DRAFT

DESIGN CODE

MASTERPLAN & PARAMETER PLANS

FEBRUARY 2012

DLA ARCHITECTURE

OAKGATE
MONKS CROSS Ltd

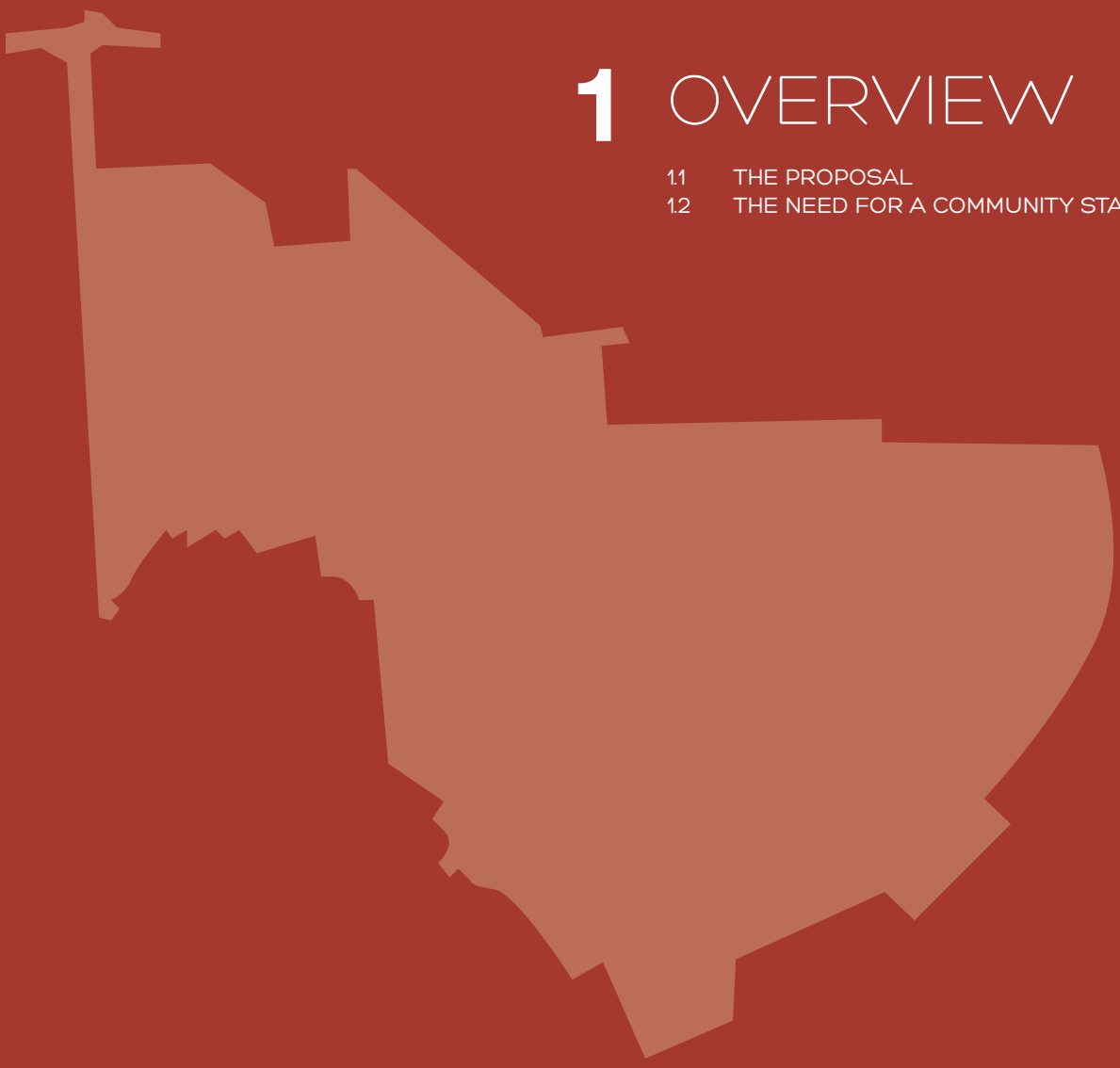
CONTENTS

INTRODUCTION

This document provides a set of illustrated design rules and requirements, which instruct and advise on the physical development of the Monks Cross Vangarde site. The graphic and written components of the code are detailed and precise, building upon the design vision of the master plan.

This is a technical delivery document, which serves as a quality benchmark for the whole development, but not a prescription. This document should be read in conjunction with other submitted documents, which set out a clear vision, principles and character for the development, such as the Design & Access Statement.

This design code has been developed to establish high quality, sustainable design aspirations in a manner that allows their consistent application across the site. It establishes the key development-wide design parameters around which individual development phases can be creatively designed and delivered.



1 OVERVIEW


HUNTINGTON
STADIUM
THE VANGARDE
SITE

1 OVERVIEW
1.1 The Proposal

The scheme design for the Monks Cross Vangarde site put forward by Oakgate Monks Cross Ltd began in 2010. It has been developed by the design team, in conjunction with the Local Authority, to bring forward a development of premium brand national retailers to deliver significant levels of employment and provide enabling development for the creation of a Community Stadium on the site of the existing Huntington Stadium.

The council has confirmed that the present site of the Huntington Stadium is their preferred location and that the retail proposals will make essential contributions towards delivering the Community Stadium, which would not be deliverable without such enabling development. Both elements of the scheme will be delivered together as one unified scheme.

The need for a new Community Stadium was identified by the City of York Council following a business case study and an analysis of alternative sites. The results of these assessments outlined a need for a shared facility for both rugby and football at Monks Cross, to be supported by a variety of other uses which will have wider benefits for the community.

1 OVERVIEW
1.2 The need for a new Community Stadium

The delivery of the Community Stadium is dependent on an identified funding gap being met by some form of enabling development. Consequently, the retail proposals are essential as they will provide a mechanism to enable the delivery of the stadium through bridging this funding gap by commercial means.

It has been acknowledged that the stadium cannot be delivered without the identified funding gap being met in this manner. Therefore, without the value from the proposed retail element the proposed Community Stadium would not be viable.

The key principles of the development proposals are:

- a location that maximises access opportunities for the people of York, the wider region and its visitors;
- a facility that maximises community use including sport, education and health / well-being;
- a viable business venture which is commercially sustainable;
- and an environmentally sustainable development.

2 The Masterplan

2 THE MASTERPLAN
2.1 The Masterplan

The Monks Cross site is located approximately 3km to the northeast of York City Centre, in Huntington. The site is within the boundary of York's outer ring road and is bounded by Malton Road (A 1036) to the south, Jockey Lane to the east, Kathryn Avenue to the north and Martello Way to the west.

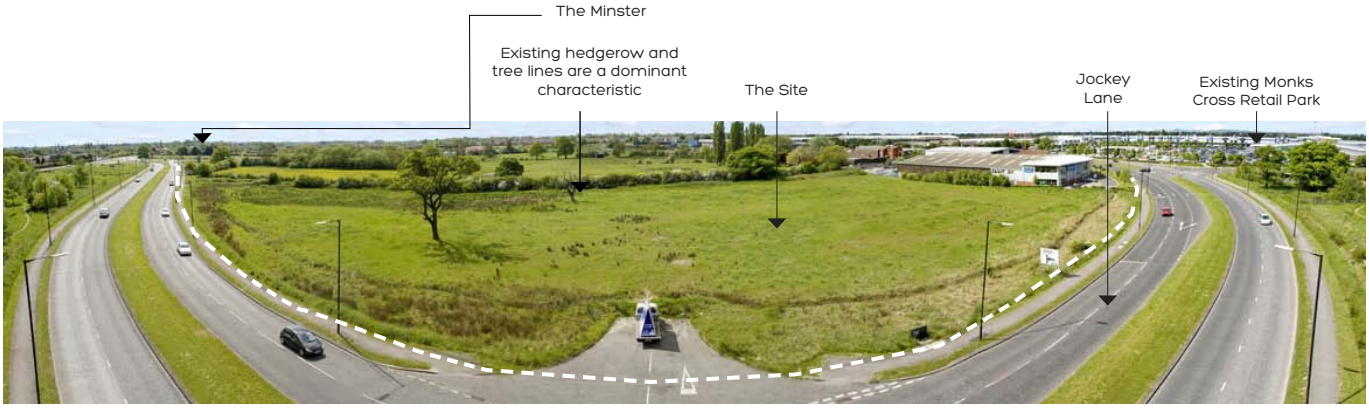
The site area is approximately 17.9 hectares, and is centred on National Grid reference NGR 462486, 454509. The site is made up of small fields used for grazing with overgrown remnant hedgerows, located within a flat low lying landscape which surrounds much of the City of York.

Monks Cross Retail Park and Industrial Estate, is immediately north of the development site, and consists of retail units, supermarkets, a number of small industrial buildings. A swimming pool (Waterworld) and Huntington Stadium.

There are important views from the perimeter of the site, and a Minster Aspect View line exists along Jockey Lane. No structures are proposed within this zone

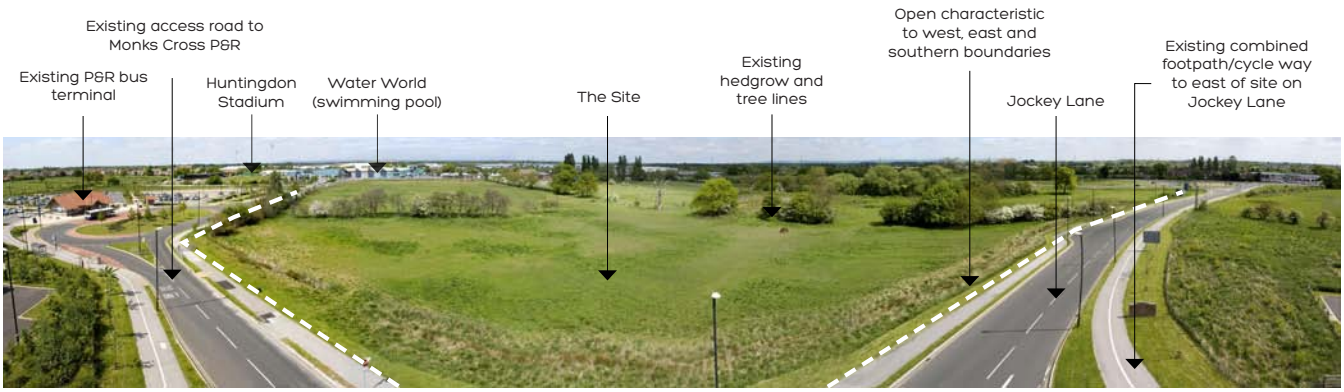
Surface water drainage is poor, and proposals involve the formation of attenuating features (sustainable drainage solution) to accommodate a 1 in 500 year rainfall events and to ensure a negative impact on adjoining land.

The masterplan has been developed through a series of iterations described in the Design and Access Statement. It respects and works positively with the existing site setting to create a sense of place, with public amenity space, that will provide an attractive experience for visitors and shoppers.



View from Jockey Lane looking West

View from Malton Road Roundabout



View looking North

View looking south-east from Kathryn Avenue

2 THE MASTERPLAN
2.1 The Masterplan

Key Design Aims include:

- create a community development that is well connected and accessible;
- create a sense of place;
- create a community hub;
- provide linkages that are pedestrian and cyclist friendly;
- to frame key views and approaches;
- an access and movement strategy that is legible and easy to use for all;
- create a high quality sustainable development.

In order to achieve this, the buildings are sited to create an active cluster onto the public realm areas. The stores front onto the southern car parks providing an active character with interest at the building entrances.

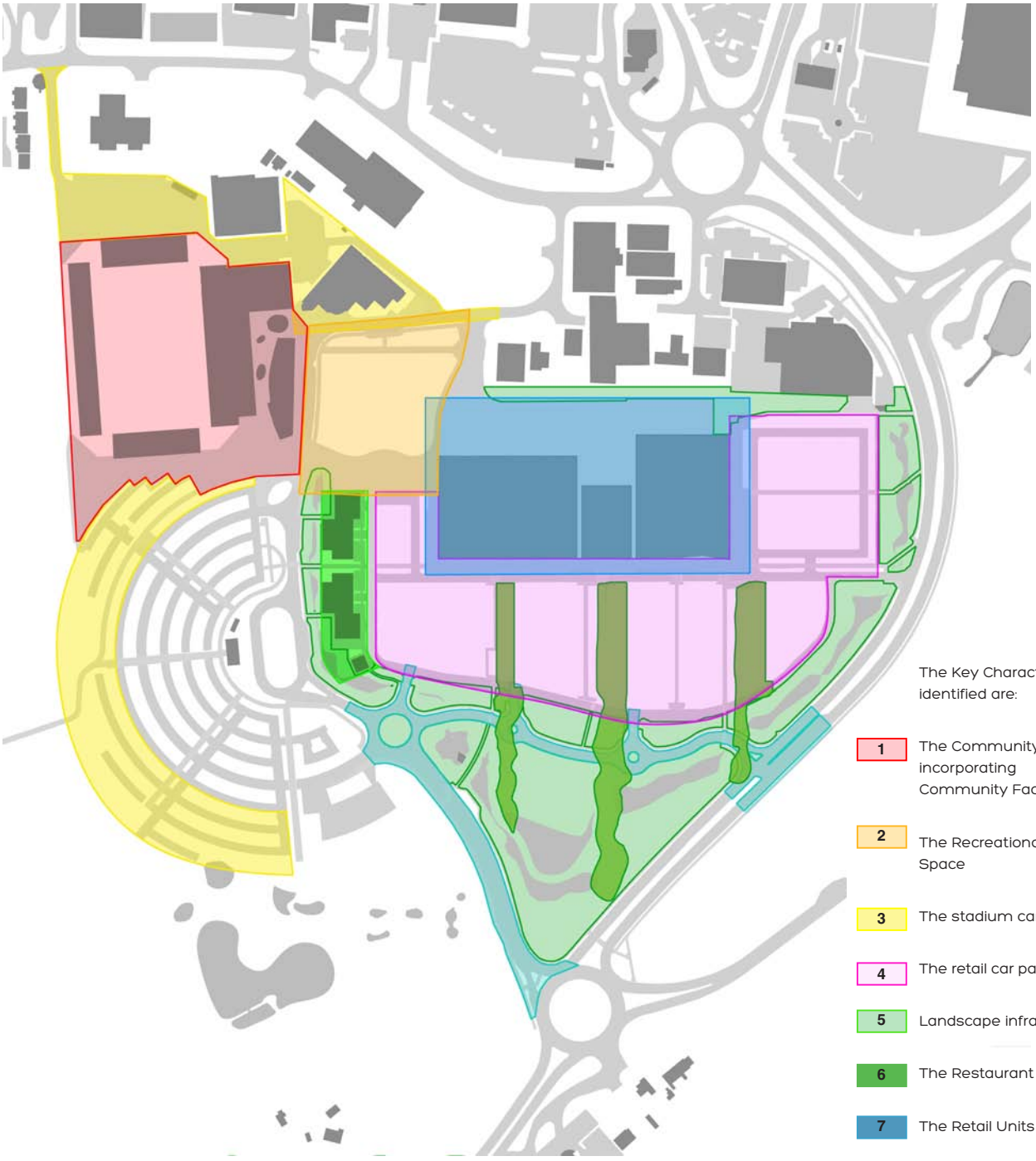
The three large stores are arranged along a wide pedestrian boulevard, with a spine road and car parking to the south.

Our proposals work with the existing sites assets retaining existing trees and hedge lines, with permeable surfaces proposed that are in keeping with the green-field setting.

The masterplan sets up a series of interlinked character areas that this document will describe in detail in section 3, the Design Code.


