



Brunel Drive Depot and New Glass Recycling Facility Newark

Feasibility report - August 2024



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1.1 Client Brief



This report summarises a RIBA Stage 1 Feasibility study for the Newark & Sherwood District Council Brunel Drive Depot, situated in Newark-on-Trent, Nottinghamshire.

The depot site currently hosts a range of services which have evolved organically over time. The Council is seeking assistance in the strategic planning of the Depot site. The Council is anticipating a change to some of the existing services which include the location of a permanent Glass Bulking Facility at the site, and improved public access to the Museum Store, along with customer parking separated from the HGV vehicle movements on the wider site.

In addition to the project brief provided by Newark & Sherwood District Council, Maber developed a survey / questionnaire that was issued to the client team to gather information relating to the practical, spatial and cultural uses of the depot, as well as asking responders to imagine ideal outcomes for the site. The findings provided the data and assumptions for the basis of the concept masterplans.

The questionnaire also requested the anticipated specification for the proposed Glass Bulking Facility based on an existing facility located at the Newark Lorry Park that is owned and managed by Newark & Sherwood District Council.

Headline findings from the survey are summarised below:

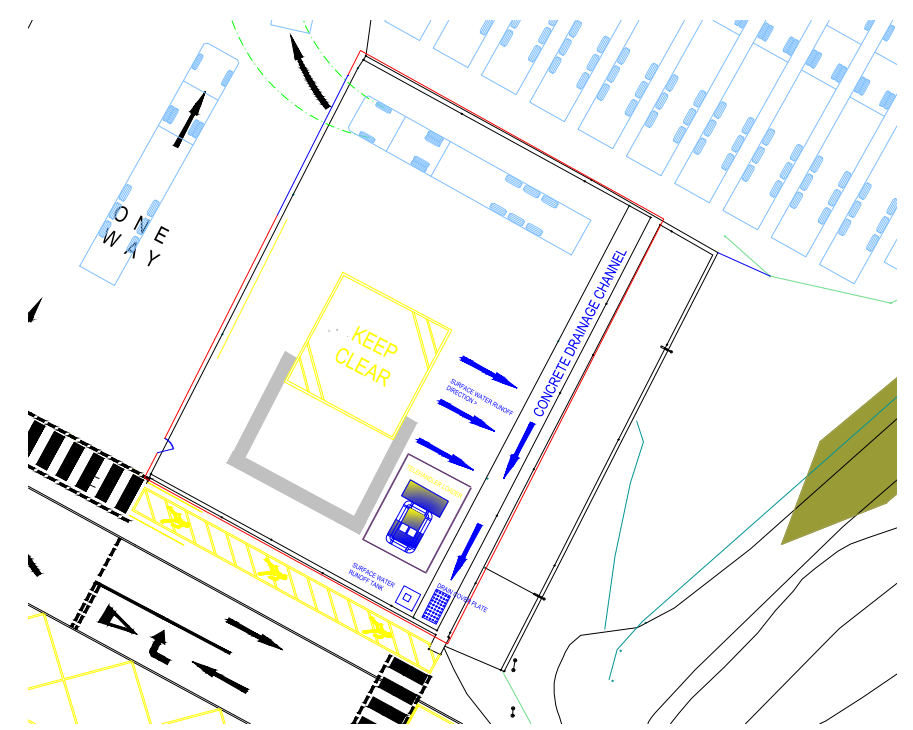
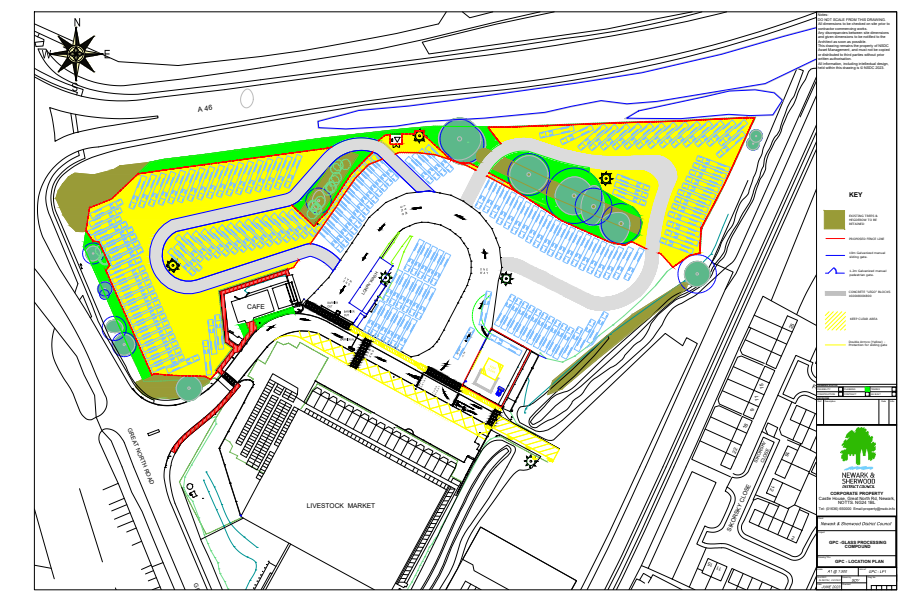
- The estimated area of the Glass Bulking Facility (GBF) is 700m² in a rectangle with a height of 2.4m.
- Vehicular access will be required to the Glass Bulking Facility twice a day during operation with two drops at 10:30 and 13:00.
- The Environment Agency (EA) states that the Glass Bulking Facility should be 200 meters from dwellings. The council are awaiting EA guidance on this, but the understanding is once a permit is submitted to the EA, mitigation measures would be included to justify that the 200m is not possible and a noise plan would be created to be agreed with the EA.
- There will be an increase of 8 no. staff requiring 8 no. parking spaces associated with the kerbside glass and recycling facility.
- There will be an increase of 24 no. staff requiring 24 no. parking spaces associated with the kerbside food waste collection.

A list of council vehicles and plant needed to be accommodated on site was also provided, this is summarised below:

- 10 no. new 7.5 tonne food waste vehicles due to come on line in the next few years
- 6 no. Grounds trailers
- 11 no. Grounds vans
- 1 no. Grounds mower
- 23 no. Refuse collection lorries
- 7 no. Refuse vans
- 12 no. Street vans
- 4 no. Street sweepers

Drawings of the glass bulking facility (GBF) located at Newark Lorry Park were provided by the client team as a benchmark for the technical specification of the proposed facility at Brunel Drive. The existing facility is composed of a single bulk storage bay formed from concrete blocks, framed by palisade security fencing with a single sliding access gate. Loaded vehicles access the facility by reversing into the fenced enclosure before material being dumped and moved into the storage bay by a modified tele handler. The area of the GBF is approximately 700 sqm with vehicular access requiring a reverse in strategy. This information / specification was used as a control option to define the basic spatial requirements of the proposed GBF at the Brunel Drive Depot.

1.3 Glass Bulking Facility



Newark Lorry Park – Glass Processing Compound (GPC)

- 10.0m Entrance/Exit – Sliding
- 1.2m Palisade pedestrian gate
- 2.4m High Interlocking concrete blocks for storage of glass – 9.6m x 8.0m – *1600x800x800*
- 2.4m High 'W' Section palisade fencing galvanised fencing
- Armco double for fence & gate protection
- Surface run-off sump – access required for maintenance
- Grid Reference: 53.082244, -0.812932
- Newark Lorry Park
Great N Rd, Newark NG24 1BL
- *Not to scale

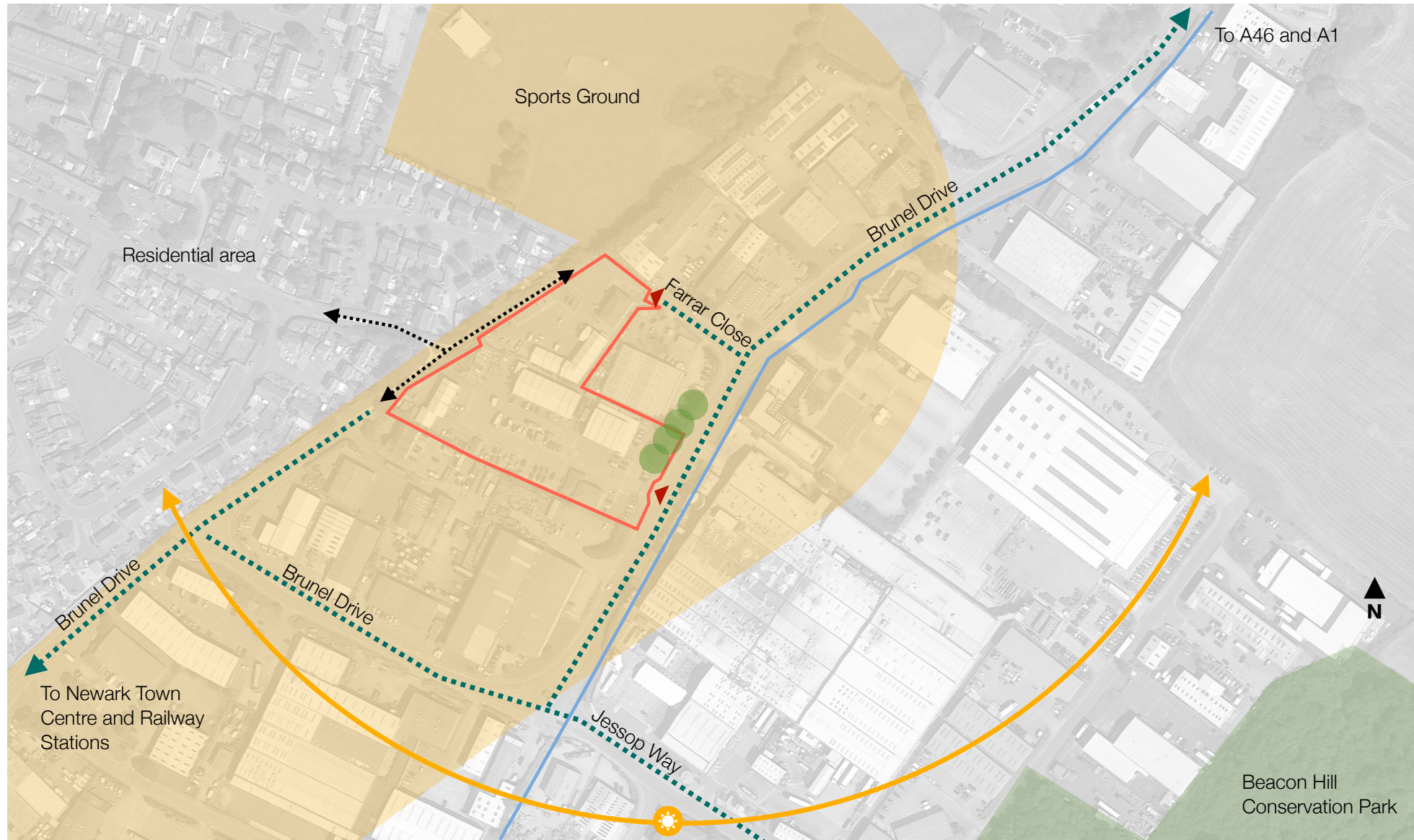
Measure distance
Click on the map to add to your path
Total area: 670.61 m² (7,218.44 ft²)
Total distance: 105.05 m (344.66 ft)

S Young 2023

2.1 Existing Context

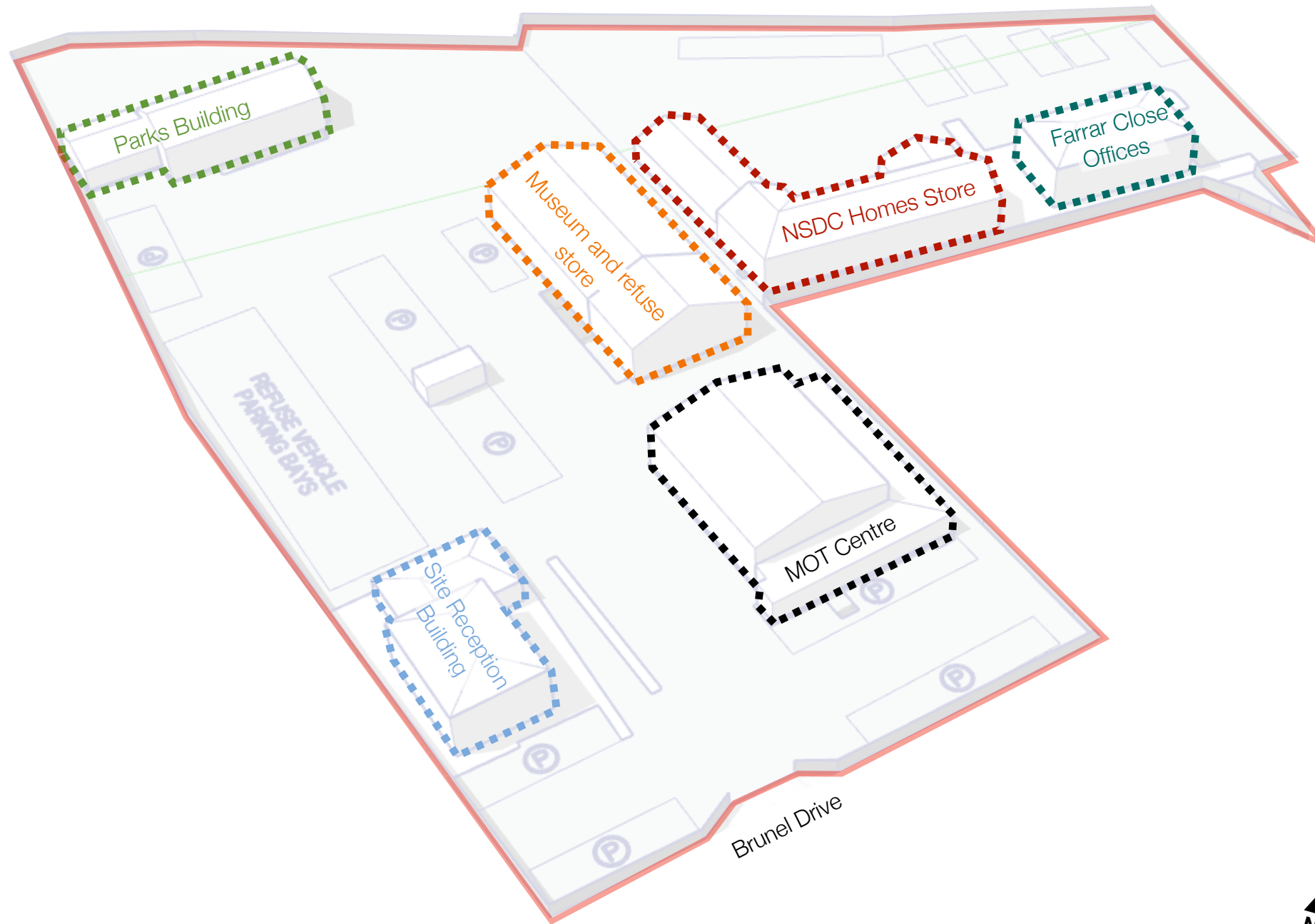
The Depot site covers 2.35 acres and is accessed by road from Brunel Drive.

The site is adjacent to a residential area to the north west. Current Environment Agency (EA) policy states that a Glass Bulking Facility, of the control option specification, should be located at a minimum of 200 meters from residential dwellings - this 200m offset is illustrated by the orange shading on the plan. As the plan shows, all of the Brunel Drive Depot site falls within the 200m.



- Site boundary
- ◀ Site entrance
- Existing trees
- Stream
- ⋯ Footpath
- ⋯ Road
- 200m offset from residential area

2.2 Existing Buildings



The Council has a number of key services located at the Depot:

- Parks and Gardens
- Museum Archive
- MOT Centre
- NSDC Homes Store
- Site Reception/Office

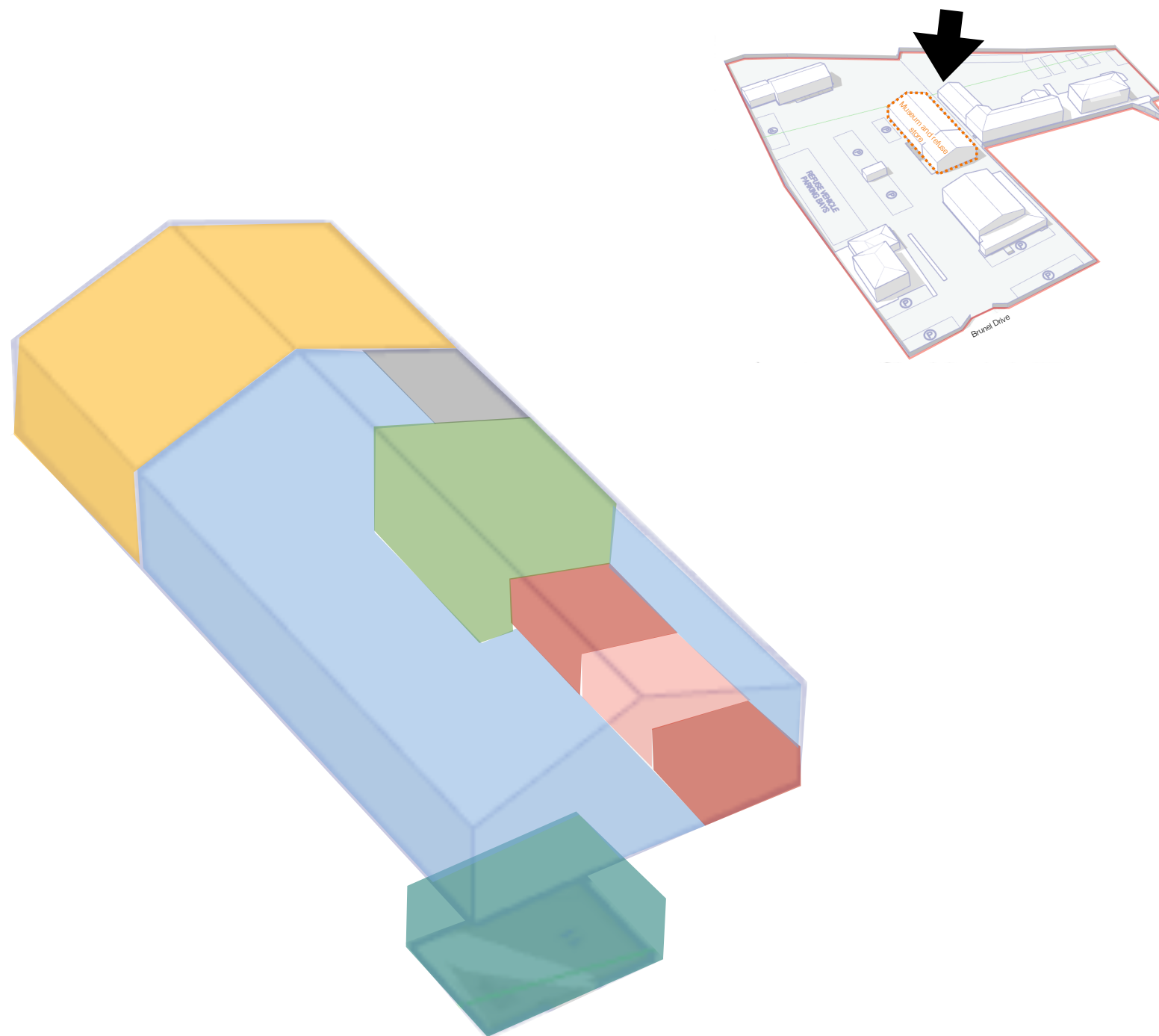
Adjacent to the core depot site are the Farrar Close Offices which previously housed the Housing Office, but are no longer occupied and therefore offer an opportunity to be repurposed.

