



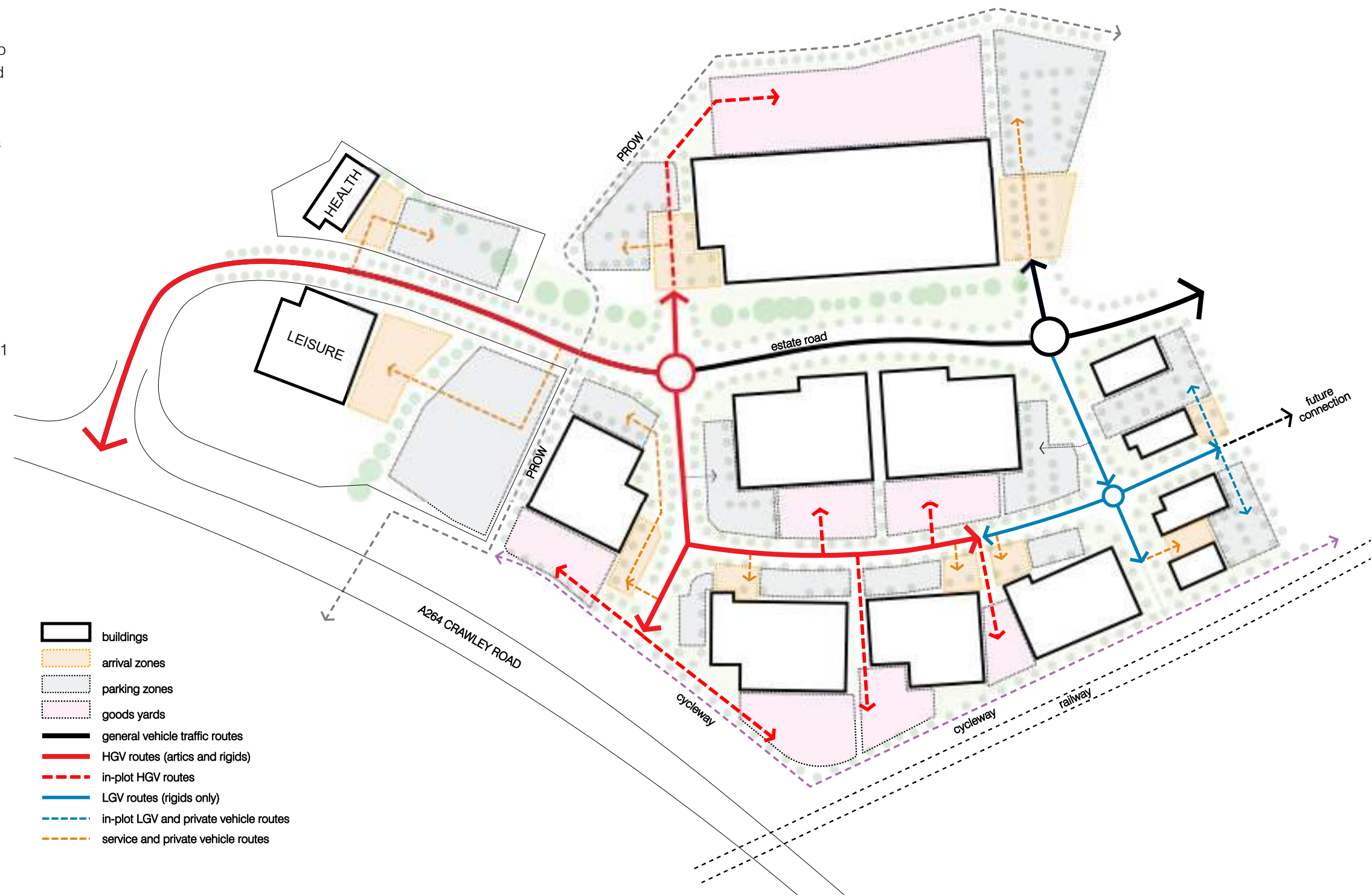
5.5 Vehicle Movement Strategy

The office led masterplan approach provides a relatively straightforward movement strategy, with cars easily directed to centralised and combined parking areas and arrival areas located near to each building entrance for drop off / pick up service access and deliveries. Although there is a significant increase in the number of car parking spaces with this approach, the solution provides a safe movement environment which can easily be managed.

