

**CATALYST BICESTER**

**YASA MOTORS HEADQUARTERS**

**DESIGN & ACCESS STATEMENT**



**March 2022**

## **Contents**

### **1.0 Introduction**

### **2.0 Outline Planning Parameters Drawings**

### **3.0 Development Framework Plan**

### **4.0 Site Context**

- 4.1 The site
- 4.2 Photographs of Site Frontage onto Wendlebury Road

### **5.0 Design**

- 5.1 Amount
- 5.2 Layout
- 5.3 Scale & Density
- 5.4 Appearance
- 5.5 Landscaping & Drainage
- 5.6 Vehicle Access
- 5.7 Inclusive Access
- 5.8 Climate Change Mitigation

### **6.0 Application Drawing Schedule**

## 1.0 Introduction

Cornish Architects have been appointed by Albion Land to prepare a design proposal for a new headquarters for Yasa Motors at Catalyst Bicester.

The site benefits from a Outline permission (19/01746/OUT) for B1 development (B1a and/or B1b and/or B1c).

This statement has been prepared by Cornish Architects in support of a Full Application for office development on the West portion of the site. The East portion of the site is subject to a separate Reserved Matters Application seeking consent for a functionally linked building.

The design has been informed by the requirement of Yasa Motors for a prestigious headquarters building which comprises a multi-storey high specification office building with car parking, hard-standing and associated facilities. With the exception of building height, the proposed development adopts the parameters of the outline consent and provides the opportunity for Yasa Motors to locate within a popular, accessible and highly sustainable multi-use site which benefits from good connecting routes, easily accessible and situated within the Oxford Cambridge corridor.

This development will help Cherwell District Council meet the aims set out in Policy Bicester 10, in particular those set out under employment and their aspirations to attract high quality, knowledge-based jobs.