— Site boundary

2.3 Existing Buildings - Museum and Refuse Store

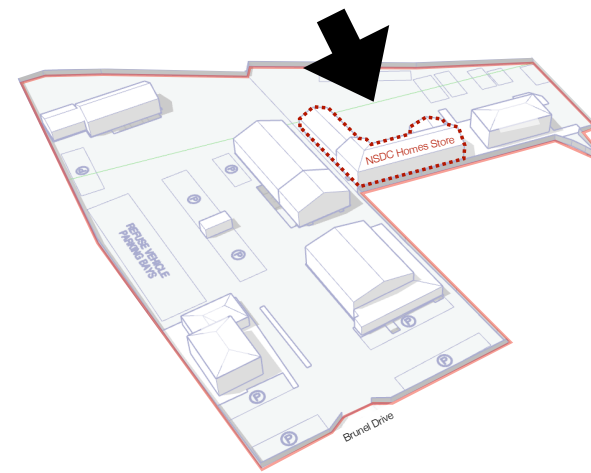
The museum and refuse store building houses 3-5 staff and also some volunteers.

At present public access to the museum store is by appointment. There are currently 2 to 3 visitors and researchers each week, but in line with the Community Plan the council would like to significantly increase regular public access. The concept masterplan for the site should facilitate group visits for regular guided tours and school visits of up to 30 school children.

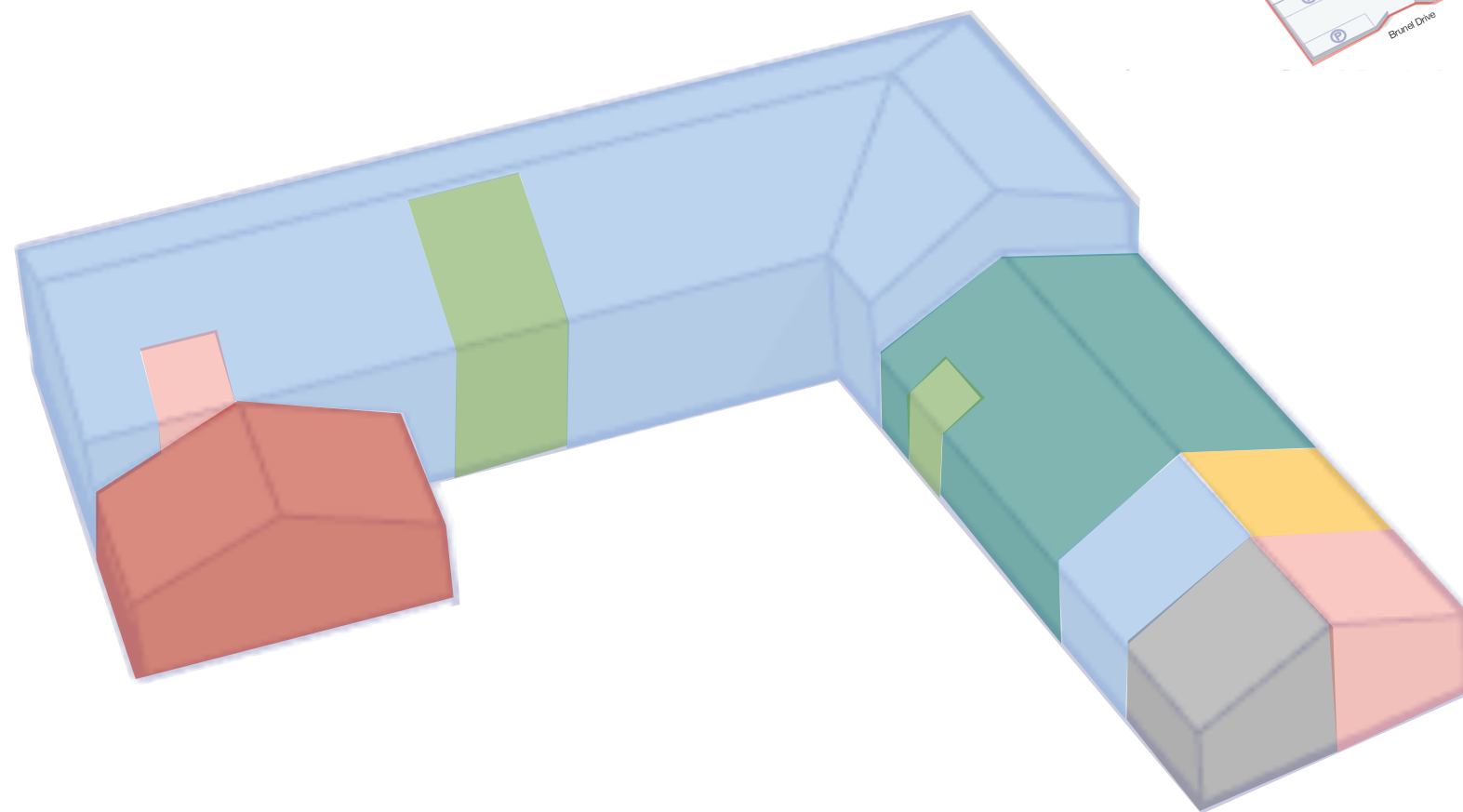


- Emergency store
- Loading bay
- Gym
- Museum Store
- Office
- Refuse store
- Toilets

2.4 Existing Buildings - NSDC Homes Store



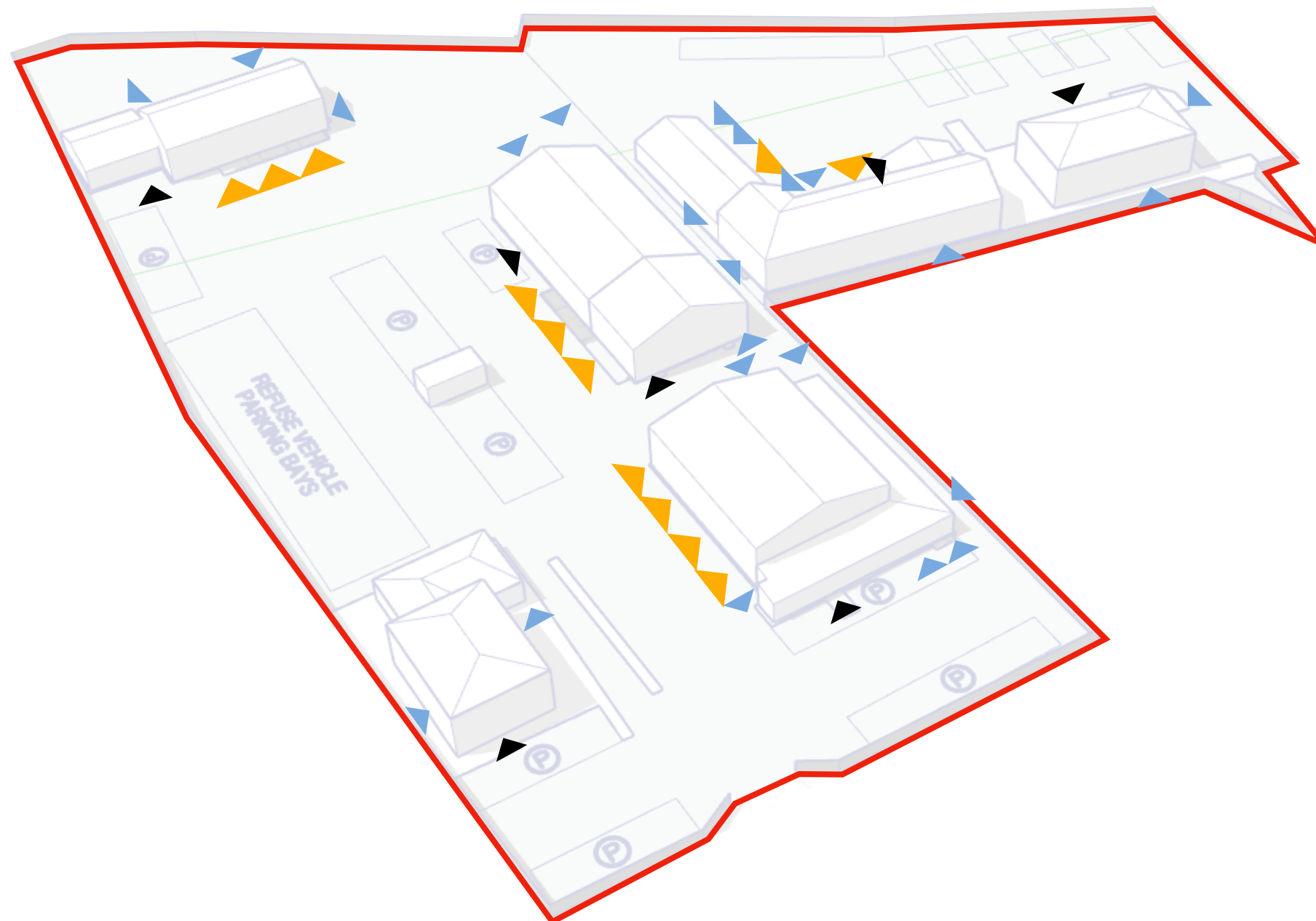
The NSDC Homes Store building has several different uses. The Joiners' and Painters' shops are no longer in use and offer the opportunity to be repurposed as a meeting area for visitors to the museum store. There is also scope to rationalise the storage area and reduce the floor space required for this purpose.



-  Mess room
-  Loading bay
-  Joiners' shop
-  Stores
-  Office / reception
-  Paint shop
-  Toilets

2.5 Building Access

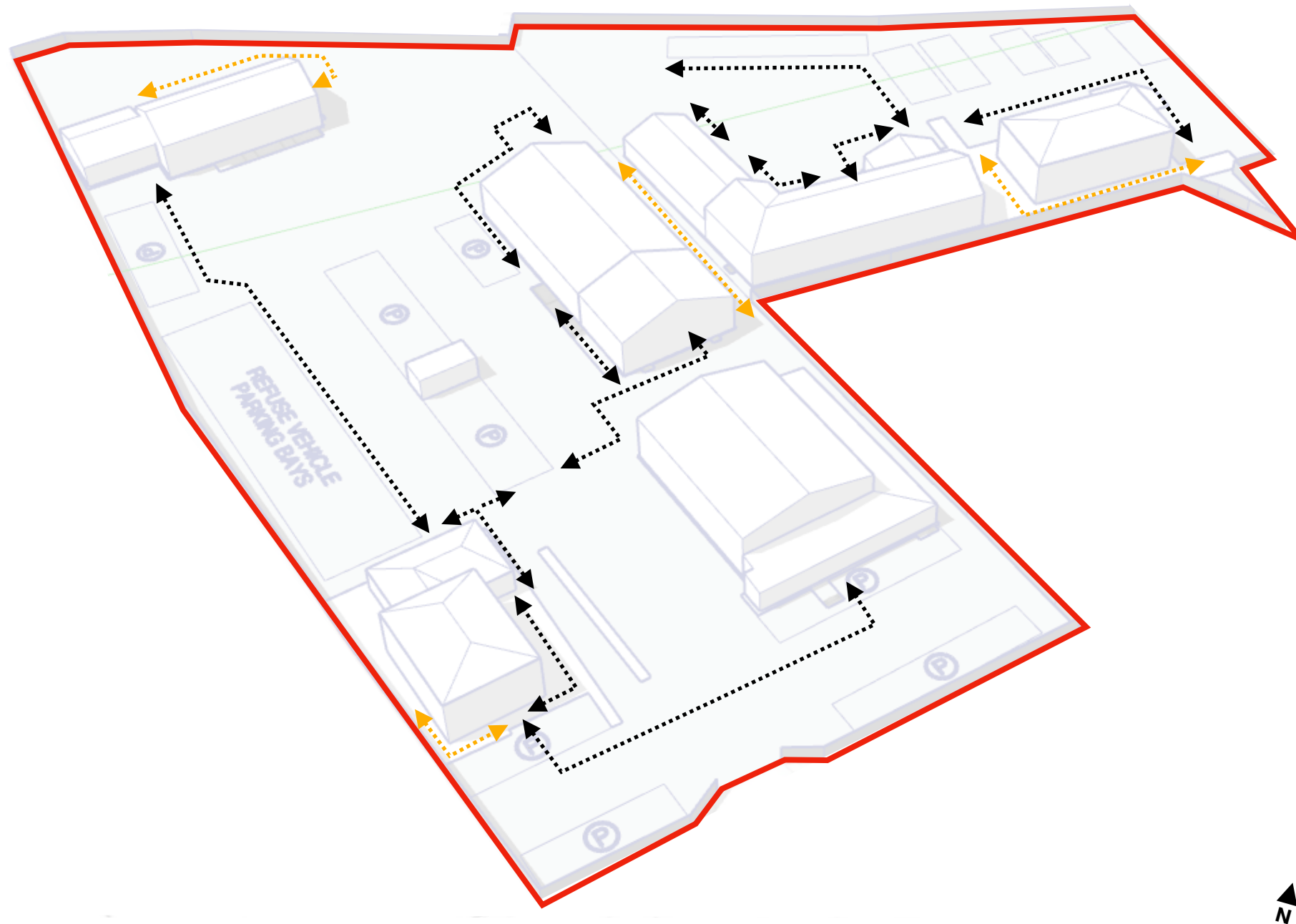
The plan opposite shows existing building entrances.



- Site boundary
- ▶ Primary pedestrian entrance
- ▶ Secondary pedestrian entrance / fire escape
- ▶ Vehicular entrance

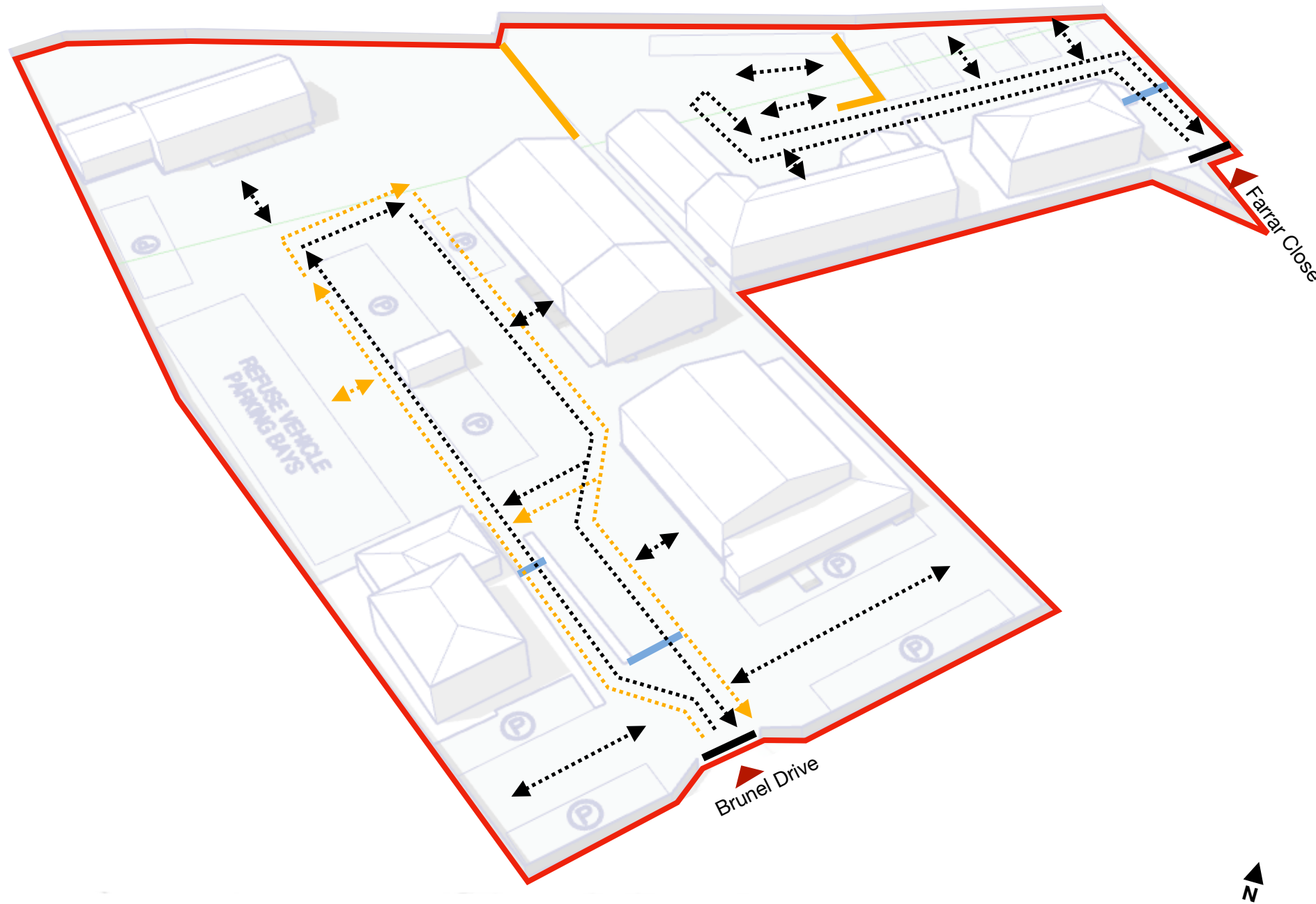
2.6 Pedestrian Circulation

The plan opposite shows current primary pedestrian routes with marked paths, and indicative secondary routes from fire exists.



