

BICESTER MOTION INNOVATION QUARTER- SPY DESIGN & ACCESS STATEMENT

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BICESTER
MOTION

3DReid

DOCUMENT CONTROL SHEET

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INTRODUCTION

1. Aviation & Rail
2. Culture & Community
3. Education
4. Hospitality
5. Industry & Technology
6. Residential
7. Retail & Leisure
8. Workplace

Established in 1979, we are an award-winning practice with over 110 people across 5 UK studios. We provide full architectural services, from masterplanning to interior design across a wide range of disciplines. Our cross sector experience in office, airport, hotel, residential and retail design brings a holistic service and the ability to lead complex, mixed-use developments.

Our reputation has been built upon providing creative and intelligent architectural solutions that meet their operational brief without compromise. We seek to be proud of everything we do, from concept to delivery. We do not have a house style: we believe that the best architecture is responsive to the needs of its users, to its context, and is mindful of its legacy. Sometimes this calls for a bold solution: a number of our completed projects have emerged as landmarks in their own right.

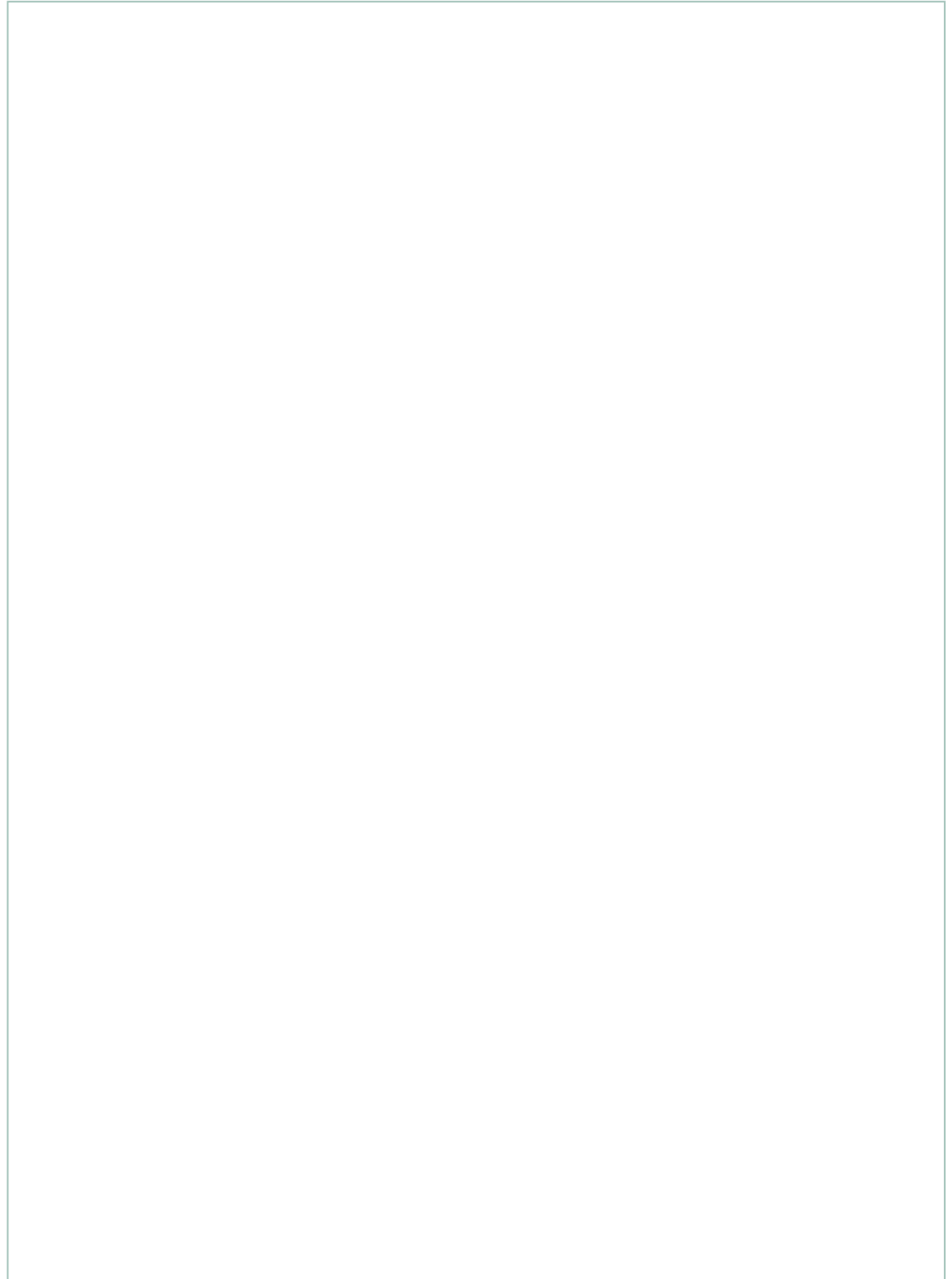
The success of our practice and the quality of our projects relies on the quality of the people we employ. We encourage our people to move across the organisation, work with different colleagues on different projects and share knowledge, resources and ideas. We believe this improves our skills and expertise and enriches the work we produce for our clients. Above all we enjoy the process of making good architecture.

