

CATALYST

LAND TO THE EAST OF WENDLEBURY ROAD, BICESTER

PROPOSED KNOWLEDGE ECONOMY DEVELOPMENT

RESERVED MATTERS

PURSUANT TO PLANNING PERMISSION 19/01746/OUT

DESIGN STATEMENT



March 2022

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## 1.0 Introduction

Cornish Architects have been appointed by Albion Land to prepare a detailed design proposal for commercial development targeted at knowledge based businesses on the land to the East of Wendlebury Road, Bicester.

The site benefits from a Outline permission (19/01746/OUT) for outline permission for B1 development (B1a and/or B1b and/or B1c), the part of the site subject to this reserved matters submission.

This statement has been prepared by Cornish Architects in support of a Reserved Matters Application for the commercial / employment development.

The proposed development comprises 1 unit with car parking, hardstanding and associated facilities. This falls within the parameters of the outline consent and provides the opportunity for companies to locate within a popular, accessible and highly sustainable multi-use site which benefits from good connecting routes, is easily accessible and situated within the Oxford Cambridge corridor. The proposal is influenced by the needs of a known occupier, Yasa Motors.

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.

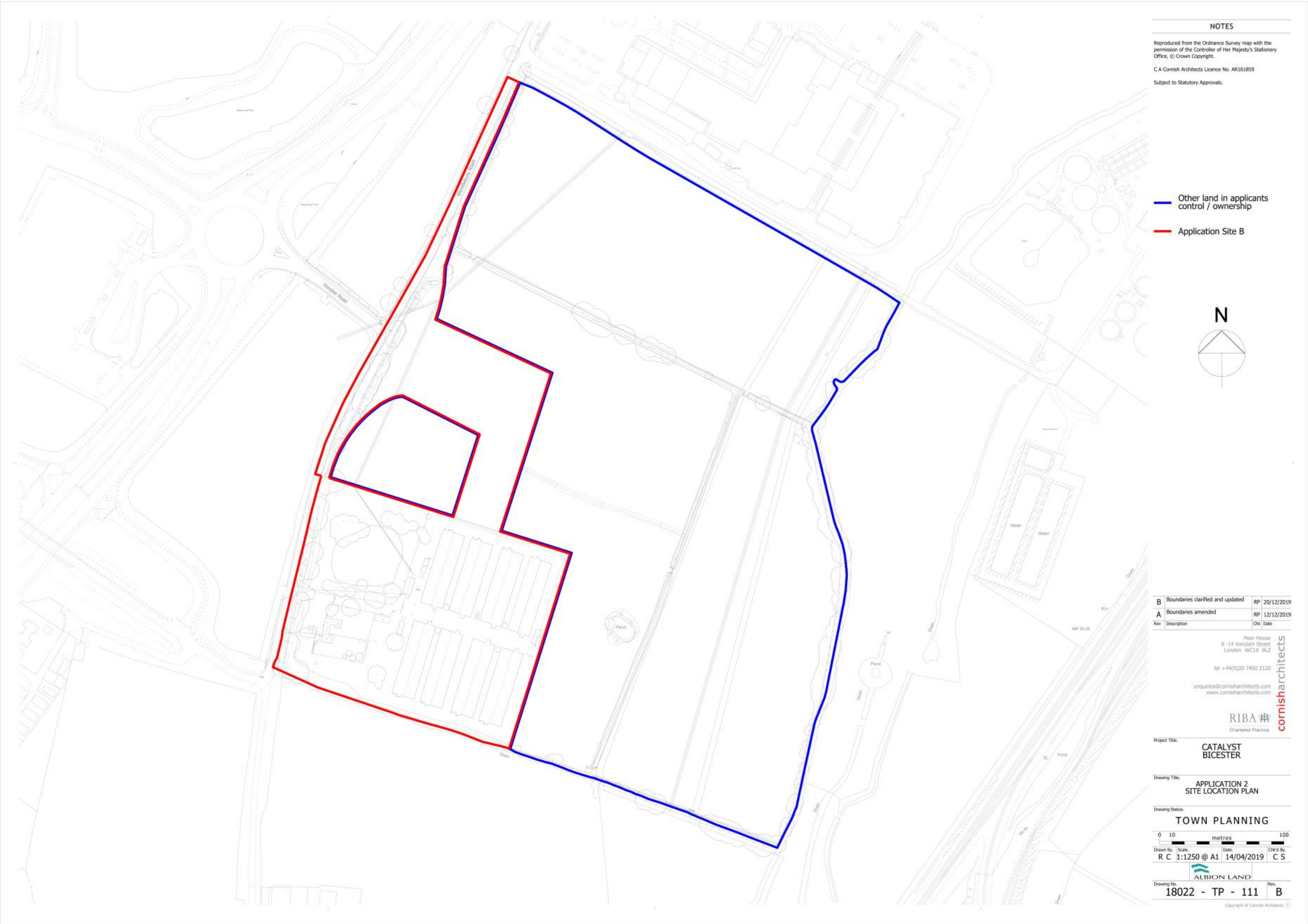
The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM 'Very Good' standard. Details of how this will be achieved is outlined in the ESC pre-assessment document, submitted with the outline application.

