

CATALYST

LAND TO THE EAST OF WENDLEBURY ROAD, BICESTER

PROPOSED KNOWLEDGE ECONOMY DEVELOPMENT

RESERVED MATTERS FOR RM4  
PURSUANT TO PLANNING PERMISSION 19/01740/HYBRID

DESIGN STATEMENT

REV C



MAY 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 Hybrid permission (19/01740/HYBRID) for outline permission for B1 development (B1a and/or B1b and/or B1c).

This statement has been prepared by Cornish Architects in support of a Reserved Matters Application for part of Phase 2 of the commercial / employment development.

The proposed development comprises 5 units 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.

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.

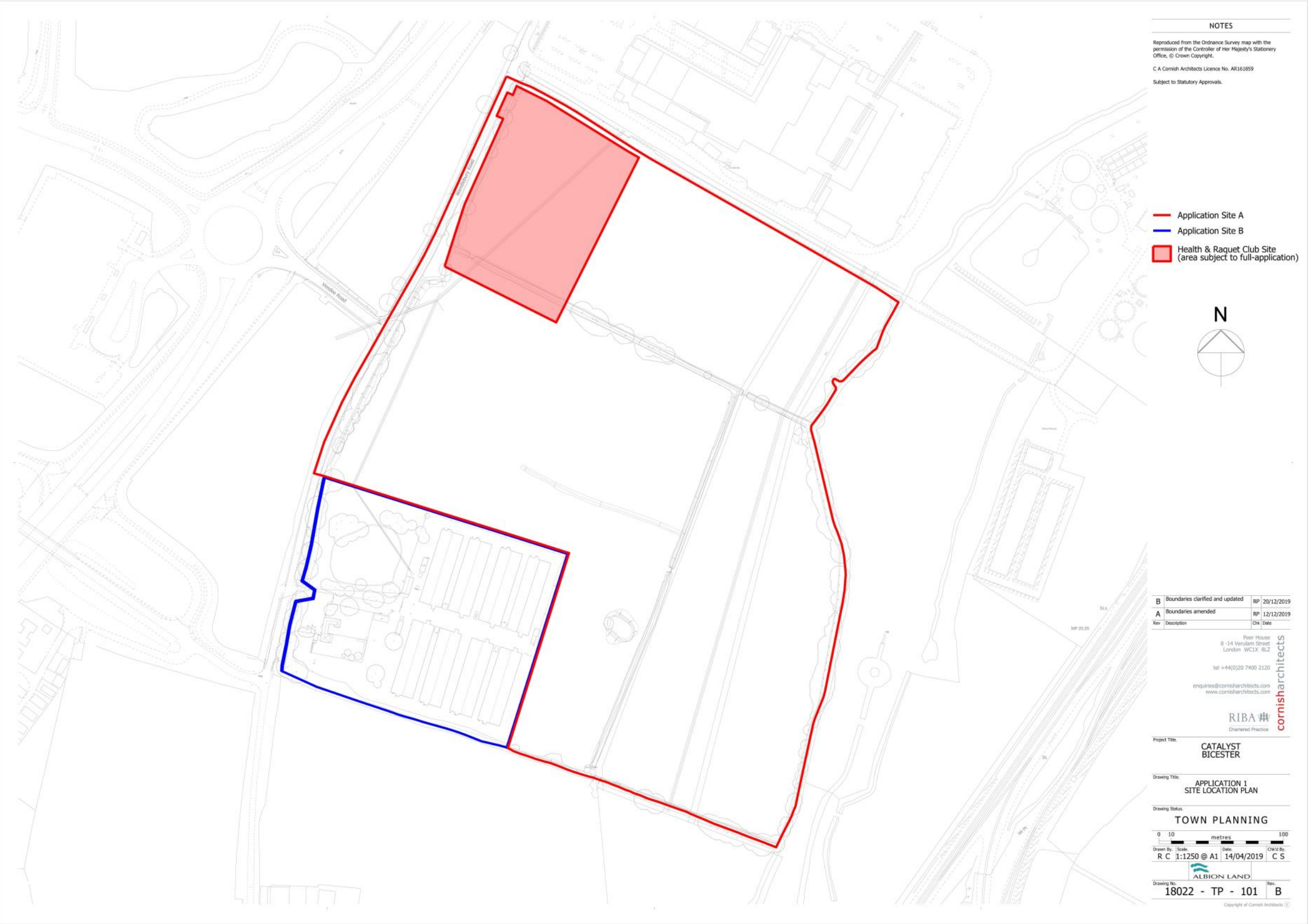
The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM 'Very Good' standard. Details of how this will be achieved is outlined in the ESC pre-assessment document, submitted with the hybrid application.

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 hybrid 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.

