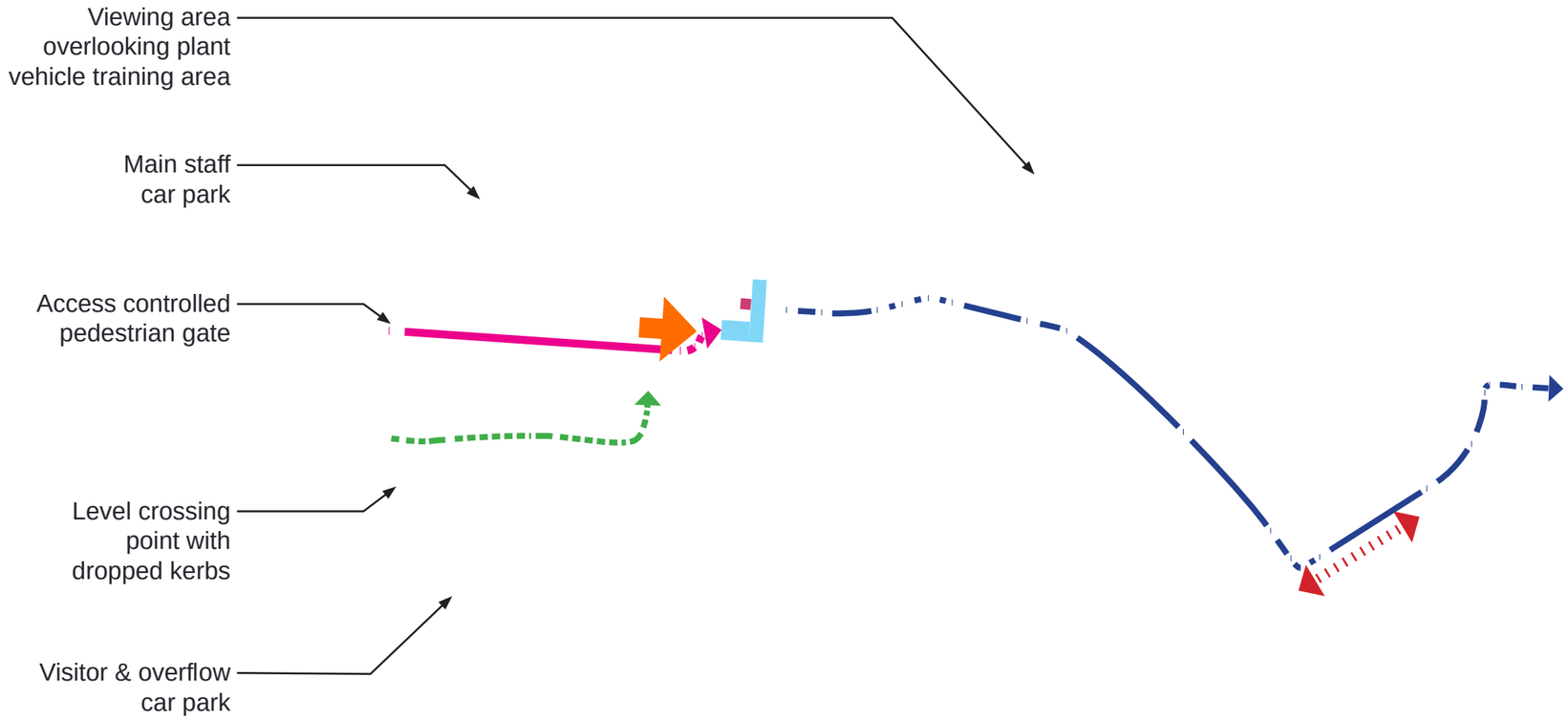
14.2 Access to Parking

Vehicle access for the car park is proposed on the west of the site along Wigan Road. Adjacent to this entrance point, a secure and covered bike store will accommodate 28 bicycles for employee use. For more information relating to car and bicycle parking refer to the transport management plan prepared by TPP

14.3 Access to Buildings

All buildings will have level access. Where gradients have been required externally around the office and workshops they have been designed to be less steep than a 1:20 gradient.

Entrance surfaces will be chosen to allow smooth transition whilst reducing the risk of slipping. Floor surfaces will have low level of reflectance, with the lighting being designed to minimise danger and maximise convenience.



Office & training building lift core

Reception area & circulation zone

Main office entrance

Access through railway embankment for pedestrians and vehicles

Vehicle access to primary car park

Primary pedestrian access from Newark Road to office & training entrance

Pedestrian access from office & training building to workshop building

Access Strategy Diagram