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DESIGN DEVELOPMENT



## 3. DESIGN DEVELOPMENT

### 3.1 PRE-APPLICATION OVERVIEW

The current proposals are the result of extensive pre-application discussions between Bicester Motion and Cherwell District Council. The results of these pre-application discussions have fed into the scheme. As a result, the scheme has been revised from the initial proposals, and more details have been provided in response to pre-application comments.

First Pre-application meeting date: 7th November 2019

Second Pre-application meeting date: 18th December 2019

Third Pre-application meeting date: 8th October 2020

This section presents the design evolution through each stage of the pre-application process and briefly explains the principles established and the comments received.

## 3.2 EVOLUTION OF PROPOSALS / RESPONSE TO PRE-APP

### 3.2.1 First Pre-application

Pre-application Reference No: 19/02092/PREAPP

Date: 7th November 2019

At the first pre-app submission, the principles of the proposals were discussed, concluding that the proposed uses were acceptable to complement the business and activities of Bicester Motion. Further details were requested by the officers and would be discussed further at a second pre-app meeting.

Summary of the Comments:

- Provide more refined Parameters Plans.
- Provide more detail on the quantum of uses.
- Provide more information on the likely form of development if possible.
- Provide further detail on how the overall quantum of development has been arrived at and proposed floor area associated with the proposed uses.
- Provide more information on the form, amount and impact of bunding and other safety features.
- It was suggested that information regarding the massing and materials of proposed buildings would be beneficial.
- Further details of the access proposals are required.
- Provide site sections.
- Provide more information on the potential public benefits of the proposals.

Principles Agreed:

- The quantum of the development
- Location within the masterplan
- Principle of the development



Figure 22. Indicative Layout Plan for 1st Pre-application

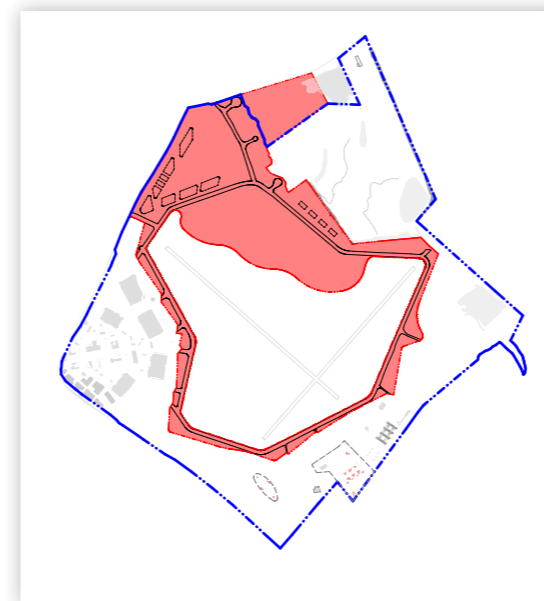


Figure 23. Proposed Land use Parameters Plan for 1st Pre-application

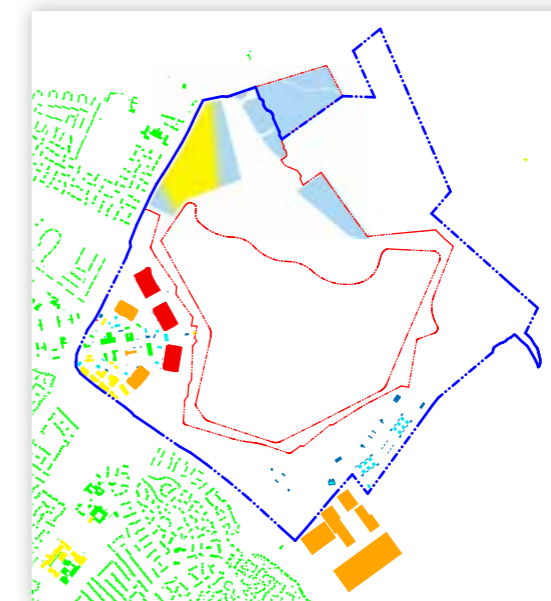


Figure 24. Existing and Proposed Height and Massing Parameters Plan for 1st Pre-application

### 3.2.2 Second Pre-application

Pre-application Reference No: 19/02092/PREAPP

Date: 18th December 2019

As an evolution of the first scheme, the scheme was further developed to show more detail and information. Four design examples along with precedents were presented in the meeting. In general, the documents submitted were welcomed and further comments were made based on information provided.