Monks Cross Shopping Centre
Park and Ride
Jockey Lane
Martello Way
Malton Road

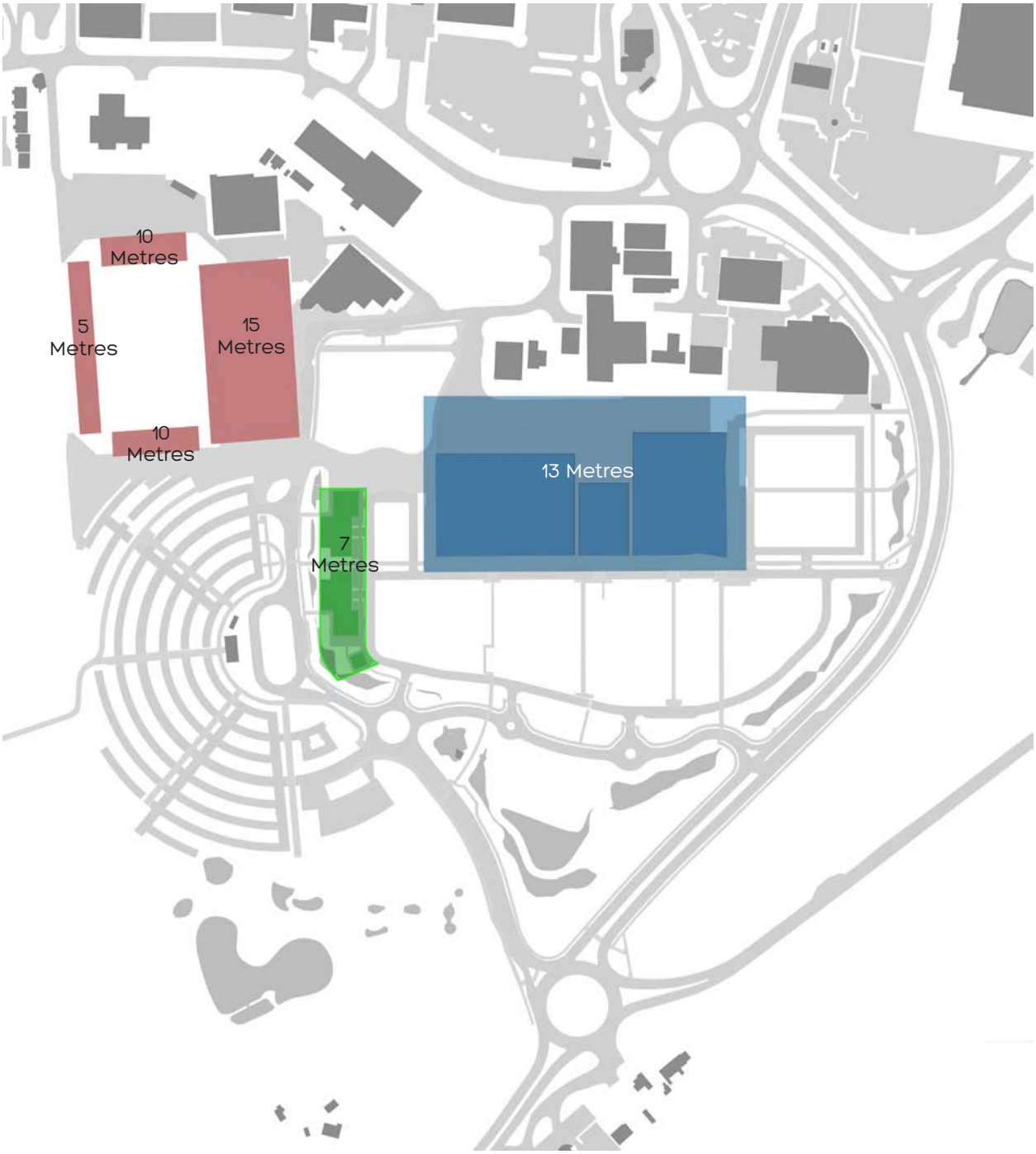
2 THE MASTERPLAN
2.2 Parameter Plan 1 Site Layout



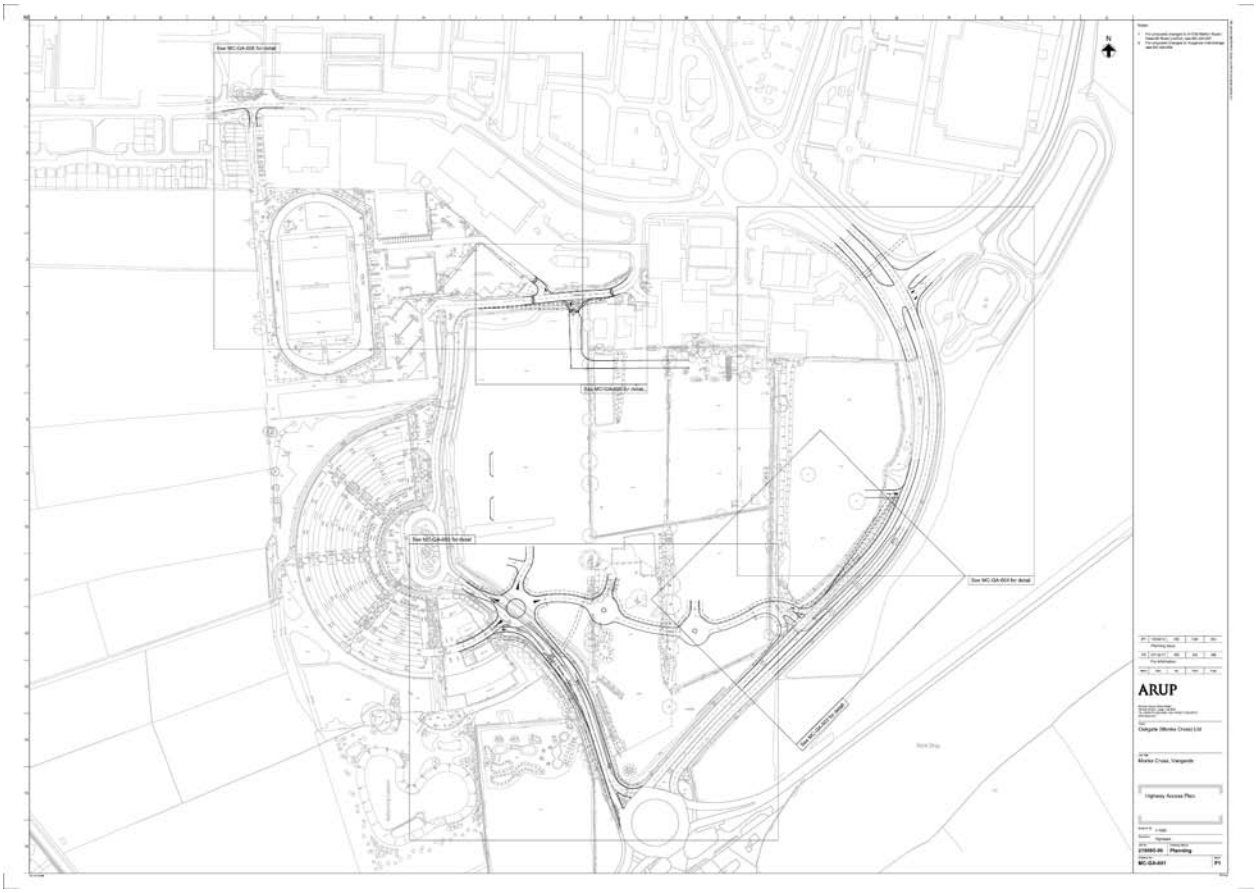
The Key Character Design areas identified are:

1. The Community Stadium, incorporating Community Facilities
2. The Recreational and Amenity Space
3. The stadium car parking area.
4. The retail car parking area
5. Landscape infrastructure
6. The Restaurant and Kiosks
7. The Retail Units
8. The Road Infrastructure
9. Existing green corridors (trees/ hedgerows) incorporating pedestrian routes.

2.3 Parameter Plan 2 Building Heights



2 THE MASTERPLAN
2.4 Access Plan



2 THE MASTERPLAN
2.4 Access Plan

Public Transport

The proposed development is well located to capitalise on the existing bus services between the Monks Cross area and York City centre.

Following consultation with First Group, (as the principal operator of bus services near the site) a series of new bus stops are proposed on Martello Way served by the existing Service 9, and would provide a frequency of up to six buses an hour (or one bus every ten minutes).

The proposed stops include the following:

- Bus stops on Martello Way at the Community Stadium. A lay-by of sufficient length for two bus vehicles will be provided in the southbound direction in order to accommodate spectators departing stadium events. Facilities for controlling passenger queues would also be provided at this location. A northbound bus stop will also be provided, although the stop is likely to be used for alighting at the stadium only.
- Bus stops on Martello Way north of the Monks Cross Park and Ride stop located close to the access to the pedestrian route between the retail units and Martello Way.

High quality infrastructure will be provided at the proposed new bus stops, including a lit shelter, seating, Kassel kerbs, BLISS real time displays, and timetabling and map information. The additional bus stops ensure that all building entrances will be located within a walking distance of 400m from a bus stop served by a daytime frequency of six buses an hour, exceeding the requirements of the local plan.

Access to bus stops will be provided by high quality, safe, convenient and attractive pedestrian routes within the site.

The development seeks to make use of existing transport infrastructure at the Monks Cross Park and Ride facility by provision of a direct, high quality pedestrian route to the retail frontage.

2 THE MASTERPLAN
2.4 Access Plan

Bus Infrastructure improvements

Currently, Martello Way is used only by P&R services and vehicles accessing the existing P&R car park. The development proposals will replace the existing junction on Martello Way with a roundabout access junction and the use of Martello Way will therefore be intensified.

To minimise the possible impacts to bus services in terms of delay, bus lanes will be provided on Martello Way in both directions between the A1036 Malton Road junction and the proposed access junction, and pre-signals would be provided at the end of either bus lane.

Connections to Monks Cross Shopping Park

The range of shopping and leisure facilities in the Monks Cross area is such that a significant proportion of the person trips generated by the Community Stadium and enabling development are likely to be "linked" with journeys to existing retail and leisure uses.

Although linked trips will be encouraged by foot and cycle, it will also be necessary to ensure that such trips can also be made by public transport, particularly for those who are less able, encumbered by bulky or heavy goods or simply as a more attractive alternative in inclement weather.

In this way, encouraging as many of these linked trips as possible are undertaken by sustainable modes of transport rather than by private car will manage down car parking demand and ensure that the local highway network operates within capacity.

The site layout has therefore been designed to accommodate buses entering the site via the car park access off the Martello Way roundabout, running along the frontage of the retail units. A bus stop located on the retail frontage would provide convenient access to the retail units. The bus then leaves the site via the new left-turn egress onto Jockey Lane.

Pedestrian and Cycle Access

The site layout has been designed to maximise pedestrian connectivity, both between the developments on the Vangarde site but also to the wider area.

In particular, the following features will be provided:-

- A direct, primary, high quality pedestrian and cycle route connecting the Monks Cross Park and Ride site in the east, with the Community Facilities, the restaurants, and the retail units, and linking with Jockey Lane in the west
- The provision of a shared surface over Kathryn Avenue in the vicinity of the Community Facilities to enhance pedestrian priority in the area whilst still providing for bus access
- A new Recreation and Amenity space providing an attractive pedestrian and cycle route towards, and connecting to the existing cycleway on, Kathryn Avenue, as part of a key pedestrian link between the proposed development and the existing Monks Cross Shopping Park
- New pedestrian routes providing connections to the footway that runs alongside Jockey Lane to provide connections to the shops to the north of the development and an alternative route to the eastern side of Monks Cross Shopping Park, making use of existing pedestrian routes along the frontage of the existing Asda store.
- To accommodate a direct pedestrian route from the proposed retail units to Monks Cross Shopping Park it is proposed that a new toucan crossing is provided on Jockey Lane to the north of the junction with Monks Cross Drive
- Pedestrian and cycle crossing facilities would also be provided as part of the bus priority measures proposed on Martello Way, providing a direct and safe connection from the existing pedestrian and cycle route adjacent the A1036 Malton Road across Martello Way to the retail units from the south.
- All Footpaths will be a minimum of 3.5 metres wide and all Footpaths / Cycleways will be a minimum of 5 metres wide.

Cycle Parking

Adequate cycle parking will be provided at convenient locations throughout the development.

The number of proposed cycle parking spaces has been identified in accordance with BREEAM standards

128 spaces provided in the vicinity of the Community Stadium

208 spaces for staff and visitors to the retail units and community uses

2 THE MASTERPLAN
2.4 Access Plan

The main existing cycle route adjacent to the Vangarde site runs along Martello Way on an 'off road' cycle track, and links around the existing Park and Ride to New Lane in the east, and links to the Huntington Stadium and Waterworld leisure complex to the north.

The cycle route is fragmented in the other areas, principally adjacent to the existing Monks Cross Retail Park.

The Vangarde site will provide new combined cycle/ pedestrian routes, signalled crossings with advanced stop lines at traffic signals, that will link with those that exist, and fill some of the gaps in the cycle route network, as shown on the diagram.

In extending these linked routes, the Vangarde site will also contribute to the aims of 'Cycling City York' by improving the quality and availability of exemplary cycle parking, that will reduce the likelihood of bikes being stolen or damaged within the Monks Cross area, and the Park and Ride scheme.

Vehicular access into the site

- A new five-arm compact roundabout on Martello Way, in the vicinity of the existing vehicular access to Monks Cross P&R, that would provide two access points into the retail development
- A new traffic signal-controlled access junction on Jockey Lane, to the northeast of the junction with the A1036 Malton Road, accommodating access movements from Jockey Lane in both directions, and left-out movements only
- An internal link road linking the new roundabout on Martello Way and traffic signal controlled junction on Jockey Lane, providing access to the customer parking areas and Development Opportunity Site
- A new egress from the site to Jockey Lane, accommodating left-out movements only
- A new left-turn access only to the Community Stadium from Jockey Lane, which will link through to Kathryn Avenue via the existing swimming pool car park and priority junction access with Kathryn Avenue
- The existing access to the stadium from western end of Kathryn Avenue will be retained.

Servicing Access

A service area for the scheme is to be provided to the rear of the retail units and would be accessed via a new priority junction off Kathryn Avenue. The service access junction on Kathryn Avenue would accommodate left-in and right-out movements by service vehicles only.

Servicing for the proposed restaurant and kiosk units will be from dedicated service lay-bys to be provided on Martello Way.

3 DESIGN CODE

THIS DESIGN CODE CONSIDERS RULES TO ESTABLISH HIGH QUALITY DESIGN ASPIRATIONS IN A VARIETY OF CATEGORIES INCLUDING PUBLIC REALM CHARACTER AREAS, LANDSCAPE, EASE OF MOVEMENT, LEGIBILITY, SUSTAINABILITY, WELL DESIGNED BUILDINGS, DESIGNING FOR FUTURE MAINTENANCE AND SAFETY AND INCLUSION.

3 DESIGN CODE
3.1 Public Realm Character Areas

A series of character areas have been clearly defined within the overall masterplan proposal in conjunction with local authority officers in order to create a distinctive place that responds positively to context.

The proposals integrate a broad sustainability agenda, which extends beyond energy and resource efficiency and generalised policy aspirations. The quality of the public realm will be established by setting principles that do not stifle but encourage creativity from the designers of the buildings and spaces.

The Key Character Design areas identified are:

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6. The Restaurant and Kiosks
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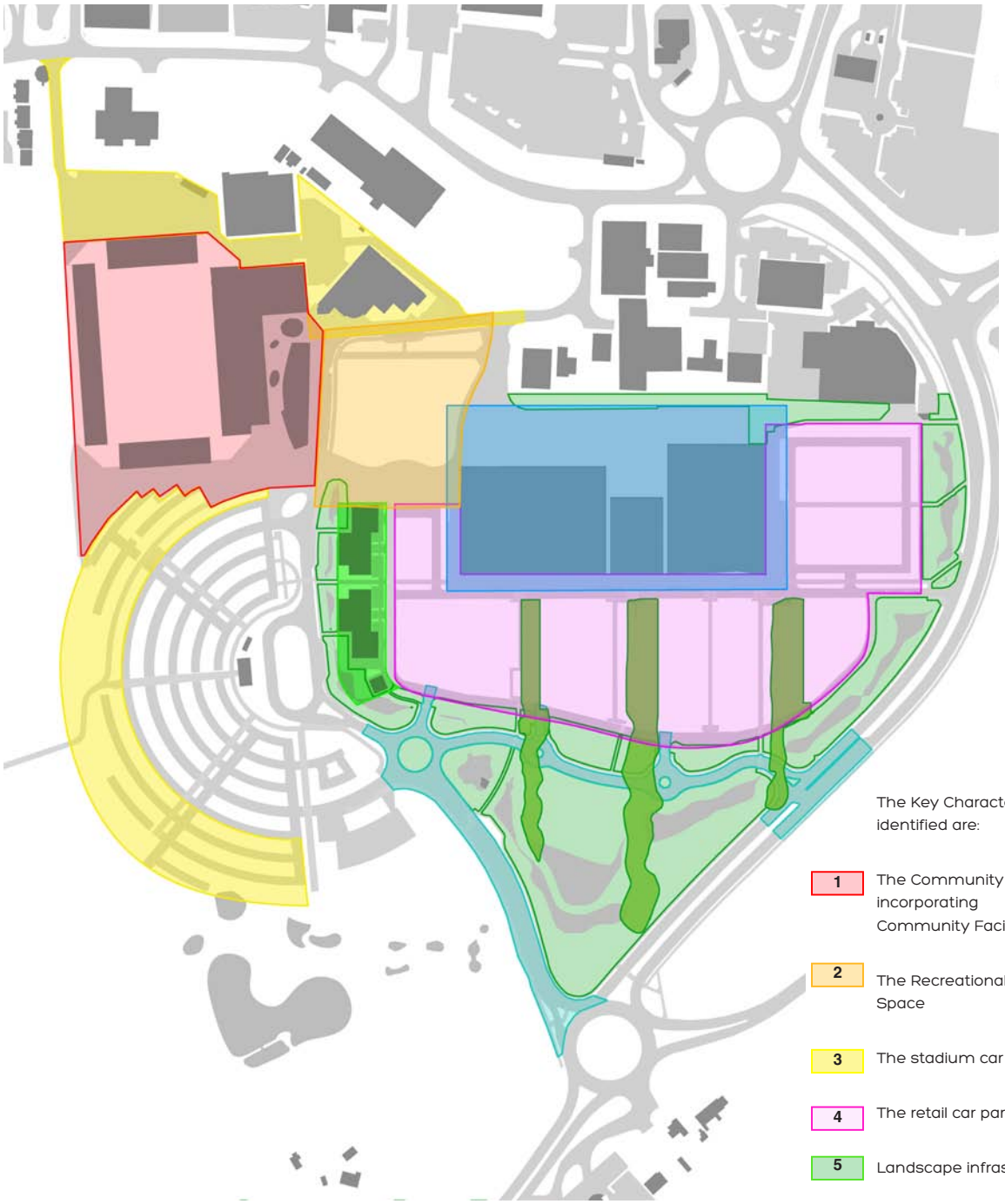
9. Existing green corridors (trees/ hedgerows) incorporating pedestrian routes.



