cornisharchitects

PHASE 3 AXIS J9

LAND TO THE NORTH OF HOWES LANE BICESTER

PROPOSED EMPLOYMENT DEVELOPMENT

DESIGN AND ACCESS STATEMENT

SEPTEMBER 2021

Contents

1.0 Introduction

Cornish Architects have been appointed by Albion Land to prepare a design proposal for a new commercial development on the land to the North West of Howes Lane, Bicester.

This statement has been prepared by Cornish Architects in support of a Full Application, for Phase 3 of the proposed commercial/employment areas to the east of Middleton Stoney Road.

This application seeks planning consent for the proposed commercial/employment development totalling 17,785 sqm GEA (16,901 sqm GIA) of flexible, speculative employment floorspace. The uses will be market led within Use Classes E(g)(iii), B2 and/or B8, together with car and HGV parking, landscaping, hard standing and associated facilities including access.

The proposed development comprises 11 units with car and HGV parking, hardstanding and associated facilities. It provides the opportunity for companies to locate within a popular, accessible and highly sustainable multi-use site which benefits from good communication routes and easy access. This development will help Cherwell District Council meet the aims set out in Policy Bicester 1, in particular many of those set out under Employment and Infrastructure sections.

The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM 'Very Good' standard with the potential of achieving 'Excellent'. An outline of how this will be achieved is outlined in the ESC pre-assessment document, included within the submission. The scheme will also achieve zero carbon emissions as defined in the adopted SPD and Policy Bicester 1, and as outlined in the ESC document included within the submission.

This statement should be read in conjunction with the drawings, the Planning Report prepared by Quod and supporting documentation. This statement demonstrates that the matters of access, layout, scale, appearance and landscape have regard to, and floow the principle of the previous phases of development

New developments can have a significant effect on the character and quality of an area as they define spaces, streets and vistas and when well designed, their effects will be to the benefit of the area. It is recognised that good design can help promote sustainable development, improve the quality of the existing environment, attract investment and reinforce civic pride and a sense of place.

Fig. 01 Site Location Plan

Fig. 02 Aerial View of Site

2.0 Site Context

2.1 The site

Bicester is a town in North Eastern Oxfordshire and the site referred to in this application, for phase 3 of the overall Axis J9 development, is located to the North West of the town.

Figures 01 & 02 show the overall development site, with the phase 3 plot boundary in red.

2.2 Environment & Surrounding Buildings

Howes Lane (A4095), a road that forms part of the ring road around Bicester, runs along the south eastern side of the ownership boundary. To the north, west and north east, the site is surrounded by existing fields and hedgerow, with the M40 beyond.

Phases 1 and 2 of the overall development sit towards the south/ south west of the site and are comprised of commercial/employment use buildings. In total there are 14 units of varying sizes and heights.

To the south east of the site, just beyond Howes Lane, is a residential area.

2.3 Planning Policy

Falling within the area covered by Policy Bicester 1, the site forms part of the North West Bicester Eco Town. The fields to the north and west have been identified for the location of the residential use. Policy Bicester 1 places several expectations upon development, and this document demonstrates how this scheme meets them, in particular:

- The scheme should be a zero carbon development as defined in the Eco-Towns PPS and Eco Bicester One Shared Vision
- Delivery of a high quality local environment
- Climate change adaptation—eco-town standards are met on water, flooding, green infrastructure and biodiversity
- Employment—approximately 1000 jobs on B use class land on a site within the plan period
- Transport—at least 50% of trips originating from the development to be made by means other than the car
- Promotion of healthy lifestyles
- Provision of local services and facilities
- Green infrastructure and biodiversity—40% of the total gross site area will be provided as green space and development should deliver a biodiversity net gain.
- Sustainable management of waste

