BICESTER MOTION INNOVATION QUARTER
DAS ADDENDUM

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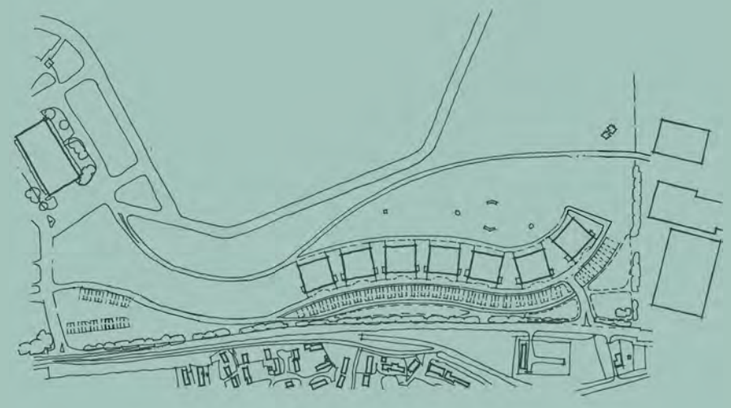

BICESTER
MOTION

3D
REID

1.
INTRODUCTION

This document is the Design and Access addendum to 19/02708/OUT for Outline Planning for new employment units B1, B2, B8 and D1 at Bicester Motion, Buckingham Road, Bicester, OX26 5HA prepared by 3DReid.

This Section 73 Application provides details of the design development of the consented scheme and the improvements to the design, whilst retaining the agreed principles and characteristics of the original design. The key changes to the consented scheme are as follows:

- Re-orientation of the developable areas to substantially improve the connection and relationship with the historical context and open airfield,
- Re-positioning of the developable area respects the historical layout to avoid straight line layout,
- Rebalancing of the developable area's proportion to reduce the depth to widths ratio to meet the modern requirements of future tenants,
- Relocation of the car parking area adjacent to the buildings and integration with the landscape,
- Relocation of the servicing access to the Skimmingdish Lane elevation enabling space for soft landscaping and improved visual connectivity through the buildings,
- Reduction of heritage impact from the development on the special ancient monuments by increasing the distance of hardstanding away from the pill boxes and seagull trenches,

BICESTER MOTION - INNOVATION QUARTER
WIDER SITE PLAN

The proposed development site is approximately 2.4km (1.5miles) north/north east of the centre of the market town of Bicester at Bicester Motion (formerly known as former RAF Bicester). The total site area is 24.9 acres (10.076HA).

BICESTER MOTION - INNOVATION QUARTER
SITE ANALYSIS

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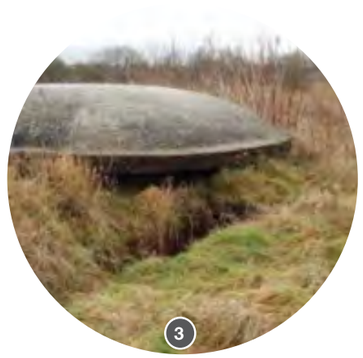
Heritage Buildings

Type C Hanger (113)

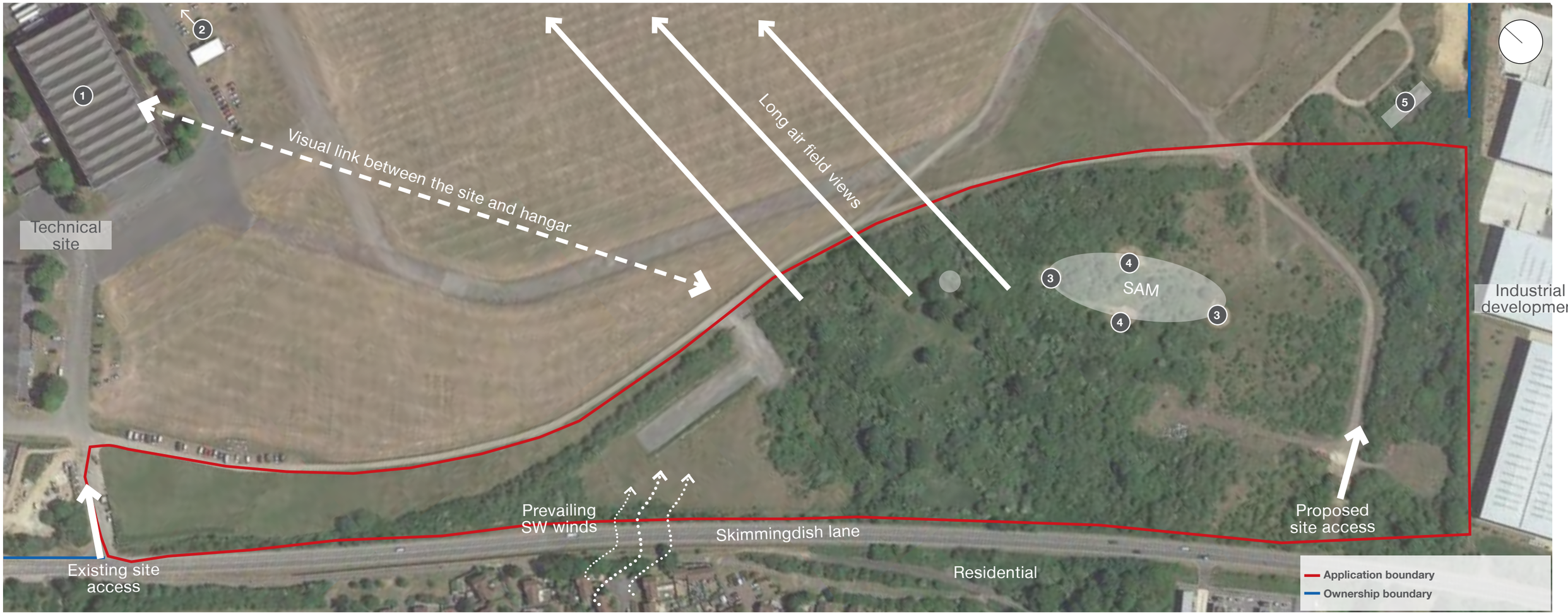
Watch Tower (109)

Pill box (SAM)



Seagull trenches (SAM)

Bomb shelters (229)



