



**DESIGN & ACCESS STATEMENT**

**BICESTER GATEWAY (PHASE 1B)  
BICESTER**

**FOR**

**BICESTER GATEWAY LTD.**

aja architects llp  
1170 Elliott Court  
Herald Avenue  
Coventry Business Park  
Coventry  
CV5 6UB



View from south approaching Unit F

<b>CONTENTS</b>	<b>PAGE</b>
1.0 Introduction	4
2.0 Existing Site	4 - 6
3.0 Planning Policies	6
4.0 Context	7 – 8
5.0 Design and Access	8 - 19
6.0 Summary	20

## **1.0 INTRODUCTION**

### **1.1 Brief**

AJA Architects is appointed by Bicester Gateway Ltd to act as Architects for the Bicester Gateway development, Phase 1B, for the approval of reserved matters, comprising access, appearance, layout, scale and landscaping for the approved outline permission ref: 16/02586/OUT to deliver B1 employment based buildings.

Following the successful opening of the Holiday Inn Express and completion of four units and the David Lloyd Leisure at the adjoining Catalyst development, there is now demand for multi-let style 'tech box' buildings at Bicester Gateway. Enquiries continue from companies in the quaternary sector looking for space capable of housing their technical space, R&D and engineering functions. The Bicester Gateway development is intended to provide for a range of floor areas to accommodate knowledge economy organisations at differing stages of the business growth curve.

A key part of the brief is for the Design Team to achieve BREEAM 'excellent', thereby demonstrating the strong sustainability credentials of Bicester Gateway, going beyond the requirements of policy and the outline planning permission granted in 2017.

### **1.2 Design Proposals**

The design and access statement reflects on the process that has led to the development proposals. The proposed scheme design is explained through various sections. The accompanying drawings have been produced to meet the client brief, following a study of the site setting and documentation already approved by the District and County Councils.

This statement provides a summary of the considerations taken into account in determining the design and access for this development.

## **2.0 EXISTING SITE**

### **2.1 General**

The application site comprises 2.72 hectares and whilst presenting as part of the town of Bicester, sits within Chesterton Parish part of the administrative area of Cherwell District Council.



## 2.2 Extent

The site is set between the A41 and Wendlebury Road and is on the south side of Charles Shouler Way. The hotel (Phase 1A) is located on the opposite side of Charles Shouler Way, to the north. The site generally comprises of dense vegetation to its perimeter, except for the northern boundary.

## 2.3 Existing Uses

The site is currently vacant but generally quite level. There is a redundant slip-road adjoining the southern section of the site (where the freehold is owned by Bicester Gateway Ltd) and a Public Right of Way crosses the site connecting the slip-road with Wendlebury Road, where the footpath terminates.

The perimeter of the site is bounded by roads on all sides and lined with shrub-sized planting and hedgerows, with groups of trees. Sections of the perimeter to North-West & North-East are bound with existing culverts.

## 2.4 Existing Access

Vehicular access to the site is via the A41 to the west, then via Charles Shouler Way to the new roundabout on Wendlebury

Road(constructed as part of the Catalyst scheme).

The roundabout also serves the new Holiday Inn Express and Bicester Avenue garden/ shopping centre (Blue Circle) to the north.

Bicester Village train station is located to the north-east. The M40 Junction 9 is located south, approximately 2.5 km. There are numerous bus stops within a 400-metre radius of the site, which include Chesterton Turn North, Bicester Park & Ride (Stop A), Bicester Park & Ride (Stop B) and Bicester Avenue. Improvements and new crossing have been paid for by Bicester Gateway Ltd and delivered as part of the Holiday Inn Express development on Phase 1A.

The bus routes provide services to Oxford (25 minutes via the S5), Bicester Town Centre, Launton, Langford Village and St Georges Barracks.

### 3.0 PLANNING POLICY

The following planning policies relating to access at the site are addressed in this application.