Fig. 03 Looking North East on Howes Lane from roundabout

Fig. 04 Looking North East on Howes Lane

Fig. 05 Looking North East on initial access road

Fig. 06 Looking South East on temporary initial road

Fig. 07 Looking North East on route of proposed SLR

Fig. 08 Looking North East on route of proposed SLR

Fig. 09 Site Plan as Proposed

Schedule of approximate areas																		
UNIT	Ground Floor GEA sm	Ground Floor GEA sf	First Floor GEA sm	First Floor GEA sf	Second Floor GEA sm	Second Floor GEA sf	Total Unit GEA sm	Total Unit GEA sf	Ground Floor GIA sm	Ground Floor GIA sf	First Floor GIA sm	First Floor GIA sf	Second Floor GIA sm	Second Floor GIA sf	Total Unit GIA sm	Total Unit GIA sf	Car Parking
1	1830	19698	224	2411	0	0	**2054**	**22109**	1759	18934	195	2104	0	0	**1954**	**21038**	23
2	1665	17922	202	2174	0	0	**1867**	**20096**	1613	17362	179	1929	0	0	**1792**	**19291**	21
3	1717	18482	211	2271	0	0	**1928**	**20753**	1660	17701	183	1973	0	0	**1833**	**19734**	21
4	4412	47491	272	2928	272	2928	**4956**	**53346**	4278	46048	238	2558	238	2558	**4753**	**51165**	53
5	3662	39234	478	5146	0	0	**4030**	**43379**	3453	36963	423	4553	0	0	**3814**	**41059**	42
6	527	5673	0	0	0	0	**527**	**5673**	491	5285	0	0	0	0	**491**	**5285**	8
7	518	5576	0	0	0	0	**518**	**5576**	492	5296	0	0	0	0	**492**	**5296**	8
8	437	4704	0	0	0	0	**437**	**4704**	412	4435	0	0	0	0	**412**	**4435**	8
9	351	3778	0	0	0	0	**351**	**3778**	328	3531	0	0	0	0	**328**	**3531**	7
10	466	5016	0	0	0	0	**466**	**5016**	430	4629	0	0	0	0	**430**	**4629**	8
11	651	7007	0	0	0	0	**651**	**7007**	600	6458	0	0	0	0	**600**	**6458**	7
TOTAL	**16126**	**173580**	**1387**	**14930**	**272**	**2928**	**17785**	**191438**	**15486**	**166691**	**1219**	**13118**	**238**	**2558**	**16901**	**181920**	**206**

Fig. 10 Schedule of Areas

3.0 Design

3.1 Design Approach

It is proposed to develop the site for 17,785 sqm GEA (16,901 sqm GIA) of commercial/employment floorspace. The Site Plan (Fig. 09) shows the site laid out with five buildings, 2 of which contain terraced units. The unit sizes range from 328 sqm to 4,753 sqm GIA to offer a range in employment space. The units are accessed initially via through the previous employment site from Middleton Stoney Road onto a new section of road that will eventually form part of the strategic link road.

The larger units are accessed via a road coming off to the west of the new access road and the smaller, shorter units are accessed off to the east where the development is in closer proximity to residential buildings.

The buildings each have an ordered layout rationalised by a structural grid and optimised to create efficient open plan internal accommodation. Entrance cores and ancillary first floor accommodation are positioned on the front facades, providing good accessibility and assisting visitors with orientation. Unit 5 has ancillary spaces facing the new access road. Coupled with rainscreen cladding to the road side corners of units 1, 4 and 5, the glazed façade creates an active frontage along the access road that will become the strategic link road.

The proposed units would receive good levels of natural light through roof lights and glazing to the facades.

Each building is positioned to enable suitable escape paths around the perimeter which also provide a maintenance strip. The layout respects the topography of the site.

The design approach is consistent with that adopted on earlier phases, from massing to materiality and detailing.

3.2 Use

The uses will be market led within Use Classes E(g)(iii) and/or B2 and/or B8, together with car and HGV parking, landscaping, hard standing and associated facilities including access.

The proposed redevelopment will comprise of flexible spaces providing commercial/employment accommodation, offering high quality and secure facilities to new and existing organisations in the area. Units 1-5 have first/second floors, that could be used for offices, over 10% of the floor plan to create units suitable for a variety of tenants.

3.3 Amount

This application seeks consent for five buildings with a total of eleven units for Use Classes E(g)(iii) and/or B2 and/or B8. The approximate total Gross Internal Area (GIA) of the development proposed

Fig. 11 3D massing sketch

Fig. 12 3D massing sketch

by this application is 16,901 sqm (181,920 sqft) See fig. 10, Schedule of Areas. This represents the third phase of the total Axis J9 development.

The first phase allowed for six buildings with a total of twelve units for flexible B1c, B2, B8 and ancillary B1a uses. The total GIA of the first phase of development was 21,584 sqm (232,328 sqft). The second phase allowed for two buildings for flexible B1c, B2, B8 and ancillary B1a uses with a total GIA of 23,226 sqm (250,004 sqft).