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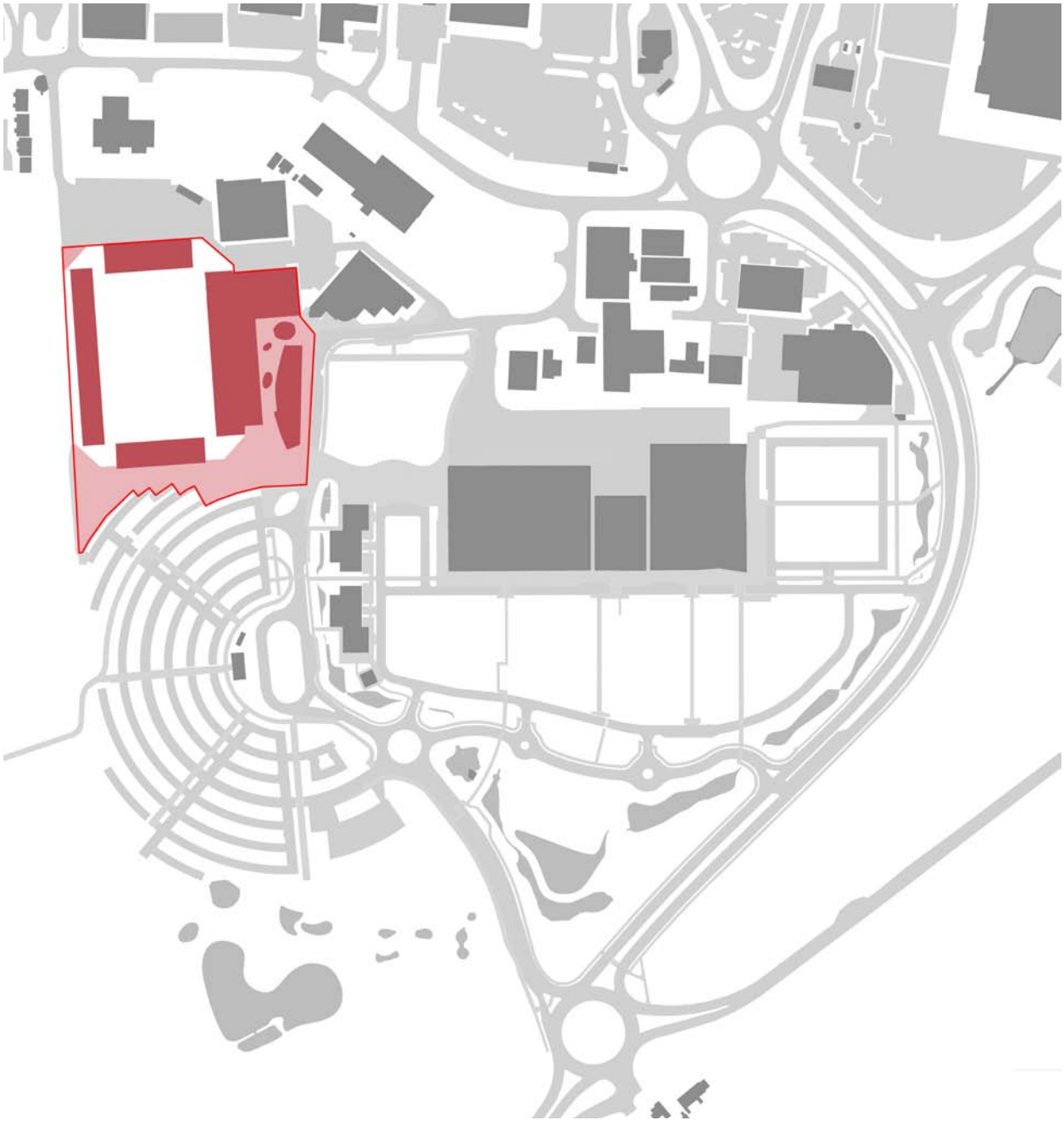
3 DESIGN CODE

3.1.1 The Community Stadium, incorporating Community Facilities



It is proposed that the existing Huntington Stadium be upgraded to a 6,000 capacity all seated stadium, with associated coach and car parking.

The Stadium's East Stand will act as the main entrance and focal point to the Stadium, and will accommodate approximately 2,570 seats. The north and south stands will each accommodate approximately 1,450 seats each, and the west stand will accommodate approximately 660 seats. The west stand will be designed as a temporary structure which will be easily removed should the stadium need to be expanded at a future date.

Within the East Stand, both clubs will have their own club accommodation and club administration areas. In addition, executive boxes, a function suite and restaurant are proposed to the first floor with ground floor concession areas for the supporters which will utilise the space under the stands.

In terms of building heights the main East stand will be the tallest stand of up to 12m.

This East stand could potentially house a function space/ restaurant, kitchen and staff rooms for the Football Club and the Rugby Club to share, all of which will be located to the first floor.

The East Stand's ground floor could potentially consist of a concourse and concession stands for supporters and changing rooms and associated office accommodation for both the football and rugby clubs. As this stand is the main stand for the Stadium, the club shop/ ticket office and reception will be located on the ground floor of the East stand with access gained via this eastern elevation thereby facing the proposed Community Park and public realm.

The North and South Stands will be up to a maximum of 10m in height and will consist of covered all seated stands with ground floor concession stands for supporters. The West Stand will be up to a maximum of 5m in height and will consist of covered all seated terrace stands.

3 DESIGN CODE

3.1.1 The Community Stadium, incorporating Community Facilities

Like most stadia, the York Community Stadium will designed to an exacting set of financial controls, in terms of both its initial capital cost, its on-going operating costs, by building into its design the maximum potential for generating revenue, both on match days and non-match days.

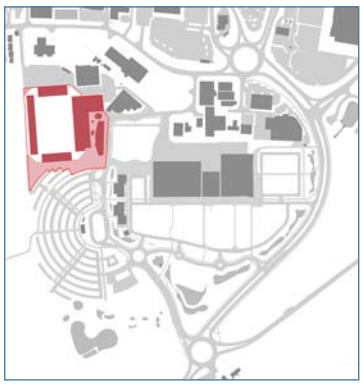
Never-the-less, the York Community Stadium will always be essentially a large theatre of entertainment which ought to be as pleasant to visit as a cinema, an opera house, or a play theatre.

The Stadium should be social and architectural landmark in the City of York, it should reflect the City to which it belongs, and it should be seen as a valuable tool of urban regeneration and as a focus for wider leisure or commercial developments.

Whilst the overall design of the Community Stadium is still at its most early stages, the visions and ambitions of the design team are focused on providing a modern, safe, efficient, functional yet distinctive and high quality sports stadium.

Stadia design has so many different approaches, so many different designs and sizes. It is important therefore that the York Community Stadium retains a distinctive quality, one that is easily recognised when it appears over the horizon, maybe retaining historic features from history, but essentially creating a new public realm, a connectivity and dialogue between the stadium, and the atmosphere and character that exists within all sports stadia.

The b2net Stadium, Chesterfield



KEY PLAN

As the community stadium plans have developed it has been possible to bring the new proposed stadium and community facilities together with the existing leisure facilities, into a single complex.

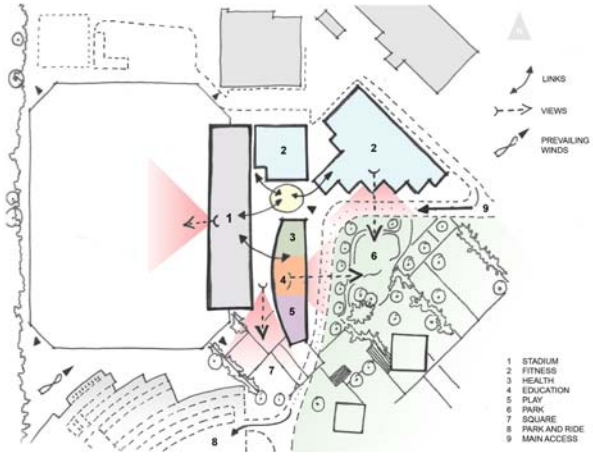
This single complex will provide a shared communal focal point for all users of community stadium.

A cafe will be the focal point of the hub, benefiting all partners, allowing all service users and staff access to a professional run catering outlet.

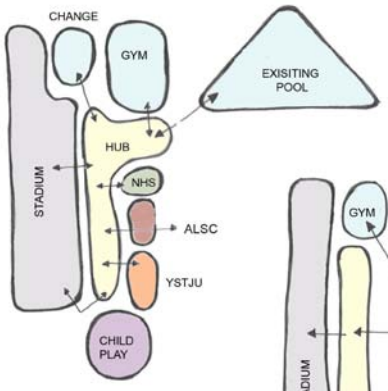
Bringing the new facilities together with the existing leisure facilities, is a far more economical model, which allows a single management team to operate the entire building and have lower maintenance costs.

All tenants will benefit by having closer physical links to each other which will allow sharing of resources and facilities whilst creating a more sustainable business. For example, the hospitality areas with in the stadium can spill out into other community facilities if required.

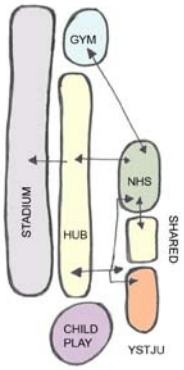
Disabled parking spaces together with parent and toddler spaces will be provided adjacent to the community facilities.



Site Analysis

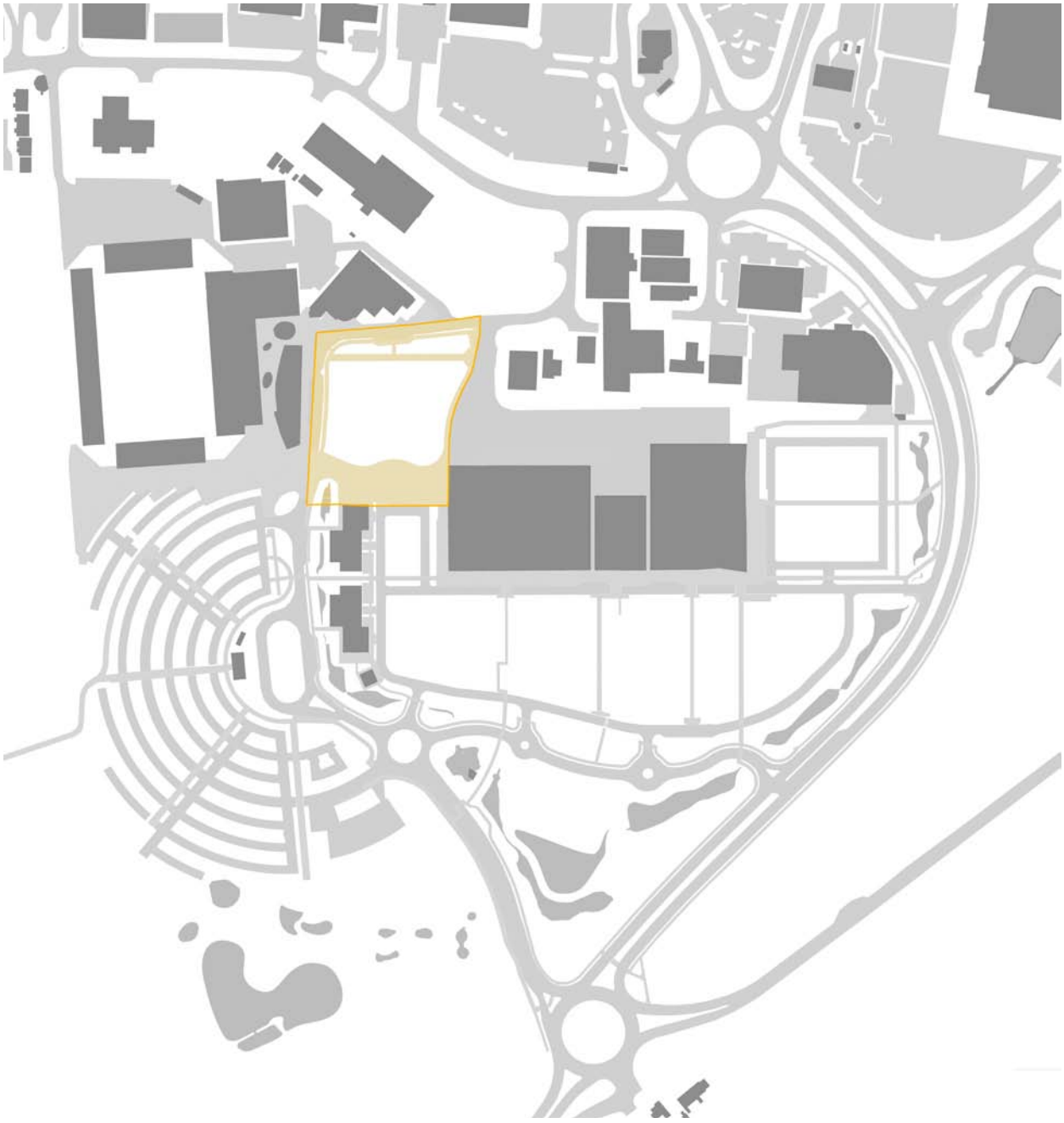


Ground Floor Organigram



First Floor Organigram

3 DESIGN CODE
3.1.2 The Recreational and Amenity Space



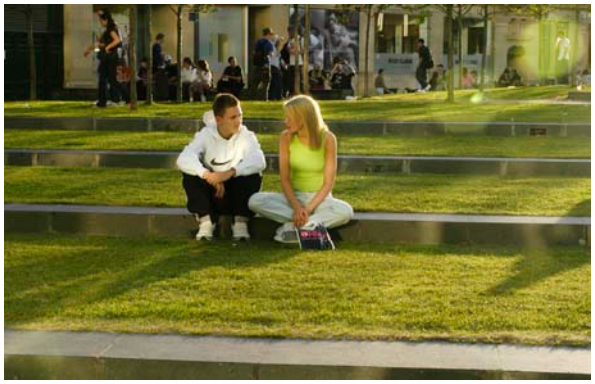
The recreation area within the North West of the development should allow for a range of community and recreational uses. The zone has been designed with separate areas for congregation, excitement and adrenalin.

The greenspace should include significant bands of trees and hedgerows to create a buffer softening the impact onto Kathryn Avenue.

This greenspace could also have the potential of accomodating a further community / recreational area, such as a childrens play space / street theatre / performance area.

The focus of the space will be a multi-use games area, which will provide a flexible playing surface of approximately 61m x 43m, which could be sub divided by the use of divider netting or screening and will be suitable for a range of activities (depending on the standard of play that is intended) including tennis / mini tennis, netball, basketball, 5-a-side football, mini-soccer, rugby training, tag rugby, rounders, athletics practice, volleyball and tri-golf.

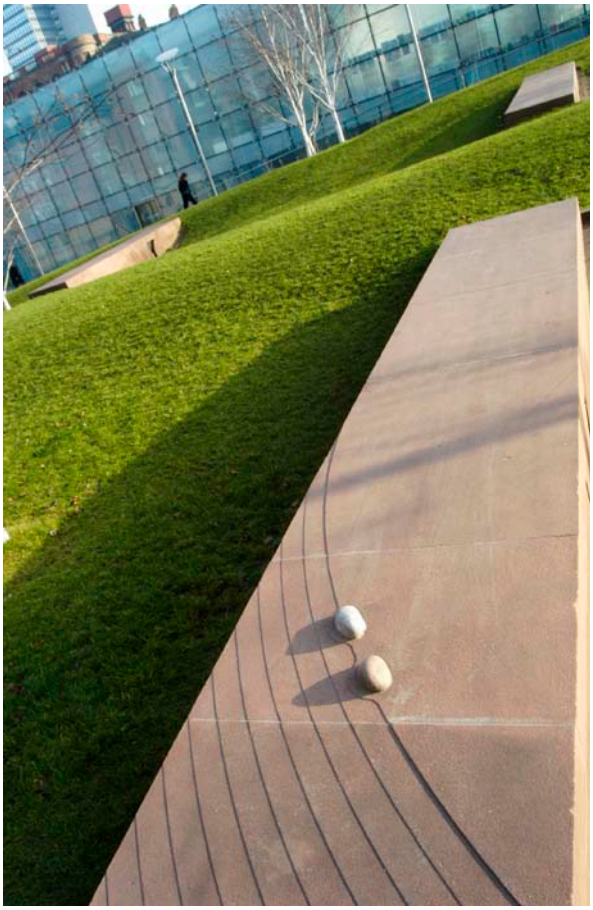
The MUGA will allow activity in all seasons, with a permeable surface contributing to the Sustainable drainage strategy. The MUGA should be located within a community zone, close to the proposed community building and existing leisure centre.



