



10. SITE AND LANDSCAPE STRATEGY

10.1 HYDROLOGY

A Sustainable Urban Drainage System (SUDS) will be designed and implemented and will incorporate swales and below ground storage facilities, to ensure that the 1 in 100 year plus 40% climate change storm event can be contained on site.

The drainage strategy will be designed to ensure surface water run off does not exceed existing greenfield run off rates.

The proposed swales will add to and enhance the biodiversity of the development. The diverted ditch will be designed to have no greater impact on flood risk and will not increase the flood risk posed to the site or the surrounding area. It will also improve on site biodiversity.

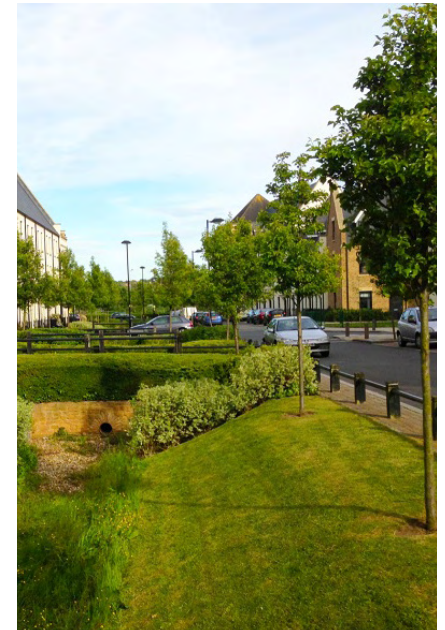


FIG. EXEMPLARS OF SuDs SYSTEM



10.2 LANDSCAPE

Early and ongoing field appraisals have been fed into the evolving proposals in order to ensure that the masterplan is 'landscape led'.

This will incorporate measures such as:

- Retention of existing mature hedgerows and trees at the Site boundaries wherever possible;
- planting of additional native species trees, hedgerows and tree belts; and
- the provision of appropriate landscape buffers to protect and enhance retained boundary features of landscape and ecological interest.





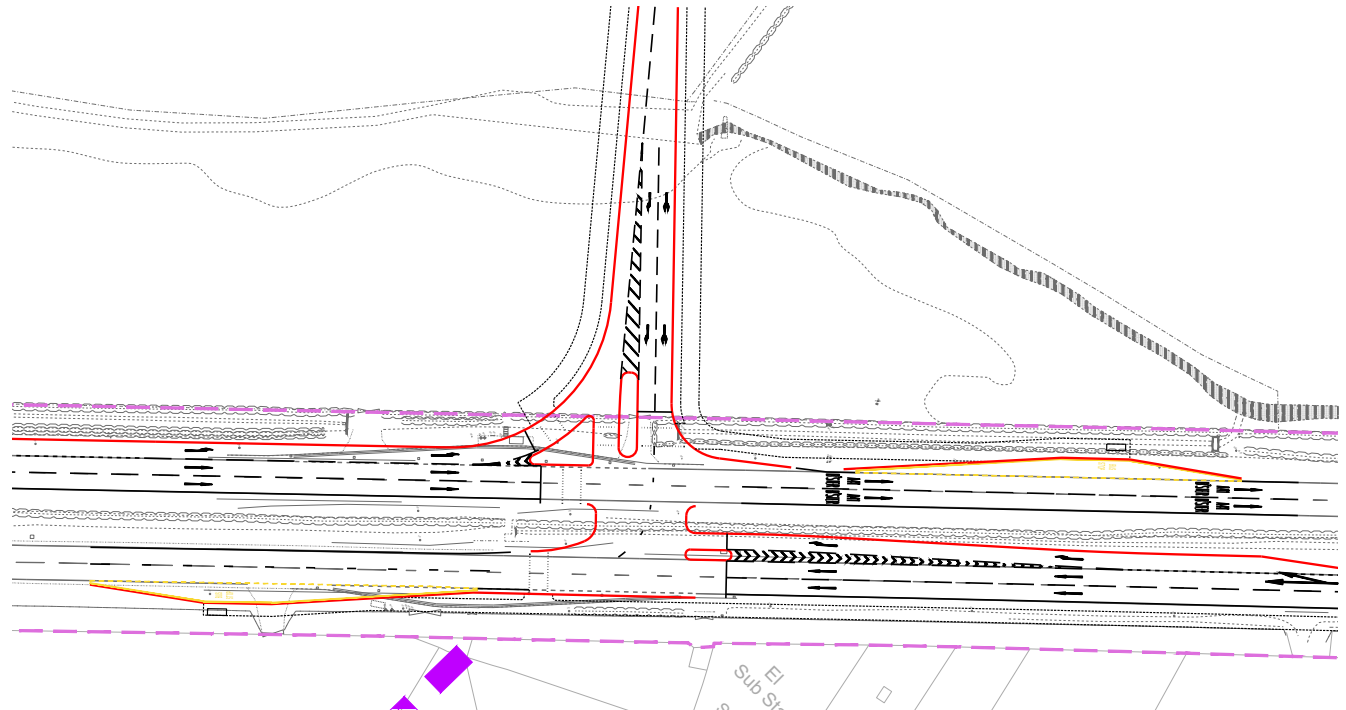
10.3 ACCESS

The existing bus stops on the A41 will be relocated and improved within the new signalised junction, with shelters provided and real time bus information displayed. The proposed signalised site access incorporates dedicated crossing points providing safe access for pedestrians and cyclists when accessing the site, bus stops and surrounding area from Wendlebury on the opposite side of the A41.

