

BICESTER
MOTION

Experience Quarter

DESIGN CODE

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RIDGE

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INTRODUCTION

The purpose of this document is to establish a coherent series of principles to ensure the design is developed in a way that is compatible with the architectural style and vision for the Experience Quarter.

Its intention is not to restrict or compromise individuality, but to provide a framework to ensure a unified, but distinctive, architectural feel and language is established for the Experience Quarter that is appropriate and enhances the existing built character.

Bicester Motion is a unique site with differentiating built forms associated with the airfield and its history. To ensure a build character that satisfies its heritage and landscape criteria, the design code presents the look and feel of the future development regarding architectural language, geometry, materiality, landscape and environment.

HOW THE DESIGN CODE WORKS

The Design Code identifies the Experience Quarter parameters and design criteria that should be considered in the development of the design. This Design Code is structured under the following headings:

Section 1: Character Analysis

This section focuses on understanding the character of the Bicester Heritage Site and wider context. It identifies the architectural feel and language to be embedded within the site to ensure it will assimilate well within the built character of the wider context.

Section 2: The Vision and Regulating Plans

The Regulating Plans (Parameters Plans) provide the 'touchstone' for the Code, identifying the developable areas, land use, heights and massing, open space and landscape.

Section 3: General Design Instructions

This section provides the criteria and design principles for the development, including:

- Outline Architecture and Landscape Design Principles
- Building mass and Articulation of form
- Frontage
- Built character & architectural expression
- Materials & colours
- Site circulation, parking & servicing
- Landscape
- Boundary treatment
- Building clutter & servicing
- Wayfinding
- Lighting
- Sustainability

This document has been created with an anticipated purpose and broad target user. During the project development and through negotiations with specific end-users / operators it is understood that the design code may be subject to changes by agreement of the case officer.

Other design proposals may be considered during Reserved Matters if they are deemed to be more appropriate, outstanding or innovative or enhance the setting significantly.

RESERVED MATTERS APPLICATION(S)

The Design Code forms part of the Outline Planning Application. The development as a whole and/or each phase will be subject to alignment with the criteria outlined within this Design Code and future Reserved Matters submissions will be judged against these criteria and any conditions that may accompany the Outline Planning approval.

1. CHARACTER ANALYSIS

1.1 CHARACTER ANALYSIS

A full character analysis is provided in the Design and Access Statement. The text below gives a summary of the character features of the site and its surroundings:

- 1. Hangars:** The hangars feature brick façades with rhythmic gabled (Type A Hangar) and hipped roofscapes (Type C Hangar).
- 2. Flying field:** Open landscape. See Landscape, Heritage and Ecology reports for details.
- 3. Application site:** Open grassland with perimeter tracks, dispersal tracks and panhandles.
- 4. Hotel:** A contemporary interpretation of the hangars
- 5. The Command Works:** A metal & brick contemporary take on the Old Technical Site architecture.
- 6a. Domestic Site:** Domestic buildings laid out in an open plan manner with a simple, astylar, neo-Georgian style.
- 6b. Residential development:** Predominately detached and semi-detached dwellings with pitched roofs. The finishing materials are mainly brick and tiles.
- 7. Quarry:** Previously quarry which is now mostly covered in invasive scrub. See Landscape, Heritage and Ecology reports for details.
- 8. Highways:** Buckingham Road and Skimmingdish Lane acting as a ring-road with heavy use.
- 9. SAM - Bomb store:** A cluster of six back to back brick buildings with flat roofs surrounded by protective bunding. Refer to the Heritage Report for details and their significance.
- 10. SAM - Mushroom pillboxes and seagull trenches:** A low lying defense structure made up of two mushroom pillboxes and two seagull trenches in a diamond formation. Refer to the Heritage Report for details and their significance.
- 11. Innovation Quarter:** Outline planning approval of a cluster of six buildings demonstrating a modern take on of the Old Technical Site buildings, in specific the hangars.

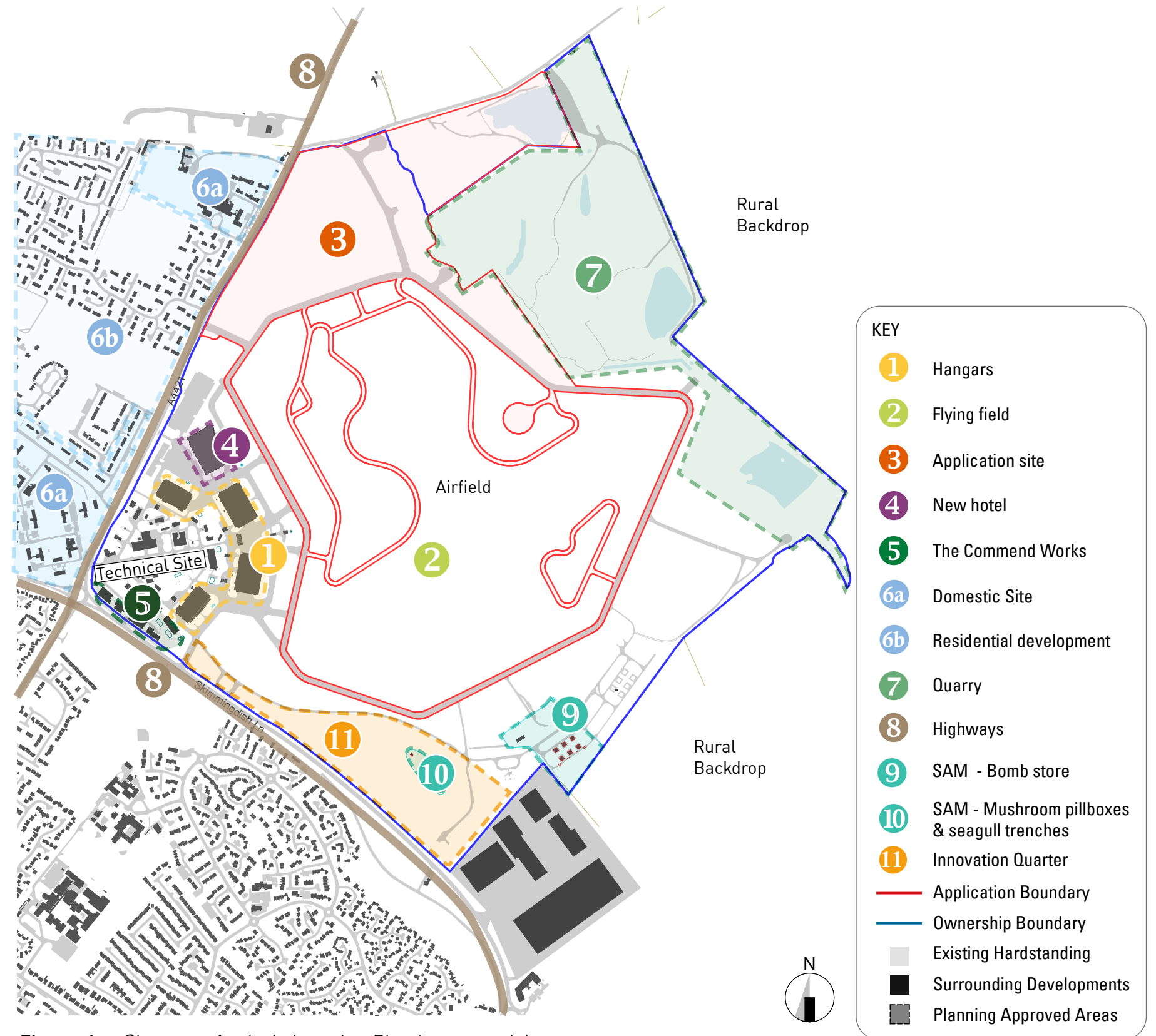


Figure 1. Character Analysis Location Plan (not to scale)

1. SAM (mushroom pillbox)
2. SAM (seagull trench)
3. Type A Hangar
4. Type C Hangar
5. Hotel
6. The Command Works
7. Innovation Quarter
8. SAM (Bomb store)
- 9, 10. Neighbouring residential development along Buckingham Road (Caversfield)



2. THE VISION AND REGULATING PLANS

2.1 BACKGROUND

2.1.1 Client Vision

The vision is to provide a vibrant future for the former RAF Bicester, promoting public access and offering a collection of inclusive visitor experiences unlike any other destination in the country.

The Experience Quarter offers a landmark opportunity for Bicester to become a world-leading destination to celebrate the past, present and future of automotive and aviation culture. This will not only secure a sustainable future for the historic site, but it will promote significant social and economic growth for the region. In addition, it will create new skilled employment and activities which will enhance the community, providing us all with a place to be proud of.

Ridge and Partners have been working with Bicester Motion and Bicester Heritage over a period of five years to help develop the masterplan for the former MOD site. Over the past three years focus has been on implementing new purpose and opportunities around the wider site and how to showcase these taking into account the various heritage, landscape and ecological factors.

2.1.2 Design brief

The Experience Quarter is one of the key new opportunities that has been identified as an innovative and appropriate new use. Not only will it inspire, educate, entertain and excite people of all ages and interests, it will also provide Bicester with dynamic international exposure as the world's leading automotive experience venue. The proposed works surrounding the Brand Experience can be summarised as follows:

Provide a new Experience Quarter for leading international automotive and leisure brands to create a unique and memorable lifestyle experiences for all the family.

The new development should be appropriate for its new purpose and use and sensitive to the wider site and its history. It should focus on new architectural interpretations that appropriately showcase the progression of building technologies in the same way the existing heritage buildings did in their prime.

The Experience Quarter will be formed as a cluster of high-quality buildings that will house world-leading brands across the Motion sector with each building providing views across the airfield, towards the vibrant activities taking place in the air and on the tracks, visitors can enjoy wings and wheels technology.

New driver training and handling tracks will be formed for visitors to learn new skills in a safe and family focused environment, guests of all ages can get behind the wheel or simply enjoy the show from the viewing points and walkways planned.

Demonstration and event areas are planned enabling brands to showcase new and exciting technologies to the public. As we move towards a greener future Bicester Motion aspire that the Experience Quarter will be internationally recognised as the leading site for sustainable transport product launch and demonstrations with the benefit of the on-road and off-road tracks, demonstration zones and airfield.

The creation of new walkways and cycleways connecting the four Quarters of the site (Heritage, Innovation, Wilderness & Experience) will enable visitors to explore on foot, cycle, scooters or shuttle promoting health and well-being through the enjoyment of open green space filled with vibrant activities for all of the family.

The scope of works includes a set of parameters that will guide a Reserved Matters application to deliver the requirements set out in the above brief.





2.2 DESIGN VISION

Experience and mobility are at the core of the Experience Quarter. Not just driving experiences and activities, but spectator activities and complimentary visitor offerings that combine to make the Experience Quarter a unique destination for all visitors.

The design ambition for the Experience Quarter is to utilize landscape design, built forms and their architecture as the framework to the activities. Its design should focus to facilitate and enhance the experiences and provide a unique world class destination to a wide variety of customers. The envisaged design will draw on the quiet confidence of the old Technical Site and the defense structure architecture, but positively avoid a pastiche copy. It should be developed to feature simple, unapologetic, but sensitive forms that integrate with the landscape and the activities to create a cohesive solution.