BICESTER MOTION - INNOVATION QUARTER
CONSENTED SCHEME - OUTLINE PLAN

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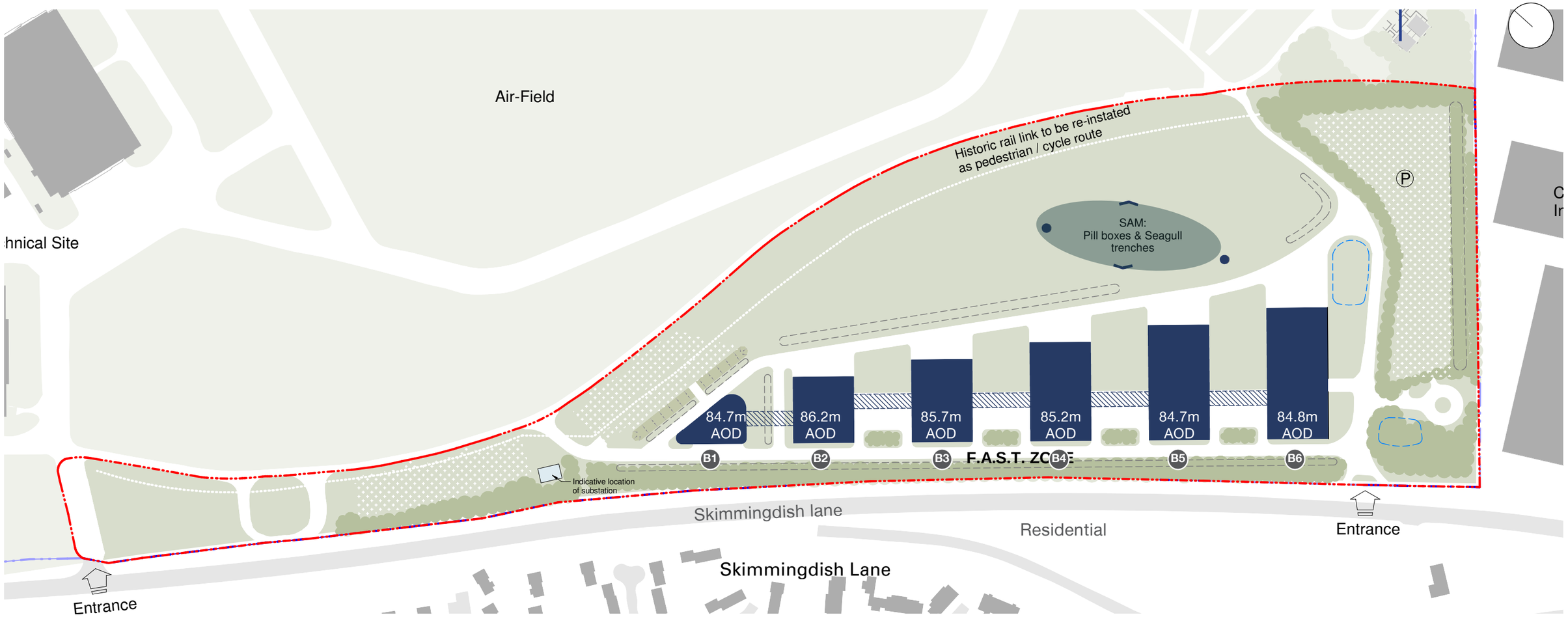
Max. footprint

- B1 750m²
- B2 1259m²
- B3 1565m²
- B4 1871m²
- B5 2176m²
- B6 2482m²

KEY

- Application Boundary
- Ownership Boundary
- Open Space and Landscape Buffer Areas
- Existing Built Form
- Indicative Built Form
- Indicative Building Links
- Indicative Infiltration Swale
- Indicative Locations of Infiltration Basins
- Indicative Carparks



2.
EVOLVING THE CONSENTED SCHEME

- Analysis of consented scheme
- Design concept development
- Approach to sustainability
- Masterplan sketch proposal
- Sketch artistic impression

BICESTER MOTION - INNOVATION QUARTER
ANALYSIS OF CONSENTED SCHEME

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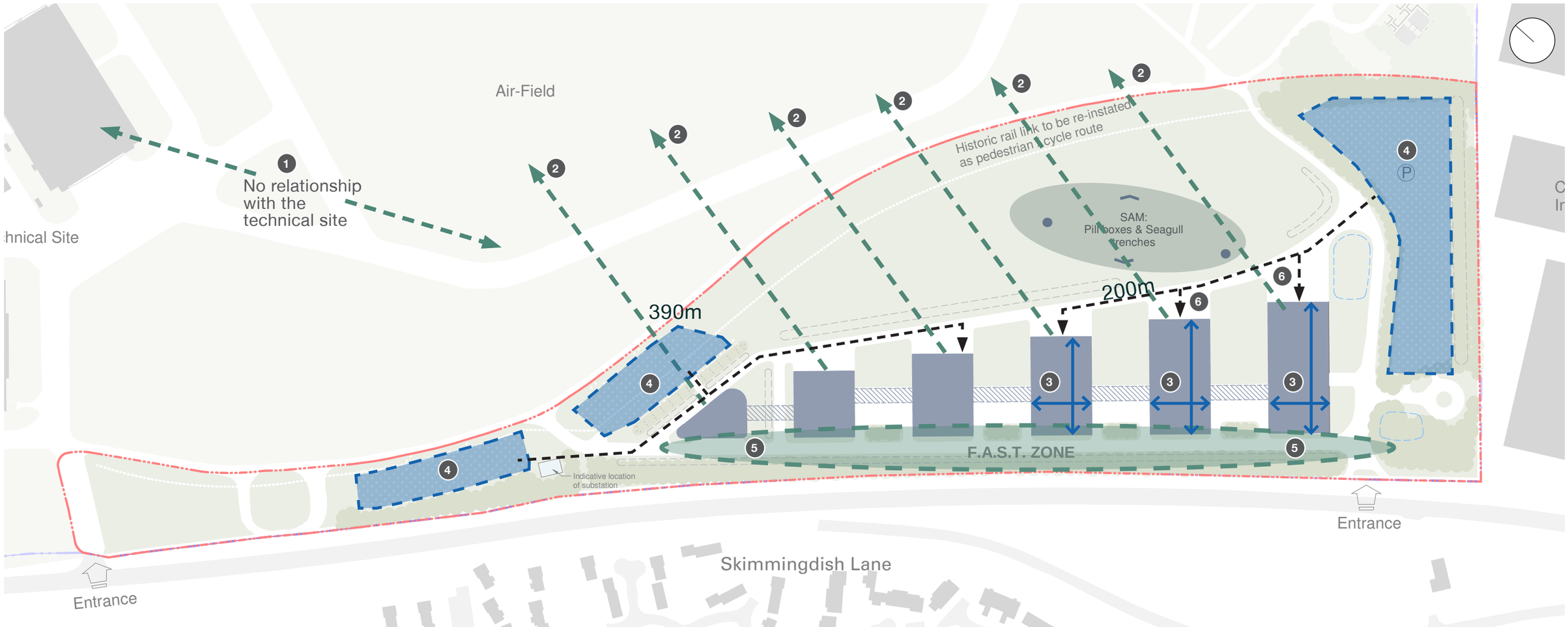
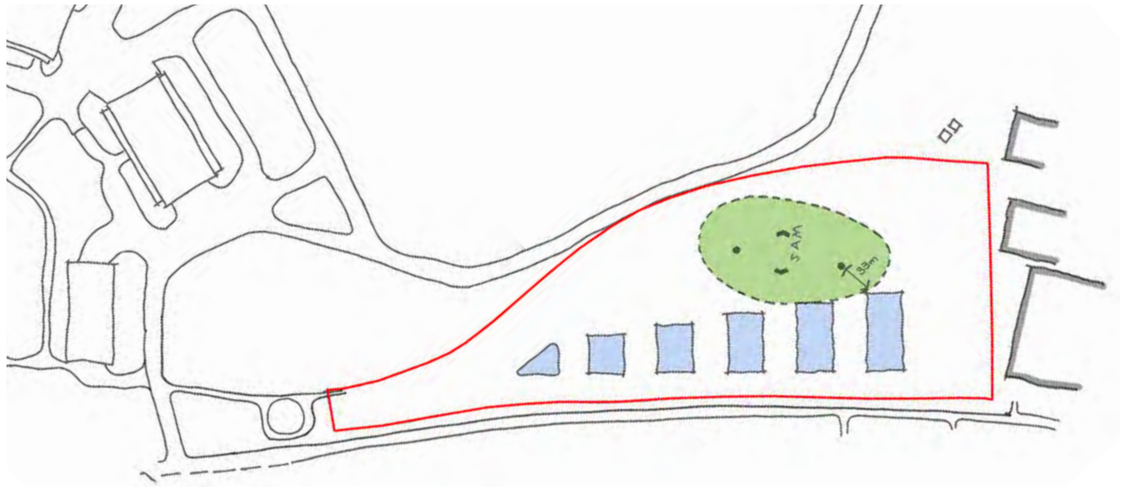
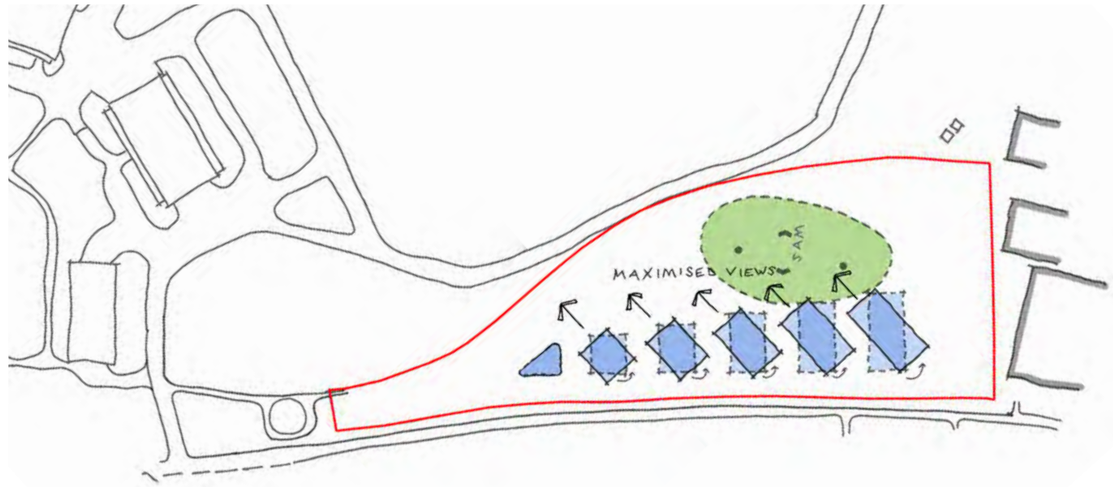
1. No relationship with the technical site (Heritage Quarter),
2. Limited relationship with airfield vistas,
3. Deep developable areas with restrict potential tenants and restricts future flexibility and sub division,
4. Large car parking area located over 200m away from developable areas,
5. Servicing arrangement not suitable for large vehicle movements,
6. Hardstanding and service located in close proximity to SAM setting



