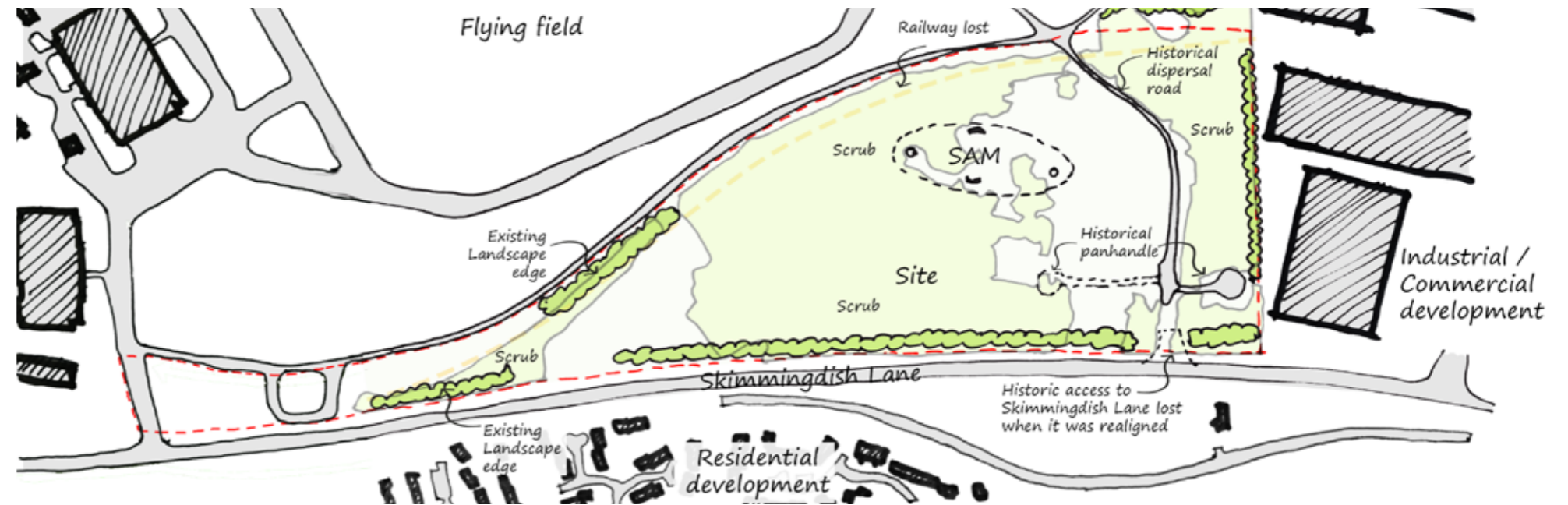


4.2 DESIGN CONCEPT

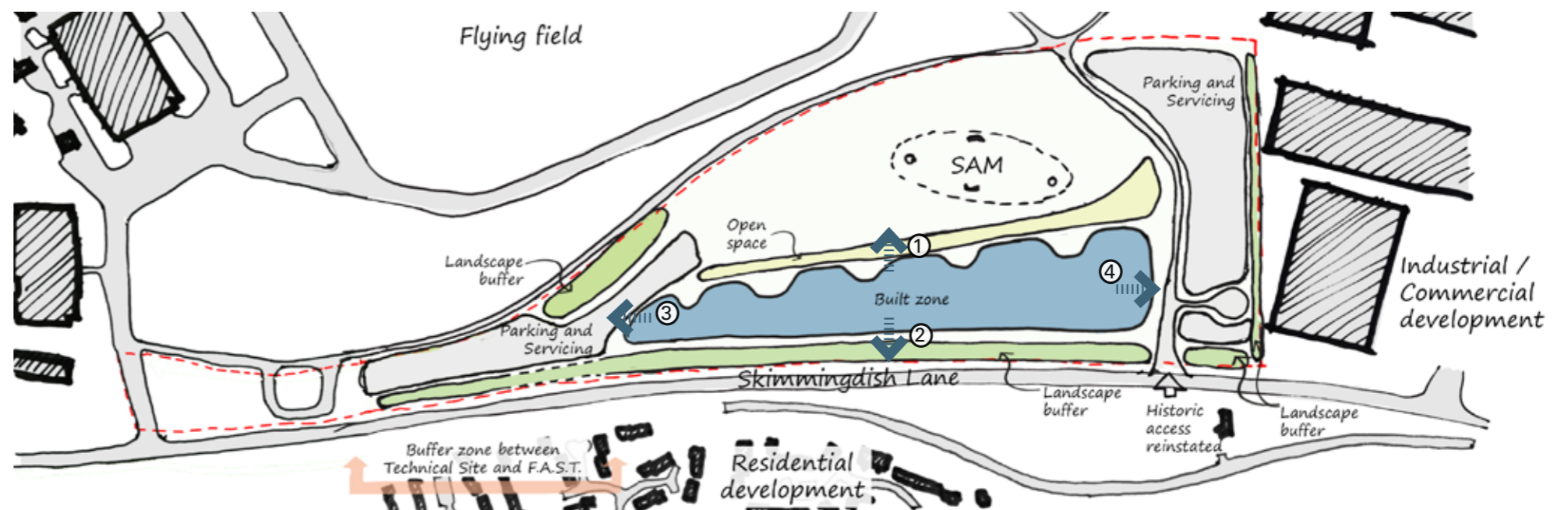
4.2.1 Site constraints & opportunities

- The site is situated south and east of the SAM.
- The former 'field of view' to the south and the east has been lost due to the neighbouring commercial / industrial and residential developments.
- The route of former MOD railway crosses the site.
- There is a remaining dispersal road along with two historic panhandles on site. The track and eastern panhandle is still recognisable, but the panhandle to the west to the is no longer clearly notable.