3.4 Layout

As illustrated on the proposed site plan (fig. 09), the proposed layout includes service yards and manoeuvring spaces for each unit. This proposal provides delivery vehicle parking at appropriate ratios for modern industrial 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. Building entrances are located in a prominent position creating a safe and pedestrian-friendly entrance.

2 metre high black weld mesh separating fencing is provided to secure Unit 4 and 5 service yards. Units 1-5 feature core accommodation incorporating an entrance lobby with toilet facilities at ground floor and ancillary office accommodation at first floor on units 1, 2 3 & 5 and at first and second floor on unit 4.

In line with Policy Bicester 1, the scheme will provide a high degree of integration and connectivity with the town and the surrounding traffic network. The proposed development provides a high quality urban edge which functions as a high profile economic attractor. The careful consideration of layout, design and landscaping make sure the proposed scheme respects and preserves the character of the setting. It has good accessibility to public transport services with bus stops located close to the site and footpaths and cycleways allow easy access to and from the site.
The development utilises the route of the strategic link road and maintains provision for the strategic bus route.

3.5 Scale & Density

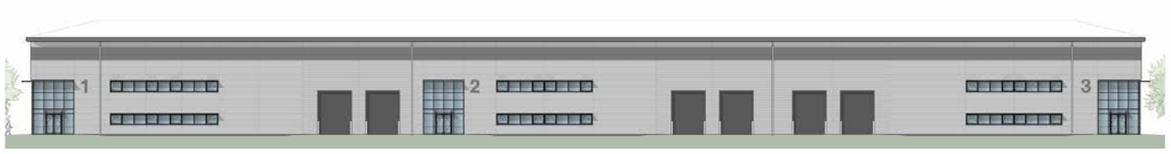
The proposed buildings are in keeping with the immediate surrounding context, in particular, with the adjacent Axis J9 phase 1 and 2 commercial/employment buildings to the south west of the site.

The proposed height of the buildings is the minimum necessary to meet the requirements of the market with a clear internal height of 12.0 metres on Units 4 and 5, 10.0 metres on Units 1-3 and 8.0 metres on Units 6-11.

The buildings have hipped portal frames, keeping the eaves level low, without presenting a gable end. The elevations have different material treatments across their length, breaking up the

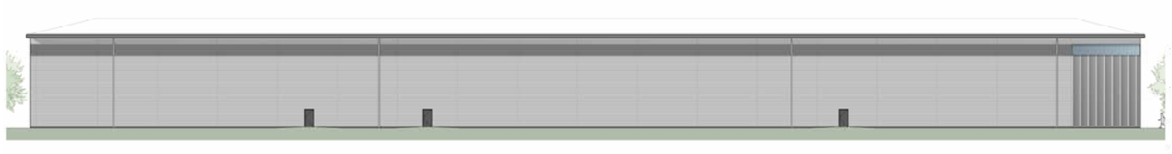
Fig. 13 3D massing sketch

North West Elevation



North East Elevation

South East Elevation



South West Elevation

Fig. 14 Units 1-3 Elevations

appearance of their mass which helps to further reduce their impact (see below).

3.6 Appearance

The design and external appearance of the proposals will respect and complement the surrounding area and the developments in earlier phases. The developments have been designed to a high standard, to suit clients' and tenants' demands for contemporary buildings that reflect their ambitions and company identities.

The proposed elevations (fig. 14—18) show a mixture of built up and composite cladding along with curtain walling, windows, translucent cladding panels and brise-soleil. In addition, the elevational treatment of units 1, 4 and 5 to the new access road (strategic link road) and future link road to the north have been further enhanced by the introduction of feature rainscreen and translucent cladding .

A simple palette of colours is proposed which includes goosewing pale grey roof forms, and dark grey frames to windows, doors, curtain walling and brise-soleil (RAL 7016 Anthracite). The built up cladding is in Sirius and the composite cladding is proposed in Sirius with a Zeus feature band. The rainscreen cladding system has a Zeus background with projecting elements in Sirius. The gutter fascia is proposed to be Anthracite and the RWPs Silver (RAL 9006). The doors to loading bays and dock levellers are proposed to be in RAL 7016 Anthracite.

