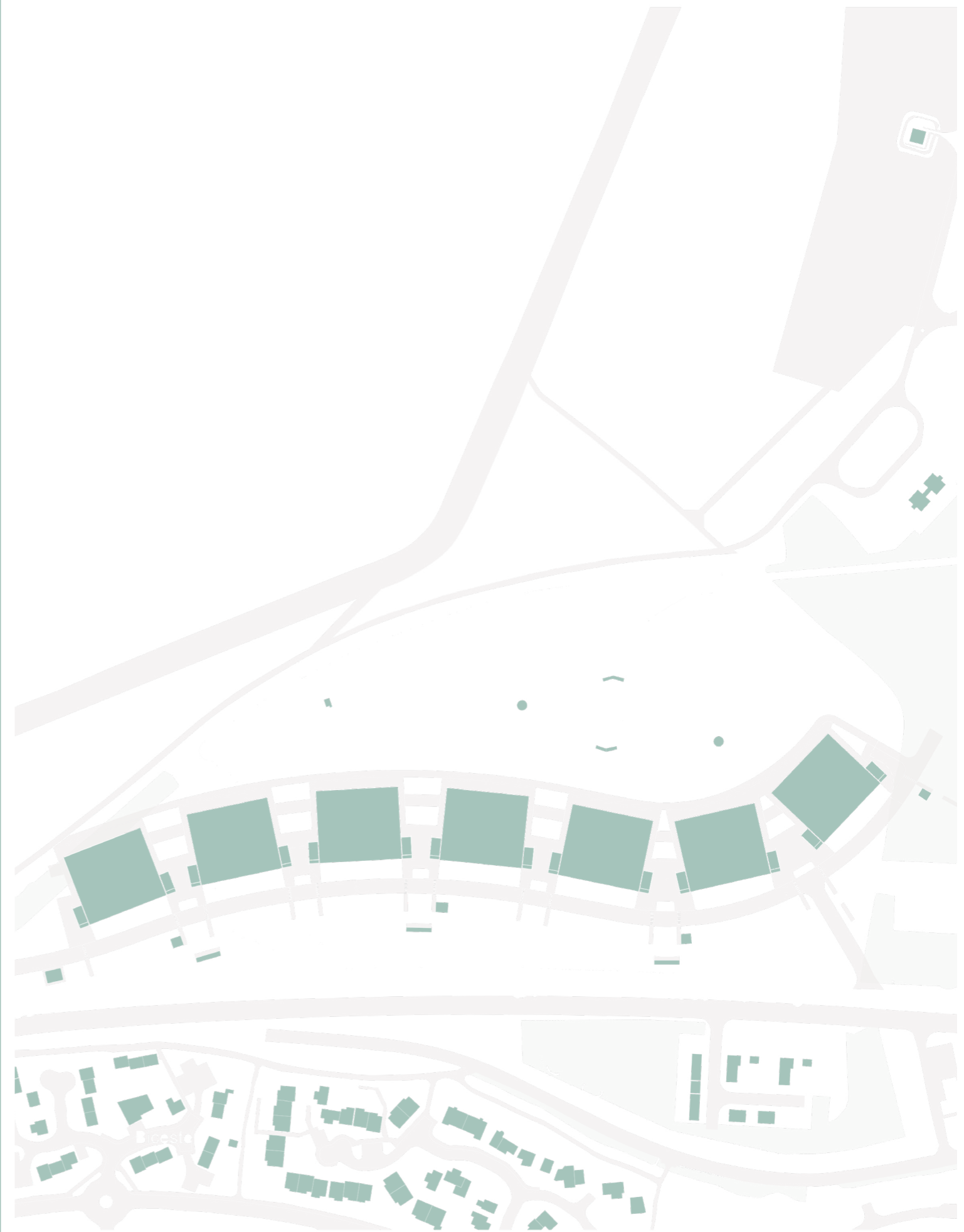


# 03 DESIGN DEVELOPMENT

Following a thorough analysis of the existing masterplan as shown on the right, the team undertook a series of design workshops to develop the design. We explored a wide range of approaches in search for the best response to the brief and existing masterplan.