4.2.2 Indicative zones

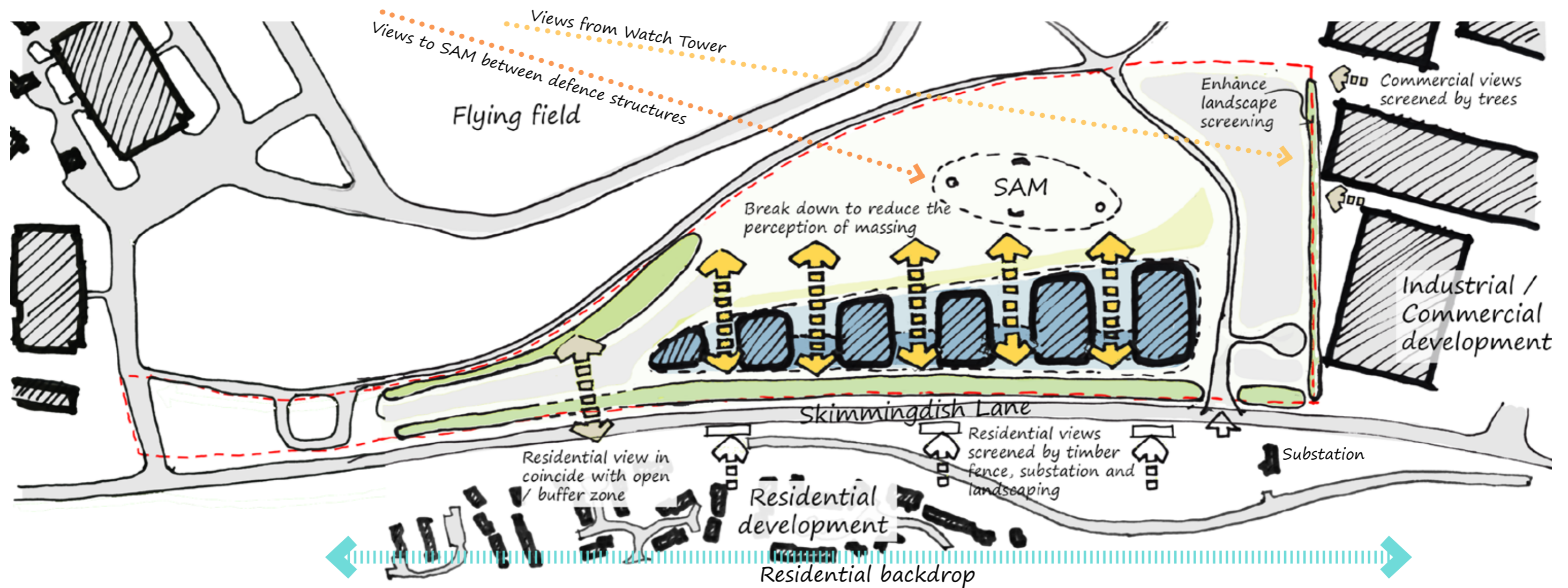
- The built zone is situated to the south of the SAM, with easy access from Skimmingdish Lane and against a landscaping buffer as the backdrop and the developed residential area beyond.
- A linear open space / buffer zone is introduced in-between the SAM and the built zone.
- The proposal relinks dispersal road and Skimmingdish Lane, and reuse historical panhandle to the east, by utilising it as part of the circulation network. Panhandles were used to park planes, now the panhandle forms part of a roundabout feature giving access to the parking area for cars.



- ① Frontages to Airfield and Technical Site
- ② Frontages to respond to road and urban environment
- ③ Frontages to respond to Technical Site
- ④ Frontages to respond to Industrial/Commercial development

4.2.3 Views

- The built zone is broken into several principal buildings to reduce the perception of the building masses. Links between buildings will be presented in subservient and/or transparent quality to allow views in-between the buildings.
- The buildings are screened by the dual treeline flanking Skimmingdish Lane. Where unscreened open views inward exist, built forms have been avoided.
- The commercial views to the east of the site are screened by a row of trees along the eastern edge of the site.



4.3 SCALE / FORM / MASSING

The general built character within the F.A.S.T. zone is derived from a take on leading contemporary functional design with an expressed artisan industrial aesthetic. Buildings proposed within the F.A.S.T. zone will adhere to this approach. The buildings will be designed to read as architectural features in the open landscape.

4.3.1 Primary buildings

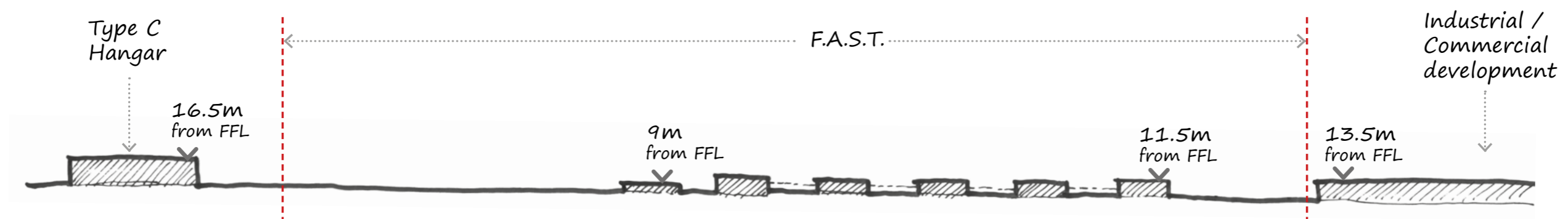
The use and wider vision for the F.A.S.T. development stipulates a gradual increase in massing towards the neighbouring industrial units to the east. The F.A.S.T. zone is therefore characterised by larger footprint units which increase in size away from the Technical Site. The increase is further distinguished by higher building heights away from the Technical Site. Heights range from 9-11.5m (2-3 commercial storeys). Height differences are to be achieved via increased ridge heights; eaves, however, are proposed to generally remain unified across the development.

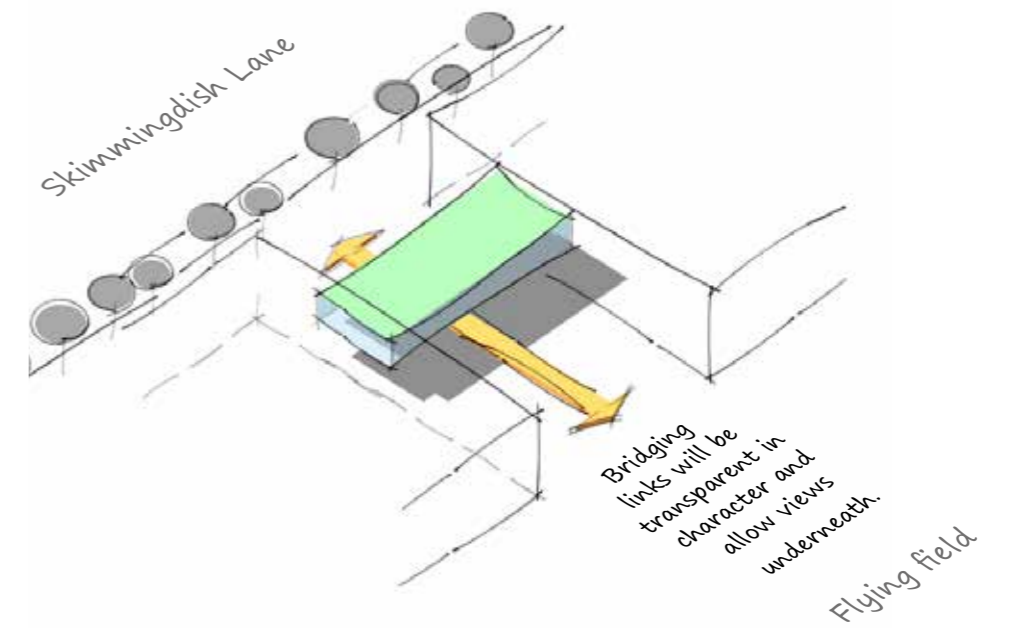
Buildings will be divided in only a base and upper section which may contain one or two stories depending on height. Façade widths and separation zone widths will all appear identical to ensure the rhythm of the development massing is not compromised. More information on the articulation of the form will be provided in the Design Code.

In response to the Technical Site and undulated roofscape of the hangars, the roofscape to the proposed buildings will predominantly be undulated and rhythmic in nature. Options and combinations will be achievable by using single pitch or double pitch sawtooth roofs, double pitch gable fronted roofs, some flat and hybrid roof shapes. However, specific guidelines and restrictions are demonstrated in the Design Code.

4.3.2 Linking buildings

Links in-between the primary units, are proposed to be transparent / translucent and subservient. They will manifest as a single storey ground floor link or a single storey link bridge on the first floor allowing views underneath.



