ALBION LAND

CATALYST BICESTER - PHASE 4 BICESTER, OXFORDSHIRE

Full Planning Application for employment development (Use Classes E(g)i and/or E(g) ii and/or E(g)iii, together with associated access (including diverted public right of way), parking and landscaping

DESIGN & ACCESS STATEMENT

May - 2024

cornisharchitects

Revisions

Letter	Description	DDMMYY

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introduction

the vision: ambitions & strategy

Cornish Architects have been appointed by Albion Land to prepare a detailed design proposal for Bicester Gateway aiming to provide an E(g) commercial development targeted at knowledge-based industry companies on the land between the A41 and Wendlebury Road.

This Design and Access statement has been prepared by Cornish Architects in support of a Full Planning Application. This statement addresses access, appearance, layout, scale, and landscaping, and should be read with the drawings, Full Application Planning Report prepared by Quod and supporting documentation.

This development will assist Cherwell District Council to meet the aims set out in Policy Bicester 10, in particular those set out under employment and their aspirations to attract high quality, knowledge based jobs. The site benefits from good connecting routes, easily accessible and will capitalise on Bicester's location within the Oxford-Cambridge 'innovation' corridor.

The proposed development comprises of three units with car and bicycle parking, hardstanding and associated facilities.

The development will adopt sustainable construction and operational methods and will be designed and constructed to target BREEAM Excellent. Details of how this will be achieved is outlined in the ESC pre-assessment document, submitted with the application.

We understand that new developments can have a significant effect on the character and quality of an area as they define spaces, streets, and vistas. When well designed, they successfully benefit the local area and surrounding public realm. It is recognised that good design can help promote sustainable development, improve the quality of the existing environment, attract investment, reinforce civic pride and a sense of place.

FIG 1- PHOTOGRAPH OF UNUSED/ BLOCKED SLIP-ROAD AT SITE, ACCESS FROM A41

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introduction

project background

The application boundary covers 3.67 hectares of greenfield land within Chesterton Parish, administered by Cherwell District Council. It lies between the A41 and Wendlebury Road, south of Charles Shouler Way.

In 2017, consent was secured by the previous owners of the site, for a new tech and innovation masterplan including B1 employment-based buildings, a hotel, associated infrastructure, car parking, and marketing boards. Phase 1A of that masterplan, the Holiday Inn Express hotel north of Charles Shouler Way, is operational but the employment-based development (referred to as Phase 1B) has not come forward.

The adjacent Catalyst development, by Albion Land, delivers employment space tailored for high-technology businesses and the broader knowledge economy under Use Class B1, E(g).

With their proven understanding of Bicester and target market sector requirements, Albion Land has a proven track record of successful development within Bicester, particularly with the adjacent Catalyst Bicester business park, which is now well established as a knowledge and technology hub. The permissions secured for Catalyst Phases 1-3 underscore their capability to deliver viable projects aligned with the objectives of the Local Planning Authority and Policy Bicester 10.

Access to the site via the A41, leads into Charles Shouler Way and then on to Wendlebury Road. During the first Phase of the Catalyst build, Wendlebury Road has also benefited from widening and the introduction of a dedicated pedestrian and cycle route from the North. Further to this a new roundabout on Wendlebury Road has been implemented to maintain safety and traffic flow at the Catalyst site interface.

Cornish Architects have been appointed, by Albion Land, to bring together a scheme that complements the adjacent Catalyst site whilst providing a development that will further establish and enhance Bicester as a technology and knowledge economy hub.

FIG 2- GOOGLE AERIAL VIEW OF EXISTING SITE, WITH PHASE 1 OF THE CATALYST SCHEME TO THE EAST. INDICATIVE PLANNING APPLICATION BOUNDARY AS RED LINE.

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03

introduction

design team

In order to support the proposals the client, Albion Land, has instructed a number of consultants/ surveyors to carry out assessments and provide the necessary reports to aid in the development of the design.

The following consultants have assisted in the design to date:

ARCHITECT: CORNISH ARCHITECTS
Role: to support the client in developing the proposals for the design of 3 new commercial and employment based buildings, and submitting an outline planning application with the aim of agreeing the principles with the Local Authority.

LANDSCAPE ARCHITECT: LAIRD BAILEY
Role: to provide environmental planning consultancy and landscape orientated design.

CONSULTING ENGINEERS: BAILEY JOHNSON HAYES (BJH)
Role: to provide expertise and advise on the design and construction civil and structural engineering.

ECOLOGIST + ARBORICULTURIST: TYLER GRANGE
Role: to carry out initial ecological studies of the site and assess the existing biodiversity, in order to provide a viable proposal to achieve a minimum +10% BNG, and to carry out a tree survey of the sites and assess the current condition of the existing trees.

SERVICES ENGINEER: ENGINEERING SERVICES CONSULTANCY LTD (ESC)
Role: to provide technical expertise to the client in regards to utilities, SSE Networks.

TRANSPORT CONSULTANT: DTA
Role: to provide a transport statement to supplement the planning application and complete swept path analysis to assess the proposed access of the sites.

FIG 3- CLIENT AND CONSULTANT LOGOS

introduction

the brief & future requirements

Albion Land are looking to continue the expansion of the neighbouring Catalyst Development, taking into account the following objectives/ design considerations:

- Create new high spec commercial and employment facilities that align with the needs of the current market.
- Develop a design that is intrinsic to the surrounding context and history of the site, as well as responding to the specific policies and relevant guidance for the area.
- Provide adequate car and cycle parking, vehicular circulation and servicing areas, as set out in the client specification and as determined by the local authority standards.
- Retain and enhance the biodiversity of the existing site where possible to achieve minimum 10% BNG.
- Create an active frontage along the key elevations.
- Design an aesthetically pleasing building that meets modern day standards and provides a new high spec facility for the future occupiers.
- Respect the aspirations of National and Local Planning Policies.
- Consider the orientation, approach, external appearance etc. giving due regard to creating a sense of arrival and destination for the building users.
- Incorporate environmentally friendly measures such as photovoltaic panels, electric vehicle charging points, promoting sustainable methods of transport (such as cycling, walking, public means), targeting BREEAM Excellent.
- Integrate adequate security measures into the design to meet SABRE standards.
- Design a cohesive scheme that makes efficient use of the site, can be easily maintained, utilises contemporary building methods/ approaches and aligns with the surrounding context.

FIG 4- PHOTOGRAPH OF PART OF SITE AND HOLIDAY INN EXPRESS HOTEL

FIG 5- PHOTOGRAPH OF WENDLEBURY RD ROUNDABOUT, CATALYST PHASE 1 TO THE LEFT AND THE VACANT SITE TO THE RIGHT

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local context & identity

B

site location
site context: local & economic
site photos: key views
planning policies
planning history
access & movements
topography & urban grain
land uses & future requirements
materiality, details & character
additional considerations

local context & identity

site location

Bicester, a historic market town in north-eastern Oxfordshire, blends its rich heritage with modern amenities and rural tranquillity. It is located within Cherwell County, one of the five ceremonial counties to make up the Oxford-Cambridge Arc, only 14 miles north of Oxford.

Bicester serves as a vital transport hub with excellent connections to nearby cities, such as Oxford. Known for its retail and leisure offerings, including the renowned Bicester Village, the town attracts visitors and residents alike.

The Bicester Park and Ride, accessible via foot from Catalyst - Phase 4, connects the site to the heart of Bicester, Banbury, Kidlington, Aylesbury and Oxford. Bicester also boasts rail connections from Bicester North and Bicester Village to Birmingham and London. Furthermore, Bicester is conveniently located within an hour's drive of three major airports; London Heathrow, London Luton and Birmingham Airport.

Catalyst - Phase 4 connects via two roundabouts to the A41 to the north, Wendlebury Road to the South and Charles Shouler way to the East.

Local amenities include, accessible via car or bicycle, a large supermarket, a garden centre, sports centre and the Catalyst development south of the site which includes access to a portion of wetlands. A notable landmark by Catalyst - Phase 4 is the IHG Holiday Inn Express, positioned a the intersection of the A41 and Charles Shouler Way.

Bicester's ongoing growth and development continue to shape its evolving character as a thriving residential and commercial centre.

FIG 6- UNITED KINGDOM

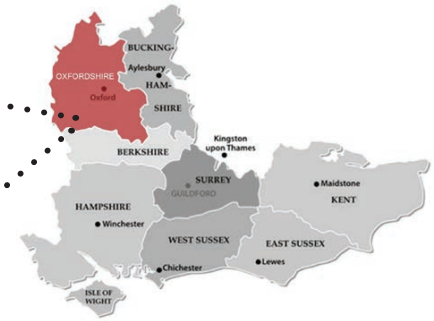

FIG 8- SOUTH EAST ENGLAND

FIG 7- OXFORDSHIRE COUNTY

FIG 9- CHERWELL DISTRICT

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local context & identity

site context: local & economic

Catalyst - Phase 4 is situated on the southern outskirts of Bicester and falls under the jurisdiction of Cherwell District Council. It is located within the strategic development area outlined in 'Policy Bicester 10' of Cherwell's Local Plan 2006-2031, being one of the remaining parcels of land yet to be developed.

In recent years, Wendlebury Road has transformed into a comprehensive employment hub characterised by low-density developments comprising of knowledge and technology economy units, along with office accommodation, retail, and leisure units. Previously, the area was predominantly farmlands.

The immediate context of the Catalyst development, with Phases 1 and 2a complete and operational (see Fig 10) is a prime example of a tech-hub character area with provisions for green spaces such as the ecologically diverse wetlands situated to the south eastern part of the site.

Our proposal aims to meet the criteria outlined in Bicester Policy 10 and replicate the success of the Catalyst Development by introducing additional knowledge and technology employment units (Use Class E) along the western side of Wendlebury Road and Charles Shoulder Way. Strategically located at the A41 roundabout, the proposal will serve as a gateway to Policy Bicester 10, connecting Catalyst Phases 1-3 to the A41 via Charles Shoulder Way and creating a commercial economic corridor.

This approach seeks to enhance the sense of identity and activation along Charles Shoulder Way and Wendlebury Road. Catalyst Phase 4's position on the outskirts of Bicester has the potential to create a high-tech industry threshold or gateway to Bicester town centre, aligning with Cherwell's vision for Policy Bicester 10.