Notwithstanding the importance of showcasing the activities, the design of the Experience Quarter is intrinsically linked to the Heritage and Landscape opportunities and challenges identified and summarised in the Design and Access Statement. The design should be an appropriate response to the rich tapestry of heritage assets that surround the site.

The Experience Quarter provides a unique opportunity to enhance the appreciation of the heritage assets which are currently hidden or inaccessible. This includes the perimeter track and unique vantage points of the hangars, watchtower, bomb stores and a number of other defence structures dotted around the perimeter track.

The design vision therefore encompasses four key aspects:

- Design to ENHANCE- Design for heritage and landscape
- Design to be APPROPRIATE- Contextual design
- Design as a PLACE- Design for the activities
- Design to be SUSTAINABLE- Design for the future

The design vision includes a modern take on materiality. A mutual colour palette will link the development in tone to the old Technical Site.

Sustainable design solutions are to be integrated within the architecture to result in an exemplar development that is undeniably new and of the times but display contextual sensitivity.

The next phase of Bicester Motion's development considered in this code is exciting, bright and futuristic. In fact, very much as the site would have been in 1926, on the verge of a technical and experiential revolution, this is the vision that presents itself today for a sustainable future.

2.3 PARAMETERS PLANS

2.3.1 Land Use

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

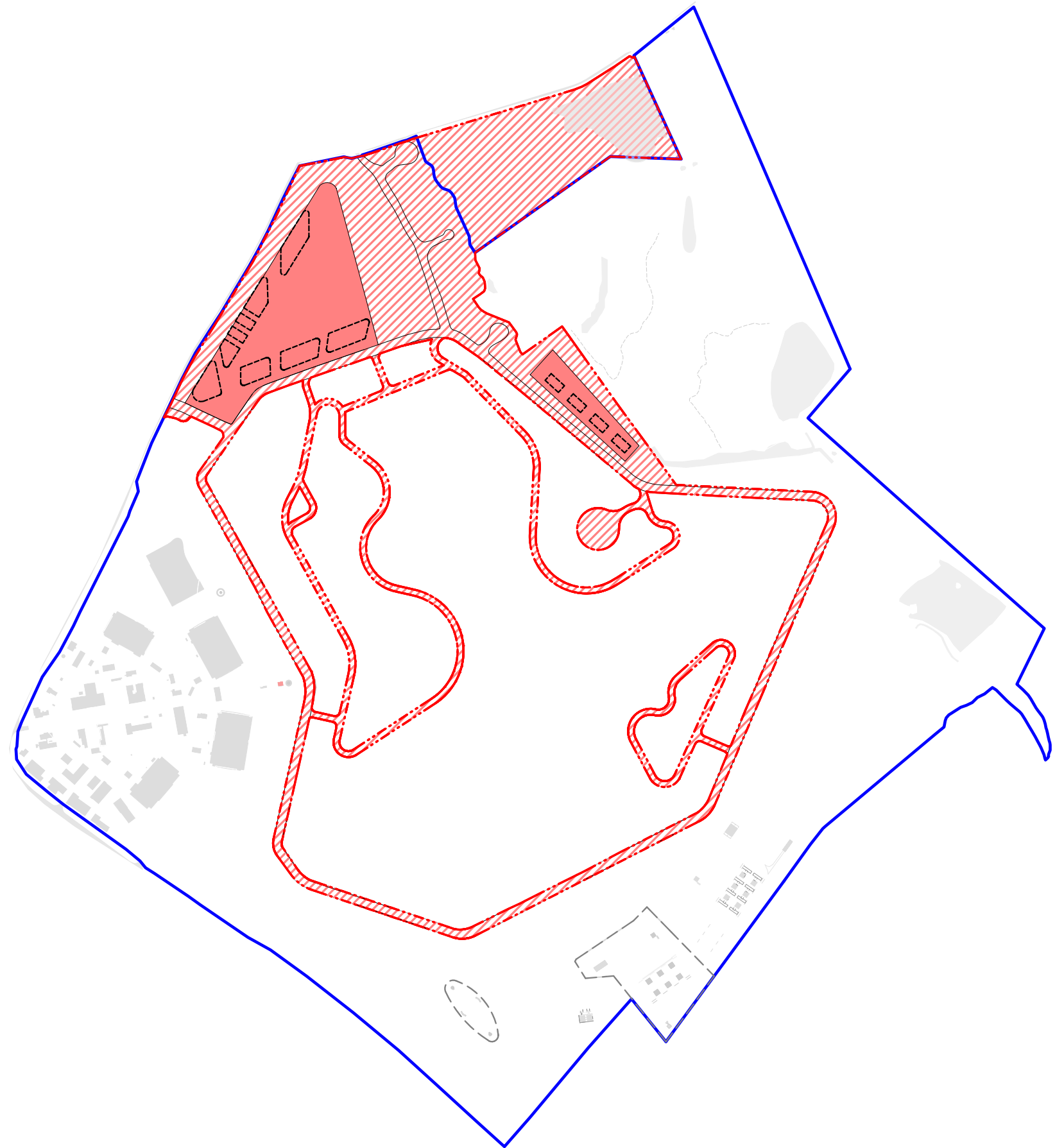
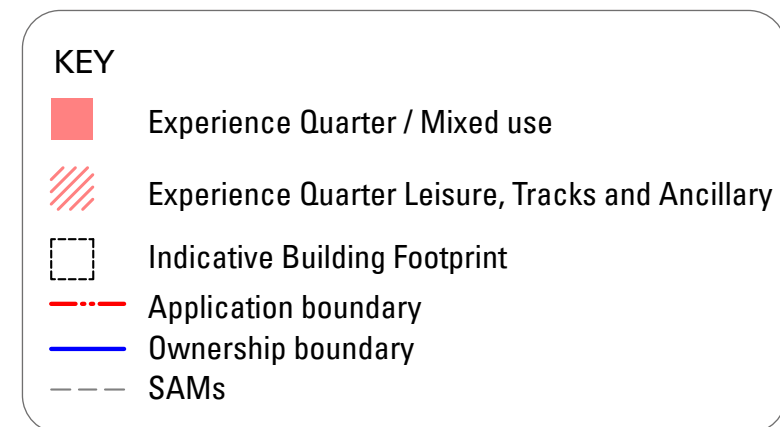


Figure 2. Parameters Plan - Proposed Land Use (not to scale)

2.3.2 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.

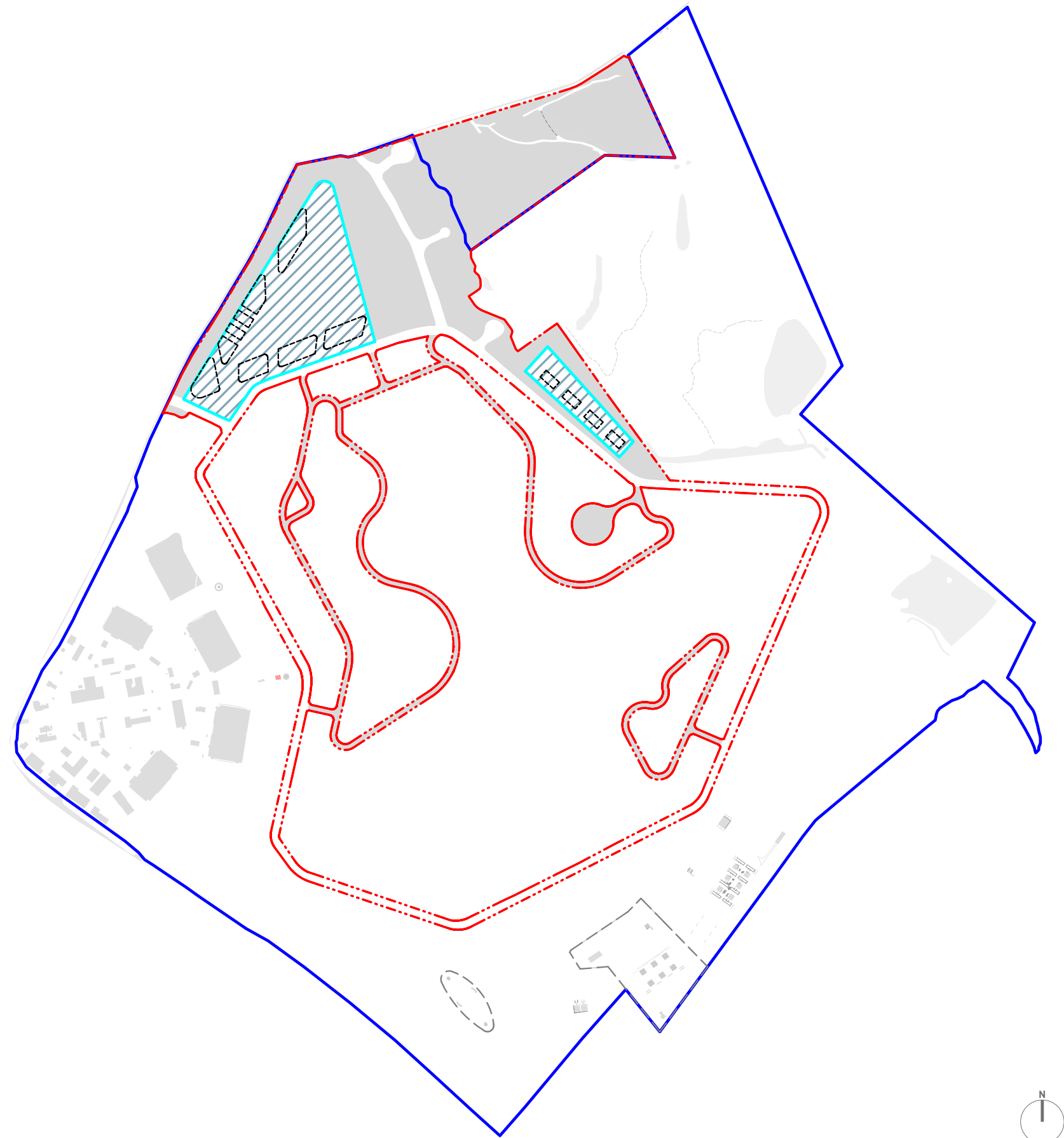
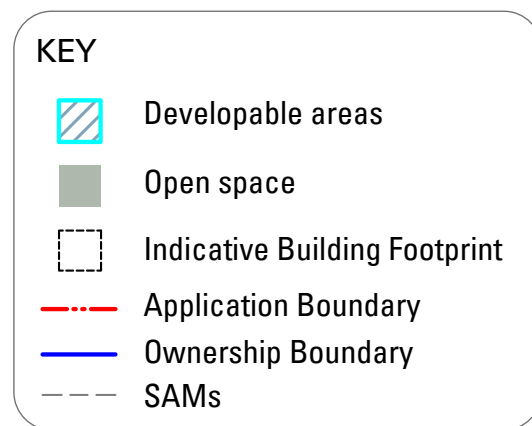


Figure 3. Parameters Plan - Proposed Developable Areas (not to scale)



2.3.3 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.