The rainscreen comprises polyester powder finished aluminium panels mounted onto a built up substructure. The modules are flat 780mm with 150mm wide modules projecting approximately 300mm and arranged to create further modelling to the façade. The rainscreen matches that on the previous phases and provides an interesting feature to the corner, frames the translucent panels and reduces the apparent mass of the building.

A modular window size and elevational rationale has been utilised across all of the units to provide a clean and unified scheme. 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. Functional elements such as loading doors, dock levellers, pedestrian doors and windows provide further interest to the facades. The buildings have an ordered layout rationalised by a structural grid and optimised to create efficient open plan warehouse accommodation. The proposed units would receive good levels of natural light through roof lights and translucent panels to the warehouses and glazing to the offices.

The composite cladding, glazing and brise-soleil are located around the cores and office accommodation, identifying the offices and entrances and breaking down the scale and mass of the buildings. Locating the core and ancillary office accommodation to the front facades of each building provides good accessibility and assists visitors with orientation.

3.7 Landscaping & Drainage

Fig. 15 Unit 4 Elevations

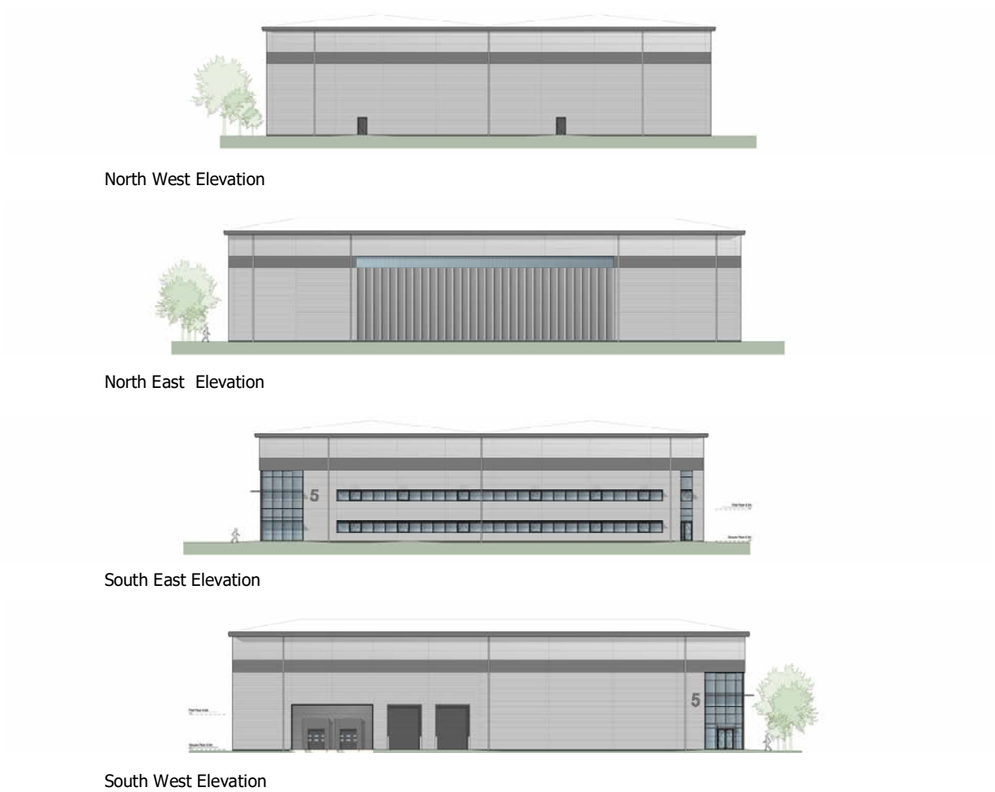


Fig. 16 Unit 5 Elevations

Areas of landscaping are shown on the external finishes site plan and a full landscaping scheme and strategy note, prepared by Re-Form Landscaping, is included as part of this application. The project exceeds 40% green infrastructure.

The landscape proposals for phase 3 aims to sensitively integrate the proposed development into the receiving landscape context, whilst at the same time increasing green infrastructure and improving biodiversity across the site.

A substantial new number of trees and hedgerows are proposed in order to augment existing hedgerows and areas of vegetation, and also to create new blocks of woodland and new hedgerows consistent with the character of the surrounding landscape. Collectively this new planting will serve to screen, filter and soften views of the proposed development whilst providing an enhancement to the connecting Green Infrastructure. The proposals have been informed by the notion to avoid, preserve and enhance as much existing vegetation as possible including the field boundary hedges.