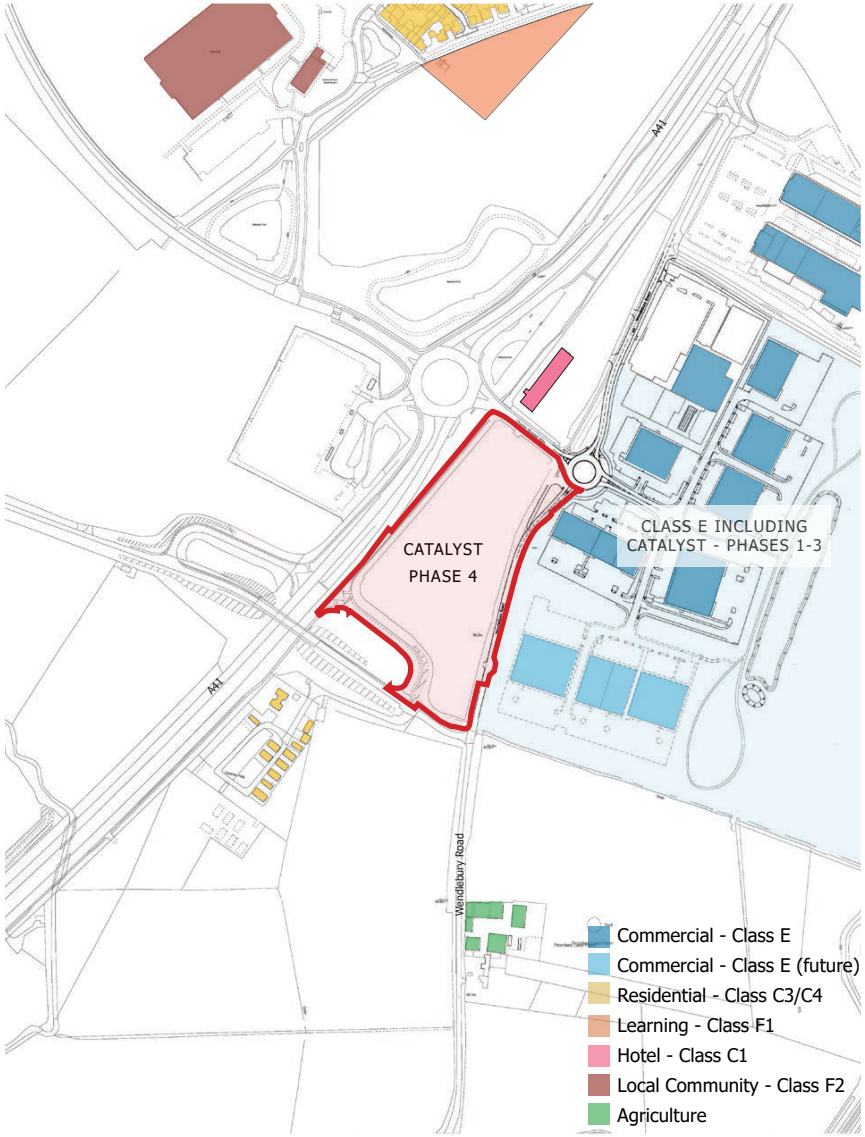

FIG 10- SURROUNDING LAND USES DIAGRAM - INDUSTRIAL, EDUCATIONAL, COMMERCIAL, UTILITY

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local context & identity

site photos: key views

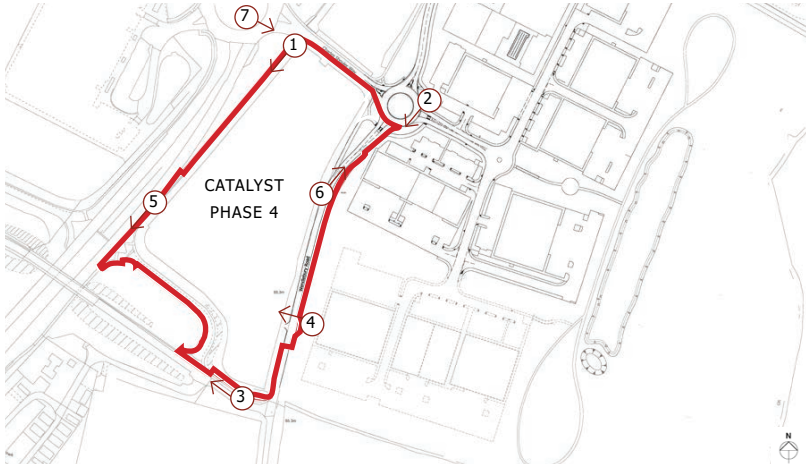

FIG 11- VIEW REFERENCE SITE PLAN

FIG 12- VIEW OF CYCLE PATH BETWEEN SITE (LEFT) AND A41 (RIGHT)

FIG 13- VIEW OF NEWLY IMPLEMENTED ROUNDABOUT AT INTERSECTION OF CHARLES SHOULER WAY AND WENDELBURY RD

FIG 14- VIEW OF ACCESS TO SLIP-ROAD ON THE SOUTHERN END OF THE SITE

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FIG 16- VIEW OF RIGHT OF WAY ACCESS POINT FROM WENDLEBURY RD

FIG 18- VIEW OF BLOCKED OFF SLIP ROAD ENTRANCE FROM A41

FIG 17- VIEW OF NEWLY IMPLEMENTED CYCLE PATH AS PART OF DEVELOPMENT

FIG 15- VIEW OF HOLIDAY INN EXPRESS ADJACENT TO THE SITE

local context & identity

planning policies

The development has been designed to achieve a high-quality scheme, aligning with the design aspirations outlined in; the Cherwell Local Plan 2011-2031 (CLP), including Policy Bicester 10 which aims to facilitate "Knowledge economy employment development" and consideration of policies set out by the Government in the National Planning Policy Framework (NPPF) paragraphs 128-137.

The design framework and approved principals developed by Cornish Architects for Catalyst Phases 1-3 have informed the Catalyst 4 proposal in the sense of the general design, scale and character and the aspiration for a cohesive development.

The following design principles guide the development:

- Layout and built form addressing the 'gateway' aspect and views from surrounding streets and the neighbouring Catalyst development.
- Permeable layout for pedestrian and cyclist access, considering the Public Right of Way (RoW).
- Tree-lined streets and landscaped movement corridors linking to surrounding landscape, wetlands and transport networks.
- Sensitively designed car parking and servicing areas.
- Active frontages enhancing visual interest and promoting natural surveillance.
- High-quality building design with distinctive entrance with emulating the architectural character of the surrounding context.
- Enhanced corner treatment addressing the A41 roundabout and site road entrance.
- Sustainable development approach with EV charging points, PVs on roofs, and naturally lit spaces with solar shading.

Bicester is poised to benefit The Oxford-Cambridge Arc initiative, which supports high-growth technology companies between the two cities. The Economic Development Strategy (2011-2016) acknowledges Bicester's potential as a hub for knowledge-based businesses.

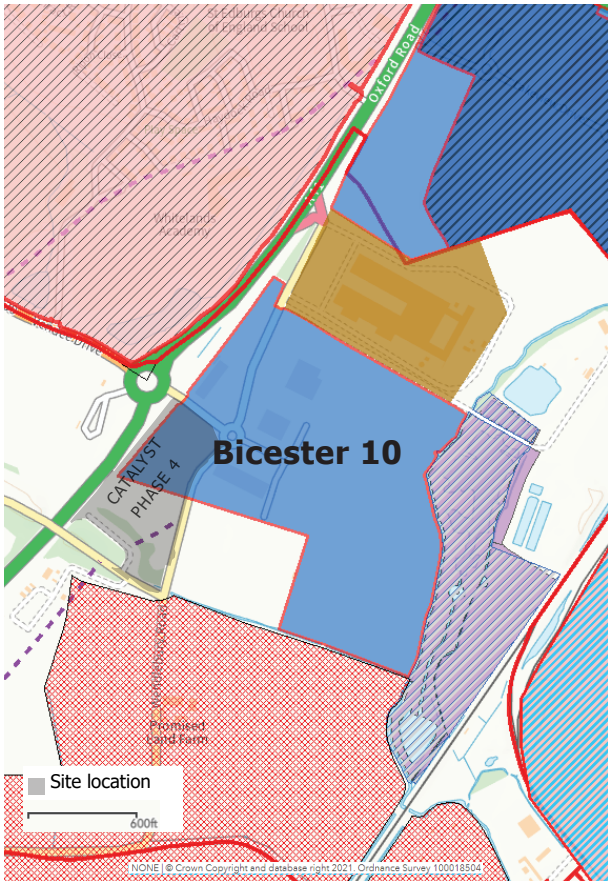


FIG 19- LOCAL PLANNING AUTHORITY'S 2011-2031 ADOPTED POLICIES MAP SHOWING BICESTER 10 - BICESTER GATEWAY

Policy SLE 1	Employment Development (set out in Sections C – Policies for Cherwell's Places')
Policy SLE 4	Improved Transport and Connections
Policy ESD 1	Mitigating and Adapting to Climate Change
Policy ESD 3	Sustainable construction
Policy ESD 7	Sustainable Drainage Systems (SuDS)
Policy ESD16	The Character of the Built and Historic Environment (Should comply)
Policy ESD 18	Green Infrastructure
Policy Bicester 10	Knowledge economy employment development to the south of the existing retail area (Wyevale Garden Centre), adjacent to the A41.

FIG 20- CHERWELL LOCAL PLAN RELEVANT POLICIES TABLE

local context & identity

planning history

Planning permission was originally secured by the former landowners for Phase 1B in the REF 16/02586/OUT outline planning application, with the IHG Holiday Inn Express development (Phase 1A) as the first phase.

Cornish Architects has been commissioned by Albion Land to prepare this Design and Access Statement (D&A) for submission as part of a Full Planning Application for Approval, as an alternative to 22/02025/REM that was pursuant to that outline permission carried out by AJA Architects.

List of relevant planning applications that include the proposal, with planning reference numbers and outcomes;

16/02586/OUT - JANUARY 2017 (PERMITTED)
Phase 1 of the proposed new business park ("Bicester Gateway") comprising up to 14,972 sqm (Gross External Area) of B1 employment based buildings, plus a hotel (up to 149 bedrooms), with associated infrastructure, car parking and marketing boards

20/00293/OUT- FEBRUARY 2020 (PERMITTED)
Outline application (Phase 1B) including access (all other matters reserved) for up to 4,413 sqm B1 office space (47,502 sqft) GIA, up to 273 residential units (Use Class C3) including ancillary gym, approximately 177 sqm GIA of café space (Use Class A3), with an ancillary, mixed use co-working hub (794 sqm/ 8,550 sqft GIA), multi-storey car park, multi-use games area (MUGA), amenity space, associated infrastructure, parking and marketing boards.

22/02025/REM- JULY 2022 (PERMITTED)
Reserved Matters to 16/02586/OUT - Access, layout, scale, appearance and landscaping details for Phase 1B for up to 12 No knowledge economy units in Use Class E (former Use Class B) (14,972 sqm gross external area) with associated parking, landscaping, utilities and access

23/02927/NMA- OCTOBER 2023 (PERMITTED)
Variation to the description of development, removing the reference to number of units (proposed as non-material amendment to 22/02025/REM)

22/02025/REM- JULY 2022 (PERMITTED)
Reserved Matters to 16/02586/OUT - Access, layout, scale, appearance and landscaping details for Phase 1B for up to 12 No knowledge economy units in Use Class E (former Use Class B) (14,972 sqm gross external area) with associated parking, landscaping, utilities and access

23/02927/NMA- OCTOBER 2023 (PERMITTED)
Variation to the description of development, removing the reference to number of units (proposed as non-material amendment to w22/02025/REM)

CONCLUSION
The development journey of the site has evolved through various planning permissions, amendments, and conditions over time. With the multiple applications reflecting adjustments to meet the evolving market demands.

Notable, the success of the adjacent site 'Catalyst' has demonstrated how the viability of R&D use within Policy Bicester 10, thereby informing the development potential of Catalyst 4.

local context & identity

access & movements

The site benefits from good connecting routes, is easily accessible and situated within the Oxford Cambridge corridor.

VEHICULAR ACCESS
The Site is accessible via the A41, followed by Charles Shoulder Way leading to the new roundabout on Wendlebury Close. This roundabout serves the Holiday Inn Express, Catalyst research and development park and the David Lloyd health centre.

