



1 - Looking from South with commercial buffer buildings on the right



2 - Looking from East from commercial buffer along the secondary road



3 - Looking from North across Plot 1



4 - Looking South East from West main roundabout

5.4 Illustrative Massing and Levels Approach

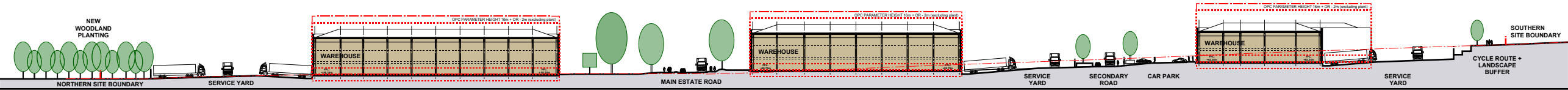
Approach to Building Levels Across the Masterplan

Plot 01: The topography of this parcel is relatively flat, however given the scale of the building it is proposed to raise the building above existing ground levels at the lowest point in the topography, and below existing ground levels at the highest point. Consequently, some land raising and lowering is proposed, with retaining and/or earthworks required to create a level platform for the building and service yard.

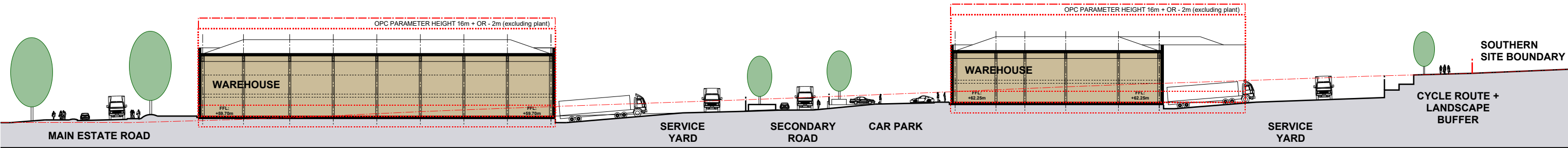
Plots 02 and 03, Buildings 01 to 04: The topography of these parcels is relatively steep, rising away from the primary road to the south towards the railway line and the A264. Buildings and service yards will therefore be set at level platforms, with landscaped terraces and retaining structures incorporated in order to work with the existing topography. The primary locations for retaining/earthworks in order to create these level platforms are on the southern side of the primary road, along the secondary road corridor and along the southern boundary of the site with the A264 and railway boundary.



Illustrative aerial view from the East showing the secondary access road, parking, service yards and logistic buildings to the south of the masterplan