The office, logistics and light industrial approach to the masterplan provides significantly less parking spaces (up to 50% less parking) allocated to each individual plot and accessed via a safe and well defined road infrastructure.

The adjacent diagram illustrates how vehicle movements could be controlled. The bold red line indicates a managed route for larger hgv's and articulated vehicles, direct them off roundabout 01 towards buildings to the north and south and reducing the number of larger vehicles continuing on to roundabout 02 and travelling deeper into the masterplan.

Roundabout 02 although designed for all vehicles will primarily provide access for cars and deliveries for Plot 01 (to the north) and Plot 04 (buffer zone).



5.6 Schedule of Accommodation

Masterplan Option 02

The office, logistics and light industrial approach provides the potential for the following quantum of development of a similar masterplan is adopted.

Office, Logistics + Light Industrial: Range from 46,760sq.m to 49,000sq.m

Leisure Centre: 5,300sq.m

Health Facility: 1,900sq.m

Parking Provision: 1,039 spaces on a potential reduction in parking of 1,000 to 1,500 spaces compared to the office masterplan approach

Potential Jobs / Employment: Provides 1,000 to 2,600 persons

20967 MOWBRAY EMPLOYMENT PARK: Option 02 Warehouse Masterplan Approach

Rev E
Date 23/03/2026

Commercial brief outline consent				
	sqft	sqm	Parking Requirement 1 space per 30/sq.m GIA	
	499,983	46,450	1548	77
Building	Target Brief GIA for Each Building	Target Parking Spaces / Building	6% Accessible Spaces Required	
A	94,992	8,825	294	15
B	94,992	8,825	294	15
C	31,000	2,880	96	5
D	23,756	2,207	74	4
E	81,999	7,618	254	13
F	30,494	2,833	94	5
G	88,501	8,222	274	14
H	30,494	2,833	94	5
I	23,756	2,207	74	4
Total	499,984	46,450	1548	77

check check Total should be 15 check Total should be 77

Formulas do not delete

5%
accessible parking
requirement

10.76391
sq.m to sq.ft conversion

85%
NIA is equal to % of GIA

10%
BREEAM & BCO

11.1%
Breeam Occupancy

10%
BCO Occupancy

Warehouse GEA equal to
GIA x 103%

Typical B8 Warehouse
Occupancy 1 person per
77sq.m GEA

B2 Industrial Occupancy 1
person per 36sq.m GIA

E(g) Light Industrial / Office
Occupancy 1 person per
106sq.m office or 1 person per
70sq.m Warehouse