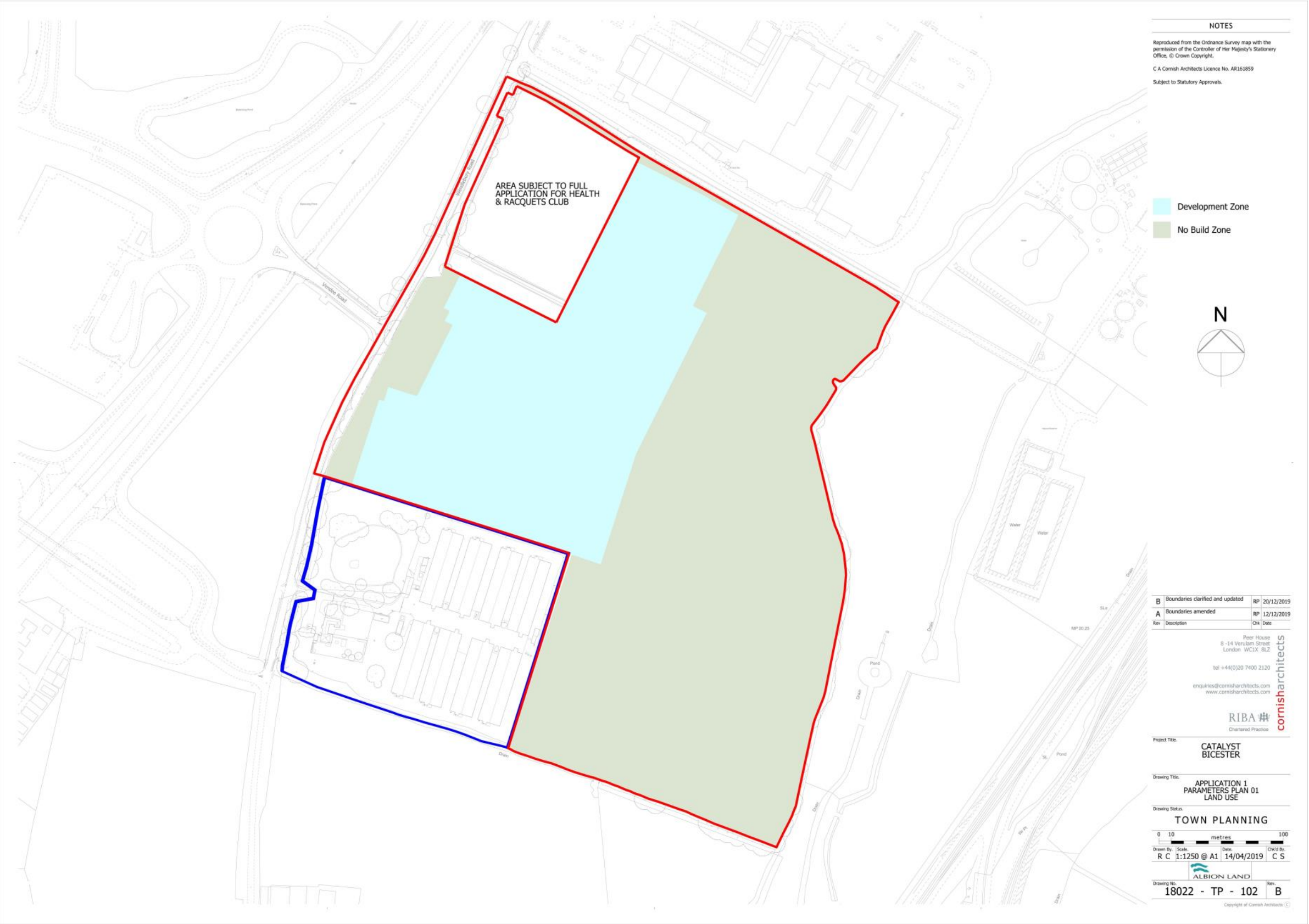
New developments can have a significant effect on the character and quality of an area as they define spaces, streets and vistas and when well designed, their effects will be to the benefit of the area. It is recognised that good design can help promote sustainable development, improve the quality of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