PUBLIC TRANSPORT
Bus and train links are readily accessible. Bicester Village and Bicester North train stations are under a 10min drive from the site, while the M40 can be accessed at Junction 9.

In terms of bus routes, the S5 route has a bus stop opposite the IHG Holiday Inn Express connecting Bicester town centre to Oxford in 25mins. Bicester Park and Ride is located off the A41 roundabout.

PUBLIC RIGHT OF WAY (ROW)
Pedestrians can access the site via a Public Right of Way (ROW) located at the southern corner. As part of the proposed scheme, the Public Right of Way has been preserved and linked through to facilitate access from Wendlebury Road to the A41.

A slip-road at the southern end of the site, currently inaccessible to vehicles, connects to Wendlebury Road via a Public Right of Way.

CYCLES ROUTES
Cycleways are established along the A41 footpath, along the blocked off slip road through the site. Newly provided cycleways on Wendlebury Rd can be accessed to the north of the site, these were introduced as part of Catalyst S278 works provided by Albion Land.

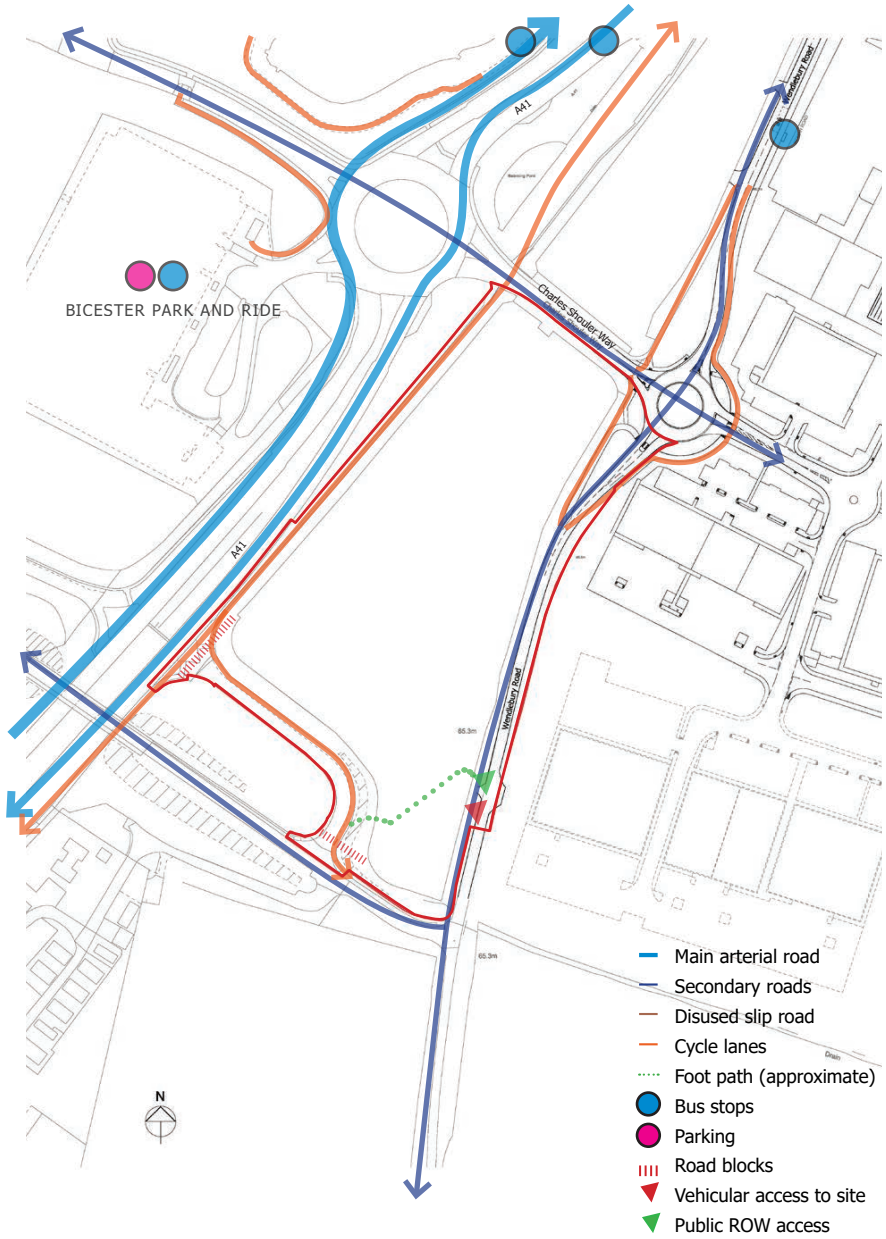


FIG 21- ROUTE AND TRANSPORT SITE MAP SHOWING SITE BOUNDARY IN RED

local context & identity

topography & urban grain

TOPOGRAPHY

The plot is predominantly flat and encircled by ditches. Towards the southern segment, there exists a disused slip-road stemming from the A41. A Public Right of Way traverses the site, linking the footpath along the A41 to Wendlebury Rd, culminating at Wendlebury Rd via a small bridge over a ditch.

Surrounded by roads on all sides, the site is bordered by overgrown shrubs, hedgerows, and clusters of trees. Notably, certain sections of the perimeter ditches are connected to culverts.

URBAN GRAIN

Given the rural context, the site exhibits a coarse urban grain, characterized by a large plot size and low-density surroundings. Apart from the ROW footpath and cycle route along the disused A41 slip road link, the site is impermeable due to overgrown scrub and ditches negatively impacting access by bicycle, or foot.

FIG 22- DRONE PHOTOGRAPH DOWN CATALYST ESTATE ROAD AND CHARLES SHOULER WAY SHOWING CATALYST PHASE 1 AND IHG HOLIDAY INN EXPRESS

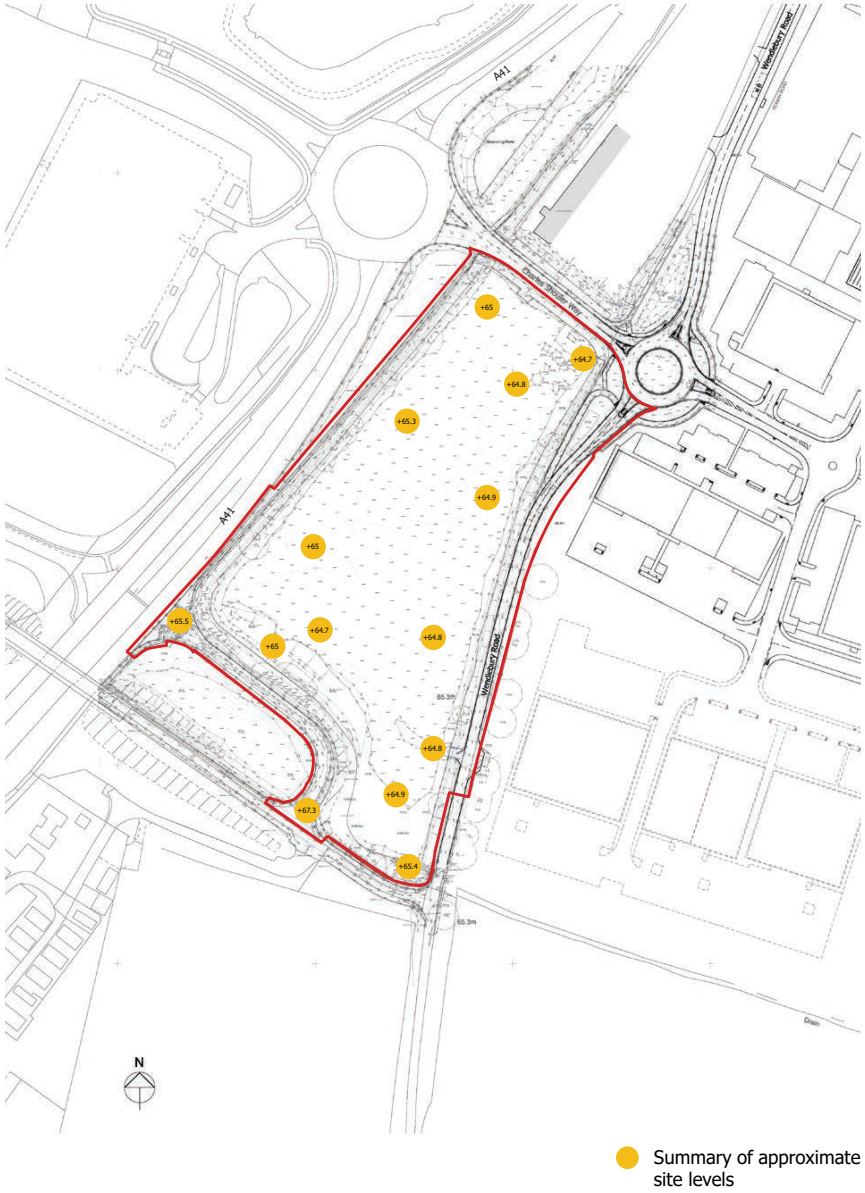


FIG 23- TOPOGRAPHICAL MAP BY MK SURVEYS WITH SITE SURROUNDING CONTEXT

local context & identity

land uses & future requirements

LAND USE WITHIN 'BICESTER 10'

The 'Bicester 10' area comprises a blend of newly constructed developments and undeveloped land allocated for Knowledge Industries.

Within this zone, notable developments include the Catalyst Technology Park, the Holiday Inn Express, and the David Lloyd Health Centre.

The Catalyst Technology Park comprises twelve units designated for B1 development (B1a and/or B1b and/or B1c). These units have been effectively occupied by tenants such as Evolito.