Summary of the Comments:

- A Design Code is required and needs to include information on building frontages, materials, surfacing, landscaping etc.
- Further detail requested on the appropriateness of the pavilion buildings.

Principles Agreed:

- High quality, modern design, contrasting with the historic buildings and showcase the nature of the development.
- Potential to accommodate the 4x4 tracks integrated with the natural landscape within the demonstration zones and quarry site.

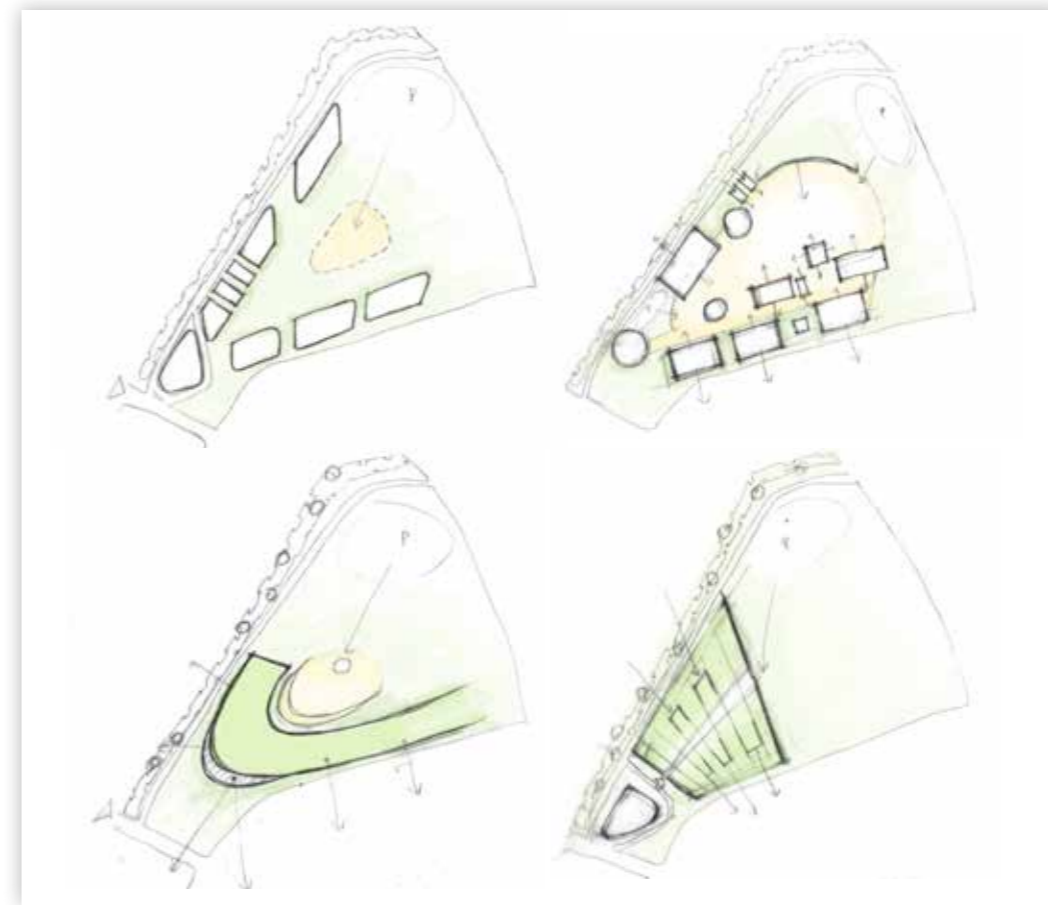


Figure 25. Four design options presented during 2nd Pre-application

### 3.2.3 Third Pre-application

Pre-application Reference No: 20/02519/PREAPP

Date: 8th October 2020

The scheme was further developed to feedback received from the aviation safety group made up of users of the airfield. The design updates included the re-alignment of the runways and re-configuration of the proposed tracks within the airfield.