This statement should be read in conjunction with the drawings, Reserved Matters Compliance Report prepared by Quod and supporting documentation, and as a continuation of the Design & Access Statement produced as part of the application. This statement demonstrates that the matters of layout, scale, 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 at outline stage.

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.

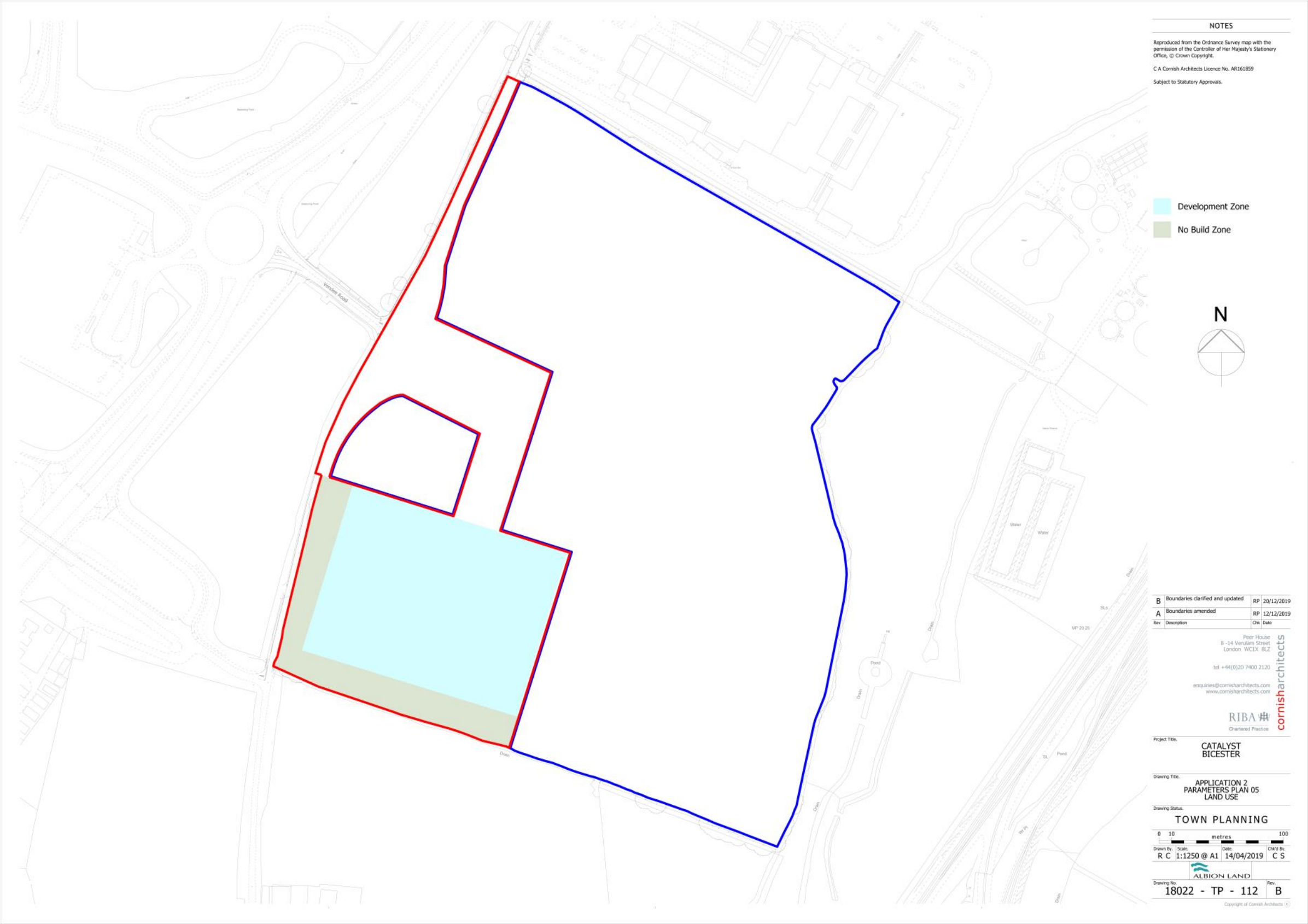
2.0 Outline Planning Parameters Drawings