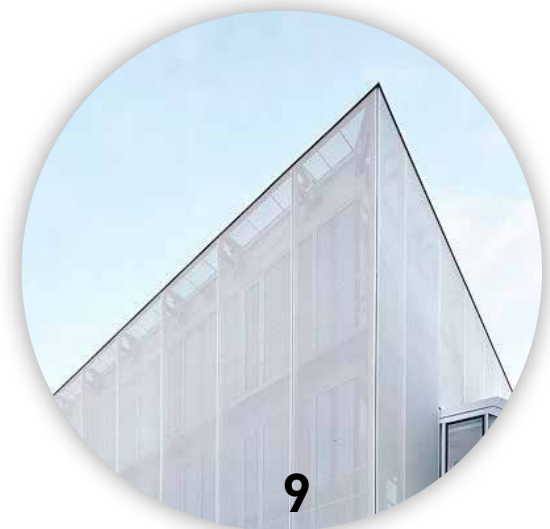
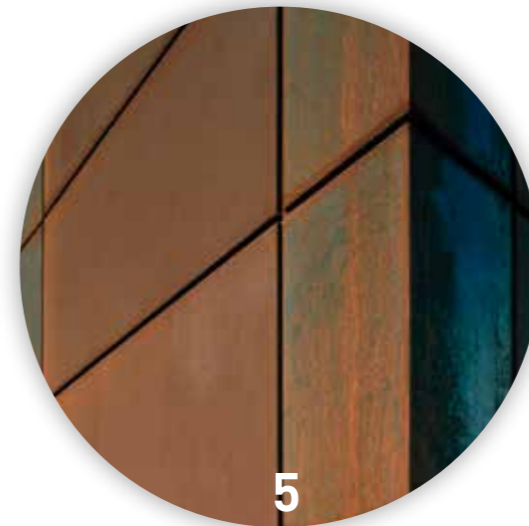
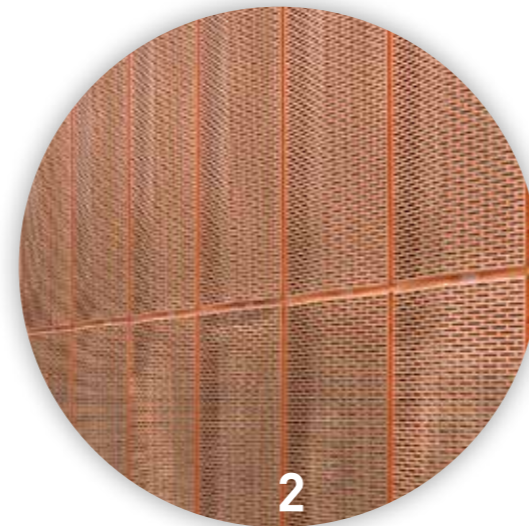
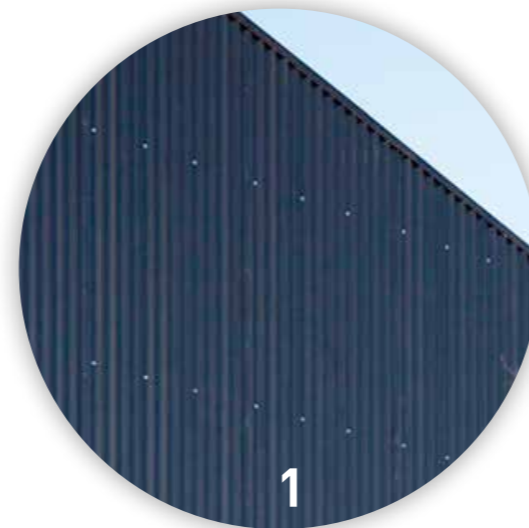


4.4 MATERIALS PALETTE

The palette of building finishes has been carefully selected to ensure that the proposed scheme is sympathetic to its context and will deliver a high quality and durable development.

The envelope of the primary buildings will be dominated by dark recessive colours in earth tones. These can be metal (Corten or Anthracite), timber or glass. Flat roofs, however, will favour extensive green roofs if applicable.

For linking buildings, transparent or translucent materials will be applied to façades to demonstrate their lightness and subservience.



1. Metal sinusoidal
2. Copper
3. Perforated metal
4. Tapered metal panels
5. Corten
6. Timber
7. Example of facade feature elements
8. Transparent glass
9. Translucent glass

4.5 LANDSCAPE AND ENVIRONMENT

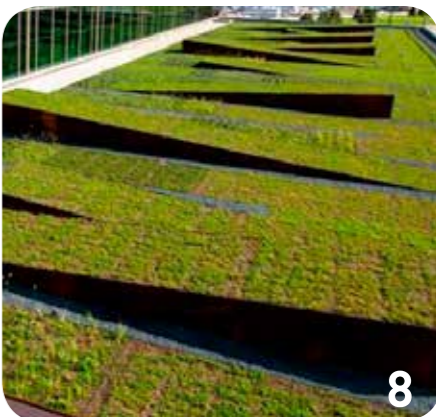
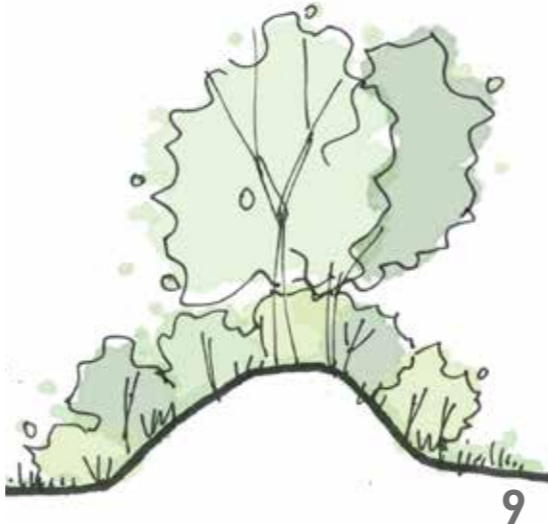
Currently, the landscape of the site is overgrown with scrub, and is in need of intervention in order to bring the land into a contemporary use/management regime. The proposals will bring this area into beneficial use for the public, will restore the relationship of the Seagull Trenches and Pill Boxes with the Technical Site. Mitigation will respect the intrinsic qualities of the site and its unique sense of place.

New planting will be used carefully to integrate new development within the site and often this will be done in conjunction with the architectural design, tying the landscape and built forms together.

The hardstanding will be integrated with soft landscape, and will be permeable where applicable. Grasscrete and reinforced grass are proposed for car parking areas.

Further boundary planting will be provided to the southern boundary and eastern boundary to screen the views from Skimmingdish Lane, residential area to the south and neighbouring development to the east of the site.

- 1,2,3,4 Example of landscape integrated hard landscaping
- 5. Examples of outdoor furniture
- 6,7 Examples of car parking treatments and solutions
- 8. Example of green roof
- 9. Sketch: landscaped boundary treatment



4.6 INDICATIVE LAYOUT

The enclosed outline proposals are illustrative only. They show how the F.A.S.T. hub massing could be developed to achieve the vision for a unique destination that will satisfy the brief to meet requirements of future tenants and also the low-density conservation-led brief we have determined by our challenges and opportunities analysis. At the heart of the proposals are the vision to create a destination for automotive technology businesses by providing a compelling alternative to the out-of-town science parks setting. Promoting this opportunity in closer proximity to the Town Centre and within walking distance of residential areas that can enable employment opportunities to walk to work.