- Site boundary
- ↔ Primary paths
- ↔ Secondary access routes

2.7 Vehicular Circulation



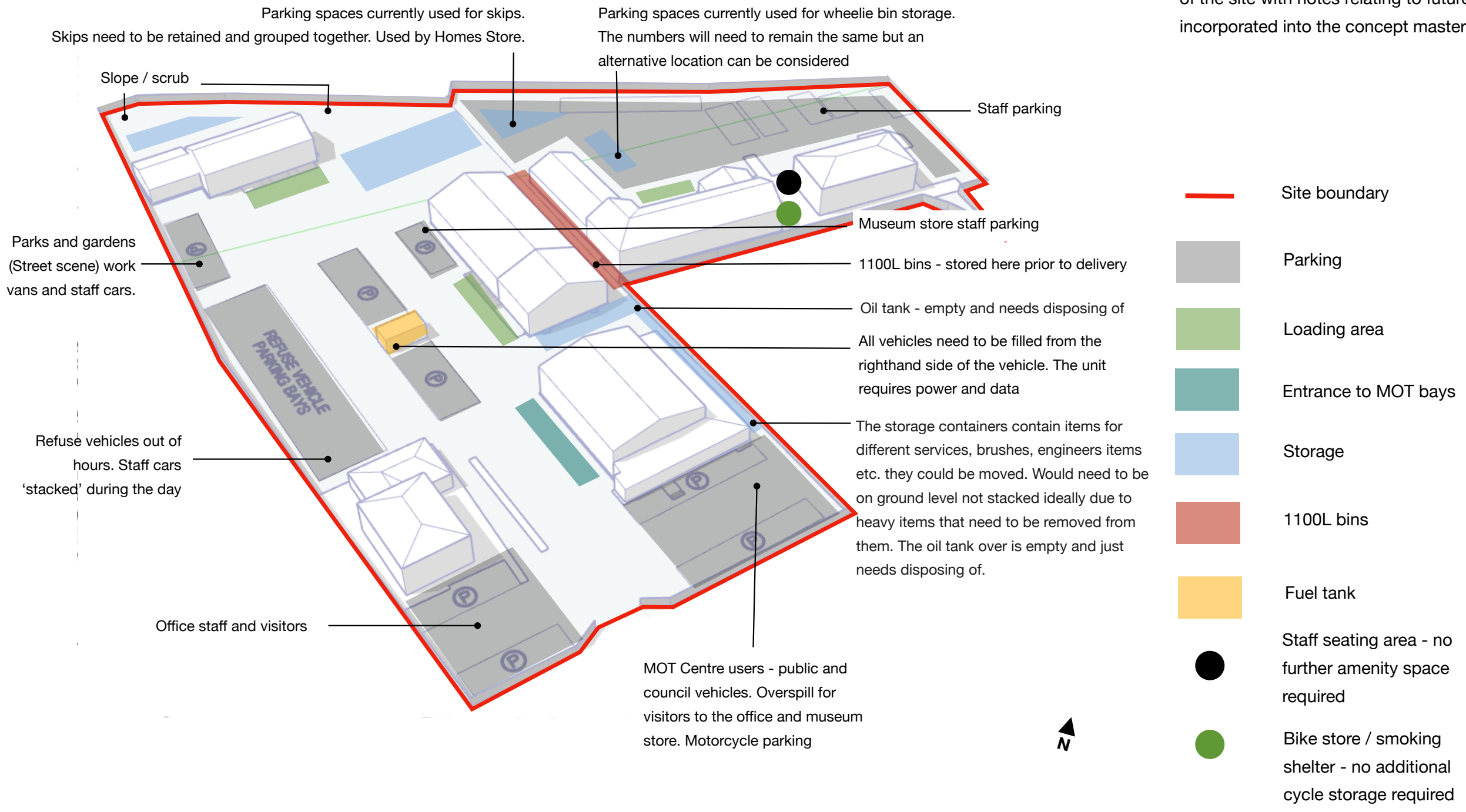
Refuse vehicles currently enter and exit the site via Brunel Drive. Visitors to the MOT centre and the Museum Store also use this entrance, with vehicle barriers controlling access to the rest of the site.

The Homes Store and the former Homes office are accessed separately via Farrar Close, with a fence line separating the two areas of the site.

- Site boundary
- ◀ Site entrance
- ⬅⋯➡ Vehicles
- ⬅⋯➡ Refuse Vehicles
- Vehicle Barrier
- Fence
- Vehicle Gate

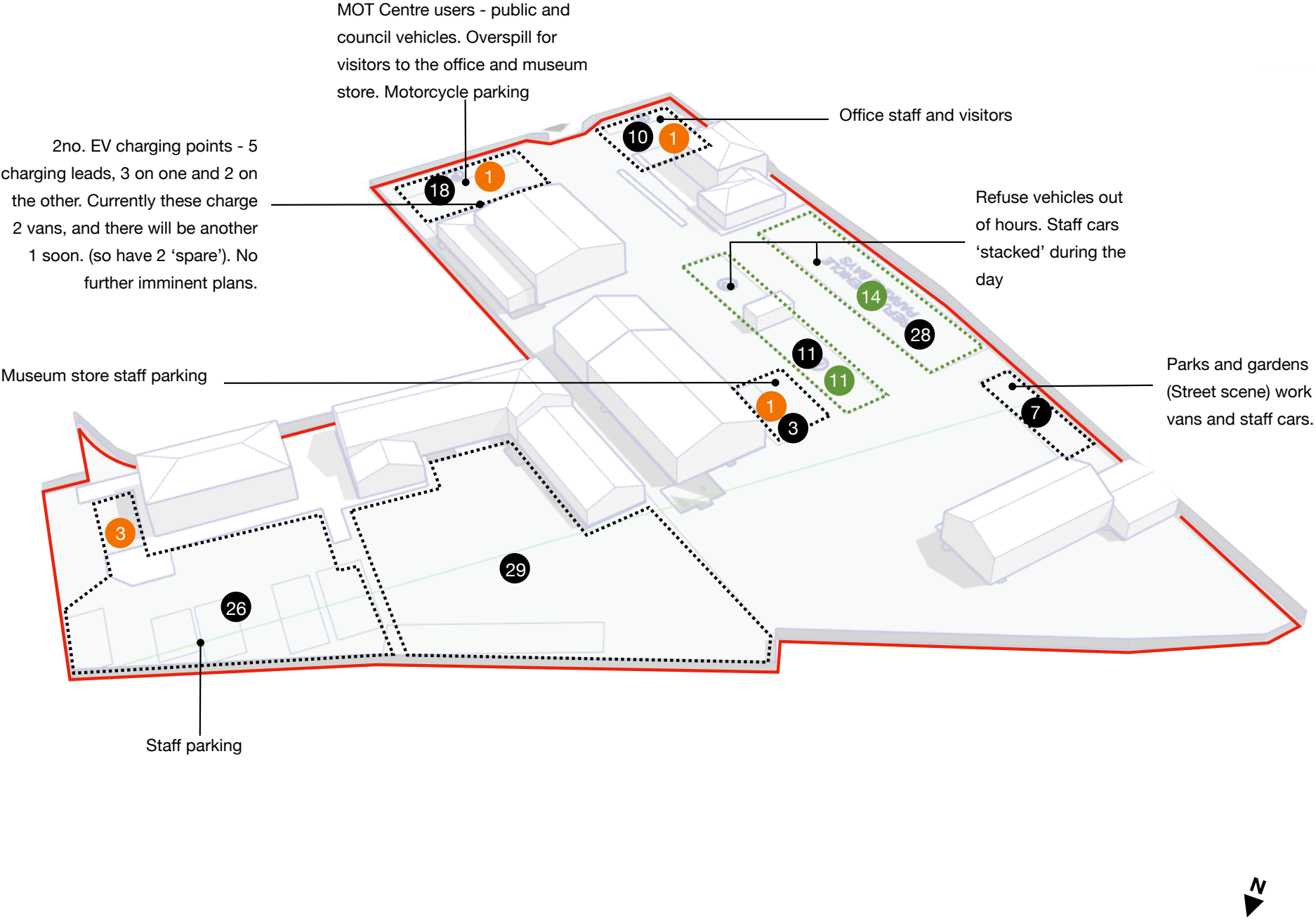
2.8 Existing External Zoning

The diagram opposite shows existing uses of the external areas of the site with notes relating to future requirements to be incorporated into the concept masterplan.



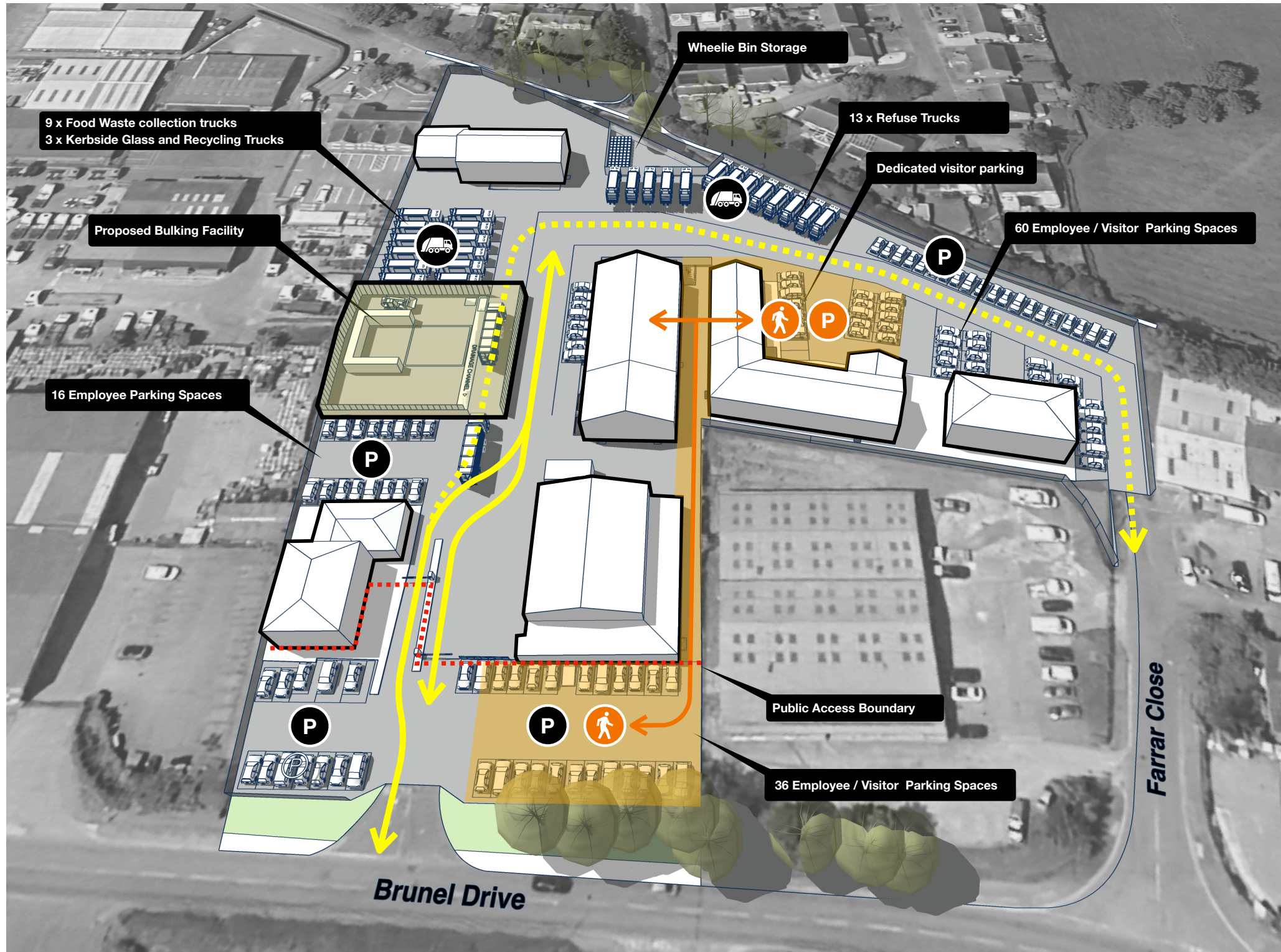
2.9 Existing Parking

The diagram opposite shows existing parking provision across the site.



On 8th March 2024 three masterplan concepts were presented to the client team. A summary of the three options is provided on the following pages. The full presentation, including vehicle tracking, is available as an appendix to this report.

3.1 Masterplan Option 1



Option 1

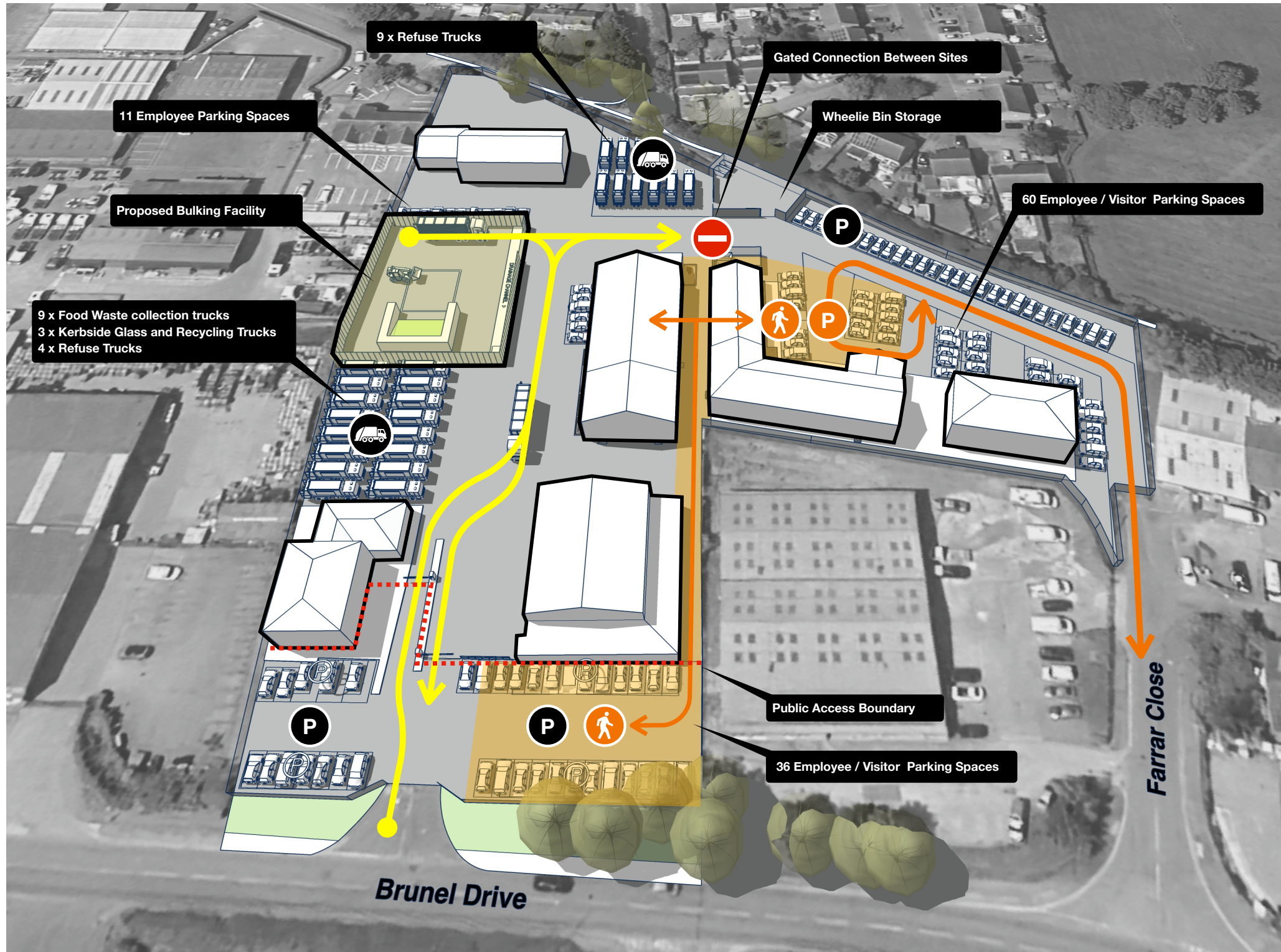
- **Vehicular Access Through Site**
 - Reduced vehicle turning movements
 - Dangerous vehicle movements minimised
 - Brunel Drive entrance remains two way
 - Heavy Vehicles 'Drive Thru' exit at Farrar Close
- **Access and Movement**
 - Public private threshold at Brunel Drive remains
 - Segregated pedestrian access into site
 - Reconfigured parking at housing offices
- **Bulking Facility**
 - Drive through facility removes need to reverse
 - More efficient use of space
 - Noise attenuating enclosure 3-5m ht
- **Site Remains Largely Intact**
 - Vehicular Access to Buildings retained
 - Vehicle control and access line remains intact
 - Public parking and access to MOT facility retained
 - Noise wall at northern site perimeter?

Brunel Drive Concept Masterplan
Option 1

1 March 2024



3.2 Masterplan Option 2



Option 2

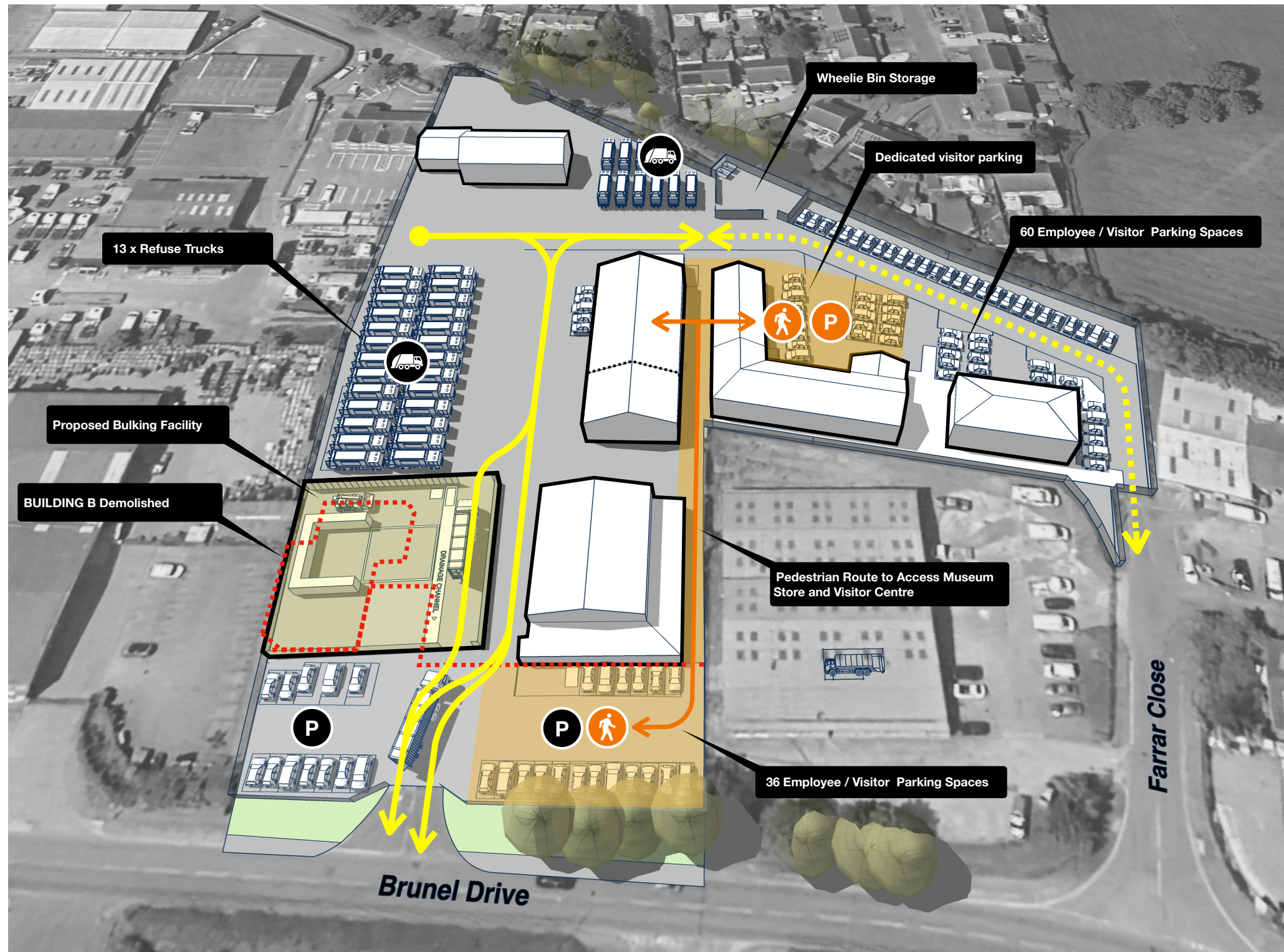
- **Segregated Site**
 - Site accessed from Brunel Drive and Farrar Close
 - Segregated vehicle types
 - Hammerhead access to bulking facility
 - Brunel Drive entrance remains two way
 - Gated connection to remain closed
- **Access and Movement**
 - Public private threshold at Brunel Drive remains
 - Segregated pedestrian access into site
 - Reconfigured parking at housing offices
- **Bulking Facility**
 - Reverse in access
 - Entry and exit from Brunel Drive
 - Use of noise wall baffles (3-5m height)
- **Site Remains Largely Intact**
 - Vehicular Access to Buildings retained
 - Vehicle control and access line remains intact
 - Public access to MOT facility retained
 - Noise wall at northern site perimeter?

