

**LONDON OXFORD AIRPORT, OX5 1GB**  
DESIGN AND ACCESS STATEMENT, JANUARY 2023

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## **EXISTING SITE AND CONTEXT**

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INTRODUCTION

This design and access statement has been produced by Spratley & Partners on behalf of Oxford Aviation Services Ltd following a series of pre-app consultations in November 2021, July and December 2022 to present a proposal for the redevelopment of land at London Oxford Airport (LOA), Kidlington, OX5 1GB.

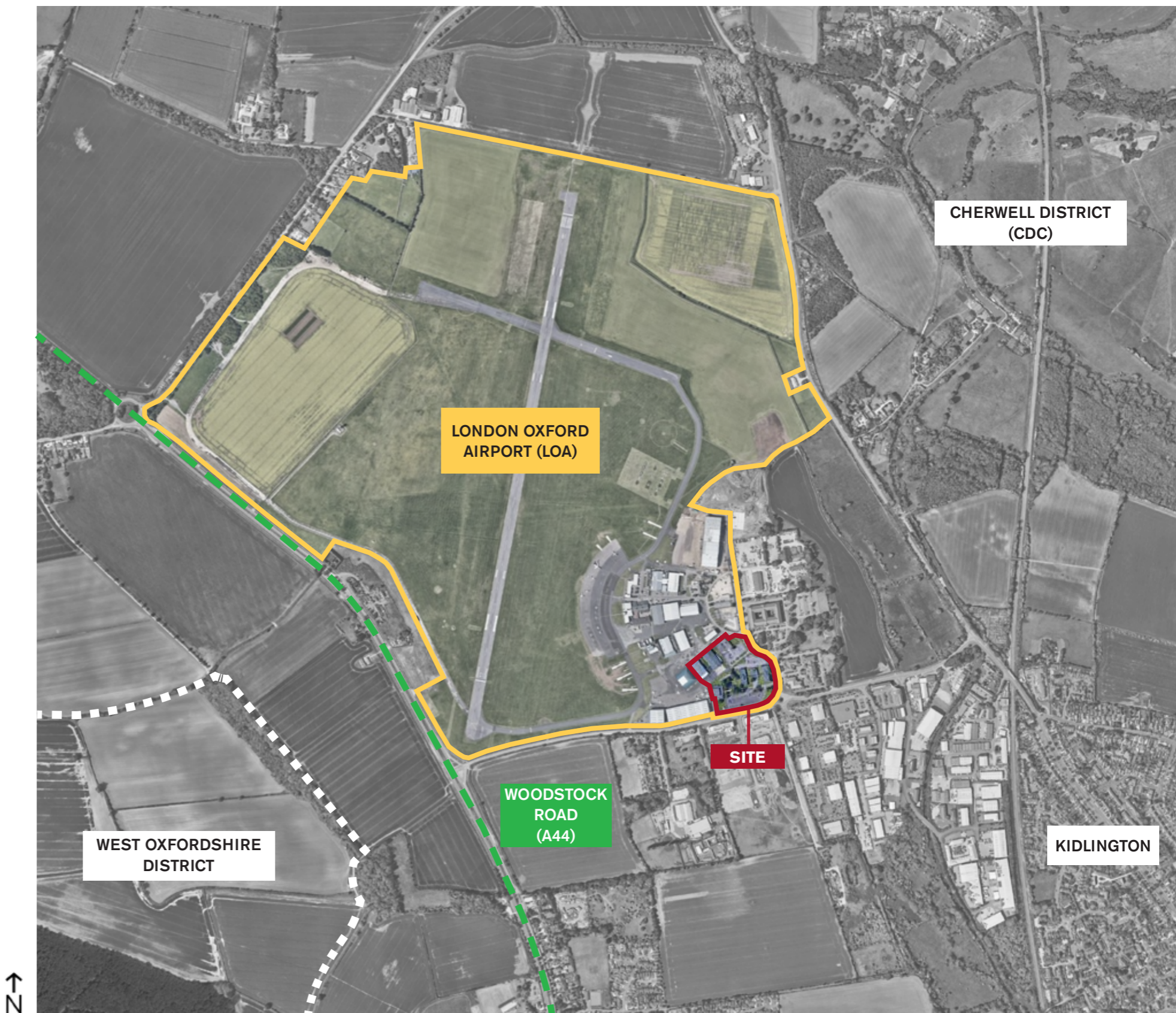
As per previous pre-app discussions, the proposal seeks to redevelop and intensify usage of the site by demolishing the existing 20th century former MOD buildings, to be replaced with new energy-efficient, fit-for-purpose accommodation suitable for high-value employment uses in Use Classes E(g)(ii) and E(g)(iii). The proposal will feature a range of unit sizes to create a rich and varied campus environment.

The proposed development will target prospective aviation industry tenants, as well as Oxford's burgeoning demand for R&D accommodation which can be readily converted to dry-lab usage.

The proposed development would provide a total GIA of approx. 18,760m<sup>2</sup>, presenting an uplift of approx. 13,800m<sup>2</sup> over the existing.\*

The following sections highlight the physical and planning context of the site, identify opportunities and constraints for development, and detail the design rationale and indicative appearance of the proposal. The sections of this document also highlight and respond to the valuable feedback that was received from Cherwell District Council (CDC) during various pre-application consultations.

\* Areas note: All areas and figures provided are for reference only, and are subject to full measured surveys, planning, building regulations and other statutory consents and approvals, and full detailed design of all Structural, M&E and Architectural elements.



SITE CONTEXT

London Oxford Airport lies within Cherwell District, and sits to the north of Kidlington, between the A44 (Woodstock Rd) and the A4260 (Banbury Road).

The application site is approx. 3.31ha and forms the southern portion of the built-up part of the LOA site, occupying the land immediately north-west of the junction of Langford Lane and The Boulevard.

It is of note that the application site, as well as much of the London Oxford Airport Site, is located entirely within the Oxford Green Belt, and is a Major Developed Site in the Green Belt. The site sits within the area covered by Local Plan Policy *Kidlington 1* (accommodated high-value employment needs), which confirms that a small-scale review of the Green Belt will be undertaken at Langford Lane / Oxford Technology Park / London Oxford Airport in order to accommodate identified high-value employment needs.

The site is surrounded by business and commercial uses, some of which are ancillary to the airport. Several business and industrial estates lie immediately south of the site on the opposite side of Langford Lane, including the Oxford Motor Park, the Station Field Industrial Estate, and the Oxford Technology Park, which is currently under construction.

To the immediate east of the site, across The Boulevard, lies the Oxford Spires Business Park, containing the Thames Valley Police HQ. The Thames Water Kidlington Depot lies to the north of this, and is also accessed from The Boulevard.

The site can therefore be seen in the wider context of a wealth of office and light industrial uses, and this is reflected in Cherwell District's view of the area as a High Value Employment cluster, as described in the *Cherwell Local Plan 2011-2031*.



EXISTING SITE

The existing site features three large buildings and several ancillary buildings totalling approx. 5,159m<sup>2</sup> of floorspace across one and two storeys, which are of little architectural merit. The buildings range in height from around 7m to 9.5m, and are noticeably shorter than the surrounding airport hangars.

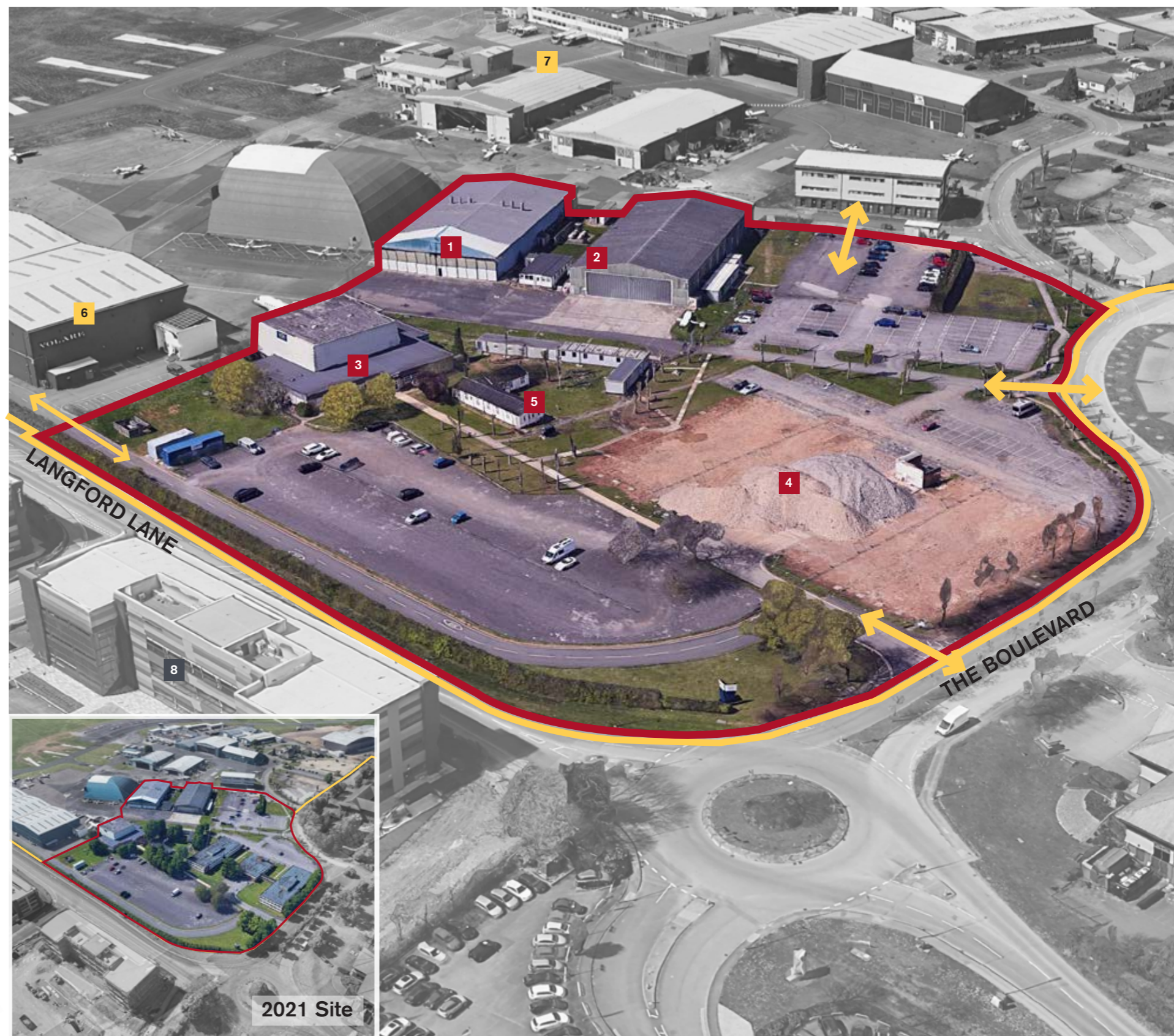
Two of the larger existing buildings on the site are connected to the airport apron and are hangars, although these have been identified by the applicant as under-utilised for the airport.

The southern half of the site was occupied by two large former MOD buildings, although the larger of the two, Langford Hall (no. 4), was demolished in July 2022. The remaining building is currently occupied by Vida Health and Fitness, a gym facility. Prior to demolition, the floorspace accommodation area totalled 8,185m<sup>2</sup> GIA, with a total built footprint of 6,806m<sup>2</sup>.

A large area of hardstanding and waste ground now dominates the eastern and southern portions of the site.

The yellow arrows on the image adjacent denote existing vehicular access points to the application site. There are two access points from The Boulevard, although it should be noted that The Boulevard is split by a planted central reservation, and the southernmost access point can only be accessed from one direction.

- 1 Vacant Hangar.
- 2 Vacant Hangar.
- 3 Vida Health and Fitness.
- 4 Site of Langford Hall (demolished in July 2022).
- 5 CAE Temporary accommodation.
- 6 Hangar 14.
- 7 Further CAE Oxford Facilities.
- 8 Oxford Technology Park.
- Oxford International Airport Extents.
- Application Site.
- ↔ Existing vehicular access routes.