- Massing & Area
- Adjacency studies
- Location
- How to link
- Facade Treatments
- Design code access



Consented scheme

# BICESTER MOTION INNOVATION QUARTER - SPY ANALYSIS OF CONSENTED MASTERPLAN

3DReid

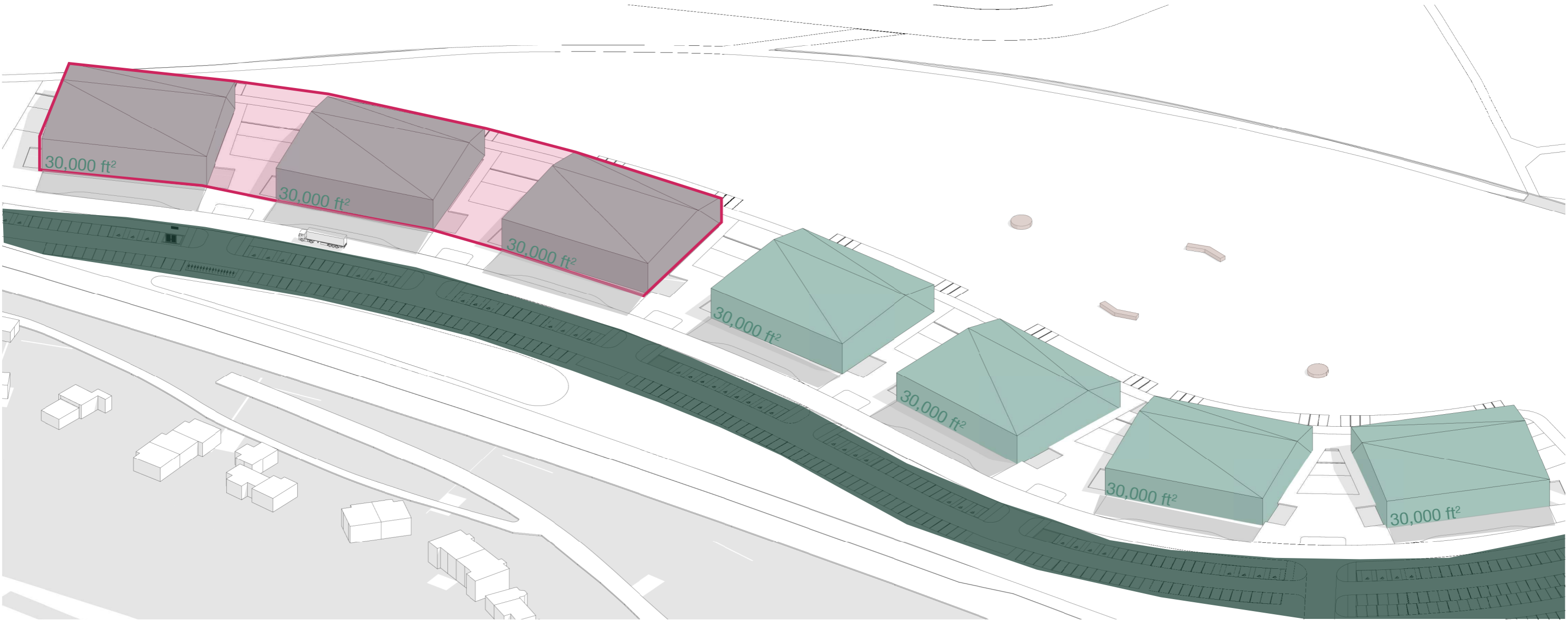
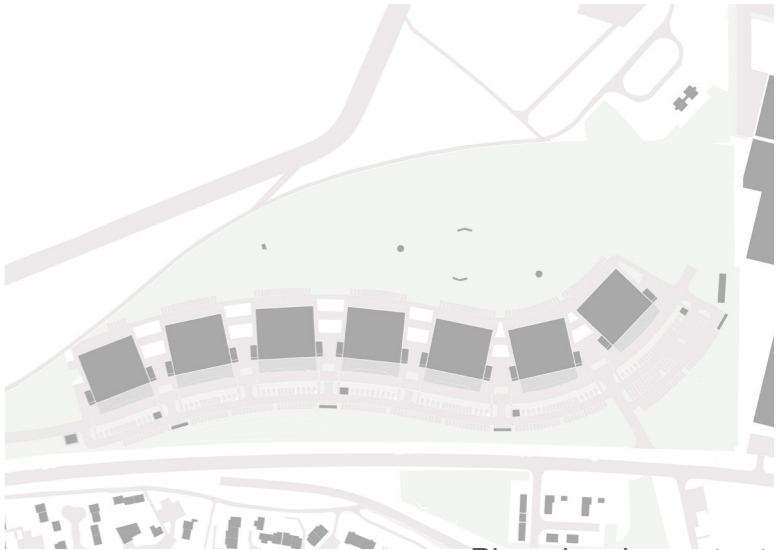
- Consented masterplan
- Buildings subject to changes
- Car parking
- Service yard
- Scheduled Ancient Monument (SAM)