B8 Warehouse up to
50k sq.ft Occupancy 1
person per 55sq.m
GIA

B8 Warehouse 50k sq.ft to
75k sq.ft Occupancy 1
person per 70sq.m GIA

B8 Warehouse up to 100k
sq.ft Occupancy 1 person
per 80sq.m GIA

B8 Warehouse up to 150k
sq.ft Occupancy 1 person
per 105sq.m GIA

B8 Warehouse up to 200k
sq.ft Occupancy 1 person
per 120sq.m GIA

Family Leisure facility
Occupancy 1 person per
65sq.m GIA

Health Centre Occupancy
1 person per 30sq.m GIA

										PARKING PROVISION				CYCLE PARKING PROVISION						
Plot	Building	Use / Storey	Proposed GIA for Each Building		Proposed GEA for Each Building		Approximate NIA for each Building (sq.m)	BREEAM Occupancy Density for each Building (11.1% of NIA)	BCO Occupancy Density for each Building (10% of NIA)	Occupancy Density for Light Industrial / Office Buildings	Occupancy Density for each Warehouse Building	Required Parking Spaces for Each Building	Actual Parking Spaces Provided for Each Building	Proposed Parking Spaces Difference to Requirement (+ or -)	Required Accessible Parking Spaces for Each Building (5%)	BREEAM (EXCELLENT) CYCLE PARKING REQUIREMENTS Cycle Parking Spaces are 10% of occupancy for Each Building	PLANNING POLICY CYCLE PARKING REQUIREMENTS Cycle Parking Spaces for Each Building			BCO CYCLE PARKING REQUIREMENTS 1:10 STAFF Cycle Parking Spaces for Each Building
			sqft	sqm	sqft	sqm											STAFF CYCLES	VISITORS	TOTAL	
01	01	B8 Warehouse & 2 Storey Office	170,471	15,837	175,728	16,326	13,462	0	0	0	132	158	179	21	8		32	16	48	
02	01	B8 Warehouse with 2 Storey Office	42,589	3,957	44,490	4,133	3,363	0	0	0	72	40	49	9	2		8	4	12	
03	01	B8 Warehouse with 2 Storey Office	58,421	5,428	60,717	5,641	4,613	0	0	0	78	54	62	8	3		11	5	16	
	02	B8 Warehouse with 2 Storey Office	58,693	5,453	60,684	5,638	4,635	0	0	0	78	55	60	5	3		11	5	16	
	03	B8 Warehouse with 2 Storey Office	51,709	4,804	53,995	5,016	4,083	0	0	0	69	48	68	20	2		10	5	14	
	04	B8 Warehouse with 2 Storey Office	40,090	3,724	42,067	3,908	3,166	0	0	0	68	37	42	5	2		7	4	11	
	05	B8 Warehouse with 2 Storey Office	34,975	3,249	36,702	3,410	2,762	0	0	0	59	32	32	0	2		6	3	10	
04	01	E(g) 2 Storey Light Industrial / Office	13,341	1,239	14,690	1,365	1,054	0	0	74	0	41	39	-2	2		8	2	11	
	02	E(g) 2 Storey Light Industrial / Office	10,047	933	11,309	1,051	793	0	0	56	0	31	32	1	2		6	2	8	
	03	E(g) 2 Storey Light Industrial / Office	12,233	1,137	13,576	1,261	966	0	0	68	0	38	36	-2	2		8	2	10	
	04	E(g) 2 Storey Light Industrial / Office	10,727	997	11,878	1,103	847	94	85	0	0	33	33	0	2	9	0	2	11	8
Total			503,298	46,758	525,836	48,852	39,744	94	85	197	555	568	632	64	28	9	107	51	167	8
			check		check		39,744	Most Onerous Requirement					Main Parking Provision							
													Current Surplus Parking		632					
															64				OVERALL CYCLE PROVISION	
																			167	

OTHER USES		Proposed GIA		Proposed GEA		Approximate NIA (sq.m)	Occupancy Density
		sq.ft	sq.m	sq.ft	sq.m		
Health Centre		20,470	1,902	22,148	2,058	1,617	63
Leisure Facility		57,049	5,300	59,503	5,528	4,505	133
Sub Total		77,519	7,202	81,651	7,586	6,122	196

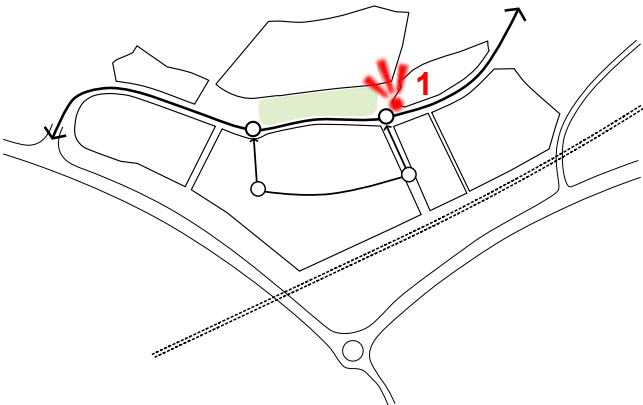
persons

SUB TOTALS / USE CLASS		Proposed GIA		Proposed GEA		Approximate NIA (sq.m)	Occupancy Density
		sq.ft	sq.m	sq.ft	sq.m		
B8 Warehouse		456,950	42,452	474,384	44,072	36,084	555
E(g) Light Industrial / Office		46,349	4,306	51,453	4,780	3,660	291
check		503,298	46,758	525,836	48,852	39,744	persons
Approximate Overall Development Total		580,817	53,980	607,488	56,437	45,866	1,042
		sq.ft	sq.m	sq.ft	sq.m	sq.m	persons