Brunel Drive Concept Masterplan
Option 2

1 March 2024

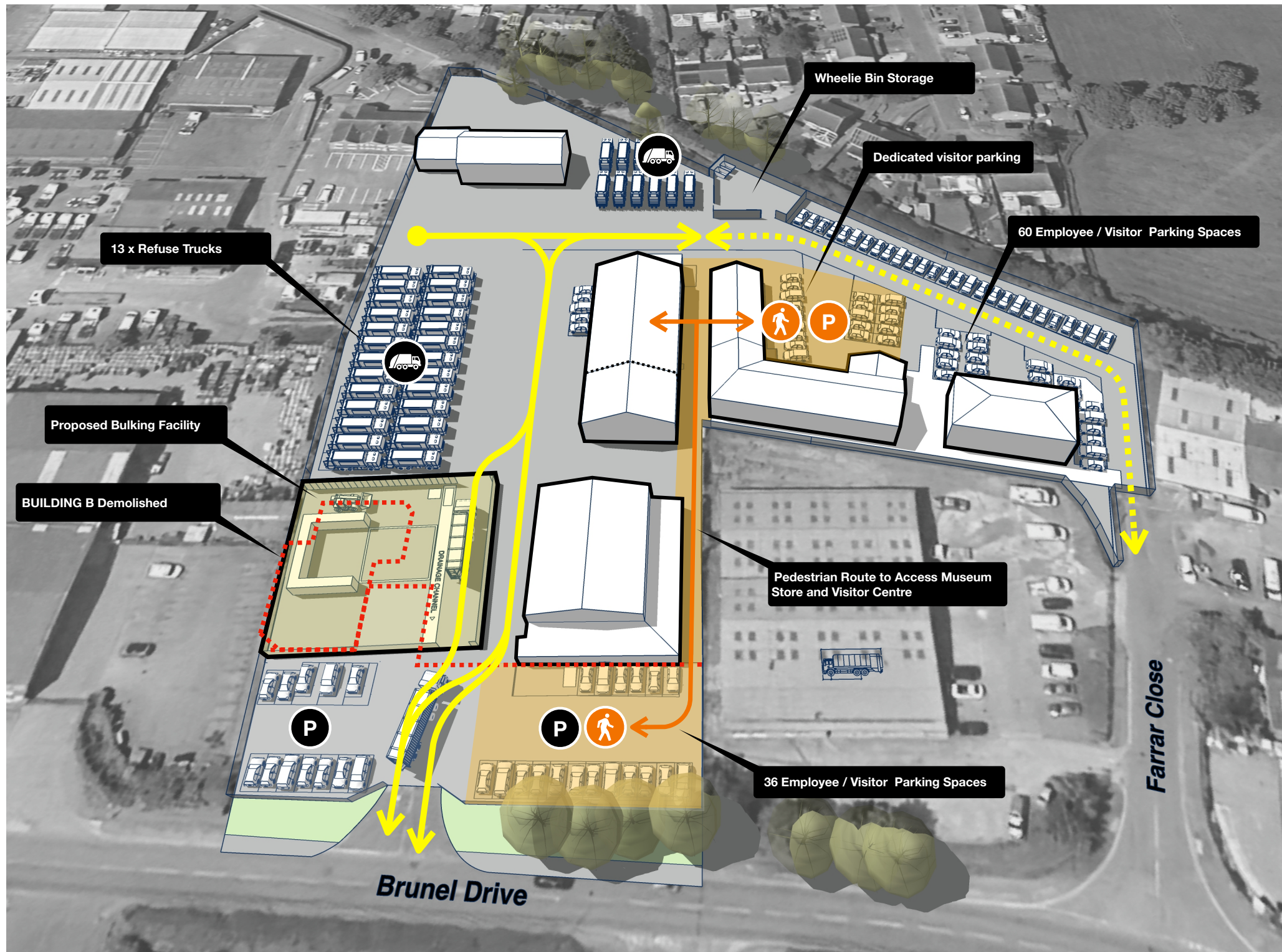


3.3 Masterplan Option 3



- Option 3**
- **Vehicular Access Through Site**
 - Brunel Drive entrance remains two way
 - Heavy Vehicles 'Drive Thru' to exit at Farrar Close
 - **Access and Movement**
 - Public private threshold at Brunel Drive removed
 - Segregated pedestrian access into site
 - Reconfigured parking at housing offices
 - **Bulking Facility**
 - Drive through facility removes need to reverse
 - More efficient use of space
 - Use of noise wall baffles (3-5m height)
 - **Office Building Demolition**
 - Potential conflict with vehicle access at Building A
 - Potential access conflict from queuing traffic
- Brunel Drive Concept Masterplan
Option 3**
- 1 March 2024
- 

3.4 Masterplan Option 4



- Option 3**
- **Vehicular Access Through Site**
 - Brunel Drive entrance remains two way
 - Heavy Vehicles 'Drive Thru' to exit at Farrar Close
 - **Access and Movement**
 - Public private threshold at Brunel Drive removed
 - Segregated pedestrian access into site
 - Reconfigured parking at housing offices
 - **Bulking Facility**
 - Drive through facility removes need to reverse
 - More efficient use of space
 - Use of noise wall baffles (3-5m height)
 - **Office Building Demolition**
 - Potential conflict with vehicle access at Building A
 - Potential access conflict from queuing traffic
- Brunel Drive Concept Masterplan
Option 3**
- 1 March 2024
- 

Three masterplan options were presented to the project / client team on March 8th. After discussing the relative merits as well as spatial and technical challenges presented by each option. Option 1 was selected as the most practical and cost effective strategy for incorporating the Glass Bulking Facility into the existing structure and dynamics of the depot.

All three options aimed to incorporate the comments/spatial data generated by the questionnaire and feedback from the client engagement process. The additional design drivers were appropriateness of the placement of the Glass Bulking Facility (GBF) and its related environmental impacts, construction costs, and the ability of the scheme to be delivered in phases that would minimise impact on the current operations on site.

There was a strong desire to implement a one way access strategy for large vehicles that would bring vehicles into the site at Brunel Drive and have them exit at Farrar Close. This strategy would eliminate potentially dangerous vehicle movements for large vehicles while optimising use of hardstanding by not defending areas for large vehicles to turn. Smaller vehicles would continue to use the Brunel Drive entrance as a two way entry/exit.

The drive through layout of the bulking facility illustrated in option 1 was also seen as a preferred strategy as it allowed for a reduction in the footprint of the facility and allowed for legible vehicle movements.

Options for noise and environmental control of the GBF were offered uniformly across the three options, with options 1 and 2 being the more favourable as option 3 would result in potentially high walls at the entrance to the site at Brunel Drive. Noise control strategies will be developed in greater detail following the completion of a noise impact study. The aim of this report is to identify measures that would provide varying degrees of noise control that would in turn allow the GBF to be placed in multiple locations on the site.

The acquisition of the commercial lot at the corner of Brunel Drive and Farrar Close was identified as an ideal area of expansion for the depot. Ownership of this lot would accommodate the natural growth of the facility and provide internal vehicle routes with direct access to Farrar Close, eliminating the easement issues associated with the current access to the depot. The council approached the owner and expressed their interest in acquiring the property in early 2023. At the time the owner was unwilling to sell. However given the development potential of the site it would be a worthwhile exercise to revisit.

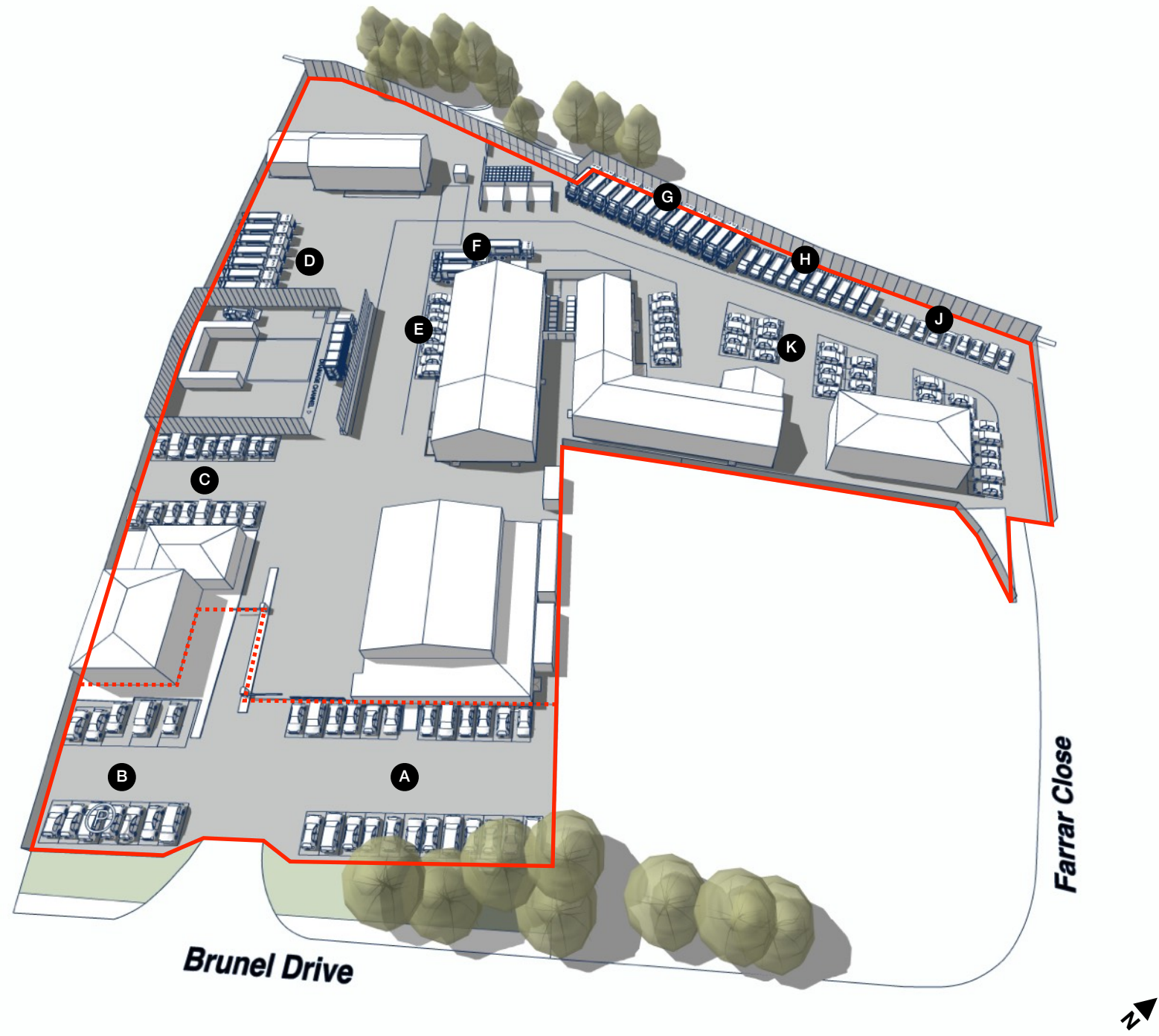
4.1 Brunel Road Depot Masterplan



Following the presentation of three masterplan concepts to the client team, option 1 was selected as the preferred location for the Glass Bulking Facility (GBF). The scheme was then developed to a greater level of detail to validate spatial relationships and establish goals and strategies for a phased build out. The following section frames out the structure and key components of the masterplan.

- A. Vehicle Maintenance Building
- B. Reception, Office & Staff Mess Building
- C. Refuse Cleansing Store
- D. Museum Archive & Store
- E. Parks and Gardens Buildings
- F. Housing Maintenance Stores Building
- G. Housing Offices
- H. Proposed Glass Bulking Facility
- J. Fuel Station
- K. Parks and Gardens Bulk Storage
- L. Bin Storage
- M. Commercial (1,100L) Bin Store
- N. Storage
- P. Vehicle Wash
- Q. Limit of Public Access
- R. Red Line Boundary

4.2 Masterplan Concept - Vehicles



The masterplan concept allows for the replacement of the existing depot parking provision while accommodating the spatial requirements of the Glass Bulking Facility and its associated vehicle movements.

In addition, the masterplan delivers an increased capacity for both cars and commercial vehicles distributed across the full extent of the depot, and can be delivered in phases as illustrated later in this document.

Notional parking allocation and quantities are listed below.

- A. 24 Flexible Parking Spaces (2.5 x 5m)
- B. 9 Employee Parking Spaces. 3 Accessible Spaces. 12 Total
- C. 16 Employee Parking Spaces
- D. 8 x Refuse Vehicle Spaces
14 Car Parking Spaces for Crew
- E. 8 x Employee Parking Spaces
- F. 2 x Refuse Vehicle Spaces (4 overnight)
4 Car Parking Spaces for Crew
- G. 12 x Refuse Vehicle Spaces
24 Car Parking Spaces for Crew
- H. 10 x 7.5 Tonne Food Waste Vehicles
- J. 10 x Van Parking
- K. 35 Flexible Parking Spaces (2.5 x 5m)

Total:
 Car Parking / Commercial Spaces (2.5 x 5m) = 137
 Refuse Vehicle Spaces (3 x 12m) = 24
 Commercial Vehicle Spaces (2.5 x 9m) = 20

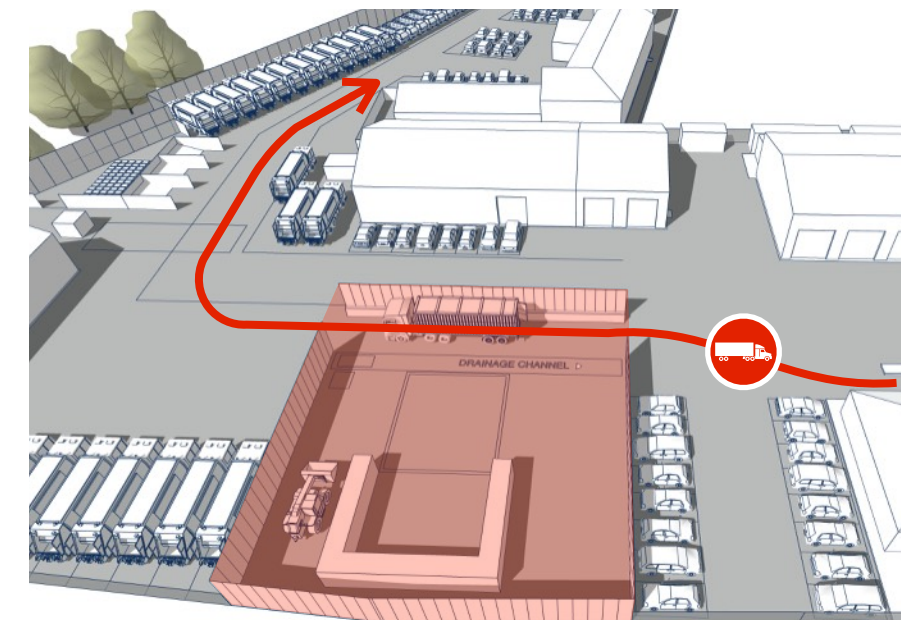
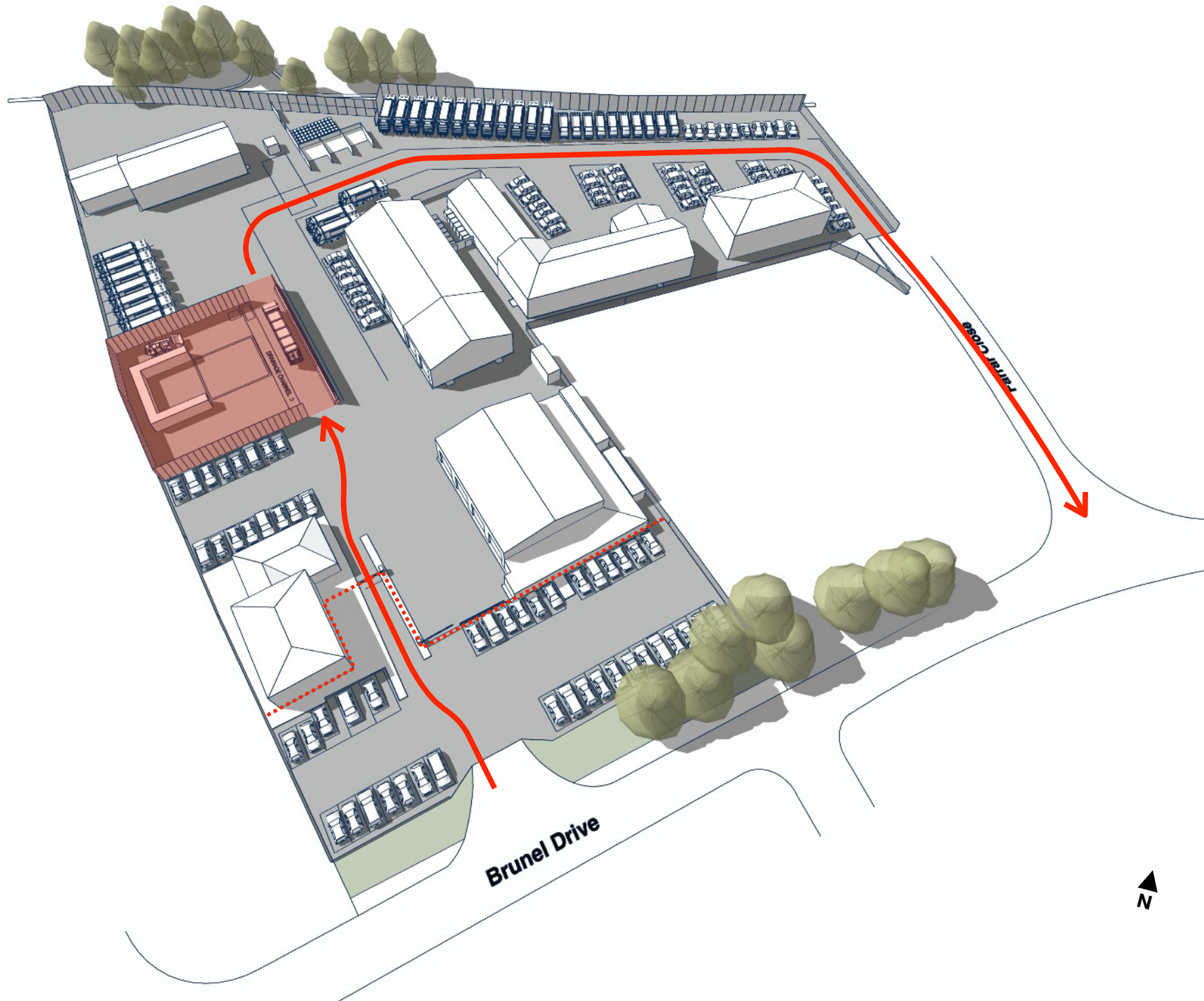
4.3 GBF - Vehicular Access Strategy

The proposed GBF enclosure utilises a drive through access as opposed to the reverse in strategy employed in the control option provided by the Newark and Sherwood District Council.