<b>Document</b>	<b>Policy number</b>	<b>Policy title</b>
CLP 2031 Part 1	SLE3	Supporting Tourism Growth
CLP 2031 Part 1	SLE4	Improved Transport and Connections
CLP 2031 Part 1	ESD1	Mitigating and Adapting to Climate Change
CLP 2031 Part 1	ESD3	Sustainable Construction
CLP 2031 Part 1	ESD17	Green Infrastructure
CLP 2031 Part 1	Bicester 10	Bicester Gateway

Full details can be found in the planning statement accompanying the application.

## 4.0 CONTEXT

### 4.1 Use and Character of Surrounding Area.

The site lies within the context of the much wider Bicester Gateway (Policy Bicester 10) allocation, which is being developed with a series of similar and compatible business park uses, including: to the south-east, the Catalyst Development, comprising four metal clad buildings with glazing to the front, which provides a series of workspaces with offices, see figures below.

The new Holiday Inn Express hotel is five-storeys high and is located on the opposite side of Charles Shouler Way, to the north. The facades comprise flat composite cladding laid in a vertical pattern, with grey framed vertical bands of glazing and rendered panels.



The over-riding character of each of these buildings is of crisp, modern structures, comprising a range of carefully detailed cladding types, interspersed with a variety of glazed openings and usually with simple entrance canopies. This is entirely consistent with the knowledge of economy theme proposed by Bicester policy 10 and approved at outline stage in 2017.

## **5.0 DESIGN AND ACCESS**

It is recognised that design is of fundamental importance, as set out by the Government in NPPF in paragraphs 124-132 and it is this policy that has informed the general approach to this development. This proposal seeks approval of reserved matters, comprising access, appearance, layout, scale and landscaping.

### **5.1 Use**

The Reserved Matters Application proposes a development which consists of a B1 – Office, R&D and production space, i.e. tech box type up to 12 units in four buildings.

The layout of these buildings is based upon multi tenancy occupation, with flexibility to combine units for occupiers having larger space requirements.

### **5.2 Amount**

The proposed total building area for Bicester Gateway:

GEA – 12,781 m<sup>2</sup>

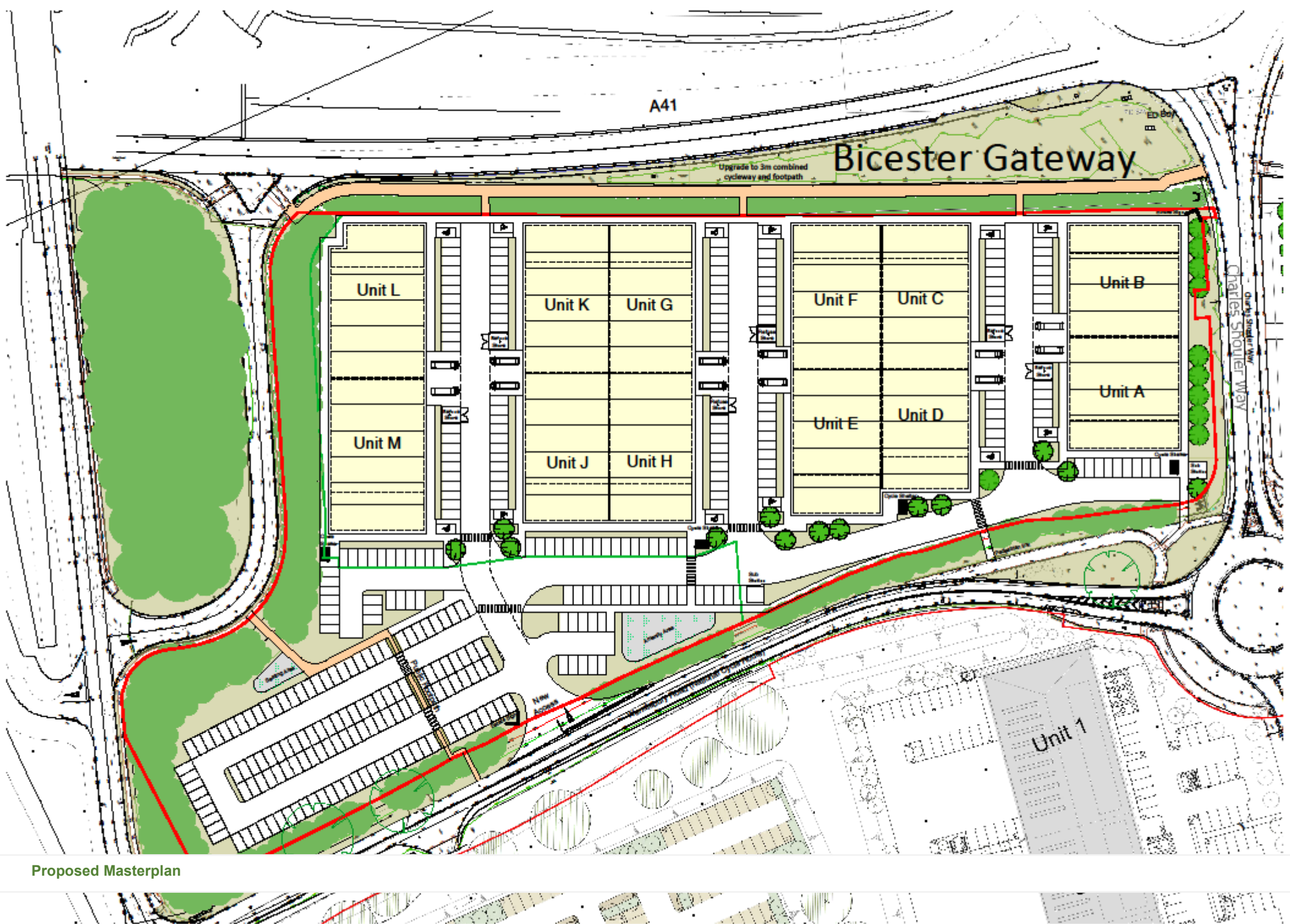
GIA – 11,745 m<sup>2</sup>

### **5.3 Layout**

The layout of the site is influenced both by the immediate context and operational factors.

The position of the various buildings within the masterplan are guided by the brief, making optimum use of the site. Each of the terraces are oriented North-West to South-East addressing the important A41 frontage as a gateway to Bicester to





Proposed Masterplan

north-west and the site access to south-east. They sit comfortably into their context, whilst providing the best and most operationally efficient solution with regard to function and vehicle circulation.

Car parking spaces are distributed equally about the entrance location of all units with some located to the south in one communal area.

The overall masterplan satisfies Bicester Gateway Ltd's brief requirements in terms of number of buildings and massing, but more importantly it allows for future flexibility.

This layout provides the opportunity for each of the units to be serviced via level access doors positioned within the side elevations.

There are disabled car parking spaces provided in front of the main entrance.



### 5.3.1 Design Brief

The client brief for Bicester Gateway has been to create new 'tech box' type buildings, that respect the site context particularly A41 to north-west and to retain the existing trees found on the site perimeter & to the south, which will contribute to the qualities of the landscape setting.

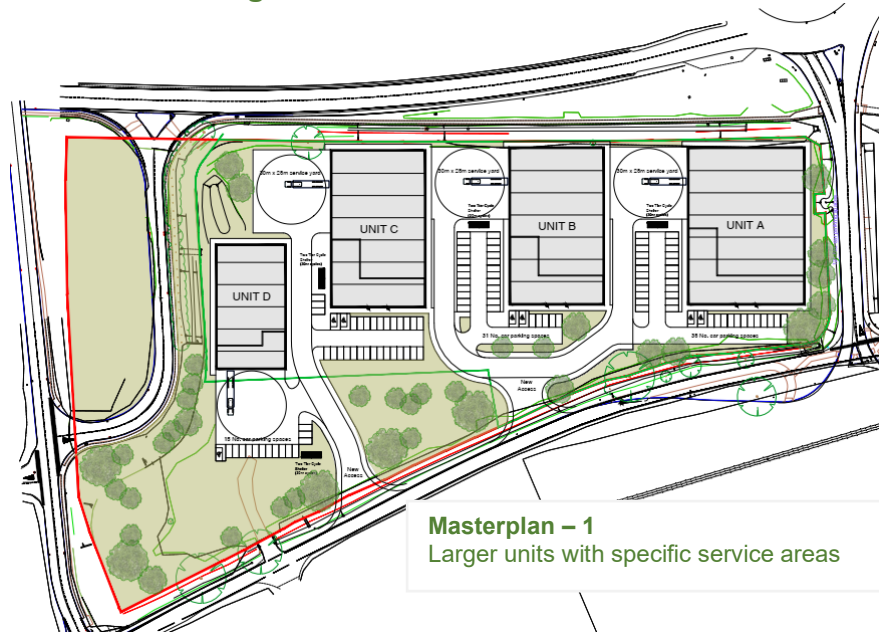
Bicester Gateway will contribute to this positively, with the help of the landscape, paths, seating area & amenity space, which will engage people with their surroundings.