CONTENTS EXPANDED

1. EXECUTIVE SUMMARY	5	5. SITE ACCESS & SERVICING	47
Introduction	6	Site access	48
Planning Design Policy	7	Servicing	49
Planning Time line	9	Parking	50
2. SITE CONTEXT	10	6. LANDSCAPE	52
Site Location	11	7. PROPOSAL SUMMARY	77
Wider Site Context	12		
Heritage Analysis	13		
Site Plan	14		
Development Time line	15		
Existing & Historic Access	17		
3. DESIGN DEVELOPMENT	18		
Analysis of Consented Masterplan	19		
Development of the Design	22		
Visualisations	32		
4. DESIGN PROPOSAL	33		
Plans & Sections	40		
Elevations	44		
Materiality	46		

01 EXECUTIVE SUMMARY

This introductory chapter sets the scene by outlining the brief and planning context relevant to this development.



BICESTER MOTION INNOVATION QUARTER - SPY INTRODUCTION

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The Brief

3D Reid prepared this DAS as an evolution of the Innovation Quarter scheme (Application ref: 19/02708/OUT). The design has been prepared to accord with the approved parameter plans and the illustrative layout approved as part of the outline application.

Further to this it is an evolution of the RM application currently under consideration.

This application has been prepared to facilitate the creation of a bespoke Headquarter building to feature Research and Development of cutting edge automotive engineering technologies.

The proposed occupier a confidential Automotive Technology Company is a pioneer at the forefront of Automotive technology and is the perfect organisation to join the community of Innovators forming the Innovation Quarter at Bicester Motion .

The successful delivery of the Innovation Quarter relies on securing high quality occupiers that share the values and ethos of Bicester Motion. Securing this consent will instil confidence from Bicester Motion's investors to enable further speculative development to be created supporting the growing market demand in Oxfordshire.

The requirements of the occupier are as follows:

A building footprint of approx.52,700 ft² that can support a total GIA of approx. 89,675 ft².

The proposal has been fully considered by the wider design and professional specialist team to assess its suitability and alignment with the principles agreed and design rational approved to date.

The Client

Bicester Motion is the UK's Leading Destination For The Past, Present And Future Of Mobility Technology, located in the heart of Motorsport Valley in Oxfordshire it is home to more than 50 businesses specialising in past, present and future technologies.

Bicester Motion are resolutely focused on continuing to deliver a home for mobility pioneers and accelerating the world's adoption of future mobility.

We are driven to deliver a destination designed to create a generational legacy and unforgettable experiences.

In the last ten years Bicester Motion have restored an award-winning asset of national historic importance, reactivated fifty early 20th Century buildings, nurtured national and international events and revolutionised classic vehicle ownership by creating a focal point for an £18 billion industry. Founded in 2013, Bicester Motion are proud to have created a home to such businesses as NEOM McLaren Electric Racing, Motorsport UK, the governing body of British motorsport, Polestar's UK headquarters, record-breaking fuel pioneers Zero and many more.

The Team

The team are retained from the permitted scheme and have developed this scheme through a shared understanding of the site historic integrity and a shared value supported by the Client to deliver quality buildings to maintain the character of the site and its landscape.

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Architect



Project Management
Quantity Surveying



BICESTER MOTION

Client

EDGARS

Planning Consultant



Civils Engineer

Macgregor Smith

Landscape Architect



Transport consultant

BICESTER MOTION INNOVATION QUARTER - SPY

THE OPPORTUNITY

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The Opportunity

Bicester Motion have been approached by a confidential automotive technology company looking to create a UK Headquarters building to capture their growth requirements. The opportunity brings forward significant direct and indirect training and employment opportunities as well as the continued growth of the Oxfordshire Innovation Engine and major economic benefit through GVA in construction and business operations.

The Value of the Opportunity

- An opportunity for a world-leading pioneer in automotive technology innovation to join the Bicester Motion cluster.
- The commencement of the Innovation Quarter with this anchor brand presents a catalyst for Bicester Motion unlocking the technology cluster and facilitating the delivery of the wider masterplan vision to include hotels and the Experience Quarter.
- Construction of the Innovation Quarter is estimated to cost over £50m, this provides significant GVA to the economy and provides direct / indirect supply chain opportunities.
- A significant number of training and employment opportunities will be created through the construction of the Innovation Quarter.
- A new business to Bicester providing a significant number of training and employment opportunities.
- An aspiration to deliver the Building to high environmental standards
- Recognition of Bicester as a growth area for innovative technology development.
- Increases links to Oxford University and spin out businesses.

The Solution

Bicester Motion propose a distinguished building of a standard suitable for the organisation and fitting for the character of the historic site and landscape. The building proposal maintains the quality aesthetic approved in the permitted scheme whilst enlarging units 401 and 403 to suit the operations of the organisation and using the permitted 402 as an enlarged link connection between. The proposal has been fully considered by the wider design and professional specialist team to assess its suitability and alignment with the principles agreed and design rational approved to date.



1. Relevant Planning Policy

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant documents of the Development Plan are identified as follows:

- Cherwell Local Plan 2011-2031: Part 1
- Saved Policies of the Cherwell Local Plan 1996

The relevant documents identified as material considerations are as follows:

- National Planning Policy Framework (NPPF)
- National Design Guide (October 2019)

1.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) sets out the

Government's planning policies for England. The chapters and paragraphs of the NPPF identified as of particular relevance to this proposal are outlined below.