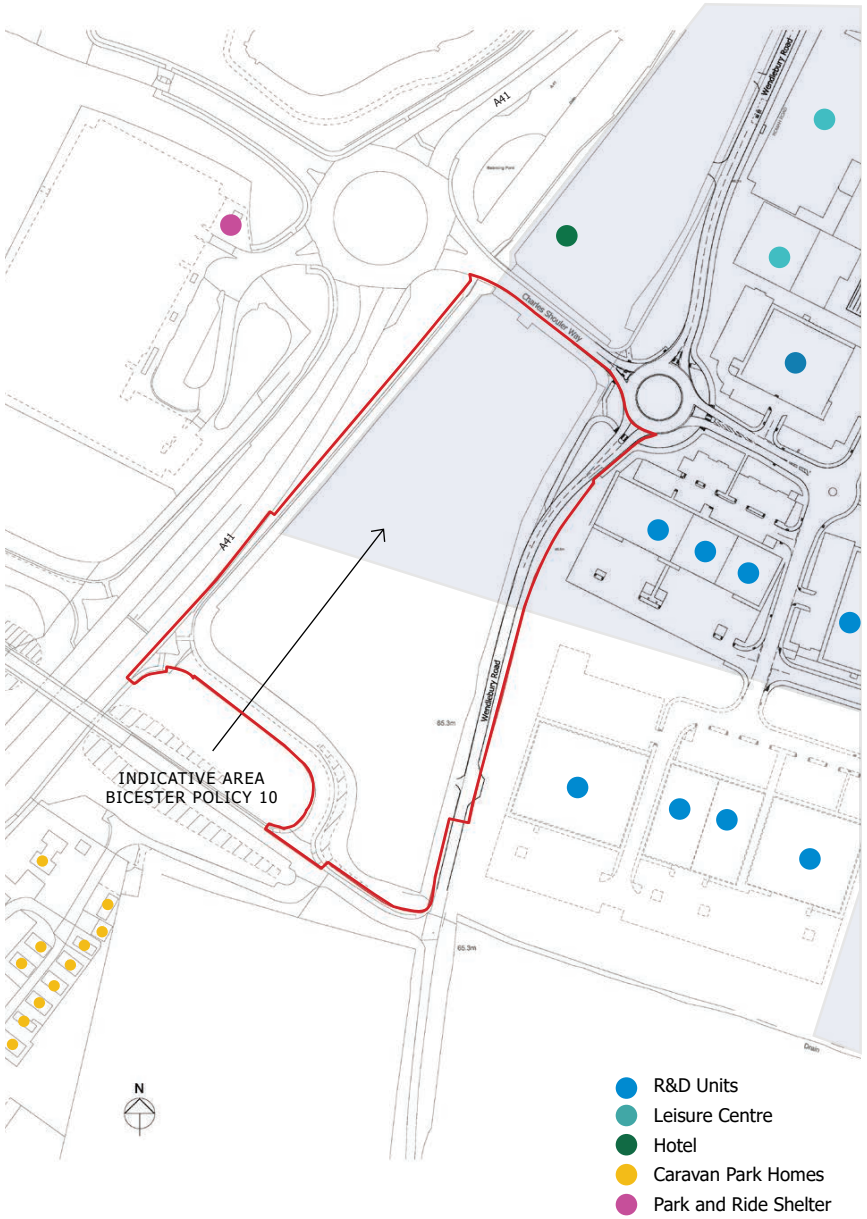


FIG 24- ROUTE AND TRANSPORT SITE MAP SHOWING SITE BOUNDARY IN RED

local context & identity

materiality, details & character

WENDLEBURY RD: A HUB FOR MODERN DEVELOPMENTS

Wendlebury Rd boasts successful low-density modern knowledge economy developments, with amenity offerings such as the David Lloyd Health Centre and the IHG Holiday Express which form part of the tech campus that has been delivered, principally by Albion Land.

SURROUNDING AREA CASE STUDY: CATALYST DEVELOPMENT

The development, designed by Cornish Architects for Albion Land, features four commercial units showcasing a blend of built-up, composite, and rainscreen cladding complemented by curtain walling, windows, and distinctive black feature canopies wrapping around full-height glazed entrances. These design elements enhance corner aesthetics, fostering active frontages and visual intrigue.

SURROUNDING AREA CASE STUDY: HOLIDAY INN EXPRESS

The Holiday Inn Express, strategically positioned opposite the site on Charles Shoulder Way, serves as a prominent 'gateway' and landmark on the A41 roundabout, boasting five stories of architectural significance.

Characterised by its simple mass punctuated by a vertical stair core the Inn's massing is accentuated by shadow gaps and indented corners, while the northern facade introduces a vertical finned structure with floor-to-ceiling glazing. The North and South façades showcase vertically configured composite and rendered panels, interspersed with punctuated glazing enhanced by dark grey and golden panels.

Both developments exemplify architectural responses tailored to their respective use classes, embracing contemporary typologies while enriching the local urban fabric.

FIG 25- CATALYST - UNIT 4 ENTRANCE, WENDLEBURY RD

FIG 26- CATALYST - ARCHITECTURAL DETAILS

FIG 27- HOLIDAY INN EXPRESS, CHARLES SHOULER WAY

local context & identity

additional considerations

EXISTING LANDSCAPE AND TREES

Tyler Grange completed two Arboricultural Impact Assessments including a tree survey in January and April 2024. The arboricultural survey indicates that the trees on-site have mostly low to moderate value, with no high-value trees identified. While the boundary hedgerows provide some collective merit and continuous features, individual components have limited arboricultural value.

Overall, while some vegetation will be impacted, the proposed measures aim to maintain biodiversity and enhance greenery in the area.

For more information on the complete strategy please refer to the Tyler Grange report.

IN CONCLUSION

Cornish Architects collaborated closely with various members of the design team to develop and design Catalyst Phase 4. Consultant input has been instrumental in identifying key constraints and opportunities, all of which are carefully considered by CA throughout the design process.

FIG 28- TREE CONSTRAINTS PLAN - TYLER GRANGE - NOT TO SCALE

evaluation

C

design objectives
site boundary
constraints
opportunities
massing and character
design development

evaluation

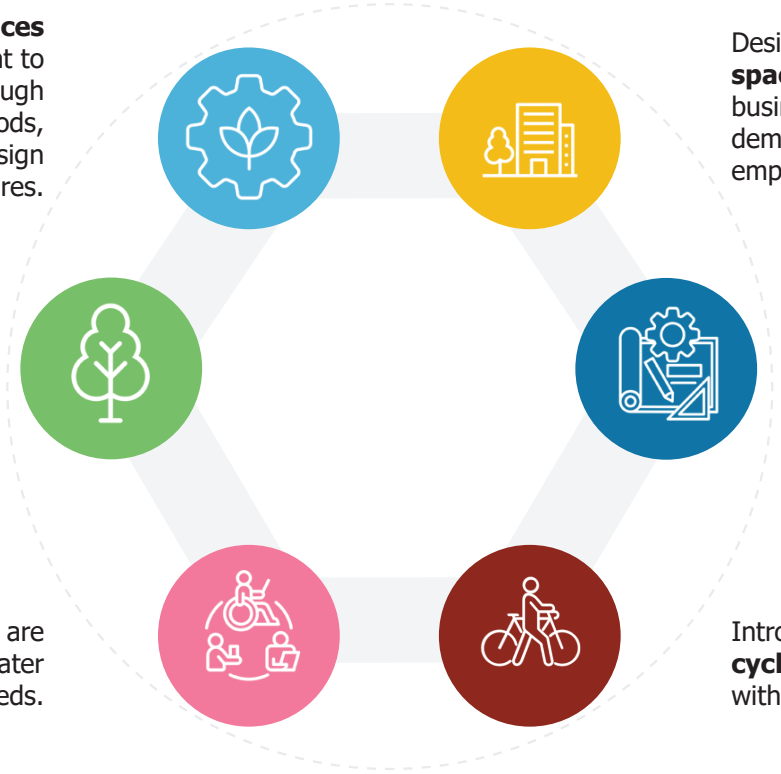
design objectives

After analysing the existing site context, constraints and condition, with an understanding of the client's aspiration, the design principles have been developed and the objectives are as follows;

Implement **sustainable practices throughout** the development to minimize environmental impact through sustainable construction methods, materials, and energy-efficient design features.

Promote well-being by incorporating **green infrastructure** and landscaping to enhance biodiversity. Connect to existing green amenity space.

Ensure **inclusive design principles** are applied to promote accessibility and cater to diverse user needs.



Design **flexible and adaptable spaces** to accommodate evolving business needs, changing market demands to create higher-quality local employment opportunities.

Deliver **modern, high-quality buildings**, spaces, and environments tailored for knowledge-based and higher-technology businesses that contribute positively to the visual character of Bicester.

Introduce a **safe pedestrian and cycle network** to enhance connectivity within Bicester.

evaluation

site boundary

The application site boundary is 3.6 hectares and is presently an unoccupied relatively level green field plot. It generally has dense vegetation throughout its perimeter reducing visibility beyond it (mainly shrub-sized planting, hedgerows, and clusters of trees), except for the northern boundary where the foliage is more disperse.

The perimeter of the site is encircled by roads on all sides, and certain areas to the north-west and north-east sides have culverts.

The western side of the boundary encompasses a public pathway and cycle lane and borders parts of the A41. The southern boundary fringes the existing slip-road, and the eastern boundary currently encloses most of Wendlebury Road. The northern boundary runs along the outer edge of Charles Shouler Way. A newly adopted cycle way runs along Wendlebury Road and is integrated with new roundabout.

FIG 30- VIEWS ALONG SITE BOUNDARY. FROM LEFT TO RIGHT; THE A41 FOOT AND CYCLE PATH LOOKING SOUTH WEST WITH THE SITE BOUNDARY TO THE LEFT & THE FOOT PATH ALONG WENDLEBURY ROAD WITH THE CATALYST DEVELOPMENT TO THE LEFT AND THE SITE BOUNDARY TO THE RIGHT LOOKING SOUTH.

FIG 29- PROPOSED SITE LOCATION PLAN, SHOWING EXISTING SITE AND IMMEDIATE SURROUNDINGS WITH APPLICATION BOUNDARY IN RED- NOT TO SCALE

evaluation

constraints

- Site is an 'island' with a busy and fast roads surrounding either side of the plot
- Public Right of Way accessed with difficulty via small timber bridge and style over ditches
- Poor quality and diseased greenery, trees and shrubbery that falls into Categories B and C. Shrubbery is overgrown and makes accessing the site difficult and obstructing views
- Lack of tree cover along Charles Shouler Way
- Overgrown and degrading cycle route and footpath along A41 and blocked off slip road through site further discourages cycling and walking.

FIG 31- 1- CONSTRAINTS PLAN DIAGRAM

evaluation

opportunities

- Site is conveniently located to access public transport links around Bicester was well as by car via the A41
- Prime corner aspect at intersection of A41 and Charles Shouler way opportunity to introduce a sense of an entrance or gateway to the centre of Bicester and the Catalyst development
- Beautiful views to surrounding landscape
- Close proximity to local amenities including parklands and wetlands in Catalyst Development
- Cycleway infrastructure at Wendlebury Rd roundabout
- Site has some healthy greenery that has the potential to retained
- Additional greenery implementation to Charles Shouler way