MASTERPLAN OPTION 02 LOGISTICS APPROACH INCLUDING SECONDARY ROAD TO SOUTH - SITE CROSS SECTION A-A 1:1000 @ A1



MASTERPLAN OPTION 02 LOGISTICS APPROACH INCLUDING SECONDARY ROAD TO SOUTH - SITE CROSS SECTION A-A 1:500 @ A1

Approach to Building Levels Across the Masterplan

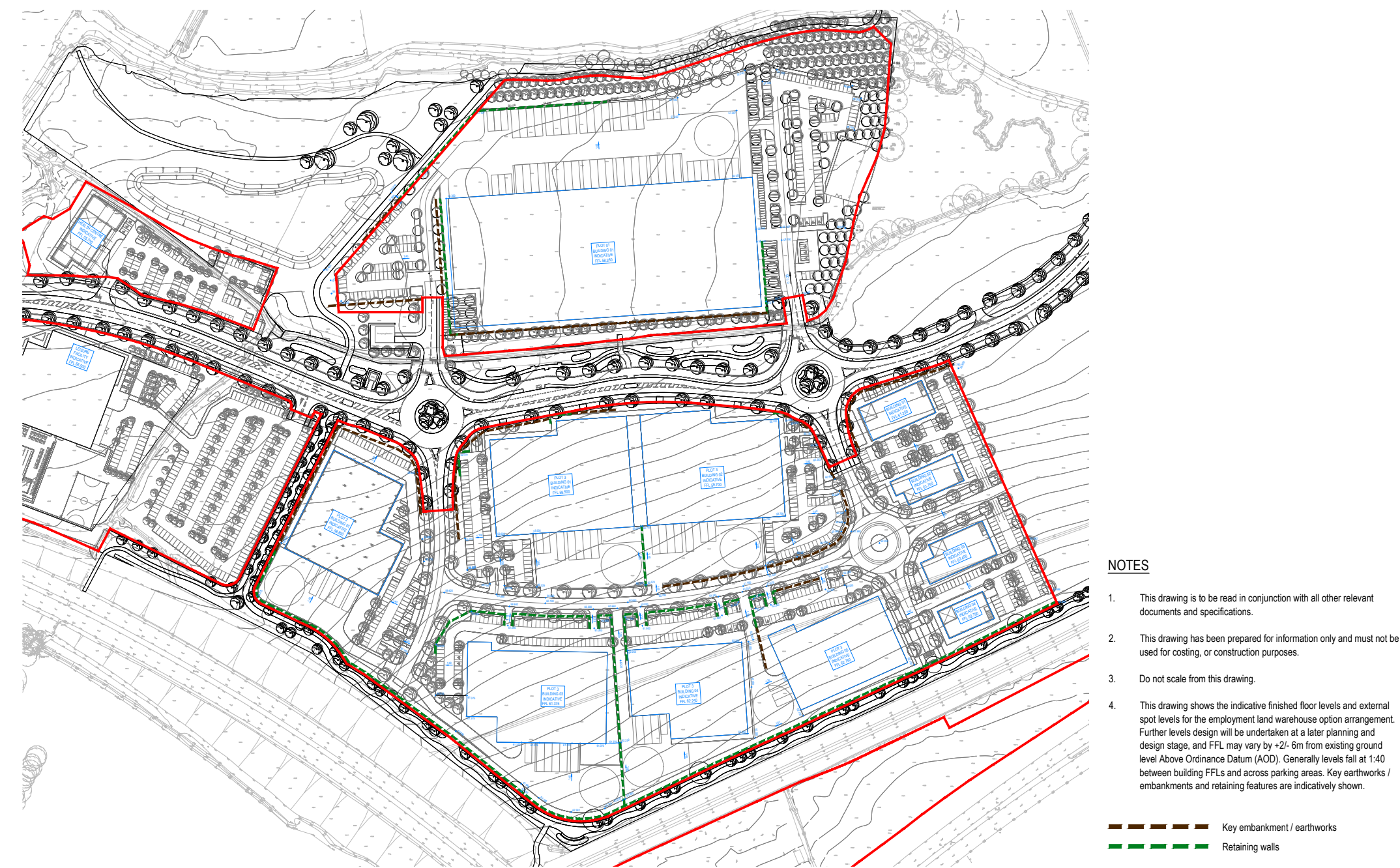
BUILDINGS A and B: The topography of this parcel is relatively flat. Ground floor slabs will therefore be set a minimum of 300mm above existing ground levels as standard and no significant land raising/lowering, retaining or earthworks are anticipated.

BUILDINGS C to L: The topography of these parcels is relatively steep, rising away from the primary road to the south towards the railway line and A264. Buildings will therefore be set at level platform, with landscaped terraces and retaining structures incorporated in order to work with the existing topography.

Buildings E and G accommodate a central street at ground floor level and accessed from both ends of the central space. Where external levels may vary the central street has the flexibility and capability to accommodate platform lifts and steps to accommodate localised level changes.

This approach provides an effective and economically viable approach. These level transitions will be dealt with through the introduction of landscaped terraces and retaining structures to deal with the relatively steep hillside.

Where necessary, steps in building platforms will be considered, particularly with buildings such as Buildings D and I where there is a greater levels difference over the footprint of the building.



Indicative levels approach, cut and fill prepared by Glanvilles for Office and Logistics Masterplan Approach