3 DESIGN CODE
3.1.2 The Recreational and Amenity Space

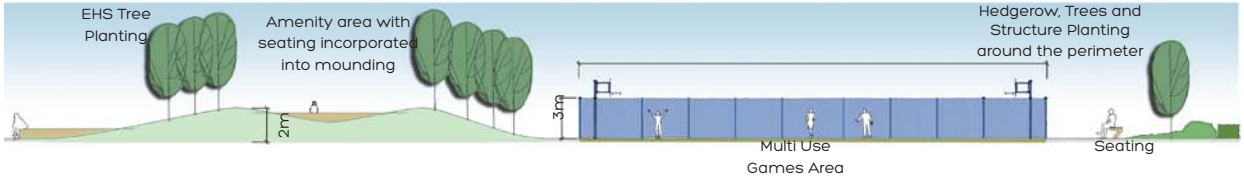
To the south of the courts will be positioned an amenity area consisting of mounds and landform with informal integrated planting. The landform will create an informal recreation feature which could be utilised for play and reflection, including natural materials and informal seating integrated within the mounding and tree planting.

The recreation amenity area will include a community plaza to be made up of predominantly hard surfacing to allow for flexibility and free circulation after events, with soft landscaping to its edges. An uncluttered space, free from cars will allow for the creation of an impressive setting. Design excellence and features of iconic quality will help enhance the sense of arrival and 'gateway' into the site from the park and ride. A creative lighting design will create a strong evening environment enhancing the buildings and the landscape, providing safe and user friendly spaces for public use.

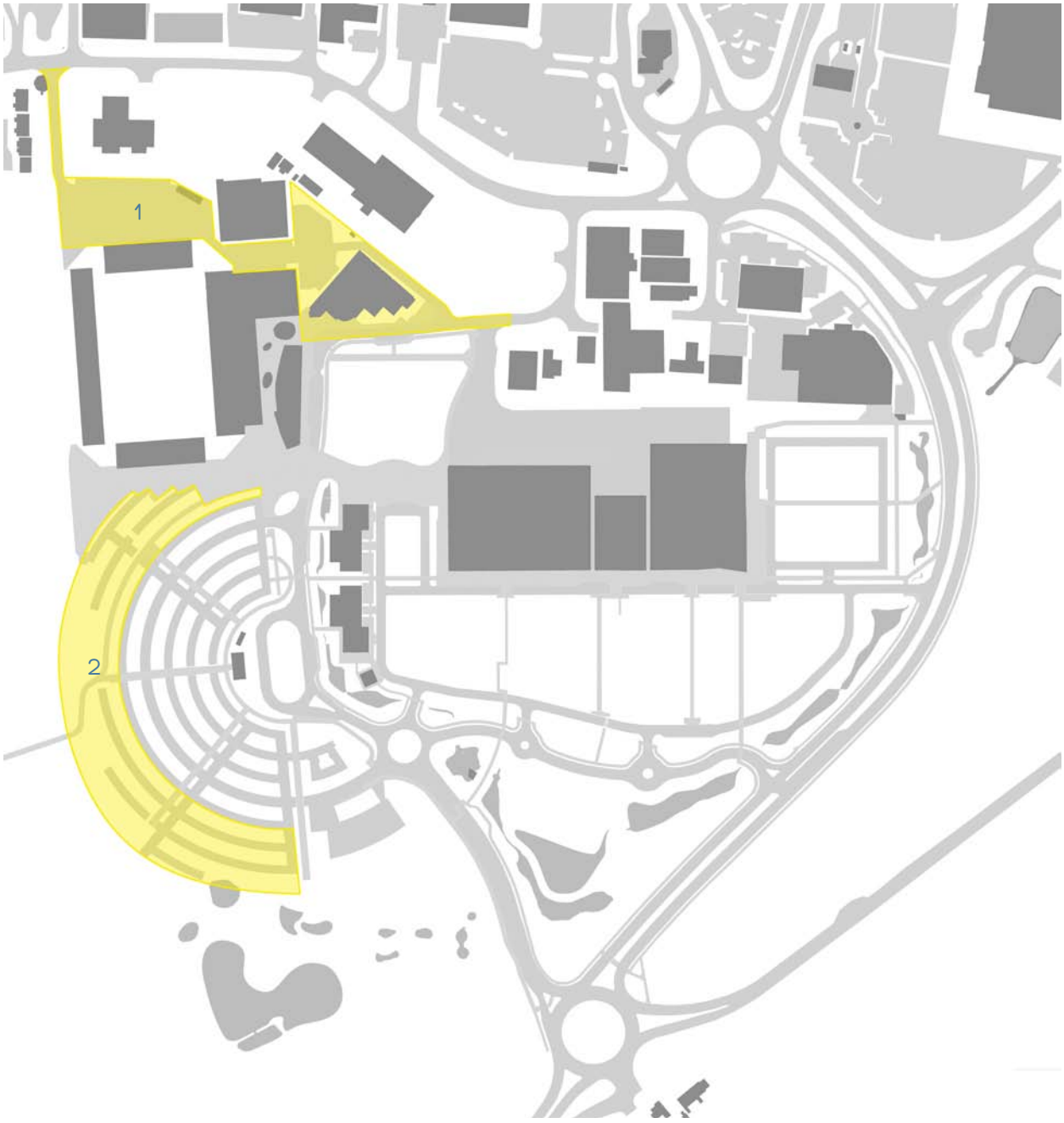


KEY PLAN


Hedgerow, Trees and Structure Planting around the perimeter
61 metres
43 metres
Multi Use Games Area
Grass Mound
Amenity area with seating incorporated into mounding
Community Plaza


EHS Tree Planting
Amenity area with seating incorporated into mounding
2m
3m
Hedgerow, Trees and Structure Planting around the perimeter
Multi Use Games Area
Seating

3 DESIGN CODE
3.1.3 The Stadium Car Parking Area



The stadium car parking can be split into 2 distinct areas

Car parking to the rear of the proposed North Stand, and car parking within the expanded Monks Cross Park and Ride.

1. Car parking to the rear of the existing North Stand

This car park will be accessed via the existing unmade track from Jockey Lane, between the Kia Car showroom and the residential properties of Forge Close and Jockey Lane.

The access track will be widened to approximately 5-6m, surfaced, with drainage and lighting and appropriate signage.

It will provide an appropriate setting for retained features such as existing hedgerows trees to the site boundaries, and recognise opportunities to use these features as effective boundaries or backdrops to the existing residential properties behind.

Pedestrian Access from Jockey Lane

This car park will be gated and closed on non-match days.

On match days pedestrian access will be controlled by stewards or police. It has been agreed that the Match Day Event Plan will cover all aspects of this pedestrian route, and this will be agreed between North Yorkshire Police and the Stadium Operators, and York City FC and York Knights.

Vehicular access from Jockey Lane

This car park area will be accessed one way only from Jockey Lane and will be barrier controlled, except on match days when it will be steward or Police controlled.

Access will only be allowed on a left turn in only from Jockey Lane.

This car park will be linked to the existing parking areas to the rear of the Courtney's Gym building and the existing Pool. All traffic leaving this car park will be required to exist via the car park to the rear of the Swimming Pool, and then onto Kathryn Avenue.

The car park areas to the rear of the North stand will be a flexible area and its use will be subject to the provisions within the Match Day Event Plan.

On non-match days with the agreement of the clubs this could be used by visitors to the community/leisure uses. There is also a separate area of parking for visitors to the leisure building and swimming pool, located behind these buildings, that is unaffected.

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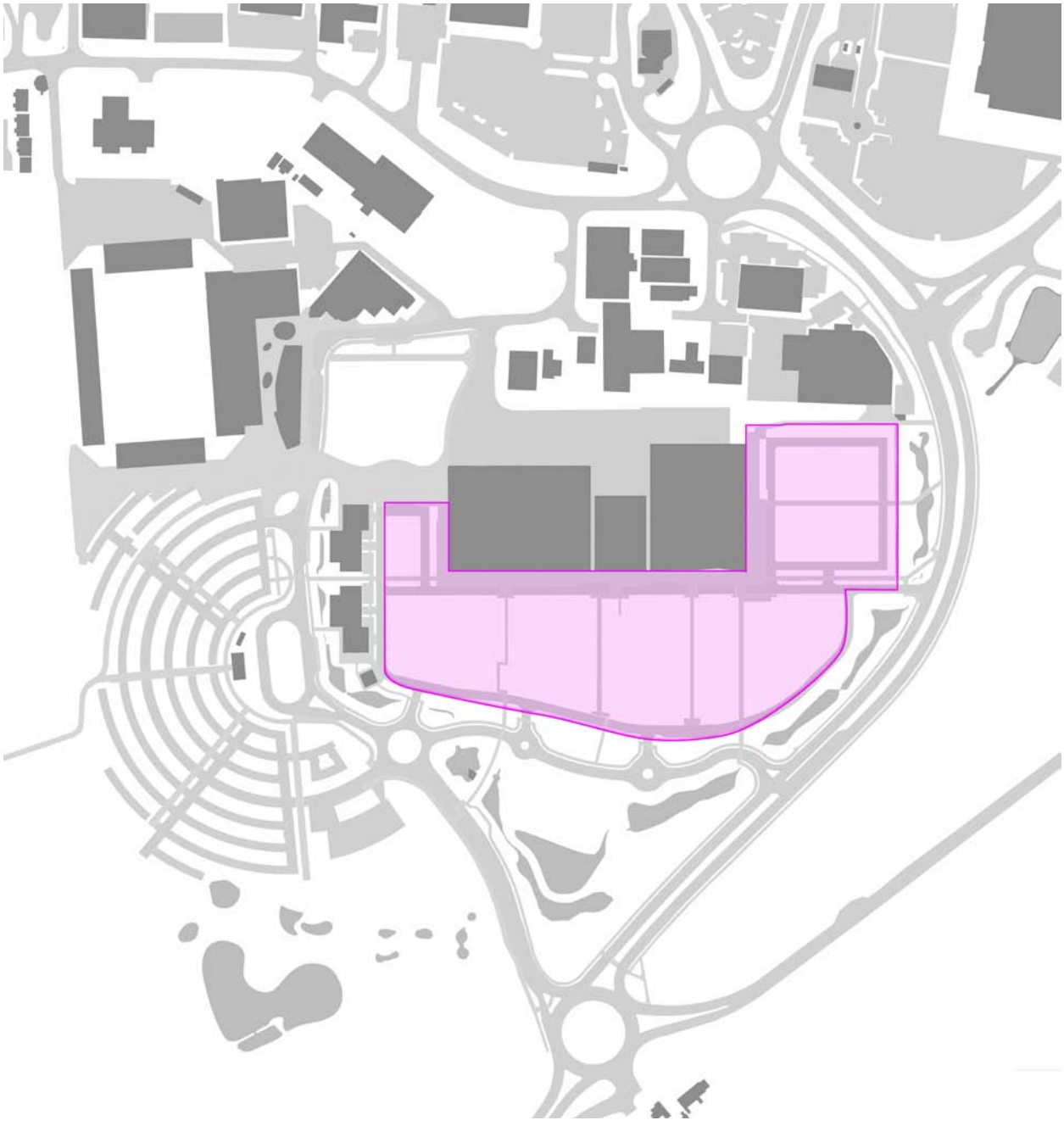
3 DESIGN CODE
3.1.4 The Retail Car Parking Area



The Design and layout of the Car park will be in line with the Park Mark Safety Parking scheme, an accreditation by the Police to reduce crime and fear of crime in Car Parks. Pedestrians and Cyclists will be given priority over vehicular movement.

A 5m wide shared surface will be used at all pedestrian crossing points, giving clear delineation and definition to be paved with slabs, pavers and setts. Secondary Footpath routes will run from North to South through the car park, adjacent to the retained hedgerows and trees. The car park should consist of flush kerbs with bollards when adjacent to the secondary footpaths to allow for full access.

The car park will be accessed via the proposed link road connecting Martello Way and Jockey Lane. A further exit will be included on the eastern boundary, allowing vehicles to travel north along Jockey Lane. Car Parking will be positioned away from the shop frontages to maximise the public realm. Drop Off points will be included adjacent to the retail units to accommodate bus routes in line with the City of York Councils requirements.

The car parking will be defined by structured shrub planting and maintained in a crisp straight edge contemporary fashion. The southern boundary onto the Green Corridor will be defined by a native hedgerow.

The retail car parking area will contain a total of 1,340 car spaces which will be sub-divided as follows

- 1,254 standard car spaces at 2.5m x 4.8m
- 49 Blue badge accessible spaces at 3.6m x 4.8m with a 1.2m zone for boot access and vehicles with rear hoists.
- (14 spaces adjacent to Unit A, 5 spaces adjacent to Unit B and 30 spaces adjacent to Unit C)
- 37 parent and child accessible spaces at 3.6m x 4.8m (21 spaces adjacent to Unit A and 16 spaces adjacent to Unit B)
- 14 goods collection spaces adjacent to Unit C
- 95 multi-occupancy / car share spaces
- 5 electric charge points adjacent to the security / management suite
- 104 Covered and lit cycle stands for staff and visitors (208 spaces)

3 DESIGN CODE
3.1.4 The Retail Car Parking Area

Parking Management

The anticipated method of parking management for the proposed retail park has been discussed with CBRE, who will be the Management Agents for the proposed development. The management strategy identified draws upon their direct experience of managing a wide range of retail developments, including ones that are located adjacent to stadia and arenas. The strategy also draws upon best practice implemented elsewhere in the country.

Consistent with the existing arrangements at the current Monks Cross Shopping Park, a maximum parking duration of four hours is proposed for the enabling development car park on non-match days between the hours of 09:00 and 18:00. Such a limit would provide sufficient time for customers to shop at the retail outlets, and also provide time to make linked journeys to other retail or leisure units in the Monks Cross area.

The limit will also promote turnover of spaces and prevent car parking by staff and employees of other shops and businesses in the area. After 18:00 hours, it is proposed to relax the parking duration restriction to encourage longer dwell times and enable customers to make full use of both late night shopping and restaurant facilities.

On match days, the parking duration restriction will be reduced to two hours for a period of the day in order to prevent stadium-related parking. This restriction would also apply to evening matches. The suggested hours for the two-hour restriction are as follows:

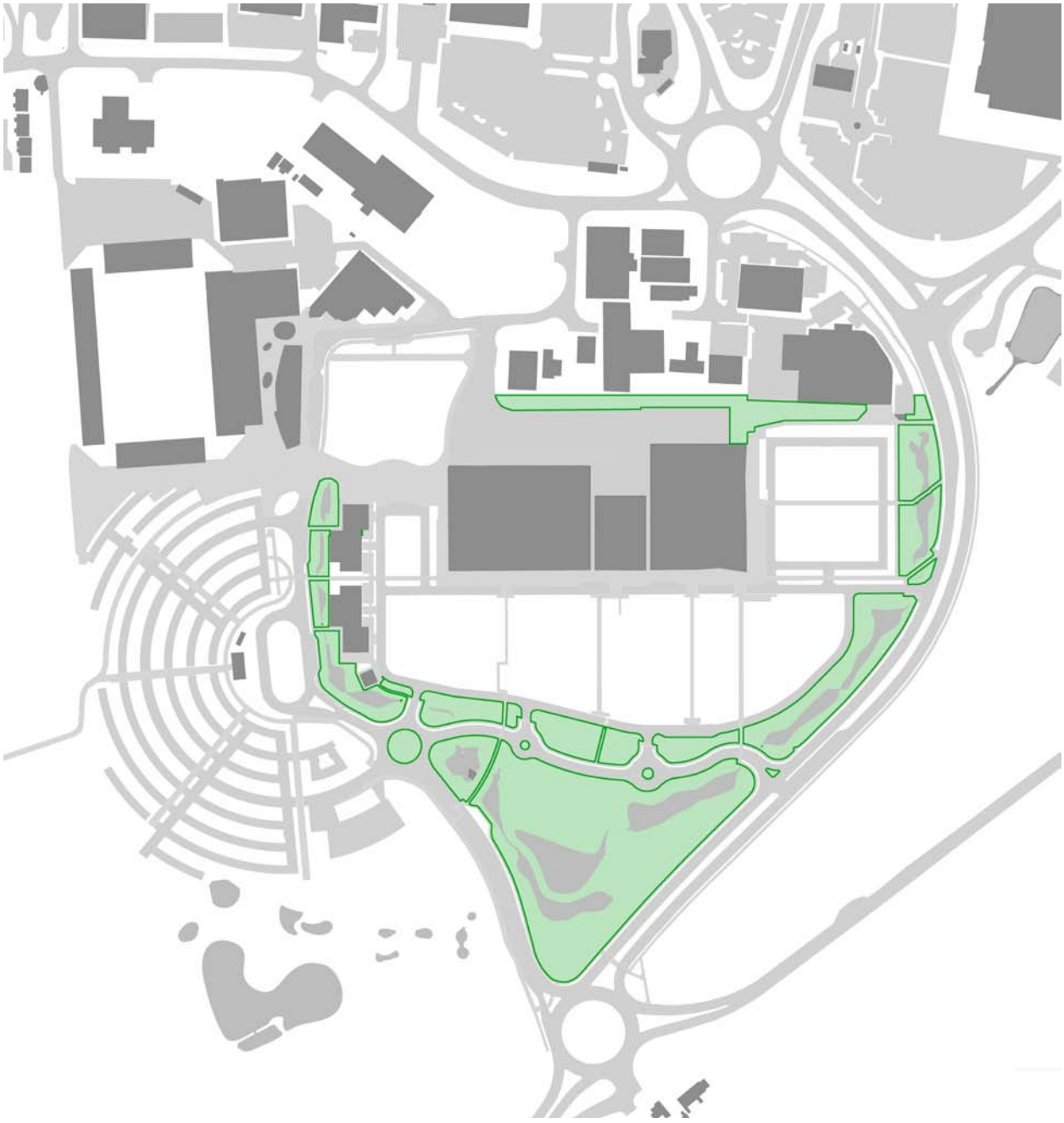
- Saturday: Between 12:00 and 16:00 hours for a 15:00 hours kick-off;
- Weekday Evening: Between 17:00 hours and 21:00 hours for a 19:45 kick-off.