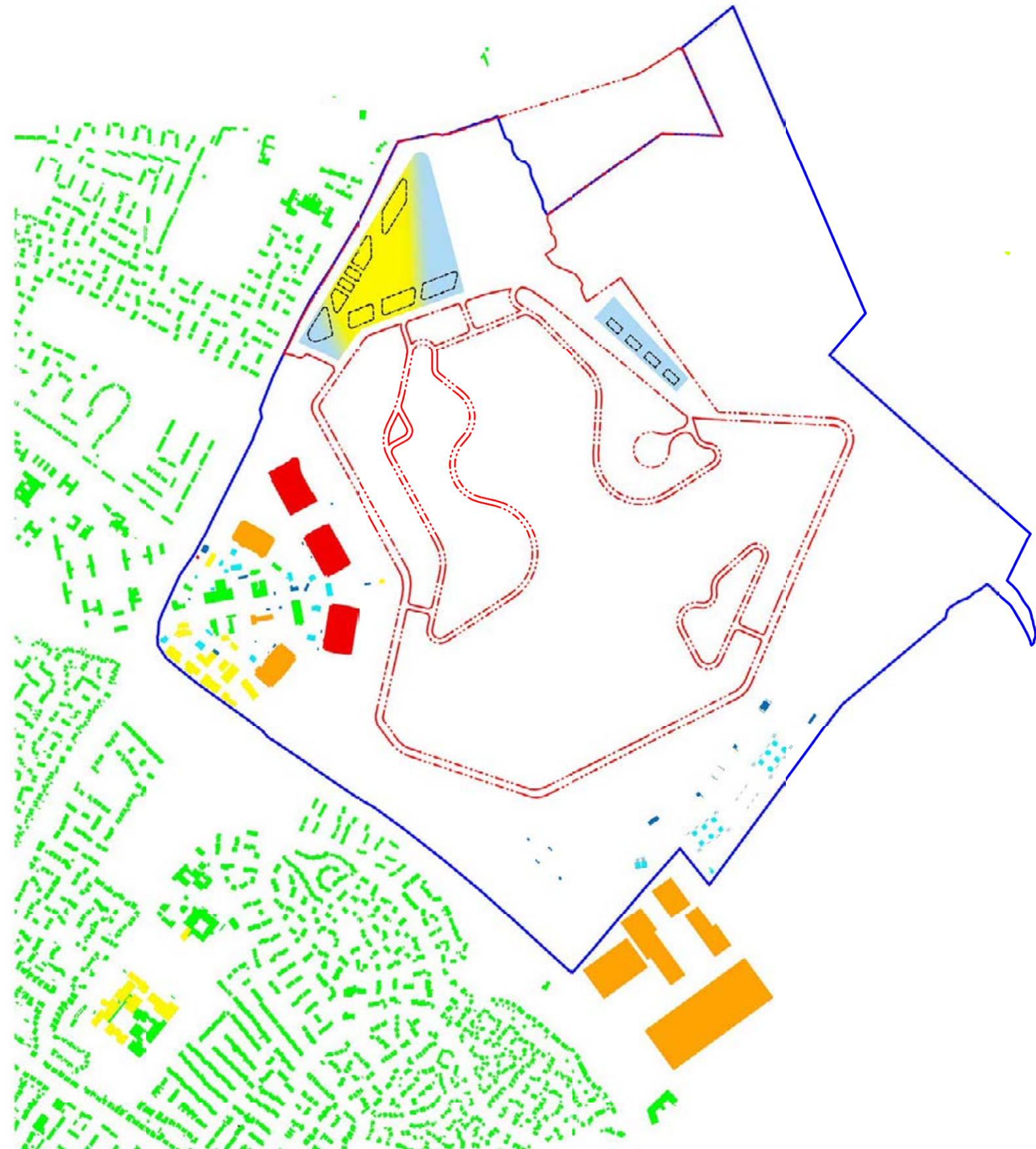
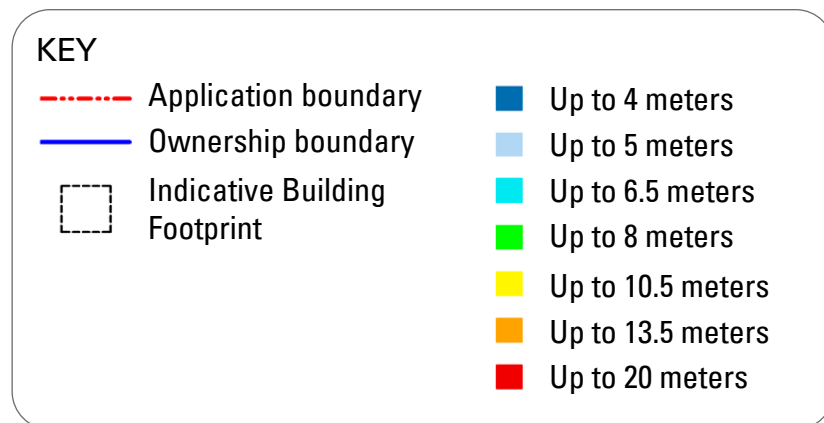


Figure 4. Parameters Plan - Existing + Proposed Heights (not to scale)

2.3.4 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, 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 5. Parameters Plan - Proposed Access and Movement (not to scale)



3. GENERAL DESIGN PRINCIPLES

3.1 OUTLINE ARCHITECTURE & LANDSCAPE DESIGN PRINCIPLES

Following the analysis on previous pages and through the identification of key design drivers, Code 1 addresses how the design vision is to be achieved through a short list of required design responses.

Specific form cannot be established for the Experience Quarter until detail design stage, but these key principles should be adhered to and will drive the detail design to ensure that the responses are suitable and appropriate. The subsequent codes elaborate on these under specific categories of mass, architectural expression, frontages, materiality, landscape, servicing, lighting and boundary treatment. Where appropriate precedents and examples are sited to illustrate the principle.

VISION

1 Design to ENHANCE
Design for heritage and landscape



2 Design to be APPROPRIATE
Contextual design



3 Design as a PLACE
Design for the activities



4 Design to be SUSTAINABLE
Design for the future



OUTLINE DESIGN PRINCIPLES

APPROACH

KEY DESIGN DRIVERS

CODE 1:

Architecture and landscape to celebrate the heritage assets



Enhance views of heritage assets
Harmonise the old with the new;
experience the new against the
backdrop of the old and visa versa



A. Make visible previously unseen or
unnoticed heritage assets, views and
relationships

NATURAL, SUSTAINABLE, COMPLEMENTARY

Architectural typologies
appropriate to site, use, history
and surroundings.

Influences:

- Defence structures architecture
- Openness of the landscape
- Hangars
- Watchtower
- Technical Site
- Ecology
- Key views



Low key design
Natural unrefined materials
Sustainable ethos
Form follows function



B. Integrate buildings with the landscape
C. Mutual materials / colours
D. Restrained / pared back / classic
geometric forms
E. Contemporary and innovative / of the
time
F. Appropriate scale

INTERACTION, INTEGRATION, TRANSITION

Architecture as the framework
for the activities and experiences.



Purity of function
Interaction (complement activities)
Dynamic (experience activities)



G. Respectful and enhanced view
H. Integrate buildings, landscape and
activities
I. Simple elegant design
J. Bring spectator and activities
together
K. Accessibility

FLUIDITY, PURITY, FUNCTION

Incorporating environmental
strategies across the site.



Reduced carbon footprint
Designing optimum visual, thermal and
acoustic environments
Adaptation to climate change
Designing for user wellbeing



L. Fabric first approach, optimised building
form and orientation
M. Sustainable transport

LEAN, CLEAN, GREEN

3.2 BUILDING MASS & ARTICULATION OF FORM

Code 2 focusses on four different built forms for the Experience Quarter by means of example. The use and wider vision for the Experience Quarter require a level of flexibility in form and massing criteria at the Outline Application stage. This is to enable the successful brand or brands to develop the detail design to suit their individual needs within the set parameters. Appropriate zones for built forms have been identified in the Parameters Plans through careful analysis and consultation. These were heavily driven by the heritage and landscape criteria and directly influenced by the Challenges and Opportunity diagrams illustrated in the Design and Access Statement.

Two developable zones have been identified in the parameters plans:

- The principle Experience Quarter build zone is to house 22,338m² GIA of development and range in height from 5-10m (1-3 storeys). Key views within this developable area have been identified by heritage and landscape and these should be respected through either breaks in the built form or a low building height of max.
- A smaller satellite zone, known as the Automotive & Aviation Pavilions, will accommodate 1,692m² GIA with a maximum building height of 5m. These buildings are required to support the E-karting activities combined with experience and leisure related accommodation for special events and groups, as well as functioning as aviation workshops or clubhouse supporting aviation activities on the flying field.

Maximum heights have been set for the development and is represented in the Heights Parameter Plan.

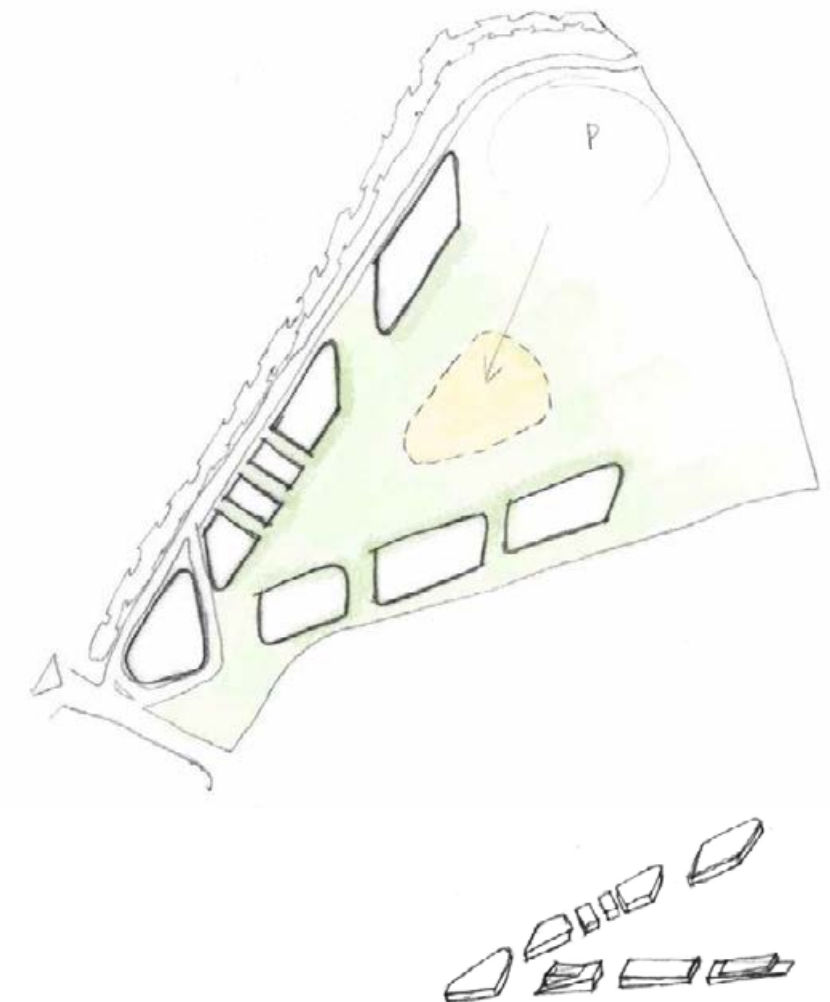
A number of examples of mass and form are outlined in this code to illustrate how flexibility can be accommodated within the identified parameters without compromise. This is not an exhaustive list, nor is it the intention to be prescriptive.