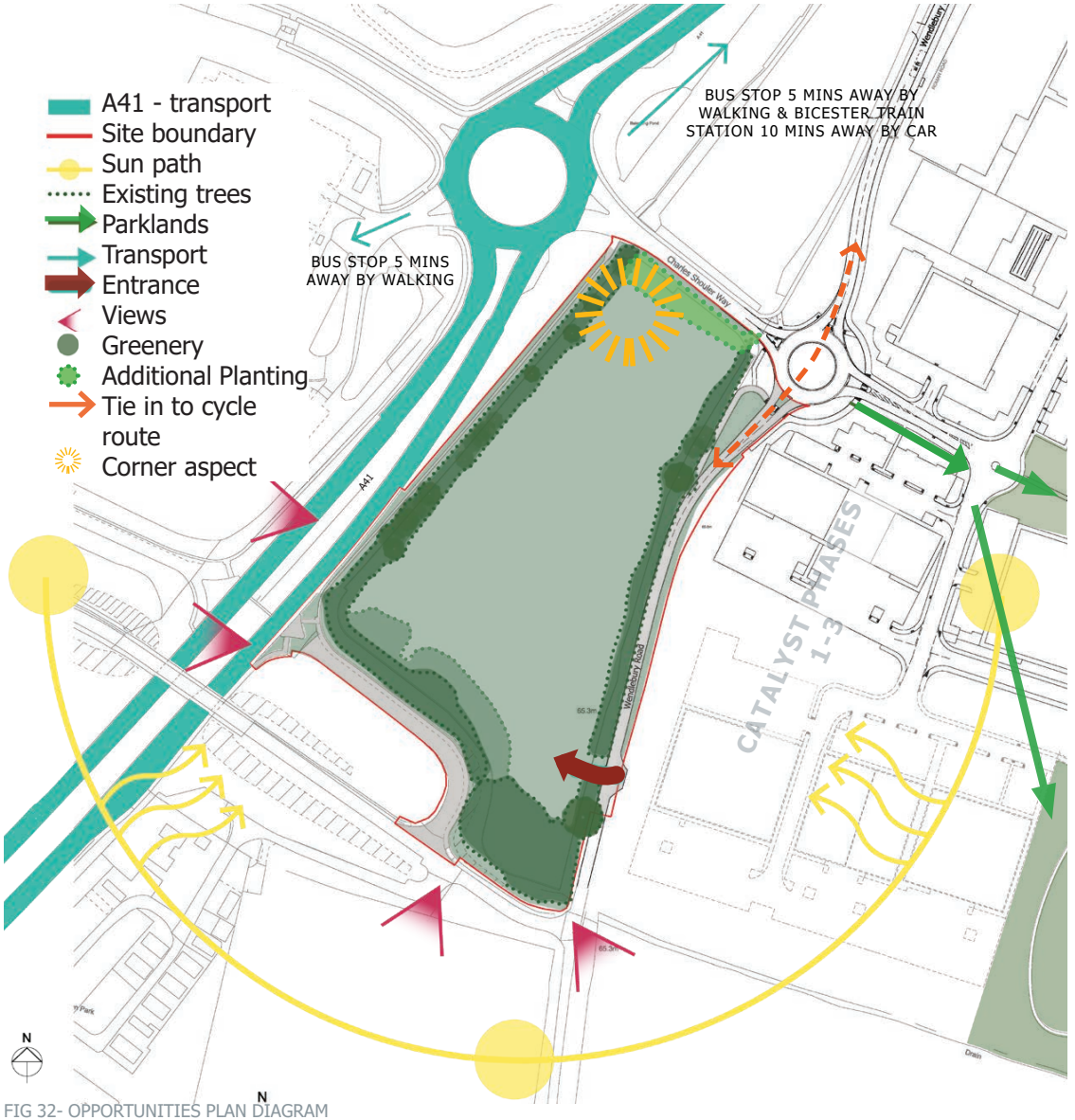


FIG 32- OPPORTUNITIES PLAN DIAGRAM

evaluation

massing & character

The site plan (TP_002_Proposed Site Plan_23022) shows the site laid out with three individual units set back from the surrounding roads and nestled within a perimeter band of planting.

The units' rectangular footprint aligns with Policy Bicester 10's urban grain, though slightly larger than neighbouring Catalyst developments to accommodate up to 50% office space with lab capability in order to respond to market advice and known occupier enquiries.

Access is provided via a new estate road and cycleway arm from Wendlebury Road. Staggered unit placement adds visual interest is designed while minimizing visual impact from both the A41 and Wendlebury Road.

Varied commercial/employment space accommodates different occupier needs, with a focus on science and industries.

Units 13 and 14 face Wendlebury Road, creating an inviting streetscape, while Unit 15 is orientated towards Charles Shouler way serving as a prominent gateway to the area, at the most northern corner of the site, adjacent to the IHG Holiday Inn Express.

As Catalyst 4 is adjacent to the Catalyst scheme, where the buildings are set in landscaped parkland with benches, walkways and wetlands. The site will be considered an extension of the ongoing Catalyst development, therefore consistent unit numbering enhances legibility, aligning with previous phases' success and ensuring clarity in design.

This is further emphasised through consistent architectural language, materials, architectural detailing and integrating landscaped features for a cohesive environment in line with Policy Bicester 10's vision.

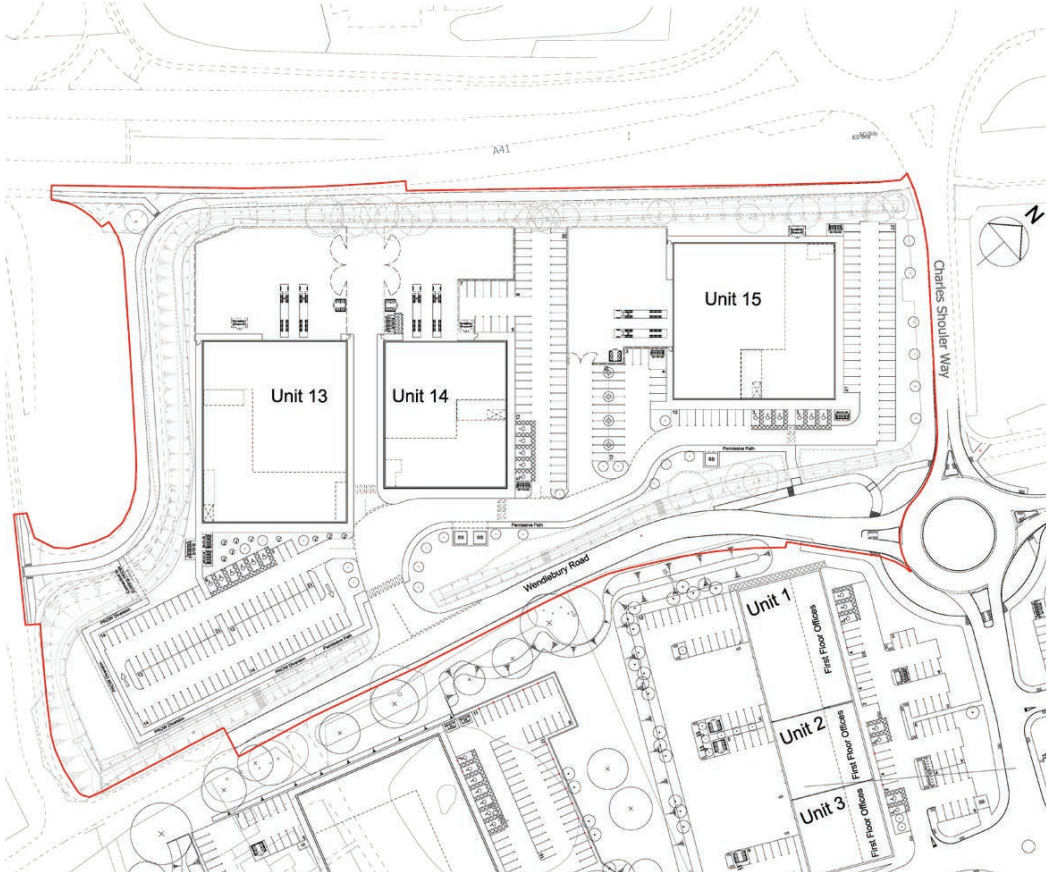


FIG 33- ILLUSTRATIVE MASTERPLAN. NOT TO SCALE

evaluation

design development

In terms of responding to the identified constraints and opportunities;

- Removing poor quality greenery and replacing with a variety of good quality planting, trees and shrubbery across the site whilst retaining as much good quality greenery as possible.
- In terms of the views afforded by the site, the use of the careful unit orientation on the site with glazing towards the farmland, parklands and wetlands will allow the site to benefit from the natural surroundings.
- The footpaths and cycle paths surrounding the site as well as the RoW through the site require improvements to increase safety and connectivity within Bicester Policy 10, to and from Bicester and to facilitate for and encourage use of sustainable modes of transport.
- Orientating units towards the more tranquil Wendlebury Road and introducing an access road from Wendlebury Rd to easily access the units whilst creating a buffer from the stretch of Wendlebury Rd that is the national speed limit.
- Locating the unit centrally within the site accommodates retention of existing perimeter greenery of good quality as well as additional planting including along Charles Shouler.
- The site benefits from close proximity to the Catalyst development which contains green amenity spaces including parklands, footpath and wetlands.

As part of the design process, Cornish architects has considered various options for efficient use throughout the site. The design has been refined to a masterplan with a single access location, appropriate landscaping with green amenity areas with connections to the immediate context.

Catalyst Phase 4 will serve as an extension of the Catalyst Development through architectural language, similar master planning approach whilst responding to immediate context and current market requirements.

design

D

use & amount
layout: site & buildings
unit layouts
scale & massing
landscaping and drainage
appearance
materials
architectural language
sustainability & environmental considerations
security & lighting
access; vehicle, pedestrian, cycles

FIG 34- CGI VISUALISATION OF DRONE IMAGE - CATALYST 4 LOCATED WITHIN POLICY BICESTER 10 AREA. BLINK IMAGE.

use & amount

USE

The three units are flexibly designed 'spec' scheme buildings that fall within the E(g) use classes.

The proposed scheme will deliver flexible floor space that can accommodate a range of E(g) uses which is attractive to knowledge and technology economy occupiers.

AMOUNT

The three proposed units will comprise of an total Gross Internal Area (GIA) of the development proposed by this application is 11,929sqm / 128,404 sqft of employment floorspace. See Fig 35.

This application seeks consent for three buildings, Units 13, 14, and 15. The layout of the units are for single tenancy occupation. The units are numbered to follow the natural progression of the unit numbering from the Catalyst development over Wendlebury Rd.

The proposed scheme will deliver flexible floor space that can accommodate a range of Class E(g) uses which is attractive to knowledge based occupiers. The adjacent Catalyst development, with Phase 2B currently under construction, will complement the delivery of E(g) uses across the site.

Schedule of Approximate Areas - Catalyst Phase 4 Ref: 23022

	Ground Floor		First Floor		Second Floor		Total		Ground Floor		First Floor		Second Floor		Total	
	GEA sm	GEA sf	GEA sm	GEA sf	GEA sm	GEA sf	GEA sm	GEA sf	GIA sm	GIA sf	GIA sm	GIA sf	GIA sm	GIA sf	GIA sm	GIA sf
Unit 13	2565	27610	1097	11808	1117	12023	4779	51441	2492	26824	1032	11108	1049	11291	4573	49224
Unit 14	1752	18859	765	8234	765	8234	3282	35327	1692	18213	715	7696	715	7696	3122.0	33605
Unit 15	2481	26705	971	10452	971	10452	4423	47609	2410	25941	912	9817	912	9817	4234.0	45575
Totals	**6798**	**73174**	**2833**	**30494**	**2853**	**30710**	12484	134378	**6594**	**70978**	**2659**	**28621**	**2676**	**28804**	**11929**	**128404**

FIG 35- INDUSTRIAL AREA SCHEDULE

FIG 36- 'BIRDS-EYE' VIEW OF PROPOSED SCHEME SITUATED WITHIN POLICY BICESTER 10 CONTEXT - BLINK IMAGE

layout: site & buildings

THE SITE LAYOUT

The proposed site plan (TP_003_Proposed Site Finishes Plan_23022) shows the site containing a single road accessed from Wendlebury Rd areas, the centre of the site contains the employment development. The unit sizes and layout have been determined to follow market advice and ensure maximum flexibility so that the units fit likely occupier needs.

The three units differ in size and this allows for greater flexibility across the site. The landscape led approach to the layout creates defined routes through the site for vehicle, cycles and pedestrian access. The RoW will be defined with landscaping. Building entrances are located in prominent positions creating safe and pedestrian-friendly entrances with active frontages towards Wendlebury Rd and natural surveillance towards Charles Shouler Way.

The proposal provides delivery vehicle parking at appropriate ratios for knowledge based business use. Each unit has car parking within its demise, with adequate provision of spaces including bicycle and accessible parking bays. Car parking bay sizes are of 5m x 2.5m in accordance with the Parking Standards. Disabled car parking spaces provided in front of each Unit's entrance.

In line with Policy Bicester 10, the scheme will provide a high degree of integration and connectivity with the town and surrounding traffic network including Bicester Ring Road and the M40.