Chapter 12 (Achieving Well-Designed Places) encourages development proposals to be of high-quality design.

Paragraph 131 states that the creation of high-quality buildings and places is fundamental to what planning should achieve. Good design is a key aspect of sustainable development which creates better place in which to live and work.

Paragraph 135 requires that planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive and sympathetic to the local character and history while not preventing or discouraging appropriate innovation or change. Proposals should optimise the potential of the site to accommodate an appropriate amount and mix of development.

Paragraph 137 encourages early discussion between applicants and the local planning authority about the design and style of emerging schemes. This is stated as being important for clarifying expectations and reconciling local and commercial interests.

Paragraph 139 states that, when determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in the area.

Chapter 15 (Conserving and Enhancing the Natural Environment) states, in Paragraph 170, that the planning system should contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraph 186 comprises a number of ecology principles which Local Authorities should apply, including encouraging opportunities to incorporate biodiversity in and around developments; provision for refusal of planning applications if significant harm cannot be avoided, mitigated or compensated for; applying the protection given to European sites to potential SPAs, possible SACs, listed or proposed Ramsar sites and sites identified (or required) as compensatory measures for adverse effects on European sites; and the provision for the refusal for developments resulting in the loss or deterioration of 'irreplaceable' habitats unless the need for, and benefits of, the development in that location clearly outweigh the loss.

Chapter 16 (Conserving and Enhancing the Historic Environment) sets out objectives for the planning system to protect the historic environment.

Paragraph 200 requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand potential impact on their significance. An archaeological deskbased assessment will also be required.

Paragraph 203 states that in determining planning applications, local planning authorities should take account of; the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 205 states that considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Paragraph 207 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 209 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required.

Paragraph 212 states that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.



Department for Levelling Up,
Housing & Communities

National Planning Policy Framework

December 2023

BICESTER MOTION INNOVATION QUARTER - SPY PLANNING DESIGN POLICY

1.2 Cherwell Local Plan 2011-2031: Part 1

The Cherwell Local Plan 2011-2031: Part 1 aims to link three themes together; the economy, communities, and sustainable development and seeks provide a proactive, positive set of policies to help places thrive, to deliver essential and longer-term infrastructure and achieve development that will improve the quality of life in the District.

Policy SLE1 (Employment Development) focuses employment development on sites at Banbury, Bicester, Kidlington. It also outlines a set of criteria to support employment proposals. Support shall be given to proposals that make efficient use of previously developed land wherever possible, make efficient use of existing and underused sites and premises, increase the intensity of use on the site and meet high design standards, use sustainable construction and are of an appropriate scale and respect the character of its surroundings.

Policy SLE2 (Securing Dynamic Town Centres) states retail and other 'Main Town Centre Uses' will be directed to the town centres of Banbury and Bicester and the village centre of Kidlington. When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the town centres.

Policy SLE3 (Supporting Tourism Growth) states that the Council will support proposals for new or improved tourist facilities in sustainable locations, where they accord with other policies in the plan, to increase overnight stays and visitor numbers within the District.

Policy ESD 1 (Mitigating and Adapting to Climate Change) states that growth will be directed to the most sustainable locations as defined in this Local Plan. The supporting text explains that Bicester is considered to be one of the most sustainable locations.

Policy ESD 2 (Energy Hierarchy and Allowable Solutions) seeks to promote an energy hierarchy that reduces energy use through sustainable design and construction and makes use of renewable energy.

Policy ESD3 (Sustainable Construction) states that all new development should incorporate sustainable design.

Policy ESD7 (Sustainable Drainage Systems (SuDS)) states all development will be required to use sustainable drainage systems for the management of surface water run-off.

Policy ESD8 (Water Resources) states that the Council will seek to maintain water quality by avoiding adverse effects of development on the water environment.

Policy ESD10 (Protection and Enhancement of Biodiversity and the Natural Environment) outlines an approach to protect and enhance biodiversity and the natural environment. These include; seeking proposals that provide a net gain in biodiversity, proposals that do not provide appropriate mitigation or compensate for any significant harm from development will not be permitted, seek proposals that incorporate features to encourage biodiversity, and retain and where possible enhance features of nature conservation value within the site.

Policy ESD 13 (Local Landscape Protection and Enhancement) seeks to secure the enhancement of the character and appearance of the landscape particularly in urban fringe locations. Proposals would not be permitted if they would: be inconsistent with local character, harm the setting of settlements, buildings, structures or other landmark features or harm the historic value of the landscape.

Policy ESD15 (The Character of the Built and Historic Environment) states that, within the vicinity of any of the district's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential. It goes on to outline criteria for proposals to meet.

Policy ESD17 (Green Infrastructure) highlights the importance of maintaining and improving the green infrastructure network, with reference made to its contribution to biodiversity and nature conservation.

The Cherwell Local Plan 2011 – 2031

your place • your space • your say

Well-being • Community • Economy • Heritage • Environment • Sustainable • Connect • Growth

Part 1 Adopted 20 July 2015
(incorporating Policy Bicester 13 re-adopted on 19 December 2016)

July 2015

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

BICESTER MOTION INNOVATION QUARTER - SPY PLANNING DESIGN POLICY

1.3 Saved Policies of the Cherwell Local Plan 1996

The relevant saved policies that remain part of the Development Plan for the District are outlined below.