Summary of Comments and Principles Agreed:

- The safe or efficient operation of the airfield not compromised.
- Details of the surfacing material will be key to understanding the impact of the additional tracks.
- It is suggested providing a track usage diagram



Figure 26. Indicative layout plan for 3rd Pre-application

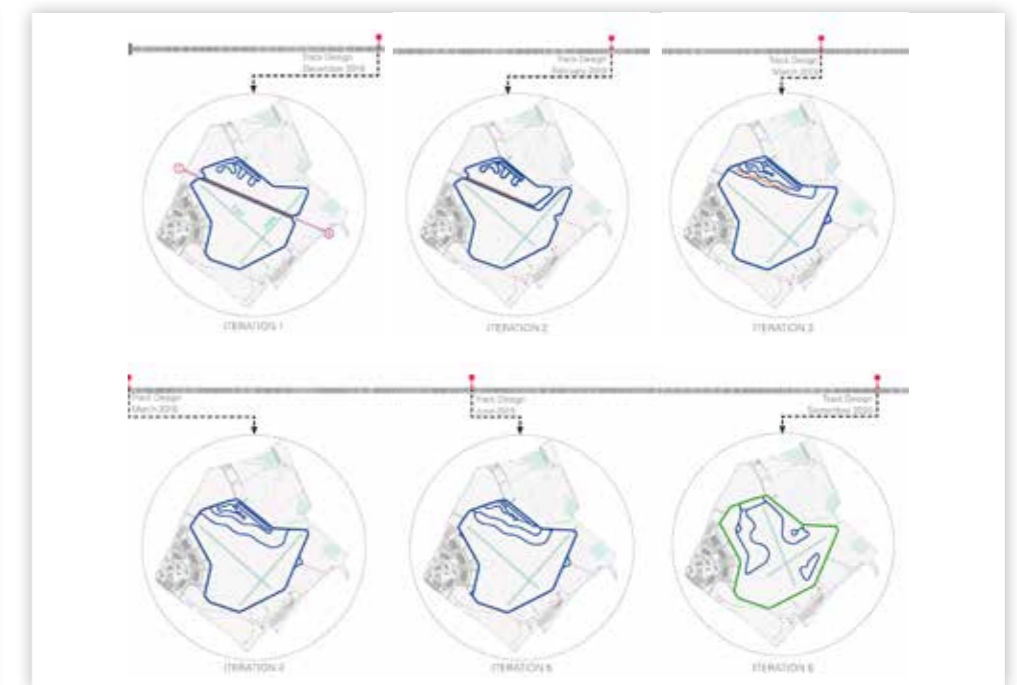


Figure 27. Track design evolution diagram

### 3.3 SUMMARY OF DESIGN DEVELOPMENT

The design principally developed in terms of the level of detail provided and refining the parameter plans to ensure an acceptable balance between design flexibility and design certainty is achieved.

The developable areas were greatly reduced over the course of the pre-application discussions. The proposed new tracks were reconfigured to accommodate the needs of aviation operation.

A Design Code was developed and submitted to provide more detail and certainty that the Experience Quarter can and will be delivered as envisaged and to ensure good design principles are adhered to.