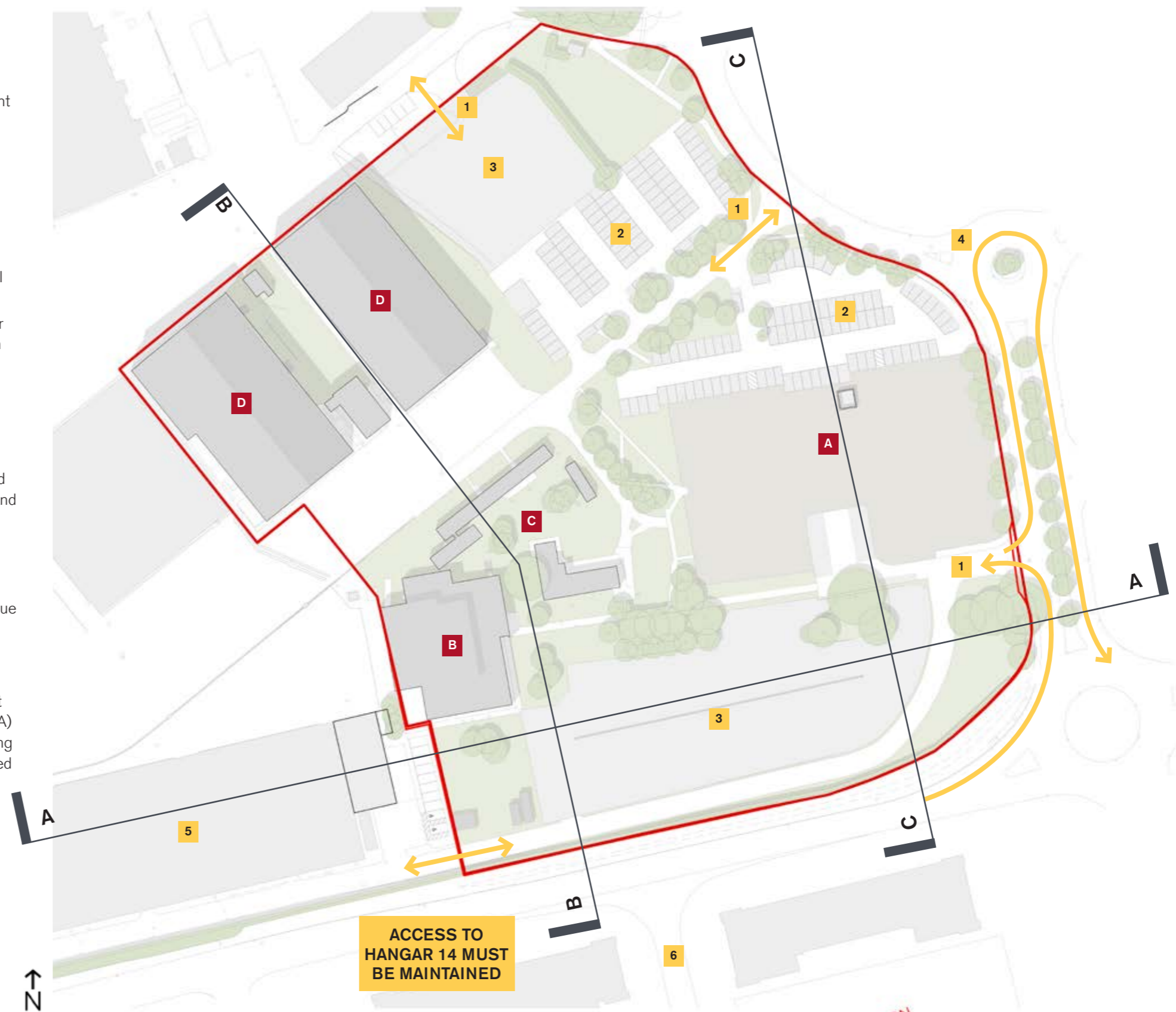




SITE ANALYSIS

- The existing buildings are low-quality and are unsuitable for R&D/warehouse use. The buildings are also noticeably smaller in height/scale than the surrounding context.
- There is an established line of large footprint buildings either side of Langford Lane created by the OTP site and Hangar 14, which is broken by the site.
- The existing site layout does not address the boundaries to Langford Lane and The Boulevard.
- Large areas of low-quality hard-standing dominate the site, and are used for informal parking.
- The existing trees are of generally of a poor quality and have been pollarded; there is an opportunity to vastly improve the quality of landscaping in the site.
- Access to the existing buildings relies on multiple junctions, creating a disconnect between the north and south of the site.
- The existing wayfinding and signage around this part of the LOA site is generally poor, and the multiple entrances make navigation of this area difficult.
- Existing access from the Boulevard to Hangar 14 is compromised due to close proximity to Langford Lane junction and issue of single direction egress from site.
- Vehicular access to Hangar 14 is to be maintained in the proposal.
- It is of note that any proposed development must adhere to Civil Aviation Authority (CAA) guidelines for licensed aerodromes, including constraints on building heights and proposed planting.

- A** Site of Langford Hall building (now demolished).
- B** Vida Health & Fitness.
- C** CAE Temporary Accommodation.
- D** Vacant Hangars.
- 1** Existing site entrances.
- 2** Parking areas.
- 3** Large unallocated hard-standing areas used for parking.
- 4** Existing roundabout on The Boulevard.
- 5** Hangar 14 (Part of LOA site).
- 6** Oxford Technology Park (OTP)



## EXISTING SITE SECTIONS & MASSING

The site sections give an impression of the scale and massing of the existing site.

The sections also show neighbouring context, including other buildings on the LOA site and the nearby Oxford Technology Park site.

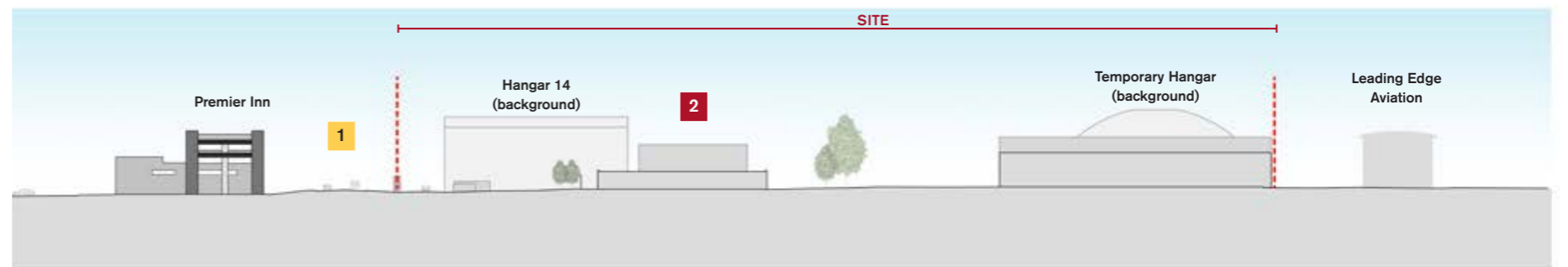
As the sections show, despite the Green Belt designation of the area, the site is framed on all sides by existing buildings highlighting its urban context, and does not have the sense of 'openness' that is the typical defining characteristic of Green Belt sites.

The existing buildings on the site are noticeably lower when compared to the neighbouring context, particularly in comparison to the newly-constructed buildings at the Oxford Technology Park.

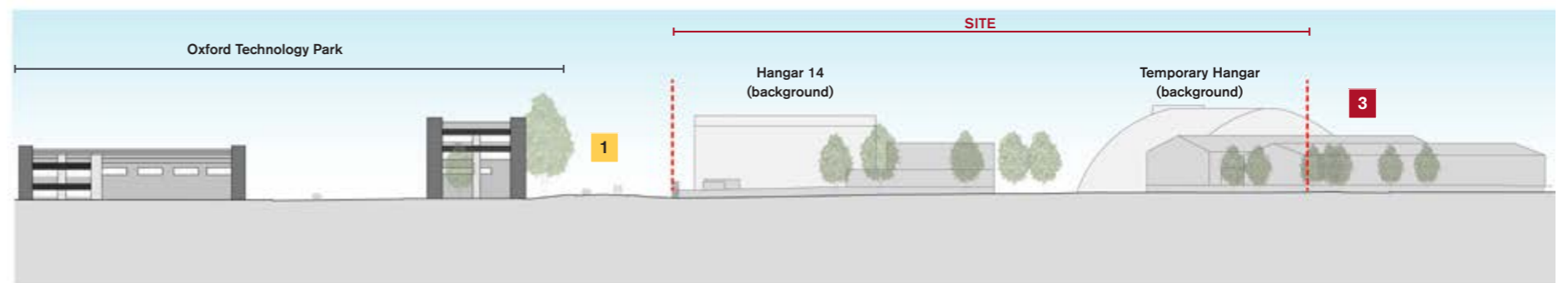
- 1 Langford Lane.
- 2 Vida Health & Fitness.
- 3 Vacant Hangars.



EXISTING SECTION AA



EXISTING SECTION BB



EXISTING SECTION CC

SITE PHOTOGRAPHS & MATERIAL / TYPOLOGY STUDIES

The images adjacent show the existing site when approached from Langford Lane and the Blvd. The mature hedge on the southern boundary providing visual screening is clearly visible. Images 4 & 5 show the waste ground that dominates the existing site where Langford Hall was located. The low quality of the pollarded existing trees is also apparent.

As the images show, there is no predominant material that is typical of the area, although a pattern of gable-ended hangar structures predominates the wider Airport site. It is clear also that the site does not make a positive contribution to this part of the Green Belt.

There therefore exists an opportunity to present a new material palette to create a 'gateway' development on the corner of the Airport site.

- 1 View westwards along Langford Lane.
- 2 View eastwards along Langford Lane.
- 3 View of existing service road to Hangar 14 (Volare) running parallel to Langford Lane.
- 4 View of existing road access to centre of site.
- 5 View of waste ground, the site of Langford Hall (now demolished).



SITE PHOTOGRAPHS & MATERIAL / TYPOLOGY STUDIES

It is important to note that the site is surrounded on all sides by built development, meaning that all views across the site are framed by surrounding buildings and prohibiting long-range open views through the site and this part of the Oxford Green Belt.

The images adjacent show the existing access and parking arrangements, which are informal and unmanaged. There is an opportunity, therefore, to formalise the parking arrangements for the airport site, including removing parking spaces from the public highway (image 9), in the redevelopment of the site.

- 6** View along existing avenue, showing poor-quality existing trees.
- 7** View of Oxford Technology Park (OTP) buildings from shared cycle / pedestrian way.
- 8** Large informal hardstanding gravel area using for parking.
- 9** View across the Blvd., showing sparse planting at low level and lack of visual screening.



SITE OPPORTUNITIES & CONSTRAINTS ASSESSMENT

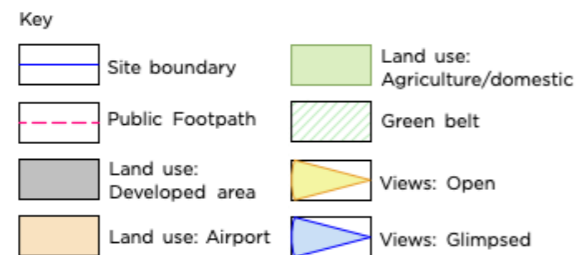
Colvin & Moggridge Landscape Architects were appointed to assess the site to determine its landscape potential, including a constraints and opportunities study and Landscape Visual Impact Assessment.

As the report describes, there is little of landscape value present on the existing site owing to large extents of unkempt gravel, hardstanding and waste ground following demolition of Langford Hall, and the trees and vegetation present within the application site are severely pollarded and are unlikely to return to an attractive form.

The access along the Blvd and into the eastern half of the site, by contrast, features mature avenue trees of a higher quality, and there is an opportunity to enhance and strengthen the trees in this area by planting new native species to infill the gaps that are present. The mature hedging to the southern edge of the site adjacent is also a higher-quality feature to be retained.

A few higher quality trees remain within the site, although these have been identified through arboricultural assessments as Category B & C, and so offer little contribution to the wider landscape character.

In the wider context, the site presents a void in the urban character of the area which does not have a direct connection to any open, undeveloped land, and so there is an opportunity to infill the site with appropriate development without impacting on the openness of the Green Belt.



Excerpt of Site Constraints and Opportunities Plan, produced by Colvin & Moggridge Landscape Architects.

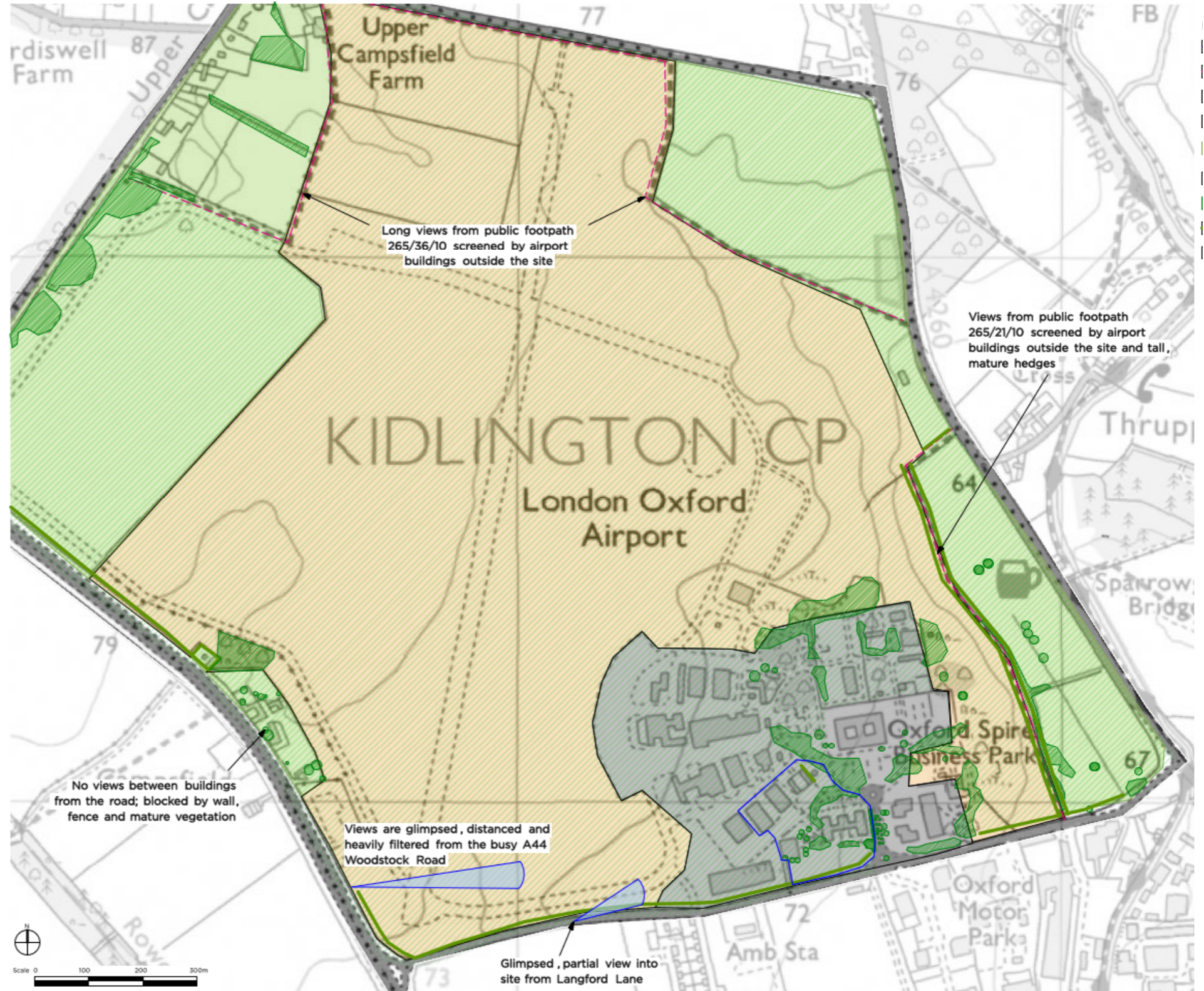
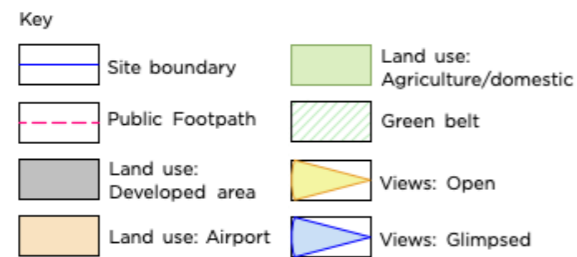
EXISTING VISUAL IMPACT ASSESSMENT

The image adjacent shows a wider viewpoint assessment of the site, with the London Oxford Airport extents identified by the yellow/orange hatch.