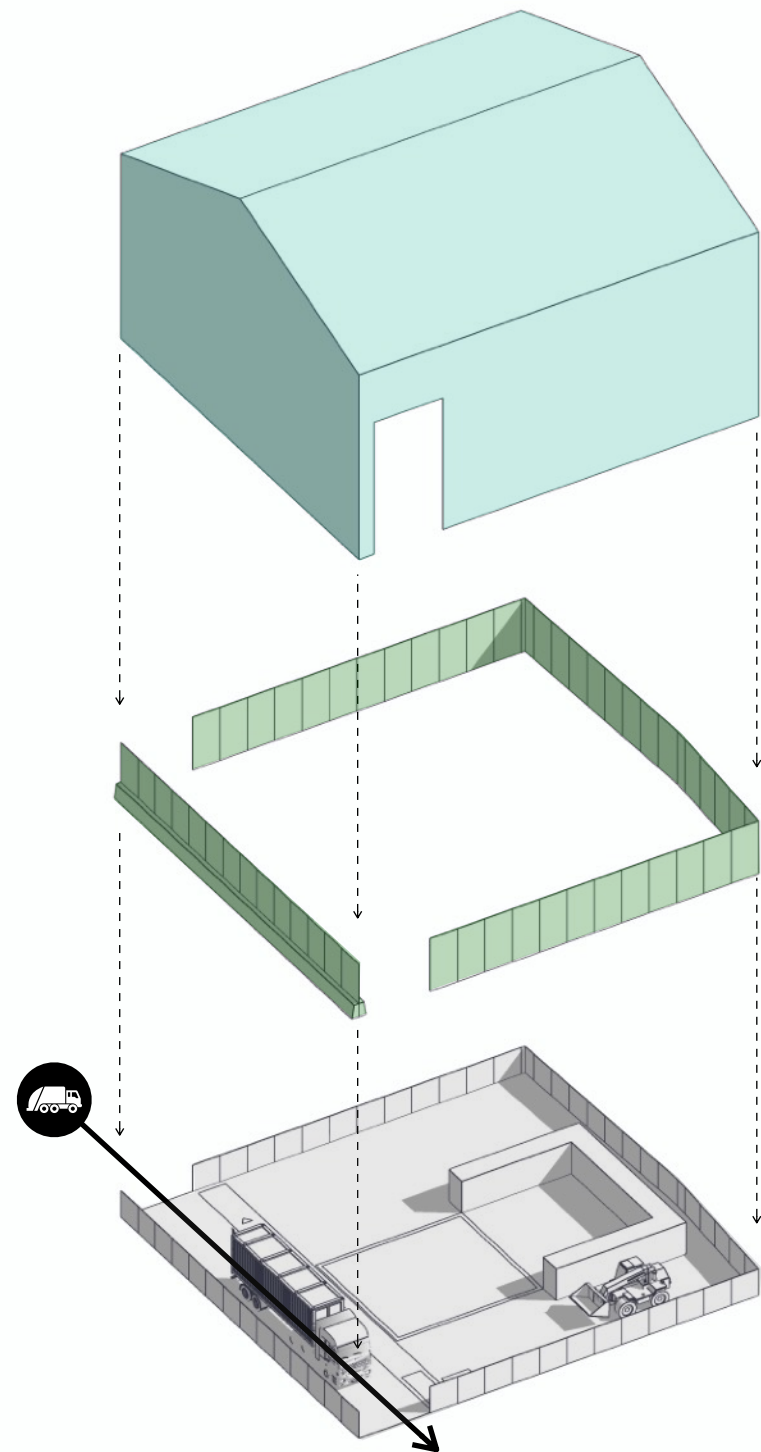
Drive through access will require less area for vehicle manoeuvres and eliminate the need for large vehicles to reverse. The minimised area of the GBF and proposed one way access through the depot will create a more legible (and therefore safer) traffic pattern.

3-5m height noise walls at the perimeter of the GBF enclosure will provide a significant dampening of the noise associated with the glass bulking operation.

The illustrations opposite and below demonstrate the proposed route of large vehicles associated with the GBF operation.



4.4 GBF - Environmental Remediation



Architectural Enclosure

- Acoustic control
- Particulate control
- Improved Visual Screening
- Potential planning issues relating to height
- Allows flexibility of placement on site
- £££

Acoustic Wall 9 (3-5m height)

- Acoustic control
- Improved Visual Screening
- Some particulate control (height dependent)
- Potential planning issues relating to height
- Allows flexibility of placement on site
- ££

Control Option - (Proposed Specification)

- 41 x 28m total area
- 8 x 9.6m internal dimension of hopper
- 2m perimeter fence (mesh)
- Inexpensive / generic build costs
- Limited visual control
- No noise control
- EA issues relating to noise / particulates
- £

The estimated area of the Glass Bulking Facility (based on a similar Newark & Sherwood District County managed facility) is 700 sqm. It consists of a palisade perimeter fence enclosing a 2.4m high concrete segmental block hopper.

The proposed GBF enclosure utilises a drive through access as opposed to a reverse in strategy and as such requires less area for vehicle manoeuvres. The minimised area of the GBF and proposed one way access through the depot will create a more legible (and therefore safer) traffic pattern. Vehicular access will be required to the Glass Bulking Facility twice a day during operation with two drops at 10:30 and 13:00.

Current Environment Agency (EA) policy states that a Glass Bulking Facility of the control option specification should be located at a minimum of 200 meters from residential dwellings. As the depot falls within that minimum distance the council are awaiting EA guidance on the matter. However, the understanding is that an application will be submitted to the EA, incorporating mitigation measures to justify the GBF being located within the 200m, and that a 200m exclusion area is not possible if the GBF is to be located in the depot.

As part of the application a noise plan and environmental mitigation strategy would be created to be agreed with the EA.

The adjacent diagram illustrates strategies to manage the environmental impact of the GBF when placed within Brunel Drive Depot.

4.5 GBF - Acoustic Remediation

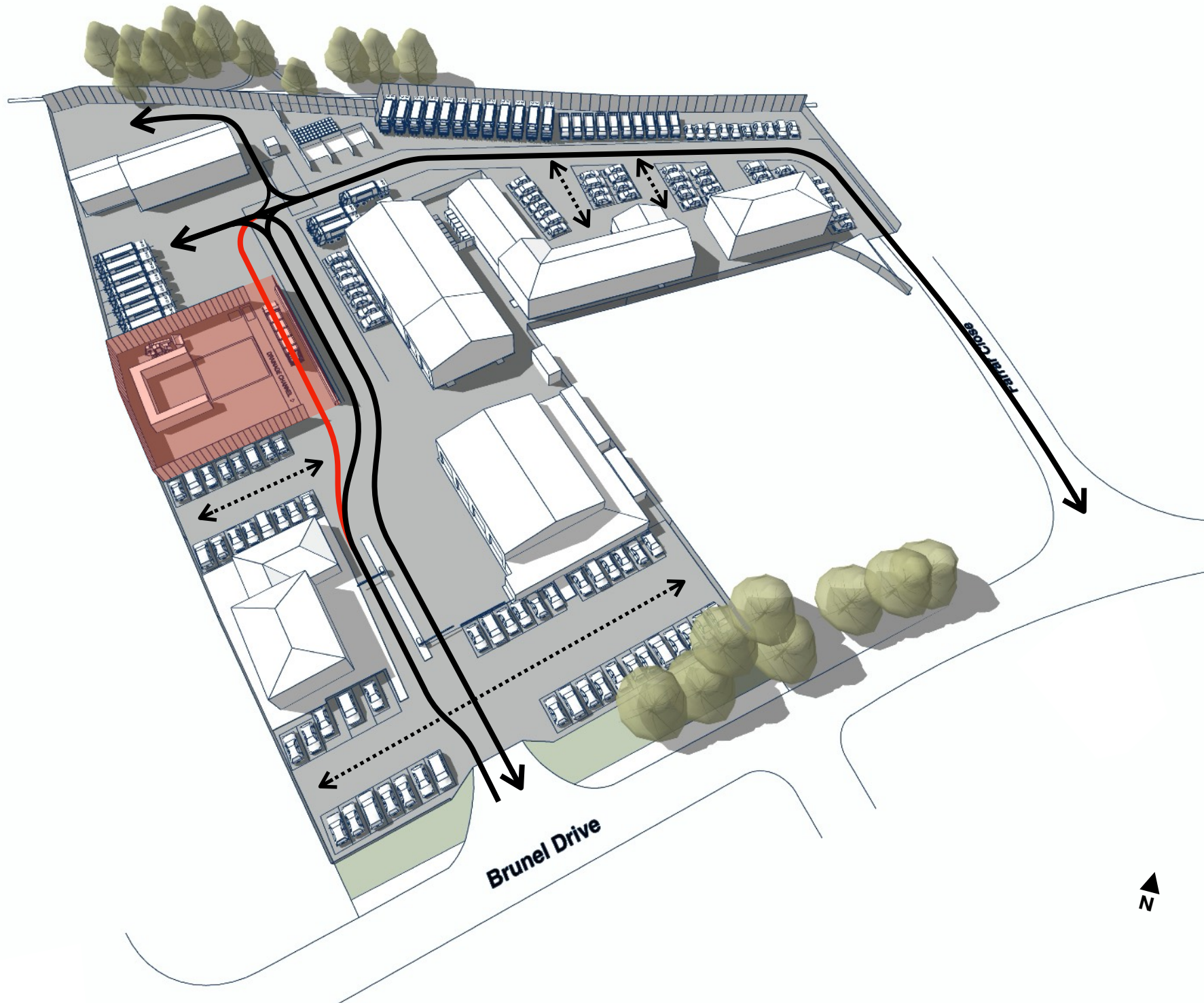


A robust environmental / noise remediation strategy will be required to deliver the Glass Bulking Facility within the Brunel Drive Depot site.

Noise walls of varying heights and materials can be employed both at the perimeter of the GBF and at the western perimeter of the site to minimise acoustic and visual impacts on adjacent residential areas.

The findings of a noise impact study will better inform the strategic placement and height of noise walls within the site. Providing adequate measures to deliver a safe glass bulking facility for both the public and staff.

4.6 General - Vehicular Access Strategy

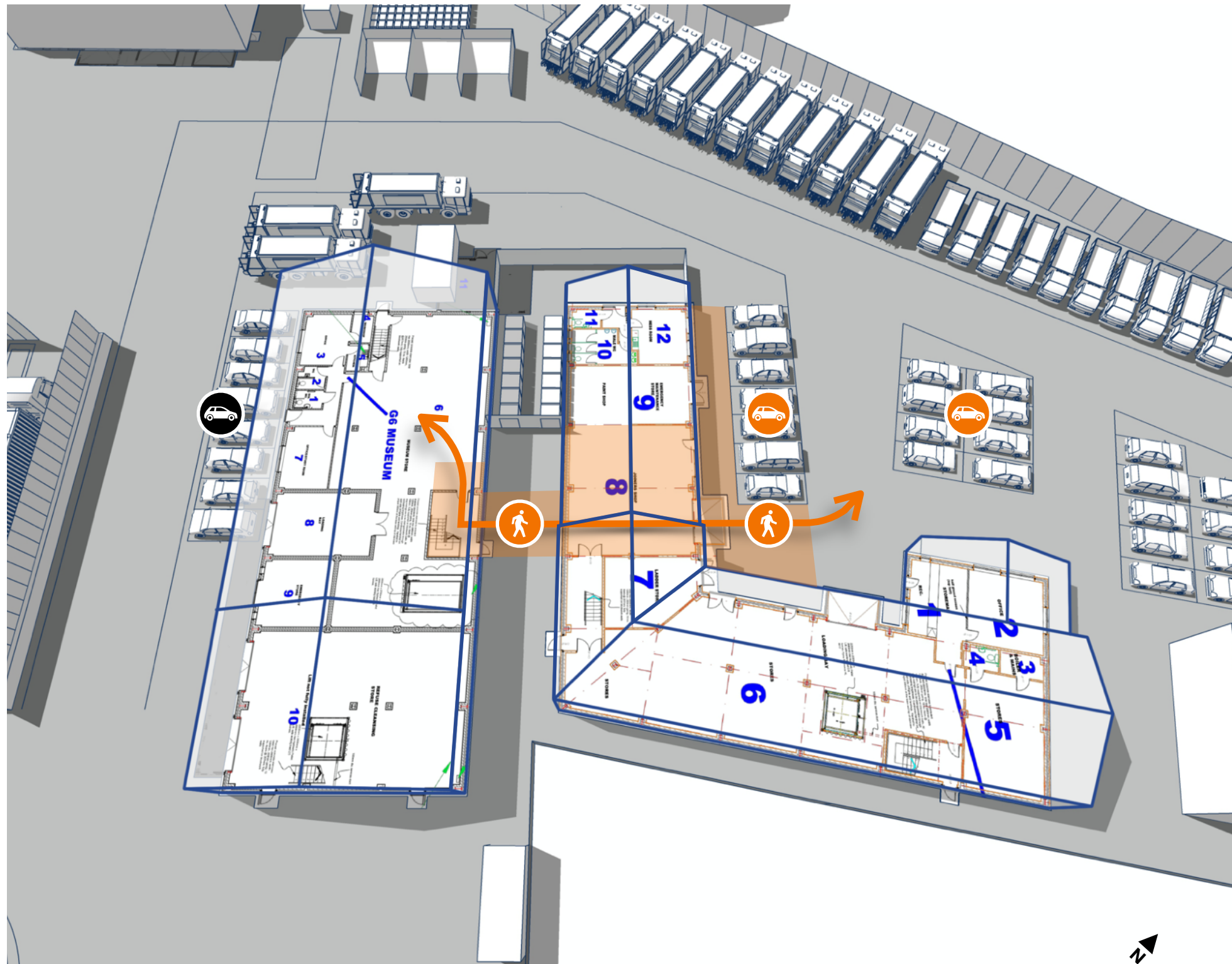


The Glass Bulking Facility has been located with the primary objective of minimising impact on adjacent buildings and providing a legible and safe access diagram for vehicles and pedestrians. The facility will be accessed by large vehicles via the gated access from Brunel Drive.

The diagram (left) illustrates how vehicle movement through the GBF drive-through enclosure (illustrated in red) has a minimal impact on access to existing buildings. The general flow of works vehicles through the site (illustrated in black) and vehicles passing through the GBF avoid conflicting movements with the exception of the T junction in front of the Parks and Gardens Building. Signage should be employed at this intersection to manage conflicting vehicle movements.

Large vehicles will continue through the depot site and exit on Farrar Close, eliminating the need for large vehicles to reverse in the site.

4.7 Visitor & Resource Centre



The former Joiners and Painters Shops will be refurbished to provide a venue for visitors to the Museum Store (MS) and a meeting / conference facility for the wider depot. The building fabric will be modified to accommodate a direct covered connection between the Museum Store (MS) and the proposed Visitor and Resource Centre (VRC).

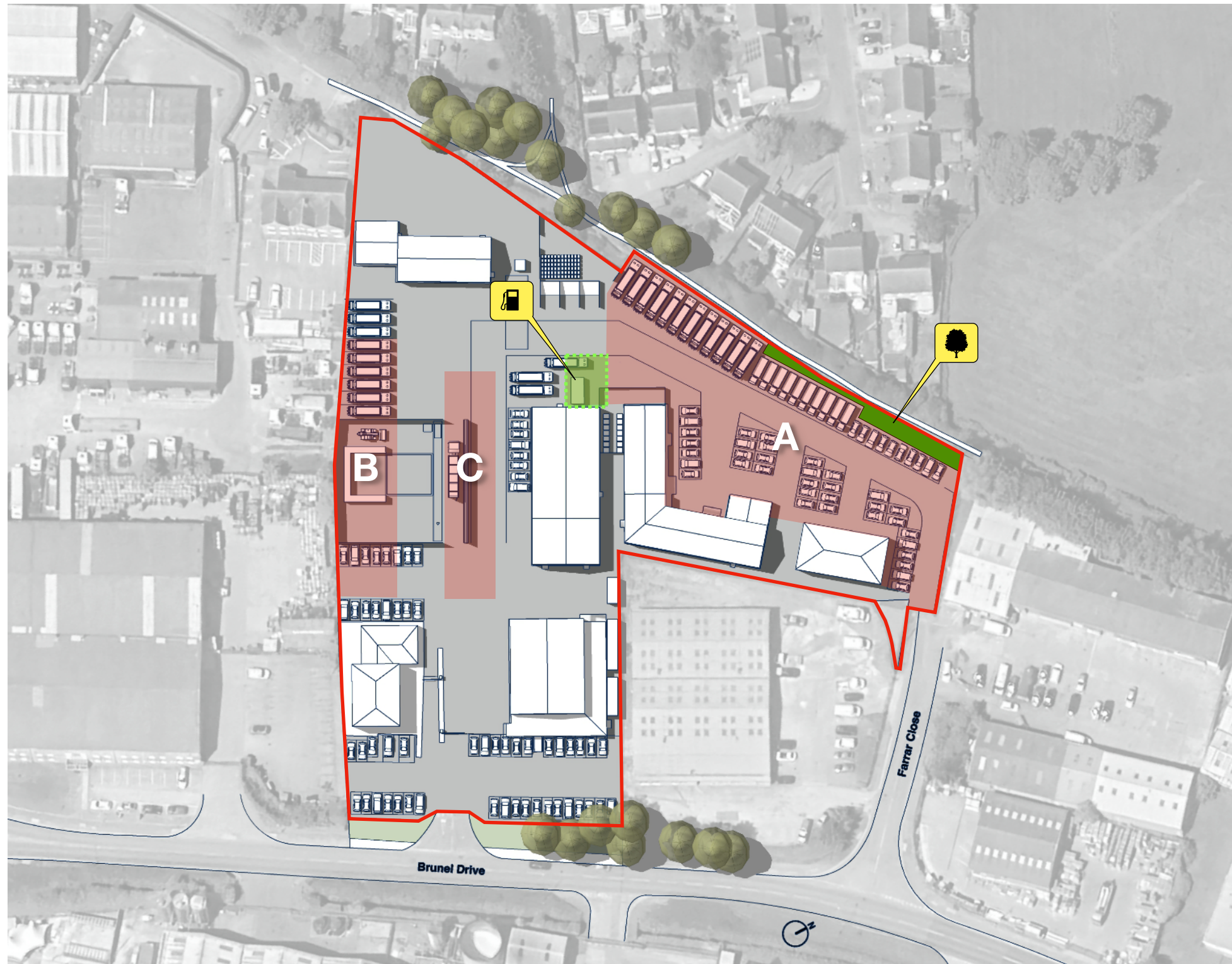
Reserved parking and space for bus drop off will be provided at the entrance to the visitor centre.

