



New homes



New homes



Bohunt School

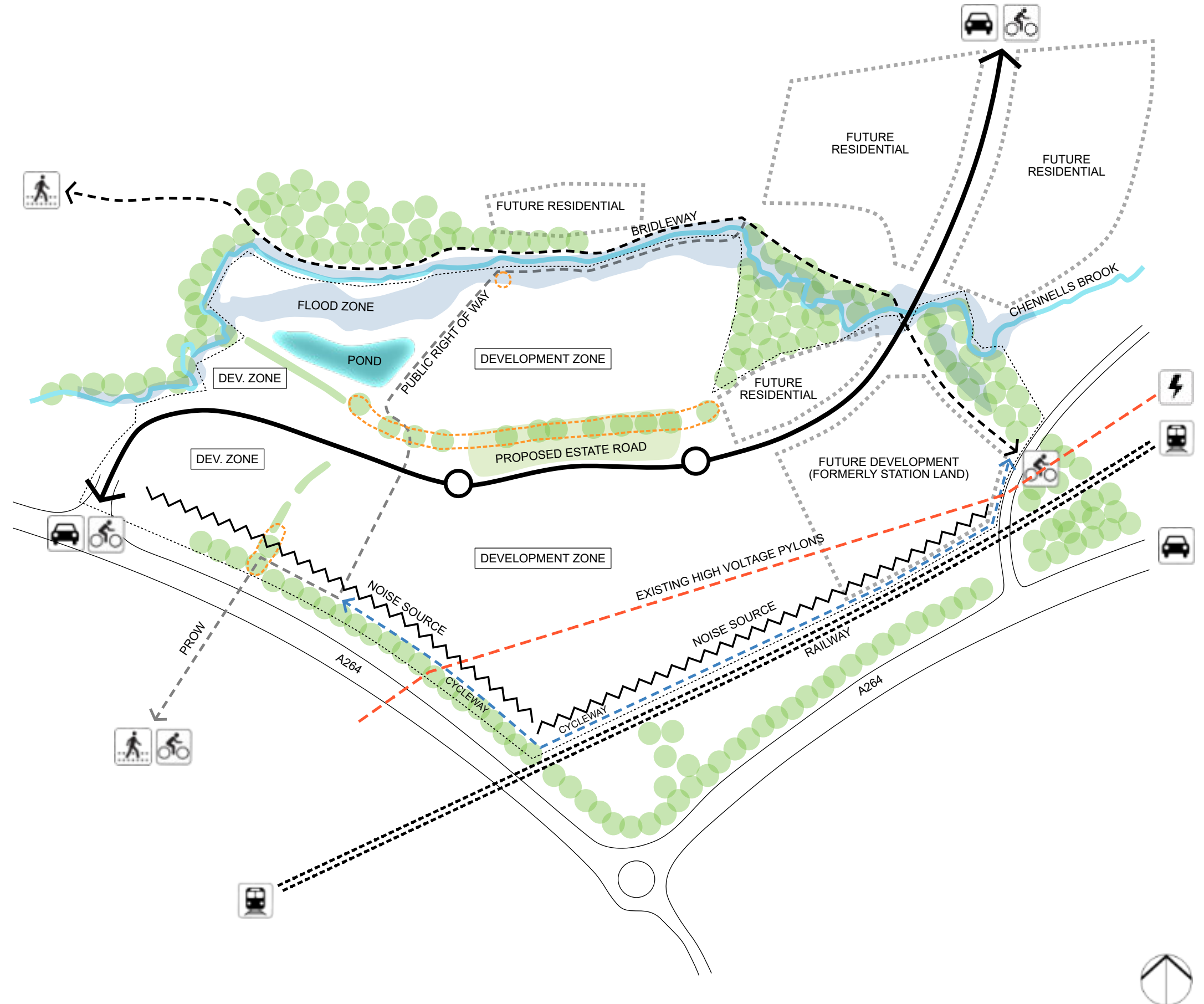


Recent aerial photograph of current residential development

2.5 Existing Conditions

The characteristics of the site and its context pose a particular set of challenges which the design team have addressed and integrated into the masterplan design response:

- A separate planning application has been submitted for the following items:
 - The alignment of the estate road indicated at outline stage has been reviewed to ensure the masterplan has the correct access strategy to the development plots and yields suitable plot sizes.
 - The existing PROW has been re-aligned to ensure the correct sizing of the leisure parcel and facilitate best use of the employment land.
 - A new cycleway has been introduced along the southern edge of the site to promote enhanced connectivity of the site with the local network of cycle routes and pedestrian paths.
- The proximity of the railway and the dual carriageway A264 is a source of noise.
- The existing high voltage pylons will need to be re-routed underground to avoid compromising the development potential of the site.
- The flood zone associated with the Chennells Brook reduces the available developable land.
- Ecological interest in and around the site will require careful consideration in terms of light spillage and proximity to human activities.
- The land safeguarded in the outline masterplan for a future train station represents a significant land take and the associated car parking could potentially create a 'dead zone' in the masterplan. As per the masterplans tabled at the pre-application meetings, this parcel has been relocated to the east of the site.
- Evolving design takes into consideration;
 - Ecology
 - Existing Trees
 - Flood Zone
 - Utility Diversions
 - Existing Movement Routes
 - Public Right of Ways
 - Adjacent Train-Line
 - New homes