The proposed development is for a footprint of 10,103 m² (108,748 ft²) contained within 24.90 Acres (10.08 Ha) of land. The density of the F.A.S.T. area is therefore 405.7 m² (4,367 ft²) per Acre.

4.7 PROPOSED BUILDING MASSING

The indicative site plan illustrates how the required area schedule can be housed within the developable areas, heights and massing parameters to provide a platform for an exciting and high quality facility to be developed during detail proposals.

Proximity to the neighbouring industrial development, surrounding urban fabric and loss of identity, combined with a need for intervention to re-instate its connection with the wider site, all played a part in locating the F.A.S.T. hub in the identified zone. Without intervention the area would become inaccessible overgrown woodland scrub. The proposed development will support growth, innovation and improved productivity. New employment space will be delivered, creating highly skilled jobs, training and apprenticeship opportunities aligned with the identified priorities of the Development Plan.

4.7.1 Location:

The cluster of buildings have been grouped along Skimmingdish Lane in an area identified as most suitable for development during the challenges and opportunities workshops and the resultant zones diagram. The location combines easy access from Skimmingdish Lane with great frontage opportunities against a backdrop of the more urban and light-industrial developments of Bicester to the south. The intention is to replace the already compromised backdrop to the SAM with more sympathetically designed buildings that are appropriate to the technical and innovative history of the site.

The location of F.A.S.T. ensures visitors and businesses optimum dedicated access from Skimmingdish Lane, whilst also being placed to attract accidental visitors en route to the greater Bicester Motion site.

Parking areas are hidden away as much as possible within existing and enhanced landscaping.

4.7.2 Massing and Views:

Having had regard to the parameters plans, the indicative layout demonstrates how the proposed new buildings could be incorporated into the developable area of the site without impacting on heritage assets or the landscape, in accordance with Policy Bicester 8.

The proposed development will be delivered to high standards of design and the new buildings will be of an appropriate form, scale, mass and will respect the character of their surroundings, in accordance with Policy SLE1 (Employment Development). The proposal will be in accordance with Policy ESD15 (Character of the Built and Historic Environment).

The proposed development will comprise a series of buildings with a total footprint of around 10,100sqm, anticipated to be set across 2 levels. Building heights will be around 9-11.5m. The buildings will be of sufficient size and scale to incorporate the proposed uses and deliver the identified economic benefits.

The new buildings will be seen and appreciated against a backdrop of the adjacent commercial development to the east of the site, against the Skimmingdish Lane highway immediately to the south and hard urban edge of Bicester further to the south. There is an opportunity to provide a transition between the adjacent commercial units in 3rd party ownership and the existing Technical Site and recently permitted New Technical Site. The scale of the buildings is much less than the existing very large scale of 'sheds'/factories that are adjacent to the south-east. The scale of the F.A.S.T. buildings reduces with distance away from this larger scale development which acts as a transition in terms of the massing and height of building form. It will soften the impact of the existing commercial development.

Having regard to the intended use of the buildings, the proposed development will be functional, and the new buildings will be designed in such a way to ensure longevity. A Sustainable Urban Drainage System will be incorporated, with adequate parking, space for waste and recycling and space to incorporate services and utilities. The site layout remains indicative at this stage but demonstrates how these will be incorporated.

The indicative proposals assume a variant on the undulating roof shapes of the Type C and Type A hangars in the Technical Site. This is not intended as a pastiche copy of the hangar roofs, but as a contemporary high quality interpretation that steers away from conventional commercial roof shapes and effectively manage perception of height and massing through added interest. It also proffers opportunities for sustainable design through appropriate orientation for rooflights and Photovoltaic panels.

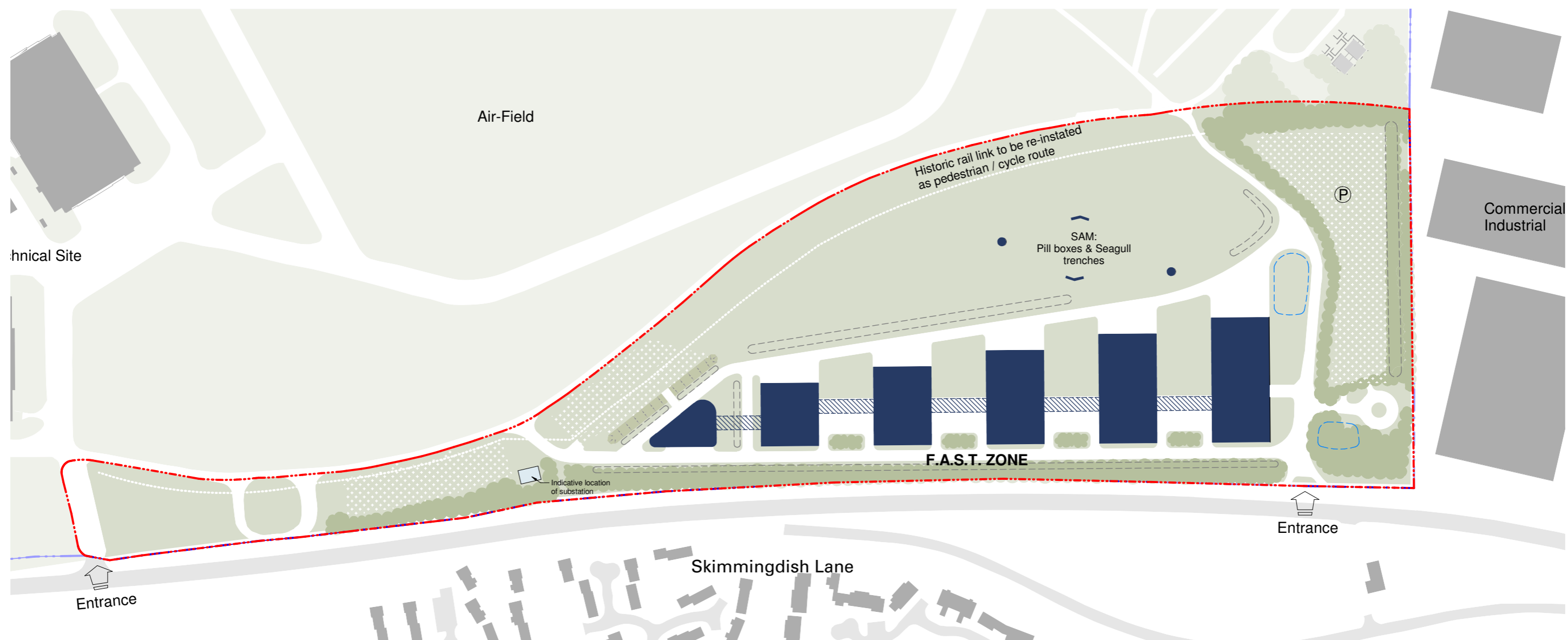
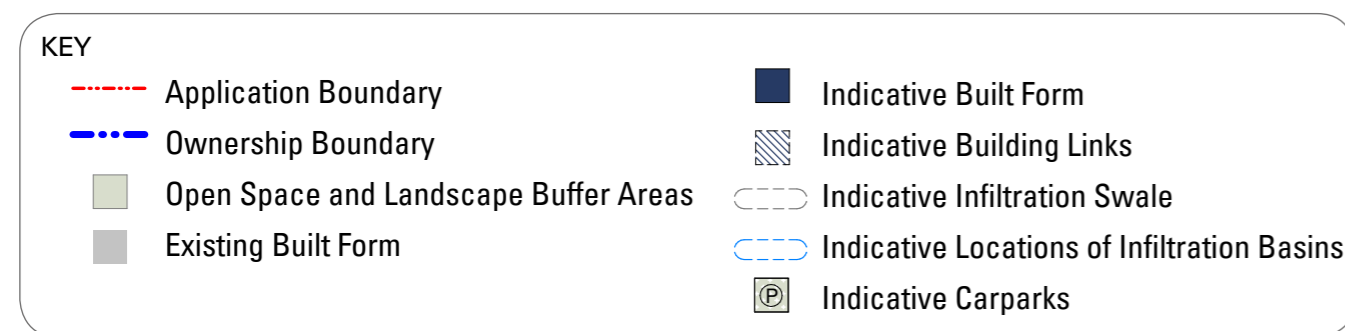