A separate design program should be undertaken to establish the detailed goals and objectives of the VRC. This will allow for a focussed design that meets the management and operational needs of the Museum Store and wider depot offices.

Key starting points in that design process will be:

- The renovation of the former Joiners Shop / Painters Shop to provide a flexible resource space that will act as a visitors centre and depot wide resource.
- New doors will added to both buildings to create a direct access between the MS and VRC. Allowing the VRC to be used as an orientation space before guests are taken into the MS.
- A covered connection will be provided between buildings for sheltered access.
- A masonry wall will be added between the MS and VRC to enclose (and visually screen) the proposed storage yard for skips and 1,100L commercial bin storage.
- Dedicated visitors parking spaces will be provided.

5.1 Phase 1



Phase 1 development will relocate existing works vehicles to allow for the construction of the Glass Bulking Facility (GBF) and establish a one way route through the site for large vehicles. This will reduce the area required for vehicle movements and allow continuous use of the existing garages and facilities on site.

Phase 1A

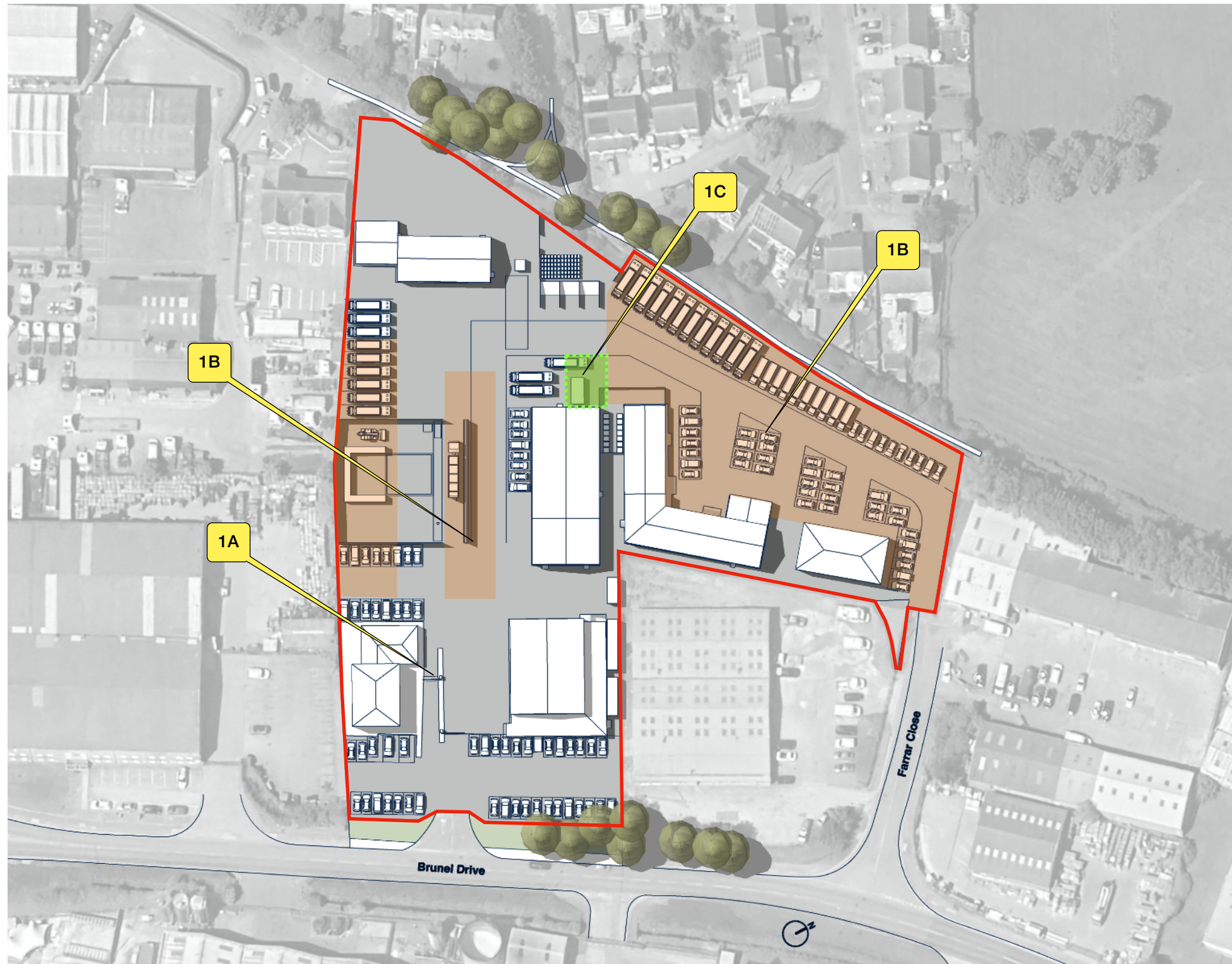
- Remove existing gates, fences and kerbs. Grade and pave a conformed parking area to maximise parking capacity.
- Define and stripe a 7m wide two way east / west vehicular route to facilitate one way movement of heavy vehicles through the site.
- Provide parking for refuse and maintenance vehicles displaced from zones B and C to allow for uninterrupted service.
- Demolish the existing 'Election Store / Gym' building to accommodate fuelling station and bin stores.
- Establish a planted border to increase biodiversity and provide a visual / acoustic screen.

Phase 1B

- Move refuse and works vehicles to new parking provision
- Re-allocate staff parking as necessary to facilitate works
- Remove striping and establish revised drive lanes.

Phase 1C

- Remove fuelling station and relocate to the north of the museum store building as noted on the plan.
- Remove striping and establish revised drive lanes.
- Access to buildings is to be maintained.



Phase 1 - Utility / HVAC Implications

1A – Access Control to Area A required to be modified, external lighting to be amended to suit revised layout.

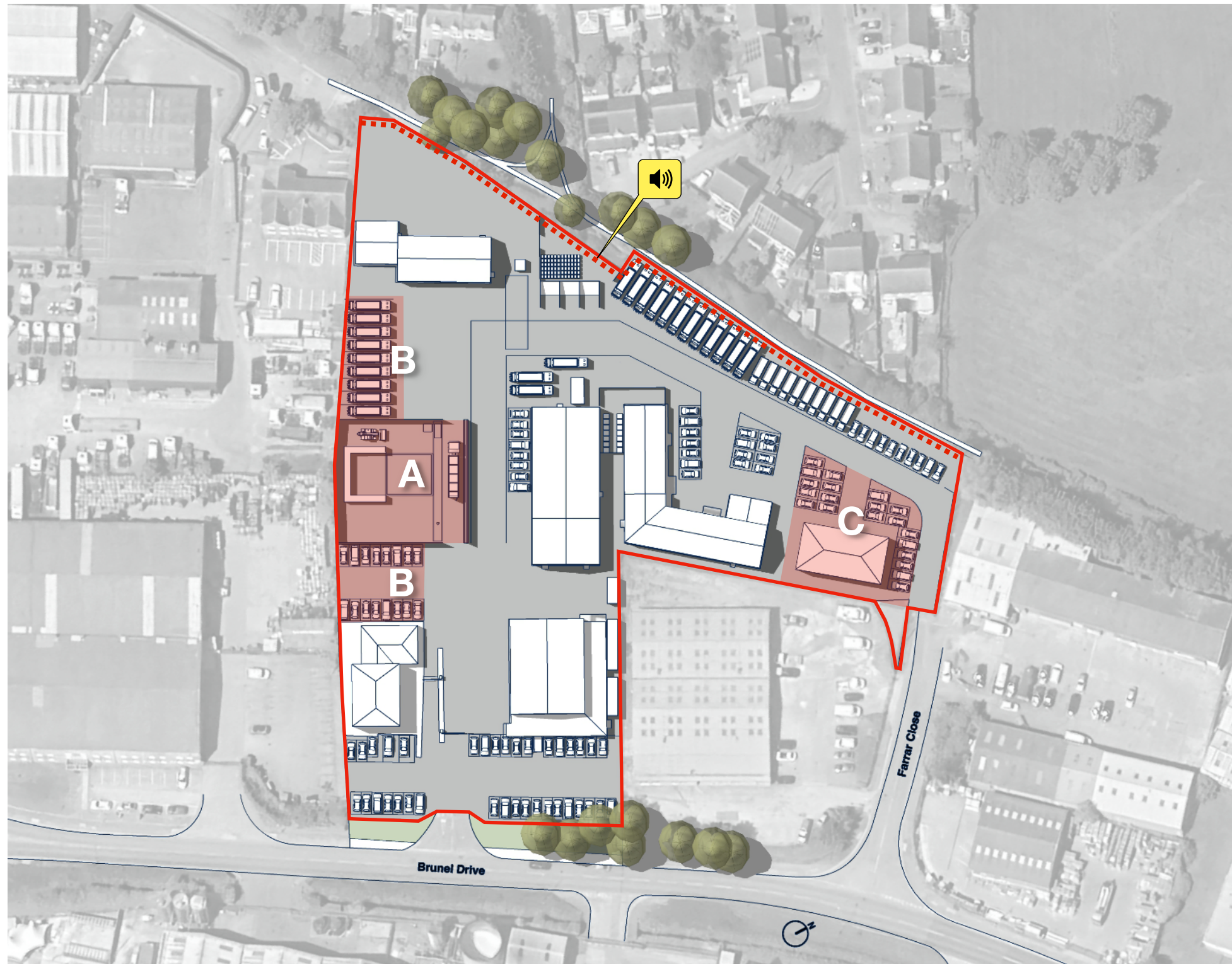
1B – Relocate feeder pillar and amend external lighting to suit revised layout.

1C – Provide new power, lighting and safety systems to new bulk fuel storage

Further to the above we need to consider budget and aspirations for the following:

- Staff EV Charging
- Public EV Charging given the public MOT Testing Station
- Fleet EV Charging
- Heat Decarbonisation plan for the rest of the site
- Application of Solar PV for future development

5.2 Phase 2



Phase 2 development will establish the Glass Bulking Facility (GBF) and associated environmental measures. A conformed one way vehicle access diagram will now be in place and the former Housing Office (FHO) Building and allocated parking will be assessed for lease.

Phase 2A

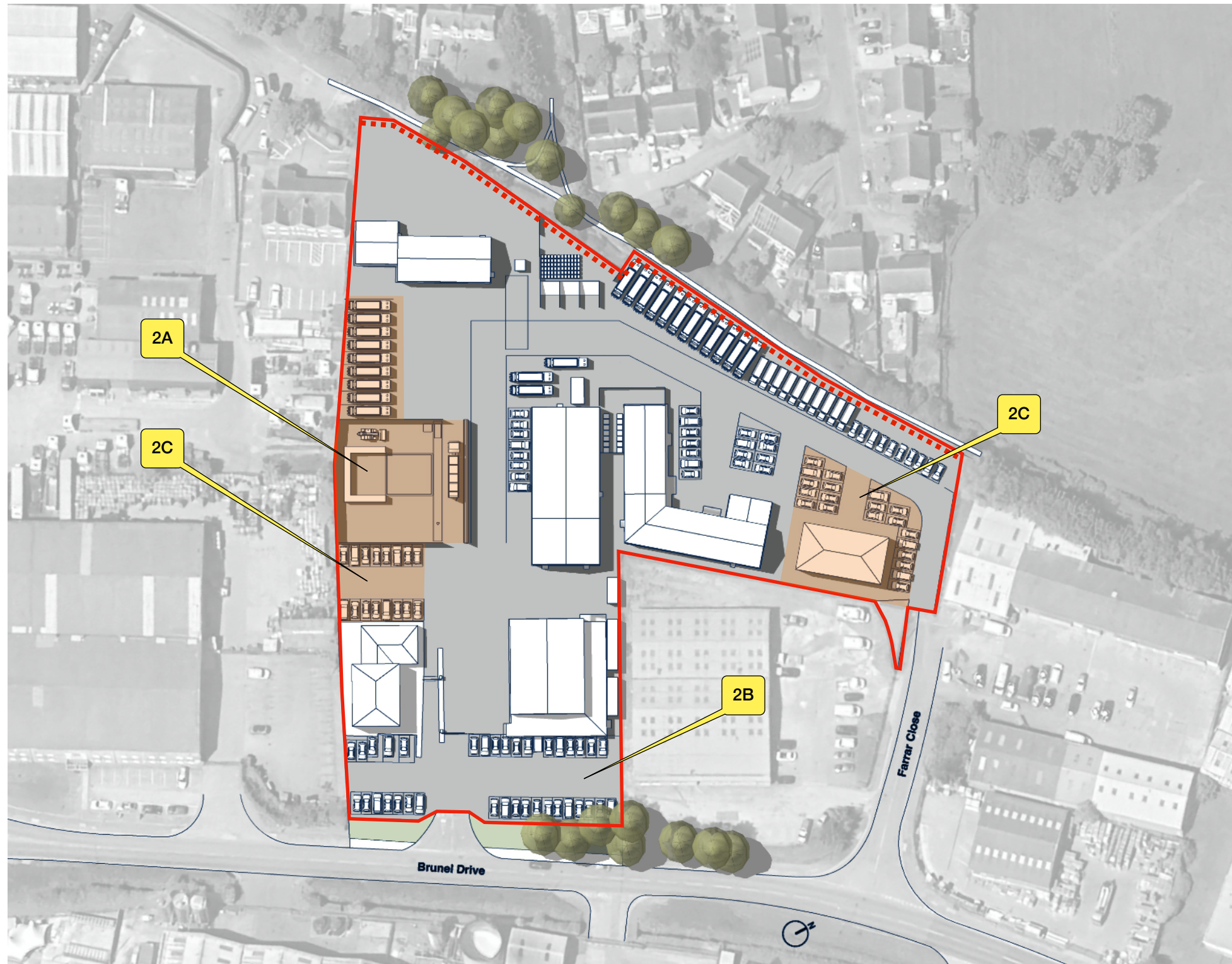
- Fabricate GBF and associated pavements / walls / utilities / drainage
- Install GBF enclosure noise wall and gates
- Maintain ongoing access to existing facilities during construction operations
- Maintain 7m wide two way north / south vehicular access
- Install noise wall to west perimeter of site

Phase 2B

- Provide parking for refuse and maintenance vehicles to the north of the GBF compound. This may involve moving vehicles that have been temporarily parked in Phase 1 parking area
- Provide dedicated parking for staff and works vehicles north of the Reception / Office Building
- Remove striping and establish revised drive lanes

Phase 2C

- Allocate dedicated parking provision for former Housing Office Building (FHO)
- Assess viability of FHO for open market lease and/or rebranding as council led business incubator hub



Phase 2 - Utility / HVAC Implications

2A – Provide power, lighting, emergency lighting and ventilation to Bulking facility subject to EA requirements

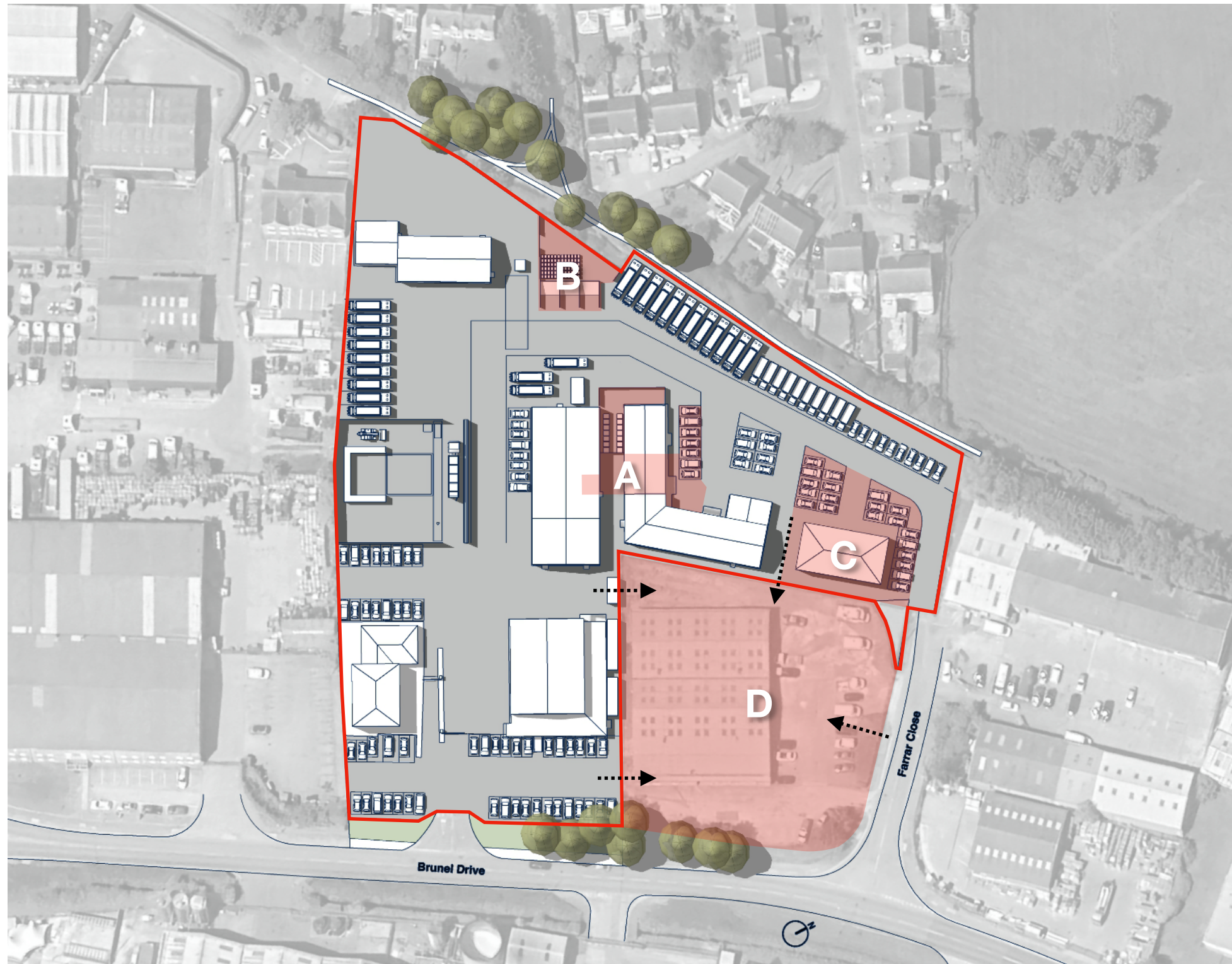
2B – Agree any EV Charging Solutions to be provided for Staff Vehicles

2C – Agree any EV Charging Solutions to be provided for Staff Vehicles

Further to the above we need to consider budget and aspirations for the following:

- Staff EV Charging
- Public EV Charging given the public MOT Testing Station
- Fleet EV Charging
- Heat Decarbonisation plan for the rest of the site
- Application of Solar PV for future development

5.3 Phase 3



Phase 3 will focus on the development of a Visitor / Resource Centre (VRC) in the unused joiners and paint workshops. The proposed VRC will provide an 'arrival' venue for visitors to the Museum Store (MS) and also a flexible meeting / conference space for the wider facility.