The preferred option for enforcing the length of stay restriction will through parking beat patrols, which will be undertaken by a car park management company. A public relations campaign will ensure that customers understand why such limits are in place and that it is for their benefit.

The retail parking would be managed by a parking company, who will issue Penalty Charge Notices for a range of parking violations including exceeding the parking duration limit, not parking in a space (e.g. parked on roads or verge), parking in an incorrect space (e.g. parking in disabled, parent and child or car share space without qualifying for the use of such a space) and not parking within the lines of a parking space.


M&S

3 DESIGN CODE
3.1.5 Landscape Infrastructure



An extensive landscaping scheme will help to integrate the development within the wider setting and mitigate the visual impact.

The Green Corridor along the perimeter will create a character transition zone within the surrounding areas, from rural to urban. The character of the green corridor will change as it moves through the scheme to emerge to the rear of the restaurants and kiosks. The gradual switch from an agricultural setting to the urban fabric will be carefully designed to allow a smooth transition. The planting will consist of native scrub and hedgerows, trees and meadow grassland. Ecological enhancement and management of this area is proposed which will reinforce the linkage to other habitats. The layout will allow for open and filtered views in and out of the site.

3 DESIGN CODE
3.1.5 Landscape Infrastructure

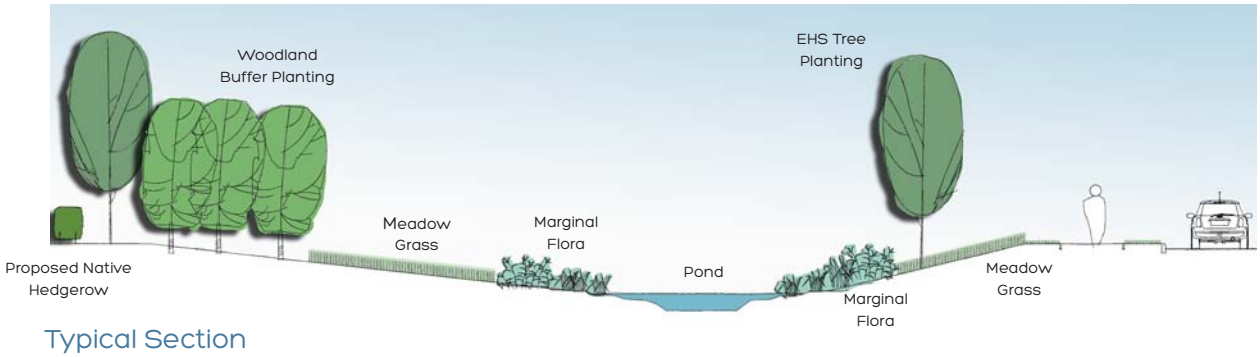
The Corridor is to provide new habitat creation, allowing connectivity whilst also creating an informal recreation space. Central to the corridor will be a series of ecologically enhanced Sustainable Urban Drainage (SUDS) ponds, which will endeavour to mimic the natural movement of water from the development, whilst providing an attractive and functional feature. The wetlands and ponds are intended to be fed with water from direct rainfall and surface/sub-surface collection from adjacent buildings and car parks. The water-bodies have been designed for wildlife benefit, and incorporate key features including appropriate marginal flora, varying bank profiles, water depths and suitable wetland species.

Soft Landscaping will foil the buildings and hard landscaping as well as enhancing the ecological value of the scheme. Plants will be robust and suited to the local setting and conditions.

The wetlands and ponds are intended to be fed with water from direct rainfall and surface/sub-surface collection from adjacent buildings and car parks.

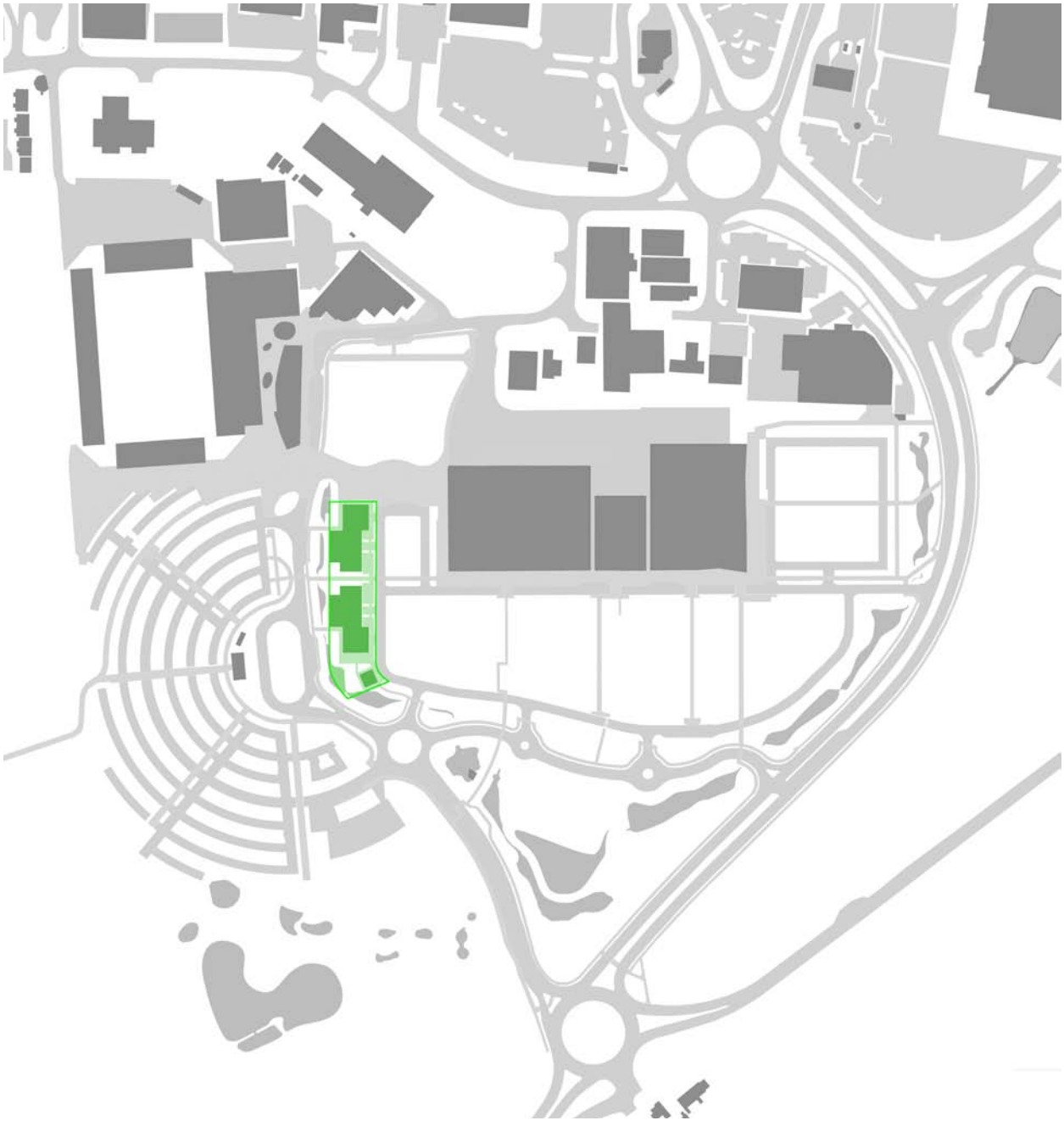
The waterbodies have been designed for wildlife benefit and will incorporate key features including appropriate marginal flora, varying bank profiles, water depths and suitable wetland species.

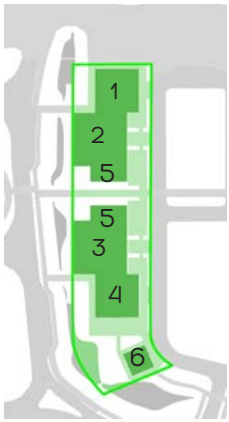
KEY PLAN



Typical Section

3 DESIGN CODE
3.1.6 The Restaurant and Kiosks





The restaurant complex is located on the western edge of the main car park strategically located on the main pedestrian route which divides the building into two clusters.

The complex provides a gateway into the site with a bridge link crossing from the western car park and the park and ride, at the same time providing a restaurant and café character within the development.

The restaurants will give access from the car park onto a terrace deck screened from the car park with feature hedging, which will provide privacy and protection for the external seating and customers.

The restaurants have been designed as single storey pavilions set on a terrace parkland overlooking in part a landscaped swathe with ponds and natural grassland.

Restaurant 1

5,000 sq ft (465 sq m) gross internal area

Restaurant 2

3,500 sq ft (325 sq m) gross internal area

Restaurant 3

3,500 sq ft (325 sq m) gross internal area

Restaurant 4

5,000 sq ft (465 sq m) gross internal area

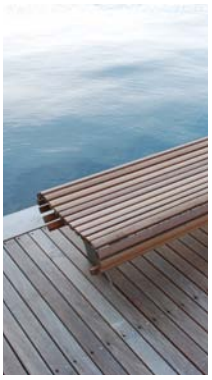
Retail Kiosks 5

Two retail kiosks (A1) of 1,000 sq ft (93 sq m) each gross internal area

Site security office / management suite 6

A small 1,000 sq ft (93 sq m) unit to provide a management suite and security office for the development.

3 DESIGN CODE
3.1.6 The Restaurant and Kiosks



The complex will have its own character of timber forms set within a landscaped setting, providing a gateway of quality and context into the site and with a visual accent and focal point on the main pedestrian and public realm, at the same time contrasting strongly with the main retail development.

All cafés and restaurants are encouraged to spill into the external areas, providing tables on the pedestrianised areas. The frontage of the kiosks will be defined by structured evergreen hedgerows creating a buffer to the adjacent car parking. The planting theme will tie into the overall soft landscape palette, giving continuity. To the rear of the units, timber boardwalks and viewing platforms will overlook the green corridor ponds. Connectivity to the adjacent Park and Ride is to be provided with a 5m wide central through route connecting the units to the main retail area.

KEY PLAN

Structured Hedgerows -
Clipped into uniform box shapes sitting within a conservation kerb upstand to give a definition between the pedes train area and the car park

Native Hedgerow
Defining Site Boundary with Martello Way

Restaurant 2

Kiosk 1

Pond

Ornamental Shrub and Grass Planting

Cafe Terrace

5 metres wide

Glacier Boulders -
Providing retention and also cover for habitats

Meadow Grass

Pond

Kiosk 2

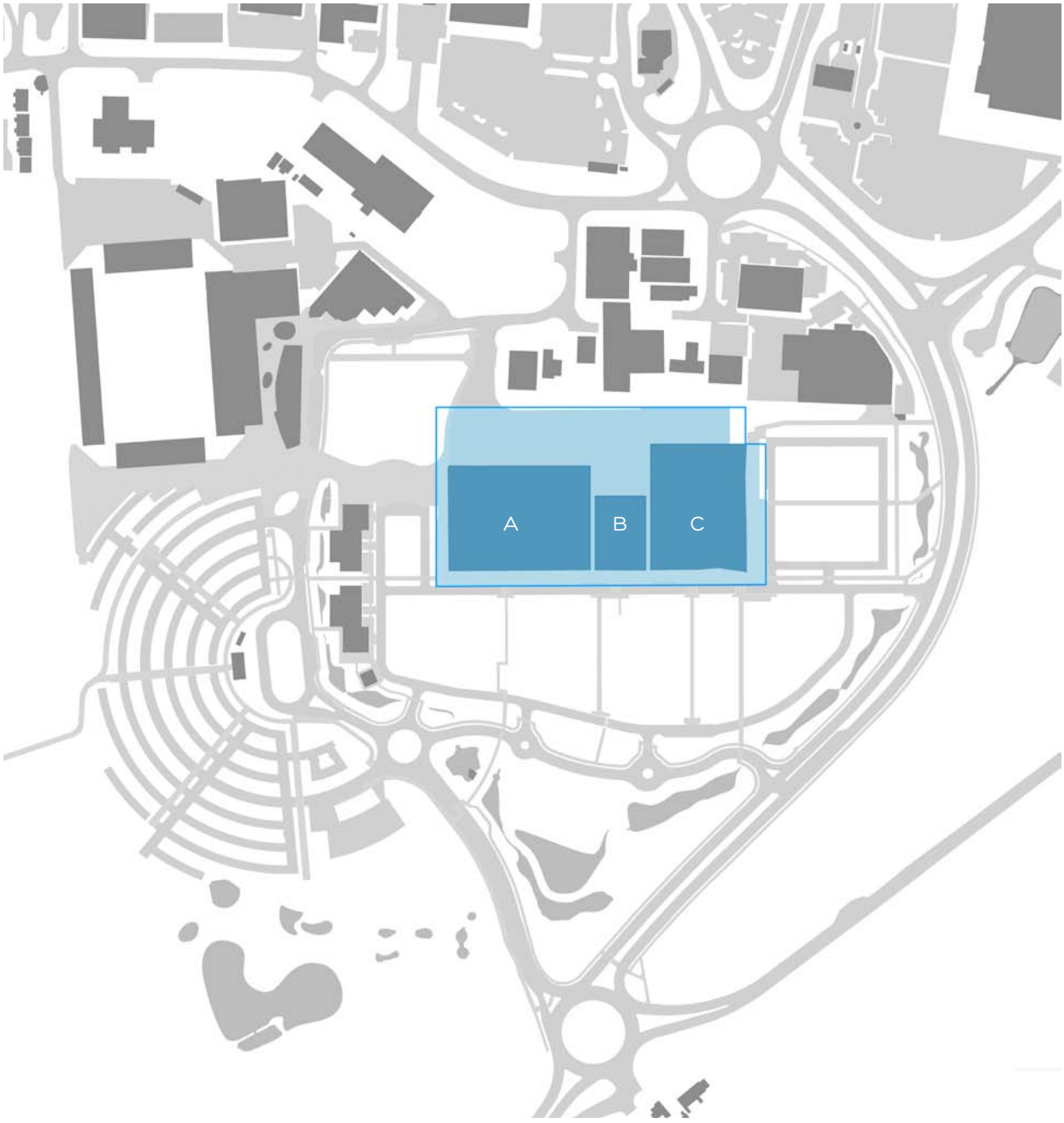
Cafe Terrace

Timber Decking -
Overlooking Proposed Ponds and Watercourses. To include contemporary seating.

Primary Access Route -
Linking Park and Ride to Restaurant Kiosks to Main Shopping Boulevard. Flush with adjacent levels giving pedestrian priority

Typical Section

3 DESIGN CODE
3.1.7 The Retail Units



Retail Unit A

Gross internal floor area 160,000 sq ft (14,864 sq m)

Nett sales area 120,000 sq ft (11,148 sq m)

Retail Unit B

Gross internal floor area 30,000 sq ft (2,787 sq m)

Net sales area 24,000 sq ft (2,230 sq m)

Retail Unit C

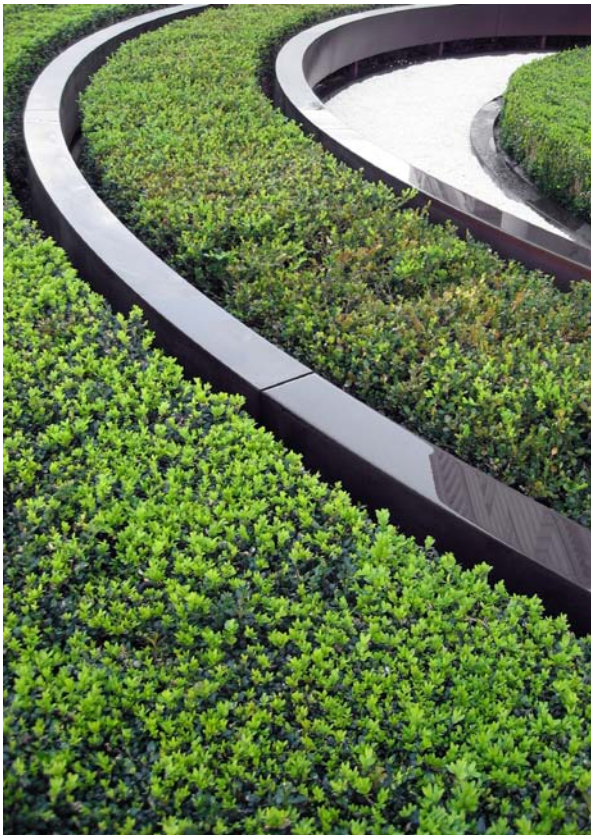
Gross internal floor area 130,000 sq ft (12,077 sq m)

Net sales area 100,000 sq ft (9,290 sq m)

The development frontage will be of sufficient scale to create a sense of edge and enclosure. A 5m wide pedestrian and cyclist boulevard will be created, with minimum signage and street furniture allowing a free circulation for visitors. Pedestrian priority will be given at all crossing points.

A 4m buffer zone will be created with structured evergreen hedges, to create a sense of edge and enclosure. Soft Landscaping will foil the buildings and hard landscaping, plants will be robust and suited to the setting.