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 previous permission. This is detailed in the Bailey Johnson Hayes drawings and Drainage Strategy.

3.8 Sustainability

The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM 'Very Good' standard with the potential of achieving 'Excellent'. An outline of how this will be achieved is detailed in the ESC pre-assessment document, included within the submission. The scheme will also achieve zero carbon emissions as defined in the adopted SPD and Policy Bicester 1, and as outlined in the ESC Energy Strategy.

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.

Reducing water use has been targeted across the whole scheme.

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 car-charging points has been allowed for.

A biodiversity report has been completed by Tyler Grange and is included within the submission. Its recommendations will be adopted throughout the scheme.

3.9 Refuse and Cycle Store

North West Elevation

North East Elevation

South East Elevation

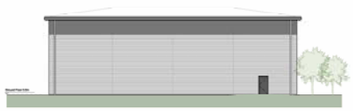
South West Elevation

Fig. 17 Units 6-10 Elevations

North West Elevation

North East Elevation

South East Elevation



South West Elevation

Fig. 18 Unit 11 Elevations

Each unit is provided with refuse and cycle storage facilities either internally or externally. Cycle storage is provided for staff and visitors via covered stands, close to the entrance and in accordance with the Local Authority standards on an individual unit basis.

Waste refuse and recycling areas are provided within external fenced enclosures. This ensures that waste is stored in a secured area.

4.0 Access

4.1 Access to the Site

The development is accessed initially via through the previous employment site from Middleton Stoney Road onto a new section of road that will eventually form part of the strategic link road.

The site access allows for the safe entrance and exit of vehicles up to HGV size. Units 6-11 are designed to accommodate fixed wheelbase lorries and occasional HGV access.

The development safeguards the route of the strategic bus service as well as the strategic road link A bus stop has been provided on Middleton Stoney Road under a previous application and the scheme provides for cycle routes through the site. Cycle parking is provided for staff and visitors, in numbers that satisfy council standards (see table, below):

Unit	Number of Cycle Parking Spaces
1	10
2	10
3	10
4	20
5	18
6—11	20

Car Parking provision is as follows.

Unit	Number of Car Parking Spaces
1	23
2	21
3	21
4	53
5	42
6	8
7	8
8	8
9	7
10	8
11	7

Approximately 5% of spaces are DDA compliant.

The development will provide 10% of the parking spaces with Electrical Vehicle Charging with provision for up to 25%

4.2 Inclusive Access

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. Entrance doors will be glazed and provided with manifestation as appropriate.

Within all units that have multiple storeys, a passenger lift is provided. Accessible WC and shower facilities are provided to all units.

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.

5.0 Application Drawing Schedule

Drawing No	Drawing title
20019/TP/001B	Site Location Plan
20019/TP/002F	Proposed Site Plan
20019/TP/003C	Proposed Site Finishes Plan
20019/TP/004F	Green Infrastructure Plan
20019/TP/005B	Units 1-3 Floor Plans
20019/TP/006	Units 1-3 Roof Plan
20019/TP/007	Units 1-3 Sections
20019/TP/008BC	Units 1-3 Elevations
20019/TP/009B	Unit 4 Floor Plans
20019/TP/010	Unit 4 Roof Plan
20019/TP/011	Unit 4 Sections
20019/TP/012BC	Unit 4 Elevations
20019/TP/013B	Unit 5 Floor Plans
20019/TP/014	Unit 5 Roof Plan
20019/TP/015	Unit 5 Sections
20019/TP/016C	Unit 5 Elevations
20019/TP/017B	Units 6-10 Floor Plans and Roof Plans
20019/TP/018	Units 6-10 Sections
20019/TP/019C	Units 6-10 Elevations
20019/TP/020A	Unit 11 Floor Plan and Roof Plan
20019/TP/021	Unit 11 Sections
20019/TP/022C	Unit 11 Elevations
20019/TP/023	Cycle Shelter Details
20019/TP/024	Refuse Enclosure Details
20019/TP/025	Entrance Canopy Details
20019/TP/026	Fencing Details
20019/TP/027A	External Finishes Sample Board
20019/TP/028	3D Massing Images