As noted on the previous page, the application site is surrounded by large airport buildings to the north and industrial units to the south, and so direct views of the site buildings from longer views, such as the A44 Woodstock Road to the west and the public footpaths to the north, are either glimpsed or completely obscured by other buildings.

Views at mid- and close-range of the site are more apparent and more susceptible to impact by new development, although the low quality and built-up characteristic of the existing site allows for an opportunity for positive change.

More details and appraisal of opportunities and constraints can be found in Colvin & Moggridge's *Landscape Visual Impact Assessment*.



Wider Site Viewpoint study, by Colvin & Moggridge Landscape Architects.

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## **DEVELOPMENT VISION**

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## DEVELOPMENT AIMS &amp; VISION

The aims and aspirations of the proposed development are as follows:

- Intensify employment use on the site through demolition of the existing buildings and replacement with new units that are suited to regional market demand.
- The scheme will be designed so as not to have a greater impact on the openness of the Green Belt than the existing development.
- Create a new R&D and business hub to alleviate Oxfordshire's shortage of high-quality R&D and lab spaces.
- Create a mix of building typologies and scales to facilitate different working environments and create a distinctive, innovative place to work. This will ensure that companies at different stages in their life can be supported by the development, encouraging companies to stay and grow on-site.
- Maintain existing vehicular links to existing highways and through to the Airport site at all times, crucially the vehicular link to Hangar 14.
- Enhance and increase the existing landscaping to provide green benefits and high-quality external space for the development.
- Improve on-site amenity for business occupants and neighbouring workers by providing dedicated café and recreational spaces.
- Foster demand and stimulate investment in aviation and R&D sectors through the provision of high-quality, well-considered buildings.
- Create sustainable, highly efficient buildings with a focus on ESG and carbon reduction evidenced through accreditations such as BREEAM, WiredScore, Fitwel, CyclingScore, etc.
- Prioritise and promote sustainable travel in the proposal by encouraging cycle and pedestrian travel to and throughout the site.
- Deliver significant public benefits as a consequence of the above.





A pre-app consultation was held with CDC in December 2022 to discuss the potential of redevelopment of the site, and written feedback was received from Cherwell District Council (CDC) on 6th January 2023.

Key comments have been taken from the third consultation written feedback and repeated in the columns adjacent. These are items that were identified as of key concern to resolve for a successful scheme, and these items will be addressed in the subsequent sections of this document.

The comments have been separated into their relevant fields, indicated by **bold text**, and comments from the written feedback have been provided in quotes and in *red italic*.

#### **Green Belt Policy / Principles of Development:**

*" It was agreed that the planning statement should ... set out the clear benefits of the development submission in terms of jobs investment and other economic benefits. "*

An *Economic Benefits and Social Enhancement Statement* has been produced by Lichfields and submitted as part of this application.

Officers agreed that the principle of the development did not conflict with Green Belt local planning policy and that *Kidlington Policy 1a* provides significant policy support and a very compelling case for high value employment uses at this site. Officers also confirmed that the site is considered to be 'previously developed land' in the Green Belt where NPPF planning policies are favourable to its proposed reuse, and therefore had no principle objection to the principle of development.

*" The hub / cafe has the opportunity to provide a wide range of services including meeting space, facilities in terms of food and drink, flexible working options and Wi-Fi hotspot and marketing space. The hub should be accompanied by appropriate plans and set out in the plans and information supporting the submission. "*

Detailed plans have been prepared for the amenity building. Further details, including external seating layouts, have been provided in Section 3.11 of this document.

*" It would be beneficial to understand the phasing of this development. "*

Refer to Section 3.14 of this document for details of site phasing.

#### **Layout & Design:**

*" A key consideration is surveillance and active frontages to The Boulevard, the central courtyard and hub and also user legibility ... "*

Active frontages have been considered in the amount of external glazing provided at Ground Floor level for the main accommodation and Cafe/Amenity buildings and indicated in Section 3 of this document. Refer also to the CGI visualisations appended to this document.

*" The existing hedgerow to Langford Lane should be retained. "*

Noted.

*" The proposals should seek to include more landscaping in parking areas to provide shelter and soften what appears to be large expanses of car parking. "*

Landscape proposals have been developed and enhanced, as described in the LVIA and Landscape drawings supplied by Colvin Moggridge and the proposed Section 3.0 of this document.

#### **Landscape & Ecology:**

*" It was discussed that the proposals would need to take account of the site's location and the need to design out certain bird populations to ensure that bird strike opportunities were reduced. Opportunities for entomological enhancement design would be explored both within the building design and as freestanding features. "*

Although the CAA (Civil Aviation Authority) requirements in relation to controlling bird populations in the vicinity of airfields is recognised in the pre-app feedback, the request for entomological - ie. insect-promoting - design has not been adopted, as an increase in insect life will naturally introduce a larger bird population to the site. Despite this, suggestions such as the provision of green roofs on the buildings have been adopted and incorporated into the design.

*" In terms of the central courtyard opportunities for outdoor seating and bins should be explored... "*

Section 3.11 of this document provides an illustration of external seating layouts and bin areas to the amenity cafe and central courtyard area.

*" Landscape colleagues recommend investigation of a tree-lined avenue to Langford Lane to mitigate the visual impact of Buildings B & C... "*

Although this was investigated at an earlier stage in the model, the CAA advice on restricting bird opportunities for bird nesting have led to an approach to minimise the number of new trees planted in the proposal. As such, a line of trees to Langford Lane has not been pursued.

#### **Highways:**

*" It was agreed to consider the level of cycle parking to meet the [new] minimum standard of 1:100m<sup>2</sup> with measures to include other types of cycle parking ... the use of stacking systems could be utilised in central locations. ... Relocating bin stores to the central courtyard could be beneficial ... "*

A new centralised bin and cycle hub has been proposed to the central courtyard space to accommodate the increased number of cycle parking spaces required by the new OCC policy standards.

*" The [pre-app] site plan does not detail walking (or cycling) routes around the development and how users of the building would access the site by alternative means ... "*

Refer to Section 3.6 of this document.

#### **Sustainable Construction & Mitigation:**

*" Policy ESD 5 requires consideration of the maximisation of solar / PV on roofs ... which should be explored. "*

Refer to Section 3.15 for intended PV panel extents, and also the Energy Statement provided by YES Engineering.

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## **PROPOSAL**

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## DEVELOPMENT PROPOSAL

In response to the brief, development vision and pre-app consultation feedback, the proposal seeks to demolish the existing buildings within the application site to provide 5no. new employment buildings - with supporting ancillary structures - to provide a total floorspace of approx. 18,620m<sup>2</sup> GIA for R&D / warehouse use, significantly intensifying the lettable space available on the site.

The proposal will feature a range of different building types to create architectural and spatial interest, which are capable of being subdivided into a maximum of 17no. units to enable a range of tenant sizes and growth potential.

The masterplan will seek to significantly enhance and increase the quantity and quality of landscaping on-site to improve the working environment, including the creation of a new central courtyard, amenity café and cycle hub facility.

The following pages set out and explain key aspects of the scheme, highlighting the benefits and improvements of the proposal on both the immediate site and wider context.



## SITE ARRANGEMENT STUDIES

The following sketches show options that were explored to address planning officer comments on the 'gateway' aspect of a proposal to this site, given during pre-app consultations.

Various options were explored and evaluated to determine the most suitable arrangement for the site, in tandem with considerations over using landscaping to the site perimeter to enhance the gateway impression of the

development and to manage potential impact on Green Belt openness.

The sketches focus primarily on the arrangement of Buildings A & B, which occupy the south-eastern corner of the site and face onto the Langford Lane / Blvd. roundabout.



Design Development 1:

When compared to the November 2021 pre-app design, Buildings D & E have broadly remained in the same position. However, Building C has been rotated by 90° to address the airport apron between Hangars 11 & 14, which was also done to alleviate the amount of built form facing onto Langford Lane. This arrangement for Buildings C, D & E has been kept in all subsequent iterations.

This sketch presents an option where Buildings A & B are positioned to create a 'stagger' effect to create a distinctive form on the corner of the site.

This option was felt to be sited too close to the roundabout junction, and was discounted.



Design Development 2:

Option 2 shows a mirror of Buildings A & B to alleviate the massing on the south-eastern corner. However, as with Option 1, this was felt encroach too far towards the Langford Lane roundabout junction, and create an awkward leftover space to the south-eastern edge facing onto the junction.



Design Development 3:

Buildings A & B in this option are closer in position to the November 2021 scheme, and create a 'courtyard' arrangement between Buildings A, B & C.

This option leads to an amenity and landscaped area to the centre of the site, however leads to inefficiencies in the parking arrangement due to the angles of Buildings A & B.



Design Development 4:

Option 4 presents a version of the scheme where Buildings A & B are joined together to create one larger gateway building, where an angle has been introduced to allow for a dedicated building frontage addressing the Langford Lane junction.

However, as with the previous options, this iteration leads to a disconnect between the central amenity / landscape space and the south-eastern corner where pedestrians would enter the site, and was discounted. This option was also felt to site Buildings A & B too close to the existing mature planting to the eastern boundary of the site.



Chosen Design:

This option was developed with an aim to make the landscape and amenity space the central feature of the site, and to create a landscaped 'link' from the Langford Lane roundabout and main pedestrian access through the site to all other buildings. This allows for views through the site from Langford Lane and the Blvd into the landscaped areas, which therefore contributes towards the openness of this site arrangement.

Rotating Building B to run parallel to Langford Lane provides an opportunity to create a positive relationship between the proposed development, Langford Lane and the wider streetscape generally.

This option also allowed more space for the main vehicular access to accommodate additional landscaping, creating a green and welcoming environment for visiting traffic and allowing open views through the site.

The rectangular courtyard arrangement allowed for the creation of a strong relationship between Buildings A, B & C, and provided an efficient



road structure to accommodate the parking space required. Opening up the south-eastern corner of the site allows the landscape space to be visually prominent from Langford Lane, and creates the 'gateway' presence called for in the Local Plan.

Compared to previous designs, this arrangement allows for five rectangular, flexible buildings to be constructed that maximise flexibility and meet market requirements for the intended R&D / tech use.

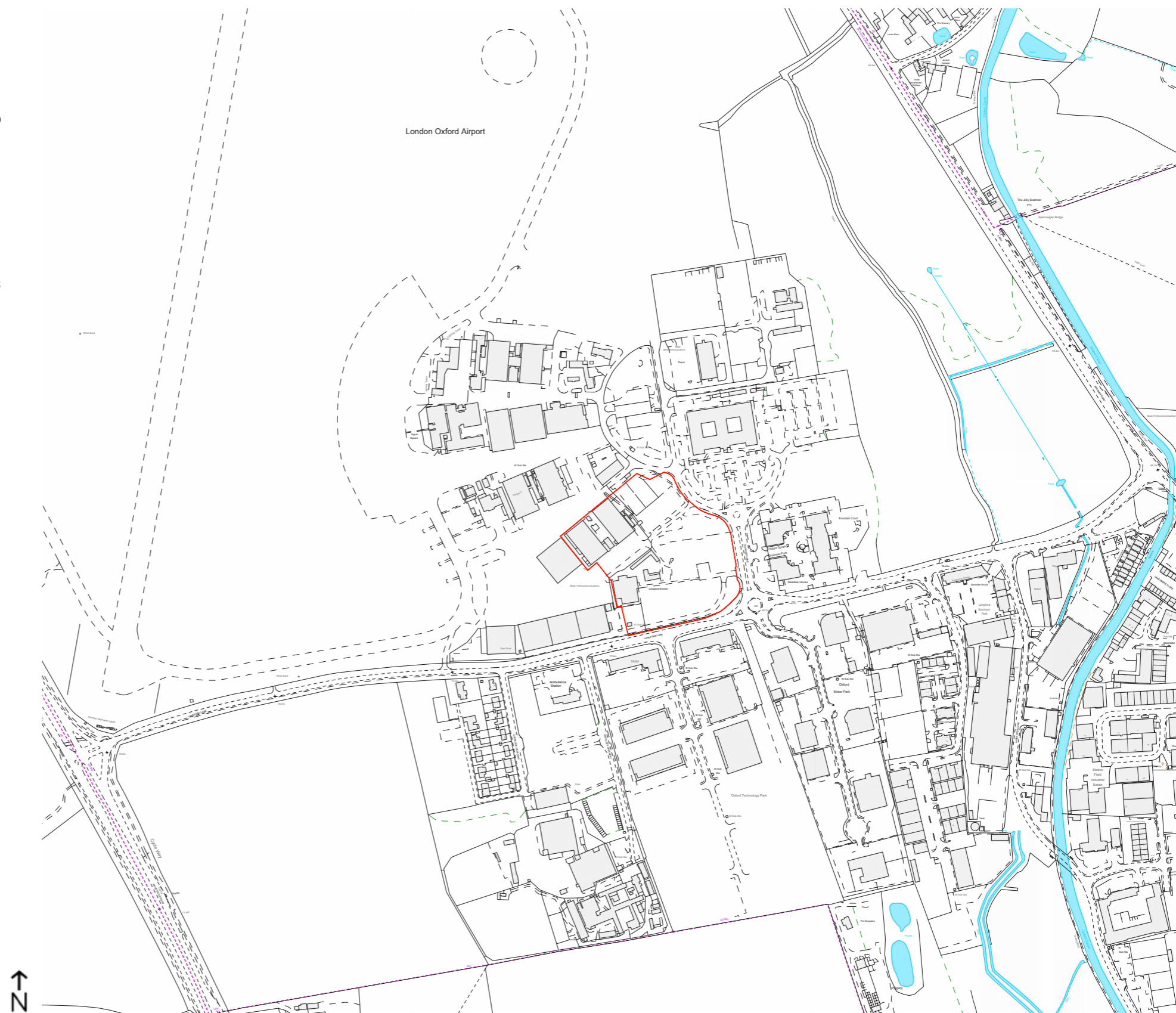
This is the option that was been taken forward for pre-app consultation in December 2022 and forms the basis of this planning application.

## PROPOSED SCHEME IN CONTEXT

Adjacent is an excerpt of the existing OS Map, with the site area highlighted in red.

As can be seen, the site presents a 'void' or 'gap' in the urban realm due to the removal of Langford Hall, which results in a noticeable gap in the built up area surrounding London Oxford Airport.