Bicester Gateway Ltd Brief is to create a new knowledge economy campus providing around 126,400 sq.ft. of accommodation.

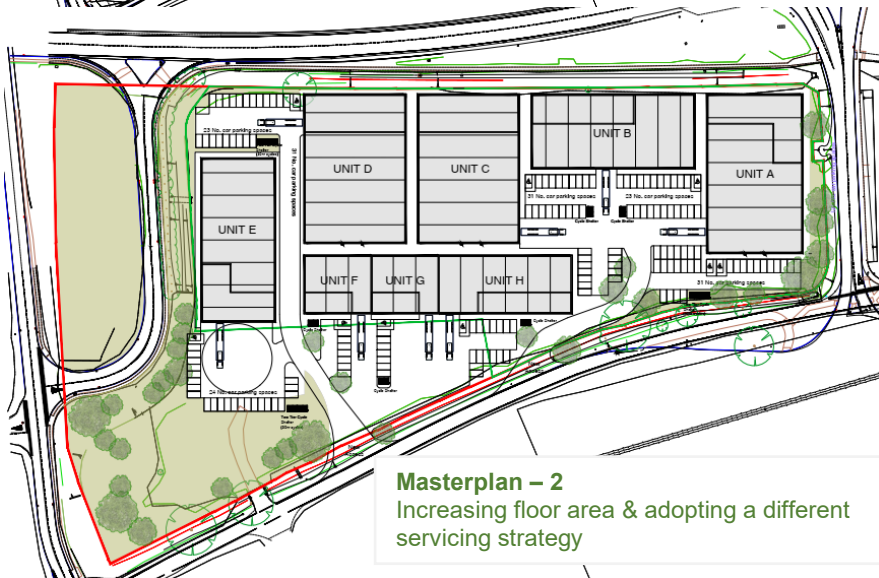
Key Features are:

- A design evolution of the earlier concept.
- To deliver circa 126,400 sq.ft.
- Range of individually serviced units with flexibility of lab ready option.
- Minimum internal clear height of each unit is 8m.
- Flexibility of installing tenant building services.
- Car parking provision as 1 space per 35 sq.m.(GIA).
- Insulated overhead service doors to each unit.