The high quality environment proposed will have good connections to existing public transport and cycleways. The structured landscaping will preserve and enhance the existing vegetation and quality external spaces which give the development an identity.

The careful consideration of layout, design and landscaping will ensure the proposed scheme respects and preserves the character of the setting.

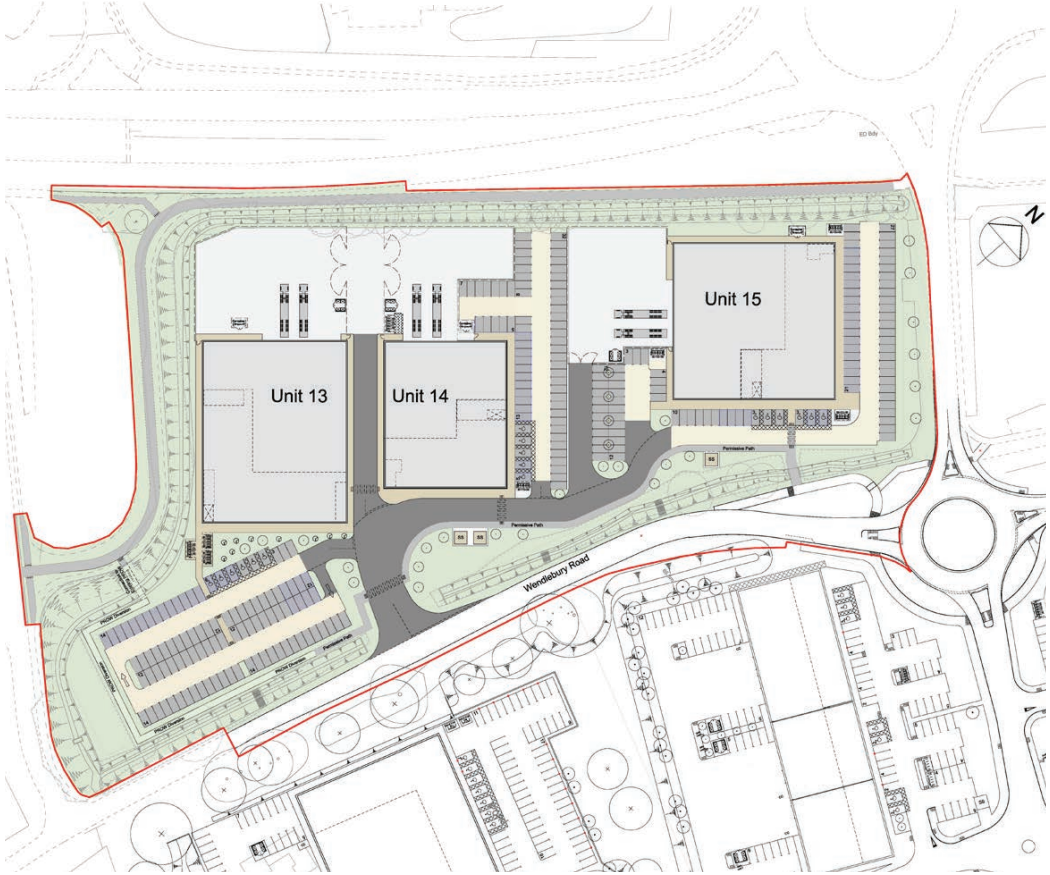


FIG 37- PROPOSED SITE FINISHES PLAN - NOT TO SCALE

unit Layouts

BUILDING LAYOUTS

Each unit features core accommodation incorporating an entrance lobby with toilet facilities at ground floor and ancillary accommodation at first floor and second floor.

The upper floors are ideal to be used as office accommodation but the buildings have been designed so that all of the floorspace can be used flexibly to suit a tenant's needs, which may potentially evolve over the term of their occupancy as their business grows and diversifies.

All units receive good levels of natural light through glazing to the ancillary accommodation spaces and the incorporation of roof lights to the open shell spaces at approximately 12% of the open shell floor area excluding the under croft.

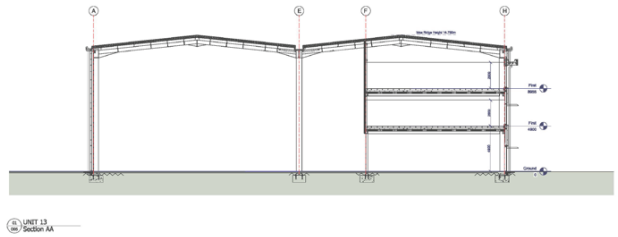


FIG 38- UNIT 13 GA SECTION - NOT TO SCALE

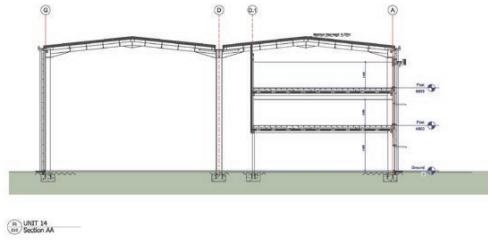


FIG 39- UNIT 14 GA SECTION - NOT TO SCALE

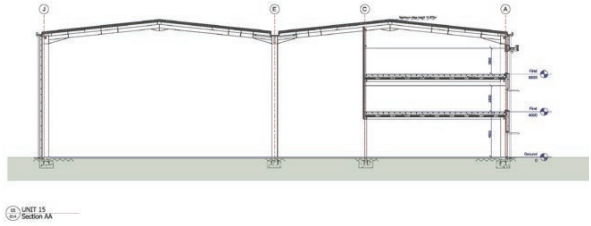


FIG 40- UNIT 15 GA SECTION - NOT TO SCALE

scale & massing

MASSING

The units' design are tailored to meet the evolving needs of modern technology industries, taking into account market advice and the context of the established Catalyst development.

Through careful consideration of factors such as building height, floor to floor heights and layout flexibility, the units accommodate a range of requirements, from laboratories to office spaces, while ensuring resilience and flexibility. In comparison to the existing Catalyst business park, the proposal caters to potentially larger office percentages.

This approach not only aligns with current industry standards but also responds to the Bicester Policy 10 aims whilst being sensitive to the surrounding context.

UNIT SCALE

The heights of the proposed buildings are +80.4, +80.72 and +80.96 AOD, up to 14.975m ridge height from the ground floor finish level. The units have been designed taking into account the scale and urban grain of the surrounding context.

The buildings feature hipped portal frames, maintaining a consistent low eaves level without prominent gable ends. Their elevations employ diverse material treatments, effectively breaking up their mass and minimizing visual impact.

Situated within a landscaped setting, the units are surrounded by varied planting, forming an appealing green belt and tree-lined pathways. This design approach ensures a low-density development aligned with the local context and optimized for knowledge-based companies.

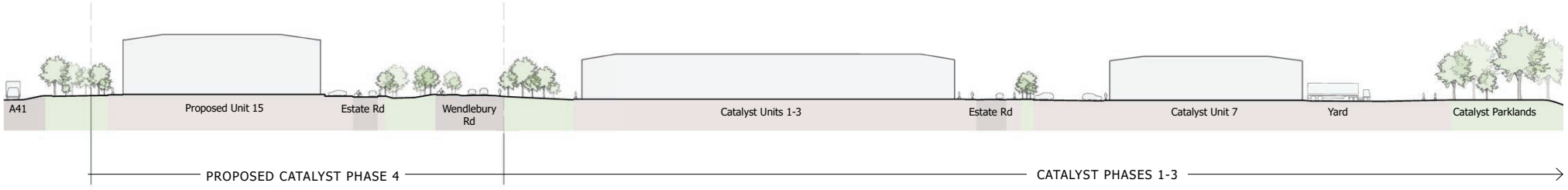


FIG 41- INDICATIVE SECTION THROUGH BOTH THE PROPOSED CATALYST PHASE 4 SCHEME AND THE CURRENT CATALYST DEVELOPMENT

landscaping and drainage

Areas of landscaping are shown on the site plan and a full landscaping scheme and strategy note, prepared by Laird Bailey Landscape Architects, is included as part of the Full Planning application.

The landscape proposal aims to sensitively integrate the proposed development into the receiving landscape context, whilst at the same time improving biodiversity across the site.

New trees and hedgerows are proposed in order to augment existing hedgerows and areas of vegetation. This also creates new blocks of trees, vegetation and hedgerows consistent with the character of the surrounding landscape. The new planting will serve to screen, filter and soften views of the proposed development whilst providing an enhancement to the connecting Green Infrastructure.

As part of the landscaping and civil engineering design, the drainage strategy will follow the principles of the SUDS philosophy as set out in the outline permission. This is detailed in the Bailey Johnson Hayes drawings included as part of the Full Planning Application.

Please refer to supporting information from Laired Bailey Landscape Architects and Tyler Grange regarding the delivery of an additional 10% Bio Diversity Net Gain, required by the 2021 Environment Act.

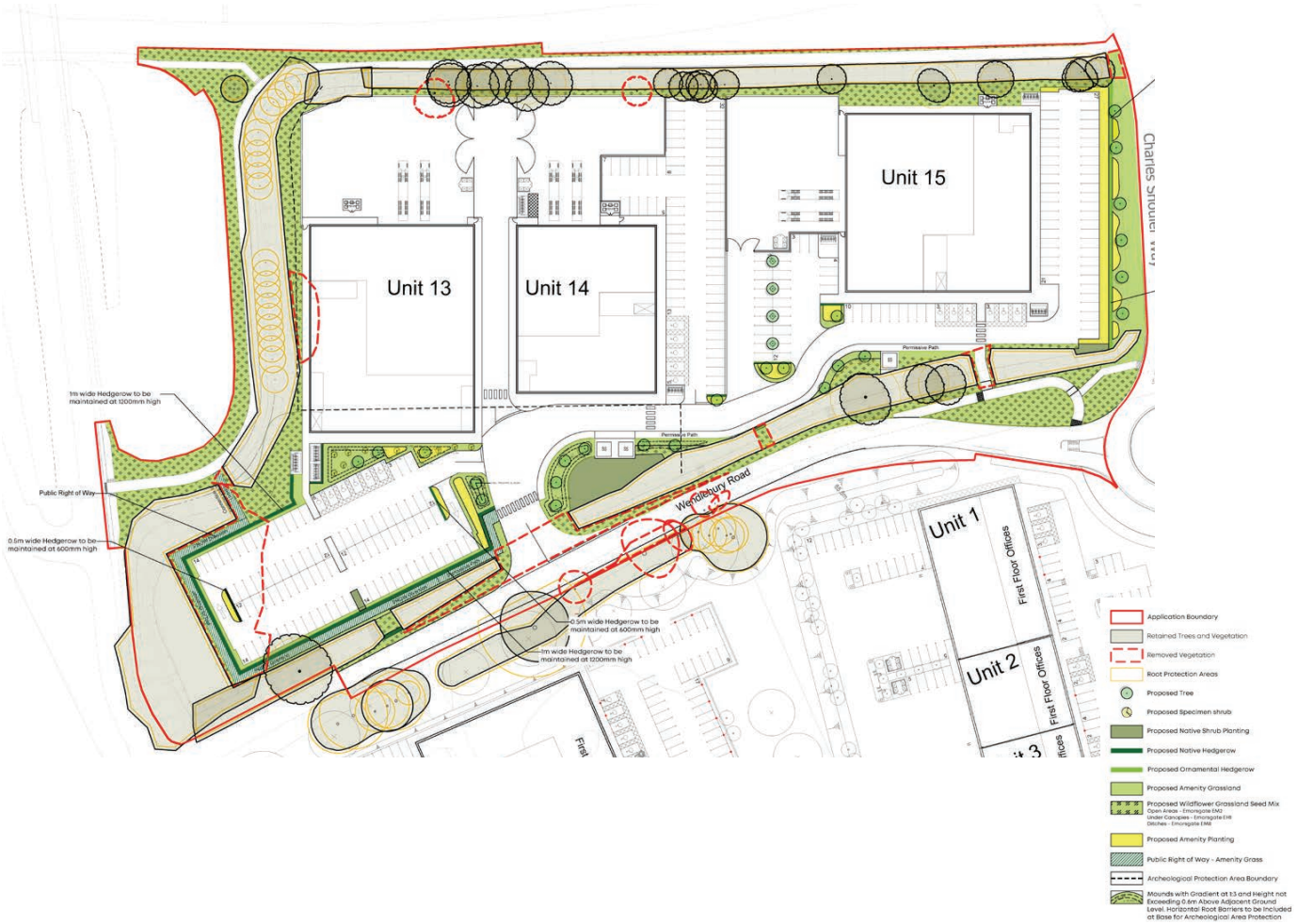


FIG 42- LAIRD BAILEY DETAILED SOFT LANDSCAPE PROPOSAL - NOT TO SCALE

appearance

The design and external appearance of the proposals will complement the Bicester 10 design and place shaping principles and respect the surrounding area.