Policy C7 (Landscape Conservation) states that development will not normally be permitted if it would cause demonstrable harm to the topography and character of the landscape.

Policy C23 (Retention of Features Contributing to the Character or Appearance of a Conservation Area) states that there will be a presumption in favour of retaining buildings, walls, trees or other features which make a positive contribution to the character or appearance of a Conservation Area.

Policy C25 (Development Affecting the Site or Setting of a Scheduled Ancient Monument) states that in considering proposals for development which would affect the site or setting of a Scheduled Ancient Monument, other nationally important archaeological sites and monuments of special local importance, the Council will have regard to the desirability of maintaining its overall historic character, including its protection, enhancement and preservation where appropriate.

Policy C28 (Layout, Design and External Appearance of New Development) states that control will be exercised over all new development, including conversions and extensions, to ensure that the standards of layout, design and external appearance, including the choice of external-finish materials, are sympathetic to the character of the urban or rural context of that development in sensitive areas such as Conservation Areas.

1.4 National Design Guide (October 2019)

The National Design Guide was published in October 2019 with a focus on good design in the planning system. The document supports paragraph 130 of the National Planning Policy Framework which states that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions.

The Design Guide introduces ten characteristics which work together to create the physical character of a well-designed place. The ten characteristics and their brief description are listed below:

- Context – enhances the surrounding;
- Identity – attractive and distinctive;
- Built form – a coherent pattern of development;
- Movement – accessible and easy to move around;
- Nature – enhanced and optimized;
- Public spaces – safe, social and inclusive;
- Uses – mixed and integrated;
- Homes and buildings – functional, healthy and sustainable;
- Resources – efficient and resilient; and
- Lifespan – made to last.

A National Model Design Code, which will set a baseline standard of quality and practice across England, will be published subject to consultation and the findings of the Building Better, Building Beautiful Commission who are due to publish their final report in December 2019.

National Design Guide

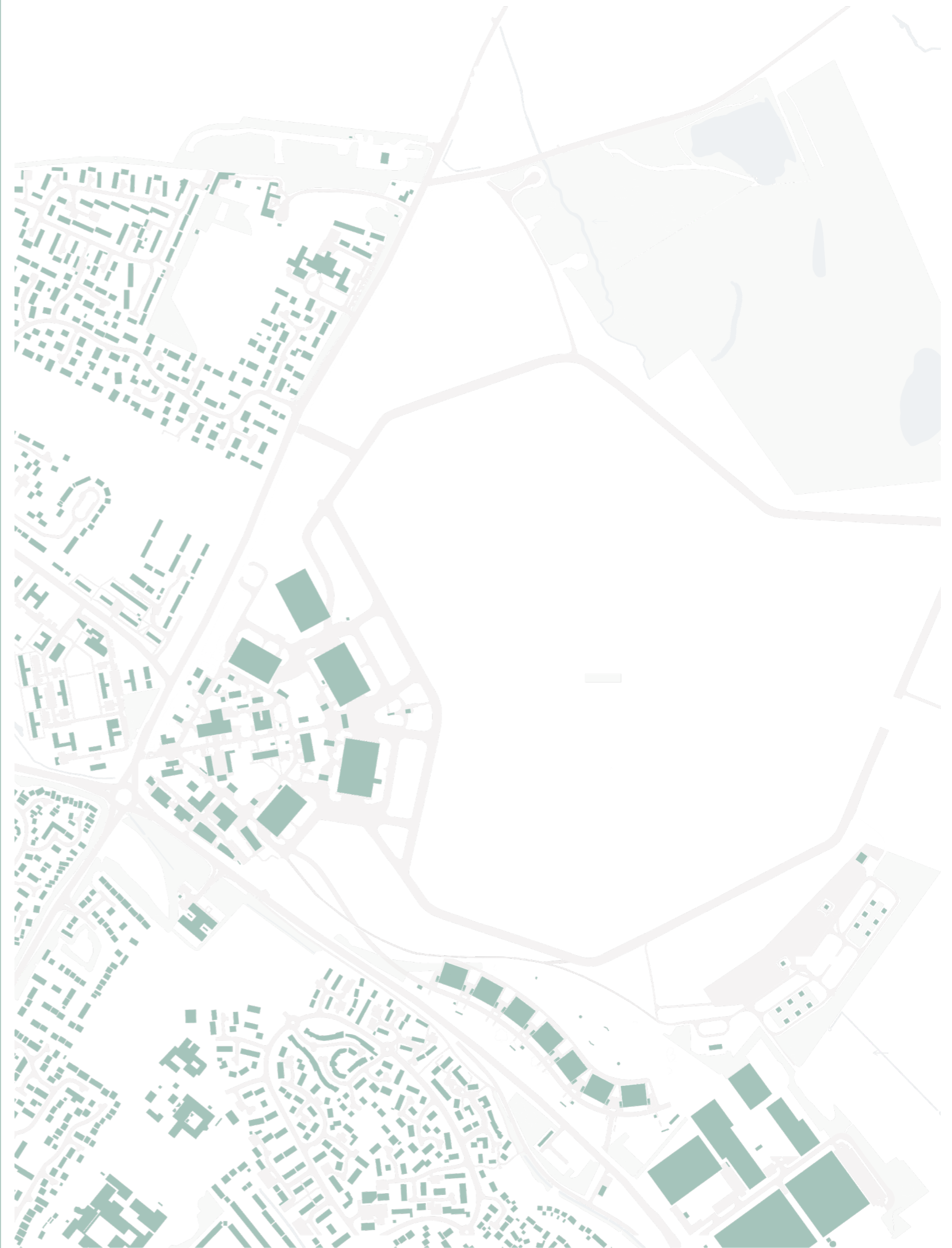
Planning practice guidance for beautiful, enduring and successful places



Ministry of Housing,
Communities &
Local Government

02 SITE CONTEXT & ANALYSIS

This chapter presents the historical, geographical and architectural context of the site and wider area. It serves as a knowledge base for a considered design development of the proposal.