Structured Hedgerows will be clipped into uniform box shapes, sitting within a conservation kerb up-stand to give a distinction between the pedestrian and car park areas. Set within planting will be refuge points, sympathetically locating contemporary bespoke seating and cycle parking.



3 DESIGN CODE
3.1.7 The Retail Units

Entrances to retail units and crossing points will be defined by focal paving, guiding users to key points within the site. The paving should be high quality utilising smooth ground concrete paving along the main pedestrian route, defined with a sett trim. The palette of paving materials will be kept to a minimum to give a consistency in format, selected to provide a neutral backdrop for adjacent buildings.

Street Furniture will be from the same suite maintaining a consistency through the site.

Contempory seating

Conservation kerb upstand to define structure planting

Stainless steel bollards

Stainless steel cycle stands

Anthracite Basalt
La Linia textured setts 100 x 100mm

Laid in 4 row bands to define entrances

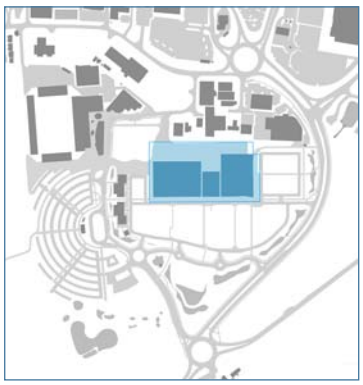
Banding adsacent to sub paving.

Silver grey smooth ground conservation paving
450 x 450mm

Laid at refuse points

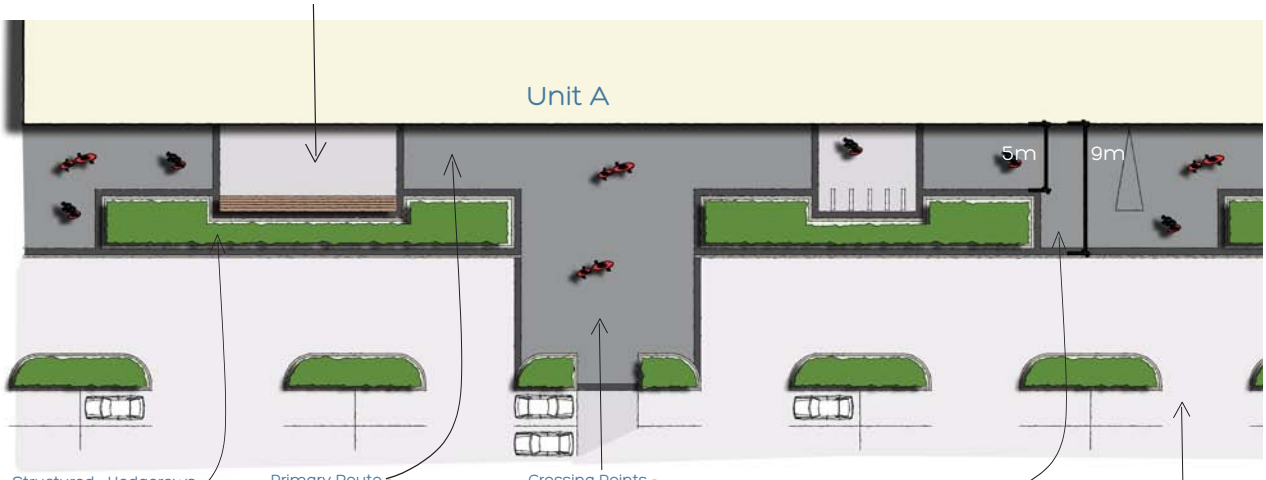
Charcoal smooth
Ground conservation
Paving 450 x450 mm

Laid at shop frontages and crossing points



KEY PLAN

Refuge Points -
Bespoke contemporary timber seating set back from the main boulevard.



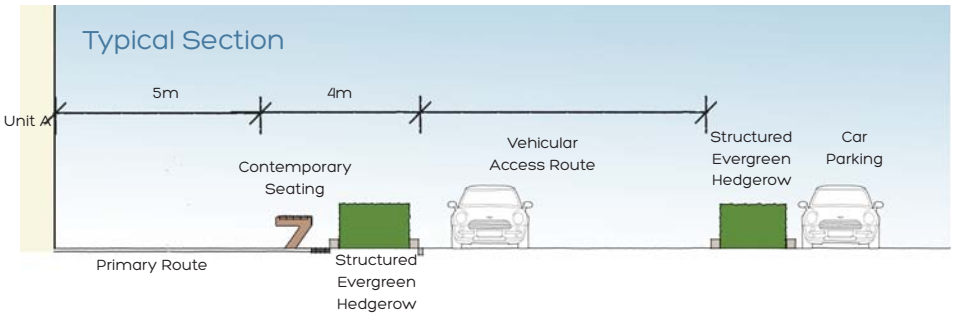
Structured Hedgerows -
Clipped into uniform box shapes sitting within a conservation kerb upstand to give a definition between the pedestrain area and the car park

Primary Route -
A 5m clear zone allowing for free pedestrian and cyclist movement. 4 rows of Black setts running consistently through the public realm areas defining areas and frontages.

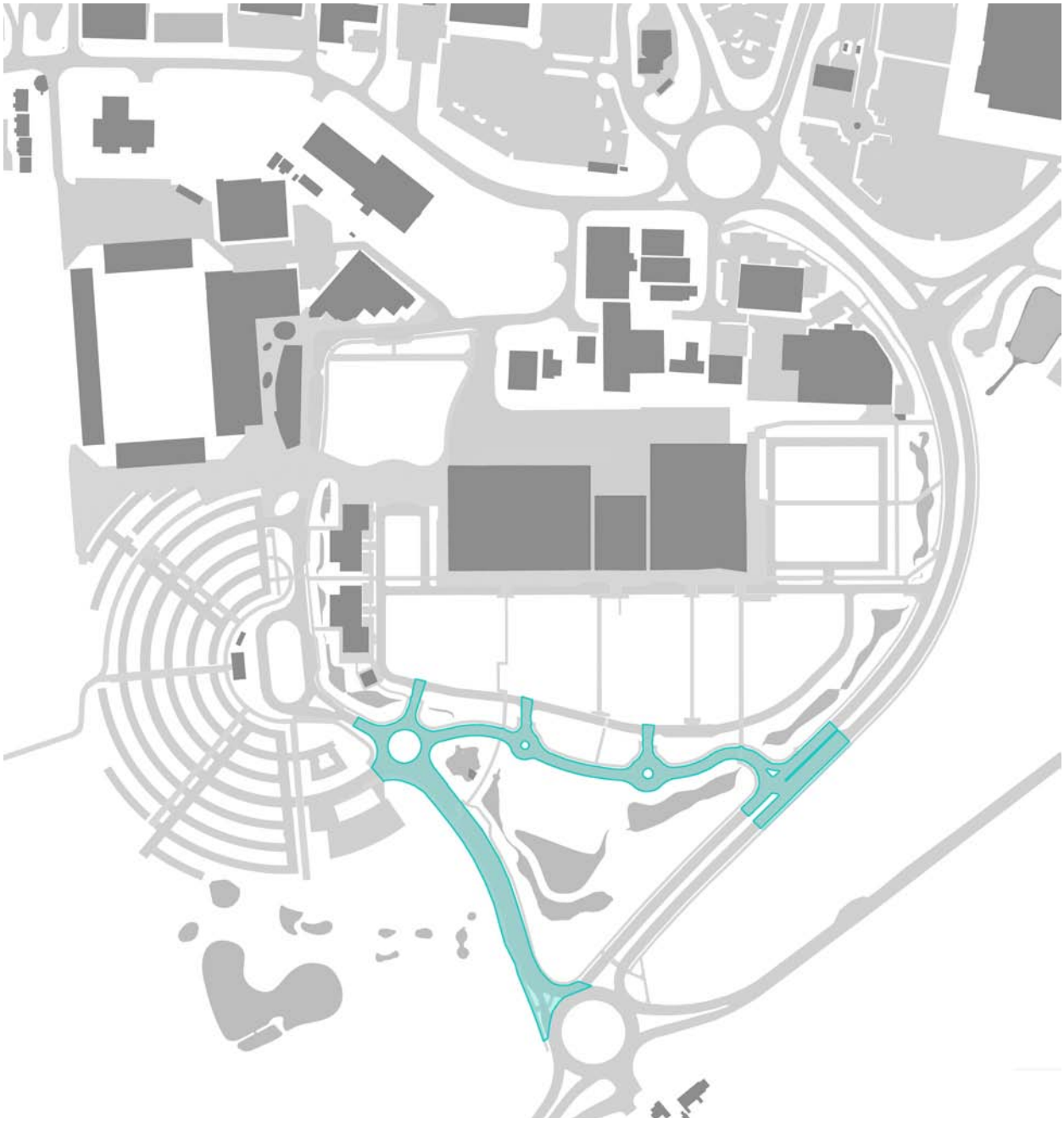
Crossing Points -
flush with adjacent levels giving pedestrian priority.
Linking the main shopping area through to Jockey Lane via a Secondary Route

Focal Paving -
Located at crossing points and shop entrances

Car Parking -
located away from shop frontage to maximise the public realm



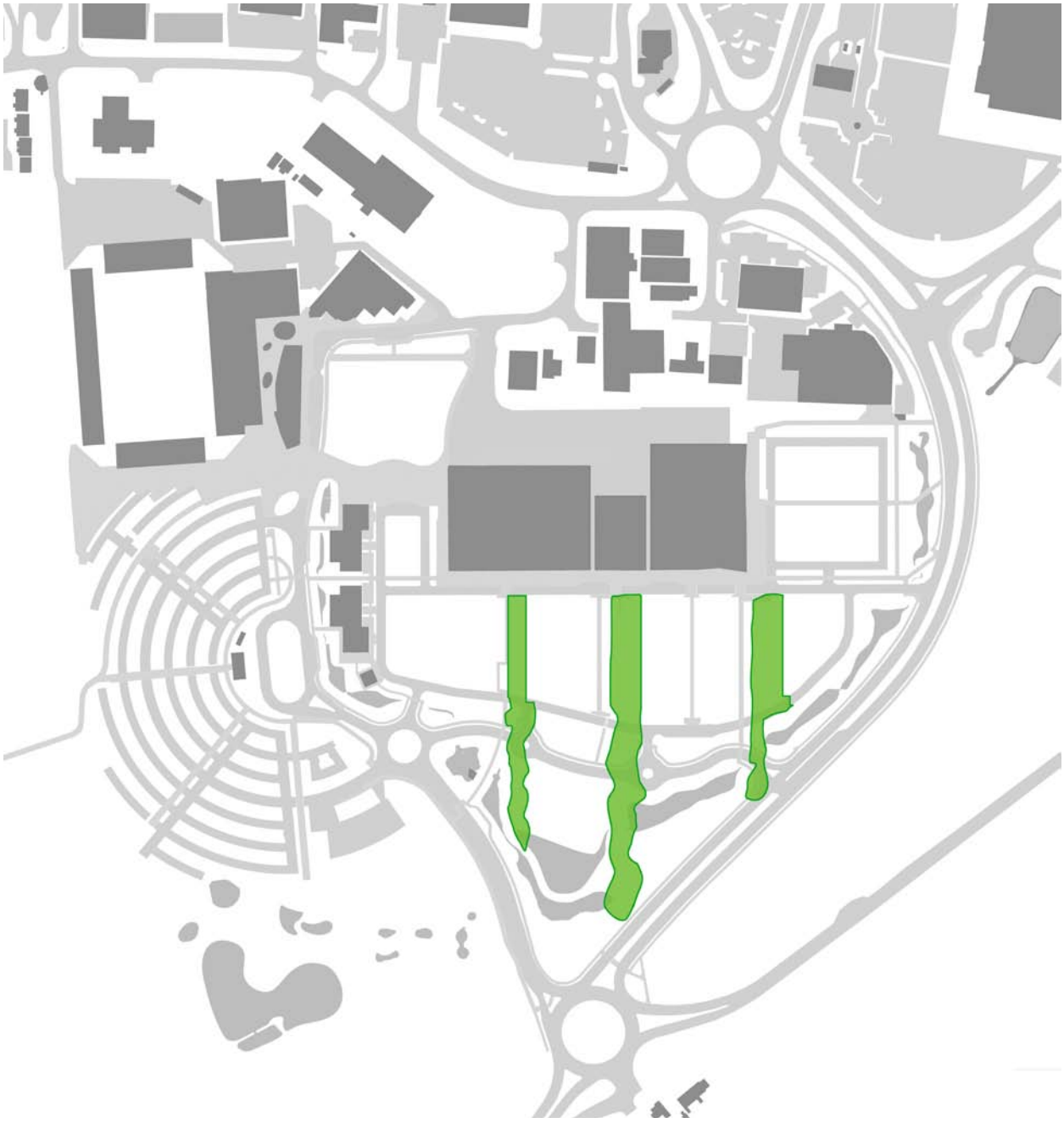
3 DESIGN CODE
3.1.8 The Road Infrastructure

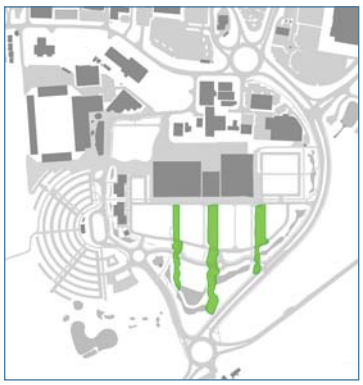


The highways will be designed to provide legible and visually attractive pedestrian, cycle and vehicular routes linking public spaces and key destinations, integrating the scheme with the surrounding area. The site boundary will be defined by a native hedgerow and avenue street trees

3 DESIGN CODE

3.1.9 Existing Green Corridors (Trees/ Hedgerows) Incorporating Pedestrian Routes

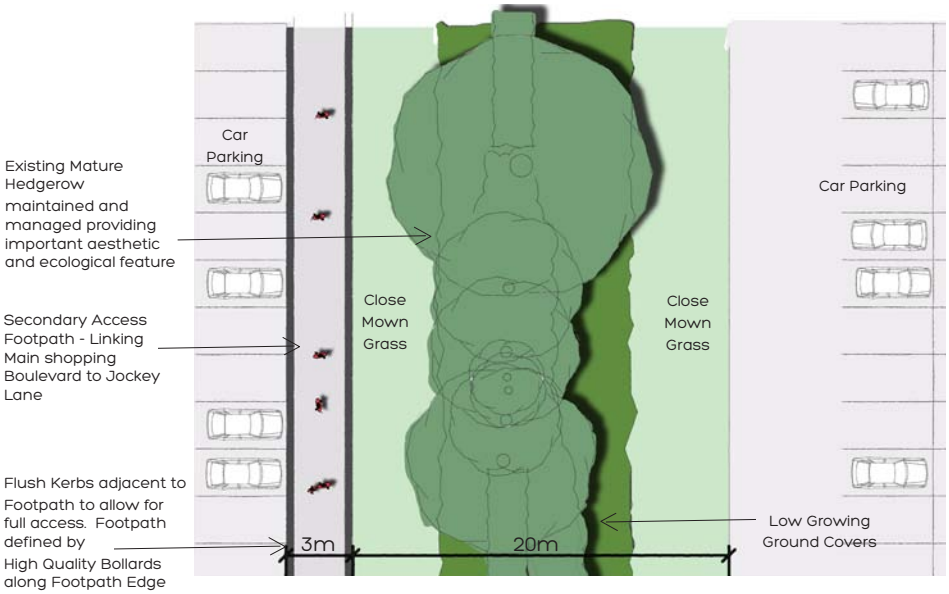


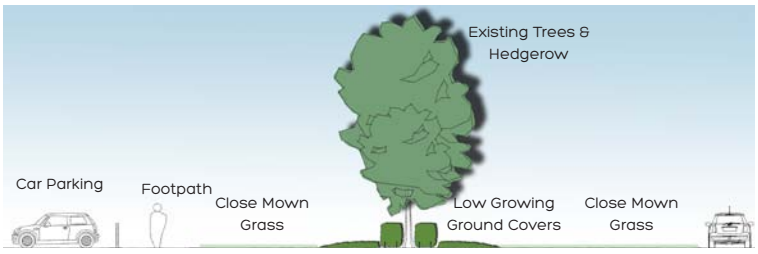


KEY PLAN

The layout and form of development has been focused on the retention of existing trees, hedgerows and field boundaries. These have been set within a 20m zone allowing for the minimum impact to existing tree roots, providing important ecological connectivity into the surrounding Green Corridor

The linear form of the hedgerows will aid with orientation of pedestrians and visitors from the main car parking space to the retail and community areas.





Typical Section

3 DESIGN CODE
3.2 Landscape

The proposed landscape design should reinforce and utilise the existing features and characteristics of the site, enhancing tree and hedge features and incorporating a strong series of tree avenues feeding into the car parks. The main landscape character should merge with existing site features and form a strong swathe of trees merging into a perimeter zone of ponds and water features extending from the south of the site into the central amenity areas of the development.

This landscape strategy will provide an important framework for the proposed development in terms of enhancing the biodiversity value of the site, providing public realm opportunities and enhancing the landscape contribution of the proposals.

A strong green landscape framework to suit the location and proposed uses should be developed, to respond to the site's rural fringe location. Existing boundary hedges should be maintained and reinforced as necessary. Where appropriate, planting is to be native and developed in line with the York Local Biodiversity Action Plan, including an appropriate range of indigenous species.