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





2.0 Outline Planning Parameters Drawings (cont)

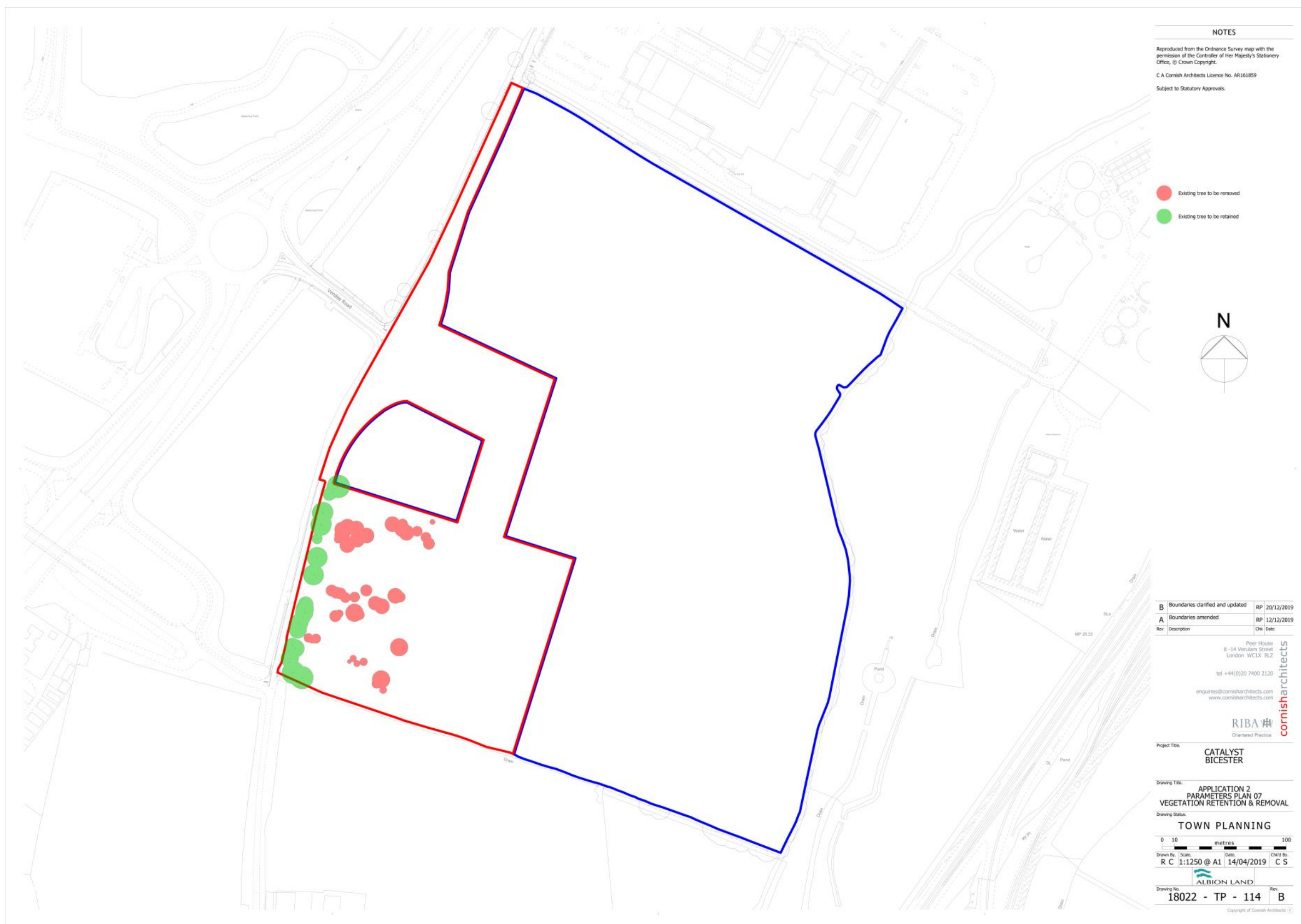


2.0 Outline Planning Parameters Drawings (cont)





## 2.0 Outline Planning Parameters Drawings (cont)



2.0 Outline Planning Parameters Drawings (cont)





### 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, for 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. It will therefore comprise a mix of uses falling within Use Class B1.

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 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 through the use of high quality architectural detailing, materials and distinctive built forms.