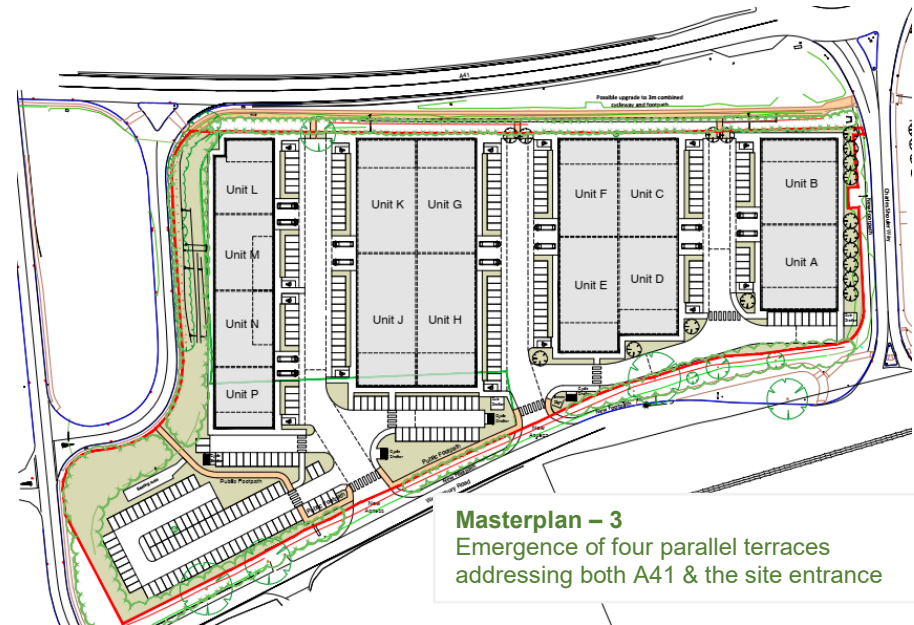
### 5.3.2 Design Evolution



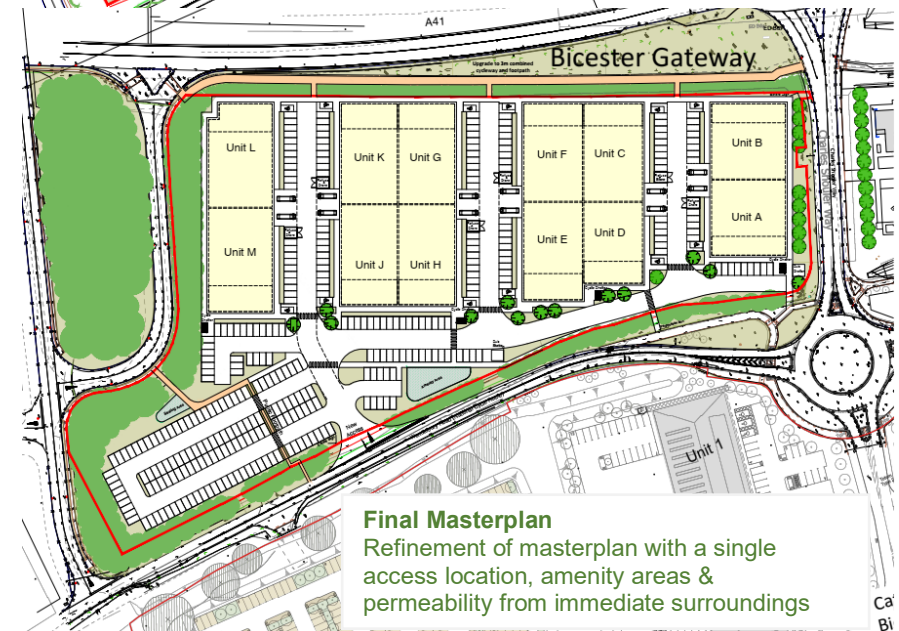
**Masterplan – 1**  
Larger units with specific service areas



**Masterplan – 2**  
Increasing floor area & adopting a different servicing strategy



**Masterplan – 3**  
Emergence of four parallel terraces addressing both A41 & the site entrance



**Final Masterplan**  
Refinement of masterplan with a single access location, amenity areas & permeability from immediate surroundings

## 5.4 Scale

The footprint of each terrace is rectangular with an equal height of 11m (excluding flues), to allow for the installation of mezzanine floors.

The scale, proportion and clear internal height of the building has been designed to accommodate the flexibility required for buildings of this nature – i.e. to cater for the needs of the knowledge economy.