Following the design principles outlined in this document, proposed active frontages will provide visual interest and interaction between the public and private realm. This will be further enhanced by the use of high quality details, materials and distinctive built forms along with an integrated approach to the building design.

The development has been designed to a high standard, to suit clients' and tenants' demands for contemporary buildings that reflect their ambitions and company identities.

The proposed buildings will have a strong identity and presence within the site and will accentuate the gateway design strategy set out in the Bicester 10 planning policy.

FIG 43- VISUALISATION OF PROPOSED SITE - BLINK IMAGE

design

High quality design and finishes, with careful consideration given to materials and colourings, reduce visual impact while creating a site which seeks to maximise the opportunity for an engaging frontage.

The buildings have an ordered layout rationalised by a structural grid and optimised efficient open plan accommodation. The proposed units would receive good levels of natural light through roof lights and translucent panels to the open shell areas and glazing to the ancillary accommodation.

The elevational treatment to the corners addressing the new roundabout and site entrance is proposed to be enhanced by a striking wrap-around projection detail, full-height glazed screen, free-standing canopies and feature rainscreen cladding. These enhanced corners, creates active frontages and provide visual interest. The feature canopies in black add to the visual prominence while providing a distinctive entrance to each unit.

FIG 44- VISUALISATION OF PROPOSED SITE - BLINK IMAGE

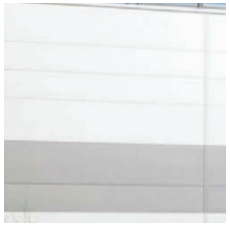
design

materials

The proposed elevations show a mixture of built up, composite and rainscreen cladding along with curtain walling, windows and bespoke feature canopies.

A simple palette of colours is proposed which includes goose wing grey roof forms and dark grey frames to windows, doors and curtain walling. The built up cladding is in Zeus and the composite cladding is proposed in Sirius. The rainscreen cladding is proposed to be silver. The gutter fascia is proposed to be Anthracite and the RWPs Silver. The doors to loading bays are proposed to be in Anthracite.

The ancillary accommodation features full height glazing to provide maximum levels natural daylight and create a stimulating working environment. The modular window size and elevational rationale has been utilised across all of the units to provide a clean and unified scheme. Functional elements such as loading doors, pedestrian doors and windows provide further interest to the facades.



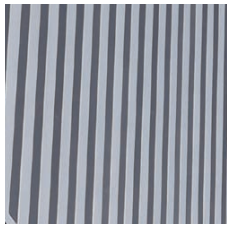


FIG 45- MATERIALS [FROM LEFT TO RIGHT]; COMPOSITE PANELS, VERTICAL BUILT-UP CLADDING AND RAINSCREEN CLADDING

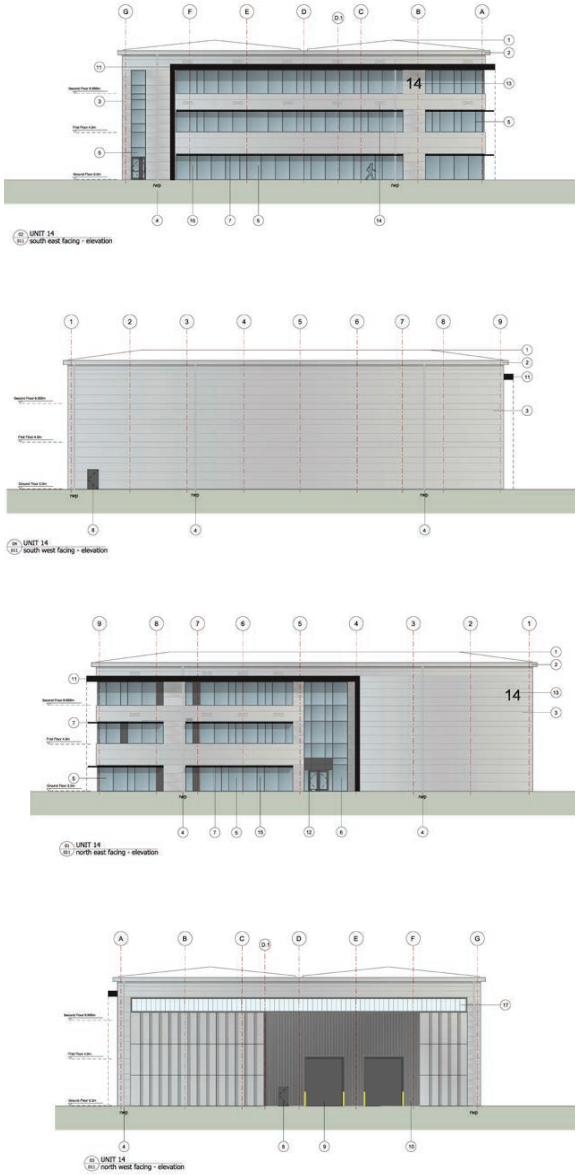


FIG 46- UNIT 14 GA ELEVATIONS - NOT TO SCALE

architectural language

The rainscreen proposed for the projecting feature canopy and the feature cladding comprises polyester powder finished aluminium panels. The projecting feature wraps around and visually contains the glazing to create a further layer of interest and emphasizes the building entrances. The areas of feature cladding provide interest to the facades that face the A41 and yards.

The composite cladding and glazing are located around the cores and ancillary accommodation, which breaks down the scale and mass of the buildings. Locating the core and ancillary accommodation to the front facades of each building provides good accessibility and assists visitors with orientation.

The translucent cladding panels provide additional interest as well as natural day lighting into the warehouse in addition to the rooflights.

FIG 47- EXAMPLES OF POLYESTER POWDER COATED GREY COLOURS SPECIFIED IN BOTH CATALYST 4 AND THE CURRENT CATALYST DEVELOPMENT

FIG 48- PRECEDENT IMAGES OF MATERIALS AND ARCHITECTURAL FEATURES, SUCH AS DOUBLE HEIGHT CURTAIN WALLING AND THE BLACK FEATURE CANOPY, USED ON THE FACADES OF NEIGHBOURING CATALYST DEVELOPMENT

sustainability & environmental considerations

The development will adopt sustainable construction and operational methods and will be designed and constructed to target BREEAM Excellent.

Examples of the methods used to mitigate climate change include:

- The design has used building orientation and solar shading to maximise useful daylight and control sunlight entering the buildings.
- PV panels are included to reduce dependency on conventional power grids.
- Reducing water use has been targeted across the whole scheme, as outlined in the ESC report.
- Each unit has a dedicated refuse point, divided into waste type, making sorting and recycling easier.
- A waste management plan will be implemented for the duration of the construction phase.
- Capacity and ducting for EV car-charging points has been allowed for.

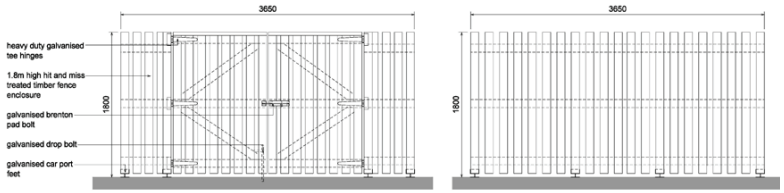


FIG 49- PROPOSED REFUSE ENCLOSURE ELEVATIONS - NOT TO SCALE

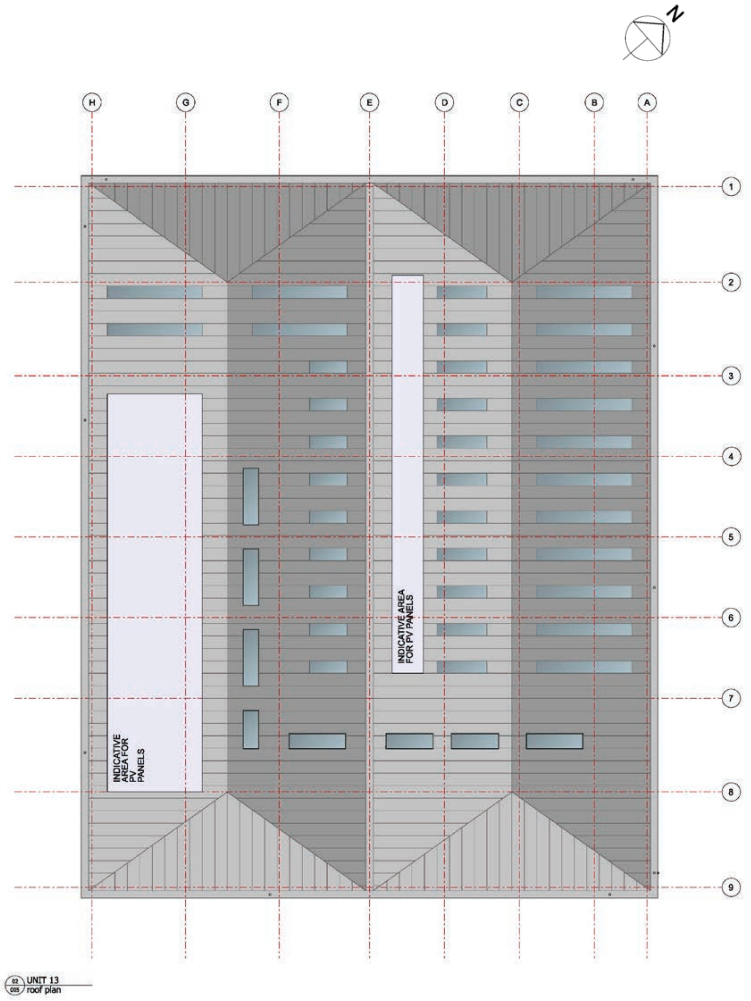


FIG 50- UNIT 13 ROOF PLAN SHOWING ROOF LIGHTS TO THE ANCILLARY SPACE AND WAREHOUSE PLUS INDICATIVE PV AREA ALLOCATION - NOT TO SCALE

design

security & lighting

Cornish Architects have taken care to design the master plan to foster a sense of place that is easily legible and encourages natural surveillance of car/cycle parking, route networks and the estate road.