BICESTER MOTION - INNOVATION QUARTER
DESIGN CONCEPT DEVELOPMENT



1. Consented scheme



2. Rotated buildings to maximise views

3. Creating routes and visual connections

4. Expanded ecology zone & organic building arrangement

BICESTER MOTION - INNOVATION QUARTER
APPROACH TO SUSTAINABILITY

Low Carbon Design Approach

Sustainability is at the heart of our design as we recognise the positive impact this will have on the health and well-being of the tenants as well as minimising the long term operating costs and future proofing the scheme

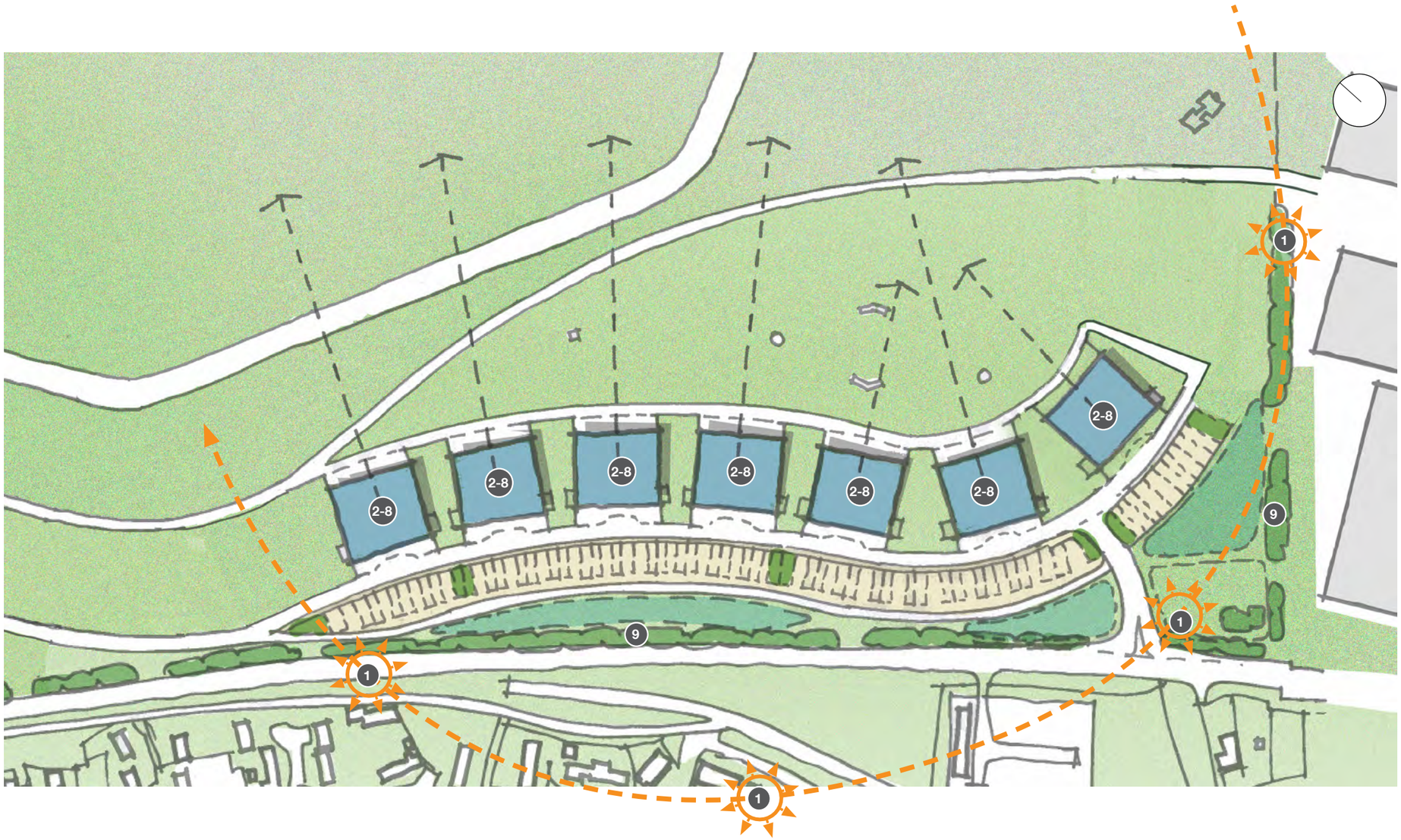
Opportunities

1. Capture benefits from site orientation
2. Efficient envelope design
3. Excellent thermal performance
4. Excellent air tightness
5. Good daylighting
6. Natural ventilation and acoustic strategy given road noise