Figure 28. *Indicative Layout Plan*

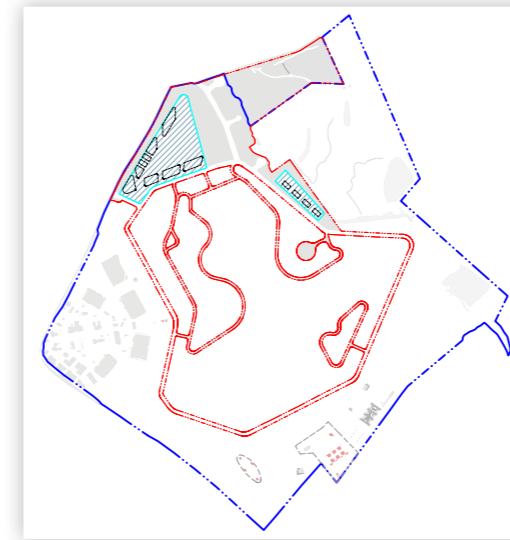


Figure 29. *Proposed Developable Areas Parameters Plan*

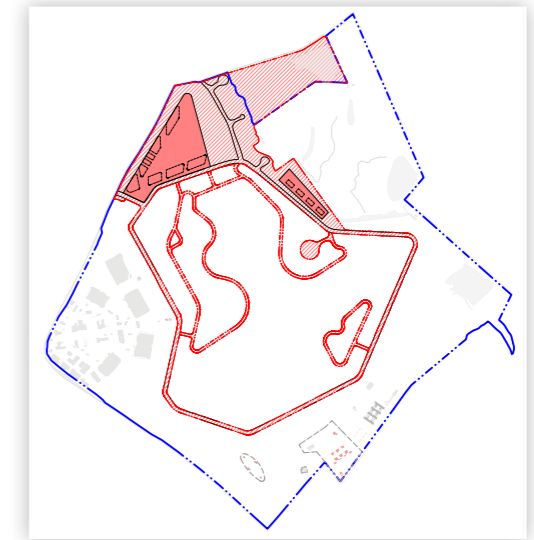


Figure 30. *Proposed Land use Parameters Plan*



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**PROPOSALS**

## 4. PROPOSALS

### 4.1 PARAMETERS PLANS

#### 4.1.1 Land Use

The proposed land use is for an automotive Experience Quarter with associated facilities and infrastructure.