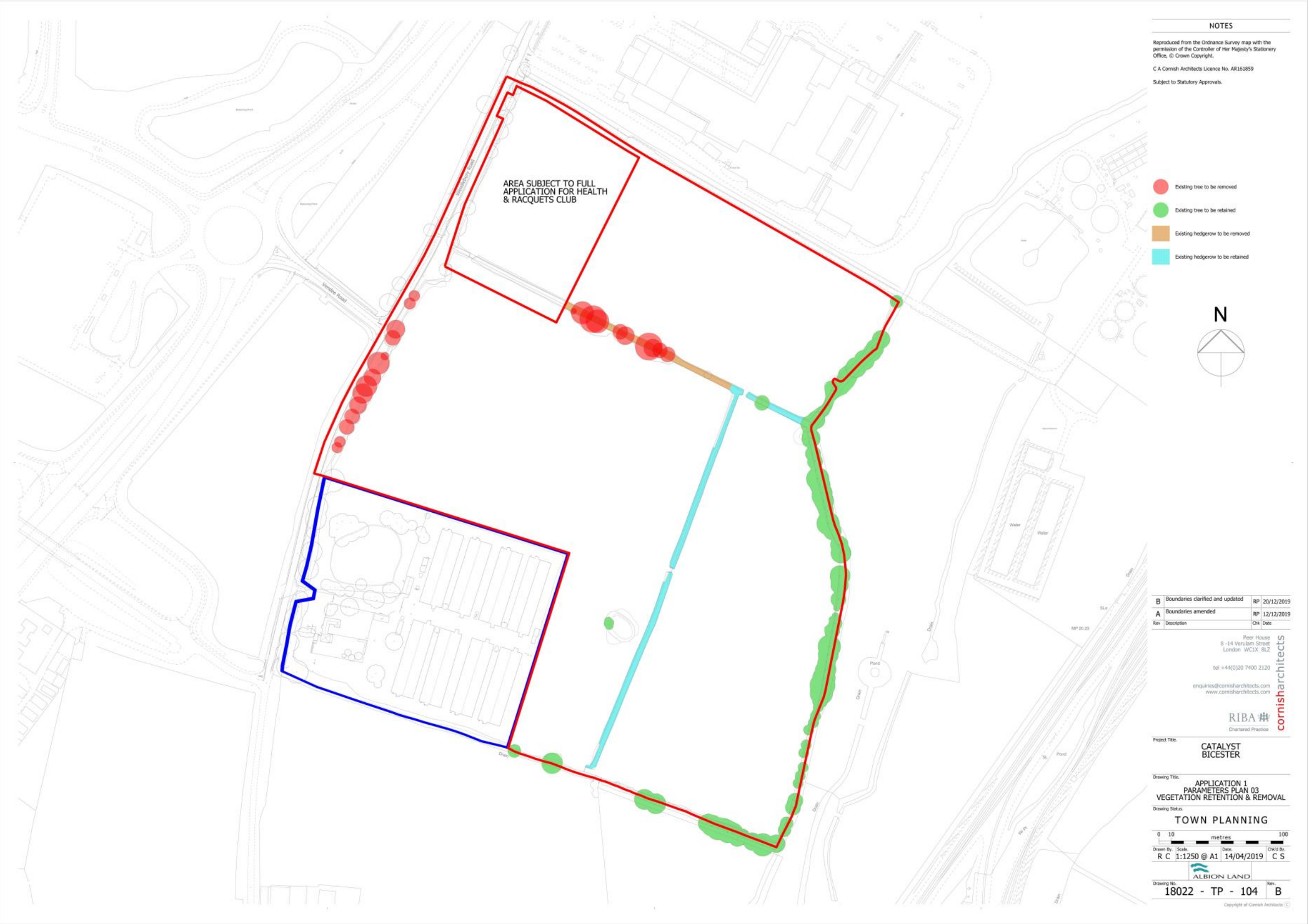
2.0 Outline Planning Parameters Drawings (cont)