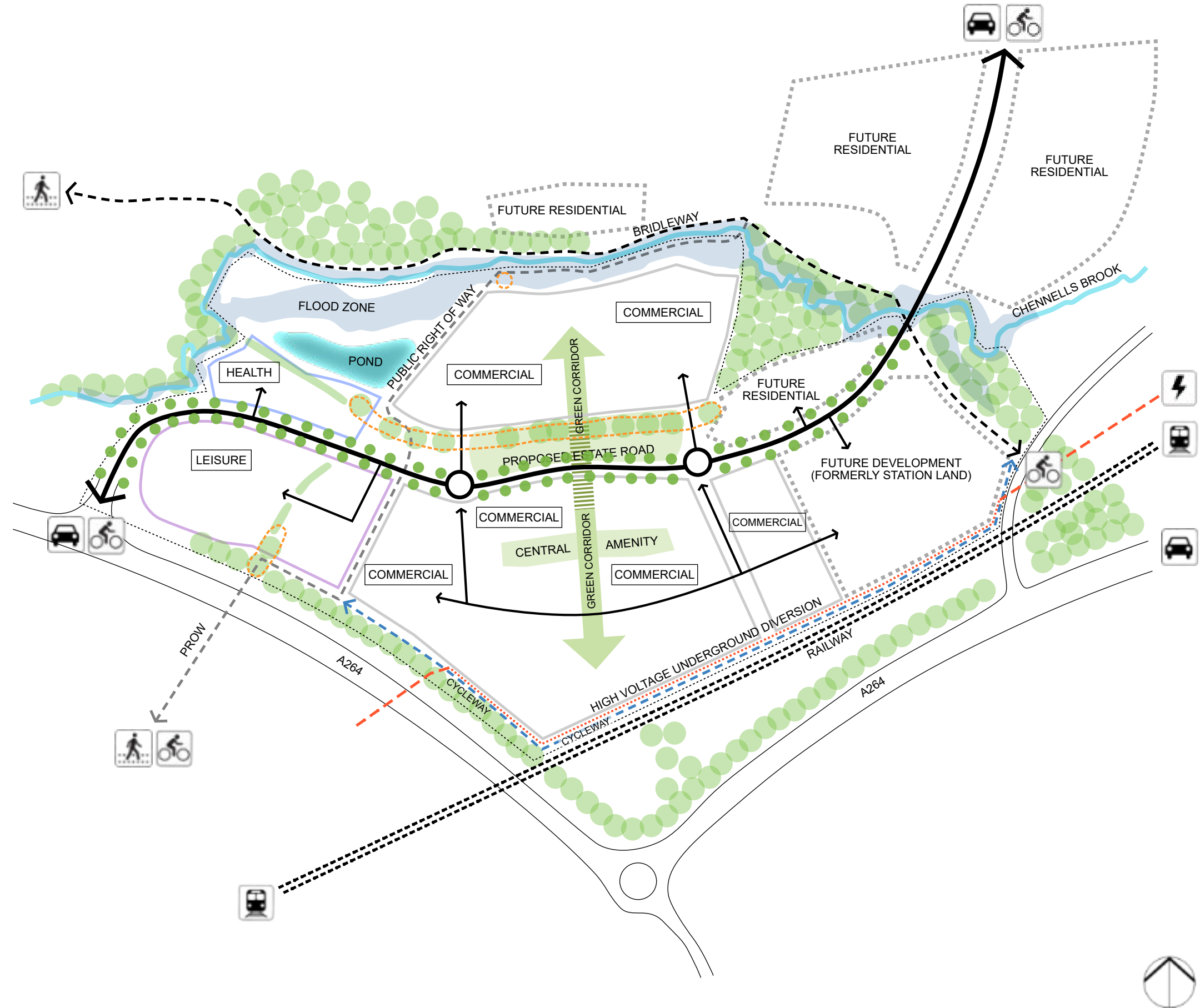


2.6 Opportunities

The scale of the site presents the opportunity to provide a range of other uses in addition to the commercial uses and which will make the proposals more appealing and dynamic as a place of employment:

- Identify the amount of land required to deliver a viable light employment scheme and associated support areas.
- Establish a secondary road network and access points into the various plots.
- Provide a prominent location within the masterplan for the new leisure facility.
- Identify a plot of land for a health facility to accommodate between 1,500sq.m to 2,000sq.m GIA of floorspace and associated parking.
- Create a well connected, permeable & safe place.
- Create a landscape strategy centred on the greening of the estate road, with 'green fingers' extending into the development plots linking with the PROW and new cycleway, promoting pedestrian friendly connections and permeability with the existing movement network and natural setting.

Conceptual Diagram exploring the potential for a Mixed Use and Office Employment Park



Key Drivers:

- **Create a masterplan framework for a high quality employment environment.**
- **Explore a mix of typologies / land uses:**
 - Office
 - Logistics
 - Light Industrial
 - Health
 - Leisure
- **Create a flexible masterplan capable to adapt to changing markets.**
- **Provide a structure to the masterplan that allows for appropriate space to design a visionary landscape setting and context for a unique employment environment.**
- **Place-making of the highest quality to attract companies, small businesses and tenants to take up space.**
- **A 21st Century employment environment for businesses and their staff to thrive.**
- **Consider and develop options for additional homes within the masterplan in the event that a new train station is not required.**

Conceptual Diagram exploring the potential for a Mixed Use, Office, Light Industrial and Logistics Park