7. Demand driven energy consumption
8. De-carbonisation through renewable technology
9. Enhanced biodiversity
10. Minimised embodied carbon
11. A circular economy approach when considering the full life cycle of the building

10 11 Sustainable Construction

9 Sedum roof

8 PV Panels



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MASTERPLAN SKETCH PROPOSAL

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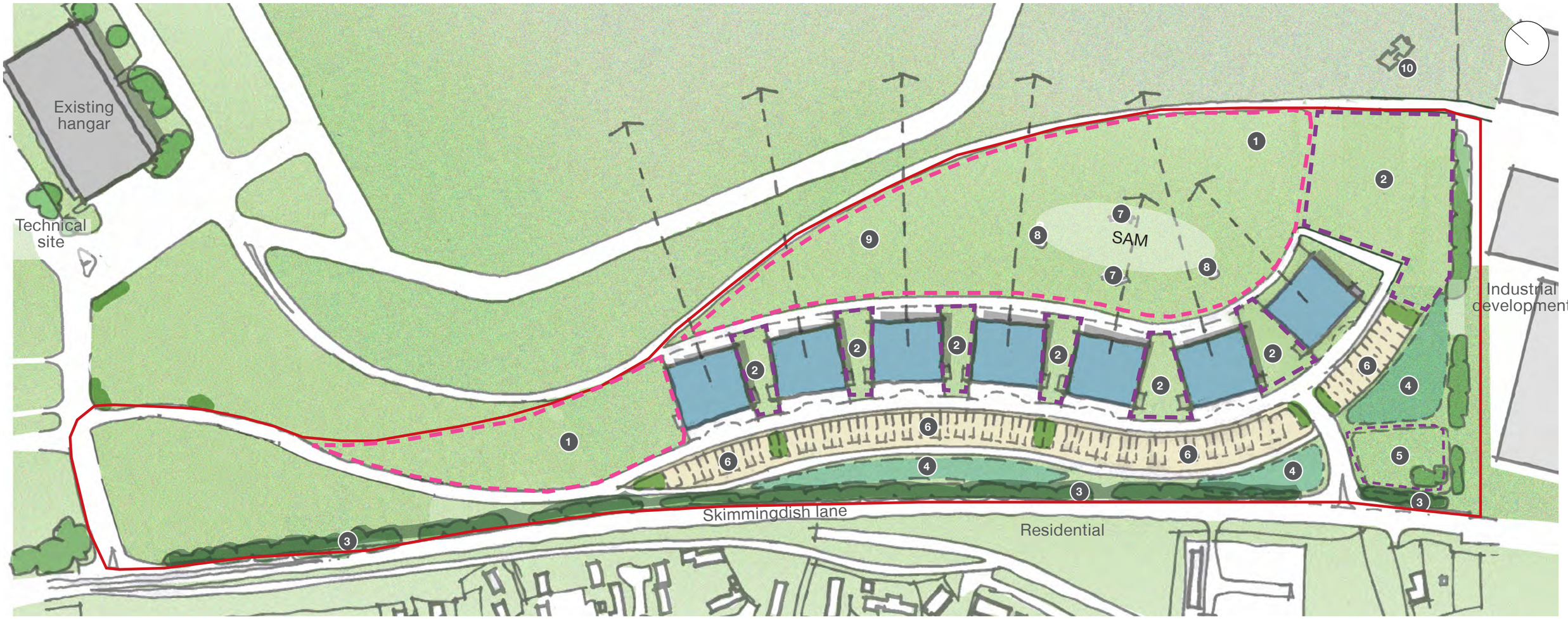
1. Maintained grassland
2. Soft landscaped/grassland area
3. Proposed landscape buffer - tree/hedgeline
4. Swale
5. Panhandle
6. Permeable paving
7. Seagull trench
8. Mushroom pillbox
9. Historical monument
10. Bomb shelters



BICESTER MOTION - INNOVATION QUARTER
SKETCH ARTISTIC IMPRESSION

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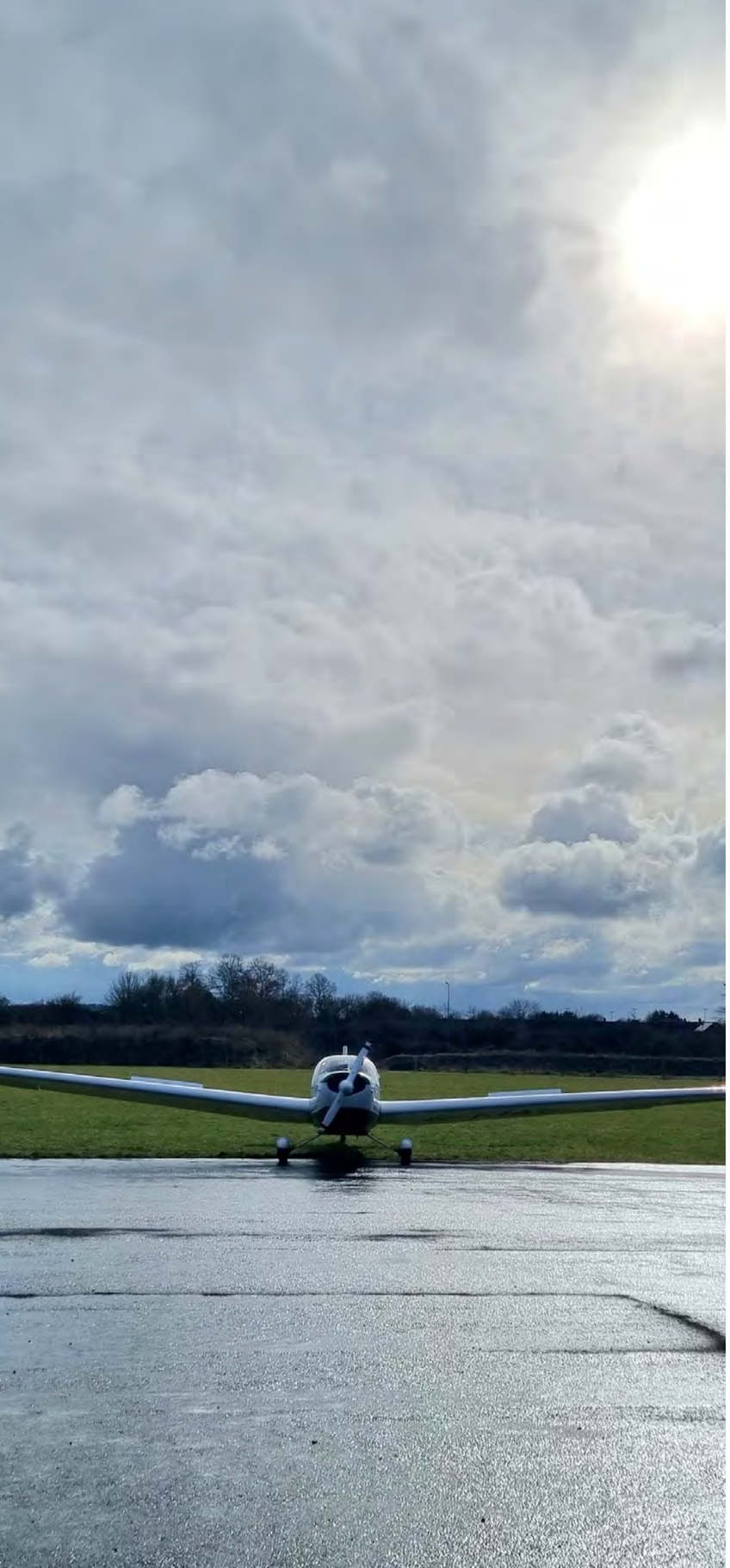