The site arrangement sketches provided above sought building arrangements that would therefore fill the 'gap' in the urban realm with buildings of a scale and proportion more congruent with the surrounding area, which has been provided in the proposal overleaf.



EXISTING SITE PLAN, NTS

## PROPOSED SCHEME IN CONTEXT

The OS Map adjacent shows the proposed scheme in wider context, and presents a scale and size of building much more in keeping with the area along Langford Lane.

The proposed building arrangement looks to provide an improved streetscape and rhythm to Langford Lane, and features buildings that respond to both Hangar 14 on the Airport site and respond to the position and scale of the buildings at the OTP site to the immediate south (Technology Drive).

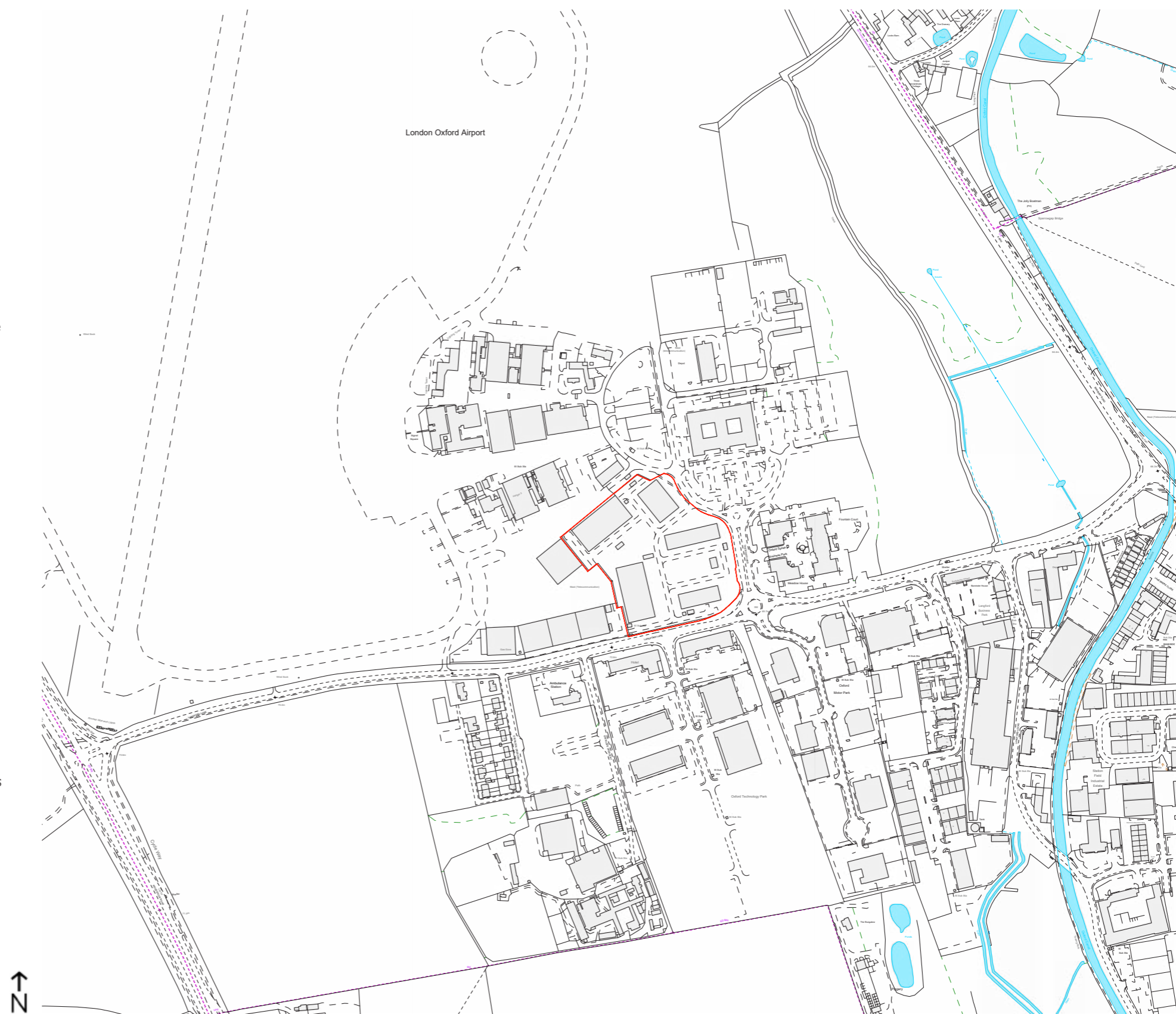
Efforts have been made to match the form to allow longer-range views through the new central avenue running north-south through the OTP site.

Space has also been provided to the south east of the site to give 'breathing room' and presence to the corner of the site, reflecting the grass lawn area present at the Thames Valley Police campus to the north-east of the Langford Lane / Blvd roundabout.

These design moves serve to improve the overall streetscape along Langford Lane, and present a proposal that is in keeping with the area as a whole.

This arrangement also demonstrates that the layout of the proposed scheme is compatible and well-related to that of the surrounding commercial buildings, showing that the scheme will knit in well with the existing built form and context.

More detailed analysis of the design proposal is given in the later sections of this document.



PROPOSED SITE PLAN, NTS

## ARRIVAL AND ACCESS

- Application Site.
- - - Proposed opaque boundary to North and West of site.
- - - Proposed vehicular access routes.
- - - Proposed pedestrian/cycle access routes.

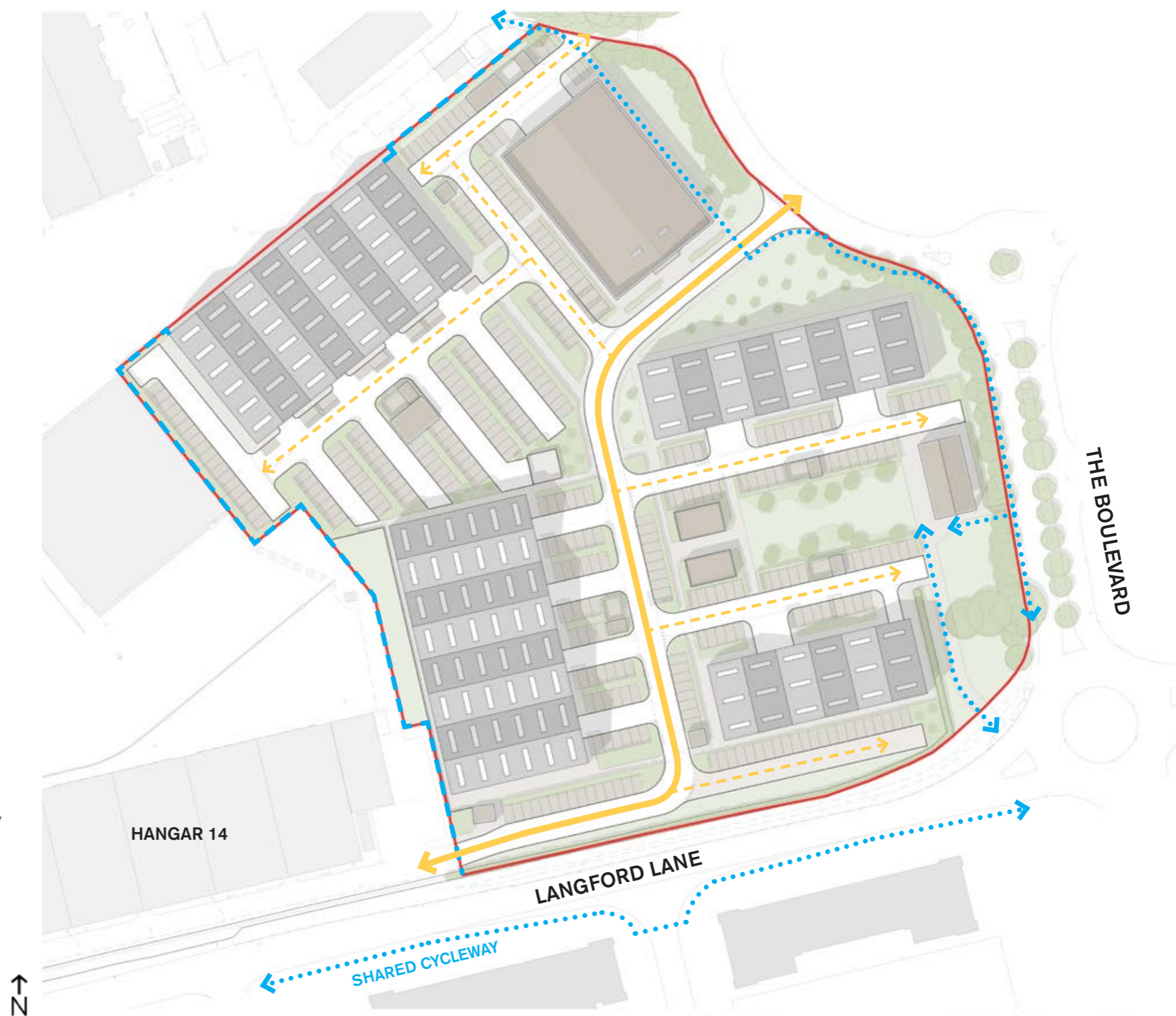
The proposal seeks to rationalise access to the site, and will focus all traffic movement on a single entrance and exit route in the centre of the development, accessed via the wider Oxford Airport entrance on The Blvd. The other existing junctions onto The Blvd. will be closed as part of this application. A secondary smaller access will be provided to the north to enable manoeuvring into the loading bays of Building E.

This central access route reuses the position of an existing entrance, and widens the road junction and increases the bend radii to facilitate articulated lorry access to Hangar 14, which is only accessed through the application site. This access route forms a central spine which then provides access to all proposed units and parking. Secondary routes, in a contrasting surface finish, will then provide access to all vehicular parking and buildings. All roads are designed to accommodate rigid HGVs and bin service lorries up to 10.6m in length.

The proposal will maintain and adjust existing pedestrian access to the Airport site to the north of the application, and will provide new pedestrian crossings across the new vehicular accesses.

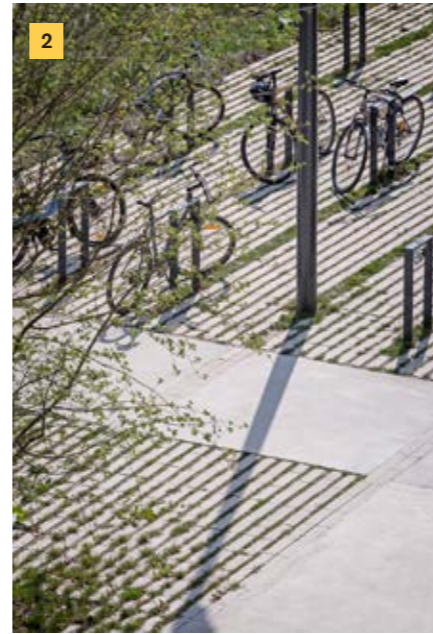
To improve visual and physical permeability of the development and facilitate non-vehicular access to the site, a permeable green boundary will be provided along the eastern boundary.

Increasing the quantity and quality of green space in the proposal will be key in creating a distinct sense of arrival to the development, to improve outlook and increase visual amenity across the site. Soft vegetation and hard-standing will be mixed to create a high-quality landscaped environment, as indicated by the landscaping precedent images shown overleaf.





## PUBLIC REALM PRECEDENTS



- 1 Examples of permeable landscaping incorporating pedestrian pavements.
- 2 Precedent showing integration of cycle parking with wider landscaping strategy.
- 3 Example images showing the integration of landscaping with access, to blur the division between landscaping and transport routes.

The site is focussed around a central, spacious high-quality landscaped area and amenity hub, which offers a communal meeting point and encourages collaboration between building users and the wider LOA site.

The courtyard also allows for a clear landscaped link to be established through the site which connects into a new pedestrian and cycle access from the Langford Lane / Blvd. roundabout junction.

The proposed landscape design enhances what is currently largely cleared waste ground, and will create a series of new high-quality landscaped spaces, routes and views through the site.

New native species specimen trees will be planted to the eastern boundary to replace those that have been severely pollarded, which also gives an opportunity to 'fill in' where there are gaps in the existing planting and strengthen the avenue feel along the main access to the airport site.

Airport constraints mean that existing mature trees on the site have been heavily pruned, giving an unsatisfactory appearance. Within the site, the landscape approach is to accept removal of these existing specimens and to replace them with new small trees and extensive native hedging in lines and blocks. This will create a rich and varied soft landscape structure that will be more attractive and will support biodiversity without increasing the risk of bird strikes.

The standalone amenity hub / café proposed in the central landscape area will be of a high-quality design, and could also feature a flexible space to act as a venue for wider communal activities for Oxford Airport occupiers.

Options are provided overleaf for the potential types of landscape strategy to be implemented in the central courtyard; one option is to provide wildflower meadows and mown paths, and another is to plant herbaceous shrubs and small trees with a central mown meadow space.



## LANDSCAPING - PRECEDENTS



- 1** Central Courtyard option A - tulip or wildflower meadow with mown path.
- 2** Central Courtyard option B - herbaceous shrub and small tree planting.
- 3** Clipped native species trees to entrance space, to be planted within wildflower meadow spaces.
- 4** Wildflower verge, to be planted alongside the retained native hedge along Langford Lane.
- 5** Native species clipped hedging to create structure and separation in the landscape.

## PARKING &amp; CYCLING STRATEGIES

- Surface Car Parking.
- Secured, covered cycle stores.