3.0

DESIGN DEVELOPMENT

3.1 Masterplan Narrative	19
3.2 Placemaking Narrative	23

3.1 Masterplan Narrative

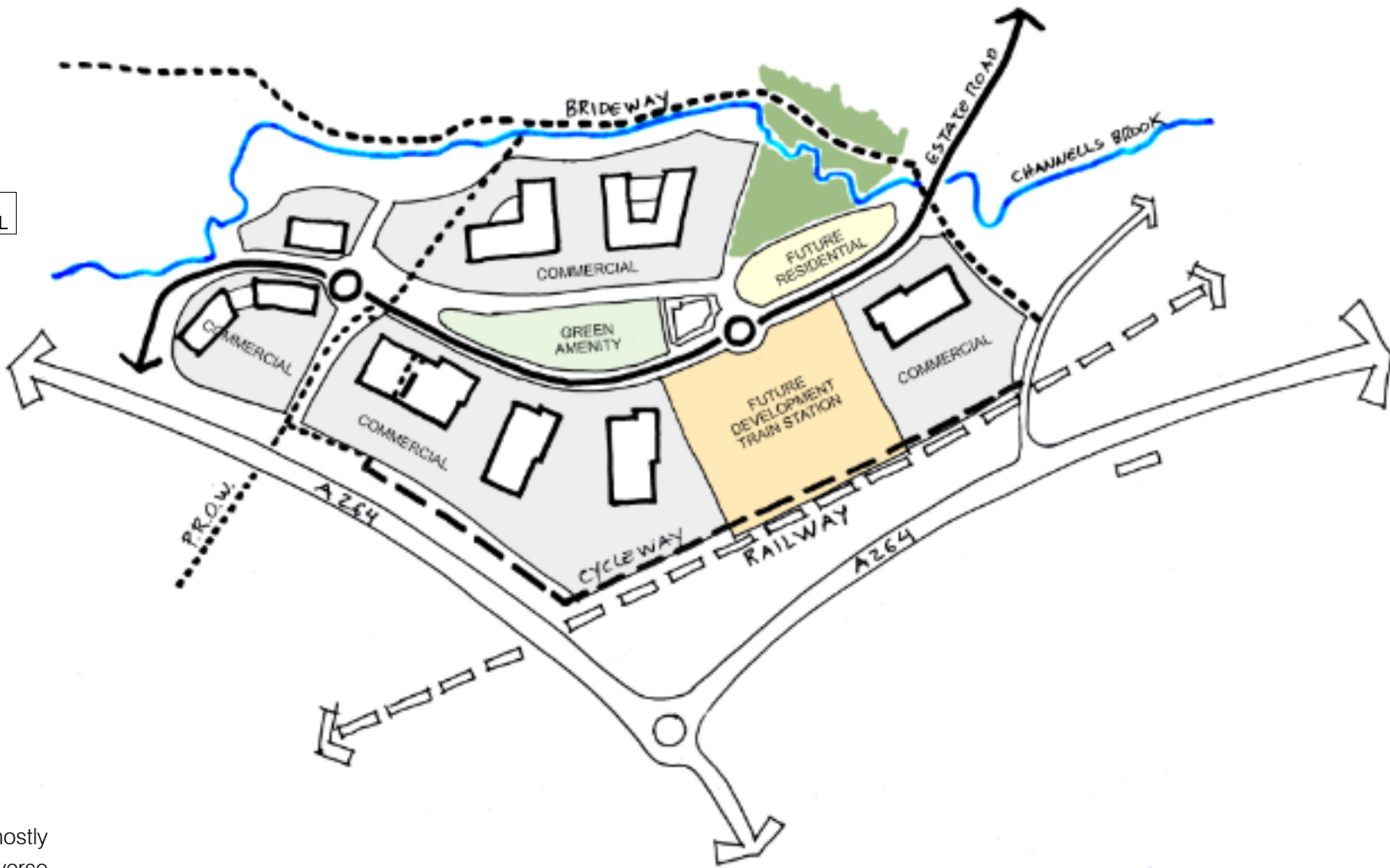
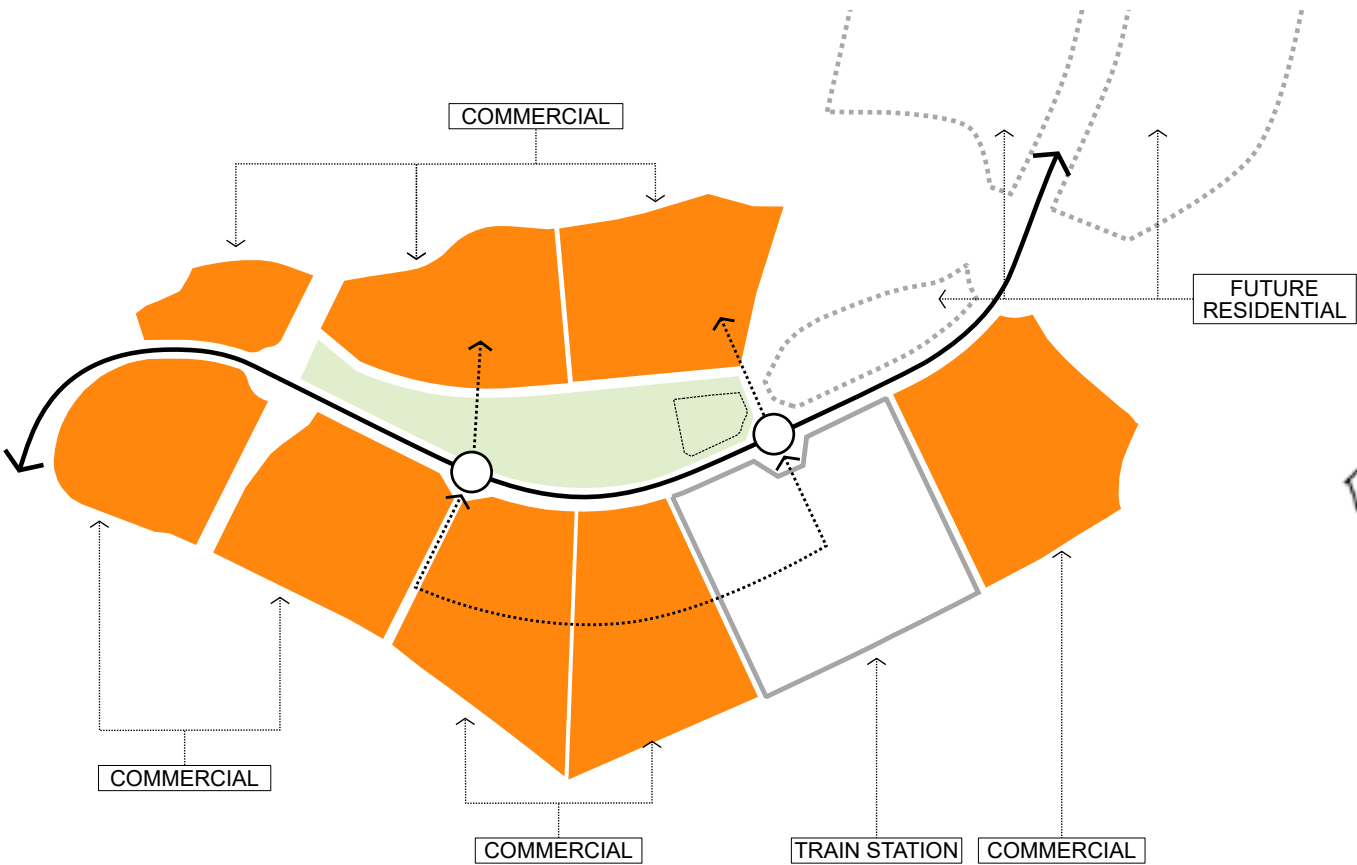
The following pages depict the design steps undertaken to develop the outline masterplan, introduce different uses and optimise the employment land parcels.