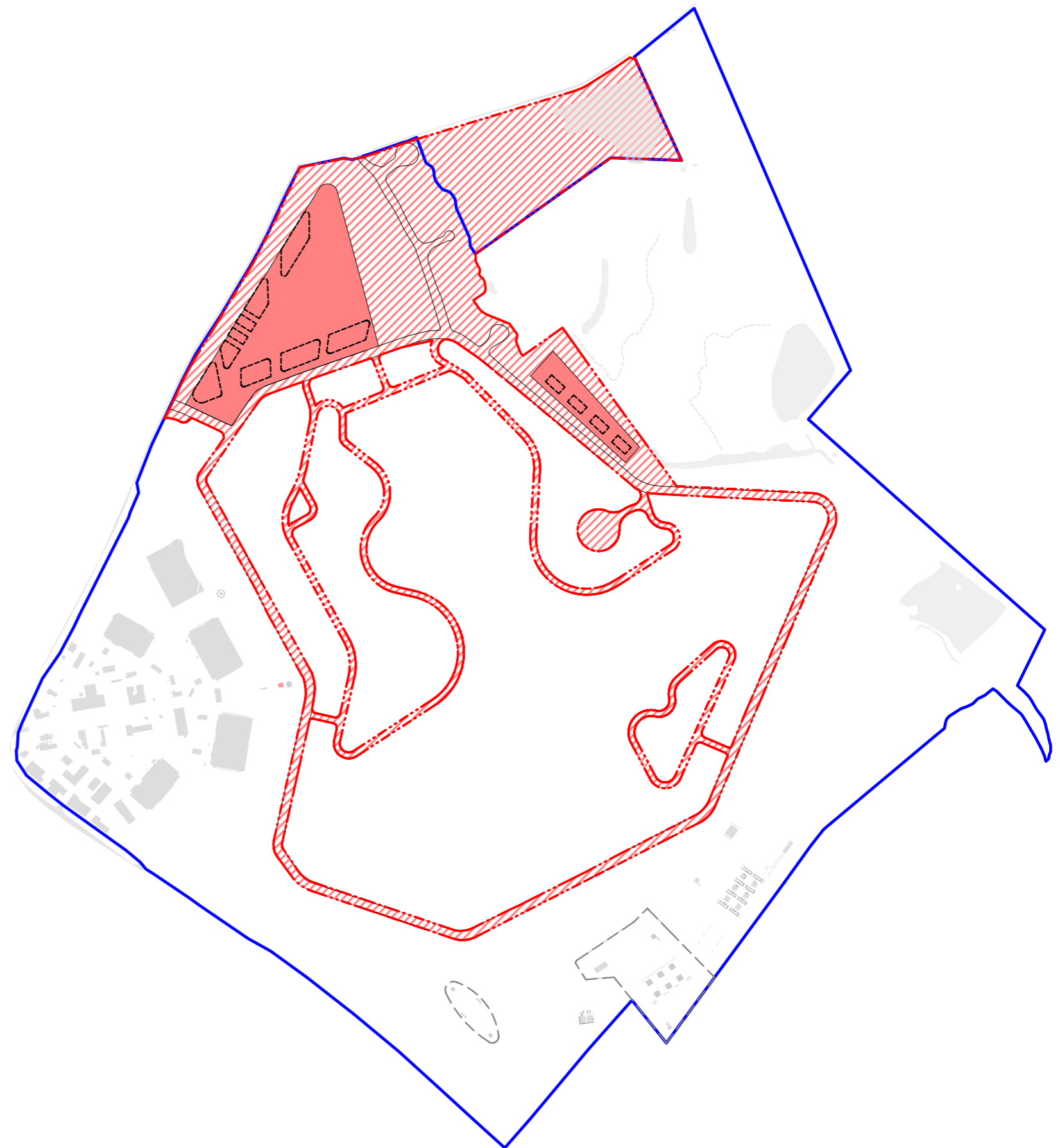
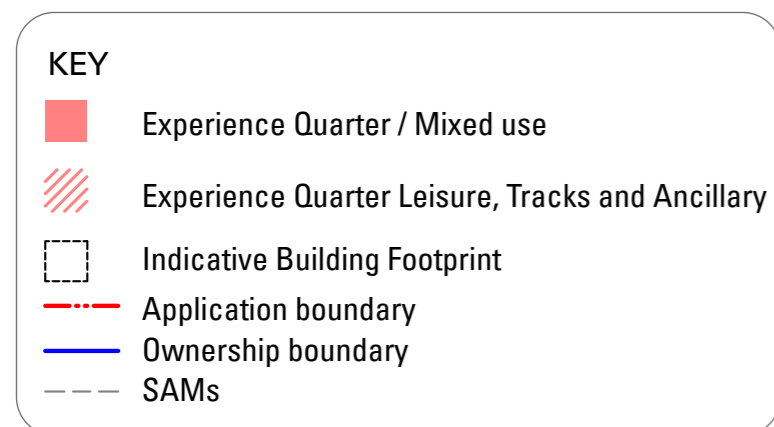


Figure 35. Parameters Plan - Proposed Land Use (not to scale)



#### 4.1.2 Developable Areas

The building zones are kept close to the peripheries, to maintain as much of the openness of the airfield whilst utilising the track-side requirements of an automotive resort.