Figure 35. Indicative Layout (not to scale)



4.8 PROPOSED ACCESS, MOVEMENT & CAR PARKING

The existing Skimmingdish Lane entrance will form the principle entrance for the application development. Figure 37 illustrates proposed access and movement. The existing Technical Site entrance on Skimmingdish Lane will also be maintained, but in a secondary nature in terms of access/egress to/from the F.A.S.T. hub.

Three parking zones have been identified. A carpark on the eastern boundary will provide the main parking area and is located near the main entrance. Access into the parking zone is via a new internal circular hardstanding feature that will operate as a roundabout. It has been placed to signify one of the remaining panhandles. Two smaller carparks are located along the western boundary. These will incorporate visitor and disabled parking.

The indicative routes allow a graded circulation arrangement. Primary circulation is kept towards the south (Skimmingdish Lane side) of the development, allowing the north (facing the flying field and Sam structure) to operate as secondary or lower intensity circulation. Where possible permeable infrastructure and grassed paving surfaces will be incorporated with a priority towards the north.

Pedestrian access and circulation are based around the same entrances, but it is envisaged that future developments outside of this application will further unlock pedestrian and bicycle movement around the entire masterplan site. This will include a new footpath signifying the original MOD railway line that crossed in front of the Pill boxes and Seagull trenches just north of the application site. The current application does also envisage a safe pedestrian connection to the future Hotel and Technical Site.

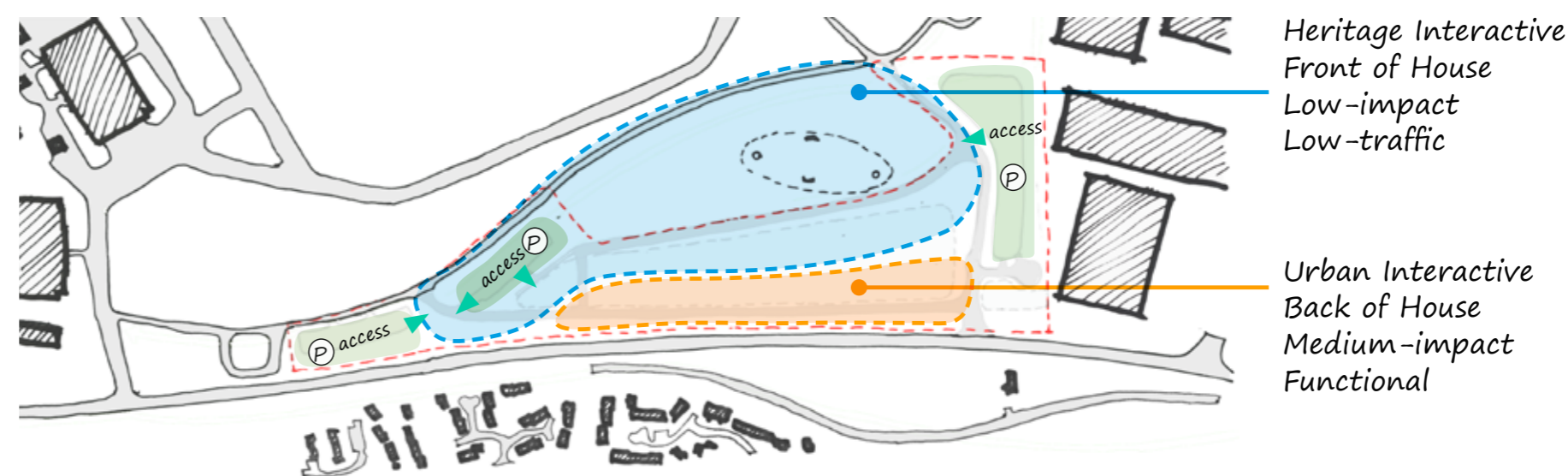


Figure 36. Circulation Strategy Diagram (not to scale)

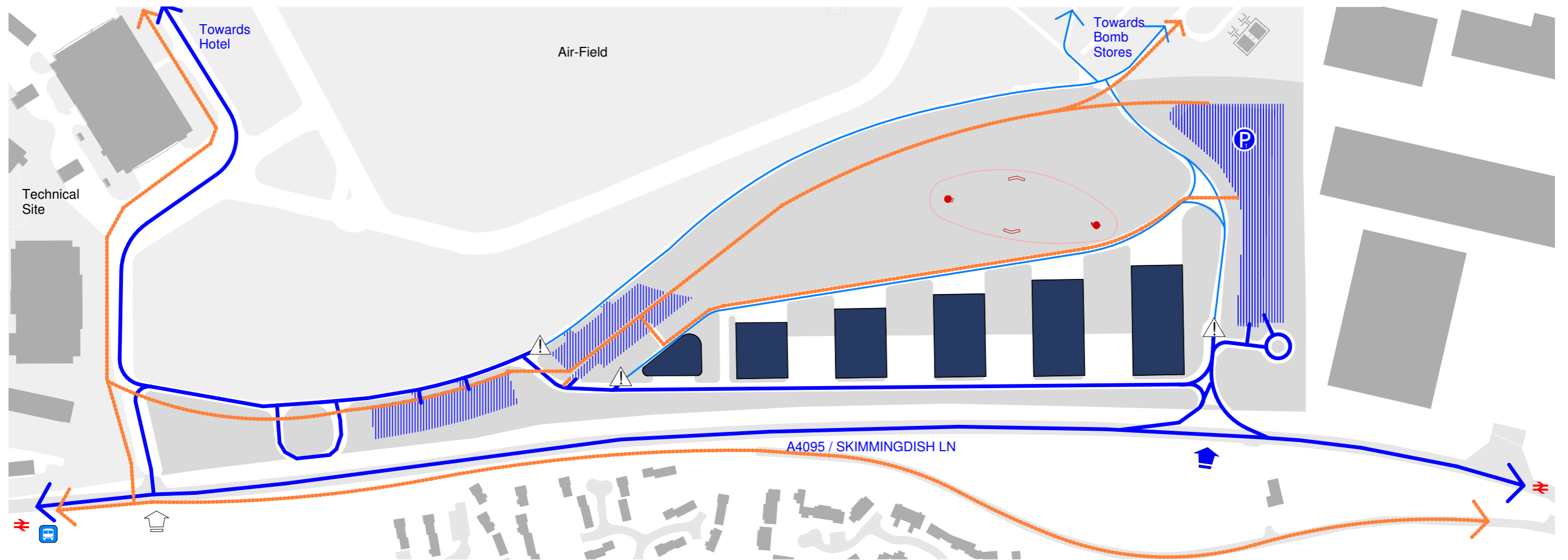
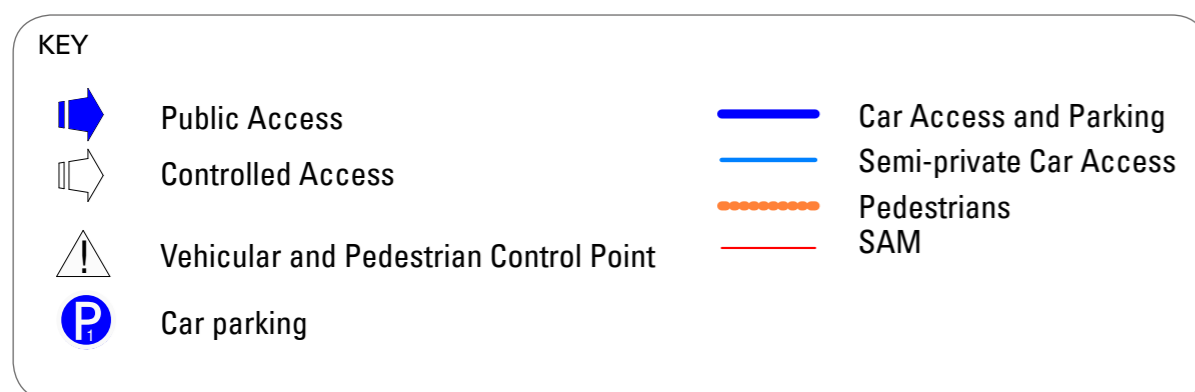