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

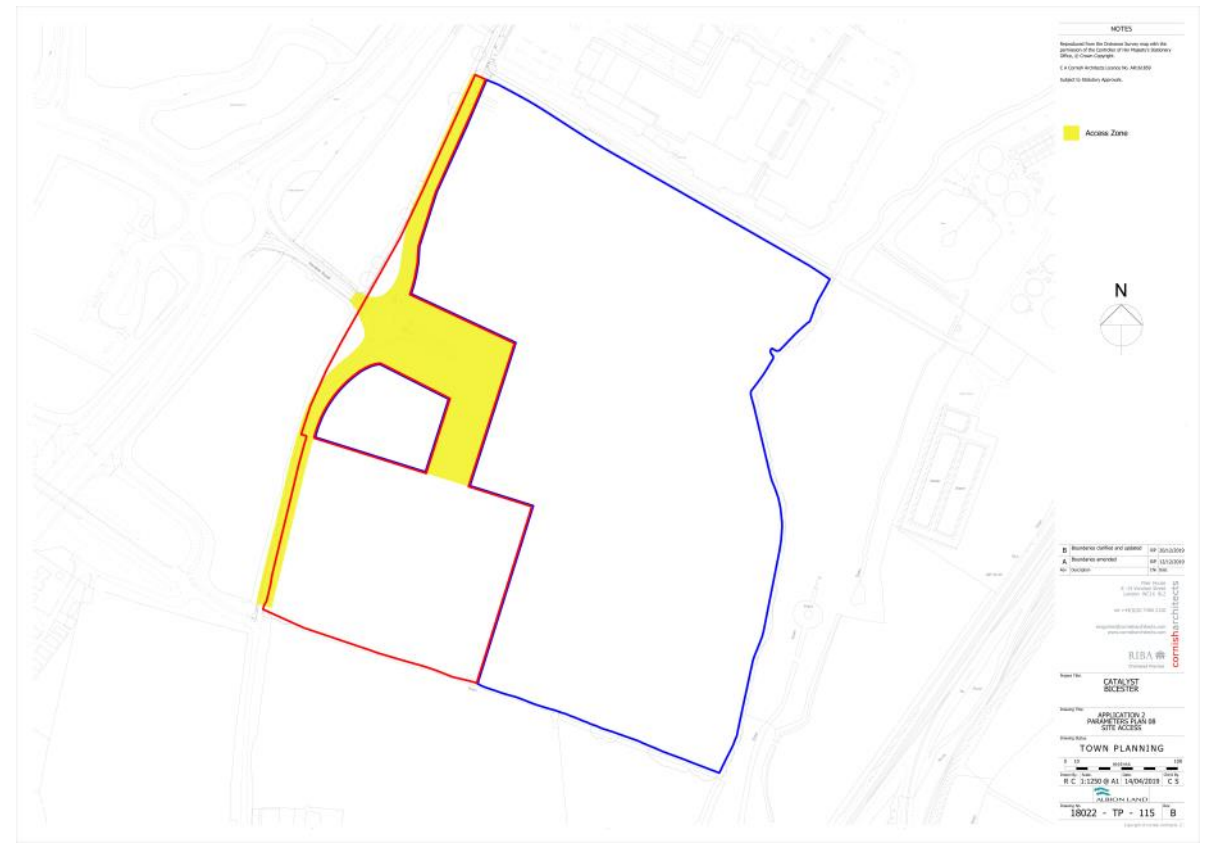
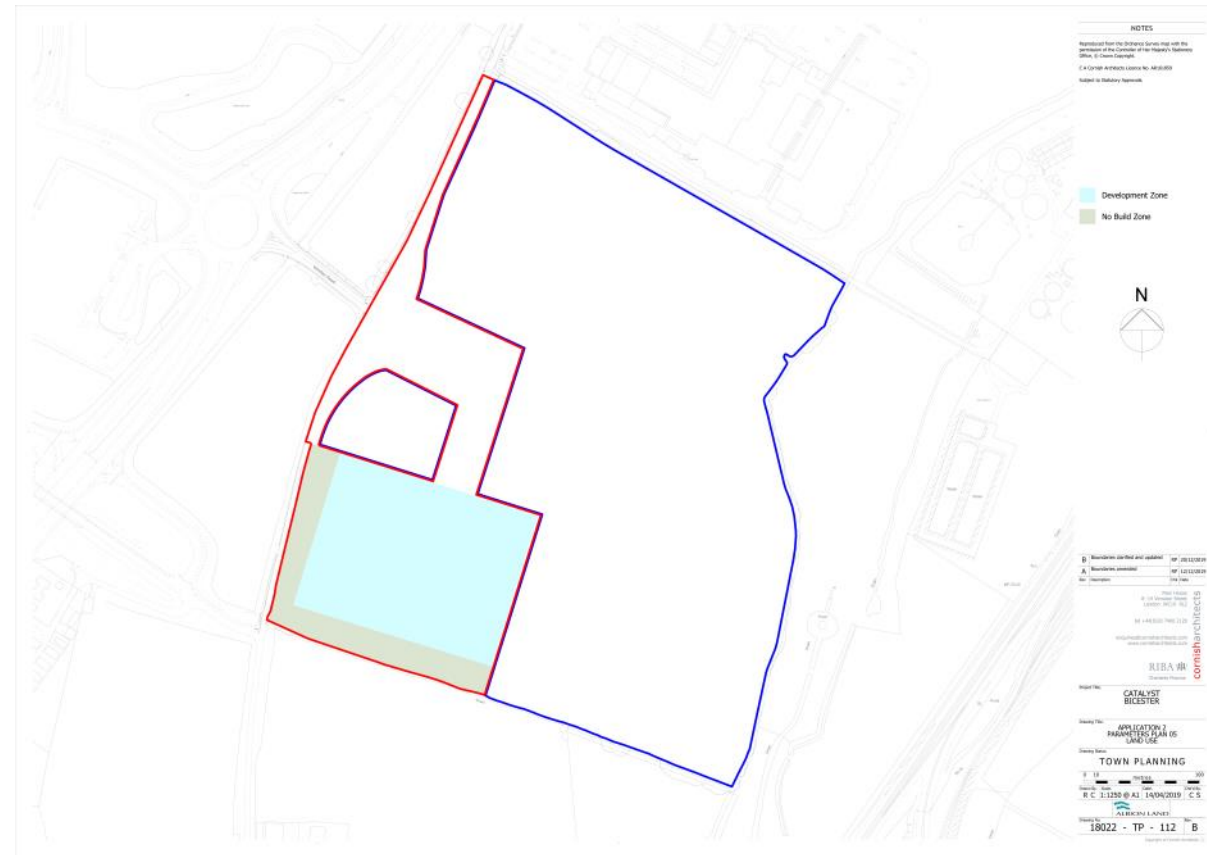
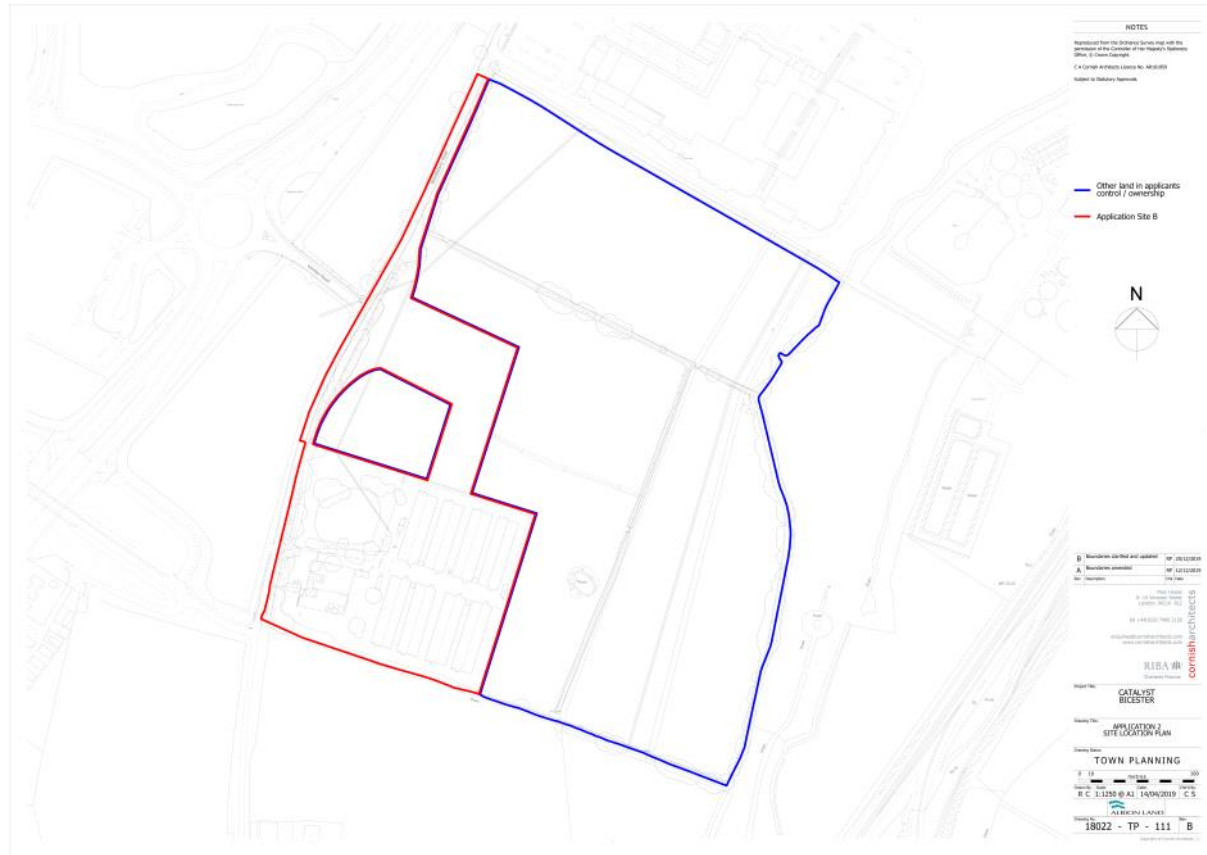
This statement should be read in conjunction with the drawings, Full Application Planning Report prepared by Quod and supporting documentation. This statement demonstrates that the matters of layout, appearance and landscape have regard to, and are in accordance with, the policies that govern the parameters and the principles set by the outline consents and the development framework plan (drawing 18022-TP-121 Rev D) agreed in that application.