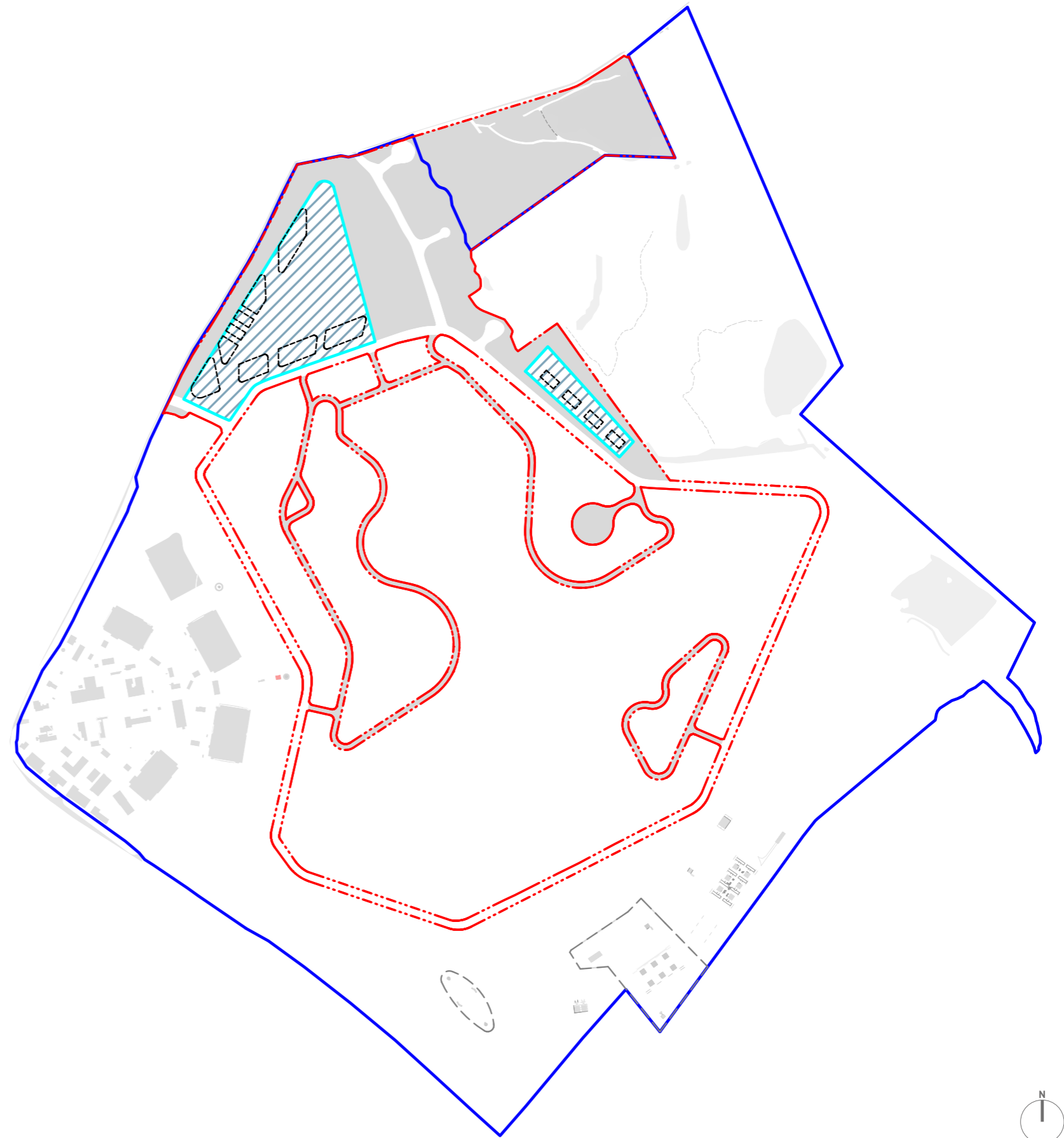
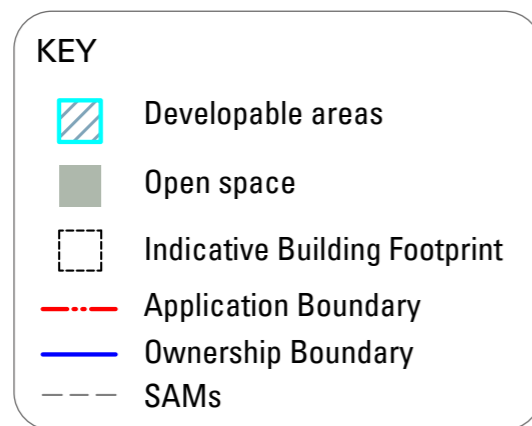


Figure 36. Parameters Plan - Proposed Developable Areas (not to scale)

### 4.1.3 Heights and Massing

Height parameters have been established taking into account the identified challenges and opportunities including views from the watchtower. Consideration has been given to operational requirements and the residential development of Caversfield.