BUILDING MASS & ARTICULATION OF FORM

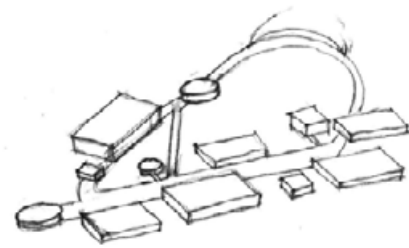
CODE 2:

- ✓ Buildings should appear no taller than 3 stories and read as a distinct architectural expression of form with a unified style and rhythm.
- ✓ Massing should be simple geometric forms (symmetric or asymmetric).
- ✓ The massing should showcase the activities and allow for spectator integration in innovative ways ('accessible structures for viewing')
- ✓ Accessible roofs are considered.

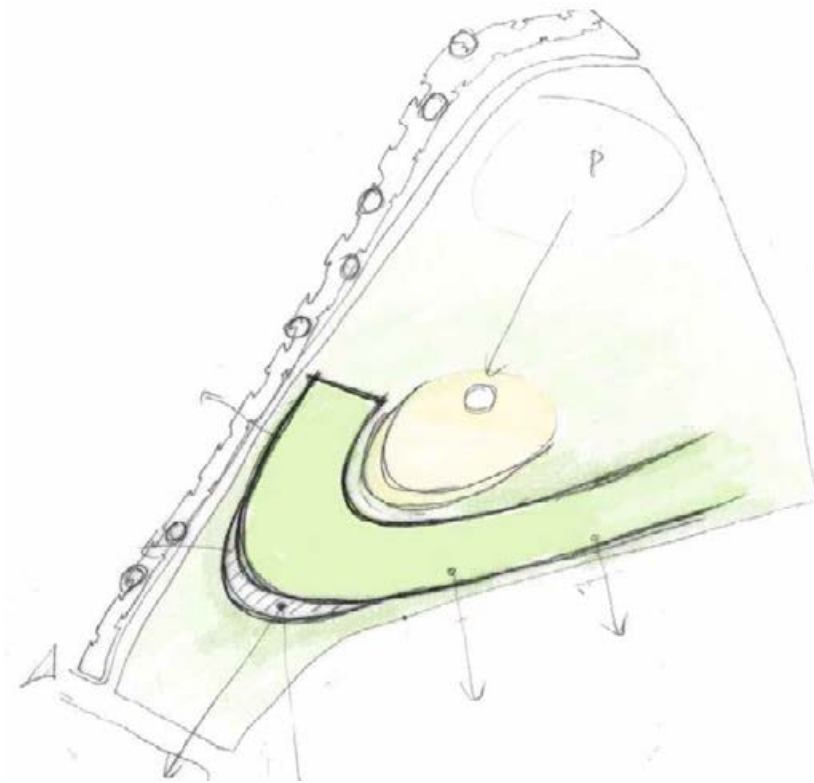
Example 1 CAMPUS FEEL



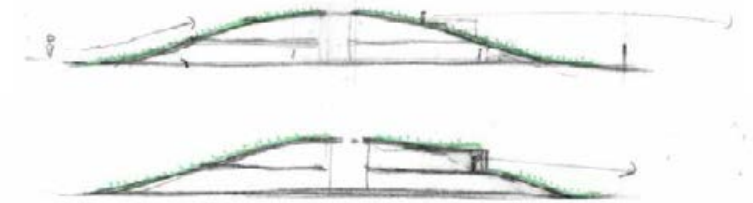
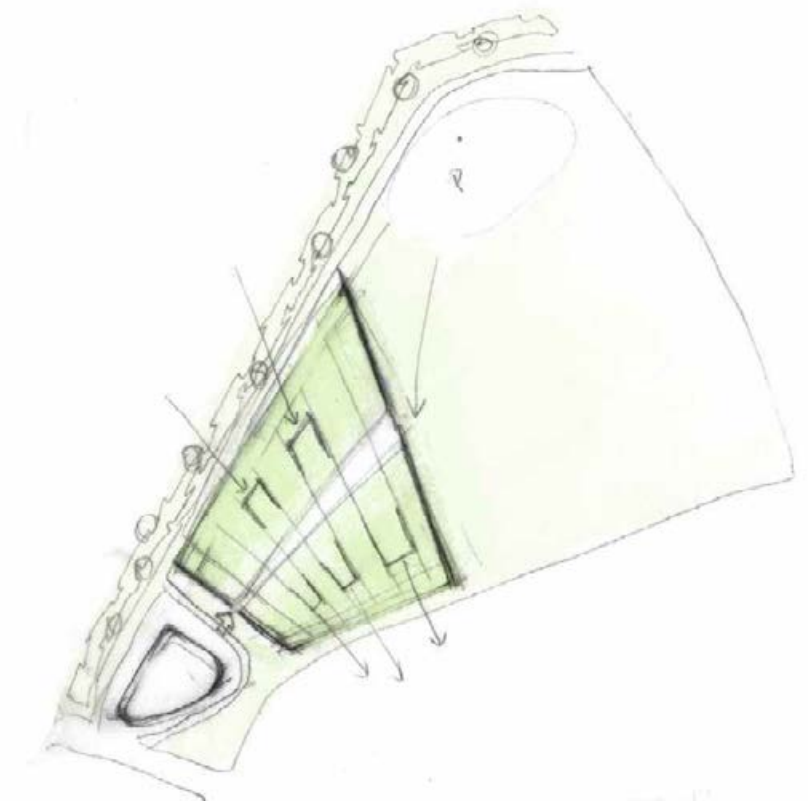
Example 2 DECENTRALISED



Example 3 LANDMARK



Example 4 COMPACT



Design Options Comparison

DESIGN TO SATISFY THE PARAMETERS

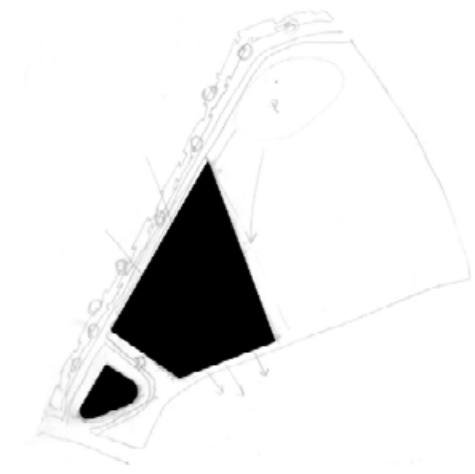
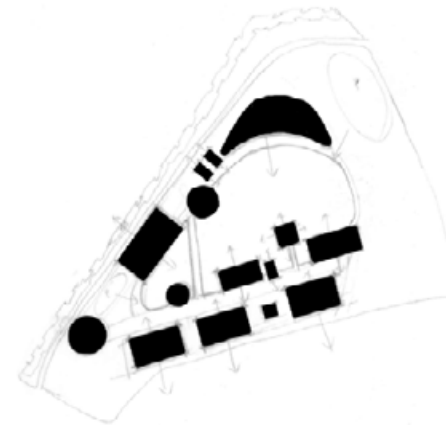
Option 1
CAMPUS FEEL

Option 2
DECENTRALISED

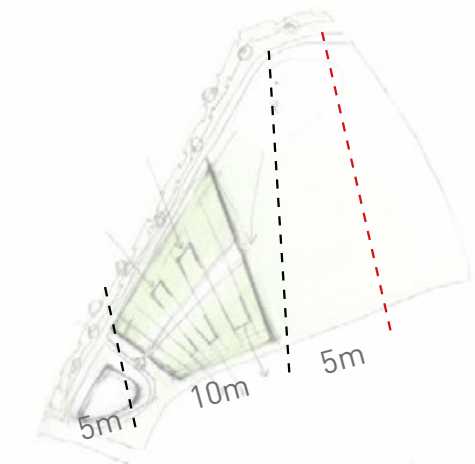
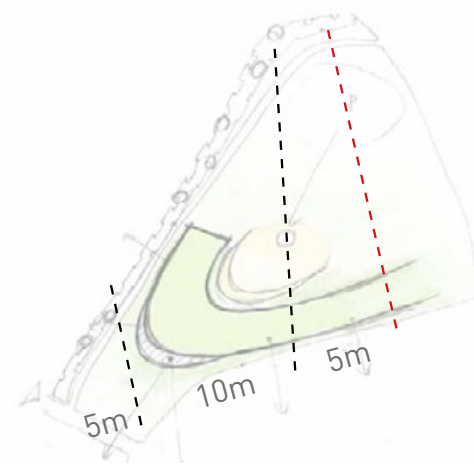
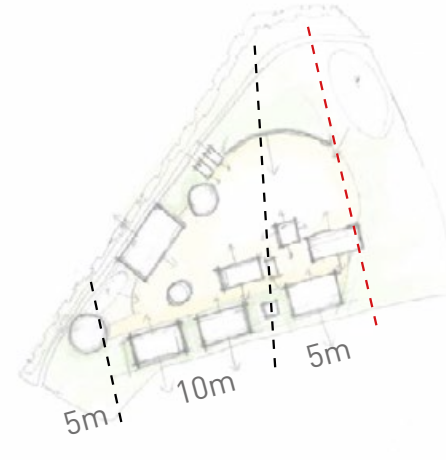
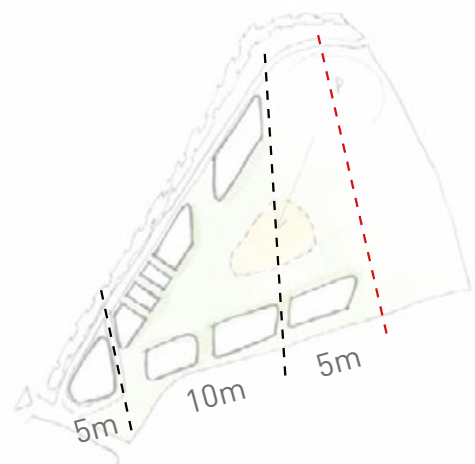
Option 3
LANDMARK