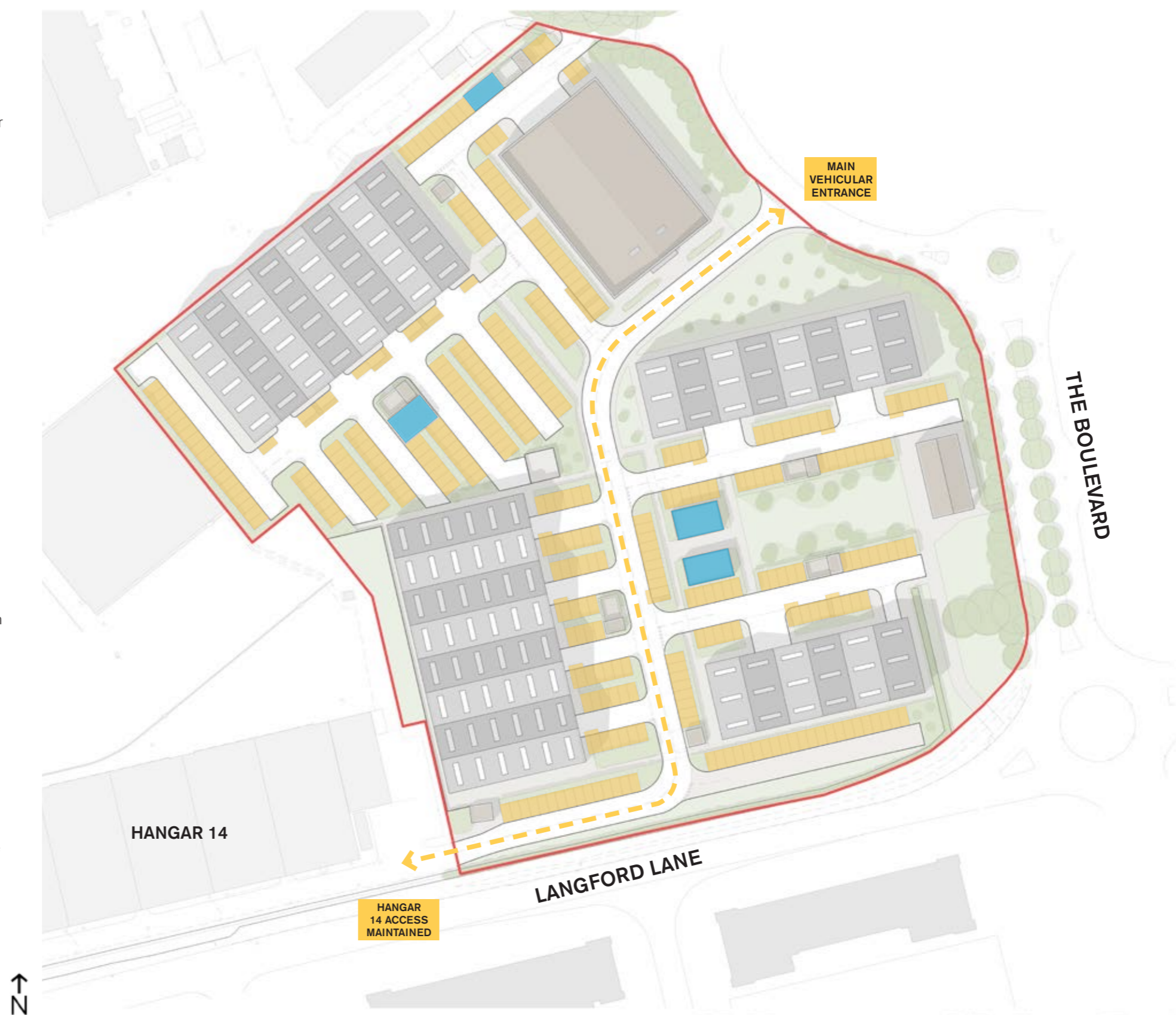
The proposed central access route forms a central spine which provides access to all proposed units and maintains access to Hangar 14. Secondary routes, in a contrasting surface finish, will then provide access to all vehicular parking and buildings. All roads are designed to accommodate rigid HGVs and bin service lorries up to 10.6m in length.

All parking allocations for the proposal will be provided on-site at surface level, and parking allocations have been apportioned around each proposed building according to the building size, to maximise green space and ensure flexibility of building occupation. 25% of parking spaces will be installed with EV charging capacity and the remainder will be provided with passive infrastructure to enable future EV installation. Charging facilities will also be provided within the cycle stores for e-bikes.

All units have been designed as two-storey buildings, and the parking provision has been calculated on this basis. Distributing the parking allocation more evenly across the site allows landscaping to be closely integrated with the proposal to improve quality of space, as per the precedent images overleaf. This helps to break down large extents of parking and will enhance the landscape-led approach of the scheme.

Cycle parking has been calculated in accordance with local planning policy and meets the minimum long stay requirement of 1:100m<sup>2</sup>, and will be provided in covered stores across the site to encourage sustainable travel methods. It was agreed during pre-app consultations that short-stay parking would not be necessary, due to the relatively remote distance of the scheme from urban centres.

For further details of the proposed transport and parking strategy of the development, including parking and cycle calculations, please refer to the Transport Statement produced by TPP Ltd and submitted separately.



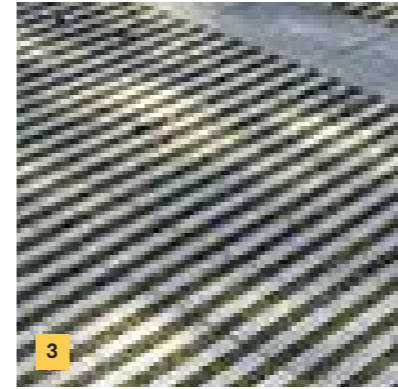
## PARKING PRECEDENTS



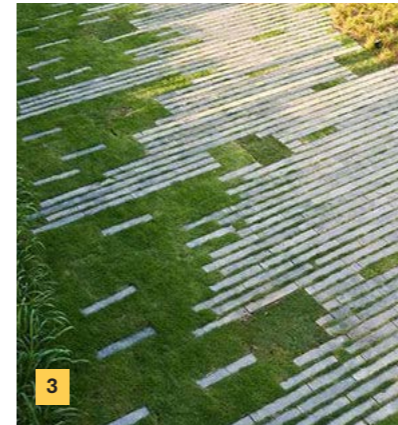
1



2



3



3



4



4



4

- 1 Example of high-quality EV charging facilities.
- 2 External cycle store precedents, incorporating green features such as sedum roofs.
- 3 Permeable floor finish precedent images, incorporating soft landscaping.
- 4 Surface parking precedents and hedging, which blur the division between parking provision and landscaping.

## FOOTPATHS &amp; SITE CONNECTIVITY

 Cycle Parking Stores.

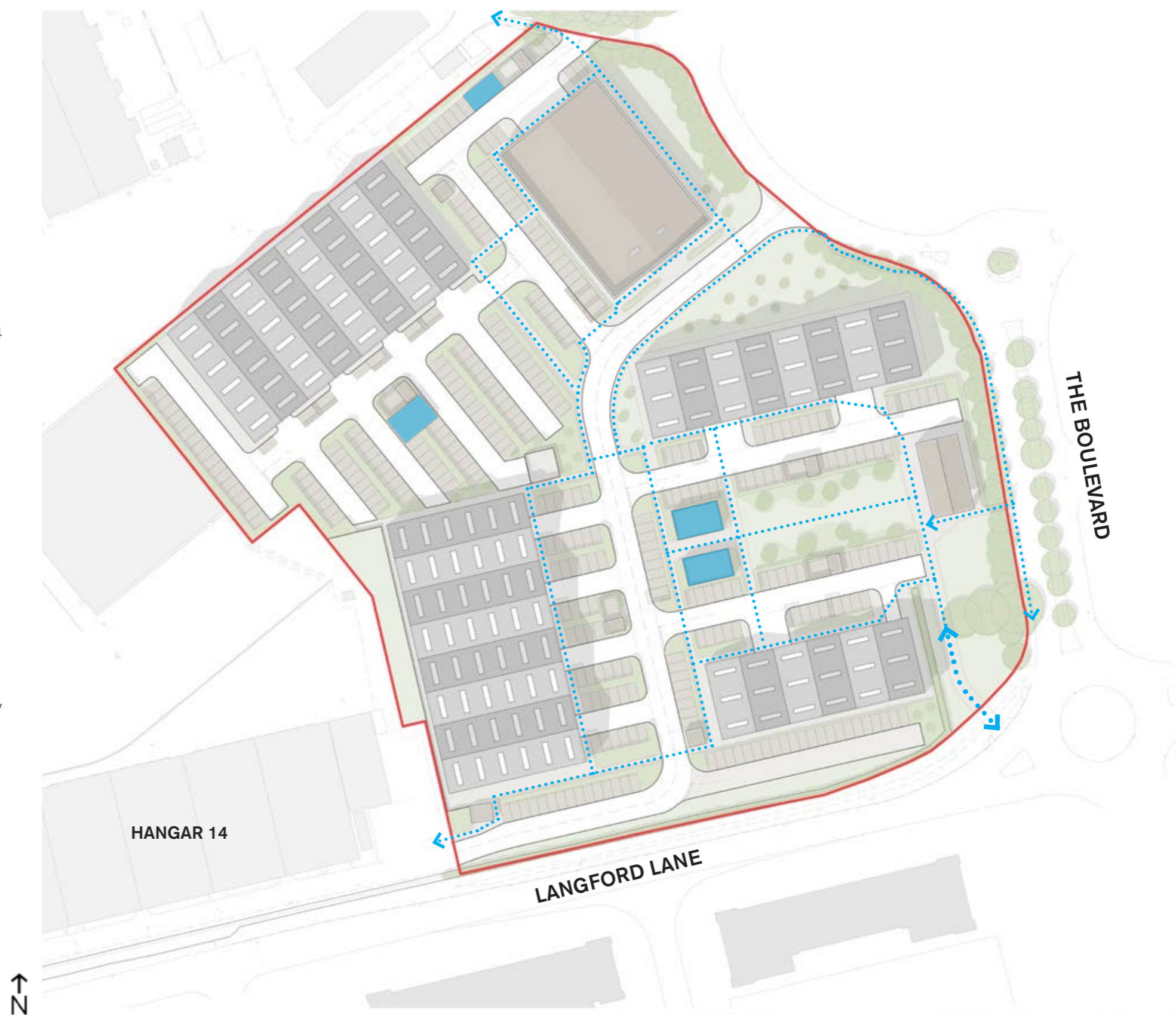
 Proposed pedestrian/cycle access routes.

Permeability of the site via a network of interconnected pedestrian and cycle paths was a key consideration in the development of the site arrangement, to ensure that all aspects of the site are easily accessible by foot.

The blue dotted paths on the plan attached show the key pedestrian footways, which are augmented by a secondary network of paths that connect the parking areas to the buildings.

The blue dots also demonstrate that Hangar 14 will be accessible via footpaths in the proposal, ensuring that connectivity to the wider airport site is maintained in the proposal. Further to this, footpaths will be improved to the north of the site to better connect the pedestrian walkway from Langford Lane through the site to the wider Oxford Airport site further to the north.

It is envisaged that the secondary vehicular routes will be constructed at grade with the footpaths, so that the vehicular routes will double up for pedestrian use around each of the buildings. The relatively low speeds of vehicles to the building approaches, and the predominance of parking and loading bays, will mean that vehicle speeds in these areas are kept to a minimum, ensuring that the secondary road routes can act as safe walking areas.



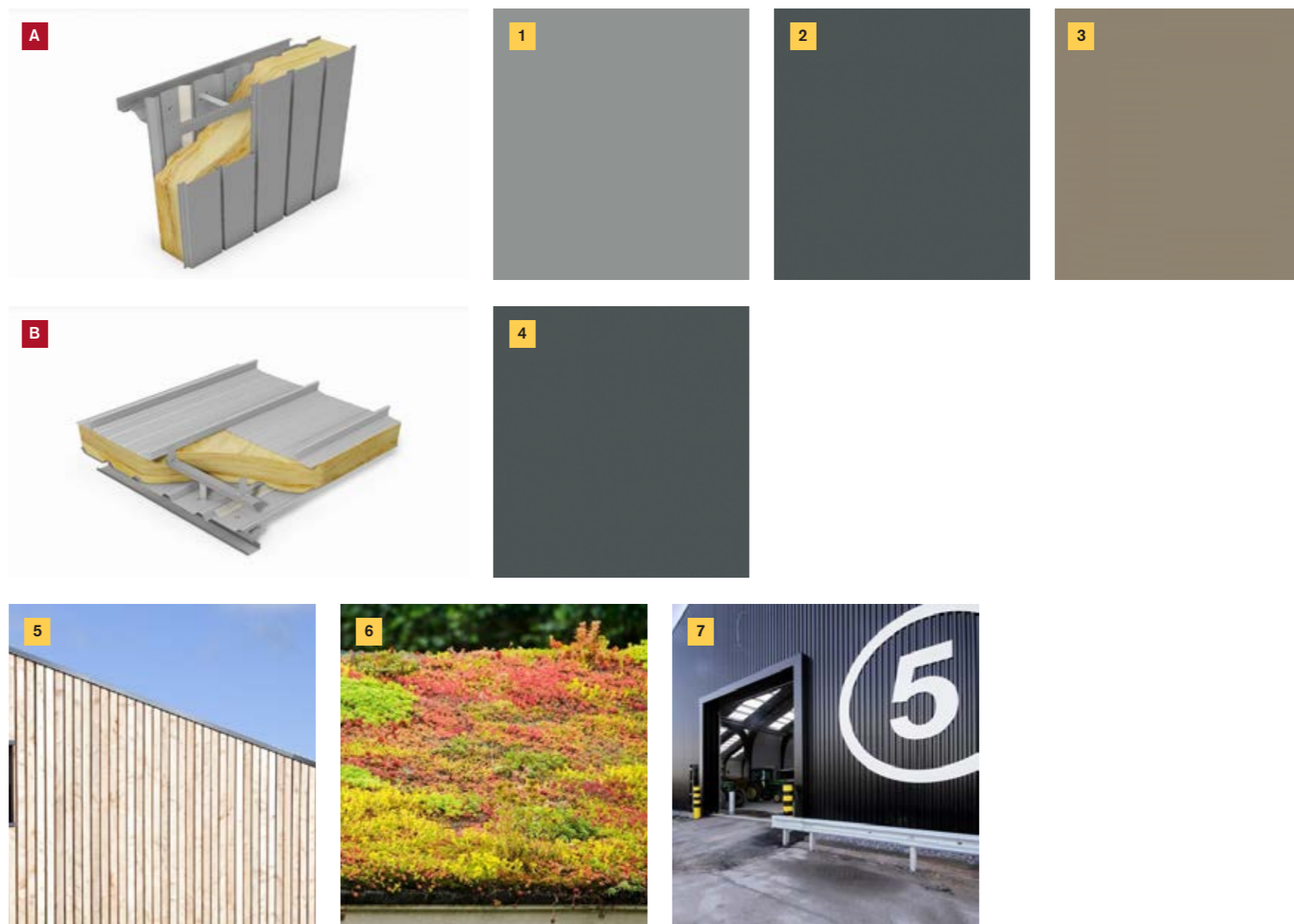
## PROPOSED MATERIAL PALETTE

As the following sections in the document will go on to demonstrate, the proposed material palette for the scheme will be minimal and reflect the aviation context of the site.