3.
THE PROPOSED SCHEME

- Parameter Plans
  - Developable areas
  - Land use
  - Heights & massing
  - Open space / Landscape
  - Scale, form & massing
  - Indicative layout plan
- Material palette & precedents
- Landscape & environment
- Landscape precedents
- Access & movement
  - Servicing & deliveries
  - By car
  - Pedestrians & cyclists

BICESTER MOTION - INNOVATION QUARTER
PARAMETER PLANS

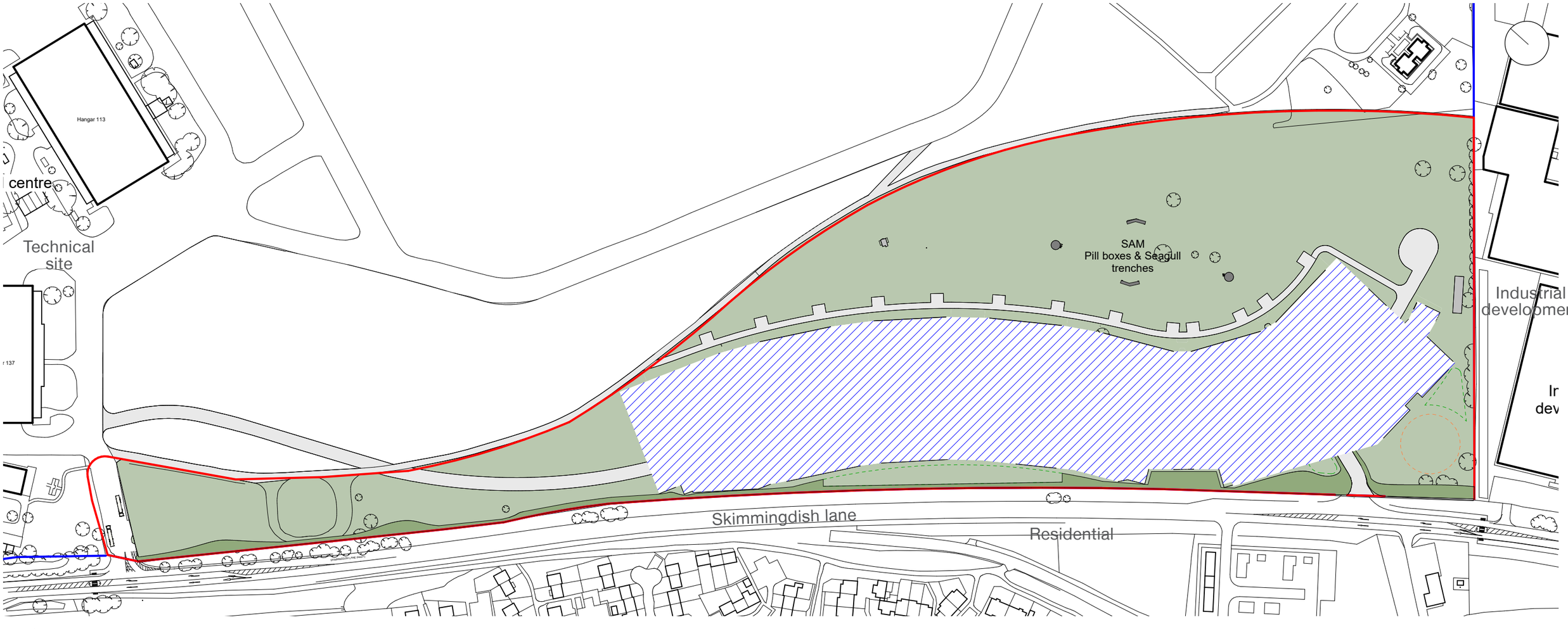
Developable Areas

Following an in-depth analysis and evolution of the consented scheme, the developable area has been revised.

The updated proposal follows a more organic masterplan of seven, evenly proportioned buildings arrayed in a soft arc which better harmonises with the landscape and provides a less regimented feel.

KEY:

- Application Boundary
- Ownership Boundary
- Indicative built form
- Indicative infiltration swale
- Panhadle area



BICESTER MOTION - INNOVATION QUARTER
PARAMETER PLANS

Land use

The site accommodates 7 modular buildings represented in two groups; B1-B5, consisting of office and industrial units and B6-B7 consisting of office, industrial, storage and distribution units.

The established typology allows for each of the modular buildings to have a minimum of 36 car park spaces distributed to the front and rear of each unit. One substation is proposed for every two buildings. Adjacent to each substation, secure bicycle parking is proposed accommodating 22 bicycles per building. The proposed masterplan allows for a total of 401 car park spaces and 88 bicycle spaces.

The masterplan's ecology area to the north has been enlarged from 2,85ha to 2,87ha. A zone of strategic dense vegetation and a series of swales are also proposed with the intent to benefit the biological habitat and favour the ecological diversity of the area.