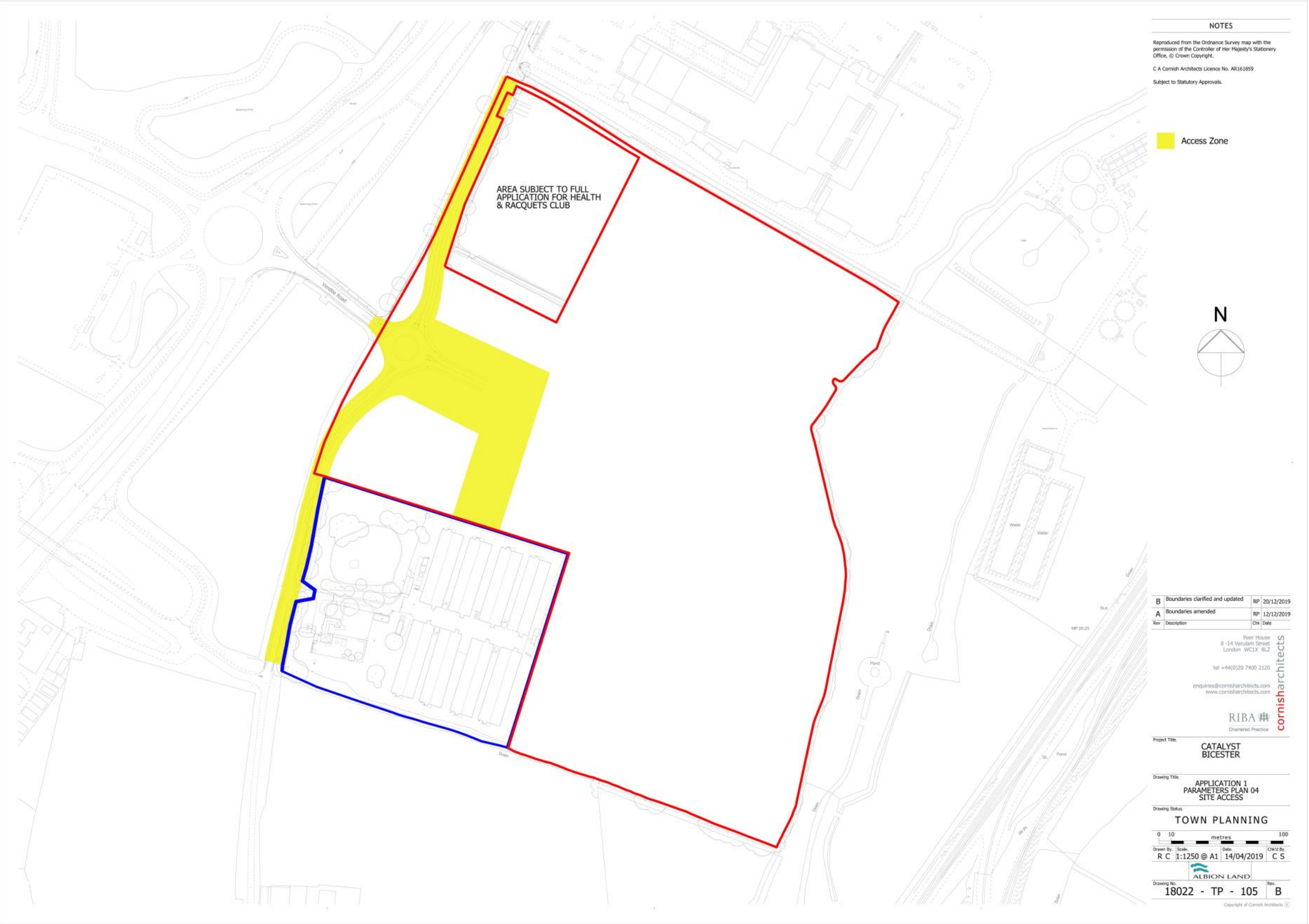
2.0 Outline Planning Parameters Drawings (cont)



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

## 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, with the plot boundary for Phase 2, in red. Phase 1 is now complete and the David Lloyd Health and Racquets Club is under construction. 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.

This part of Phase 2 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 North along the internal access road



Fig. 06 Looking South along the internal access road



Fig. 07 Site Plan as Proposed

## 5.0 Design

### 5.1 Amount

The hybrid consent permits up to 16,800sqm GIA of employment floorspace (B1a, B1b and B1c uses) with a maximum of 5,880sqm for B1a use. Phase 1 consent permits 5,490 sqm GIA of employment floorspace.

The employment site has been designed in-line with the schedule of conditions attached to the hybrid permission and this application seeks consent for four buildings comprising five units, Units 5, 6, 7, 8 & 9. The approximate total Gross Internal Area (GIA) of the development proposed by this application is 11,310 sqm (121,740 sqft). This represents the balance of the planning permission for this part of the business park.

The proposed scheme will deliver flexible floor space that can accommodate a range of B1 (E(g)) uses which is attractive to knowledge based occupiers. The adjacent Health and Racquets Club, currently under construction, will complement the delivery of B1 uses across the site.

### 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 second phase of development is being brought forward by Albion Land speculatively. Albion / forward funder knowledge and experience of latest market demand has informed unit size, etc. to ensure maximum flexibility so that the units fit likely occupier needs.

As illustrated on the proposed site plan (fig. 07), the layout shows units which differ in size and this allows for greater flexibility across the site. The proposal continues the campus style successfully delivered in the first phase 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.

Each unit features core accommodation incorporating an entrance lobby with toilet facilities at ground floor and ancillary accommodation at first floor.

All units receive good levels of natural light through glazing to the ancillary accommodation spaces



Fig. 09 3D massing sketch



Fig. 10 3D massing sketch

and the incorporation of roof lights to the open shell spaces at approximately 12% of the open shell floor area excluding the undercroft.

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 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.

The layout refers to the consultee feedback on the earlier (now withdrawn) RM submission and comments taken on board in preparing this Reserved Matters Application.

### 5.3 Scale & Density

The heights of the proposed buildings have been designed in accordance with parameter plan Ref: 18022\_TP\_103, which allows for maximum building heights in this phase of 76.50m and 76.25m AOD.

The proposed units are similar in scale and massing. The scheme proposes that the units have a maximum ridge height below the consented 76.25m and 76.50m AOD in accordance with the parameter plan. The buildings have 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 buildings are 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. 09-12) 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.

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



Fig. 11 3D massing sketch



Fig. 12 3D massing sketch

contemporary buildings that reflect their ambitions and company identities.