The buildings will be largely clad with insulated metal panel systems to form the shells of the buildings, and insulated metal profiled roof panels will be installed to the pitched roofs in sympathy with the wall cladding.

The service and ancillary buildings will be timber-clad to sit comfortably within the landscape proposals, and will be fitted with green roofs to further blend in with the landscape proposals.

Final products will be chosen at a later stage in the project and so may vary from the palette adjacent.



**A** Euroclad (or similar) insulated cladding wall system with vertical panel joints to walls of proposed accommodation buildings, to be installed in three colours (1 - 3):

**1** RAL 7042 (Traffic Grey A) to Buildings C and D.

**2** RAL 7043 (Traffic Grey B) to Buildings A-E.

**3** RAL 1035 (Pearl Beige) to highlight areas and curtain walling frame of Buildings A, B, C, D & E.

**B** Euroclad (or similar) insulated profiled roofing system to all pitched and flat roofs in proposed accommodation buildings, installed in one colour:

**4** RAL 7043 (Traffic Grey B) to Buildings A-E.

**5** Larch / similar softwood vertical weatherboard cladding to service sheds, cycle/bin stores and other ancillary structures.

**6** Extensive sedum / similar green roofs to be installed to service sheds, ancillary buildings and flat roof accommodation Building E.

**7** Large painted numbering to be added to all buildings at high-level.

## PROPOSED BUILDING TYPE 01

- Indicates potential demise line split.
- Denotes extent of Active Frontage at Ground level.

In line with the development vision, three building types - informed by the site context - have been implemented across the site to create a range of building and floorplate sizes. This allows the proposed scheme to offer flexible accommodation for a range of clients within building forms that respond to and enhance the surrounding urban realm.

Buildings will be designed with high-quality, thermally-efficient cladding and roofing materials, which will be decorated in contrasting colours to create visual interest, and projecting feature window frames will be implemented to create a distinctive upper floor. Energy-generating strategies such as PV panelling will be implemented on the roofscapes where suitable, which have been considered to maximise south-facing roof planes where possible to assist in reducing the overall energy demand of the scheme.

Building façades will also respond to the urban realm, with more glazing facing onto the courtyard and landscaped spaces to create active frontages and promote interactivity between building occupants.

Building designs are intended to maximise flexibility, with all subdivided units provided with loading bay access doors, easily accessible from the main service road to accommodate vehicles up to 10m in length.

Plant and service spaces will be sized to accommodate future tenant equipment, and will be incorporated within the cladding design to promote flexible occupation of the buildings.

The following pages set out the three building types, beginning with Building Type 01.

Buildings A & B provide approx. 2,870m<sup>2</sup> and 2,170m<sup>2</sup> GIA respectively over two storeys, and have been designed for subdivision of up to 7no. units. The buildings will be approx. 14.5m tall to the ridge and 10.5m to the eaves.





# BUILDING TYPE 01 - PRECEDENTS



- 1 Cladding Colour
- 2 Zeus Building, Harwell - Smart Shed precedent.
- 3 Window Projections
- 4 Frontage and facade articulation

## PROPOSED BUILDING TYPE 02

- Indicates potential demise line split.
- Denotes extent of Active Frontage at Ground level.

Buildings C & D will be the largest buildings proposed in footprint terms, and will feature distinctive cladding and portal frame structures. The gables have been positioned to echo the Hangar buildings adjacent and across the airport site, and the eaves of the proposal have lowered to reduce visual impact and massing from long-range views of the site.

As with Building Type 01, these units are designed to provide floorspace at two levels, and large rooflights will illuminate the deep plan arrangements.

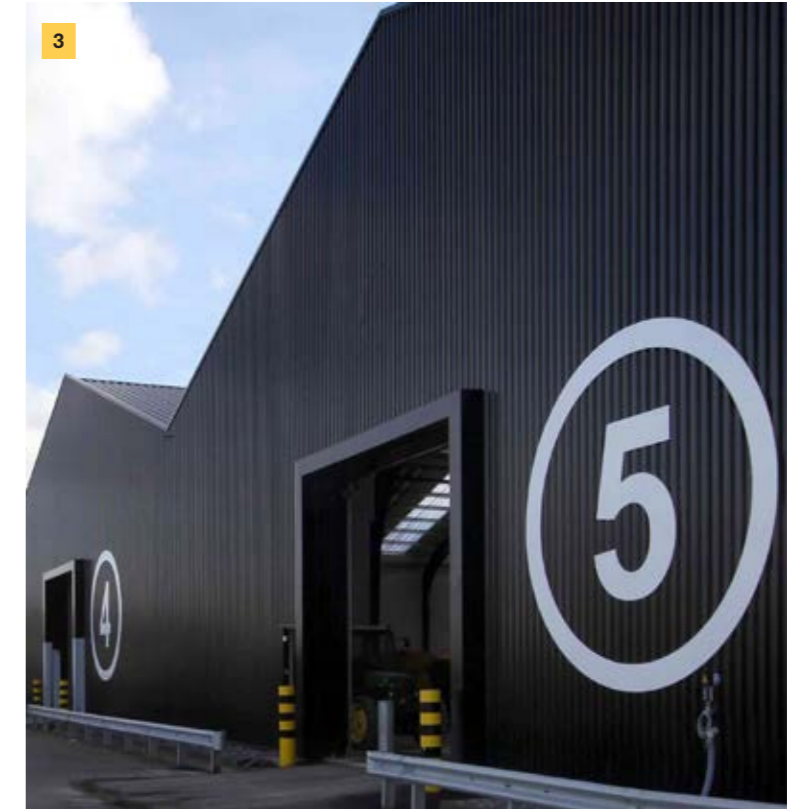
Building Type 02 units feature parking at the front in bays that allow larger vehicles to service the buildings from the front.

A key feature of the design will be the facility to subdivide the buildings along structural grids, to provide smaller tenancies or larger combined units to suit different occupiers. Plant spaces will be positioned on the principle elevations of the buildings and clad to match the façades, to minimise their visual impact at street level.

Buildings C & D each provide approx. 5,240m<sup>2</sup> GIA over two storeys. The buildings will be 14.5m tall to the ridge, and 10.5m to the valleys.



## BUILDING TYPE 02 - PRECEDENTS



- 1 Precedent showing highly glazed façades.
- 2 Canopy and portal frame precedent, showing loading bay design.
- 3 Branding and loading bay precedent.
- 4 Punctured Windows
- 5 Precedent showing active frontage and facade articulation.

## PROPOSED BUILDING TYPE 03

- Indicates potential demise line split.
- Denotes extent of Active Frontage at Ground level.

Building Type 03 (Building E) is distinctive from the other units, featuring a flat roof and parapet set at a lower level than the eaves of the other accommodation buildings.

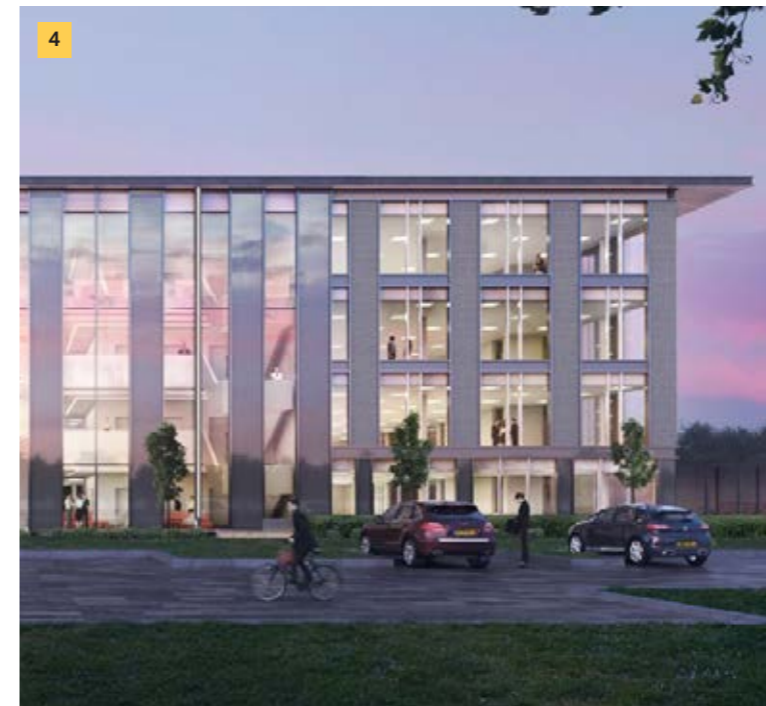
Building E can provide up to approx. 3,100m<sup>2</sup> GIA of accommodation space over two storeys, and can be subdivided into two units along the length of the building. The building will be approx. 11.5m tall to the ridge.

The design of this unit will reference the neighbouring office context to the north and east through innovative use of cladding and passive solar shading strategies, as indicated by the precedents overleaf.

Splitting the unit along the length allows for the southern half of the building to accommodate more office-type uses, with the northern half of the building left for more warehouse/workshop-type accommodation. This allows the southern half to create an active frontage to the main entrance road through higher amounts of glazing, and permits the office-type accommodation to benefit from southern sunlight and daylight.



# BUILDING TYPE 03 - PRECEDENTS



- 1 Ground Floor Entrance
- 2 Strong Verticality
- 3 Cladding and glazing articulation precedent.
- 4 Facade hierarchy and cladding precedent.

### PROPOSED CAFE / AMENITY BUILDING

■ ■ Denotes extent of Active Frontage.

To support the intensified employment space offered by the proposal, and taking into account the site's location on the periphery of Kidlington, a cafe amenity is proposed for the development occupants. This will provide an amenity benefit for the occupants whilst reducing the potential number of journeys out of the site throughout the day.

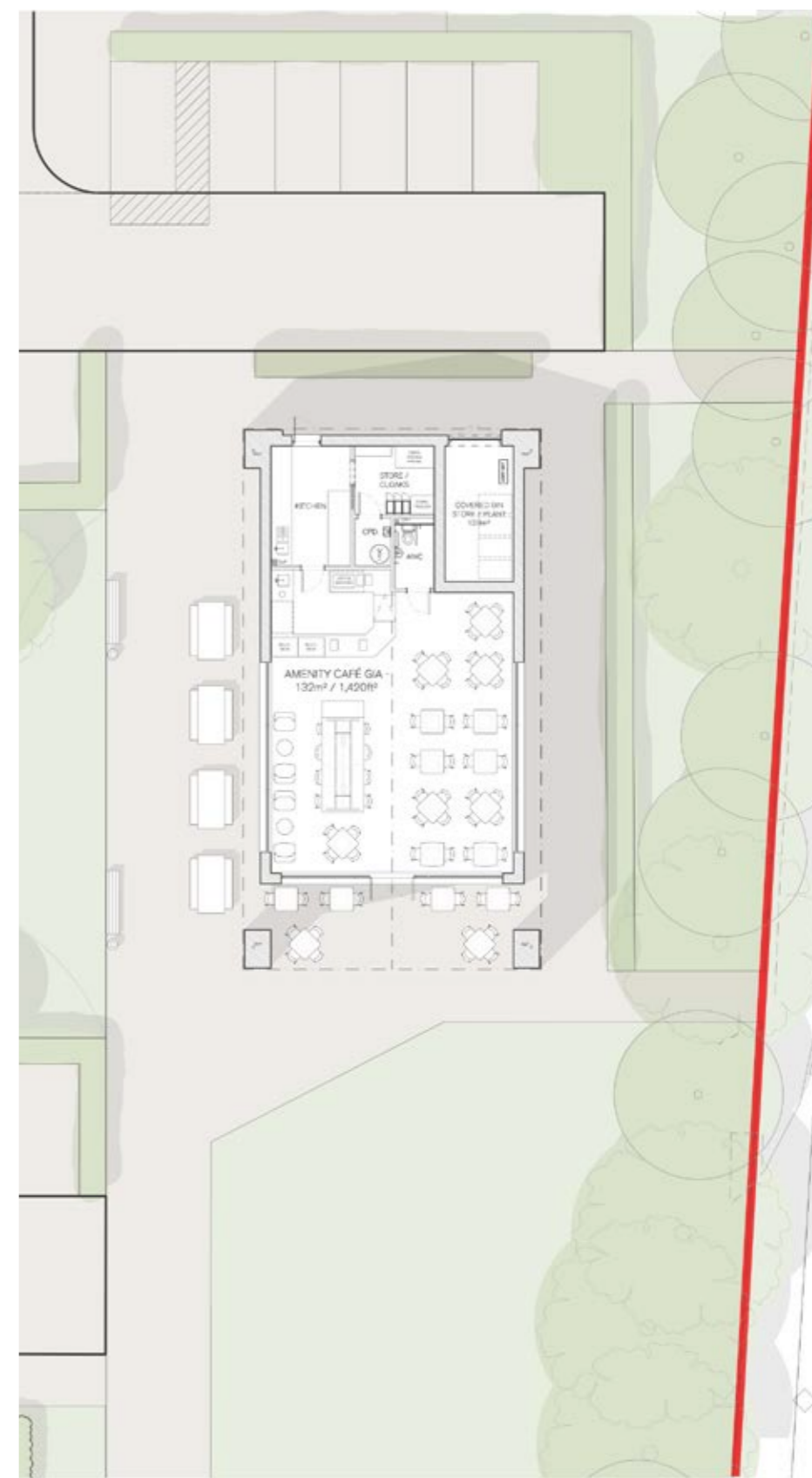
The proposed cafe / amenity building sits at the eastern end of the proposed courtyard, and occupies a prominent position in visual terms, facing onto both the Blvd in close proximity and Langford Lane further to the south.

This allows the cafe to create a visual link when approaching the development, and provides a pivot that allows the eye to be drawn further into the central landscaped focus of the proposal.

The cafe is a single-storey building, and will feature cladding and a pitched gable roof that will link it visually with the other proposed buildings. The facade design will incorporate a large amount of glazing to the western, eastern and southern facades to provide active frontages to the Blvd adjacent as well as the courtyard, and the full-height glazing to both sides of the building will allow views from the Blvd at eye level to permeate through the building and on to the courtyard beyond. The kitchen, plant room and bin store will be accessed from the north facade, away from initial views when approaching the application site and Oxford Airport more generally.

The cafe features a projecting roof to the southern facade which shelters the main entrance and also provides an element of covered external seating. A terrace area to the west of the building is provided to offer further outdoor seating for the summer months. An indicative layout has been provided overleaf.