We propose to realign the estate road so that its central section is moved slightly North to allow the central amenity space to be arranged within the larger zone of employment to the South of the road.

This is where the critical mass of staff are likely to be located and would avoid the need to cross the road to access this key space, which may deter some potential users.

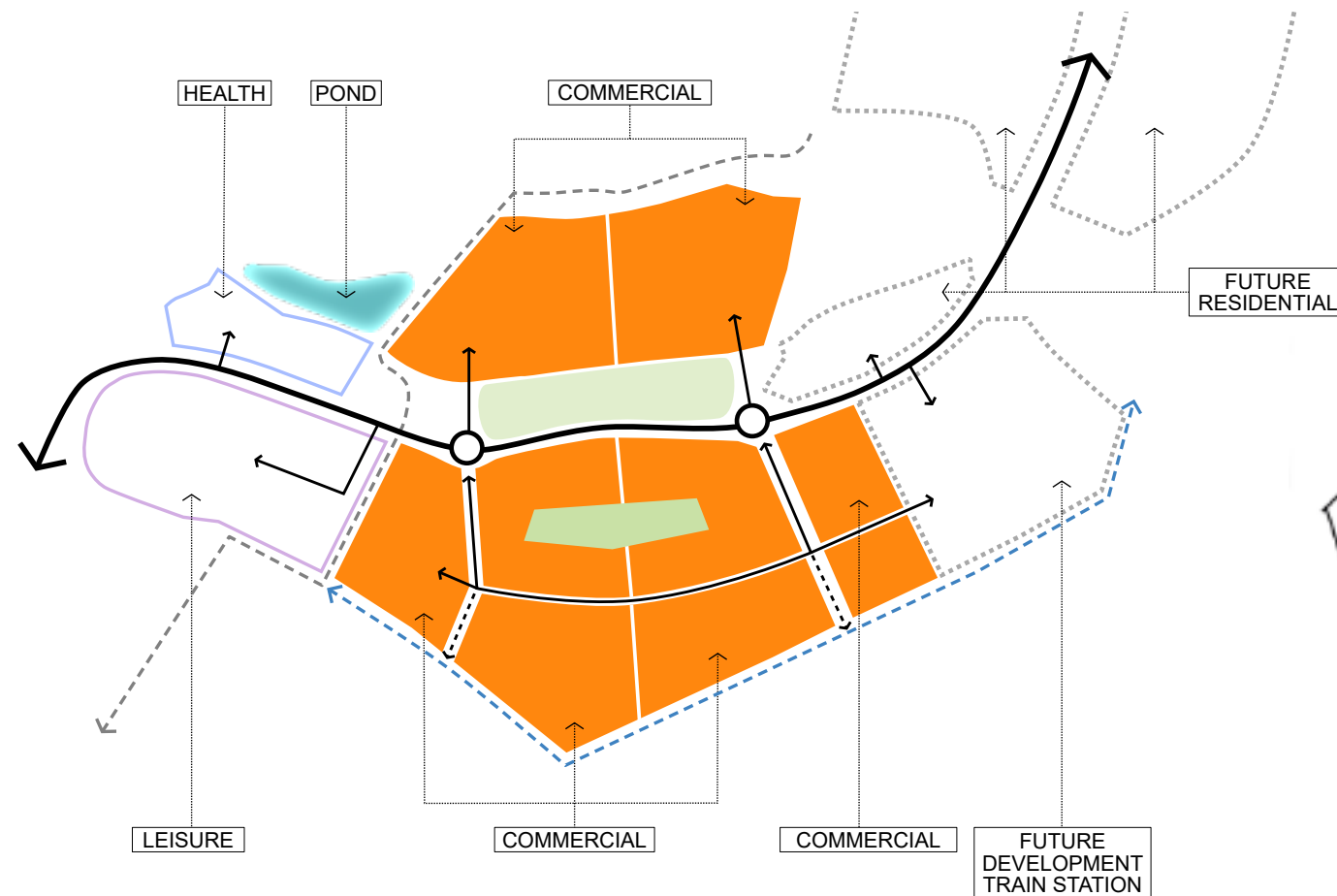
This move will promote the creation of an active and naturally surveilled public space, set within a series of commercial buildings, with high quality soft and hard landscape.