The proposed landscape will reflect the character of the immediate context and consist of native tree and shrub mix and will seek to provide a variety of colour and form throughout the year. All areas should be designed to create natural habitats and ecological corridors to improve and increase on site biodiversity.

The Landscape infrastructure should be low maintenance, comprising of significant areas of Grassland Meadows appropriate to the area. The applicant should manage the site to promote nature conservation interests, including a mowing regime to maintain botanical species diversity.

An appropriate assessment demonstrating their proposed mitigation measures has been undertaken in co-ordination with the projects ecologist. The project should demonstrate an appreciation to prevent harm to animal or plant species protected by law or their habitats.

3 DESIGN CODE
3.3 Ease of Movement

Vehicular, pedestrian and cycle networks must be well integrated to maximise the safety and quality of all modes of transport thus encouraging users into the site. The development will provide a clear network of routes that allow easy access to the facilities through direct and attractive links. The development will support movement by means other than the car.

A hierarchy of routes should be established with a primary route linking the existing Park and Ride to the Retail Units through to Jockey Lane. This should be a minimum of 5m in width and paved in slabs and setts to highlight pedestrian priority. Shared surface crossing points will relate to pedestrian desire lines and will allow for unrestricted movement and pedestrian priority. The entrances for shop units should also be given clarity in the paving layout to give clear identification and legibility to the user.

Secondary routes through the amenity area, car park and adjacent to the link road should be a minimum of 5m in width to allow for use by both cyclists and pedestrians.

All footpaths and cycle routes should be clear and unobstructed to maximise the ease of movement with associated street furniture appropriately located. The proposals should clearly define routes through use of clipped ornamental hedgerows adjacent to the retail units or bollards to prevent conflict of uses with vehicles.

The proposals will cater for the needs of cyclists with appropriately positioned secure parking facilities close to the amenities. Waiting areas and drop off bays will be provided for public transport links.

Pedestrian Routes

Bus Routes


Existing cycle route off road
Existing cycle route on-road
New cycleway linkages

Cycleways

3 DESIGN CODE
3.4 Legibility

The site has been planned and orientated to recognise the strength of the natural landscaped features within the site with trees and hedgerow swathes which structure the site from north to south. These are clearly visible on approaching the site from the south access road and will remain the strongest feature within the site.

The development form spanning across the site is orientated from east to west and will become visible on entering the site initially through the existing tree structure and certainly at the point of entering the car parks from the southern roundabout. The perimeter route which links the new access roundabout with the Jockey lane entrance allows for decision making, way finding and orientating at regular intervals providing ease of access to all car park zones.

The three main buildings will act as landmarks and will be clearly understandable and identifiable on arrival into the car parks providing simple association and orientation for all destinations. The car parking aisles will formalise the pedestrian flow towards the main retail frontage, which have been designed to work with the existing treescape and planting areas. Orientating will be further enhanced with a signage strategy which will provide further ease of movement for all users, whether motorists and shoppers and in particular customers with disabilities.

The height of the three main stores have been made consistent at 11.150 metres from ground floor level and will form the main frontage which abuts the main shopping boulevard extending across the site from east to west. The buildings will be distinctive and identifiable each having its own character, unit A having a living wall and glass entrance, unit B steel framed with a glazed entrance and unit C stone and glass. The massing of the development will step down at the western car park with the restaurant complex along the pedestrian route will in itself provide a landmark feature and an identifiable area of public realm.

The landscaped pedestrian avenue will be the main zone for way finding within the development extending not only across the store frontages and into the restaurant complex but will also extend into the park and ride area and beyond. The boulevard will also extend around Unit A (Marks and Spencer) providing access to the Food Hall entrance and connectivity to the pedestrian plaza and the sports stadium beyond.

3 DESIGN CODE
3.4 Legibility

The shopping boulevard will be described in the Landscape section, but in essence will become the main area of public realm within the development. The boulevard will be hedge lined along the car park edge with some hedges located along the building face, and indeed others becoming part of the building itself in the form of a' living wall' , providing both a protective strip and enhancing the landscaped character of the site. The boulevard will be punctuated with refuge points with seating areas and crossing points giving access at strategic points to the retail stores. The boulevard will also provide a segregated zone for pedestrians and cyclists.

Walking along the boulevard the main destinations will be identified with signage points which will signal the entrances to the main retail stores together with routes to the restaurant and sports complexes and the park and ride areas on the site.

Feature signage and lighting will be designed to work within the landscape boulevard to provide comfortable levels of illumination to the paved areas, with accentuated lighting at the car park crossing points. This will provide a hierarchy of importance to the pedestrian routes both during the day and in the evening, at the same time providing visual connections along the main routes.

This visual connectivity will be reinforced and highlighted with other landmarks, some of these will be in the form of public art located at the entry points into the pedestrian areas i.e the park and ride and restaurant complex, pedestrian access into Jockey Lane and the Public plaza, this may take the form of an integrated strategy within the paving.

Other major feature signage zones will be identified at the Site entrance roundabout at the Jockey Lane entrance and the new roundabout. These landmark signage features will be important to create the sense of arrival to the site at the same time identifying the initial character of the site.


Three women &
make a
MARKET
CAN A PARROT


chogh;
lay;
lapwing;
stare;
ruddok;
cok,
sparow,
nightingale,
swalow,
turtel,
pecok,
fesaunt,
unkinde;
ever

3 DESIGN CODE
3.5 Sustainability

The approach established to the sustainability agenda is to develop an holistic design.

The design will set out a strategy for minimising energy consumption and carbon emissions for the proposed development.

In the design and construction of the proposed development, we will use the independent metric of BREEAM a method to demonstrate the sustainability of the buildings. We will be using the credit system to produce a development which will achieve a very good to excellent rating.

The developer will undertake a feasibility study into the viability of a site wide energy solution as part of the site wide scheme design. The viability of a site wide solution will be dependent upon a number of factors including the agreement with the various stakeholders and the different energy requirements.

The buildings designs have been developed to date in line with potential operators aspirations in relation to sustainable development.

Both of the major retailers named in the application have an aspiration to achieve BREEAM Excellent and BREEAM workshops have taken place post submission of the outline application.

Key features associated with the building designs in addition to the regulatory requirements for compliance with planning and renewable obligations are as follows:

- glazing percentages optimised to minimise solar gain where appropriate;
- the use of green walls which will absorb solar gain and provide additional thermal insulation;
- the fabric performance of the units are in excess of minimum regulatory requirements;
- both the major retailers as part of their proposed fit out are investigating the use of free cooling for comfort applications ie displacement ventilation and free cooling chillers. This will significantly reduce energy consumption;
- rainwater harvesting for the larger retail units has been proposed;
- external lighting design has been designed using energy efficient luminaires;

Energy

Using benchmark data, the total annual energy consumption of the Monk's Cross development has been estimated at the figures shown in the table below:

There are a number of options technically feasible that would enable the required 10% of total energy to be supplied from low and zero carbon sources.

Initial desk studies have indicated that there is a significant opportunity to utilise the aquifer below the site to provide heating and/or cooling. Each pair of boreholes could yield approximately 475kW. In a heating-only mode of operation, this would generate in the order of 2,888MWh of energy,

amounting to 31% of the estimated total regulated energy consumption.

Photovoltaic panels have the potential to generate up to 10% of the estimated total regulated energy consumption of the development. They are easily able to be combined with any of the other viable systems which are mainly based on generating thermal energy.

Biomass boilers could be employed either as part of a site-wide system or as stand-alone units to serve the main retail units individually. In either case they have the capacity to generate, in total, approximately 32% of the site's estimated total regulated energy consumption.

Natural gas CHP, whilst not a renewable form of energy, is often considered a low-carbon alternative to more traditional solutions. Initial sizing calculations indicate that a boiler sized to serve the retail units could deliver approximately 2,650MWh of heat and 2,480MWh of electricity (5,130MWh in total), approximately 55% of the site's estimated total regulated energy consumption. However, the emissions reductions seen when using this technology will be significantly lower than 55%.

Air source heat pumps also have the potential to be able to contribute a significant amount of low carbon energy but even initial calculations are not able to be carried out at this stage due to the large variability in the scale and type of systems that are able to be installed.

Other technologies such as wind power, solar thermal panels and biomass combined heat and power have been investigated and found to not be particularly suitable in this application.

Should a site-wide system be adopted, there is the added possibility of linking in the surrounding existing buildings.

Estimated annual total energy consumption (MWh)			
Heat	Electricity	Total	Estimated annual regulated energy consumption (MWh)
8,189	3,103	1,292	9,410

3 DESIGN CODE
3.5 Sustainability

The leisure facility in particular would provide a significant source of constant heat that would allow the size of a combined heat and power system to be increased, thereby maximising the amount of low carbon electricity that is able to be generated.

The table below summarises the technologies discussed in this documents.

As can be seen, there are a number of options for a combination of technologies to provide 10% of the total energy demand from renewable or low carbon sources as required by local planning guidance.

However, it should be remembered that the percentage contributions from each technology are not cumulative as many of the technologies are mutually exclusive, especially those generating heat.

Technology	Description	Suitability	Comments
Aquifer	Use of thermal energy from underground water	High. Initial studies indicate the potential to provide 31% of the estimated total regulated energy consumption	Solution assumes a site-wide solution is acceptable to potential occupiers.
Photovoltaic Panels	Using sunlight to generate electrical energy.	High - could generate up to 10% of the estimated total regulated energy consumption	Would place some restriction on the design of the roofs where installed.
Solar Thermal	Using energy from the sun to heat hot water	Low. Domestic hot water is only a small proportion of the energy demand of the site.	Roof space would be better used by installing photovoltaic panels.
Wind Turbines	Generating electrical energy from the wind	Low. Local wind resource not significant	Site constraints would make placement of turbines very difficult
Biomass Boilers	Using plant based material as a fuel to generate heat	Medium. Could contribute approximately 32% of the estimated total regulated energy consumption	Possible to install as site wide system or individual to larger units dependant on preference
Biomass CHP	Using plant based material as a fuel to generate heat and electricity	Medium. Could contribute a significant proportion of the estimated total regulated energy consumption	Yields dependent on a number of factors such as ESCO, plant resilience which may impact on viability.
Natural gas CHP	Using natural gas to simultaneously produce heat and electricity	Medium. Could contribute approximately 55% of the estimated total regulated energy consumption	Emissions savings would be significantly lower than the 55% of energy supplied.
Air Source Heat Pumps	Using heat pumps to extract thermal energy from the surrounding air	Variable. Would depend on combination with other systems.	

On the development of the design of the site and buildings, further investigations will increase the accuracy of the figures produced in this report and provide clarity on the associated project conditions such as the acceptability of a site-wide energy system.

Surface Water Drainage

The retail area proposal will positively drain the site to the existing ditch located to the south of the Jockey Lane. The watercourse, to which the site will drain, is under the jurisdiction of the Foss Internal Drainage Board. The proposed point of connection to the existing drainage network is via an existing surface water manhole located in the verge to the northwest of Jockey Lane approximately half way between the Park and Ride roundabout and the main site spine road entrance of Jockey Lane.

A terminal pumping station is required to elevate surface water flows from the site drainage system to the outfall manhole.

The drainage connections for the existing stadium will be retained for the proposed stadium. Approximately 3.2 Ha of soft landscaping on the western and eastern edges of the site will drain naturally to the existing surface water drains and will therefore not contribute surface water runoff to the proposed surface water drainage system.

Foul Drainage

For the foul drainage of the retail area, a peak flow has been calculated of around 5l/s based on the number of employees for the site. This includes the flows from the park and ride site which are currently drained to a septic tank. This will flow into the proposed connection on Jockey Lane.

For the foul drainage from the proposed stadium the peak flow was calculated at 11.1l/s, which after the sewer upgrade in Jockey lane can be accommodated by the Yorkshire Water sewer system.

3 DESIGN CODE
3.5 Sustainability

Waste Management

A waste collection and recycling strategy will be agreed with the City of York Waste Management Team. The following principles will be adhered to;

- minimising generation of waste;
- integrated recycling facilities;
- on site segregation of waste;
- internal/external storage facilities for bulking waste;
- accessible facilities for removal of waste by licensed contractor.

Utilities & Services

A comprehensive survey of all existing services will be undertaken prior to any site works commencing in order to enable a detailed plan of action to be developed which will determine the services to be disconnected, diverted, replaced or retained.

Building Fabric Philosophy

In the selection and use of all building materials it is important to consider their impact on emissions associated with extraction, manufacturing process, transport and the potential to reuse or recycle.

Our strategy will be to minimise environmental impact, sourcing from suppliers with an environmental management system in place and all timber will be FSC certified. During detailed design we will endeavour to source local materials to minimise transport to site, all materials will have very low levels of volatile organics and we will consider favourably materials with high recycled content.

This can be demonstrated by the selection and specification of the following materials:

- Roof sheeting and wall cladding - insulated roof and wall cladding will provide an eco-safe core offering low GWP (Global Warming Potential) and help to deliver optimum performance in energy efficiency thermal performance and air tightness. The panels will offer a number of end of life solutions.
- Facing Brickwork - clay brick has a long service life, is reusable on demolition and is completely inert. Clay can be recycled back into manufacture and wastage is minimal. Clay bricks have high thermal mass and low conductivity contributing to the building's own efficiency.
- Steel frame - steel frame construction minimises wastage and can be easily reclaimed for re-use or recycled.
- Concrete floors and foundations can be easily reclaimed and crushed for re-use in new developments.
- Timber- Responsibly sourced timber products will be utilised. (i.e. Forestry Stewardship Council Timber).

Construction Methods & Process

Construction elements will be chosen for low environmental impact. The Building Research Establishment has produced detailed guidance on the relative environmental merits of different construction types. This information is presented in the Green Guide to Specification which will be used when producing Detailed Design Proposals.

3 DESIGN CODE
3.6 Building Design

Outline Planning permission is sought for the three major retail stores together with a series of ancilliary buildings consisting mainly of restaurants and small kiosk units.

The main retail elements of the development will consist of Marks and Spencer, (Unit A) and John Lewis (Unit C) providing the main anchor tenants, together with another major retailer occupying the centre unit (Unit B)

All the retail stores have been designed to provide each store with a self- contained and individual development. Each individual unit will be provided with individual servicing, pedestrian access and an individual aesthetic character, providing each with a distinctive architectural character.

All the retail stores are consistent in height, each store unit has been designed to achieve flexibility and long term quality and sustainability as described below.

Retail Unit A

Gross internal floor area 160,000 sq ft (14,864 sq m)

Nett sales area 120,000 sq ft (11,148 sq m)

Unit A will be a flagship store for Marks and Spencer who will be relocating from their existing store on the Monks Cross Shopping Park.

The store will consist of two storeys of retail accommodation of 80,000sq ft (7,432 sq m) ground floor gross internal floor area with first floor accommodation of 80,000sqft (7,432 sq m). The total accommodation will provide 120,000sqft (11,148 sq m) of net retail floor space with an 80/20 ratio split between non-food and food retail.

The Store will be accessed off the main pedestrian avenue and public realm which runs west to east across the site acting has a collector from the main south car park. The

3 DESIGN CODE
3.6 Building Design

pedestrian route connects the western car park and park and ride area with the restaurants, the main stores and the eastern extremities of the site. The store will be south facing with the main public entrance providing access into the main non- food retail department. The main entrance to the food store department will be located to the western face of the store which will provide access from the western car park and connectivity to the stadium public realm with its sports and recreational facilities together with bus and park and ride facilities.

Retail Unit A is provided with car parking to the south and west sides of the store with the majority of parking aisles orientated to provide ease of access directly to the store with landscaped pedestrian footpaths through the car park. Parking for the disabled and parent and child areas are located within easy proximity to the main entrances.

The architectural character of Unit A was devised to provide a strong contrast with the John Lewis store which will have a stone tile aesthetic with simple solid architectural form. The Marks and Spencer Store will be provided with a more organic feel with a green living wall near the main entrance, a glazed entrance and glazed curtain walled face expressed within the green wall with timber and steel louvres providing shading. The first floor restaurant will be isolated at the corner of the store forming a feature projecting glass and steel seating bay window at the building corner overlooking the site towards the main site entrance.

The Food entrance on the west elevation will provide an opportunity to create a major glazed entrance to identify the main entrance into the store. In order to strengthen this as a major point of the building a timber panel cladding system will be used to emphasise this as an entrance. These three major elements of the building will be linked with a recycled masonry block walling at low level which will tie in with the John Lewis Store providing a consistency along the pedestrian level of the building.

Metal cladding has been used at high level in a vertical format with a dark silver colour with contrasting tones of green panels in a rhythmic and informal pattern, this emphasises and reacts with the living wall providing a modern and dramatic quality to this part of the building. This cladding aesthetic is used in the service area elevations to provide constancy to the store providing a building of quality interest.


M&S

3 DESIGN CODE
3.6 Building Design

Retail Unit B

Gross internal floor area 30,000 sq ft (2,787 sq m)
Net sales area 24,000 sq ft (2,230 sq m)

Unit B is the smallest of the three major retail stores and has been purposely located in the centre of the development to hold and separate the two larger stores. The store benefits with access from the main pedestrian avenue and public realm along the retail frontages and from pedestrian links into the car park.

A strong glass façade will provide a neutral and transparent focus to the store providing a strong contrast and sparkle to the more solid quality of the two larger stores. To reinforce the glazed façade a projecting steel frame has been adopted with timber louvres with steel supports to shade the overall width of the south facing entrance. A lightweight laminated toughened glass canopy provides protection over the entrance doors supported by suspensions rods and steel cantilevered supports.