The cafe will be constructed with a green roof to match the cycle sheds, and could feature PV arrays to the west-facing roof pitch to capture afternoon sun.



INSET PLAN, SHOWING EXTERNAL SEATING

## CAFE / AMENITY - PRECEDENTS



- 1 Pitched roof pavilion-style cafe, with outdoor seating and distinctive gable-end treatment.
- 2 Overhanging gable precedent to form external seating area.
- 3 Opportunity for building branding and signage within recessed gable end.
- 4 Precedent for straight-through glazing to offer active frontage to multiple facades.
- 5 Gable end and verge treatment precedent.

CASE STUDY BUILDING - ZEUS BUILDING, HARWELL

The success of the Zeus Building lies in its flexibility, in both tenancy sizes and flexibility of letting.

The developer has provided a flexible shell which can accommodate a wide range of uses, from warehouse usage up to high-spec. laboratory spaces.

The service strategy incorporates externally-accessed riser cupboards which allow services to reach potential mezzanine floors, as indicated by the section adjacent. It is then for the tenant to populate and service the space according to their needs.

This flexibility also relates to the plan, which can be subdivided into a range of different unit sizes.

These strategies maximise flexibility and can be incorporated into the design at London Oxford Airport.

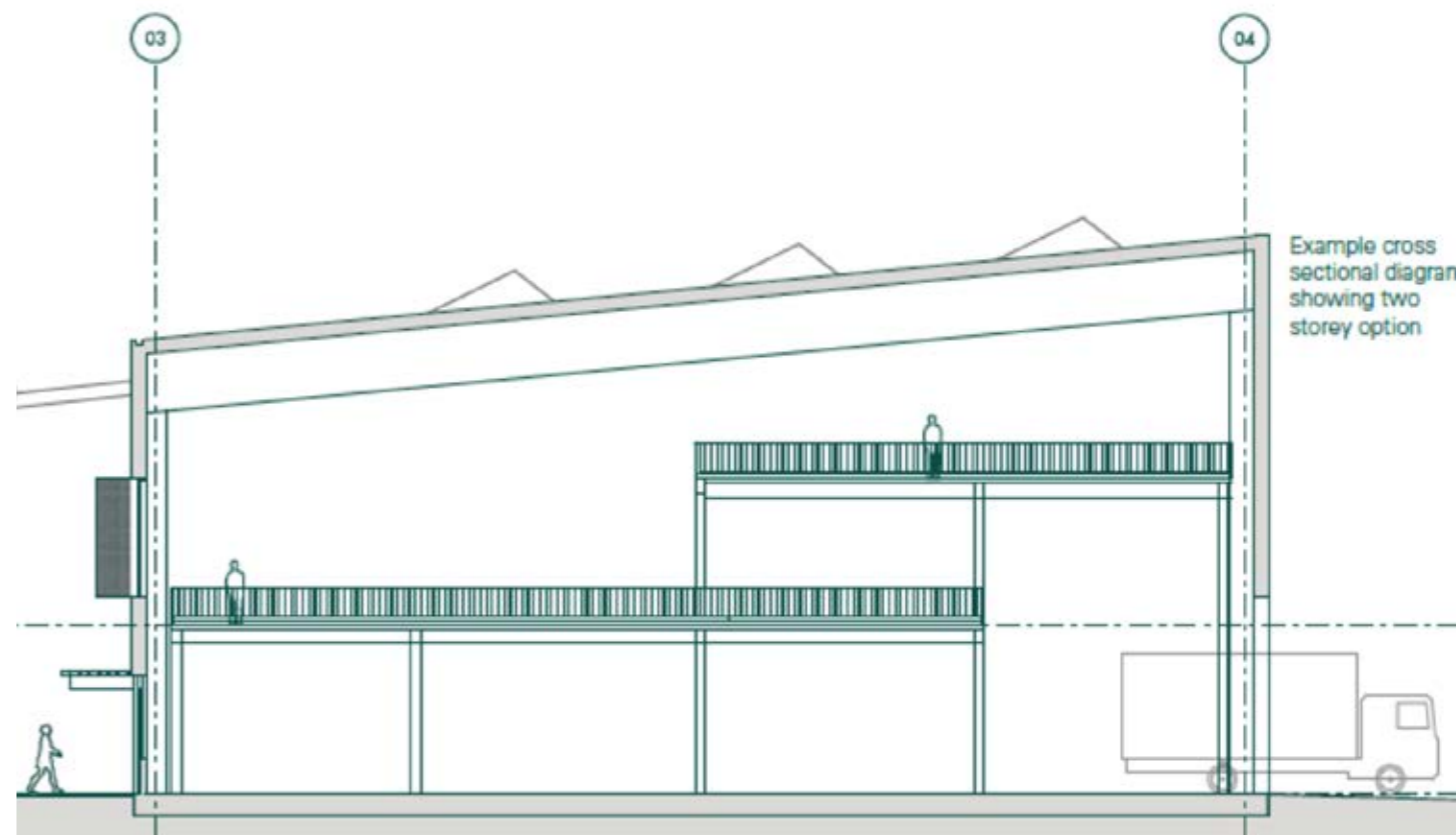


Figure 1. Indicative section, showing mezzanine floor options



Figure 2. Internal view, showing quality and scale of space.



Figure 3. Zeus Building site plan, showing flexibility of subdivision options.



INDICATIVE PROPOSED AREAS

Building	Approx. Footprint (Ground Floor only)		No. of Floors	Approximate GEA		Approximate GIA	
	m <sup>2</sup>	ft <sup>2</sup>		m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>
Unit A - Office/Lab	1,497	16,114	2.0	2,994	32,227	2,874	30,938
Unit B - Office/Lab	1,128	12,142	2.0	2,256	24,283	2,166	23,312
Unit C - Office/Lab	2,728	29,364	2.0	5,456	58,728	5,238	56,379
Unit D - Office/Lab	2,728	29,364	2.0	5,456	58,728	5,238	56,379
Unit E - Office/Lab	1,616	17,394	2.0	3,232	34,789	3,103	33,397
<b>Approx. Total Office/Lab Area:</b>	<b>9,697</b>	<b>104,378</b>		<b>19,394</b>	<b>208,755</b>	<b>18,618</b>	<b>200,405</b>

Note that the Target GEA and GIA figures in the indicative area table above assume accommodation at two levels.

The plan adjacent gives an indication of how the proposed buildings could be subdivided into units to ensure flexibility for prospective tenants, as indicated by the dashed lines.

To maximise flexibility of letting sizes, five larger buildings have been proposed to allow for a range of demise sizes to suit single or multiple building letting scenarios across either single- or double-storey accommodation.

The 19.2m depth of buildings A & B is based on typical floorplate depths for laboratory-type buildings, which will allow for plentiful light to the main lettable spaces. This floorplate depth will also work equally well for office-type accommodation. The quality of space will be further augmented by facing rooflights, which will bring daylight into the floorplates and are suitable for sunlight-sensitive laboratory and testing spaces.

Buildings C & D benefit from 36m floorplate depths, which could enable larger-volume testing and STEM spaces, or would equally suit warehouse or distribution-style accommodation.

Likewise, Building E benefits from a deeper floorplate, which will accommodate a mix of more office-type 'front of house' accommodation to the southern end facing the main vehicular access, with larger volume spaces provided to the north/rear of the building for engineering / warehouse-type use.

Footprint sizes have been shown for reference on the plan adjacent, although the massing of the proposal will allow for accommodation at Ground and First floor levels.



SITE PHASING

— Site Phase boundaries.

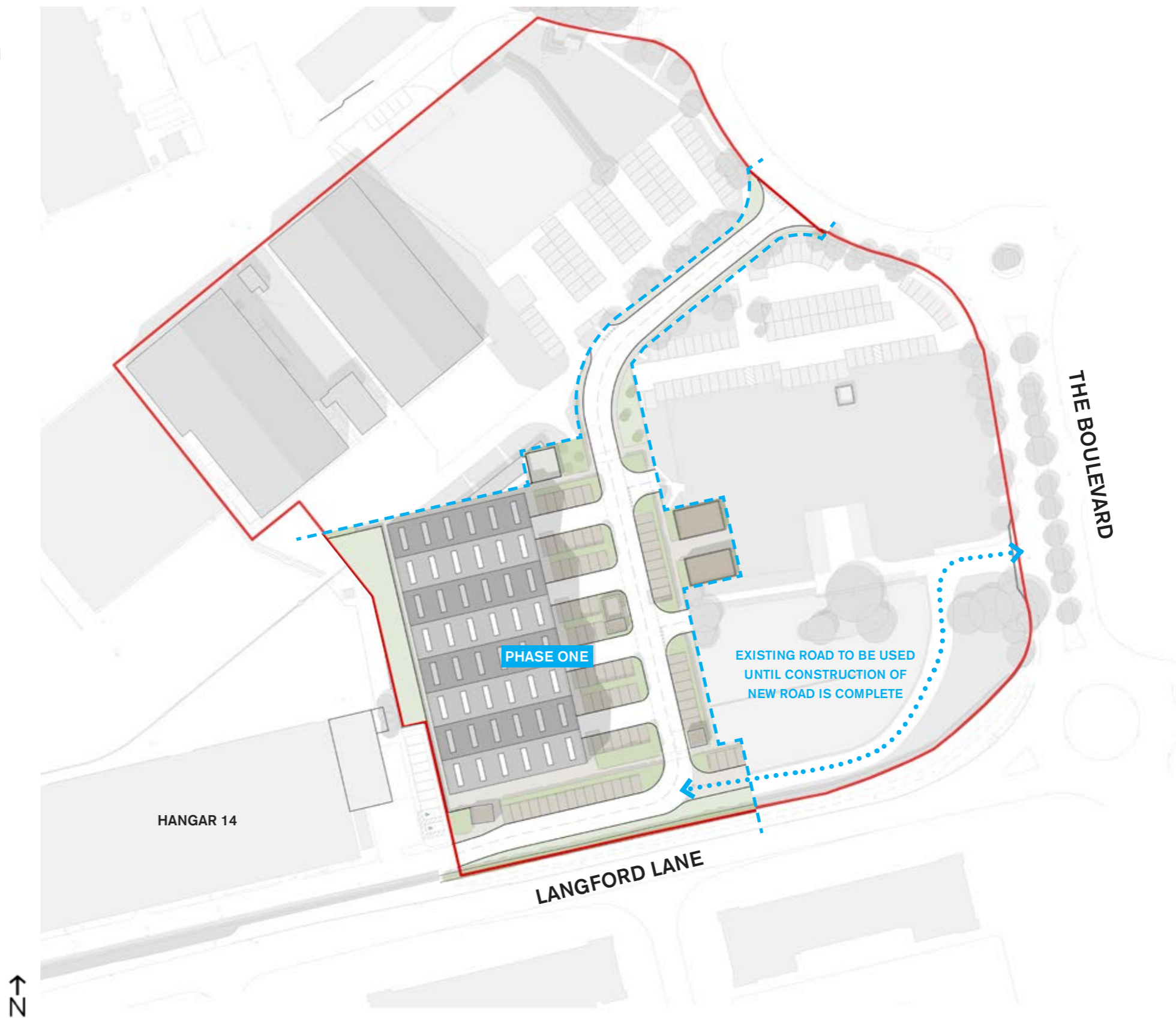
The site plan adjacent shows how the proposed development has considered the potential for phased delivery. These phases look to deliver portions of the scheme that are self-supporting, and so include all parking required for each phase, as well as all other servicing and utility requirements.

Central to the first phase of delivery for the scheme, shown adjacent, is the provision of the new central spine road that provides access to Hangar 14 beyond. This new access road could be completed whilst the existing Hangar 14 access is kept in use, thereby ensuring continuous access to Hangar 14 is maintained at all times.

The central bin and cycle hub and generator enclosure structures would be built during this initial phase to future-proof the next phases of development.

The secondary road junctions from the main spine would also be installed in this initial phase to anticipate later development.

This phase provides approx. 5,240m<sup>2</sup> GIA of floorspace.



SITE PHASING

Site Phase boundaries.

The second Phase of the development would look to complete the south-eastern corner of the site, and would install the central courtyard amenity space and cafe pavilion, as well as the two 'gateway' Buildings A & B.

This phase would also feature much of the enhanced landscaping works, including the improvement and strengthening of the line of trees along the Blvd.

This second phase provides an additional approx. 5,040m<sup>2</sup> GIA of floorspace, providing 10,280m<sup>2</sup> GIA of new accommodation in total.



SITE PHASING

Site Phase boundaries.

The final Phase of the development involves the construction of Buildings D & E, and will complete the northern half of the development.

This phase also includes landscape works to improve the sites wider connectivity to the remainder of the London Oxford Airport site to the north, primarily through the provision of new pedestrian footpaths and links.

The final phase provides an additional approx. 8,340m<sup>2</sup> GIA of floorspace, providing 18,630m<sup>2</sup> GIA of new accommodation in total.



### PROPOSED MEP SERVICING STRATEGY

- External plant enclosures at Ground level.
- Below-ground service ducts to buildings.
- Covered Bin/Cycle Stores.
- Electrical Substations.
- Areas for rooftop PV panel arrays.

To maximise the flexibility of the proposed development, each building will be provided with dedicated plant spaces to allow prospective tenants a range of servicing options.

The intention is to build a 'shell only' scheme to ensure that tenants will have multiple options for servicing the buildings, with plant space allowances to accommodate a maximum of 17no occupiers, including space for additional tenant installed equipment.

External plant enclosures are provided for each building for heat recovery and GSHP equipment, with additional space for future plant equipment.

These external enclosures are linked to each building via below-ground ducts, which will terminate in externally-accessed vertical riser 'cupboards' featuring louvred panels that form part of the facade design. This will minimise the visual impact of these plant enclosures from street-level views from both the internal roads within the development and the surrounding road network.

Further to this, the external enclosures will be screened by native hedging and planting to minimise their visual impact in the streetscape.

To serve the scheme, two electrical substations are proposed in addition to one that is existing. The energy demand of the scheme will be supplemented by PV panel arrays on suitable roof pitches, as indicated on the plan adjacent.

Further information on the plant and energy strategy for the scheme can be found in the Energy Statement produced by YES Engineering and submitted as part of this application.



## BIN STORES &amp; SERVICING ACCESS

 Bin Stores.

Dedicated bin stores will be provided for each building, and have been sized to accommodate space for the maximum of 17no. separate demises for the five buildings in the scheme. The Café amenity building is also provided with its own dedicated bin store within the footprint of the building.