Phase 3A

- Develop VRC interior offer in former joiners and paint workshop(s)
- Co-ordinate location of new doors for access between the Joiners Shop and MS to allow direct route for visitors.
- Provide a covered connection between buildings to frame access
- Add a masonry wall between MS and VRC to enclose (and visually screen) proposed storage yard for skips and 1,100L bin storage.
- Allocate dedicated visitors parking
- Develop attractive hardstanding at entrance to VRC

Phase 3B

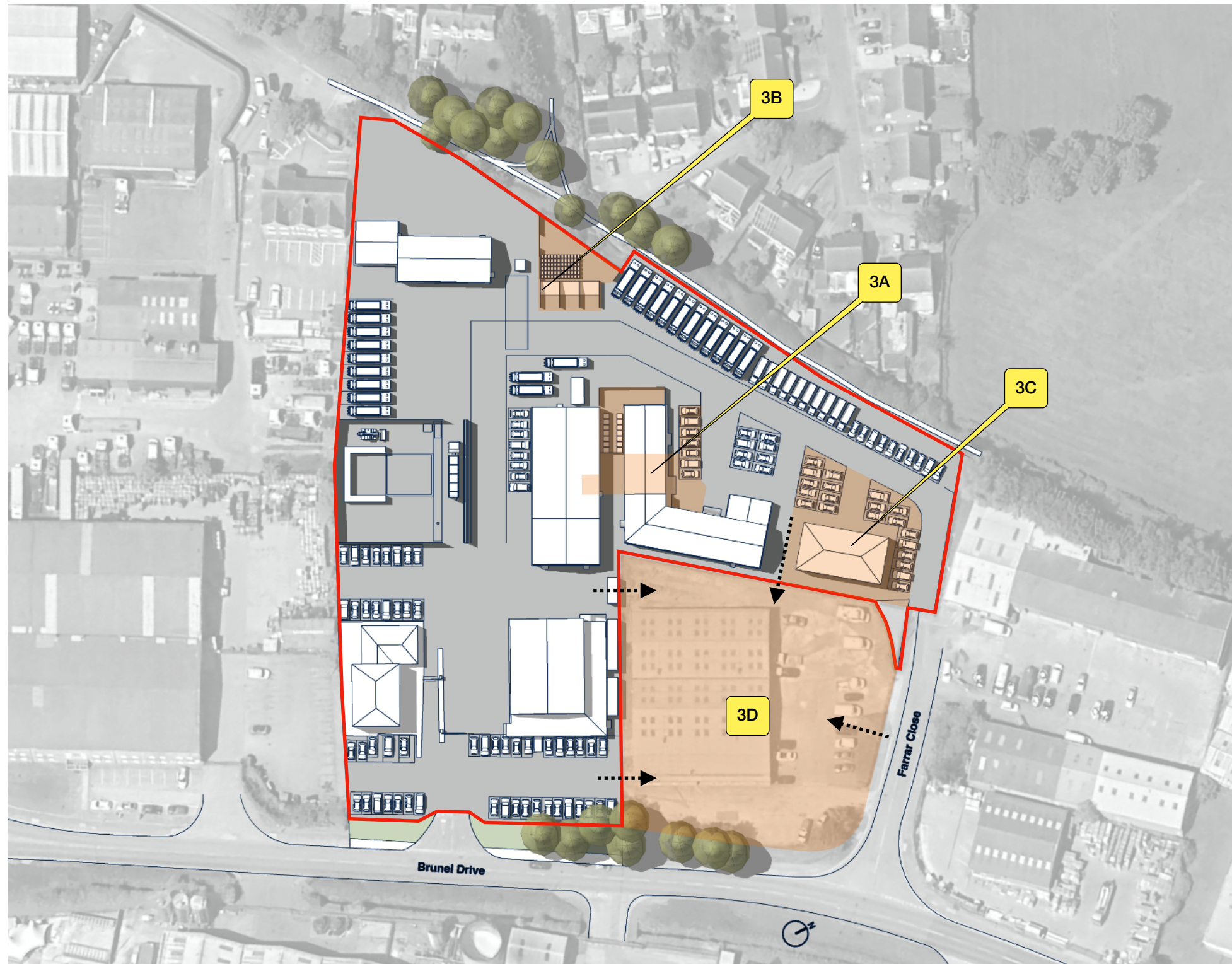
- Create formalised, fenced in bin storage
- Refurbish Parks and Gardens bulk storage facility to satisfy projected use

Phase 3C

- Assess viability of the FHO following market study undertaken in Phase 2.
- Consider demolition and repurposing of site as parking for works / staff vehicles.

Phase 3D

- Explore acquisition of adjacent site to secure future expansion of depot
- If acquired, a second depot access from Farrar Close will eliminate current cross access fees at the current access to the site.



Phase 3 - Utility / HVAC Implications

- 3A – Review existing workshops and convert to Electrified Solutions
- 3B – Review wash down facility water storage tank solution
- 3C – If site is demolished for Staff Parking arrange utility disconnections
- 3D – Strategy review if site acquired

Further to the above we need to consider budget and aspirations for the following:

- Staff EV Charging
- Public EV Charging given the public MOT Testing Station
- Fleet EV Charging
- Heat Decarbonisation plan for the rest of the site
- Application of Solar PV for future development

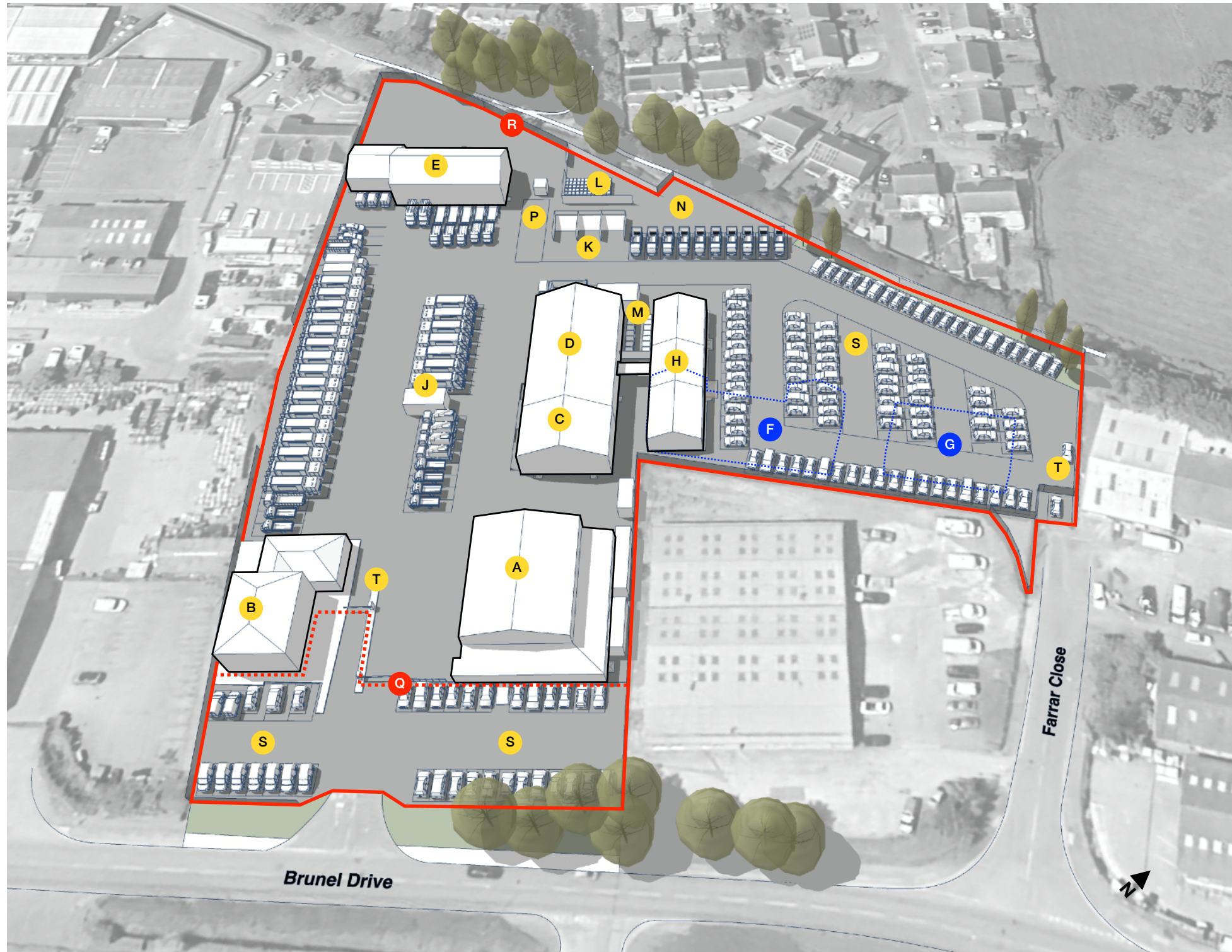
6.0 Option 4 - Consolidated Masterplan

Given the demanding spatial requirements of the Glass Bulking Facility (GBF) and the cost implications of the environmental remediation methods, Option 4 sets out a plan for the future growth of the depot with the GBF remaining in its current location at the Newark Lorry Park. This masterplan reconfigures the distribution and vehicle movements of the existing fleet of vehicles and allows for anticipated growth based on vehicle data provided by Newark and Sherwood District Council.

Additionally Option 4 proposes the demolition of the vacant Housing Office Building and the phased demolition of the Housing Stores to provide space for a Visitor Centre and enlarged area of parking for staff and visitors.

Staff and visitor car parking is restricted to the proposed northern parking area, creating a clear division between works and domestic vehicles. Once parked, access to the works areas of the depot will occur on foot via the Visitor Centre providing a valuable access control point.

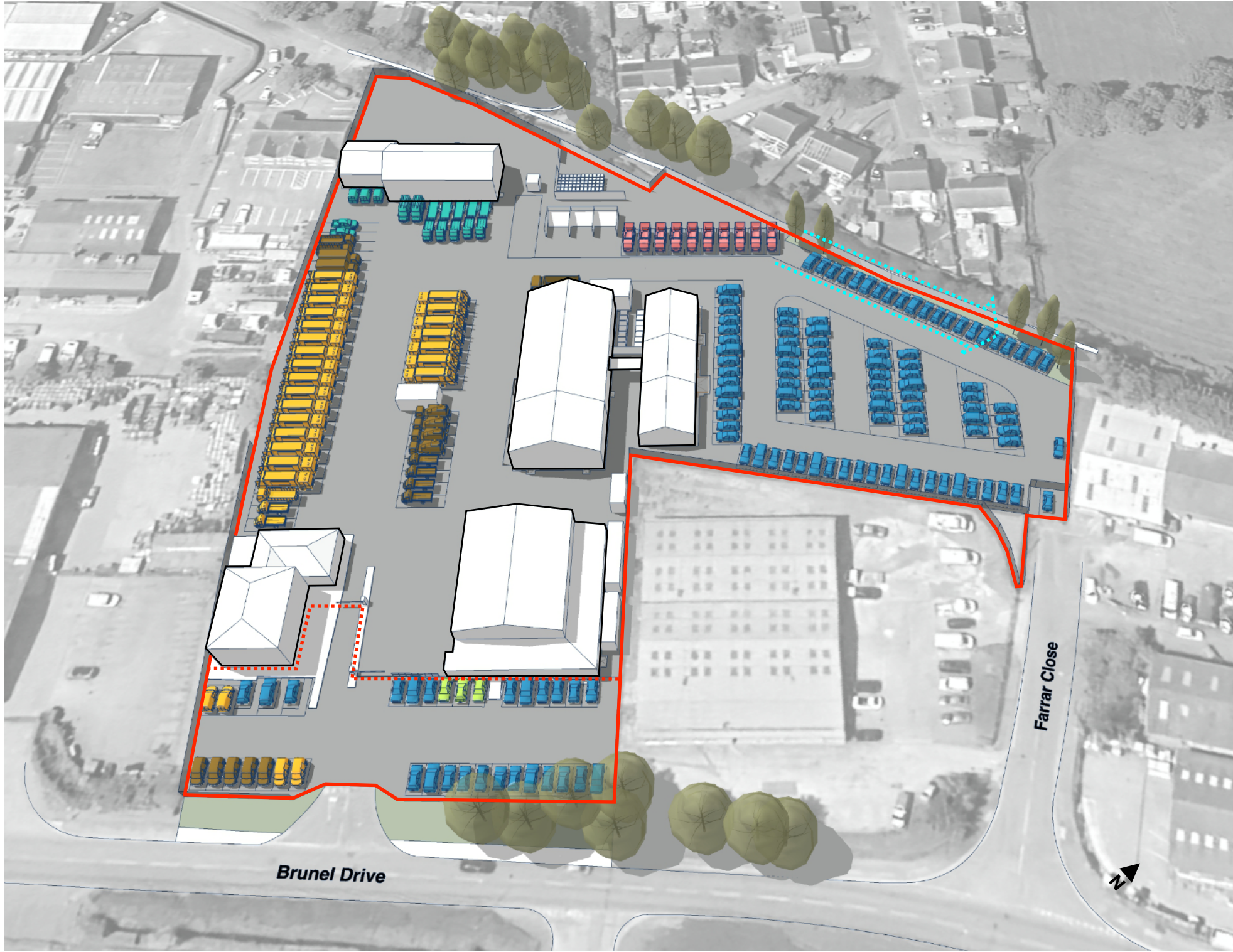
6.1 Option 4 - Consolidated Masterplan



- A. Vehicle Maintenance Building
- B. Reception, Office & Staff Mess Building
- C. Refuse Cleansing Store
- D. Museum Archive & Store
- E. Parks and Gardens Buildings
- F. Demolished Housing Maintenance Stores Building
- G. Demolished Housing Offices
- H. Proposed Visitor Centre
- J. Fuel Station
- K. Parks and Gardens Bulk Storage
- L. Bin Storage
- M. Commercial (1,100L) Bin Store
- N. Storage
- P. Vehicle Wash
- Q. Limit of Public Access
- R. Red Line Boundary
- S. Staff and Visitor Parking, 128 Total spaces
- T. Controlled Access

6.2 Parking Provision by Department

The diagram opposite illustrates the distribution of works vehicles by department. The inventory of existing and future types of vehicles has been provided by Newark and Sherwood District Council.



- Employee and Visitor Parking 125 Total
- Refuse Department Vehicles 30 Total
- Refuse Kerbside Food Pickup Vehicles 10 Total
- Streets Department Vehicles 17 Total
- Grounds Department Vehicles 18 Total
- MOT Customer Parking 3 Total
- 5m deep parking bays are extendable to 7m along the northern boundary to accommodate potential expansion of the commercial fleet.