Buildings heights are predominantly kept below the treeline to avoid the demarcation of mass against the skyline and separated from the hotel to avoid the perception of merging with the Old Technical Site.

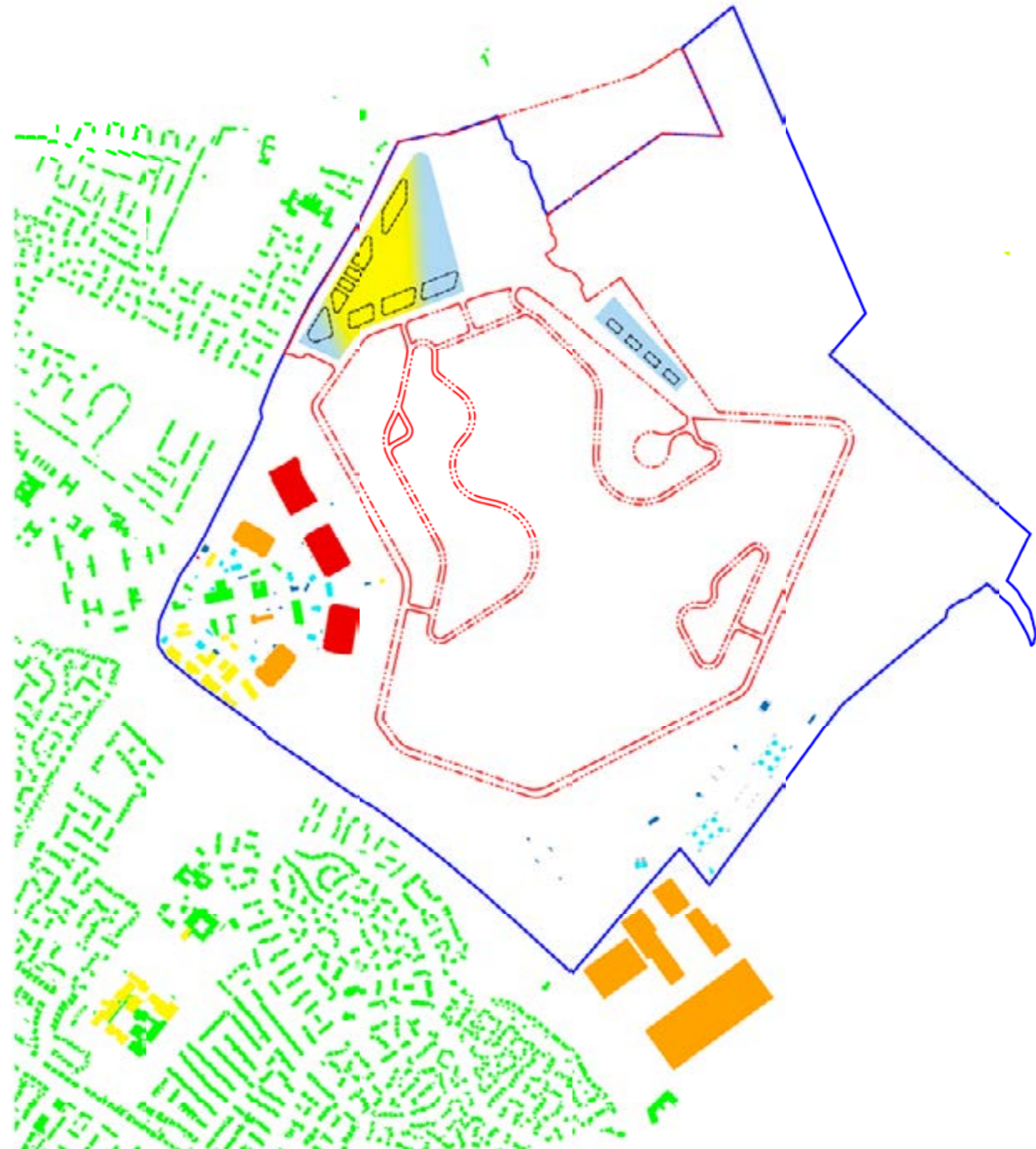
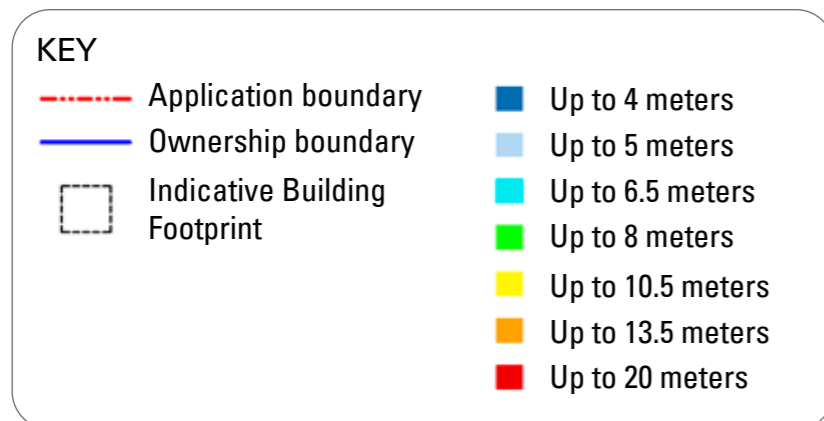