Figure 37. Access and Movement Diagram (not to scale)



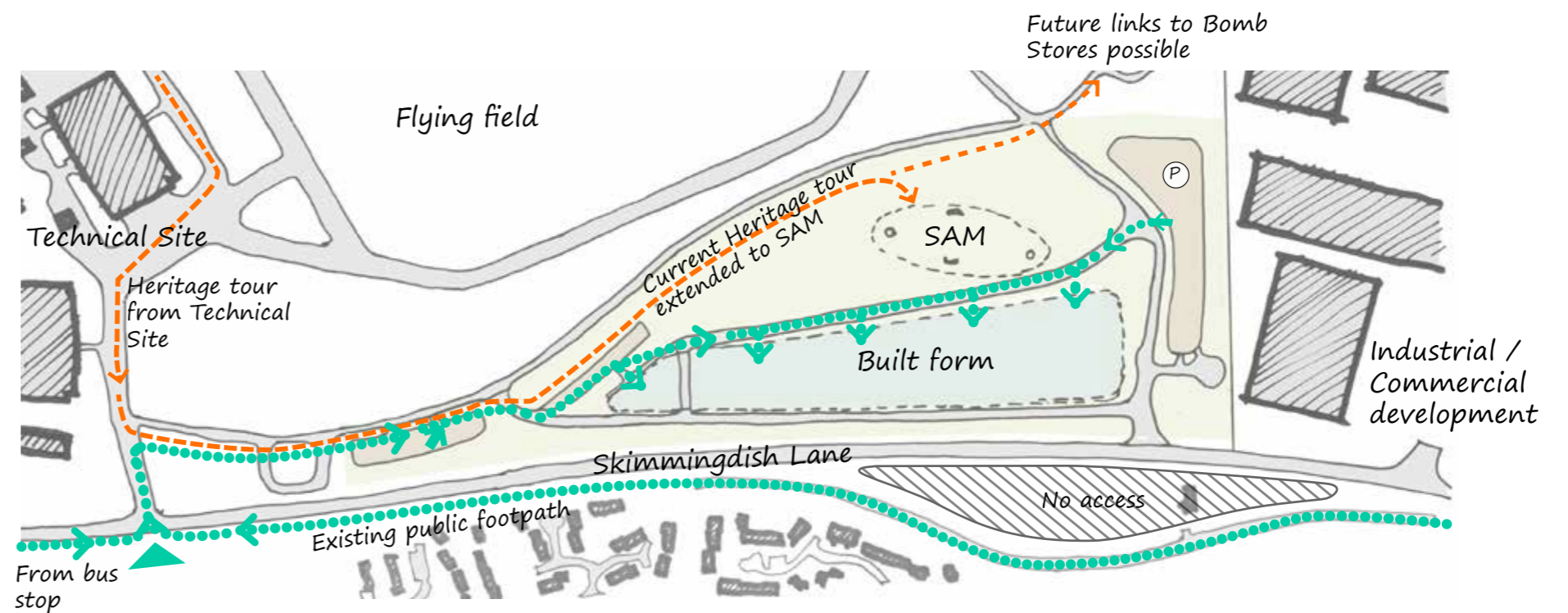


Figure 38. Public Pedestrian / Cycle & Heritage Tour Diagram (not to scale)

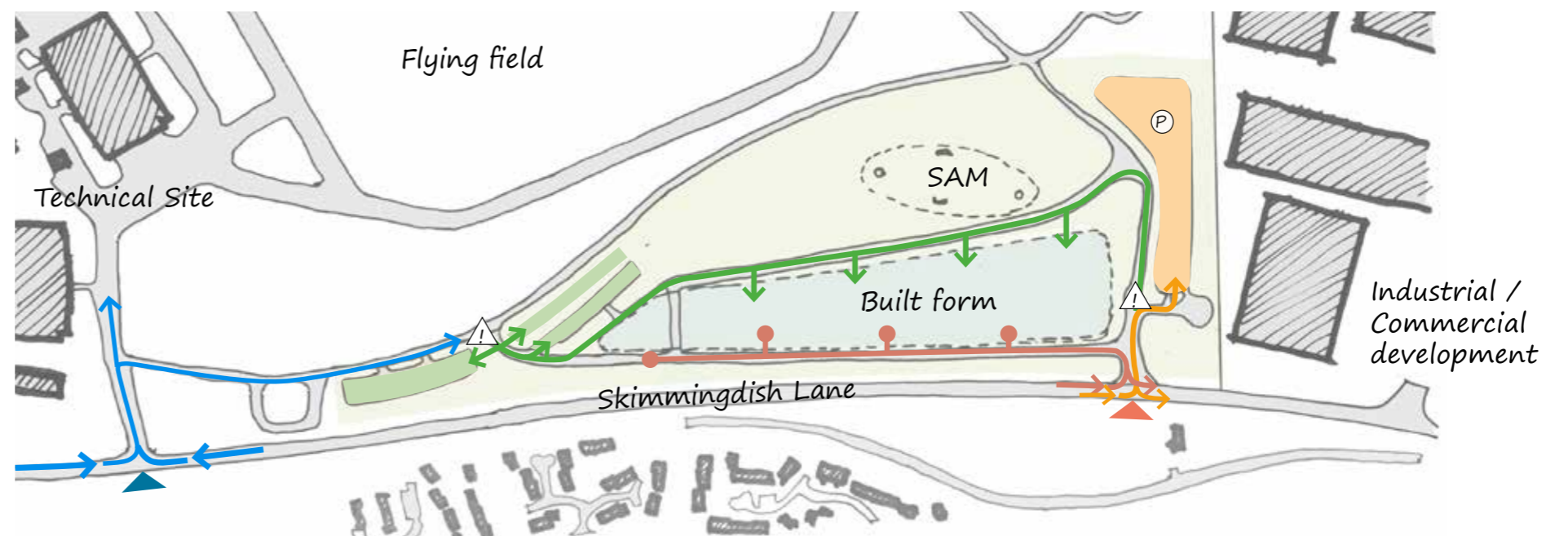
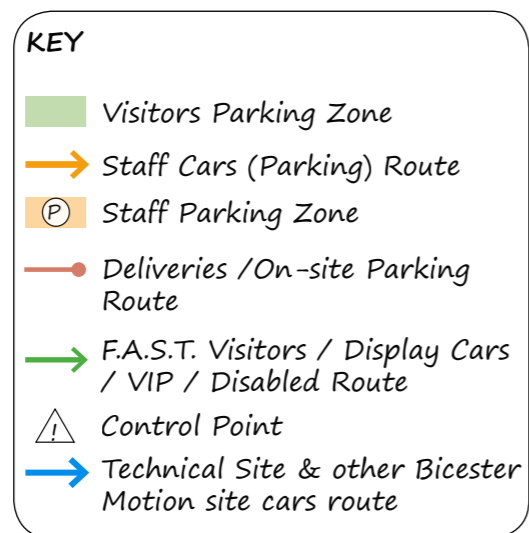