Consented scheme

BICESTER MOTION INNOVATION QUARTER - SPY

SITE LOCATION

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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 - SPY

WIDER SITE CONTEXT

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The Innovation Quarter is a core component of the wider masterplan in its vision to create a cluster for world-leading mobility technology business.



BICESTER MOTION INNOVATION QUARTER - SPY

HERITAGE ANALYSIS

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The site has a rich history that can be seen today in the form of the cultural heritage sites that can be found around. They are a testament to the past, hence, any design proposals should be respectful and considerate of these existing monuments.



BICESTER MOTION INNOVATION QUARTER - SPY

SITE PLAN- EXISTING

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The development site is adjacent to a Scheduled Ancient Monument (SAM) which includes a cluster of four defence structures. The SAM incorporates two mushroom pillboxes and two seagull trenches in a diamond formation.

1 Hangar



2 Pill box (SAM)



3 Seagull trench (SAM)



4 Bomb shelters



BICESTER MOTION INNOVATION QUARTER - SPY DEVELOPMENT TIME LINE



Agricultural use

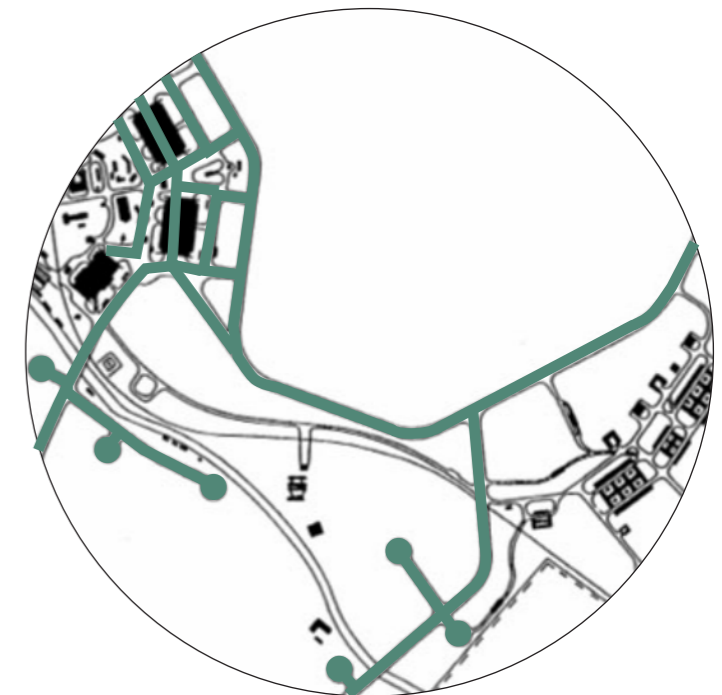
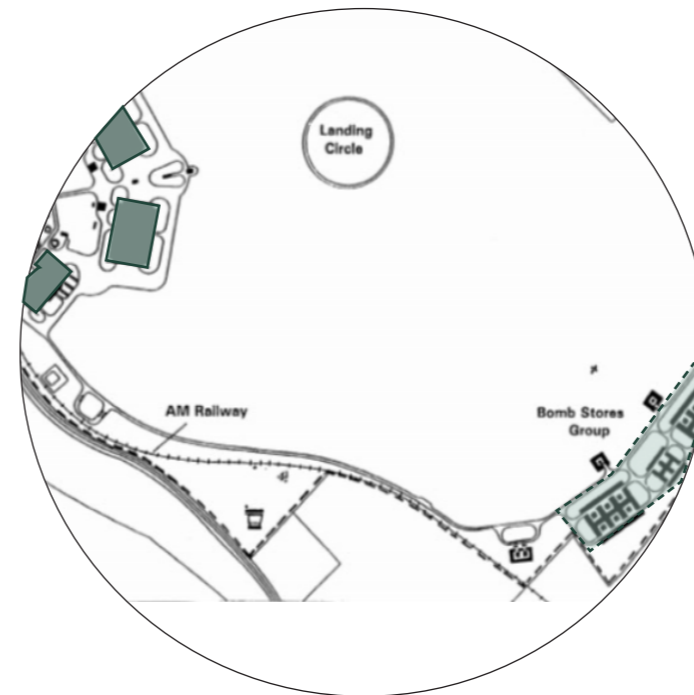
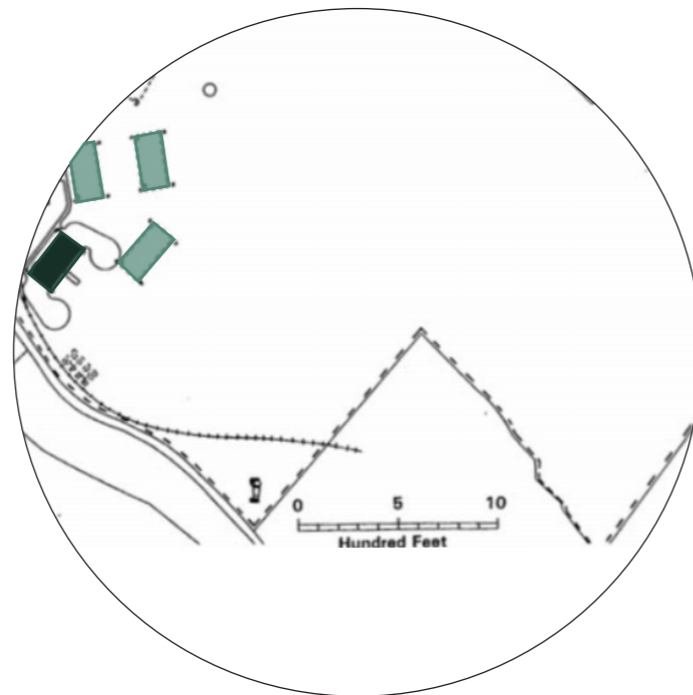
Six Type A Hangars Were proposed, but only two were constructed. This decision arose due to the squadron's reduced aircraft capacity. Additional land to the north and south was obtained. By the main entrance road, a Guardhouse and Station Offices were erected, and the road subsequently split into three, resembling a Trident.