Figure 37. Parameters Plan - Existing + Proposed Heights (not to scale)

#### 4.1.4 Access and Movement

A new entrance on Buckingham Road entrance will form the public entrance and egress for the application development. The existing entrances on Bicester Road will be maintained for emergencies and services.

The carpark is directly situated behind the indicative massing of the main cluster and around one of the panhandles, but screened from the road through the boulevard of trees flanking Buckingham Road. This will incorporate visitor and staff parking.












KEY	
	Ownership Boundary
	Indicative Building Footprint
	Public Access and Egress
	Servicing and Emergency Access
	Lake Users Access
	Vehicle Access and Parking
	Public Bus Stop
	New flagpole Bus Stop
	Vehicular and Pedestrian Control Point
	Pedestrian Control Point
	Staff / Visitor Parking



Figure 38. Parameters Plan - Proposed Access and Movement (not to scale)

## 4.2 INTRODUCTION

The enclosed outline proposals are illustrative only. They show how the Experience Quarter could be developed to achieve the vision for a unique experience destination which offers a range of structures and experiences to celebrate the past, present and future of automotive and aviation.

The site plan illustrates an example of how the required area schedule can be housed within the developable areas and height parameters to provide a platform for an exciting facility to be developed during detail design. Other mass and form examples are provided in the Design Code.

The proposed development is for a footprint of 15,411m<sup>2</sup> (165,890 ft<sup>2</sup>) contained within 76.5 Acres (30.95 Ha) of land, which is split into two main developable zones:

- The principle Experience Quarter build zone is to house 22,338m<sup>2</sup> GIA of development and range in height from 5-10m (1-3 storeys).
- A smaller satellite zone, known as the Automotive and Aviation Pavilions, will accommodate 1,692m<sup>2</sup> GIA with a maximum building height of 5m.

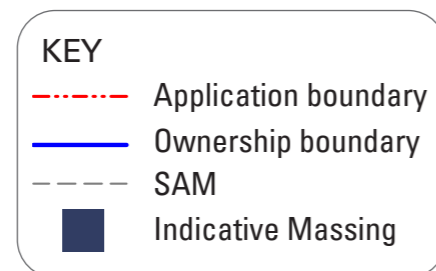


Figure 39. Indicative Layout Plan (not to scale)