Figure 39. Vehicular Circulation Diagram (not to scale)

4.9 PUBLIC TRANSPORT

The site is accessible by sustainable modes of travel. Local bus routes offering frequent services, within a short walk of the site. Pedestrian and cycle links surround the site and provide good connections with neighbouring residential areas and links to Bicester Town Centre. A Transport Assessment accompanies the application with more detail.

4.9.1 Bus Services

The nearest bus stops can be accessed on Buckingham Road to the west of the site, accessible utilising footways through the main Bicester Motion site. Further existing bus stops are to the south of the FAST site, on Sunderland Drive. The bus stops can be accessed by utilising the proposed footway on the southern side of Skimmingdish Lane.

The services provide public transport connections between the site, Bicester Village and Bicester town centre, and also link the development to key towns and cities such as Oxford, Cambridge, Milton Keynes and Buckingham.

4.9.2 Rail Services

Bicester North Railway Station is situated c.2km to the south of the site and offers train services to key destinations around the country including Birmingham, Banbury and London. The station is accessible through a range of sustainable travel modes such as walking, cycling and via bus services into Bicester Town Centre.

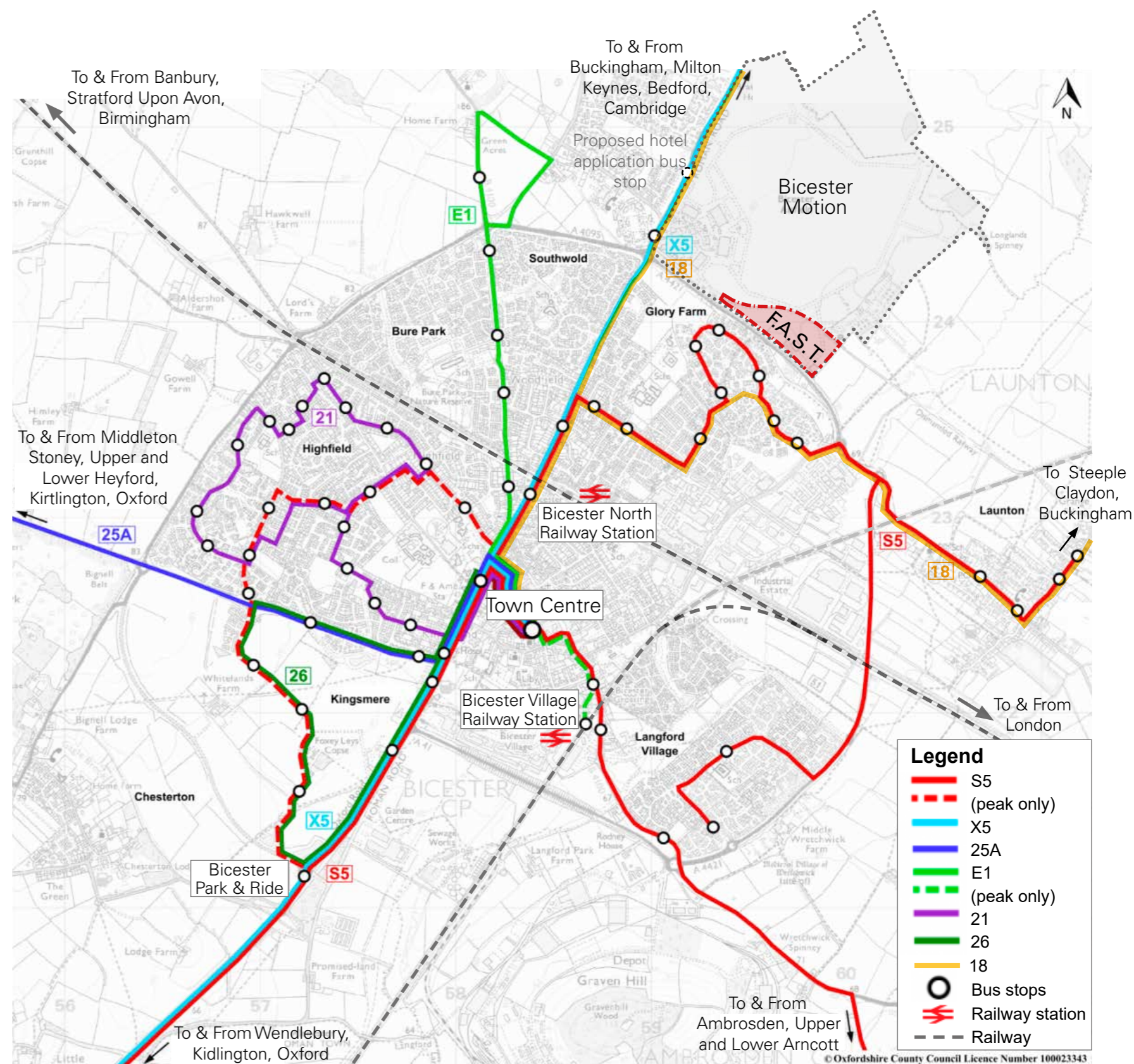


Figure 40. Public Transport to the Site (Source: Adapt from 'Frequent Bus Services Map', Retrieved from <https://www2.oxfordshire.gov.uk/cms/content/bicester-transport>. Accessed on 04 Nov. 2019)

4.10 F.A.S.T. ACTIVITIES

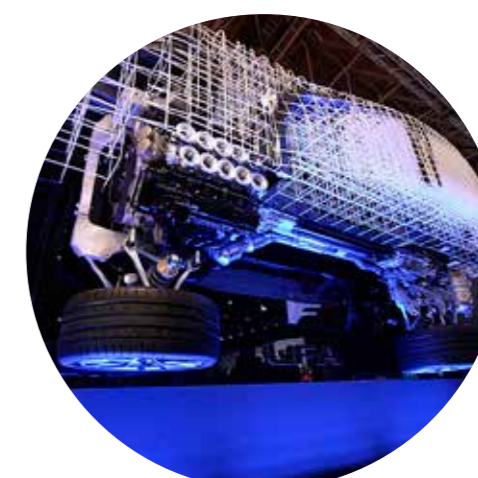
The F.A.S.T. (Future Automotive Speed and Technology) Zone concept was created to facilitate an increasing demand from automotive technology businesses seeking premises that provide locality to Oxfordshire's iconic 'Motorsport Valley' which sits at the heart of a global cluster of high-performance technology, motorsport and advanced engineering companies.