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

The elevational treatment to the corner entrances of the buildings addresses the landscaped streets and green corridors. The building entrances are enhanced by a striking wrap-around projection detail, full-height glazed screen, free-standing canopies and feature rainscreen cladding. These enhanced corners create active frontages and provide visual interest. The feature canopies in black add to the visual prominence while providing a distinctive entrance to each unit.

The proposed elevations (fig. 13—16) show a mixture of built up, composite and rainscreen cladding along with curtain walling, windows and feature canopies.

A simple palette of colours is proposed (fig. 17) which includes goosewing grey roof forms and dark grey frames to windows, doors and curtain walling. The built up cladding is in Zeus and the composite cladding is proposed in Sirius. The rainscreen cladding is proposed to be silver. The gutter fascia is 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 of natural daylight and create a stimulating working environment. The modular window size and elevational rationale has been utilised across all of the units 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 and the feature cladding 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 entrances. The feature rainscreen cladding is also proposed for the north elevation of Unit 8 facing onto the green corridor linking through to the landscaped amenity area.

The composite cladding and double height glazing are located around the cores and ancillary accommodation, which breaks down the scale and mass of the buildings. Locating the core and ancillary accommodation to the front facades of each building provides good accessibility and assists

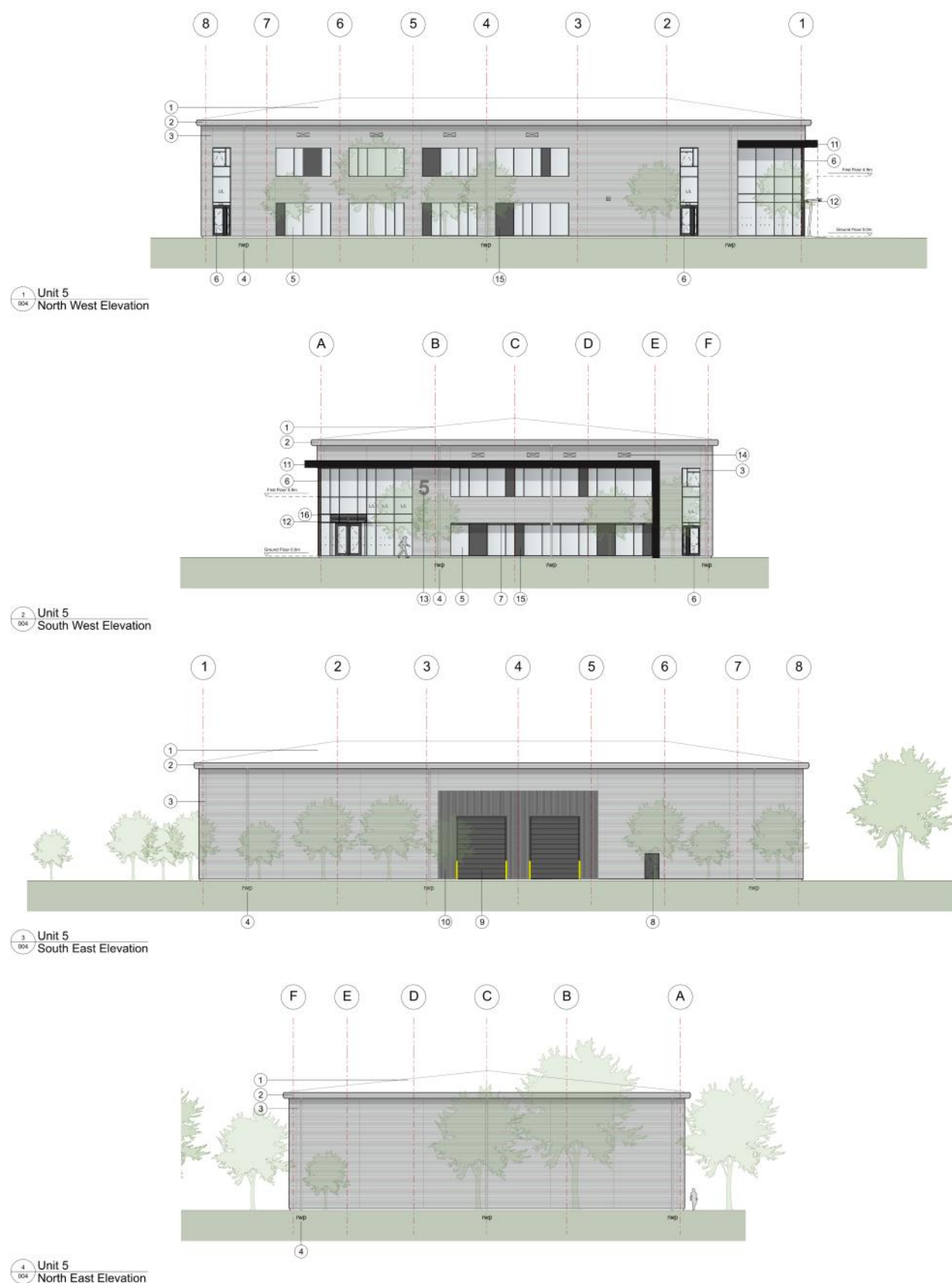


Fig. 13 Unit 5 Elevations

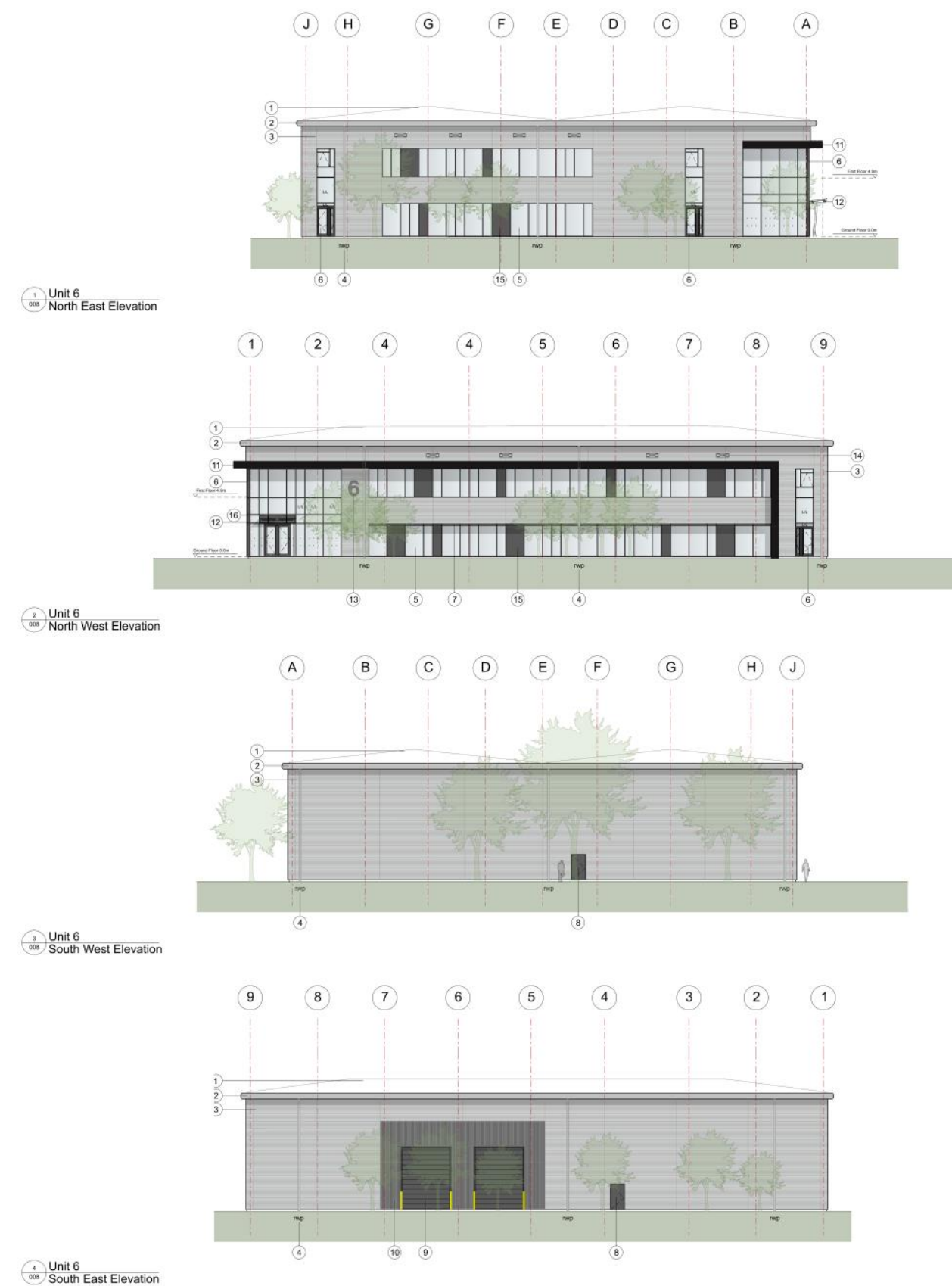


Fig. 14 Unit 6 Elevations

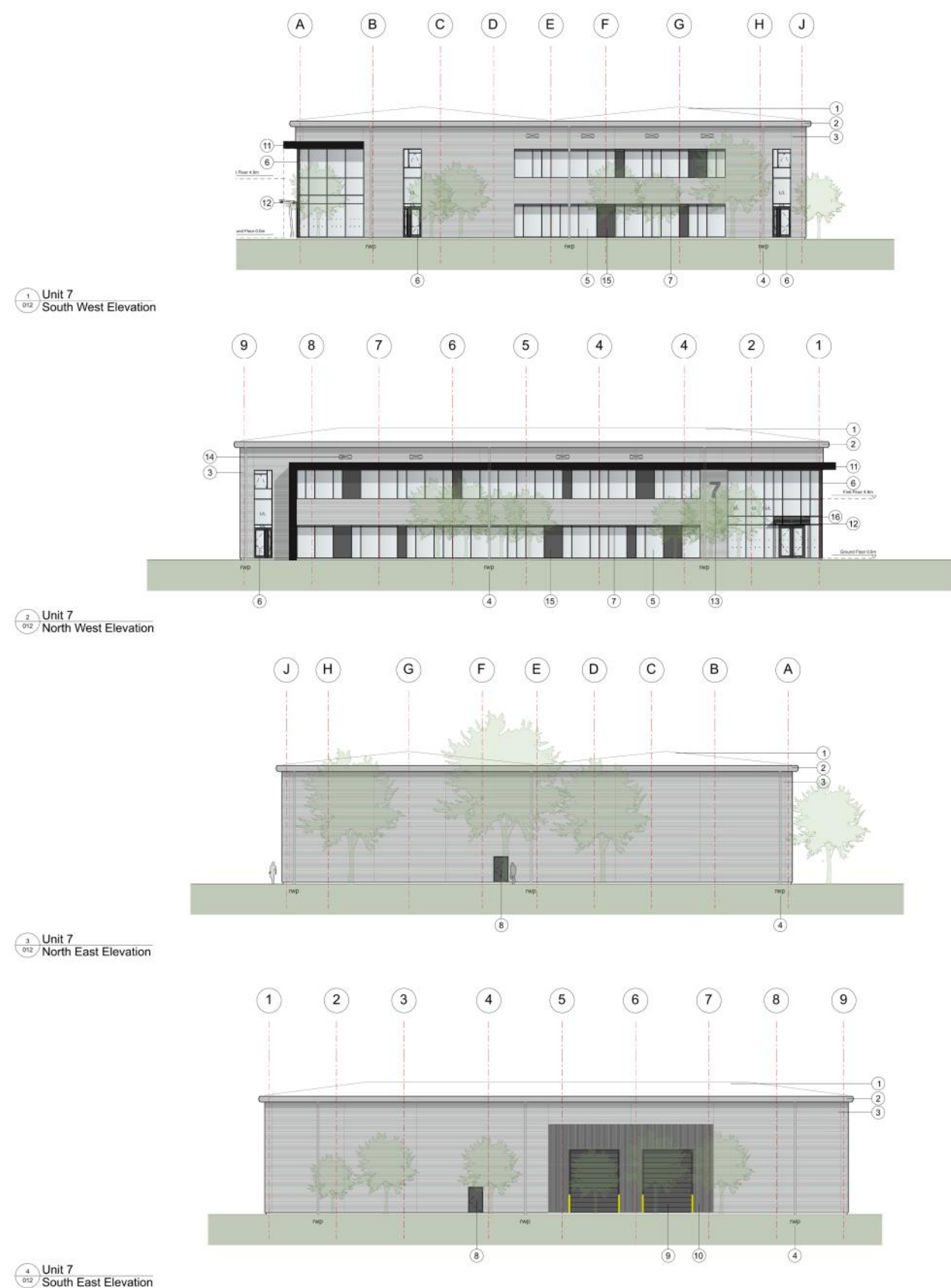


Fig. 15 Unit 7 Elevations

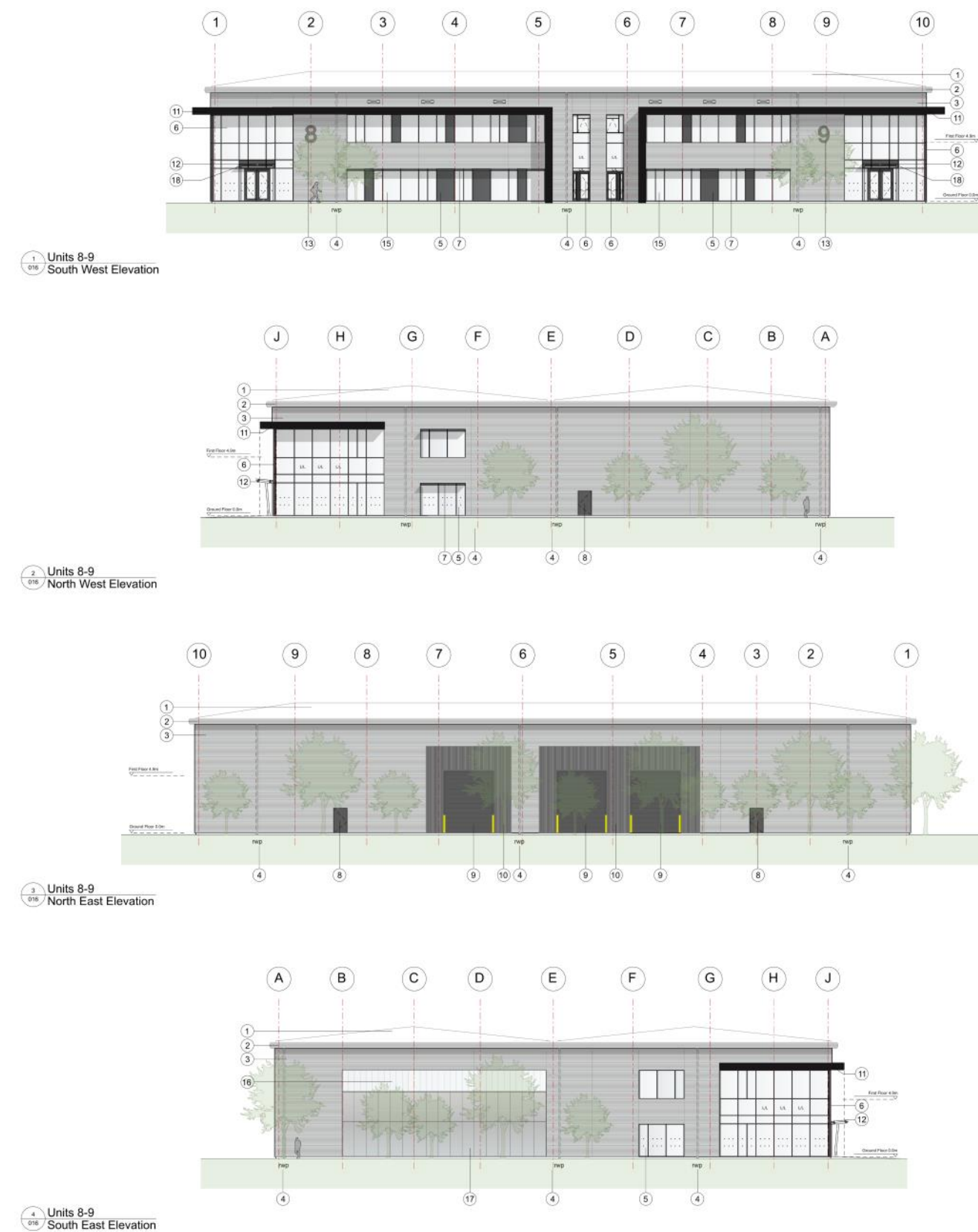


Fig. 16 Units 8 and 9 Elevations