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.



## 2.0 Outline Planning Parameters Drawings

The outline planning permission sought to control the scale and nature of the development by reference to a range of parameter plans included here.





### 3.0 Development Framework Plan







Fig. 01 Location Plan for Site as Existing

## 4.0 Site Context

### 4.1 The site

Bicester is a town in North Eastern Oxfordshire and the site referred to in this application, which forms part of Phase 2 of the overall development, is located to the South of the town.

Figure 01 shows the development site outlined in red. Phase 1 of the adjoining site is now complete and the David Lloyd Health and Racquets Club is under construction. The development of Phase 2 of the adjoining site is the subject of a separate application. Wendlebury Road runs parallel to the A41 along the western side of the site. Charles Shouler Way connects the new roundabout and the A41. The A41 provides excellent access to the Bicester Ring Road, the M40 and beyond.

The Site falls within the CLP allocation Policy Bicester 10, which identifies the site for knowledge industries. The employment floorspace is intended to meet known market demand for accommodation suitable for high-technology business and the wider knowledge economy. The proposed high quality Headquarters office building for Yasa Motors is fully compatible with this requirement.

The land to the west of the site has planning granted for a hotel and office and/or residential. The hotel is now complete and operational. The proposed office building is similar in height to the five-storey hotel and the consented development to the west.

The development has been designed in order to achieve a high quality and attractive development which will provide structured open spaces and have a strong landscape setting in accordance with the design aspirations of Policy Bicester 10 of the Cherwell Local Plan 2011-2031 Part 1.

The following design principles are fixed by the development framework plan (drawing 18022-TP-121 Rev D) approved at outline stage / conditioned and have been followed in developing the RMA.

- A landscape led approach to the layout
- Street hierarchy defined by the landscape led approach
- Layout and built form which addresses the open space to the East and promotes access to, and enjoyment of, the amenity spaces
- A permeable layout which provides ease of access for pedestrians and cyclists
- Tree lined primary streets and landscaped movement corridors which will provide attractive links to the surrounding landscape and existing transport networks
- Sensitively designed car parking and servicing areas
- Active frontages which will provide visual interest and interaction between the public and private realm while promoting natural surveillance of the streets
- Well defined building lines that address both the primary and secondary streets along with Wendlebury Road
- A high quality and integrated approach to building design including distinctive building entrances which will promote visual prominence and reinforce street hierarchy while creating interest within the development
- Enhanced corner treatment to the buildings which address the roundabout and site entrance



## 4.2 Photographs of Site Frontage onto Wendlebury Road



Fig. 02 Site entrance from the new roundabout on Wendlebury Road



Fig. 03 Looking South along Wendlebury Road



Fig. 04 Looking North along Wendlebury Road



## 4.2 Photographs of Site from internal access road



Fig. 05 Looking South along the internal access road



Fig. 06 Looking South West across the site



## 4.2 Photographs of Site Frontage onto Wendlebury Road



Fig. 07 Looking South along Wendlebury Road site frontage



Fig. 08 Looking East into the site from Wendlebury Road with archaeological works in progress





Fig. 09 Site Plan as Proposed

## 5.0 Design

### 5.1 Amount

The building design has been significantly influenced by the occupier Yasa Motors brief/requirements. The scheme will deliver flexible high quality office space over four floors.

The building provides 6503.2 sq m (70,000 sq ft) GIA of office accommodation together with car parking for 189 cars and cycle parking for 60 cycles.

### 5.2 Layout

The development framework plan (drawing 18022-TP-121 Rev D) shows the overall site divided into two distinct areas, the western area allocated to employment development and the eastern portion set aside for flood alleviation and ecological wetland offered to Banbury Ornithological Society. This phase of development is being brought forward by Albion Land for a specific occupier, Yasa Motors. There is, therefore, a need to follow occupier's requirements and ensure maximum flexibility so that the building fits their immediate and future needs.

As illustrated on the proposed site plan (fig. 07), the layout shows the offices positioned on the western side of the outline site. The office has a functional link to a second building on the eastern side which is the subject of a separate application. The landscape led approach to the layout creates defined routes through the site for vehicle, cycles and pedestrian access. Street hierarchy is defined by the landscape led approach with tree lined primary streets. Secondary streets define landscaped movement corridors within the site. The building entrance is located in prominent positions creating safe and pedestrian-friendly access.

The building is 'L' shaped with two glass links to the building behind creating a landscaped courtyard. The landscaping continues the other side of the glass link and draws the eye through to the courtyard. An open paved area is proposed at the entrance to the building with seating to one side. These feature create a sense of arrival, space and identity on the building approach.

The proposed development has car parking within its demise, with adequate provision of spaces including bicycle and accessible parking bays. Car parking bay sizes are of 5m x 2.5m in accordance with the Parking Standards.

The building features a double height entrance lobby with toilet facilities and ancillary accommodation on all floors. It receives good levels of natural light through full height glazing to the west, north and south elevations and strip glazing to the east elevation.

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





Fig. 10 3D massing sketch



Fig. 11 3D massing sketch



Fig. 12 Artist's Impression

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

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

### 5.3 Scale & Density

The building has a proposed finished floor level of 65.20m AOD and a parapet height of 84.95m AOD. The building is four storeys, similar in height to the five storey hotel and the proposed development already approved to the west. The elevations have different material treatments across their length, breaking up the appearance of building's mass.