Night View - Unit A

## 5.5 Landscaping

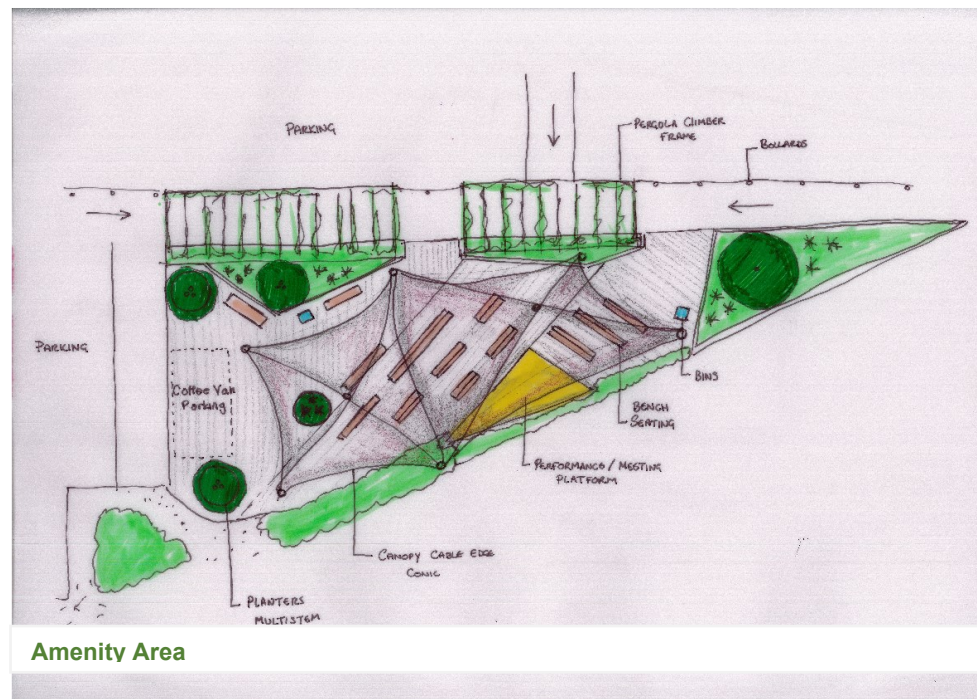
### 5.5.1 Hard Landscaping

- A mix of permeable and impermeable paving types within the scheme to ensure sufficient drainage is provided.
- Block paved parking bays to ensure adequate parking provision for users of the site.
- Decorative block paved surfaces within the amenity areas to create a more interesting space using varied laying patterns to direct and zone the spaces.
- Planters included within the scheme where tree planting in the ground is restricted. This ensures a continued greening of the development is achieved while also providing added screening for parking areas.



## 5.5.2 Soft Landscaping

- Biodiverse planting scheme to enhance ecology with the use of wildflowers, native tree and shrub planting and Prairie planting pallet mixes
- Amenity seating areas to provide meeting hot spots, presentation spaces and social and individual opportunities to sit within the landscape setting.
- Avenues of tree planting to create green corridors through the scheme, enhanced by pergola.
- Feature evergreen shrub planting and decorative boulders to add year round structure and interest within the scheme.
- Landscape connection to surrounding schemes across Charles Shouler Way
- Ecological Implications: To mitigate harm to protected / priority species & to contribute towards achieving an overall net gain for biodiversity, provision will be made within the landscape strategy to provide bird boxes for swift, sparrow & bats.



## 5.6 Appearance

The visual aspect of these buildings is key to the success of this development.

The façade proposals for each unit consist of flat metallic silver cladding panels with the main entrance defined by double height curtain walling, a projecting glazed canopy & framed by inset green feature cladding with green aluminium fins arranged at different levels along the long elevations to create visual interest.

The façade materials have been selected carefully and proposed in only one cladding module of 900mm wide, which will help towards minimum wastage initiatives.

The main office elevations to the north-west & south-east will have continuous ribbon glazing at lower & upper level with green fins arranged in a way to create visual interest. These facades are framed with projecting feature frames with green reveals representing porticoes into the gateway site.

The metal profiled insulated roof with valleys and parapet gutters to the roof perimeters will be concealed by the parapet design.