Note: Employment land accommodation schedule does not include any development on the retained station land or the residential development on Phase 2D

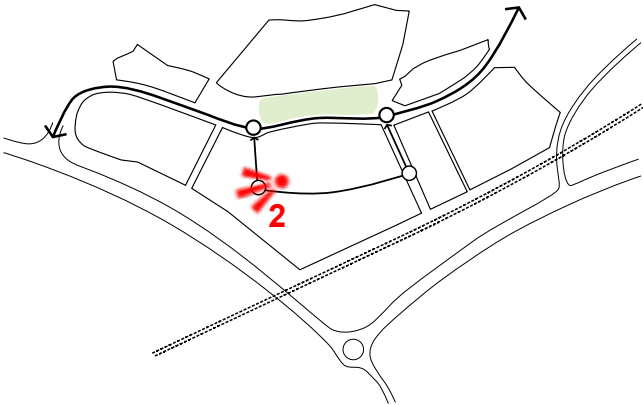


View 1



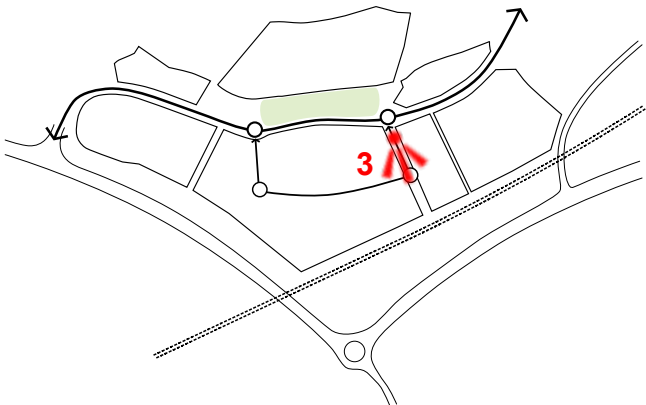


View 2





View 3



5.8 Illustrative Plot Alternatives

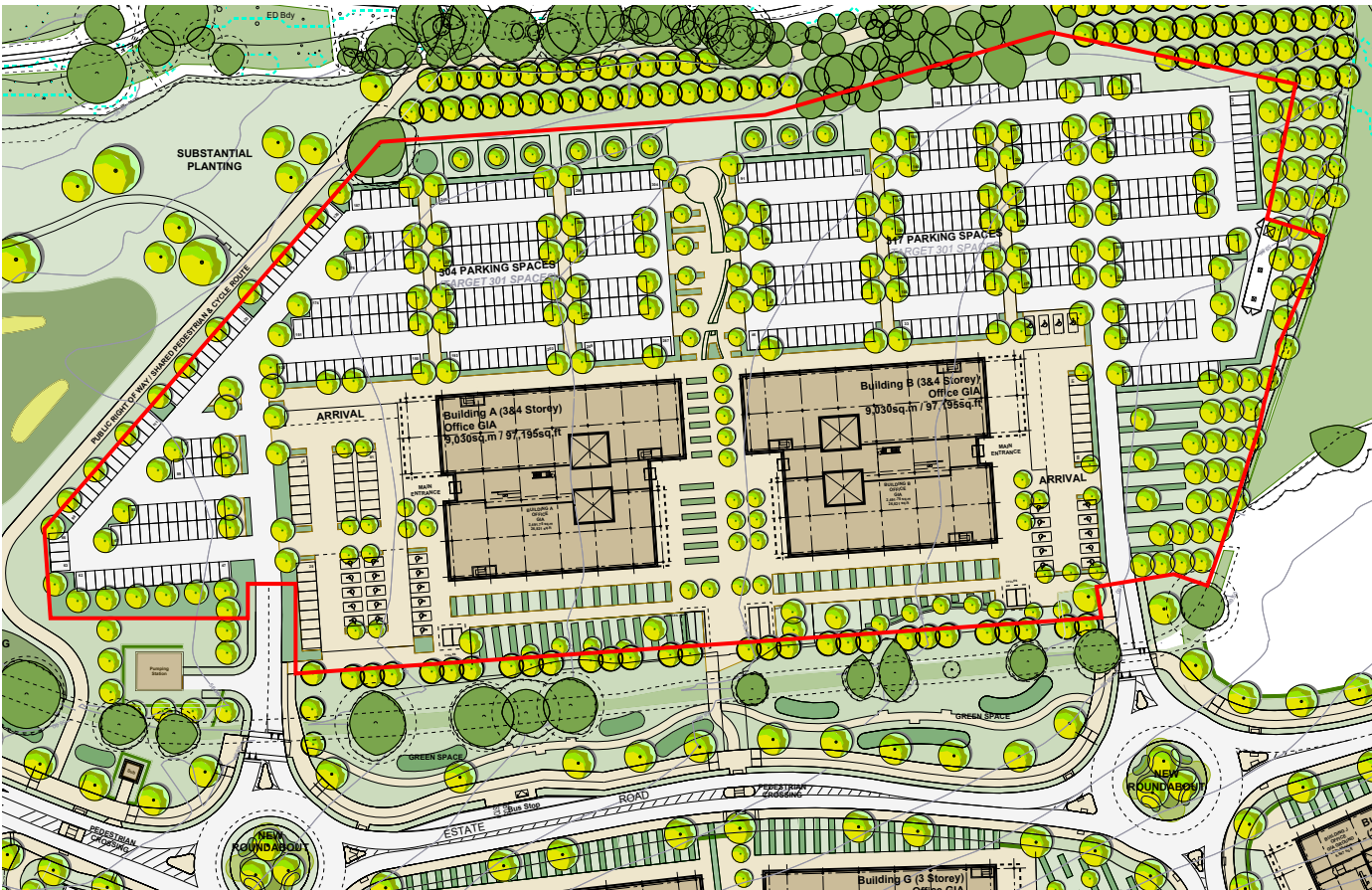
General Note:

The following chapter illustrates a range of layout options that have been considered throughout the design evolution of the masterplan for each land parcel / plot that makes up the combined approach. These demonstrate how individual plots could be developed within a coherent and holistic, hybrid masterplan that seeks to provide flexibility for a range of employment uses.

PLOT 01 LAYOUT OPTIONS

Plot 01 Option A

Layout illustrates how a commercial office development approach with surface parking and arrival space could be considered as a design solution which could be adopted independently from the remaining masterplan approach should there be a market need.



Plot 01 Option B

Layout illustrates the potential for a larger logistics distribution facility that would appeal to local and regional businesses. Staff and visitors parking provided on the main arrival with hgv's primary access from the west and loading bays provided to the rear (north) screened from the main estate road to reduce visual impact for every day trips by occupiers and residents.



FURTHER DEVELOPMENT OPTIONS FOR PLOT 01

Plot 01 Option C - Two Logistics Buildings with Stand-Alone Offices

This approach demonstrates how a logistics operator, with separate detached HQ office building could be accommodated with associated parking and service areas. This approach provides dedicated service yards for each building aligned to marked needs.

Plot 01 Option D

Demonstrates the opportunity to provide shared service yards should the plot be developed for a single operator / developer.

Parking separated from service yard to create a safer environment for staff, whilst setting the buildings back from the estate road and servicing delivery vehicles.

Plot 01 Option E

Similar approach to Option D but considers larger footprint and retaining the southern building line closer to the estate road.

Plot 01 Option C - Two Logistics Buildings with Stand-Alone Offices



Plot 01 Option D



Plot 01 Option E