Option 4
COMPACT

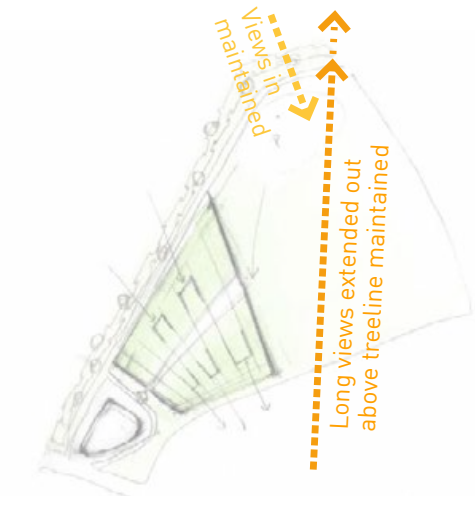
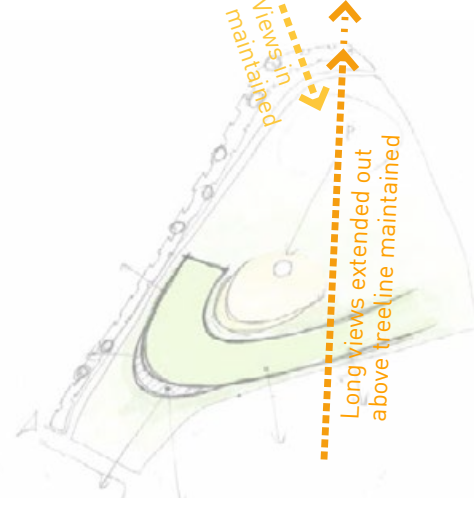
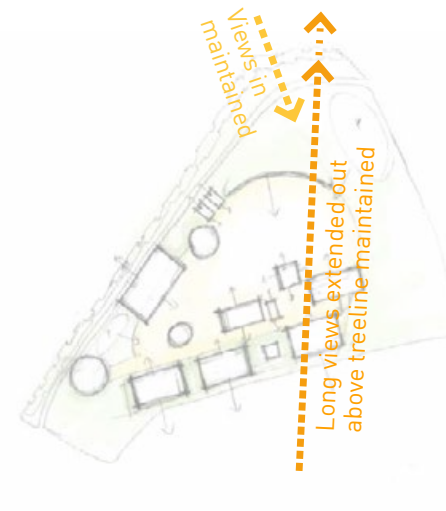
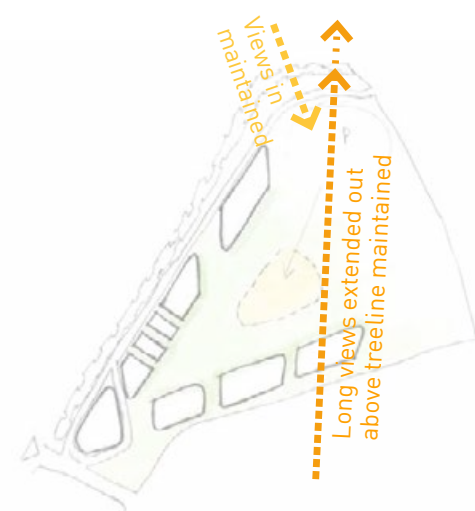
FOOTPRINT



HEIGHT OVERLAY



VIEWS OVERLAY



Precedent WHAT COULD THE PRINCIPLE EXPERIENCE QUARTER LOOK LIKE?



Flint House, Buckinghamshire



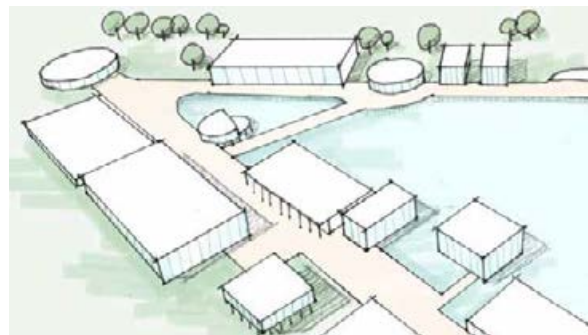
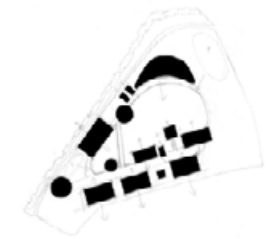
Trumpf Smart Factory Chicago, USA



Toledo Museum of Art, Japan



Chongqing Central Park Life Experience Center, China



Ridge Concept



Polestar Pavilion, USA



Sydney Fish Market, Australia



Light of Internet World Internet Conference Center, China



Ridge Concept



Ridge Concept



SINICA Eco Pavilion, China



Oslo Opera House, Norway



Polestar Production Centre, China



Waitrose, Chester



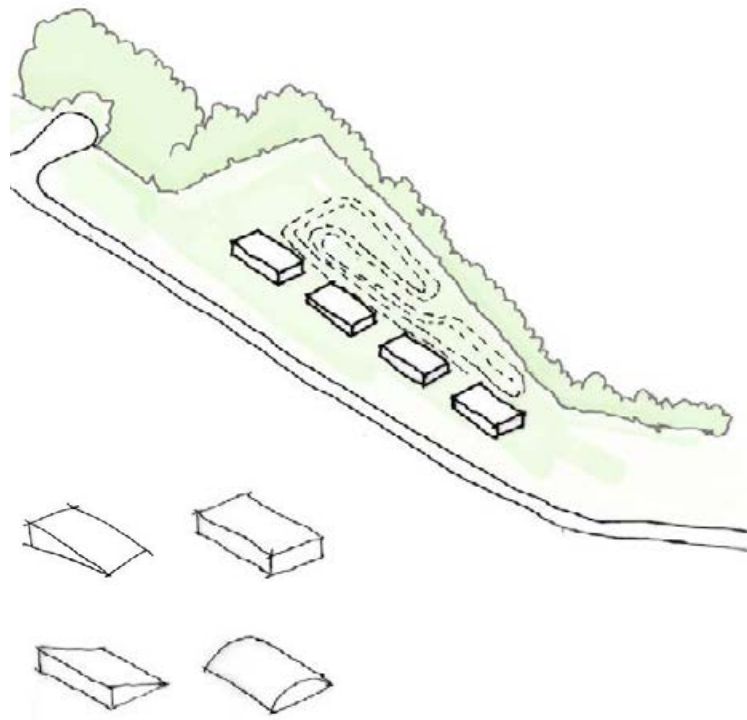
Donier Museum, Germany



CABI Headquarters, Wallingford

Precedent

WHAT COULD THE AUTOMOTIVE & AVIATION PAVILION LOOK LIKE?



Vestre Fjord Park, Denmark



kantoor mies architectuur, Netherlands



Giants Causeway Visitor Centre, Northern Ireland



BDV, Uruguay



Service Training Center, Ditzingen, Germany



Formula One CFD Facility, UK



The Command Works, Bicester, UK



Cannes Airport, France



The Command Works, Bicester, UK

3.3 FRONTAGE

Code 3 addresses how building frontages should be developed. The code establishes the 'dual aspect' approach, ensuring that buildings clearly face onto and into the wider Bicester Motion site, but also positively respond to the Buckingham Road street frontage.

FRONTAGE

CODE 3:

- ✓ Bring spectator and activities together:
 - Experience Quarter: Principle elevations should be orientated towards Buckingham Road Lane and the perimeter track / flying field. Particular attention should be given to the interaction between the proposed buildings and the track.
 - Automotive & Aviation Pavilions: Principle elevations should be orientated towards the E-Karting / Reserve and the Perimeter Track / Flying field. Particular attention should be given to the interaction between the proposed buildings and the views from the watchtower.
- ✓ Buildings should also feature interactive elevations towards any courtyards or plazas.
- ✓ Particular attention should be given to buildings that occupy corner plots or present more than one facade onto a public space to ensure a well-designed built perimeter that defines and addresses the public realm.
- ✓ Façades should have features such as glazed elevations, balconies, terraces or accessible roofs towards the flying field to provide a sense of overlooking and the benefits of an interactive relationship between the Experience Quarter and the wider Bicester Motion site.
- ✓ When functionality of the use and operation allows, ground floors should open up towards the forecourt areas facing the flying field and/or towards the separation spaces in-between the buildings to create interactive public realm or display spaces.

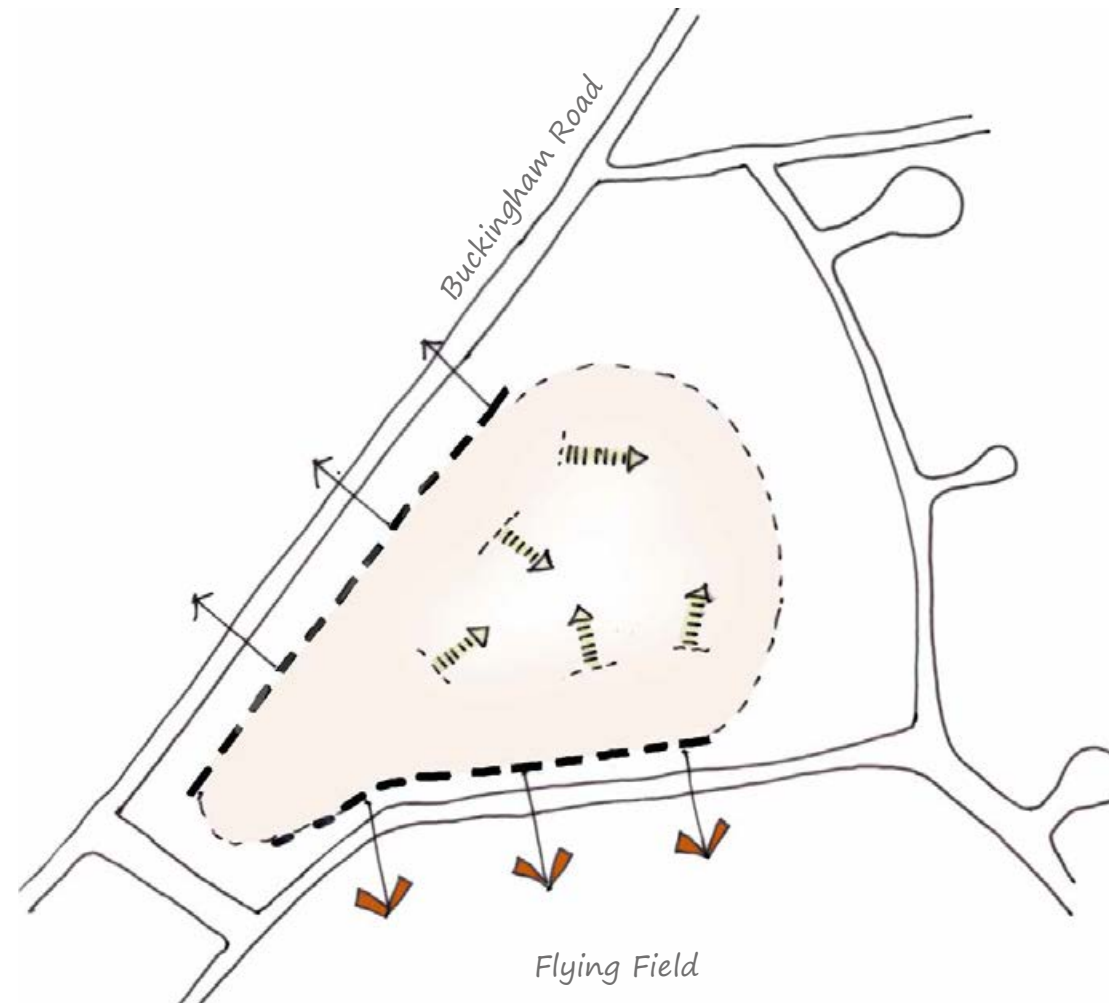





Figure 6. Frontage - Experience Quarter

-  Primary Frontage - Interactive / Experience viewing
-  Primary Frontage - Urban
-  Internal Frontage / Social & experience interactive