KEY:

- Application Boundary
- Ownership Boundary
- Use class B2/E
- Use class B2/B8/E
- Pandhandle area

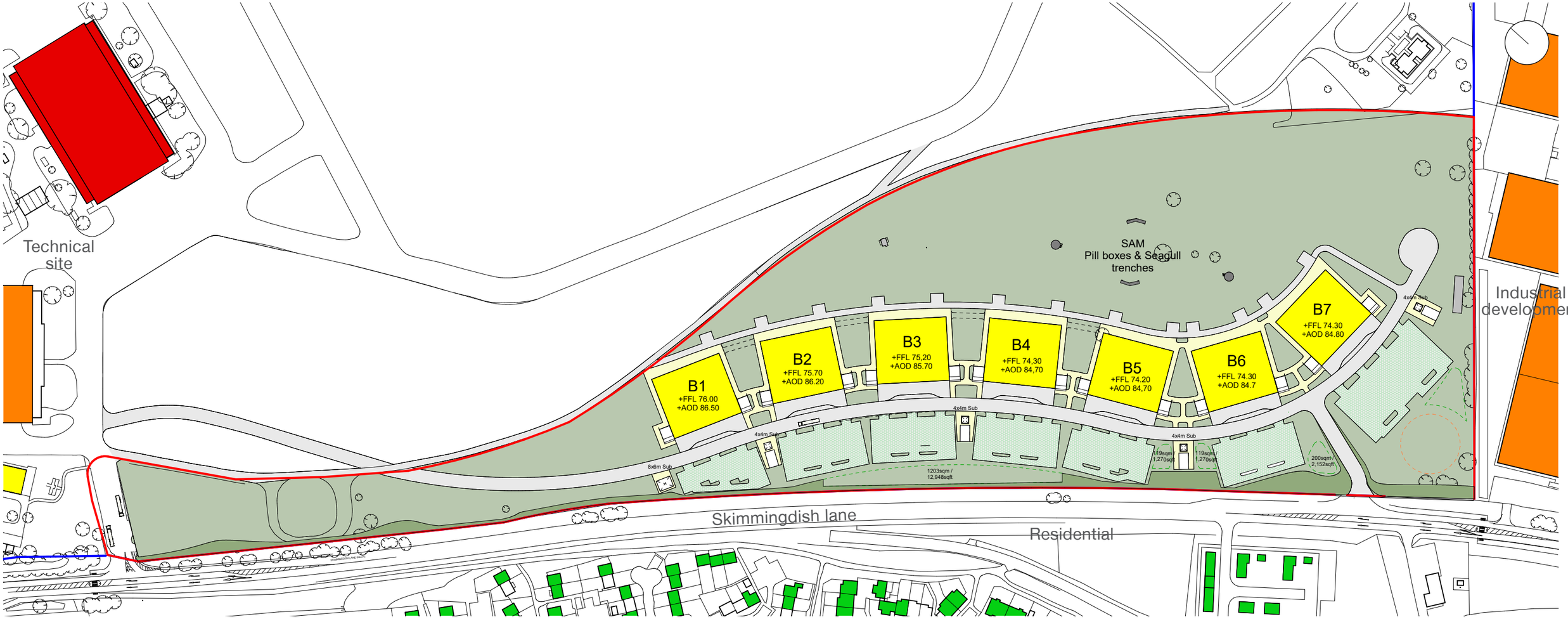
BICESTER MOTION - INNOVATION QUARTER
PARAMETER PLANS

Heights & massing

Appropriate building height parameters have been established, considering the challenges and opportunities outlined in the consented scheme. The site naturally rises from east to west – starting from 74,3m and reaching 76,0m. The buildings has been carefully arranged and shaped to provide suitable surface opportunities for visibility and branding. The resulting seven buildings have a clear height of 10.5m above FFL.

KEY:

- Application Boundary
- Ownership Boundary
- Indicative infiltration swale
- Panhandle area
- Up to 9m above FFL
- Up to 10.5m above FFL
- Up to 13.5m above FFL
- Up to 20m above FFL



BICESTER MOTION - INNOVATION QUARTER
PARAMETER PLANS

Open space / Landscape

Proposed open space/ landscape parameters have been established. Most of the site is landscaped. Green buffers are provided between the building masses, Skimmingdish Lane and the neighbouring development. Non-build landscape zones have been identified between the principal buildings to reduce the perception of the masses and provide flying field views. The green areas are intended not only to allow views and recreational activities but they serve as a physical connection to the historic sites located in the ecology area to the north. Small plant and bin enclosures are located to the rear sides of each building.

KEY:

- Application Boundary
- Ownership Boundary
- Built form
- Indicative infiltration swale
- Panhandle area
- Soft landscaping
- Maintained grassland open space
- Indicative car parking
- Landscape buffer areas

BICESTER MOTION - INNOVATION QUARTER
PARAMETER PLANS

Indicative layout plan

The enclosed outline proposals are illustrative only. They show how the massing could be developed to achieve the vision for a unique destination for automotive technology businesses in a low-density conservation and heritage-led brief by providing a compelling alternative to the out-of-town science park setting.

The proposed development is for a footprint of 10,103 m2(108,748ft2) contained within 24.90 Acres (10.08 Ha) of land. The density of the developed area is therefore 405.7 m2 (4,367 ft2) per Acre.

KEY:

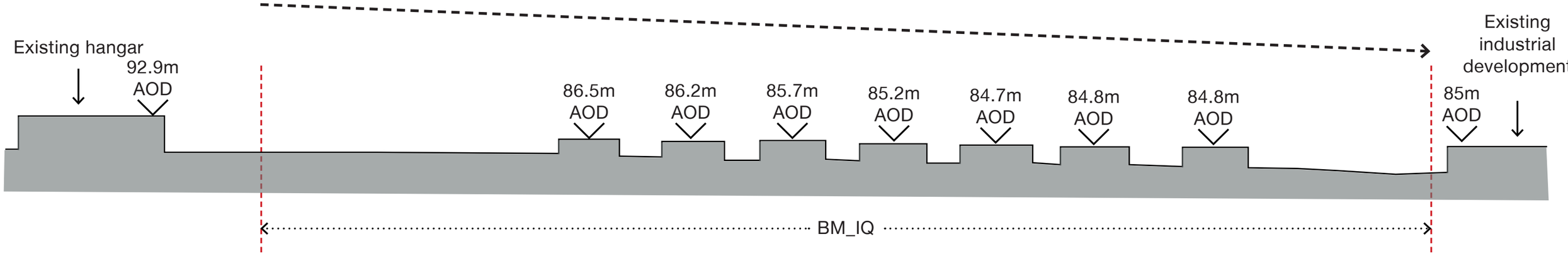
- Application Boundary
- Ownership Boundary
- Built form
- Swale
- Panhandle area

BICESTER MOTION - INNOVATION QUARTER
SCALE / FORM / MASSING

The proposed buildings within the Innovation Quarter are designed to read as architectural features in an open landscape. Their form and orientation respond positively to the flying field and expanse to the north and the servicing and car parking to the south.

The individual buildings are identical in height and width with a maximum height of 10,5m above relative Ground Level. The site naturally rises from east to west – starting from 74,3m and reaching 76,0m.