In the phase of growth spanning from 1934 to 1939, numerous structures were built. Among them, the significant additions were the two Type C hangars and the Watch Office with Tower located in the Technical Site. Additionally, the Bomb Stores were positioned along the southeast boundary of the aerodrome.

From 1940 to 1945, the war prompted the dispersion of aircraft across the site for protection, leading to the acquisition of land for tracks and panhandle standings. These "peripheral" areas were interconnected by the perimeter track, contributing to a considerable expansion of the flying field.



Established on October 1, 1918, initially serving as a Training Depot Station, the aerodrome featured a landing space measuring 1,150 by 1,000 yards and spanned across 180 acres, with 30 acres designated for station buildings. However, by March 1920, the entire camp was dismantled following the base's closure.



BICESTER MOTION INNOVATION QUARTER - SPY DEVELOPMENT TIME LINE



The expanded panhandle regions have been substituted with residential development encroaching upon the former site. A significant portion of the aerodrome's original area has undergone erosion.

Further residential development.

South of the site, light industrial developments have been established, including a sizable development directly to the east. The completion of the remaining section of the Skimmingdish Lane realignment has formed the present southern boundary of the site.

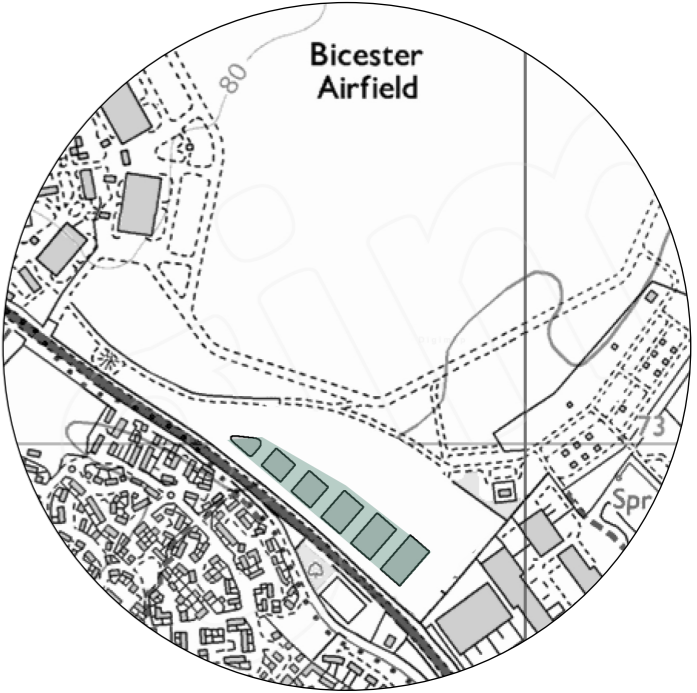
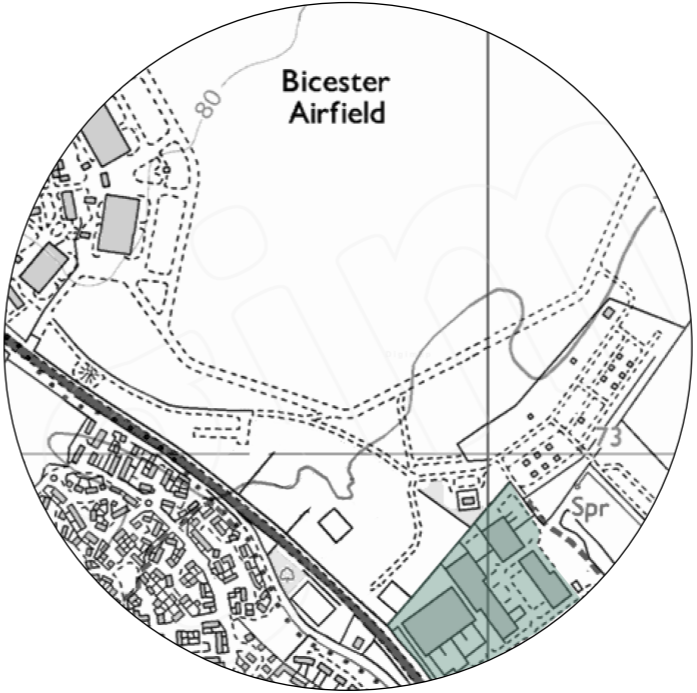
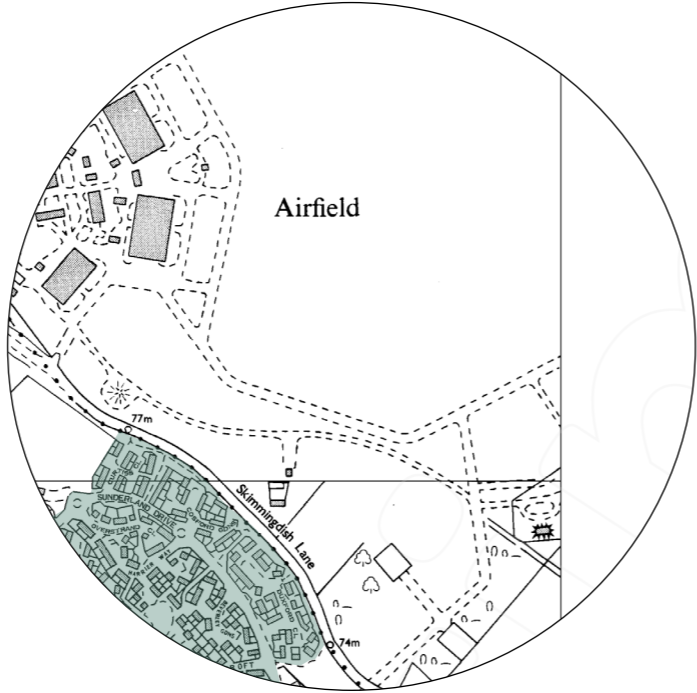
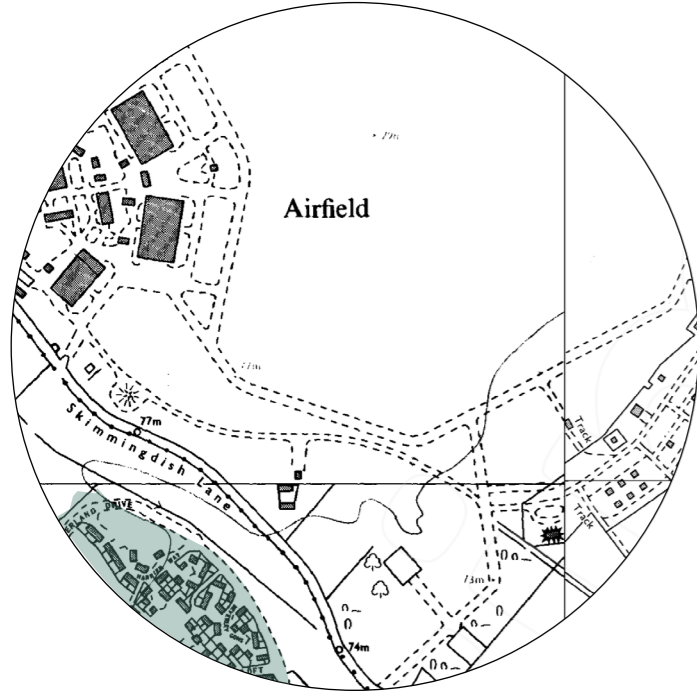
Bicester Motion and Bicester Heritage have worked together on developing a masterplan for this former MOD site to transform it into the UK's first automotive resort in a setting of a "collection of Quarters" which are connected through community, innovation and experience.

1980

1990

2019

2019



BICESTER MOTION INNOVATION QUARTER - SPY DEVELOPMENT TIME LINE

The Command Works consists of 8 new buildings on formerly derelict land along Skimmingdish lane. The site was designed to host a group of automotive industry powerhouses.

3DReid was appointed to review and further develop the masterplan for the Innovation Quarter. The result is a balanced organic masterplan consisting of 7 modern buildings with an exceptional design.