The building is set in landscape parkland with attractive and extensive external amenity space including seating areas, pathways and the wetland wildlife area. This creates a low density development tailored for knowledge-based companies.

### 5.4 Appearance

The design and external appearance of the proposals (fig. 10—12) will complement the Bicester 10 design and place shaping principles and respect the surrounding area. The buildings' appearance follows the successful design concept and language adopted for Phase 1 of the adjoining site to give the appearance of a single business park.

Following the design principles set out in the approved development framework plan, proposed active frontages will provide visual interest, create a strong sense of arrival and interaction between the public and private realm. This will be further enhanced by the use of high quality details, materials and distinctive built forms along with an integrated approach to the building design.

The development has been designed to a high standard, to suit a specific occupier's Yasa Motors needs for a prestigious high quality, contemporary building that reflects their ambitions and company identity.

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

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

The building has an ordered layout rationalised by a structural grid and optimised to create efficient open plan accommodation. The proposed office would receive good levels of natural light through roof lights to the open shell areas and glazing to the ancillary accommodation.



Fig. 13 Elevations

The building's entrance is enhanced by a striking wrap-around projection detail, double-height glazed screen and feature rainscreen cladding. The enhanced corner creates an active frontage and provides visual interest. The feature canopies in black add to the visual prominence while providing a distinctive entrance .

The proposed elevations (fig. 13) show a mixture of built up, composite and rainscreen cladding along with curtain walling, windows and feature canopy.

A simple palette of colours is proposed (fig. 14) which includes dark grey frames to windows, doors and curtain walling. The composite cladding is proposed in Sirius.

The accommodation features full height glazing to provide maximum levels of natural daylight and create a stimulating working environment. The modular window size and elevational rationale has been utilised across Phase 1 and proposed phase of the adjoining site to provide a clean and unified scheme.

The rainscreen proposed for the projecting feature canopy comprises polyester powder finished aluminium panels. The projecting feature wraps around and visually contains the glazing to create a further layer of interest and emphasizes the building's entrance.

## 5.5 Landscaping & Drainage

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

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

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

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

## 5.6 Vehicle Access

The site access, from the new roundabout at the junction between Charles Shouler Way and Wendlebury Road, allows for the safe entrance and exit of vehicles up to HGV size.





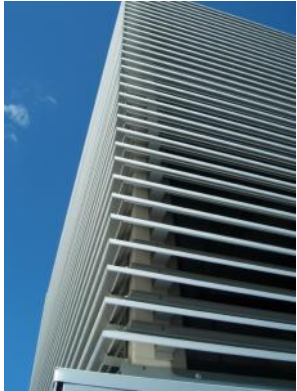
Trimotherm composite panel cladding, curtain walling, feature canopy & block paving



PPC Aluminum windows



Curtain walling entrance



PPC Aluminium Plant screen

Fig. 14 External Finishes

The development will provide good connections to existing public transport and cycleways and cycle parking is provided for staff and visitors in numbers that satisfy council standards (see table, below):

BLDG	Proposed cycle provision	Shelter
7a	60	3 x Apollo Hi-Rise shelter and two tier cycle rack
Total	60	

5.7 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 near the entrance to the building. The layout of the proposal aims to provide ease of use for people arriving and using the building.

The principle entrance doors to the building and other doors will meet / exceed the effective clear width of 800mm through doorways. Doors will be glazed and provided with manifestation as appropriate. An automatic pass door is provide adjacent to the revolving entrance door.

The issue of visually impaired building users and those with hearing impairments will be fully addressed as the project detail design is developed to comply with Building Regulations.

Within the building, two lifts, accessible WC and shower facilities are provided.

5.8 Climate Change Mitigation

The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM 'Very Good' standard'.

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, as outlined in the ESC report.

- The building 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.



6.0 Application Drawing Schedule

Drawing No	Drawing title
21023/TP/201	Site Location Plan
21023/TP/202B	Proposed Site Plan
21023/TP/203B	Proposed Site Finishes Plan
21023/TP/204	Unit 7a Ground and First Floor Plans
21023/TP/205	Unit 7a Second and Third Floor Plan
21023/TP/206	Unit 7a Roof Plan
21023/TP/207A	Unit 7a Elevations
21023/TP/208A	Unit 7a Section
21023/TP/209	Refuse Enclosure Details
21023/TP/210	Cycle Shelter Details
21023/TP/211	Sample board
21023/TP/212	Site Views

Outline drawings re-issued for information:

18022/TP/121 Rev D	Development Framework Plan
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