The store will provide retail accommodation at ground floor for 20,118sqft (1869m2) gross internal area, with a further 10,031ft2 (932m2) located at mezzanine floor level with escalator and lift access.

Metal insulated composite cladding panels are laid vertically at the rear and side elevations in a 1metre module in the Optimo system by Kingspan with a Greyrock colour (dark grey metallic).


COSMETICS

3 DESIGN CODE
3.6 Building Design

Retail Unit C

Gross internal floor area 130,000 sq ft (12,077 sq m)

Net sales area 100,000 sq ft (9,290 sq m)

John Lewis will provide a flagship store on two levels for retail unit C. The store will provide 130,044sqft (12,080m2) of accommodation in total with 65,022sqft (6040m2) at ground floor level and the same footplate at first floor level. The store will provide escalator stair and lift access to the first floor, with bulk store and staff areas accommodated to the rear of the unit.

The store will again provide access to the south façade with access onto the pedestrian walkway and public realm. The store will have a stone tile rainscreen façade to both south and east elevations set above a recycled masonry block plinth, this will be recessed back from the rainscreen façade providing a strong masonry form . At this level the recess will be highlighted with a low planted hedge set into the recess which will reinforce the stone block above.

The primary customer entrance is set back from the main façade and is emphasised by the bevelled rainsceen wall and raking glazed entrance wall which returns along the east elevation to the first bay. The chamfered walls extend through to high level to form a roof overhang and a bevelled canopy in stone providing a strong glazed entrance set into a floating masonry canopy at high level.

The east elevation extends the stone quality of the building punctuated with glazed curtain wall areas to the first floor restaurant and secondary entrance.

The overall appearance will be one of stone and glass forms slicing into the store providing a feeling of strength and stability and of architectural quality.


John Lewis

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3.6 Building Design

Restaurant Units

Restaurant 1

5,000 sq ft (465 sq m) gross internal area

Restaurant 2

3,500 sq ft (325 sq m) gross internal area

Restaurant 3

3,500 sq ft (325 sq m) gross internal area

Restaurant 4

5,000 sq ft (465 sq m) gross internal area

Retail Kiosks

Two retail kiosks (A1) of 1,000 sq ft (93 sq m) each gross internal area

Site security office / management suite

A small 1,000 sq ft (93 sq m) unit to provide a management suite and security office for the development.

The Community Stadium, incorporating Community Facilities

The Community Stadium will consist of a 6,000 all seated sports stadium which will also include associated changing facilities for each club, a club bar, conference facilities, executive viewing boxes and a club shop /ticketing office.

The existing Courtney's Gym and adjacent Waterworld Swimming Pool will remain as existing, but with a revamped entrance foyer.

The Community Building

A dedicated Community Building is also proposed which could potentially house an Explore Library learning centre, a NHS hospital out-patients facility with an Independent Living Demonstration Centre.

The Community Building will consist of ground first and second floor offices of 7,500 sq ft (752 sq m) gross internal area per floor.

The recreational and amenity space

The focus of the space will be a multi-use games area, which will provide a flexible playing surface of approximately 60m x 35m, which could be sub divided by the use of divider netting or screening and will be suitable for a range of activities (depending on the standard of play that is intended) including tennis / mini tennis, netball, basketball, 5-a-side football, mini-soccer, tag rugby, rounders, athletics practice, volleyball and tri-golf.

The MUGA will allow for activities in all .....

The retail car parking area

The retail car parking area will contain a total of 1,340 car spaces which will be sub-divided as follows

- 1,254 standard car spaces at 2.5m x 4.8m
- 49 Blue badge accessible spaces at 3.6m x 4.8m with a 1.2m zone for boot access and vehicles with rear hoists.

  (14 spaces adjacent to Unit A, 5 adjacent to Unit B and 30 adjacent to Unit C)
- 37 parent and child accessible spaces at 3.6m x 4.8m

  (21 spaces adjacent to Unit A, and 16 spaces adjacent to Unit B)
- 14 goods collection spaces adjacent to Unit C
- 95 multi-occupancy / car share spaces
- 5 electric charge points adjacent to the security / management suite
- 104 Covered and lit cycle stands for staff and visitors (208 spaces)

3 DESIGN CODE
3.7 Designing for future maintenance

The development approach to construction, design and maintenance is to provide a cost effective and simple solution agreeable to both Developer and Tenant.

The CDM duties on this scheme are split between those for the 'shell construction' and 'fit out' which will be undertaken by two totally independent design teams. Continual dialogue and liaison is on-going with each of the Tenants' design teams, enabling access and maintenance queries to be discussed and resolved to the satisfaction of all parties.

A simplistic and practical approach has been adopted from the outset to minimise the risks for future cleaning and maintenance to any building within the development. The principle is that cleaning of the building facades can be effectively achieved predominantly from ground level using a water-fed pole cleaning system for a height of 4 metres and in combination with mobile elevated working platform, of the scissor type, for the remainder of the façade height.

Roof areas can be readily accessed through plant equipment areas by permanent stair ladders, allowing ease of access for both personnel and portable equipment replacements. Mechanical and electrical plant equipment zones, where possible and acceptable to the Tenant, are to be located close to the exterior of the building at ground level to minimise the necessity for use of crane lifting equipment for plant replacement. Tenants' who require mechanical and electrical plant equipment to be roof mounted, are provided with plant zones located close to the rear edge of the building to minimise the need for long reach lift equipment to replace large and/or heavy items of equipment.

External landscaped areas have been given particular attention to safety without being visually restrictive or obtrusive. Open ponds will be screened using hedging and other plant species to form a barrier from the car park side, hence preventing unwarranted access by children but with open grassed areas facing on to the ring road giving a visually appealing vista.

3 DESIGN CODE
3.8 Safety and Inclusion

The design team has carefully considered issues of safety and inclusion in conjunction with the Local Authority, the police liaison officer, tenants and other key stakeholders; these discussions that will continue during detailed design.

The Disability Discrimination Act (DDA) is legislation that promotes civil rights for disabled people and protects disabled people from discrimination.

From 1 October 2010, the majority of the Equality Act 2010 will be implemented and will replace major parts of the provisions of the Disability Discrimination Act.

Statutory legislation requires designers to consider any existing and potential barriers to accessibility within application sites and their surroundings. They task those involved in the development and management of the environment to remove these barriers and avoid creating additional barriers in order to achieve a welcoming, accessible, convenient and accommodating environment for all. These design principles extend to the public realm, public transport infrastructure and design of individual buildings. At the earliest possible stage of the design process, proposals should analyse and respond to existing transport patterns to and within a development. Access should not, however, simply be considered in relation to their two-dimensional layout; signage, lighting, visual contrast and materials should be user friendly for everyone also. Any proposals should acknowledge difference and offer choice and flexibility to create robust buildings which are enjoyable for everyone to use.

Inclusive access is also a crosscutting theme in planning policy and design guidance.

The proposals have been developed to:

- conveniently locate parking for users with specific needs;
- the appropriately designed layout of access and servicing routes;
- ramps and lifts, where necessary; and
- adequate circulation space.

These considerations are critical to ensure that nobody feels excluded from places and spaces intended for public use. The scheme design therefore:

- offers safe and convenient parking for shoppers and visitors by developing a co-ordinated parking strategy including the provision of accessible and parent and child spaces.
- provides suitable facilities to enable access by persons with mobility difficulties, both within the development and on the approach to it.
- connects the proposed new development to cycle routes, improves existing pedestrian facilities and provides new pedestrian links to encourage sustainable travel choices.

The key design and development principles that have been prioritised in seeking to develop an inclusive and integrated proposal which responds to specific opportunities and access issues presented by the site, these include:

- Avoiding potential points of congestion - great care has been taken in the site layout to segregate service vehicles, cars, cycles and pedestrians. This reduces the potential for congestion and simplifies access and egress arrangements for all.
- Maximising opportunities to connect into the existing movement and public transport network. The proposed highway strategy as detailed in the Environmental Statement connects into the existing cycle and bus routes.
- Responding to levels and retaining walls - the site is broadly flat. Public areas and building entrances can, therefore, be focused away from existing slight level changes.
- Improving visual permeability and way-finding. Aiding legibility is an important tenant of good urban design and allows all users to feel included and comfortable within their environment. This is discussed in further detail within this document.

3 DESIGN CODE
3.8 Safety and Inclusion

The strategy does not pretend to include all requirements of secure by design only to outline the intent which is to be developed as the scheme progresses into detail design.

The intention is to follow the guidance contained within the following documents and gain accreditation where appropriate;

- park mark safer parking, new build car park guidelines;
- secured by design principles;
- secured by design, licensed premises;
- arup transport assessment and travel plan.

Some of the key issues that have been taken into account to date are as follows:

1) Lighting: an even spread of artificial light is to be provided throughout the development to BS5489-1:2003 or to standards to be agreed. Cabling and light posts are to be designed to prevent tampering and potential for climbing.

   In light of the councils desire to preserve and encourage ecology it was agreed with the police that light levels could be reduced at night, subject to maintaining adequate 'safe' routes for staff and to ensure that CCTV coverage is not affected.

2) On site management, car park management, security and a cleaning presence will be provided, within a dedicated security office / CCTV control room. Management procedures will in place to combat nuisance and ensure the safety of the public. Public areas, buildings, barriers systems, lighting and signage will be regularly maintained. Regular staff patrols are envisaged. Any crime will be recorded and monitored.

3) The site is flat and open with low level landscaping and natural features, therefore natural surveillance is good. In addition, CCTV coverage will be provided to all pedestrian access and egress points and generally throughout the development. Pedestrian routes will be provided with barrier systems to prevent nuisance motorbike access.

4) CCTV coverage will be provided to all vehicular access and egress routes to a standard to be agreed between parties. Full CCTV coverage will be provided at the stadium.

5) Suitable directional signage will be provided throughout the scheme for both vehicular traffic, pedestrians and cycle users, with speed limits set on vehicular routes. Cyclists will be

requested to dismount once within the retail car parking zone and directed to secure bike storage.

6) Vehicular barriers will be provided to all access and egress routes; these will be locked down at night to prevent nuisance. A combination of hedge, perimeter fencing, bollards and barrier systems will be in place to prohibit the easy removal of vehicles from the parking facilities.

7) Landscaped areas will be designed so as not to restrict natural surveillance, generally bushes to a maximum of 1m and trees pruned below 2.5m. Due to the nature and importance of the existing hedges running north to south within the development, these may be treated differently to be agreed between parties.

8) Accessible doors (escape doors etc) to buildings will be designed to prevent easy access; these will generally be metal doors and frames, along with shutters and grilles where appropriate all to be agreed.

9) All external building fittings (rwp's and the like) will be concealed and where unavoidable be protected.

10) Each individual tenant will have responsibility to ensure that their own premises meet similar standards and integrate into the overall scheme.

11) The public areas of the development will be 'alcohol' free zones.

12) Retail car parking is not deemed as 'long stay' in the context of Park Mark standards.

13) Pedestrian routes will be highlighted with a different surface finish to roadways. In addition there will be bollard landscape protection where vehicles come into close proximity with pedestrians.

3 DESIGN CODE
3.9 Public Art

It has been recognised that the provision of Public Art as part of the Vangarde Retail development would bring social, cultural, environmental, educational and economic benefits, both to the new Retail and Stadium development and the community at large.

The provision of Public Art will assist in adding local distinctiveness and creating a sense of place.

Sculptural elements could be introduced to create feature land marks, Public art could be integrated as part of the developments functional design, exploring lighting, landscape and way finding through sound and light projects, art walks / eco routes.

DLA Architecture have worked on many occasions with an organisation called BEAM, whose task it has been to involve artists and others in thinking about the vision and design of potential projects, and to consider the inclusion of arts, participation and education.

It is Oakgate's intention that BEAM will be instructed in an arts enabling role during the period between a consented application for Outline Planning Approval and a detailed Reserved Matters application in early 2012.

Beam is dedicated to the imaginative understanding and improvement of the public realm. They aim to create a better understanding about the importance of the arts and good design; to make stronger connections between professionals and the public; and to celebrate the arts and good design in places and spaces as a powerful contributor to personal, economic and community wellbeing.

The company's objects and principle activities are:

- To establish, promote and encourage the commissioning and public display of all forms of art in public places
- To encourage and promote the advancement of the education, appreciation and understanding of the public at large and artists of the value of a quality built environment - and the responsibility to protect and sustain this environment for the future
- To promote the contribution of the artist in the enhancement, restoration, protection and maintenance of the public realm

Beam and Public Art

Beam has over two decades of experience in all aspects of public art, research and strategy, commissioning and procurement, public engagement, artist training, education, and dissemination of good practice. Beam do not see art as a standalone, but they set their practice into the wider context of place-making, planning, design, learning and participation. They promote the role of artists both as makers and thinkers. Their approach is a bespoke and holistic one that aims to engage all affected stakeholders in finding the right solutions for particular places. Example of previous arts projects include:

New Headquarters for City of York Council

Engaged to prepare a Public Art Strategy and Public Art Commissioning that responds to the need to integrate a number of public art schemes that resonate with the sites rich history whilst supporting the city's aspirations as set out in the 'York - New City Beautiful' report.

The requirement is that the works capture the skills and creativity of the local community and its crafts-people, creates the opportunity for a range of people to engage with the art, and enhances both the role of the building and the surrounding public realm.

A landmark sculpture for Novartis Pharmaceuticals' Offices, Grimsby
Artist /Designer: Michael Dan Archer

3 DESIGN CODE
3.9 Public Art

York Council -
The People Changing Places (PCP)

The People Changing Places (PCP) programme engaged the general public in the regeneration of their city of York. PCP was a 12-month creative programme that aimed to raise awareness and people's aspirations about good design in the public realm and provide opportunities for multi-disciplinary working.

Beam worked with key stakeholders who identified Exhibition Square in York as a site that is full of potential but currently underused and undervalued. A number of workshops and events were delivered to consult the local community on their feelings about the site and engage them in the development of YourSpace (a creative intervention in the square) and numerous seminars and conferences to disseminate good practice. All the feedback and consultation from the PCP programme will inform the public realm strategy that the City of York Council are developing.

The Arts of Place
City of Bradford Metropolitan District Council and Arts Council

The Arts of Place is Beam's innovative multi-disciplinary approach to place-making. It combines the arts, learning and public engagement and places the arts and artists at the centre of regeneration. Supported by Arts Council England this flexible programme has involved regeneration professionals, artists, teachers, and young people in public art commissions, site visits, mentoring and workshops within the context of major regeneration projects such as Bradford's City Park.

'Steeped Vessels' Brewery Wharf : Leeds

Artist Ian Randall

Architect DLA Architecture

3 DESIGN CODE
3.9 Public Art

Markham Vale

Derbyshire County Council & Henry Boot Developments

Public art consultancy services for Markham Vale, a 200 acre business and industrial park adjacent to the new junction 29A of the M1. Markham Vale is Derbyshire County Council's largest regeneration scheme and is a public - private sector partnership with Henry Boot Developments. The project has entailed provision of a detailed long-term and holistic 'Public Art Action Plan' and vision for the site as well as management and delivery of 6 initial large-scale public art projects encompassing site-specific artworks, integrated design features and creative engagement.

Barnsley LIFT Public Art Manager

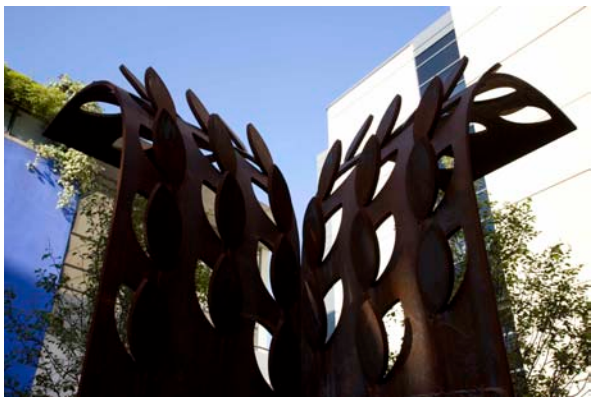
Barnsley Community Solutions

Beam have recently completed work for Barnsley Community Solutions, NHS Barnsley, Barnsley Council and Morgan Sindall, as public art co-ordinator for four new health centres at Hoyland, Darton, Athersley / New Lodge and Great Houghton. Working closely with the local community, key stakeholders and the project team they are in the process of commissioning and managing a range of integrated public art commissions and creative engagement programmes, including the use and interpretation of historical artifacts.

Derby Wayfinding & Public Art Masterplan

Derby City Council

Beam worked as part of a consultancy team including wayfinding design company Placemarque and Consultant Artist, Jo Fairfax. The aim of the Masterplan was to aid pedestrian navigation in the city centre, highlight the core visitor destinations, along with reinforcing key visitor routes and spaces, and to wholly integrate public art within the process. A key objective was to enable local people, working with the Council and other stakeholders, to explore and reinforce the City's distinctive identity through public art and wayfinding design in the public realm.



'Corten Tree' Brewery Wharf, Leeds

Artist Chris Knight

Architect DLA Architecture

A new public space adjacent to BBC North HQ and West Yorkshire Playhouse Leeds

Artists/Designer Walter Jack Studios & JT Engineering
Architect DLA Architecture

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