- Outline consent predominantly office use.
- Allowed land for potential train station.
- Predominantly large office buildings.
- Provided isolated, demised plots for a series of stand-alone buildings with on-plot parking.
- Limited opportunity for connectivity / community and place-making.



STEP 1 - OUTLINE CONSENTED MASTERPLAN

- The masterplan approved as part of the outline consent was primarily focused on achieving the required planning target for the commercial/employment element of the wider masterplan.
- The land allocated for a future train station occupied a central area of the masterplan and left a commercial parcel isolated from the rest of the commercial parcels. This is also true of the two smaller parcels in the west of the site.
- The illustrative building footprints are mostly suggesting larger office buildings rather than a diverse range of building sizes to appeal to a varied range and size of tenants and occupiers.
- Space needed to be identified in the site to accommodate a water attenuation pond which would impact on the arrangement of the consented development parcels.

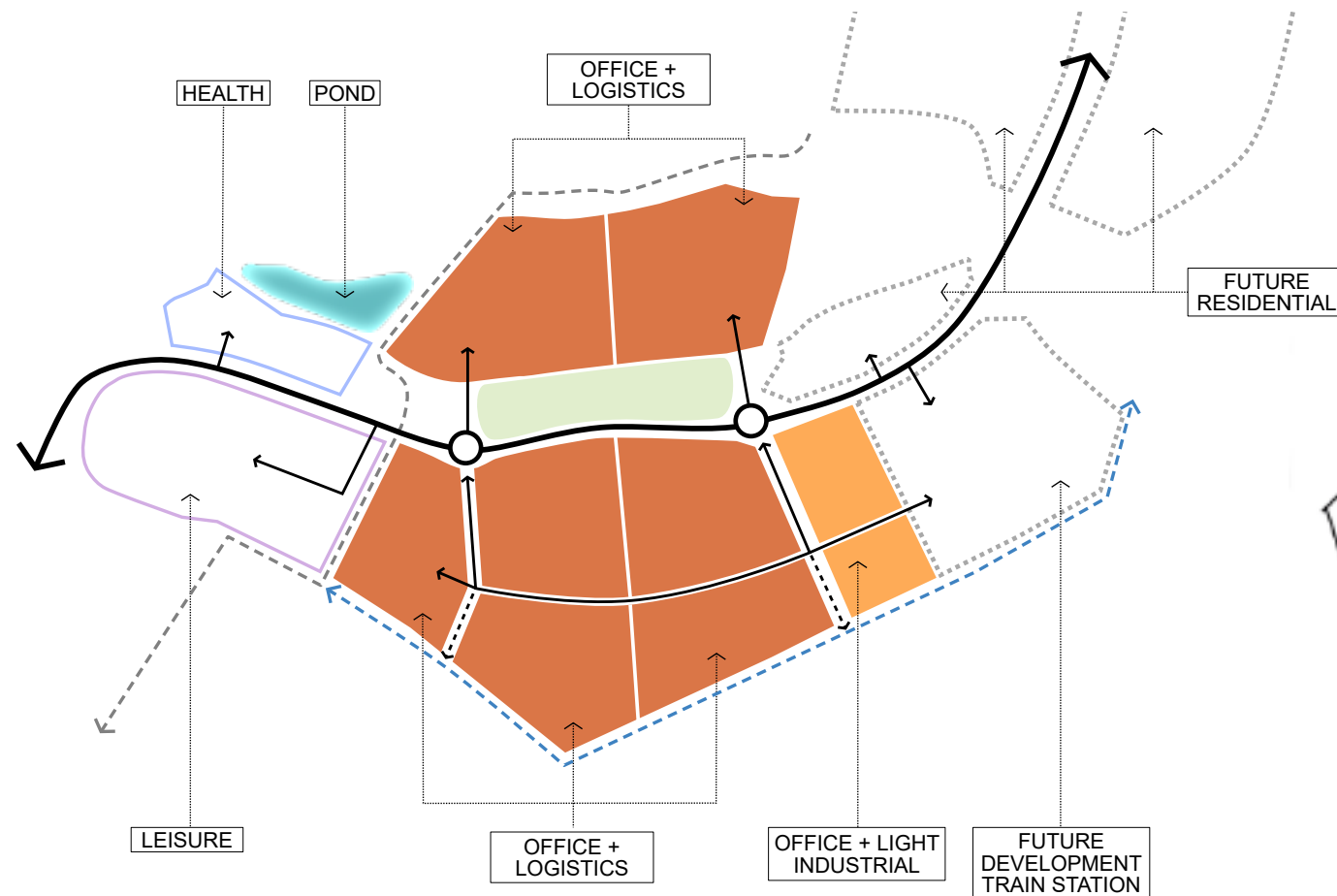


STEP 2 - INTRODUCE LEISURE AND HEALTH

- During the early stages of the design development following the outline approval, a portion of land was identified for a potential leisure operator and located at the junction with the A264 for maximum visibility.
- Through consultation with local stakeholders, the need for a health facility was identified.
- The design team sought to consolidate the employment parcels in the central area of the site, either side of the estate road connecting the wider residential phase of the site with the A264. To further facilitate this, the train station land was moved to the East.
- This move offers the added benefit of removing the issue of isolated employment parcels and creating a more connected 'employment hub'.
- The operator for the leisure parcel requires that their land is not split by the existing Public Right of Way and the proposed cycleway due to safety and operational reasons.
- The PROW and cycleway are shown re-aligned around the leisure parcel and along the edge of the employment land.

Optimised Office Approach:

- Consolidates office development into heart of site.
- Removes isolated and demised land parcels.
- Creates a connected employment hub.
- Introduces health centre and leisure use.
- Future train station land moved east.
- Introduce a transition use between office and station land.