## 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 Frontage onto Wendlebury Road



Fig. 05 Looking South along the internal access road



Fig. 06 Looking South East across the site



Fig. 07 Site Plan as Proposed

## 5.0 Design

### 5.1 Amount

The Outline consent permits up to 10,200sqm GIA of employment floorspace (B1a, B1b and B1c uses) with a maximum of 3,570 sqm for B1a use.

The employment site has been designed in-line with the schedule of conditions attached to the outline permission and this application seeks consent for one building, Units 7b. The approximate total Gross Internal Area (GIA) of the development proposed by this application is 5,161 sqm (55,555 sqft).

The proposed scheme will deliver flexible floor space that can accommodate a range of B1 uses which is attractive to knowledge based occupiers.

### 5.2 Layout

The development framework plan (drawing 18022-TP-121 Rev D) shows the 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 tenant's requirements and ensure maximum flexibility so that the unit fits their needs.

As illustrated on the proposed site plan (fig. 07), the layout shows the unit positioned on the eastern side of the site. A second building on the western side is the subject of a separate application. The proposal continues the campus style successfully delivered in the first phase of development on the adjacent site to produce a cohesive appearance, single business park. 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. Building entrances are located in prominent positions creating safe and pedestrian-friendly entrances.

The proposal provides delivery vehicle parking at appropriate ratios for knowledge based business 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.

The unit features core accommodation incorporating an entrance lobby with toilet facilities at ground floor and allowance for accommodation at first floor.

The unit receives good levels of natural light through glazing to the ancillary accommodation spaces and the incorporation of roof lights to the open shell spaces at approximately 12% of the open shell floor area excluding the undercroft.





Fig. 08 3D massing sketch



Fig. 09 3D massing sketch



Fig. 10 3D massing sketch

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.

The high quality environment proposed will have good connections to existing public transport and cycleways. The structured landscaping which 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 height of the proposed building has been designed in accordance with parameter plan Ref: 18022\_TP\_113, which allows for a maximum building height in this phase of 76.25m AOD.

The proposed unit is similar in scale and massing to those on the adjoining site. The unit has a proposed finished floor level of 65.20m AOD and a ridge height of 76.25m AOD in accordance with the parameter plan. The building has hipped portal frames, keeping the eaves level and low, without presenting a gable end. The elevations have different material treatments across their length, breaking up the appearance of their mass which helps to further reduce their impact.

The building is set in landscaped 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. 08-10) will complement the Bicester 10 design and place shaping principles and respect the surrounding area. The buildings' appearance follows the design concept and language adopted for Phase 1 of the adjoining site.

Following the design principles set out in the approved development framework plan, proposed active frontages will provide visual interest 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 clients' and tenants' demands for a contemporary building that reflects their ambitions and company identity.