Trimotherm composite panel cladding, curtain walling & feature canopy



PPC aluminum rainscreen & translucent cladding



PPC aluminium glazing & brise soleil



Metal profile roof & rooflight



Vertical metal profile cladding & loading door

Fig. 17 External Finishes

visitors with orientation.

## 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. (fig 18)

The landscape proposals for RM4 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 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
5	20	1 x Apollo Hi-Rise shelter and two tier cycle rack
6	24	1 x Apollo Hi-Rise shelter and two tier cycle rack
7	24	1 x Apollo Hi-Rise shelter and two tier cycle rack
8	20	1 x Apollo Hi-Rise shelter and two tier cycle rack
9	16	1 x Apollo Hi-Rise shelter and two tier cycle rack
<b>Total</b>	<b>104</b>	



Fig. 18 Laird Bailey Landscape Plan

## 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 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. 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 units, 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.
- 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.
- Installation of electric vehicle charging points to serve 25% of car park spaces.

## 6.0 Application Drawing Schedule

Drawing No	Drawing title
22011/TP/001E	Proposed Site and Finishes Plan
22011/TP/002A	Unit 5 Floor Plans
22011/TP/003	Unit 5 Roof Plan
22011/TP/004	Unit 5 Elevations
22011/TP/005	Unit 5 Sections
22011/TP/006A	Unit 6 Floor Plans
22011/TP/007	Unit 6 Roof Plan
22011/TP/008	Unit 6 Elevations
22011/TP/009	Unit 6 Sections
22011/TP/010A	Unit 7 Floor Plans
22011/TP/011	Unit 7 Roof Plan
22011/TP/012	Unit 7 Elevations
22011/TP/013	Unit 7 Sections
22011/TP/014	Unit 8/9 Floor Plans
22011/TP/015	Unit 8/9 Roof Plan
22011/TP/016	Unit 8/9 Elevations
22011/TP/017	Unit 8/9 Sections
22011/TP/018	Refuse Enclosure Details
22011/TP/019	Cycle Shelter Details
22011/TP/020	Entrance Canopy Details
22011/TP/021	Sample board
22011/TP/022	Site Views

### Outline drawings re-issued for information:

18022/TP/121 Rev D	Development Framework Plan
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