The proposed buildings follow the site levels and therefore rise in height from east to west. All buildings heights are below the existing hangar to the west and the three most eastern buildings – namely B5, B6 and B7 – are lower than the existing industrial warehouses to the east. The diagram below highlights the building heights AOD and shows the level change across the site from east to west. The buildings are set apart from one another allowing for vistas between them towards the flying field and improved permeability and connectivity.



BICESTER MOTION - INNOVATION QUARTER
MATERIAL PALETTE & PRECEDENTS


STANDING SEAM METAL


ALUMINIUM PANELS


SOFFIT BRANDING


GLAZED CURTAIN WALL


SEDUM ROOFS


PV PANELS


DRAMATIC OVERHANG


GLAZED FACADE


FIRST FLOOR TERRACE


SAM
Pill boxes & Seagull trenches
B1
B2
B3
B4
B5
B6
B7
Panhandle area
SKIMMINGDISH LANE
Application Boundary
Ownership Boundary

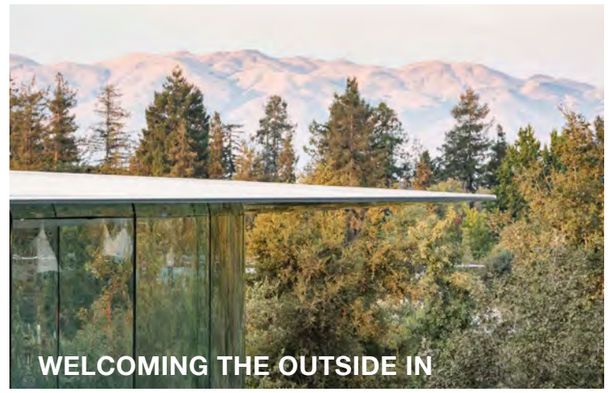
BICESTER MOTION - INNOVATION QUARTER
LANDSCAPE PRECEDENTS


SWALES


PERMEABLE PAVING


GREEN INFRASTRUCTURE


GREEN BUFFERS


WELCOMING THE OUTSIDE IN


PEDESTRIAN ROUTES


FLYING FIELD VIEWS


EXCITING FAST TRACK


FLOWER MEADOWS

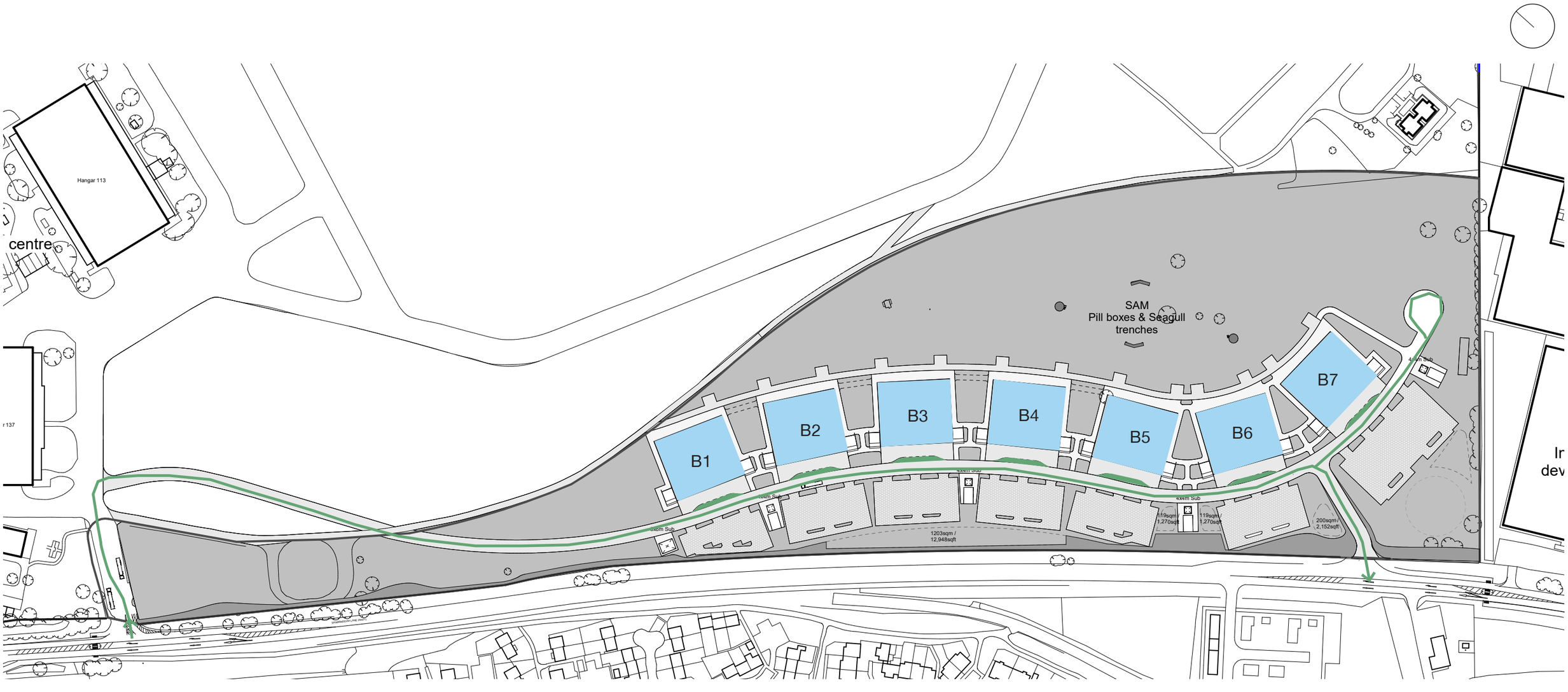
BICESTER MOTION - INNOVATION QUARTER
ACCESS & MOVEMENT

Servicing & deliveries

Service access for the proposed buildings is based on a one-way system. Service vehicles enter the site from the north-west from Skimmingdish Lane. Each building has a dedicated service layby for vehicles to the rear of the unit. Plant zones and refuse stores are proposed to be located within close proximity of the service bays. The service vehicles exit the site to the east onto Skimmingdish Lane.

KEY:

- Application Boundary
- Ownership Boundary
- Delivery bay
- Servicing and deliveries