The site is well located to the National Cycle Network, with Route 51 located to the north east. This is identified as a lightly trafficked route and provides good connectivity to Bicester. A shared pedestrian and cycle route that connects the site access with National Cycle Route 51 is being explored with Oxfordshire County Council.

Approximately 474 car parking spaces (including accessible and EV charging spaces) and cycle parking provision is proposed to meet the requirements of Siemens Healthineers, and has been discussed and subsequently agreed with Oxfordshire County Council Highways.

A Travel Plan will be operated to encourage employees to make use of more sustainable modes of transport and reduce car based transport.



PLAN SHOWING THE PROPOSED SIGNALISED JUNCTION ACCESS FROM THE A41 AND BUS STOPS (YELLOW)



10.4 SERVICE YARDS

The service yard is generally set out with 50m depth to accommodate the full turning circle of an HGV within the parking and circulation zones, while allowing vehicles to carry on loading at the adjacent loading docks.

10.5 PEDESTRIANS AND CYCLISTS

A new 3m wide footpath / cycleway will be provided along the proposed estate road, with on-site dropped kerb crossings available to ensure the safety of those crossing the roads and 80 cycle stands are to be provided on site.



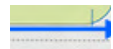
CAR SITE ACCESS



CARS ACCESS



VISITORS



LORRY ACCESS



DELIVERIES ACCESS



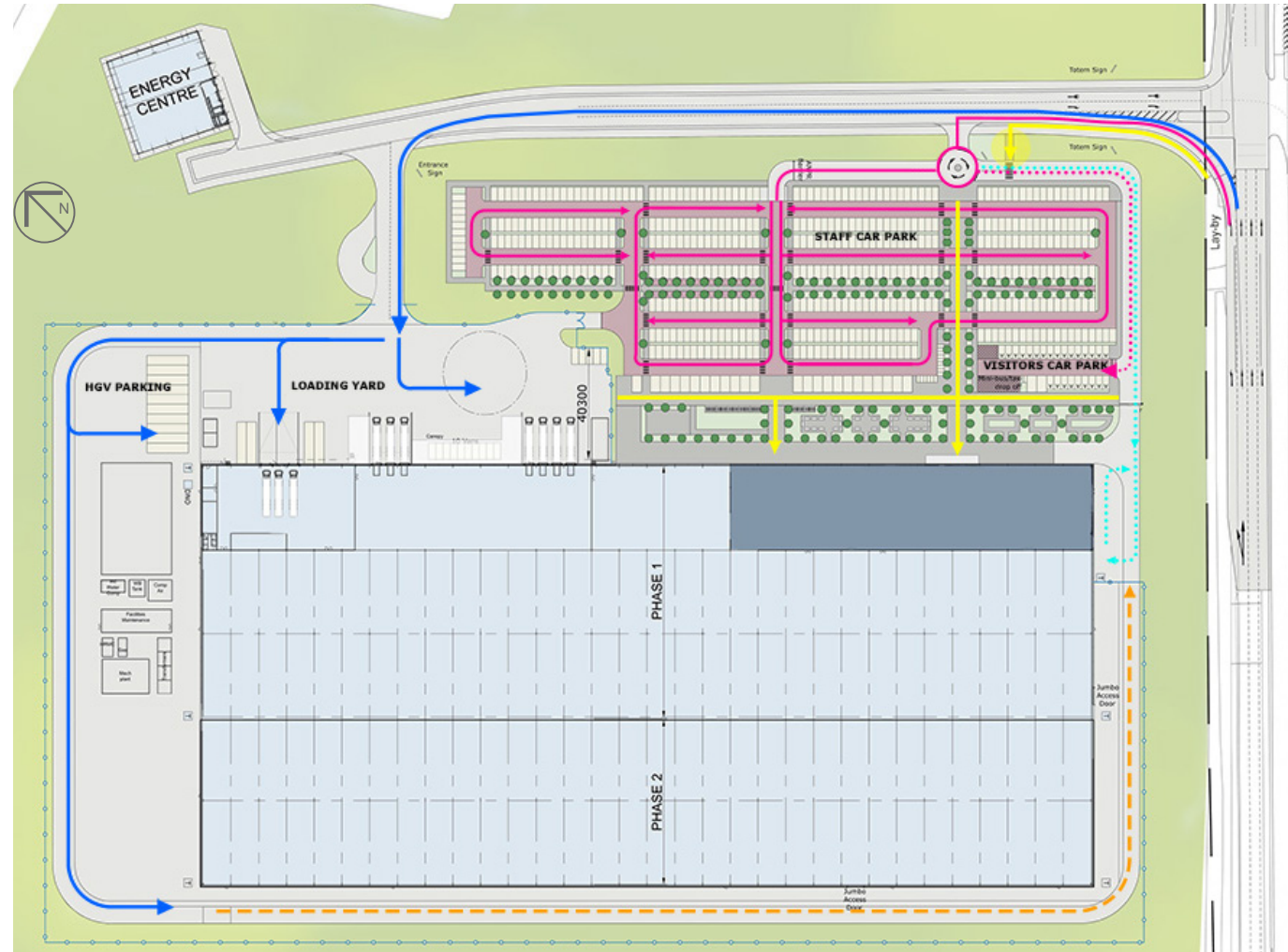
EMERGENCY FIRE ACCESS



PEDESTRIANS SITE ACCESS



PEDESTRIANS ACCESS



SITE ACCESS DIAGRAM



FIG. SITE ENTRANCE CGI



11. SUSTAINABILITY

Both Siemens and Tritax Symmetry recognise the essential role of the built environment in delivering sustainable development. We understand and embrace the need to have a positive impact on the environment.

We therefore adopt a holistic approach to creating energy efficient buildings, sensitive to the climate and environment. We believe that the approach to sustainable development must be tailored for every project to meet the needs of the client and the requirements of the project stakeholders. Achieving sustainable development forms part of the planning system.

It has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).

EV Charging points

As per number of active EVC determined, each active vehicle charging by is served by a 7.2KW Type 2 Mode 3 socket providing fast charging. 120 EV charging spaces provided, and additional ducting to future proof the remainder of the car park.

Photovoltaic Panels

Each phase of the development will be provided with Photovoltaic Panel array of approximately 1550sq.m producing up to 380kW peak, depending on final selection of modules with a potential energy output of 323,000kWhr per annum. It is intended that the full output of the photovoltaic panels array is utilised on site to maximise the Carbon reduction for the building



FIG. SUSTAINABLE SOLUTIONS IMAGES

12. SUSTAINABILITY SUMMARY

The development will:

- Be delivered to 'net zero carbon in construction' to accord with the UK Green Building Council's definition.
- Achieve a minimum BREEAM rating of Excellent for the fit out certificate.
- Achieve a minimum EPC rating A.
- Incorporate substantial on site renewable energy generation through solar PV coverage on the roof.
- Provide on-site cycle storage and shower facilities in order to encourage employees to cycle to the site.
- Provide 120 Electric Vehicle Charging points for staff and visitors.
- Provide on-site amenity facilities including staff restaurant, gym and well-being facilities.