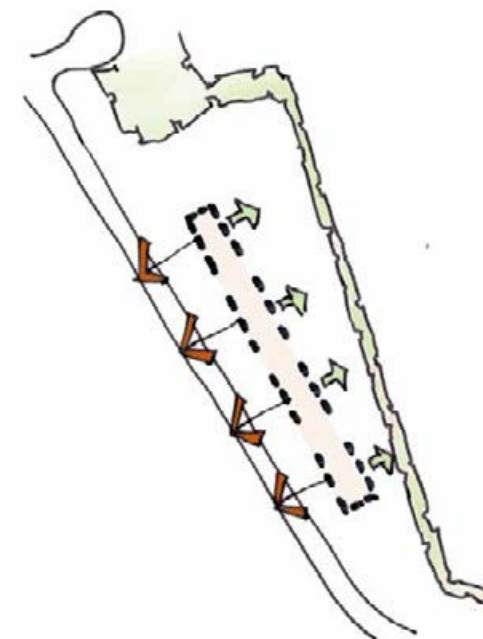




Figure 7. Frontage - Automotive & Aviation Pavilion

-  Primary Frontage - Experience Interactive & heritage viewing
-  Primary Frontage - E-karting interactive & landscape long views

AUTOMOTIVE & AVIATION PAVILION

The location of Automotive & Aviation Pavilion offers distinct vantage views towards the hangars, watchtower and technical site which are currently not accessible. Those small scale units will have dual façades / frontages and potentially roof terrace to allow enhanced vantage views and landscape views towards Bicester Reserve.

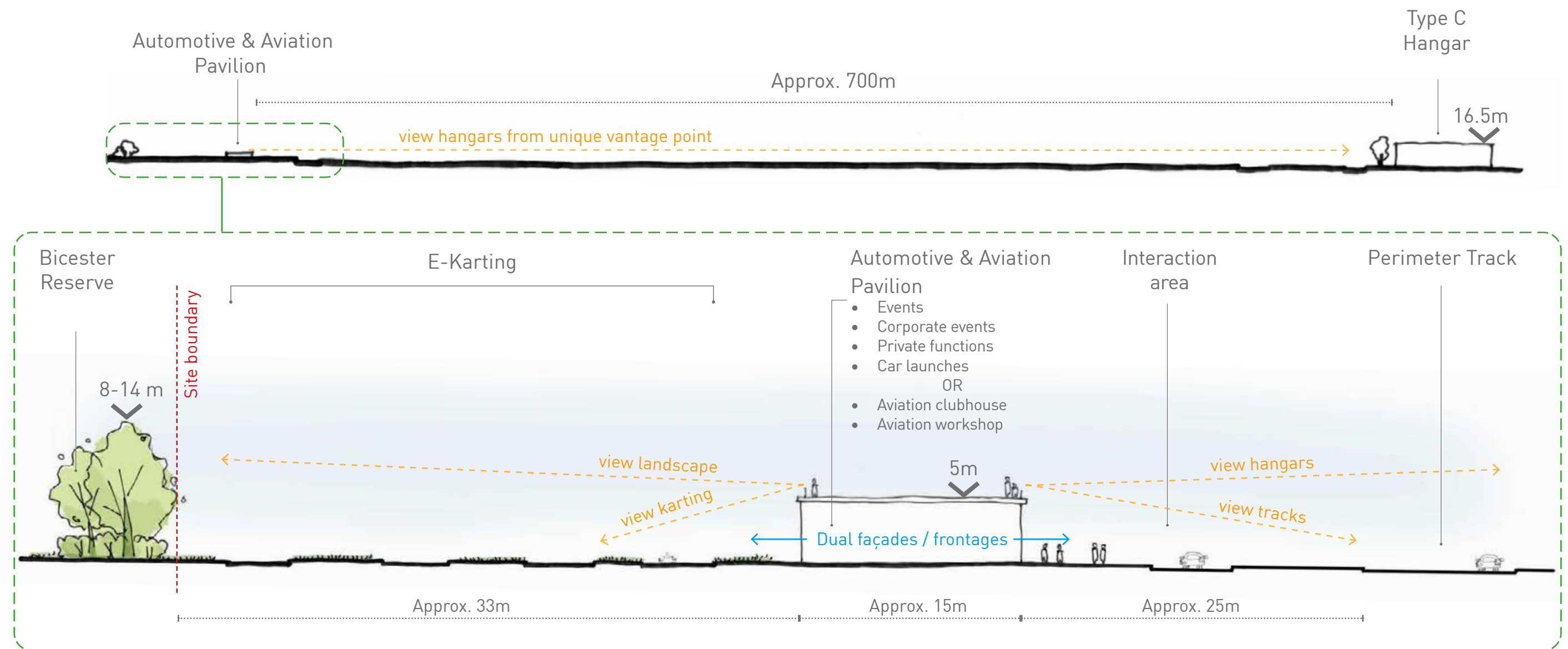
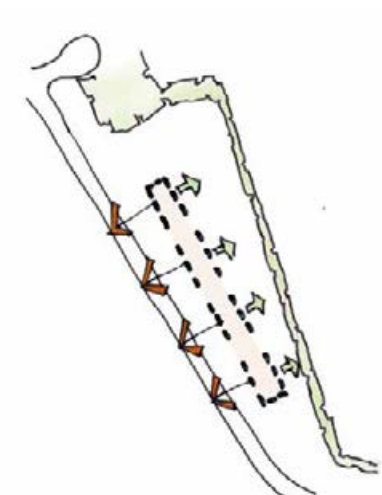


Figure 8. Frontage - Automotive & Aviation Pavilion indicative section

3.4 BUILT CHARACTER & ARCHITECTURAL EXPRESSION

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

Although different construction systems or designs are allowed, all of the buildings on the site should appear as a unified whole.

This should be achieved by the use of some common elements in all the buildings. The key being the use of rhythmic façade treatments and a unified roofscape.

An architectural style that references this aesthetic should be based upon the following characteristic and design principles:

1. Simple elegant design with strong lines and innovative use of materials.
2. Unified roofscape. The design and detailing of eaves are also of great importance. Roofs may be flat or sloped in asymmetric lines that sit within the open landscape.
3. Fenestration treated as planar elements that form part of the façade and not as traditional window openings.
4. Restrained material palette that focuses on texture.
5. North facing rooflights with expressed steel trusses. Elegant steel trusses or innovative timber and hybrid structures are favoured over portal framed structures.
6. Roof materials that wrap down the eaves onto the subservient façade walls and contemporary minimalist detailing should be sought. Rainwater goods and eaves gutters should be integrated into the façade design and not be 'stuck' on.

The above philosophy allows for variety whilst also encouraging the appropriate degree of harmony and cohesion within the Bicester Motion site.

BUILT CHARACTER & ARCHITECTURAL EXPRESSION

CODE 4:

The components identified below form key features in the Experience Quarter vision. It may not be desirable or appropriate to apply each element to every building, however, the principles should be considered appropriate.

- ✓ Architectural expression should approach the built form as a 3-dimensional geometry within the landscape. Traditional 2-dimensional compositions comprising walls and roofs treated independently and merely stuck together are strongly discouraged (exceptions or concessions apply).
- ✓ Integrated glass façades as opposed to 'punch' windows.
- ✓ Integrated eaves gutters and rainwater goods.
- ✓ Express viewing opportunities in the building design / architectural language.
- ✓ Minimalist sophisticated contemporary detailing with minimal sightlines.
- ✓ Rhythmic play on 'shadow' and 'void' and interesting façade articulation.
- ✓ Restrained materials palette with textural interest.
- ✓ Expressed or visible structure.

3.4.1 Built Character and Architectural Expression Precedents

CONTEMPORARY, INNOVATIVE, SIMPLE, ELEGANT Language



Geometry PURITY, FUNCTION, FLUIDITY



PURITY, FUNCTION, FLUIDITY Geometry



3.5 MATERIAL

An architectural approach that reference the artisan industrial aesthetic should consider the use of the innovative materials including but not limited to the following materials/colours (illustrated below).



MATERIAL

CODE 5:

Roof treatments

- ✓ Mutual colours or green roofs.

Wall treatments

- ✓ Mutual colours. Max 30% (of façade area) accent colours allowed.
- ✓ Glass, metal (Corten, light/dark grey or anthracite), timber, concrete or natural unrefined materials.
- ✓ Focus on texture and the play of light and shadow.
- ✓ All types of facing treatment specified will be agreed with the Local Planning Authority.

NATURAL, SUSTAINABLE, COMPLEMENTARY, TRANSPARENT Materiality



3.6 SITE CIRCULATION, PARKING & SERVICING

There are four key objectives for the wider parking and deliveries strategy:

1. To ensure sufficiently screened parking is provided for staff and visitors in locations that will prevent unacceptable clutter to the built form and compromise the aesthetic and operational quality of the Experience Quarter zone and the wider Bicester Motion site.
2. To ensure the delivery of well-designed and convenient arrangements for operational deliveries and servicing.
3. To ensure the design of service areas does not undermine the Experience Quarter and Bicester Motion character or views from a heritage and landscape perspective.
4. To promote pedestrian and cycle routes and experiences.

Generally, the development is divided into a low-impact, low-traffic, 'front of house' zone orientated towards the flying field and a more urban and functional zone towards Buckingham Street.

All staff and general visitor parking will be provided in designated screened parking north of the principle Experience Quarter with well-designed and landscaped pedestrian routes leading to the buildings through the low impact zone. Deliveries and other operational traffic are predominantly isolated in the functional zone west and north-west of the Experience Quarter buildings.

SITE CIRCULATION, PARKING & SERVICING

CODE 6:

- ✓ Parking space sizes are to be 2.5 x 5m minimum within visitor and staff parking areas.
- ✓ All parking should be well screened by landscaping.
- ✓ Delivery areas and service 'yards' should be designed using vehicular tracking software and submitted as part of the Reserved Matters application.
- ✓ Delivery and service areas should be sufficiently screened from view utilising the built forms as screens and/or through providing sufficient landscaped screening in front.