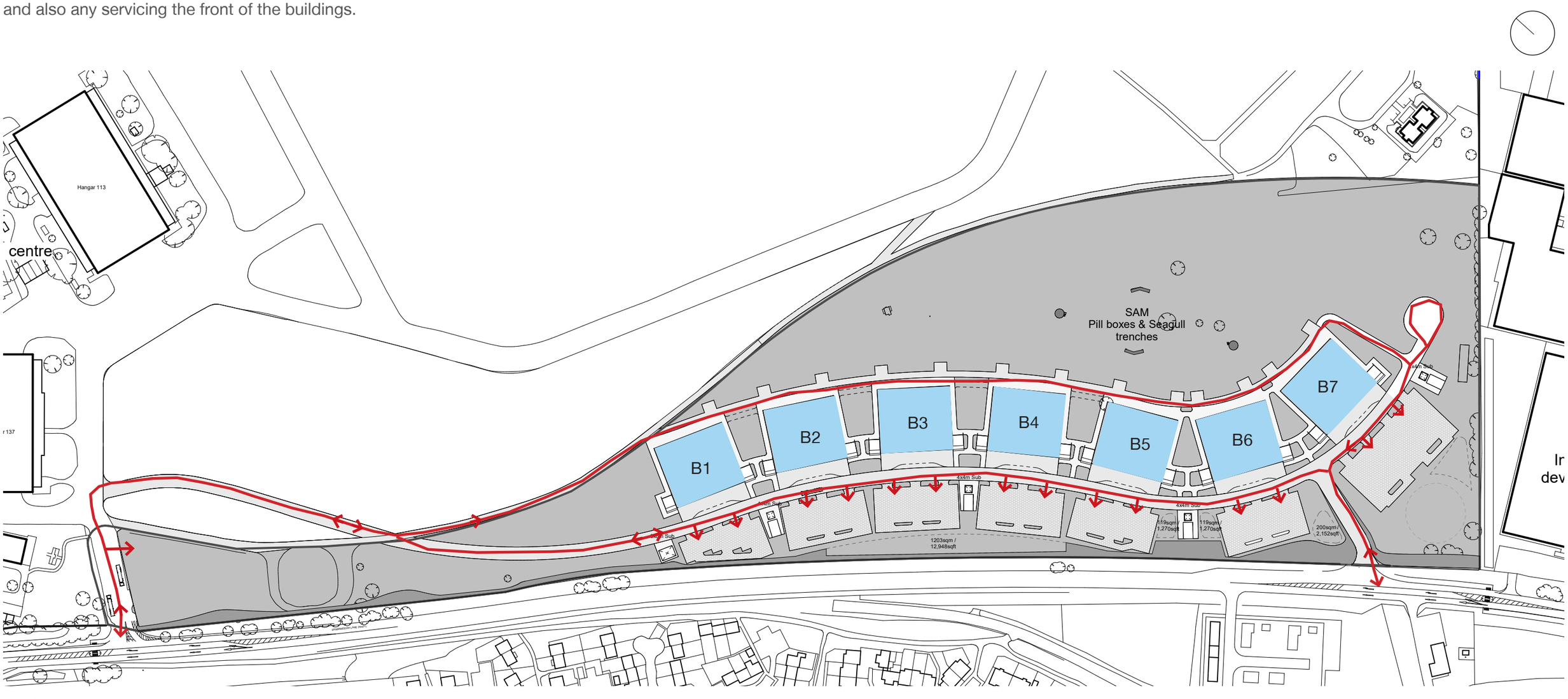
BICESTER MOTION - INNOVATION QUARTER
ACCESS & MOVEMENT

By car

A two-way road is proposed to the rear of the buildings connecting access and egress locations to the west and east of the site onto Skimmingdish Lane. The roadway allows for access to the car parking to the rear of the buildings. In addition to this routeway a one-way road is proposed to the north or front of the buildings adjacent to the SAM. This road will allow access to accessible car parking spaces and also any servicing the front of the buildings.

KEY:

- Application Boundary
- Ownership Boundary
- Car routes



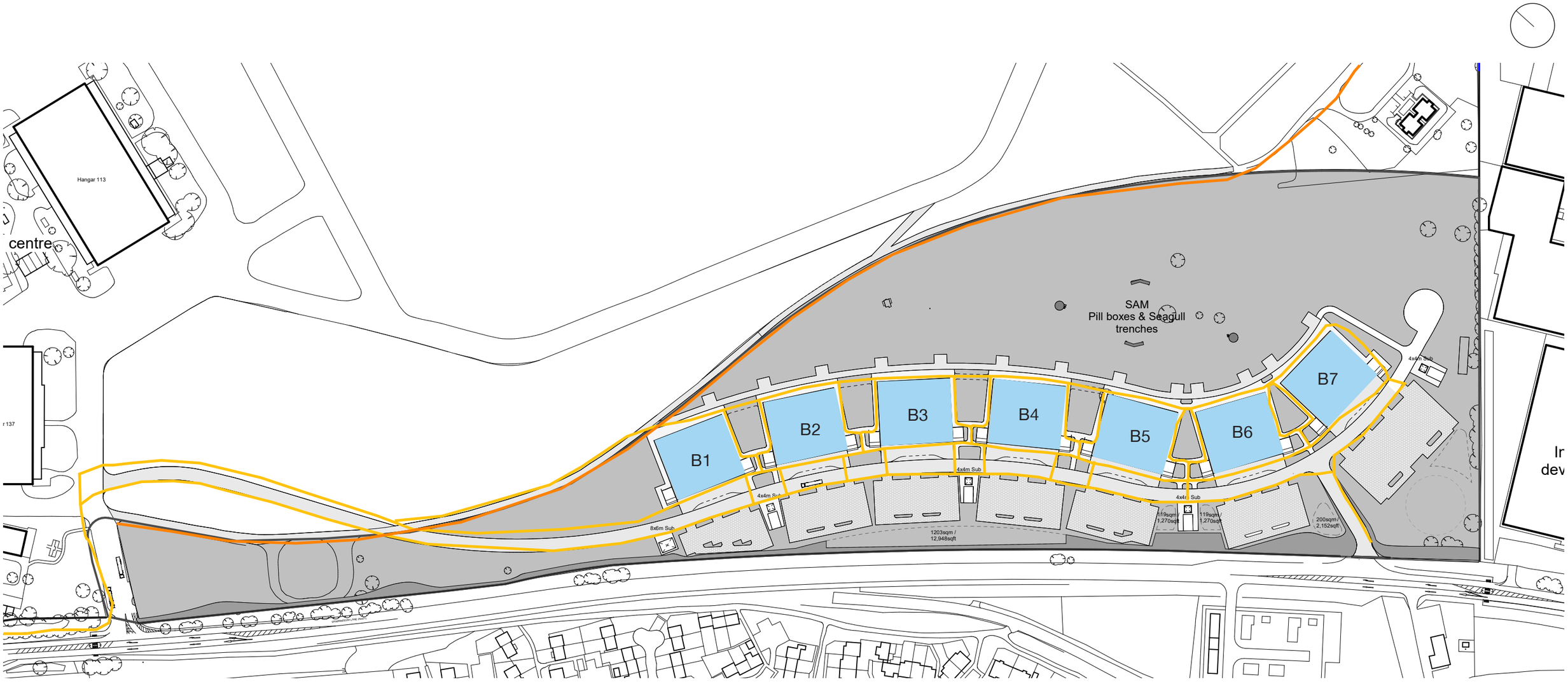
BICESTER MOTION - INNOVATION QUARTER
ACCESS & MOVEMENT

Pedestrians & cyclists

Pedestrian connectivity to and around the site is encouraged. Dedicated walkways are proposed to and around the perimeter of all the buildings. The gaps between the buildings allow physical and visual connectivity from Skimmingdish Lane to the expanse of the flying field.

KEY:

- Application Boundary
- Ownership Boundary
- Pedestrian walkway
- Cycle path



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