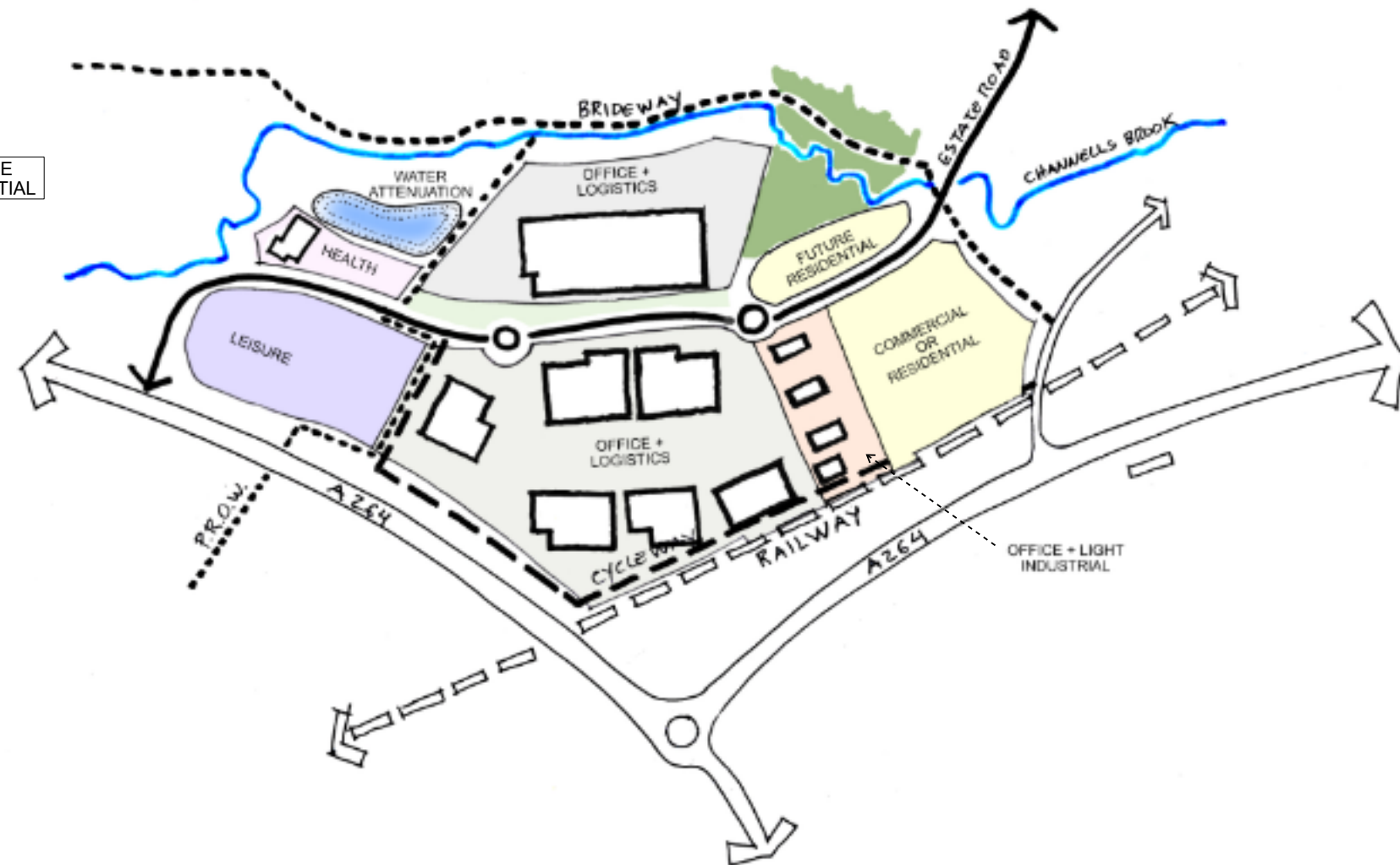
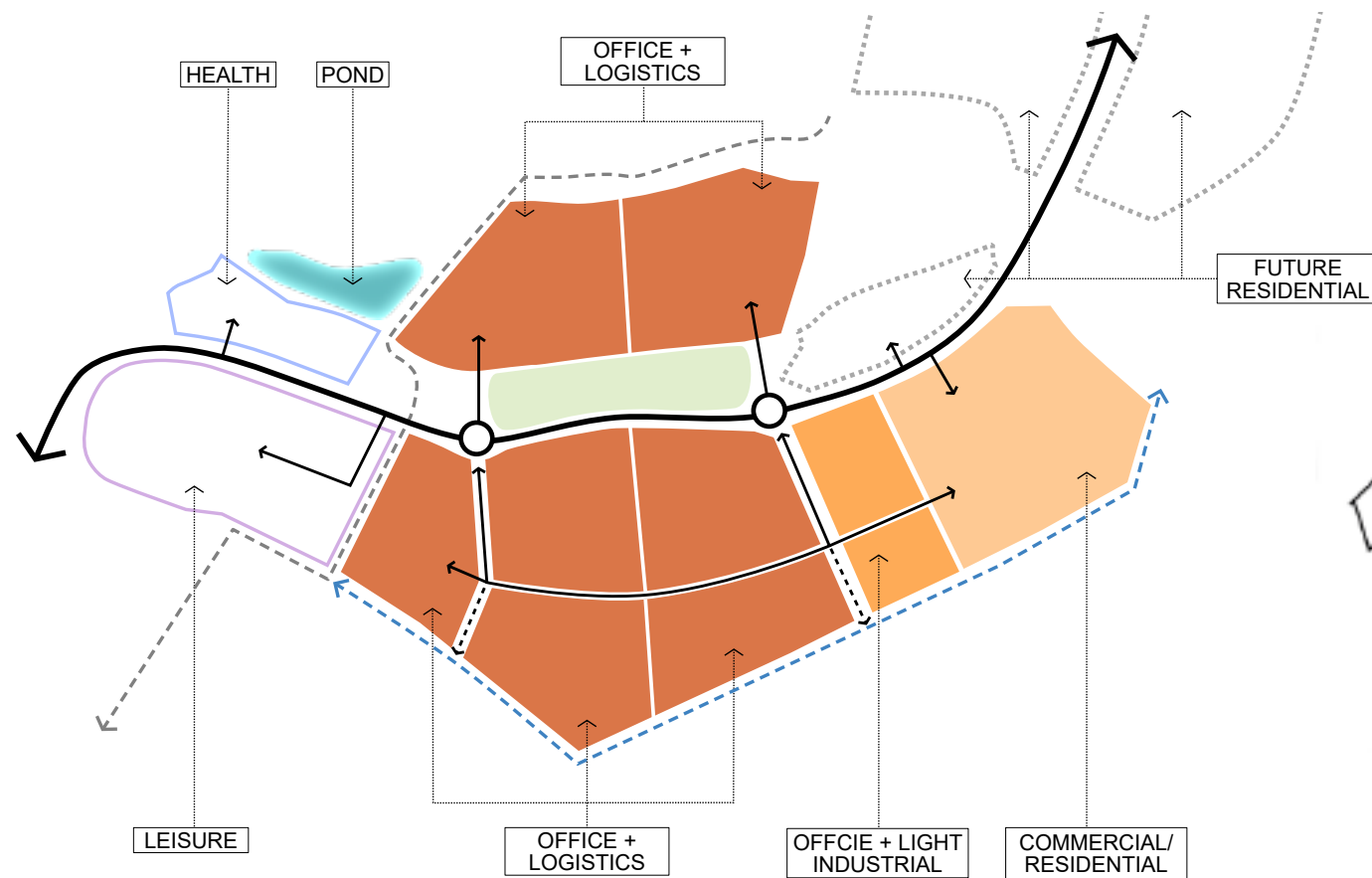


STEP 3 - CONSIDER ALTERNATIVE EMPLOYMENT USES. AN OFFICE, LOGISTICS/ LIGHT INDUSTRIAL-LED MASTERPLAN

- The expiration of the OPP and a change in market conditions have led L&G to explore a mixed employment masterplan incorporating Office (E), Logistics Use (B8) and Light Industrial (E) Use small scale portions of B2.
- A diverse range of uses, plots and building sizes will make the employment proposals more appealing and dynamic as a place of employment for a varied range and size of tenants, users and occupiers.

Strategic Step Change:

- To provide a flexible masterplan that responds to local market needs
- Explore a mixed employment hub
- Consider range of uses - office, logistics, light industrial, health & leisure.
- Provide a diverse range of uses, plot sizes & building sizes.
- Create an appealing and dynamic place for a varied range and size of tenants, users and occupiers.
- Retain potential for future train station.
- Introduce a transition use between commercial office and station land.