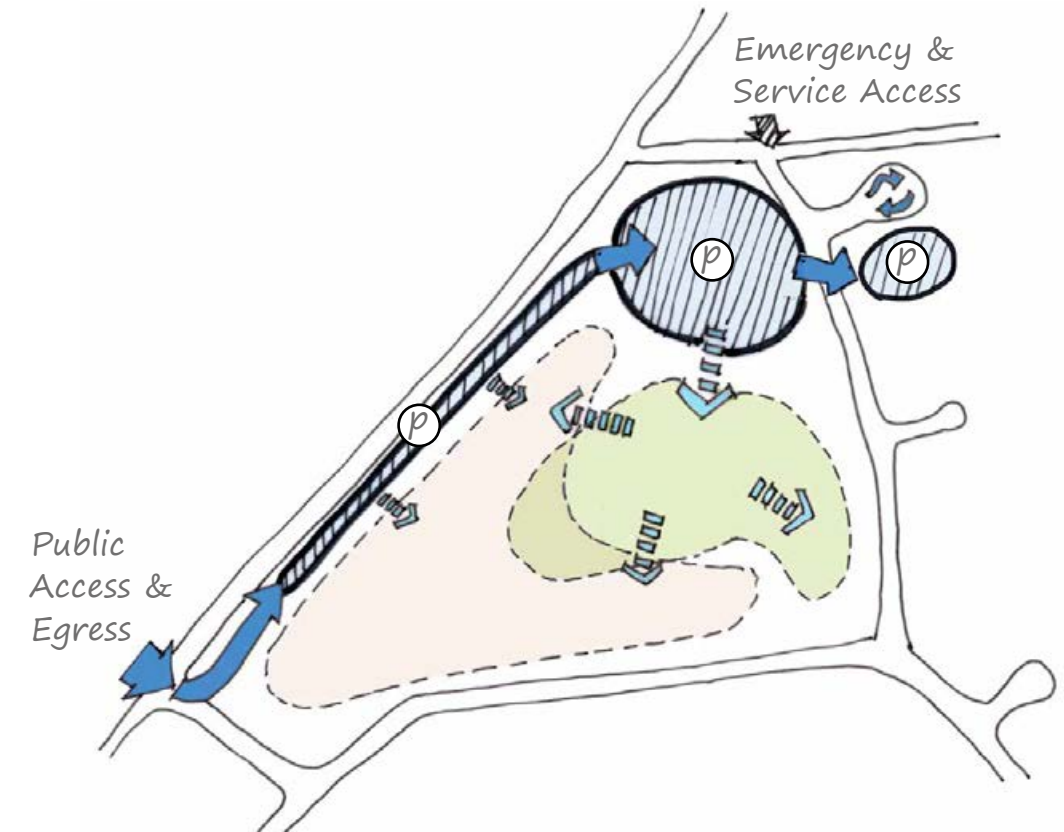


Figure 9. Public Circulation & Parking

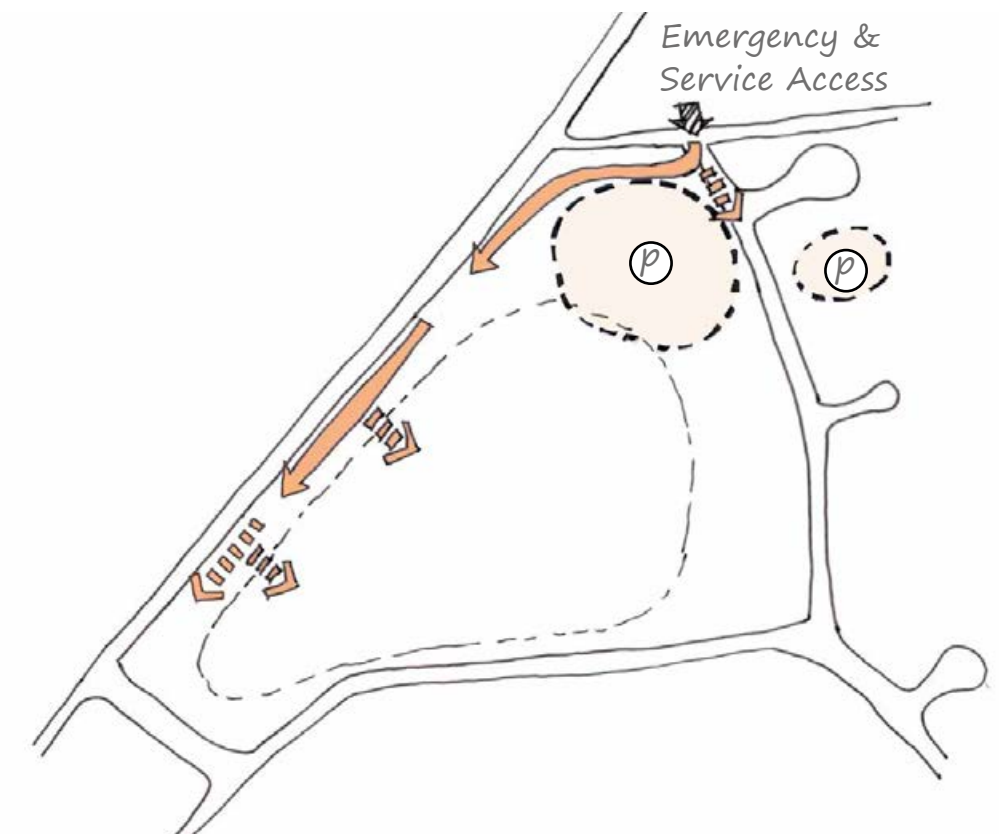


Figure 10. Service Circulation & Parking

3.7 LANDSCAPE

The detail design proposals should bring the areas in-between the Experience Quarter buildings into beneficial use for visitors and spectators. The landscape should bring the spectator and activities together. The buildings, landscape and activities should be integrated with viewing, experience and demonstration interconnected in innovative ways. Vehicles, pedestrians and cycle paths should be layered in dynamic ways such as roofs and elevated platforms.

Mitigation should be provided and should respect the intrinsic qualities of the site and its unique sense of place.

LANDSCAPE

CODE 7:

- ✓ New planting should be designed in conjunction with the architectural design.
- ✓ Landscape planting associated with new buildings should seek to soften and integrate the buildings into the landscape.
- ✓ Hardstanding should be integrated with soft landscaping where applicable.
- ✓ Sustainable drainage system should be integrated with car parking areas.



Landscape INTERACTION, INTEGRATION, TRANSITION



3.8 BOUNDARY TREATMENT & ZONE INTERFACE

Boundary planting will be enhanced along the Western boundary to screen the views from the houses along the Buckingham Road. Bicester Motion's ambition is to create a landscape buffer along the edge of the site to enhance views into and out of the site as well as supporting sustainable planting and carbon reduction.

BOUNDARY TREATMENT

CODE 8:

- ✓ Buffer planting should be provided.
- ✓ Existing trees and hedgerow to be retained and reinforced with native shrub and tree species to complement the existing.
- ✓ Fencing to be provided or retained for security.

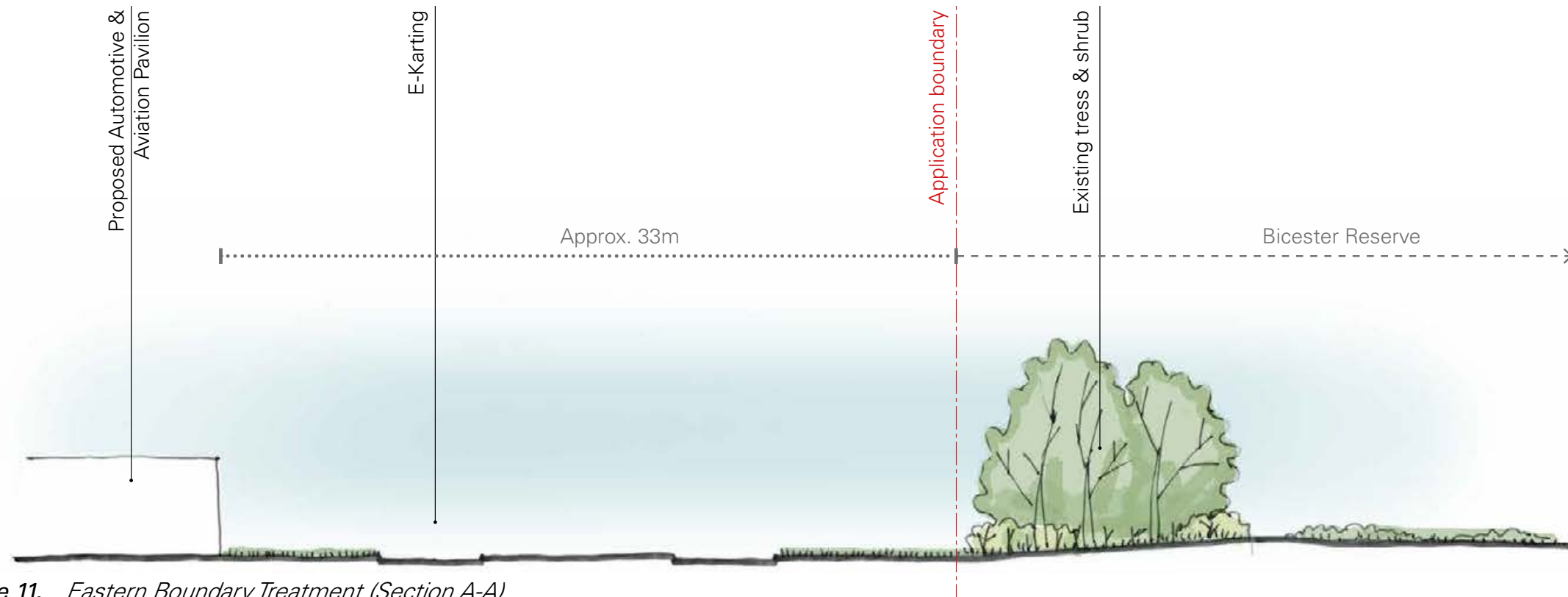
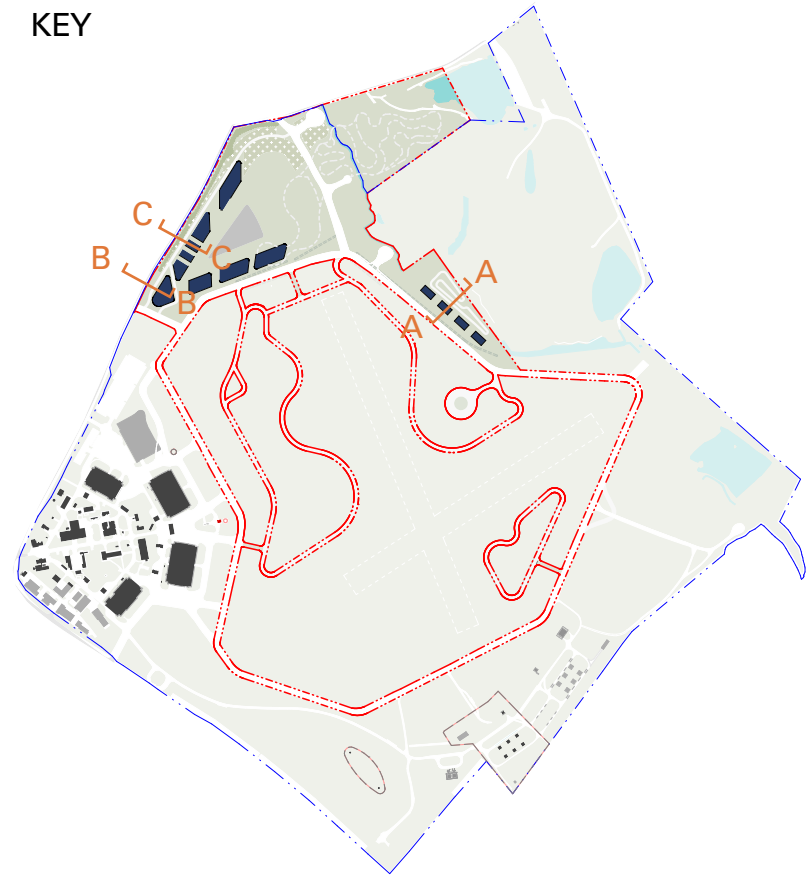