Consented development footprint and illustrative layout shown

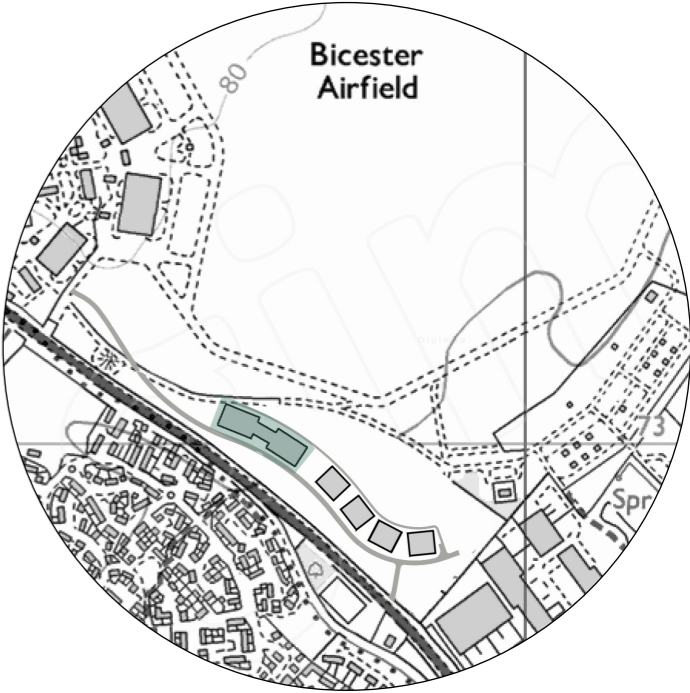
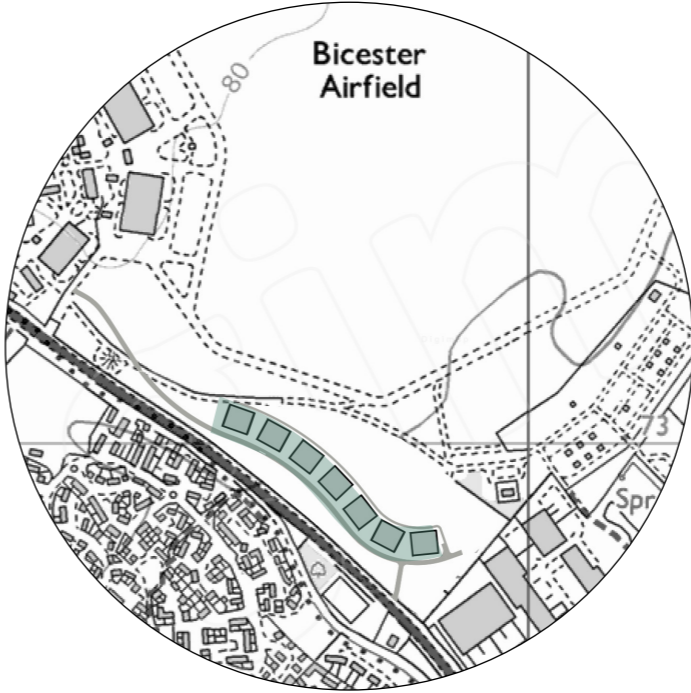
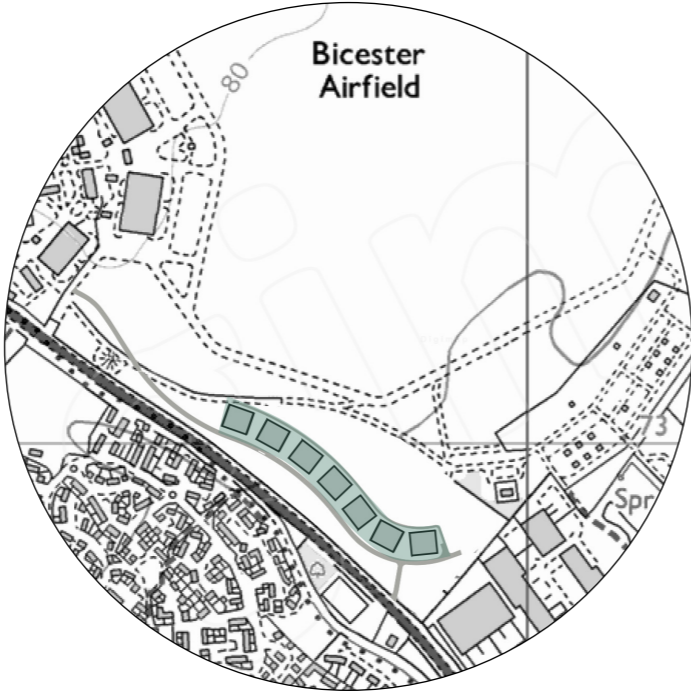
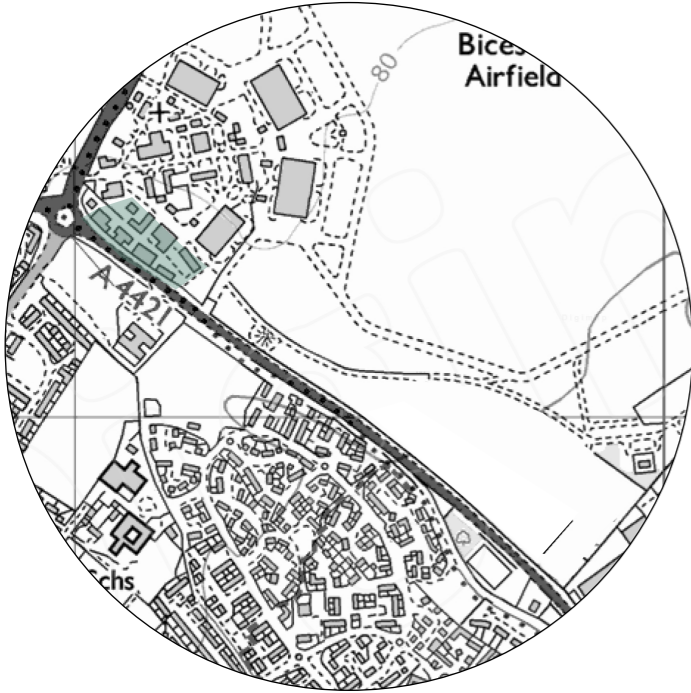
Reserved Matters application for Project Spy within consented development area.

2020

2022

2023

2024



BICESTER MOTION INNOVATION QUARTER - SPY

EXISTING & HISTORIC ACCESS

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