- Deliver substantial and varied job opportunities for the local community.
- Deliver social benefits from employment generation including security, improved living standards, social cohesion and health benefits.
- Deliver a high design quality of both the built and landscaped environment, which would have a positive social impact on users of the development.
- Deliver a package of ecological and landscaping enhancements, including Sustainable Urban Drainage systems, net biodiversity gain, along with other measures to address climate change and minimise waste.





13. CONCLUSION

SH is a world leader in the production of superconducting magnets used in Magnetic Resonances Imaging (MRI) scanning technology who continue to push forward the effectiveness of this technology. This technology is used by health care professionals to look at organs and structures within our bodies, often used in the early diagnosis of serious health conditions.

It is paramount that companies such as SH can continue research and development, and manufacture of ever improving MRI technology to enable prevention and cure of illness and disease. The existing facility in Eynsham, Oxfordshire is no longer fit for purpose and is restricting SH ability to further develop their technology. As such it is essential for the organisation to invest in a new facility.

SH have undertaken an extensive and exhaustive global search for its new facility. It was decided that the facility should remain in Oxfordshire due to the long history associated with superconductive magnets in Oxfordshire, this is testament to Oxfordshire and the residents.

After the detailed site search was complete, based on specific brief requirements it was decided that the application site was the most appropriate. This application site is the only site that has the capacity to accommodate the scale of SH's operation and be delivered within its operational timeframe. It is estimated that by up to 1,200 skilled jobs will be created when the facility is fully operational.

SH are a responsible employer who puts great focus on social responsibility and positively impacting the local community. The proposed move to the application site will

allow SH to further grow and enhance their social value.

The building design has been undertaken collaboratively by a carefully selected list of design and engineering consultants with a vast wealth of experience in delivering projects of a similar nature. Due diligence was given to visual impact, impact on the landscape, transport network, ecology and the immediate and wider context.

The building design has been through a rigorous design process. The team has responded to the constraints and opportunities and to SH detailed design brief. This has been outlined throughout the body of this document. Generally, the proposal will improve traffic safety with the introduction of a signal controlled junction and reduction in speed limit.

The landscape and ecology consultants have demonstrated how the proposed development will improve the landscape and biodiversity. Industrialised farmland provides very poor landscape and biodiversity and by careful landscape design this can be improved in the context of a new building.

On balance, the delivery of this project will provide more positive benefits; in the form of life saving technology, provision of jobs, control of visual and contextual impact. This is over and above any perceived negative impact.





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