Bicester Motion has attracted these leading technology companies by providing a unique and compelling alternative to the out-of-town science parks often associated with these types of businesses. Bicester Motion provides an attractive offering where technology businesses have the ability to showcase their research, technology and products to the public taking advantage of the demonstration tracks with close proximity to town of Bicester and City of Oxford and their wide-ranging educational and apprenticeship training provisions.

The F.A.S.T. Zone will become a world-leading automotive technology cluster, home to leading international innovation and technology businesses. There is also an aspiration to create an automotive technology education and apprenticeship academy in collaboration with a major institute.

F.A.S.T. will not only inspire and excite the next generation; it will create skilled apprenticeship and employment opportunities in technology. It will also provide Bicester with international exposure as a leading innovation and technology centre.

We are unable to name the businesses we are currently engaged with but can provide the following descriptions to provide an introduction into the range of businesses:



4.10.1 Electric Performance Car Brand – International

An electric performance car brand harnessing refined performance and cutting-edge technology. Determined to improve the society we live in and guiding the automotive industry forward through pure, progressive, performance.

Bringing driving pleasure into a new era with an all-electric product offering of progressive performance cars that are designed and engineered without compromise. This will be combined with a hassle-free ownership and premium services, where all interactions and orders can be performed online.

4.10.2 Electric Motorsport Technology Teams - International

Formula E is the world's first electric street racing series, defined by real street rivalries, raw electric performance, and renewable energy within reach.

With a total of nine manufacturers on board- the likes of Jaguar, Nissan, BMW, Audi, DS and Mahindra- Formula E serves as a competitive platform for global car manufacturers and mobility providers to test and develop road-relevant technologies.



4.10.3 Self-driving Technology Teams - International

World's first competition for human and machine teams, using both self-driving and manually-controlled cars. It is a new platform for brands, organizations and individuals to test the development of their automated driving systems.

4.10.4 Automotive and Motorsport Technology Academy

An automotive technology education and apprenticeship academy in collaboration with a leading UK educational institute.

4.10.5 High Performance Design and Engineering

Delivering cutting-edge, on-demand design and engineering services to solve engineering challenges through horizontal innovation. Core innovation activities include:

- High performance mechanical engineering
- Lightweight structures and composites
- Advanced digital manufacturing
- System design, integration and automation.



4.10.6 Business Innovation Incubator

Provision of incubation space for innovative start-up technology businesses within an active cluster of like-minded organisations. A hothouse for national and international innovators and entrepreneurs located in the region from the leading educational facilities maintaining knowledge capture within the region. This leads to a natural growth for future business in Oxfordshire.





5

CONCLUSION

5. CONCLUSION



This Design and Access Statement has been prepared to explain the rationale and evolution of the proposed F.A.S.T development. The proposed development is for new employment units comprising flexible B1 (business), B2 (general industrial) and B8 (storage) with ancillary offices, storage, display and sales, comprising the F.A.S.T. development parcel at Bicester Motion, Bicester, OX26 5HA.

The F.A.S.T. concept was created to cater for increasing identified demand from automotive technology business seeking premises in 'Motorsport Valley', which is at the centre of a global high-performance technology, motorsport and advanced engineering sector.

The principle of development is considered to be acceptable as the proposal is in accordance with Policy Bicester 8 and makes effective use of Previously Developed Land that is not of particular environmental value.

In accordance, with Policy SLE1 (Employment Development), the proposed development will support existing businesses by meeting their needs thus allowing their expansion. The proposed development will also help to attract new international business to the site.

There are substantial economic benefits associated with the proposed development that will help to contribute to an economically successful future for the wider site as part of the vision for Bicester Motion.

The F.A.S.T. proposal will deliver significant economic benefits associated with the employment uses to be delivered by responding positively to identified opportunities for growth, particularly in the knowledge driven, creative and high-technology industries.

Local business needs and wider opportunities have been considered through this proposal. International businesses will be attracted to the site and those already on site will be able to expand, building on current success.

The Heritage Report concludes that the level of harm associated with the proposed development would be placed at neutral or at worst at the lower end of the less than substantial scale.

The public benefits of the proposed development demonstrably outweigh the less than substantial harm to heritage assets, in accordance with paragraph 196 of the NPPF.

Overall, the LVIA concludes that the proposed development will have localised impacts on one peripheral area of the site. When set within the context of the wider site, the indicative layout demonstrates that the proposed F.A.S.T. buildings will not dominate the rest of the site or change the underlying open character of the flying field and setting of the existing technical site. Any impacts will be mitigated over time as new planting establishes and matures.

In accordance with Policy ESD13, the proposed development will not result in harm to landmark features and in accordance with Saved Policy C7 (Landscape Conservation) the proposal will not cause demonstrable harm to the topography or character of the landscape.

In accordance with Policy ESD13 (Local Landscape Protection and Enhancement), the proposed development will not result in harm the historic value of the landscape. The landscape has no statutory designations. Good design will ensure that impacts of the proposed development are limited.

The proposal is in accordance with Policy ESD15 (Character of the Built and Historic Environment). The proposed development will complement and enhance the character of the site through sensitive siting, layout and high-quality design.

The proposed development will be delivered to high standards of design and the new buildings will be of an appropriate form, scale, mass and will respect the character of their surroundings, in accordance with Policy SLE1 (Employment Development).

In accordance with Policy SLE4, the Transport Assessment concludes that the proposed development can be accommodated within the local area, will not have a significant adverse impact on the operation of the surrounding highway network. The proposed development will also support and facilitate the use of sustainable modes of transport to make the fullest use of public transport, walking and cycling.

The proposed development is in accordance with Policy ESD10 (Protection and Enhancement of Biodiversity and the Natural Environment).

Having regard to the key planning considerations the proposal is considered to be in accordance with the Development Plan for the district of Cherwell and national planning policy. Therefore, the proposal is considered to be in accordance with Policy PSD1 (Presumption in Favour of Sustainable Development) and paragraph 11 of the NPPF.





APPENDIX

IMAGE SOURCE



Source: https://www.mercedes-benz.com/en/next/automation/_jcr_content/root/slider_0/sliderchilditems/slideritem_0/image [Accessed 14 Nov. 2019].



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Source: <https://www.timesrecords.com/2019/07/19/autonomous-vehicles-and-adas-market-industry-report/> [Accessed 14 Nov. 2019].

IMAGE SOURCE



Source: The Outdoor Concept. (2017). 1st ed. [ebook] Netherlands: StreetLife, pp.11,74. Available at: https://www.streetlife.nl/sites/default/files/bestanden/streetlife_collection_2018-2019_en_3.pdf [Accessed 14 Nov. 2019].



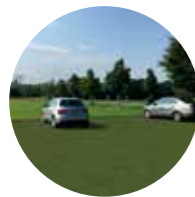
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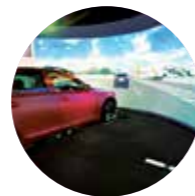
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