Figure 11. Eastern Boundary Treatment (Section A-A)

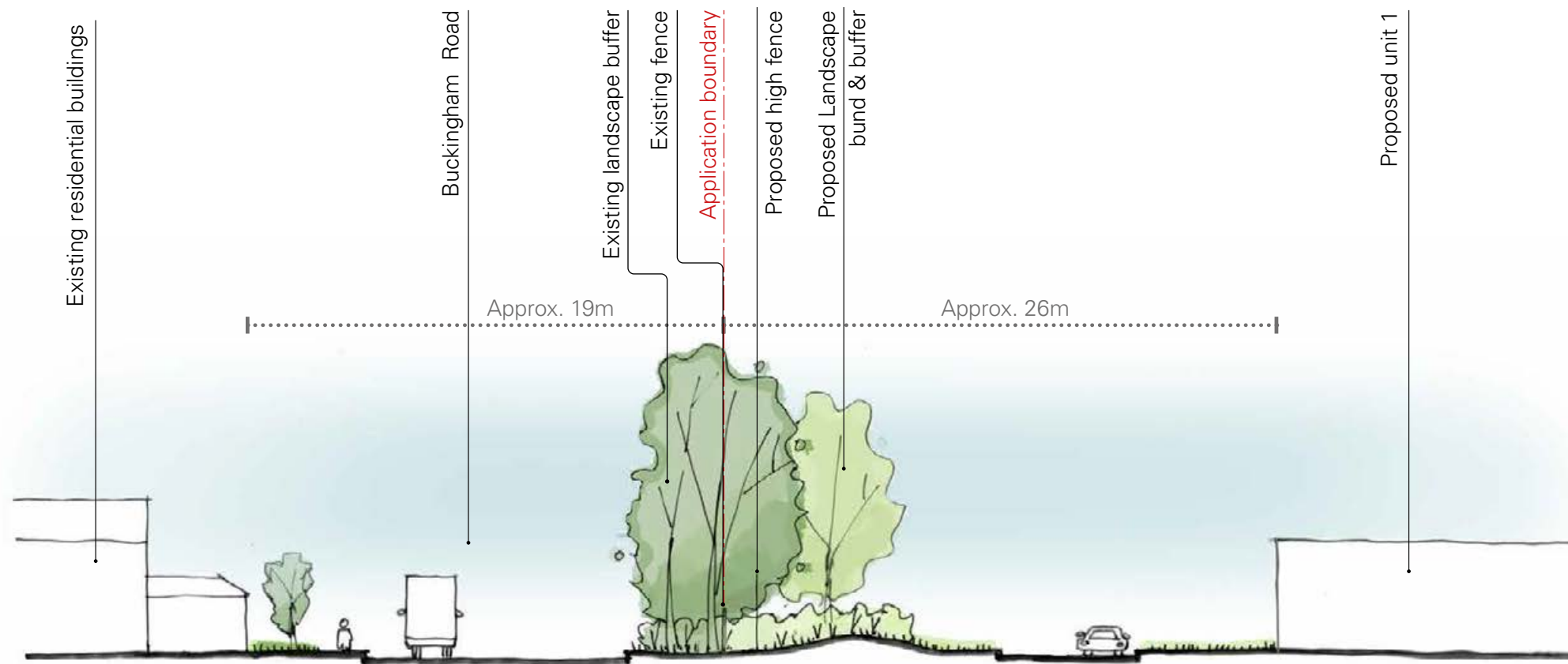


Figure 12. Southern Boundary Treatment (Section B-B)

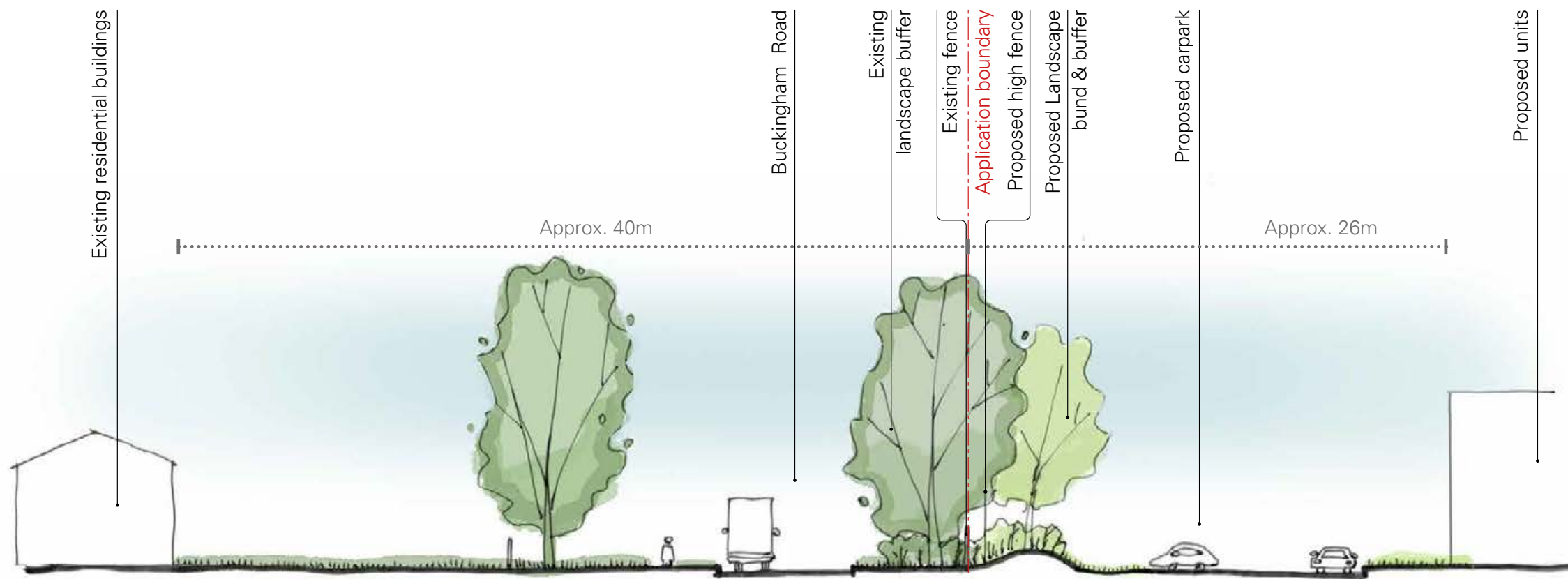


Figure 13. Southern Boundary Treatment (Section C-C)

3.9 BUILDING CLUTTER & SERVICING

In order to reduce the visual unconsidered clutter that often dominate larger façades of modern commercial / light industrial properties, consideration should be given to the design and location of utility features such as flues, soil & vent pipes, rainwater pipes and external plant.

BUILDING CLUTTER & SERVICING

CODE 9:

- ✓ Any external refuse storage will need to be combined, located and screened discreetly.
- ✓ Flues should be concealed or expressed as part of the architectural language.
- ✓ Soil, vent and rainwater pipes should ideally be located within the building envelope.
- ✓ Any external pipes should otherwise be located to the side of the units and should be direct with as few bends as possible.
- ✓ Reserved Matters submissions should include servicing details, along with rainwater pipe locations which should be integrated into the design of the elevations.



3.10 WAYFINDING

WAYFINDING

CODE 10:

- ✓ Wayfinding to be uniform and part of a site-wide strategy to be developed at the Reserved Matters stage.

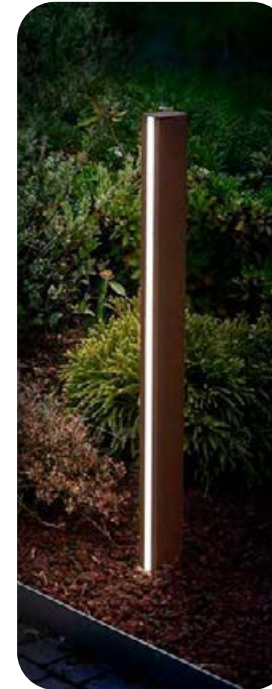


3.11 LIGHTING

LIGHTING

CODE 11:

- ✓ External lighting should be low level where feasible and in keeping with the heritage and landscape requirements whilst PIR and timer devices should be employed as part of the site-wide strategy for security reasons.
- ✓ Street lighting and lighting from buildings should minimise light pollution and potential disturbance to wildlife.
- ✓ The perimeter track and associated track experiences within the perimeter track boundary will not be lit and should be designed to be experienced with car lights only.



3.12 SUSTAINABILITY

The building sustainability design should consider heating and cooling strategies, lighting strategies, CO₂ emissions and biodiversity etc. Further details are provided in the Energy and Sustainability Strategy Report.

The sustainable transport strategies, such as bus services, cycle and pedestrian routes will be applied across the site wherever possible. Further detail is to be developed at the Reserved Matters stage.



APPENDIX

IMAGE SOURCE



Flint House, Buckinghamshire
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Toledo Museum of Art Grass Pavilion, Japan
Source: www.frontinc.com/project/glass-pavilion-toledo-museum-of-art/ [Accessed 07 Dec. 2020]



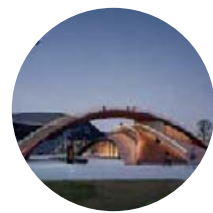
Chongqing Central Park Life Experience Center, China
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Polestar Pavilion, USA
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3XN
Source: www.archdaily.com/905316/3xn-unveils-sloping-design-for-sydney-fish-market/5be141b708a5e549e30000d7-3xn-unveils-sloping-design-for-sydney-fish-market-image [Accessed 07 Dec. 2020]



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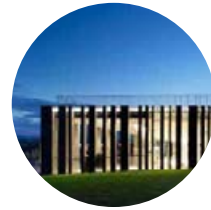
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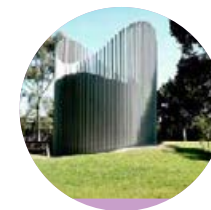
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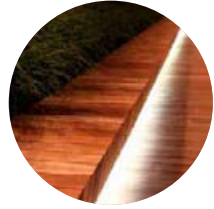
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