To reduce clutter on the site, the bin stores for each unit will be combined with the cycle storage provision, and all bin stores will be covered and provided with secure locking doors.


It is envisaged that bins will be presented in front of the bin stores on collection days for convenient access by the refuse collection services.

All bin stores are located next to road routes, so that bin collection vehicles can easily reach the stores, manoeuvre using loading bays and turning heads, and leave the bin store areas in a forward gear.

Refer to the Transport Statement produced by TPP and provided with this application for swept path analysis for service vehicles.



## SUDS &amp; DRAINAGE

 Permeable driving surfaces.

The management of surface water and runoff from the proposed buildings is a key consideration in the design, and various strategies will be implemented in the proposed development to ensure that runoff quantities and volumes are kept to a manageable level.

The existing site, which is dominated by poorly-maintained and ad-hoc extents of gravel and hard-standing, present a poor opportunity for attenuation and infiltration of water on-site. The existing surface water drainage network is outdated, and it is proposed to remove and replace this with a new system as part of the overall development works.

Hard-standing and gravel surfaces are to be replaced with new porous road surfaces, and runoff from the building roofs will be directed towards attenuation crates sited below the road surfaces to control and limit infiltration of water to grassland levels.

The green hatch on the site plan adjacent highlights areas where porous materials will be considered, which extends to include the car parking bay surfaces.

Strategies to use the attenuated rainwater for landscape irrigation will be investigated by the design team, to reduce the overall water demand of the project.

Beyond external surface materials, the potential for greywater harvesting will also be explored in the detailed design of the buildings at a later stage in the project to minimise water usage and control the amount of surface water that infiltrates the site.

Refer to the Flood Risk Assessment produced by others and supplied with this application for further details on the SuDS and drainage schemes.



## INDICATIVE PROPOSED SITE SECTIONS &amp; MASSING

The site sections overleaf provide an impression of the proposed scale and massing of the development when viewed against the neighbouring context.

The scale and massing of the proposal maintains existing ridge heights and mirrors neighbouring building forms and so is in keeping with the surrounding buildings, presenting a minimal impact to the existing skyline. The sections show the proposal against the backdrop of existing development, and show that the proposed scheme maintains the openness of this part of the Oxford Green Belt.

The proposed buildings concentrate development on the periphery of the site, reinforcing the site boundaries and focussing the scheme on the central courtyard area.

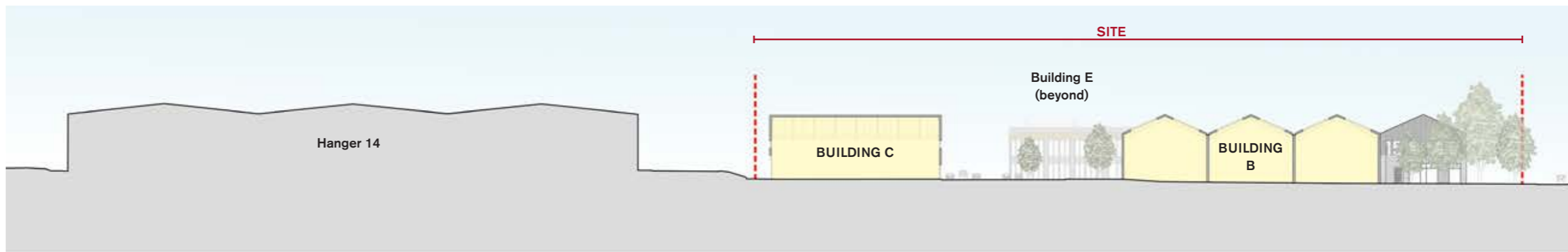
The proposed buildings take into account the sloping topography of the site from a high point in the NE corner to a low in the SE, and have been designed to have lower ridge heights than the surrounding context, which will act as a visual screen from longer-range views within the Green Belt.

The massing of the new buildings to Langford Lane represents a continuation of the massing of Hangar 14, creating a rhythm and sense of place to the western end of Langford Lane and the urban-rural periphery of Kidlington.

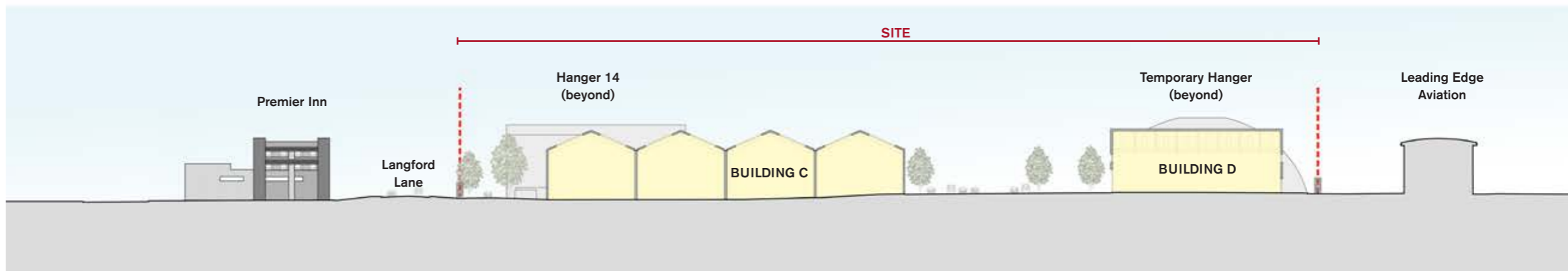




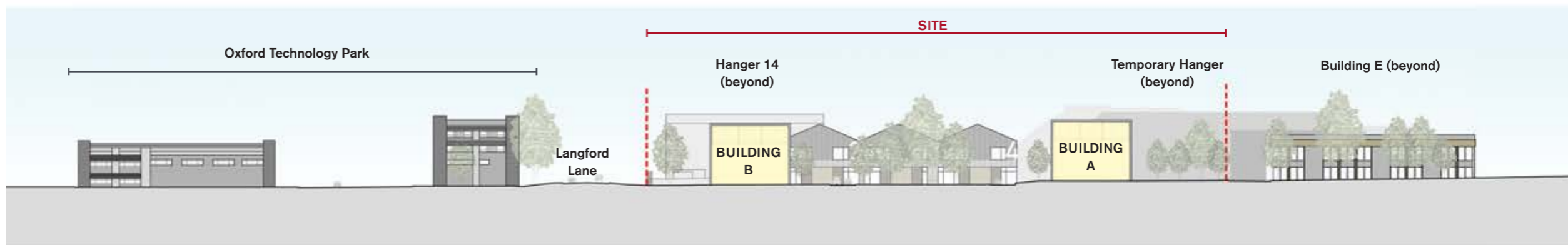
INDICATIVE PROPOSED SITE SECTIONS & MASSING



PROPOSED SECTION AA



PROPOSED SECTION BB



PROPOSED SECTION CC



PROPOSED OVERHEAD VIEW



PROPOSED COURTYARD VIEW



PROPOSED VIEW FROM LANGFORD LANE, LOOKING WEST

## SUMMARY AND CONCLUSION

In summary, this document presents a comprehensive response to the comments raised by Cherwell District Council in the December 2022 pre-app consultation and January 2023 written feedback, and details a proposal for the successful redevelopment of an under-utilised site at London Oxford Airport.

The scheme will provide space for high-value employment needs in accordance with the objectives of Local Plan Policy *Kidlington 1*, by providing high-quality sustainable and adaptable new buildings that are designed to meet the requirements of businesses. The proposals would make a significant positive contribution to the overall employment offering in this area and the district's economy.

The proposal provides an appropriate level of development for the site which will significantly improve the quality of space and streetscape by building on the distinctive character of the wider airport site, and the site arrangement and landscaped courtyard space will create the high-quality 'gateway' development that the Council has envisioned.

ESG and sustainability will be at the forefront of the scheme, and passive strategies, such as solar shading and surface water attenuation, along with on-site energy generation through PV panels, will minimise the overall energy demand of the proposal. Sustainable travel methods, such as walking and cycling, are promoted in the scheme, and carbon-efficient and recycled materials will be implemented to minimise the carbon footprint of the proposal.

The scheme, through its focus on landscape and external amenity, maintains and enhances the openness of this part of the Oxford Green Belt by ensuring the bulk and massing of the scheme is in keeping with the surrounding urban context. The proposal will result in thermally-efficient, contextually sensitive buildings that will encourage high-quality R&D and tech tenants to this area of Cherwell District, furthering Oxford's world class reputation as an incubator for cutting edge tech research and development.



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**APPENDIX 01: EXISTING AND PROPOSED AREA SCHEDULES**

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## APPENDIX 01: APPROXIMATE AREA SCHEDULES

## EXISTING AREA SCHEDULE

Existing Buildings	Footprint		GEA - Ground Floor		GEA - First Floor		Volume	
	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>3</sup>	ft <sup>3</sup>
1. Vacant Hangar	1,561	16,802	1,499	16,130	0	0	0	0
2. Vacant Hangar	1,827	19,666	1,754	18,879	0	0	0	0
3. Vida Health & Fitness	1,040	11,194	998	10,747	516	5,554	0	0
4. Langford Hall (demolished)	0	0	0	0	0	0	0	0
5. CAE Temp. Accommodation	408	4,392	392	4,216	0	0	0	0

Site	Footprint		GEA - Ground Floor		GEA - First Floor		Volume	
	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>3</sup>	ft <sup>3</sup>
<b>Total Existing:</b>	<b>4,836</b>	<b>52,054</b>	<b>4,643</b>	<b>49,972</b>	<b>516</b>	<b>5,554</b>	<b>0</b>	<b>0</b>

**General Notes:**

- All stated areas are approximate, and are based on OS Map information. All drawings are preliminary and subject to the discharge of design risks, including and not limited to the following;
  1. An updated full measured survey of the existing buildings, including current surveys of all services, utilities and the surrounding topography;
  2. Detailed understanding of the extents of Title Plan boundaries to be provided by client, as rescaling of Title Plan can lead to inaccuracies due to red line width;
  3. Full technical design for architectural, structural, civils, landscape design and MEP services and utilities, and review by an Approved Inspector & Fire Consultant.
  4. The existing structure of all retained elements is to be investigated by a Structural Engineer to determine its suitability for re-use and enhancement.
  5. All proposals are subject to Local Authority Planning policies and Building Control approvals, along with any forthcoming changes to Approved Document and Building Regulations guidance.
  6. All layouts are subject to statutory and legal consents, including Environment Agency comment, Rights to Light, Acoustics & Fire consultations & approval.



## APPENDIX 01: APPROXIMATE AREA SCHEDULES

## PROPOSED AREA SCHEDULE

Building	Approx. Footprint (Ground Floor only)		No. of Floors	Approximate GEA		Approximate GIA		Approximate Volume		Parking Allocation - CDC Max. Provision				Parking - As advised by TPP
	m <sup>2</sup>	ft <sup>2</sup>		m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>3</sup>	ft <sup>3</sup>	Parking Spaces*	Acc. Spaces**	Motorcycle Spaces	Cycle Spaces 195no. Total	
Unit A - Office/Lab	1,497	16,114	2.0	2,994	32,227	2,874	30,938	-	-	67	3	7	30	50
Unit B - Office/Lab	1,128	12,142	2.0	2,256	24,283	2,166	23,312	-	-	50	3	8	23	37
Unit C - Office/Lab	2,728	29,364	2.0	5,456	58,728	5,238	56,379	-	-	121	6	11	55	91
Unit D - Office/Lab	2,728	29,364	2.0	5,456	58,728	5,238	56,379	-	-	121	6	11	55	91
Unit E - Office/Lab	1,616	17,394	2.0	3,232	34,789	3,103	33,397	-	-	72	4	9	32	54
<b>Approx. Total Office/Lab Area:</b>	<b>9,697</b>	<b>104,378</b>		<b>19,394</b>	<b>208,755</b>	<b>18,618</b>	<b>200,405</b>	-	-	<b>431</b>	<b>22</b>	<b>48</b>	<b>194</b>	<b>322</b>
Amenity ***	172	1,851	1.0	172	1,851	149	1,604	-	-	0	0	0	0	0
Cycle & Service Sheds	465	5,005	1.0	465	5,005	-	-	-	-					
<b>APPROX. TOTAL AREAS:</b>	<b>10,334</b>	<b>111,234</b>		<b>20,031</b>	<b>215,612</b>	<b>18,767</b>	<b>202,009</b>	-	-					

	Footprint Comparison		GEA Comparison	
	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>
<b>Existing Buildings:</b>	<b>4,836</b>	<b>52,054</b>	<b>5,159</b>	<b>55,526</b>
<b>Proposed Buildings (Approx.):</b>	<b>10,334</b>	<b>111,234</b>	<b>20,031</b>	<b>215,612</b>
<b>Comparison to Existing:</b>	<b>+5,498</b>	<b>+59,180</b>	<b>+14,872</b>	<b>+160,086</b>

**Parking Notes:**

\* See Parking Standards note below.

\*\* NOTE: Accessible parking spaces are included within the overall parking spaces provision, but have been listed separately for reference.

\*\*\* No parking provision allowed for amenity.

**General Notes and Considerations.**

- All stated areas are approximate, and are based on information, topographical survey and data provided by Savills and the client.

- All drawings, target efficiencies and areas stated are preliminary and subject to the discharge of design risks, including and not limited to the following;

1. A full measured survey of the site, including surveys of all MEPH services, utilities, surrounding topography and sections/elevations;
2. Detailed understanding of the extents of Title Plan boundaries to be provided by client, as rescaling of Title Plan can lead to inaccuracies due to red line width;
3. Full technical design for architectural, structural and MEP services and utilities;
4. All proposals are subject to Local Authority Planning policies and Building Control approvals, along with any forthcoming changes to Approved Document and Building Regulations guidance. All proposals subject to review by an Approved Inspector and Fire Consultant.
5. All layouts are subject to statutory and legal consents, including Rights to Light, Acoustics & Fire consultations & approval.

\* Parking Standards based on figures given in the Oxfordshire County Council *Parking Standards For New Developments Table 5* (dated Nov. 2022), as advised by TPP. Parking standards are as follows:

- R&D / Lab uses require 1 space per 45m<sup>2</sup> GEA.
- Motorcycle Parking Standards for both parking options are based on 1 space per 400m<sup>2</sup> up to 2,000m<sup>2</sup> GEA, and then 1 space per 1,000m<sup>2</sup> GEA thereafter.
- Cycle Parking Standards are based on 1 space per 100m<sup>2</sup> of GEA.

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