STEP 4 - CONSIDER REMOVING NEED FOR FUTURE TRAIN STATION - INTRODUCE NEW HOMES

- The Applicant has had discussions with the Local Planning Authority regarding the demand for a train station in this location as per the consented masterplan.
- We are all aware of the complexity, costs and the significant challenges of delivering a new train station and associated parking facilities plus the unlikelihood of this coming forward.
- Therefore 'Step 4' considers the opportunity to remove the provision of a new train station and the associated parking and introduces the potential of additional uses.
- The revised approach could create a more meaningful parcel of land for a mix of commercial and residential development, or logistics, commercial and light industrial. This would allow for a better place-making and a more efficient use of the land, as well as a transition to the Phase 2 residential parcel to the NE of the site.

3.2 Placemaking Narrative

Office Led Masterplan Approach

The key aim of the evolved road alignment is the enhanced accessibility to the amenity space, encouraging higher usage and engagement from the commercial zone's occupants, reducing the need to cross the road that offers increased safety by minimising risks to the business community.

Critically, the enhanced amenity space access leads to a well-integrated public realm, with natural surveillance, creating a vibrant and secure environment. The proximity of businesses around this space boosts foot traffic and supports commercial activities, fostering a lively business environment.

The refinement of the estate road alignment and optimisation of the central amenity space are strategic design decisions that enhance the overall functionality, safety, and attractiveness of the commercial estate. By focusing on user convenience, natural surveillance, and high-quality design, the masterplan aims to create a vibrant and sustainable commercial hub that meets the needs of its users and stakeholders.



Mixed Use Employment Park Approach

The revised road alignment developed for the office masterplan is equally adopted in the employment park approach, as a more efficient layout that optimises the mixed logistics and light industrial land parcels to the south.

The secondary road layout has been designed to facilitate the easy access of large vehicles into the employment parcels whilst providing permeability and accessibility to all users across the site, and connections to the wider movement network in the context of the site.

The 'greening' of the key movement routes has been

carefully considered to avoid a large expanse of hard surface and a utilitarian feel to the public realm.

The amenity zone to the north of the estate road is a key public space component that benefits from the existing mature landscape to create an element of pause, enjoyment and a strategic 'greening' of the main road connecting through to future residential development.

The evolving illustrative masterplan will explore a combination of building typologies and will likely be formed of an amalgamation of uses to create a flexible development framework



4.0

OFFICE MASTERPLAN APPROACH

4.1 Office Park Approach - Arrival + Movement	25
4.2 Office Park Approach - Facades + Legibility	25
4.3 Illustrative Office Led Masterplan	26
4.4 Illustrative Massing and Site Sections	29
4.5 Site Levels	30
4.6 Flood Risk and Drainage	30
4.7 Schedule of Accommodation	33
4.8 Illustrative Views of the Office Led Masterplan Approach	34

4.1 Office Park Approach - Arrival + Movement

The same highways and landscape design principles established in Phase 1 will be adopted with a footpath to the south, and two-way cycle track and segregated footpath to the north, with grass verges and landscape zones to form a tree lined avenue to both sides.

The main estate road provides the primary access route into the commercial park and will continue to connect to the evolving residential masterplan beyond.

Arrival spaces for all buildings provide access for deliveries, drop off/pick up and service access, with accessible parking provided close to building entrances.

A clear and legible layout is provided for arrival by car, with high quality landscaped pedestrian routes providing clear way-finding from parking to building entrances.

The key strategy is to provide on plot parking provision where possible as currently shown for Buildings A,B and C in addition to a comprehensive shared parking facility located to the South of the site. This enables the creation of 1.4ha of landscaped amenity space at the heart of the masterplan.

Buildings A and B have their own access allowing for them

to be demised individually. Parking is provided to the North of the buildings which act as a visual screen to the estate road. The secondary road to the south specifically provides access for the remainder of the commercial buildings.

Cycle hubs are located near to building entrances, along main pedestrian and cycle routes.

A bus stop is proposed on along the estate road, providing a central access to public transport and direct pedestrian connection with the heart of the commercial space.

All crossings of the road for pedestrians and cyclists are to be uncontrolled via either central refuge islands or splitter islands on the entries to the roundabout.

The approved site-wide cycle strategy has been followed, with a cycle route along the primary road, and off-carriageway cycle routes along the southern boundary, connecting to the existing bridleway to the east of the site.



4.2 Office Park Approach - Facades + Legibility

The facade strategy has been carefully developed to ensure a clear and coherent visual language across the site, enhancing legibility and supporting intuitive wayfinding for both pedestrians and drivers. This approach plays a key role in defining the character of the commercial estate and helps users easily navigate through the site, particularly along the estate's primary road network where orientation and visibility are most important.

Buildings that front onto the main estate road have been treated as prominent visual markers within the masterplan. These key facades are given special architectural attention, featuring a refined selection of materials, finishes, and detailing to reinforce their visibility and status. Particular emphasis is placed on the articulation of key building corners, junctions, and building approaches—using distinctive design elements to create memorable moments within the streetscape and to enhance the overall aesthetic quality of the estate.

Secondary elevations will be designed to the same high

standard of quality, but with a more restrained palette and simplified detailing. This approach ensures consistency across the site while maintaining a clear hierarchy in the architectural expression, allowing the most visible and significant elevations to stand out without compromising the integrity of the overall design.

Entrances to the buildings will be thoughtfully positioned and designed to align with designated arrival points and adjacent parking areas, ensuring convenient and safe access for users. These access points are highlighted through architectural features such as canopies, signage, and landscape treatments, making them easily identifiable. For larger commercial units, secondary entrances may be introduced to improve permeability and provide direct connections to nearby amenity zones or internal circulation routes, supporting ease of movement and user-friendly access throughout the estate.