## **5.7 External Lighting**

The parking areas will be illuminated during the hours of darkness, to an appropriate lighting level, using column mounted luminaires. The lighting design will utilise good quality, attractive 'dark sky' downward directional fittings with no light spillage above the horizontal to avoid light pollution; and input has been received from the scheme ecologist. Uplighters are proposed on the footpath to the north-west to enhance building elevations along the A41.

## **5.8 Access**

### **5.8.1 Vehicle**

Vehicular access to the site is from a single point on Wendlebury Road, accessed via the A41 to the west, then via Charles Shouler Way to the new roundabout on Wendlebury Road (constructed as part of the Catalyst scheme).

### **5.8.2 Pedestrian & Cyclist**

Wendlebury Road is a National Cycle Route. There is also a cycle/foot path that runs along the north-west of the application site, following the line of the A41, which will be upgraded to 3m combined cycleway and footpath as a part of the Section 106 signed in 2017.

Cyclists have easy and direct access to the designated covered two-tier staff cycle parking area, which is in a visible and readily serviceable location.

The PROW has been diverted through the site, but still picking up the existing access points on the slip road & Wendlebury Road. The design of the internal circulation seeks to encourage pedestrians to move north-south through the site to access/egress onto the pavement constructed with the new roundabout on Wendlebury Road (a betterment requested by the County).

### **5.8.4 Inclusive Access**

Close to each entrance, accessible DDA compliant parking for disabled staff is provided. Gradients in the parking areas will allow safe and convenient access to all.

### 5.8.5 Parking

Total Car Parking - 335 spaces ( 1 space per 35 sq.m.)  
Cycle Parking – 80 no. (4 no. Two Tiered Cycle Shelters)

### 5.9 Security

It is important, not at least from an occupier perspective, that this development responds to security related issues, such as criminal and anti-social behaviour, by incorporating appropriate design features as follows:

- The car parking area is laid out in front of the units in order to assist in natural surveillance.
- Cycle stands are provided to facilitate secure parking for cycles located in a highly visible and readily supervisable location.
- External lighting will be designed in accordance with BS5489 and BS EN 12464 to achieve an appropriate level of illumination in all areas.
- Landscaping will be designed so as not to interfere with the natural surveillance of public areas.
- The building will comprise robust construction to all elevations.

### 5.10 Sustainability

The design seeks to achieve BREEAM 'Excellent' as part of this reserved matters submission.

To address central Government policy in the National Planning Policy Framework, the following measures have also been incorporated within the design:

- Using a balance of cut and fill in the design of the earthworks so as not to import or export material.
- Glazing to increase natural daylighting.

- Use of solar shading devices.
- The use of 10% rooflights to increase the natural daylighting.
- The provision of covered cycle parking to promote an alternative means of transport.
- The provision of EV car parking bays.
- Provision within the roof structure for future PV panels on the roof to generate electricity.
- Provision of ducts within the car park for future electric car charging points.
- Drainage of surface water via soakaway.

### **5.11 Waste Management**

This is primarily an issue for the main contractor to address during construction. It will also be for the occupiers to deal with after construction works are complete, dependent on the needs of each occupier.

Contractors will be required to submit details of the waste materials they expect to be generated by the works and the various trade sub-contractors. They will demonstrate how waste is to be collected, treated, stored, and safely disposed of with a minimum of nuisance.

Refuse stores are provided throughout the site to house suitable waste containers for the storage and collection of recyclable waste.

## 6.0 SUMMARY

The design proposals have been developed having due regard to the existing site and its immediate context, to create an appropriately designed development that will provide a new and dynamic employment offer to this part of Bicester. This location will allow the best possible access by all available modes of transport and giving high priority to pedestrian and cycle access.

The design of all the elements of the submission makes a positive contribution to its surroundings, with attractive contemporary design, which functions well and is safe to use for everyone.

In particular, form, scale, materials and colour have been considered, together with the landscape treatment and the relationship of the building within its environment, including the provision of the sort of amenity space demanded by knowledge economy occupier.

Overall, these proposals offer a form of development and quality of design appropriate to its location and in accordance with the Policies within the Cherwell District Council Development Plan, as set out in the Planning Statement which accompanies the application.



Unit A View