The proposed 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



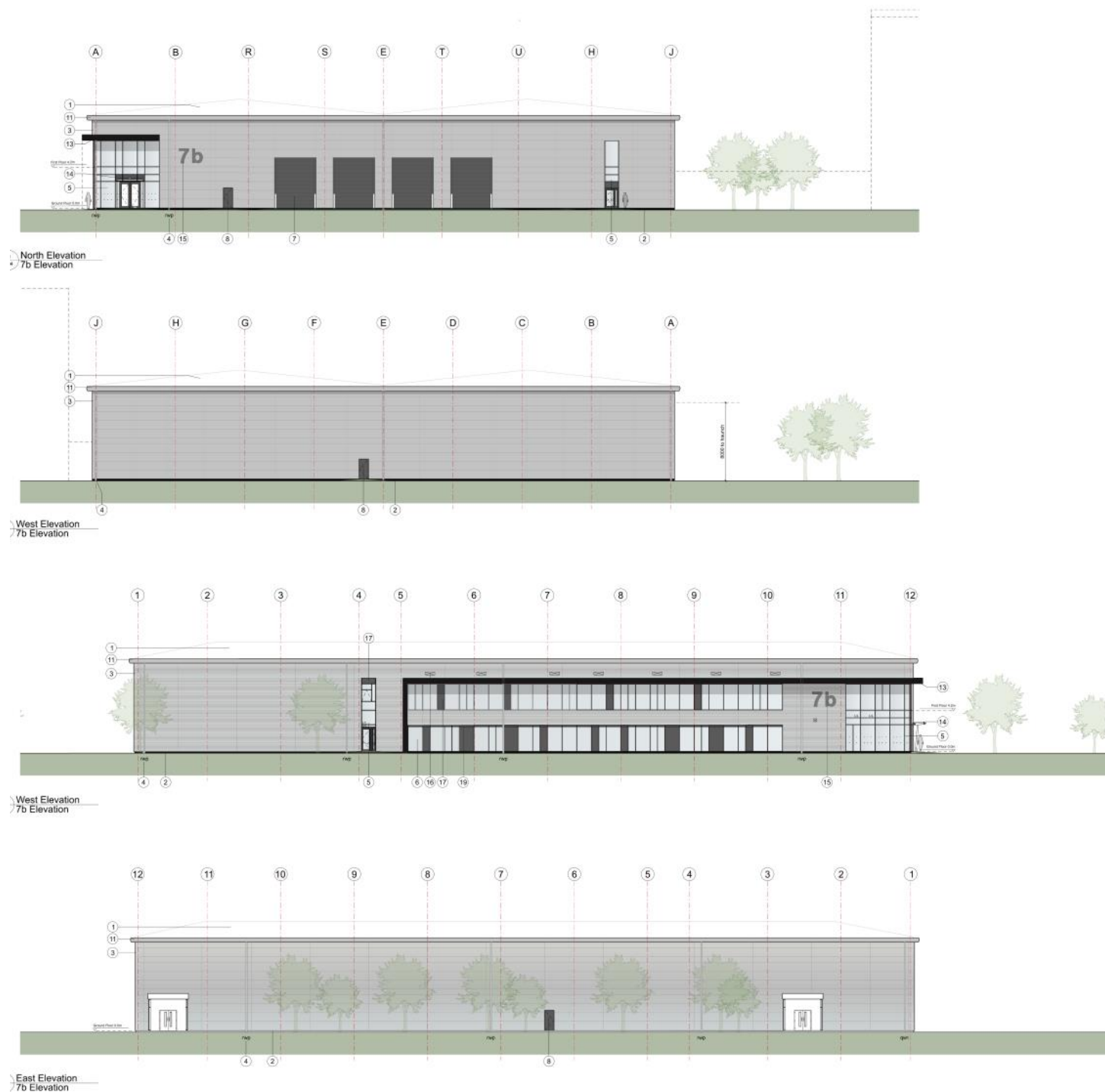


Fig. 11 Unit 7b Elevations

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 unit would receive good levels of natural light through roof lights to the open shell areas and glazing to the ancillary accommodation.

The building's entrance is enhanced by a striking wrap-around projecting canopy, full-height glazed screen, free-standing canopies 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. 11) 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. 12) which includes goosewing grey roof forms and dark grey frames to windows, doors and curtain walling. The composite cladding is proposed in Sirius. The gutter fascia is also proposed to be Sirius and the RWPs Silver. The doors to loading bays are proposed to be in Anthracite.

The ancillary accommodation features full height glazing to provide maximum levels natural daylight and create a stimulating working environment. The modular window size and elevational rationale has been utilised across all of the units on this and the adjoining site to provide a clean and unified scheme. Functional elements such as loading doors, pedestrian doors and windows provide further interest to the facades.

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 Reserved Matters 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.



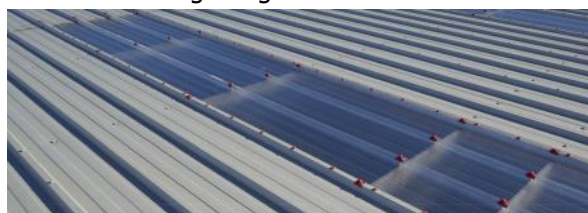
Trimotherm composite panel cladding, curtain walling, feature canopy & block paving



Loading door



PPC aluminum glazing & brise soleil



Metal profile roof & rooflight

Fig. 12 External Finishes

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 Reserved Matters 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.

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):

Unit	Proposed cycle provision	Shelter
7b	40	2 x Apollo Hi-Rise shelter and two tier cycle rack
<b>Total</b>	<b>40</b>	

## 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 buildings.

The principle entrance doors to the buildings and other doors will meet / exceed the effective clear width of 800mm through doorways. Doors will be glazed and provided with manifestation as appropriate. A canopy provides weather protection at the entrance.

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 unit, a lift, 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 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.



6.0 Application Drawing Schedule

Drawing No	Drawing title
21023/TP/101B	Proposed Site and Finishes Plan
21023/TP/102	Unit 5a Floor Plans
21023/TP/103	Unit 5a Roof Plan
21023/TP/104	Unit 5a Elevations
21023/TP/105	Unit 5a Sections
21023/TP/106	Refuse Enclosure Details
21023/TP/107	Cycle Shelter Details
21023/TP/108	Entrance Canopy Details
21023/TP/109	Sample board
21023/TP/110	Site Views

Outline drawings re-issued for information:

18022/TP/121 Rev D	Development Framework Plan
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