6.2 Parking Provision by Department

VEHICLE ID	DEPT	MAKE	VEHICLE TYPE	BODY TYPE	SIZE
FX21EZJ	GROUND	RANSOME	MP653	MOWER	MOWR
N8SDC	GROUND	FORD	RANGER DOUBLE CAB 2012	4X4 VEHICLE	PICKUP
TR1	GROUND	IFOR WILLIAMS	TRAILER	TRAILER - TWIN AXLE	FLATBED
TR22	GROUND	IFOR WILLIAMS	TRAILER	TRAILER - TWIN AXLE	TRAIL
TR23	GROUND	IFOR WILLIAMS	TRAILER	TRAILER - TWIN AXLE	TRAIL
TR3	GROUND	IFOR WILLIAMS	TRAILER	TRAILER - TWIN AXLE	FLATBED
TR4	GROUND	IFOR WILLIAMS	TRAILER	TRAILER - TWIN AXLE	FLATBED
TR6	GROUND	IFOR WILLIAMS	TRAILER	TRAILER - TWIN AXLE	FLATBED
YM15TXG	GROUND	FORD	RANGER DOUBLE CAB XL 2015	4X4 VEHICLE	4X4
YP21RZK	GROUND	FORD	TRANSIT 350 L3 CHASSIS CAB	SINGLE CAB	BEAVER
YP21SXN	GROUND	FORD	TRANSIT 350 L3 CHASSIS CAB	SINGLE CAB	BEAVER
YP22LXJ	GROUND	FORD	TRANSIT 350 LEADER ECOBLUE	PANEL VAN >3500KG	VAN
YR19ELN	GROUND	FORD	TRANSIT 350 L2 H2 - 2018	PANEL VAN >3500KG	TIPPC
YS19SNY	GROUND	FORD	TRANSIT 350 L3 H1 CHASSIS CREW CAB - 2018	DOUBLE CAB	TIPP
YS19SNZ	GROUND	FORD	TRANSIT 350 L3 H1 CHASSIS CREW CAB - 2018	DOUBLE CAB	TIPP
YS19SOA	GROUND	FORD	TRANSIT 350 L3 H1 CHASSIS CREW CAB - 2018	DOUBLE CAB	TIPP
YS19SUX	GROUND	FORD	TRANSIT 350 L3 H1 CHASSIS CREW CAB - 2018	DOUBLE CAB	TIPP
YV68ONH	GROUND	FORD	TRANSIT COURIER - 2018	PANEL VAN < 3500KG	VAN

VEHICLE ID	DEPT	MAKE	VEHICLE TYPE	BODY TYPE	SIZE
BF70LZS	STREET	IVECO	EUROCARGO 75E16S S-A	BOX VAN >7.5T	BOX
FN70XOT	STREET	IVECO		BOX VAN >7.5T	TIPP
FX70FHT	STREET	BOSCHUNG		SWEEPER	SWEEP
KR70MDV	STREET	JOHNSTON SWEEPERS	VT652	SWEEPER	SWEEP
KR70MDX	STREET	JOHNSTON SWEEPERS	VT652	SWEEPER	SWEEP
KU16ZKB	STREET	MERCEDES-BENZ	AROCS 2633 6x4	RIGID	TIPP
KY72JWN	STREET	JOHNSTON SWEEPERS	VT652	SWEEPER	SWEEP
LL18PHJ	STREET	ISUZU	N75.190 EURO VI	SINGLE CAB	TIPPS/L
LN68SXF	STREET	ISUZU	N75.190 EURO VI	SINGLE CAB	TIPPS/L
YN19NMC	STREET	FORD	TRANSIT 350 L2 H2 - 2018	PANEL VAN < 3500KG	VANC
YN19RPM	STREET	FORD	TRANSIT 350 L2 H2 - 2018	PANEL VAN < 3500KG	VANC
YO18DDZ	STREET	FORD	TRANSIT 350 MWB CHASSIS CAB - 2015	SINGLE CAB	TIPPC
YO18EZM	STREET	FORD	TRANSIT 350 LWB CHASSIS SINGLE CAB	SINGLE CAB	TIPPC
YR72XGT	STREET	FORD	TRANSIT 350 L2 H1 CHASSIS CAB - 2018	PANEL VAN < 3500KG	TIPPC
YR72ZTN	STREET	FORD	TRANSIT 350 LEADER ECOBLUE	PANEL VAN < 3500KG	TIPPC
YV19GYX	STREET	FORD	TRANSIT COURIER - 2018	PANEL VAN < 3500KG	VAN
YV21JWZ	STREET	FORD	RANGER XL ECOBLUE 4X4	4X4 VEHICLE	PICKUP

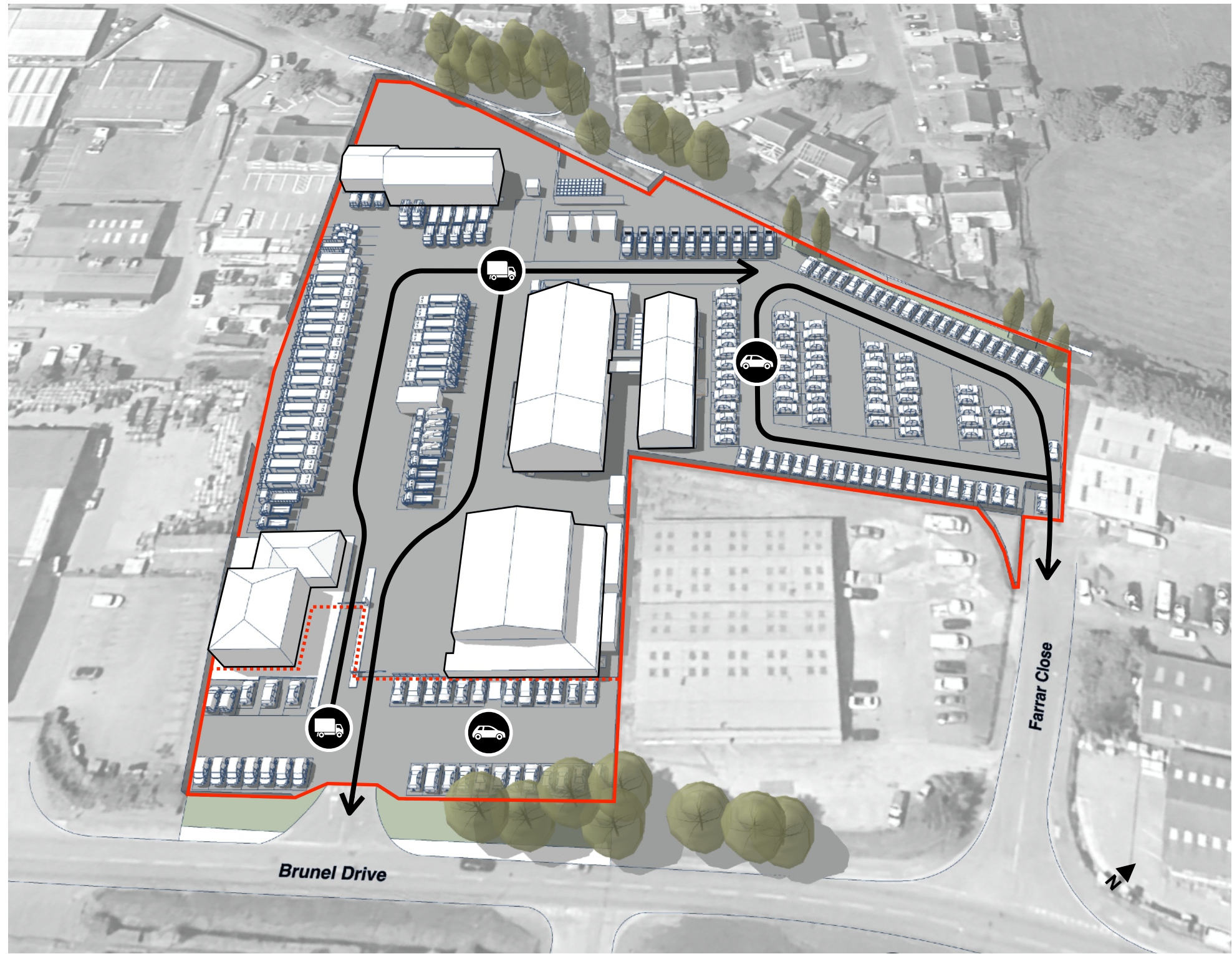
VEHICLE ID	DEPT	MAKE	VEHICLE TYPE	BODY TYPE	SIZE
LN68SVG	REF	ISUZU	N75.190	SINGLE CAB	TIPPS/L
PE71VNP	REF	NISSAN	MEON	PANEL VAN < 3500KG	VAN
PE71VUN	REF	NISSAN	MEON	PANEL VAN < 3500KG	VAN
VE18JTX	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2018	REFUSE COLLECTION 6X2	REF2
VE22CJX	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VE22CKN	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 2 VOLVO-18T (DTE)	REFUSE COLLECTION 4X2	REF2
VE22CNZ	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VE22COA	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VE22COH	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VE22COJ	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VE22UZX	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T REAR S (DTE) - 2021	REFUSE COLLECTION 6X2	REF2
VK730JO	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2018	REFUSE COLLECTION 6X2	REF9
VK730JP	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2018	REFUSE COLLECTION 6X2	REF9
VK730JR	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2018	REFUSE COLLECTION 6X2	REF9
VK730KX	REF	DENNIS EAGLE	ELITE 6 VOLVO 18TONNE	REFUSE COLLECTION 4X2	REF2
VN70XUH	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2019	REFUSE COLLECTION 6X2	REF2
VN70XUJ	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2019	REFUSE COLLECTION 6X2	REF2
VX16ACJ	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 2 VOLVO-26T (DT)	REFUSE COLLECTION 6X2	REF2
VX69YMP	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VX69YMR	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VX69YMS	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VX69YMT	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VX69YMU	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
VX71WUT	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2018	REFUSE COLLECTION 6X2	REF2
VX71WUU	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-26T (DTE) - 2018	REFUSE COLLECTION 6X2	REF2
VX73ZNU	REF	DENNIS EAGLE	DENNIS EAGLE ELITE 6 VOLVO-32T (DTE) - 2018	REFUSE COLLECTION 8X4	REF2
YS22XOT	REF	FORD	TRANSIT 350 L3 CHASSIS CAB	PANEL VAN < 3500KG	BOX
YS22XPU	REF	FORD	TRANSIT 350 L3 CHASSIS CAB	PANEL VAN < 3500KG	BOX
YV19GYU	REF	FORD	TRANSIT COURIER - 2018	PANEL VAN < 3500KG	VAN
YV19GYV	REF	FORD	TRANSIT COURIER - 2018	PANEL VAN < 3500KG	VAN

VEHICLE ID	DEPT	MAKE	VEHICLE TYPE	BODY TYPE	SIZE
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		
REFUSE			7.5 TONNE FOOD WASTE VEHICLE SIMILAR TO LN68 SVG		

* Inventory of existing and future types of vehicles has been provided by Newark and Sherwood District Council.



6.3 Vehicular Site Access



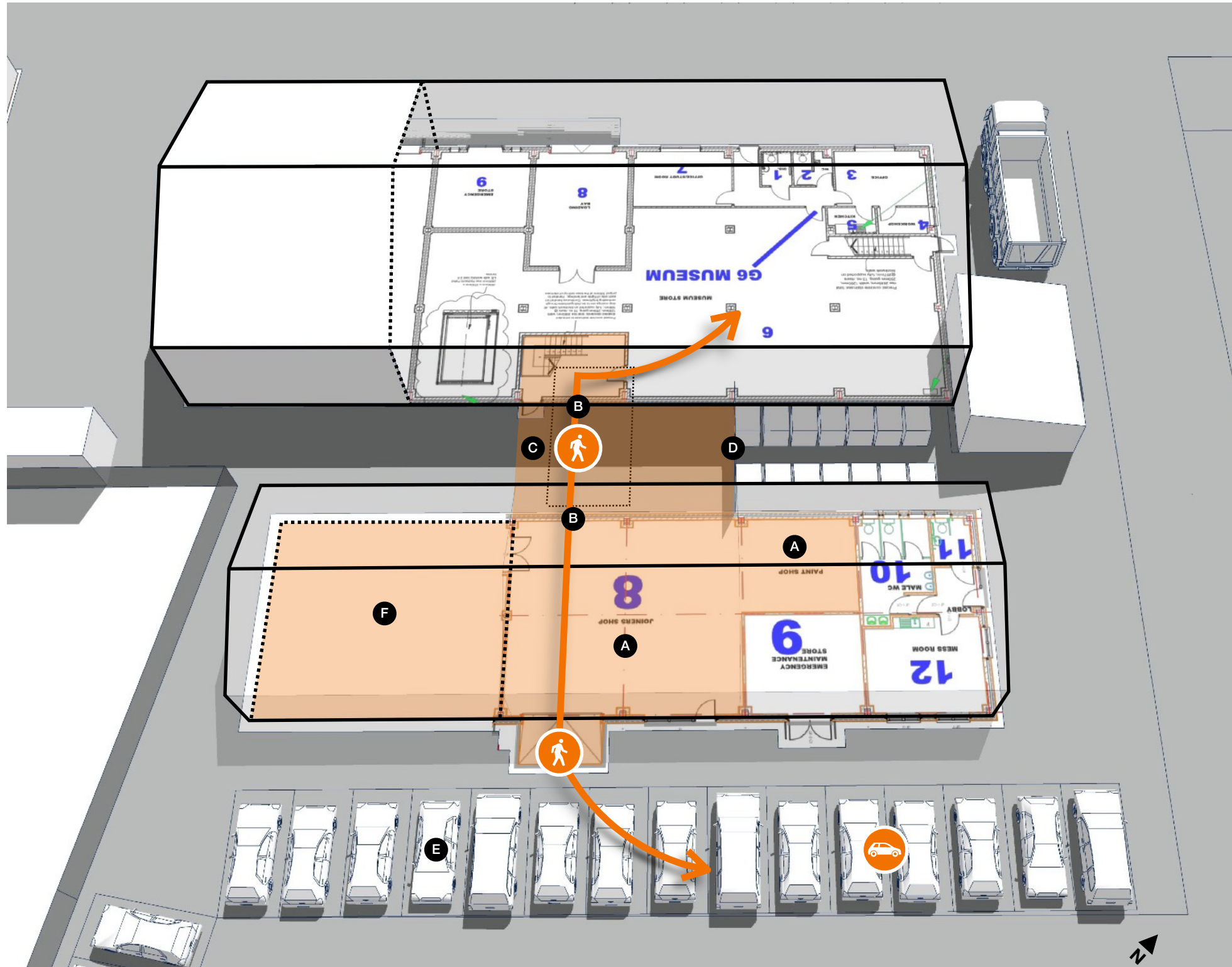
Option 4 site access strategy creates a clear division between cars and works vehicles with works vehicles continuing to use the main entrance from Brunel Drive and staff and visitor vehicles accessing the depot from Farrar Close.

A clear separation of vehicle types and movements will create a more legible (and therefore safer) traffic pattern for both staff and visitors to the site.

Visitors will park in reserved visitor parking spaces before accessing the Visitor Centre where they will meet with depot staff members before accessing the wider site. This strategy will provide a means of controlling access to the various departments and work areas within the depot.

Drive through access for works vehicles will be limited to large and oversize vehicles. This will reduce the need for reversing and other potentially dangerous vehicle movements in tight spaces.

6.4 Visitor & Resource Centre



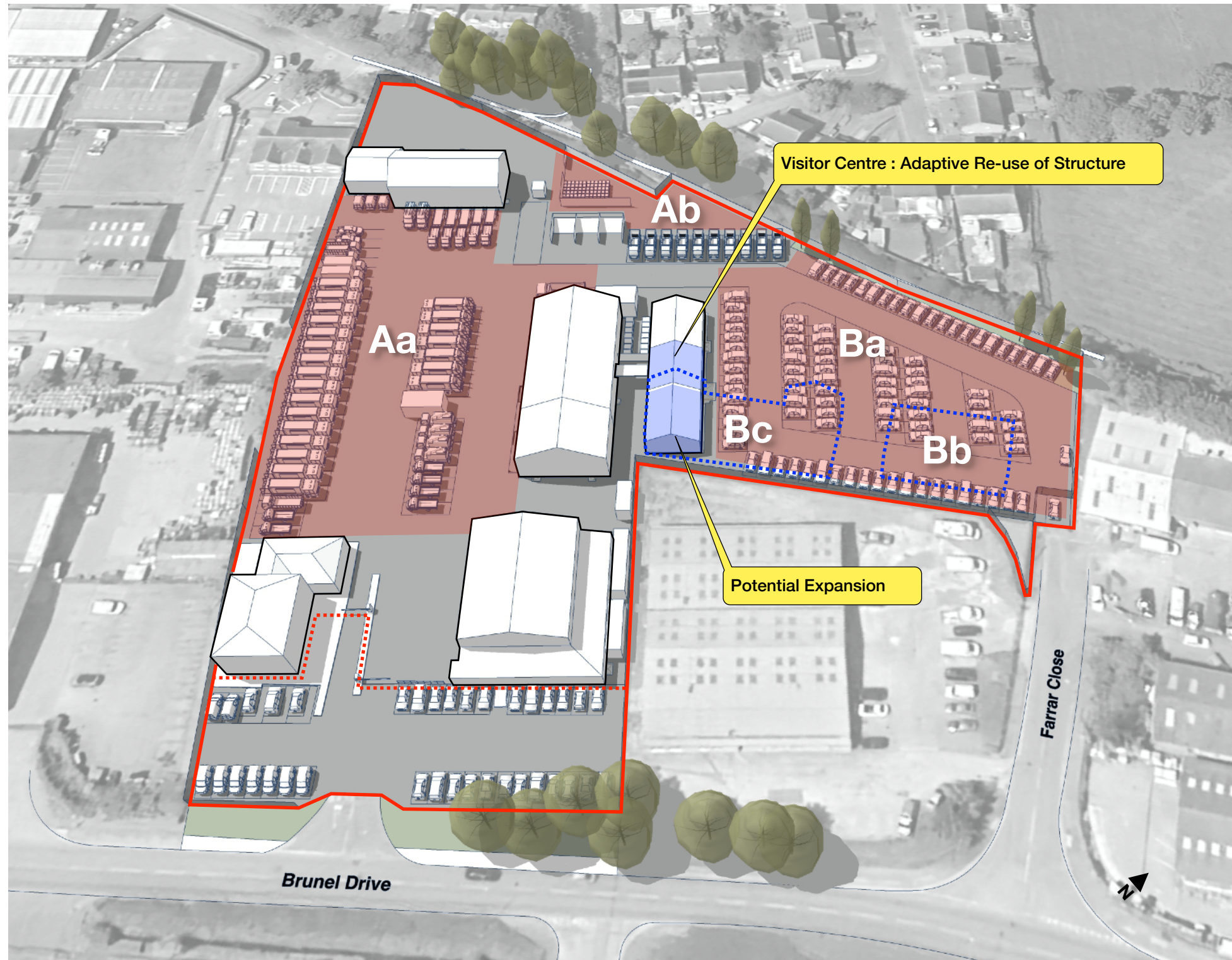
The former Joiners and Painters Shops will be refurbished to provide a venue for visitors to the Museum Store (MS) and a meeting / conference facility for the wider depot. The building fabric will be modified to accommodate a direct covered connection between the Museum Store (MS) and the proposed Visitor and Resource Centre (VRC).

Reserved parking and space for bus drop off will be provided at the entrance to the visitor centre.

A separate design program should be undertaken to establish the detailed goals and objectives of the VRC. This will allow for a focussed design that meets the management and operational needs of the Museum Store and wider depot offices.

Key starting points in that design process will be:

- A** The renovation of the former Joiners Shop / Painters Shop to provide a flexible resource space that will act as a visitors centre and depot wide resource.
- B** New doors will added to both buildings to create a direct access between the MS and VRC. Allowing the VRC to be used as an orientation space before guests are taken into the MS.
- C** A covered connection will be provided between buildings for sheltered access.
- D** A masonry wall will be added between the MS and VRC to enclose (and visually screen) the proposed storage yard for skips and 1,100L commercial bin storage.
- E** Dedicated visitors parking spaces will be provided.
- F** Future expansion of visitor centre.



Phase Aa Works Vehicle Yard

- Reconfigure existing works vehicle parking layout and site circulation.
- Repair and restripe parking bays and drive lanes as necessary
- Relocate Art Store car parking spaces into parking provision provided in Phase Ba.

Phase Ab Works Vehicle Yard

- Develop a fenced in bin storage facility to eliminate clutter from the depot and maximise access to the bulk storage and vehicle wash facilities.

Phase Ba

- Remove existing (non perimeter) fencing and kerbs to create a combined car park for depot staff and visitors that is accessed from Farrar Close.
- Scarify and resurface existing asphalt pavements to facilitate positive drainage using existing storm drain infrastructure.
- Establish a planted border at the northern perimeter of the car park to increase biodiversity and provide a visual / acoustic screen.

Phase Bb

- Demolish existing Housing Office Building and provide consolidated compacted base for future use.

Phase Bc

- Provide a programme of selective demolition of the housing workshops and storage facilities. Demolition will allow for new car parking facilities and potential expansion of the visitor centre as well as other potential future uses.

Great to work with.
Great to work for.

architecture / interiors / landscape / masterplanning

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