Wayfinding with ease is achieved through orienting the entrances of the units to face the estate road, ensuring that both the estate road and footpaths run in front of the units. This affords the units views of Wendlebury Rd and Charles Shouler Way.

The units will have large unit numbers, in a contrasting grey to the main facade, located by the main entrance at the first floor so that they are easily noticed from a distance. Additional unit numbers will be fixed on the facade where there is a favourable aspect when approaching the site.

In terms of natural surveillance, reception areas are designed with a clear view of the entrance doors, the approach to the unit, parking, and the main reception area itself. Natural surveillance is also encouraged via the large strips of windows along the façades of the units to ancillary spaces and full-height glazing to the escape stairs.

The Public Right of Way has been routed away from Unit 13; however, the unit is oriented so that the RoW is within view of the front entrance and ancillary spaces. Shrubbery has been proposed along the path to create defensive verges while the staff parking acts as a buffer zone between the unit and the RoW.

In terms of keeping private realm secure, the yards will be fully fenced with lockable gates at access points and will be well-lit. Please see Fig 51. External lighting will be designed in accordance with BS5489 and BS EN 12464.

Cycle shelters are positioned close to the units, along main pedestrian routes through the scheme. They are either located within view of the main entrances or by secondary access points. Otherwise the shelters are at the back of the units within the secure gated yards.

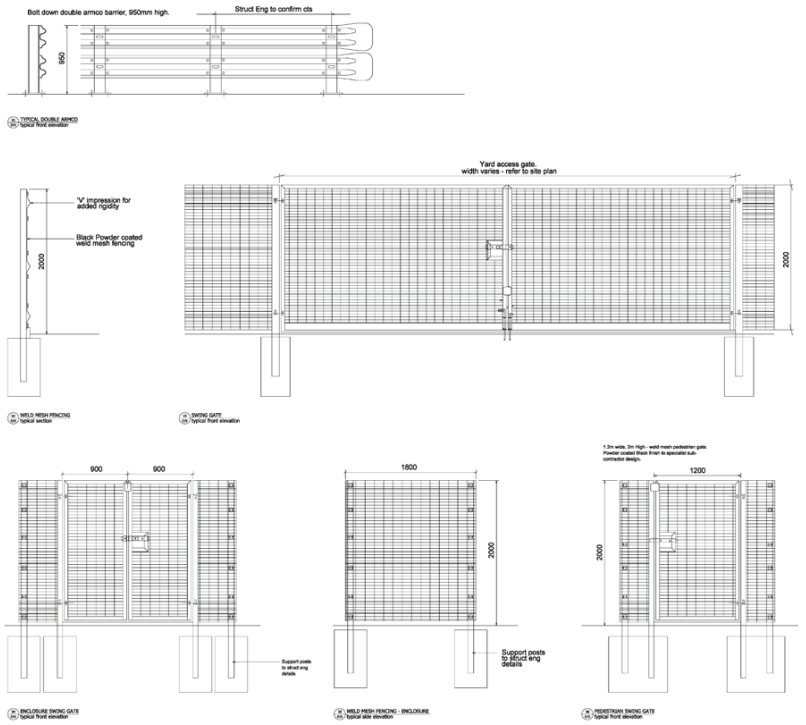


FIG 51- PROPOSED FENCING AND BARRIERS - NOT TO SCALE

access; vehicle, pedestrian, cycles

The proposal provides delivery vehicle parking at appropriate ratios for knowledge based business use. Each unit has car parking within its demise, with adequate provision of spaces including bicycle and accessible parking bays. Car parking bay sizes are of 5m x 2.5m in accordance with the Parking Standards. The site is accessed from Wendlebury Rd and via the public Right of Way.

According the Oxfordshire County Council parking standards within Use Class E;

- New Parking Standards; 1 space /45 sqm
- New Cycle Standards; 1 space /100sqm for Staff and 1 space/250sqm Visitors

PEDESTRIAN ACCESS

As part of the landscaping strategy the Public Right of Way will be reestablished with accompanying planting along the path. A connection is provided to the path/ cycle way on Wendlebury Road, allowing safe access to the Phases 1 -3 of the Catalyst scheme as well as the wider Bicester Policy 10 area.

The current Catalyst development has footpaths in enable all users to access the parkland and wetlands. These can be frequented during breaks and allow for the opportunity of unwinding in a tranquil area away from the main carriageway.

Unit	GIA (sqm)	Car parking provision	Staff cycle parking provision	Visitor cycle parking provision
13	4573	99	46	18
14	3122	70	31	12
15	4234	95	43	17
Totals	**11,929**	**264**	**137**	**47**

FIG 53- PROPOSED AREA SCHEDULE WITH CAR PARKING AND CYCLE PARKING PROVISIONS

FIG 52- CYCLE SHELTERS AT UNIT1, CATALYST DEVELOPMENT

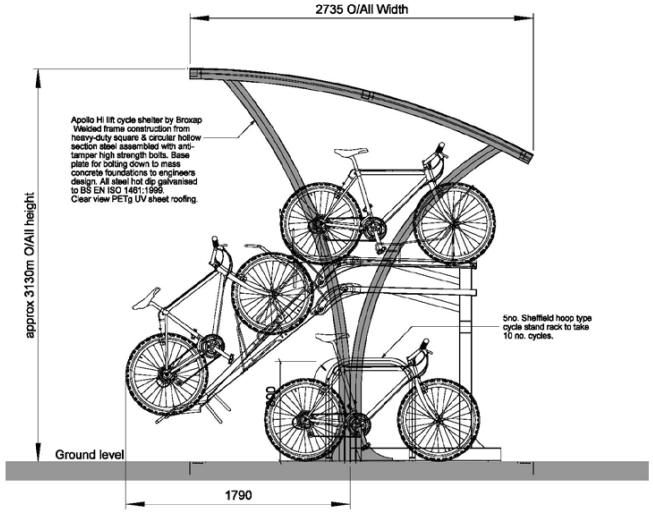


FIG 54- PROPOSED TYPICAL CYCLE SHELTER - NOT TO SCALE

regulatory design

E

inclusive access (part M)

regulatory design

inclusive access (part M)

Access is established as a fundamental planning issue owing its importance to a growing percentage of the population with mobility impairments. The design includes allocated parking spaces for people with disabilities at each unit near the entrance to the building. The layout of the proposal aims to provide ease of use for people arriving and using the buildings.

The principle entrance doors to the buildings and other doors will meet / exceed the effective clear width of 800mm through doorways. Doors will be glazed and provided with manifestation as appropriate. The issue of visually impaired building users and those with hearing impairments will be fully addressed as the project detail design is developed to comply with Building Regulations.

Within the units, a lift, accessible WC and shower facilities are provided.

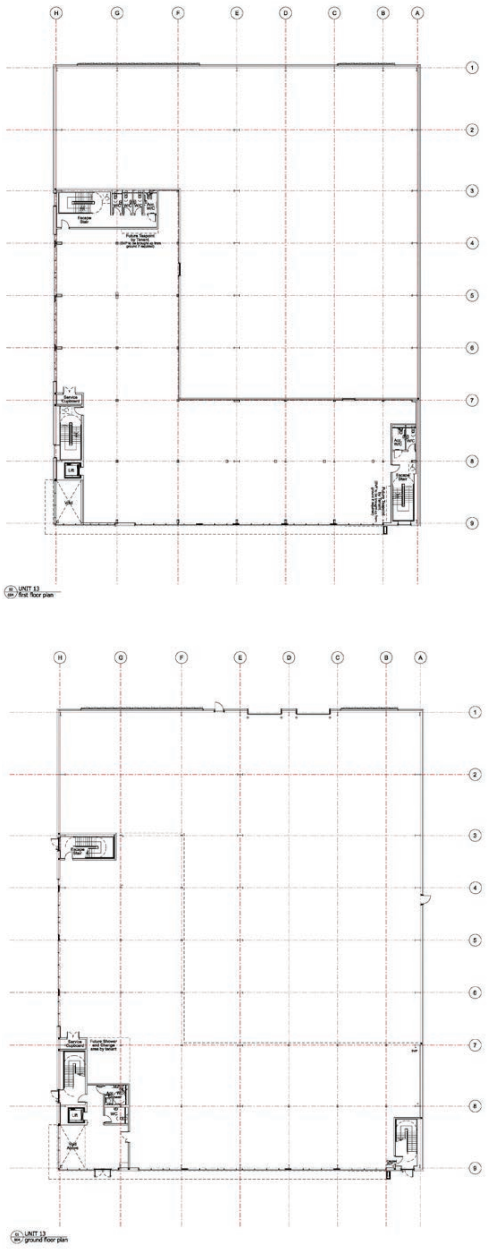


FIG 55- PROPOSED UNIT 3 GROUND AND FIRST FLOOR PLANS

conclusion

F

summary
visuals

conclusion

summary

In conclusion, the proposed Catalyst Phase 4 development presents a significant opportunity to build upon the success of the existing knowledge economy development Catalyst-Phases 1-3 and contribute to the realisation of Bicester Policy 10's objectives.

The proposal has been carefully considered to enhance its surroundings, aiming to foster a vibrant and dynamic environment that supports knowledge-based industries and high-tech businesses through high quality, modern and responsive design.

The development seeks to respond to the surrounding context while also serving as a gateway to Policy Bicester 10 and connecting the existing Catalyst development to Bicester through creating a cohesive knowledge and tech industry community along Charles Shouler Way and Wendlebury Rd.

Overall, Catalyst 4 has the potential to not only enhance the economic vitality of the area but also to further establish Bicester as a hub for innovation and growth within the Oxford Cambridge arc.

FIG 56- VISUALISATION OF PROPOSED SITE - BLINK IMAGE

conclusion

visuals

FIG 57- VISUALISATION OF PROPOSED SITE - BLINK IMAGE

FIG 58- VISUALISATION OF PROPOSED SITE - BLINK IMAGE

FIG 59- VISUALISATION OF PROPOSED SITE - BLINK IMAGE

appendices

G

drawing register

appendices

drawing register

Drawing Number	Scale	Drawing Title
TP_001	1:2500	Site location plan
TP_002	1:500	Proposed site plan
TP_003	1:500	Proposed site finishes plan
TP_004	1:200	Unit 13 Ground and First Floor Plan
TP_005	1:200	Unit 13 Second Floor and Roof Plan
TP_006	1:200	Unit 13 Section
TP_007	1:200	Unit 13 Elevations
TP_008	1:200	Unit 14 Ground and First Floor Plan
TP_009	1:200	Unit 14 Second Floor and Roof Plan
TP_010	1:200	Unit 14 Section
TP_011	1:200	Unit 14 Elevations
TP_012	1:200	Unit 15 Ground and First Floor Plan
TP_013	1:200	Unit 15 Second Floor and Roof Plan
TP_014	1:200	Unit 15 Section
TP_015	1:200	Unit 15 Elevations
TP_016	1:20	Cycle Shelter Details
TP_017	1:20	Refuse Enclosure Details
TP_018	1:20	Entrance Canopy Details
TP_019	1:20	Fencing and Barrier Protection Details
TP_020	n/a	External Finishes Sample Board

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cornisharchitects

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