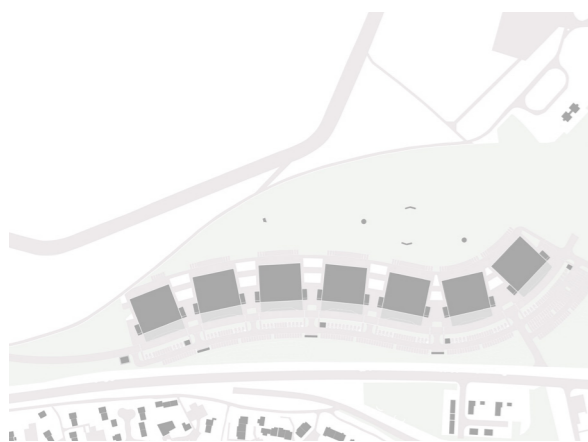
# BICESTER MOTION INNOVATION QUARTER - SPY ANALYSIS OF CONSENTED MASTERPLAN

3DReid

- Consented masterplan
- Changed buildings
- Car parking
- Service yard
- Scheduled Ancient Monument (SAM)



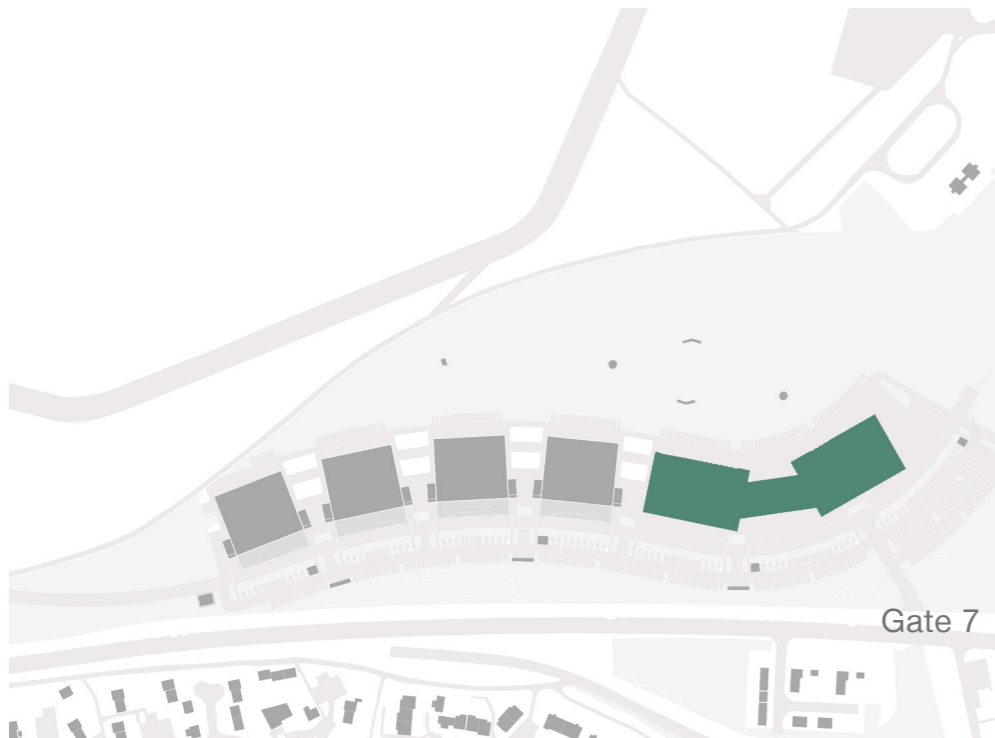
# BICESTER MOTION INNOVATION QUARTER - SPY MASTERPLAN DEVELOPMENT



Consented scheme

Once we determined the area we required we looked at where on site it was best suited to have one 90,000sqft building.

Several approaches were investigated in terms of massing and locations as shown below.



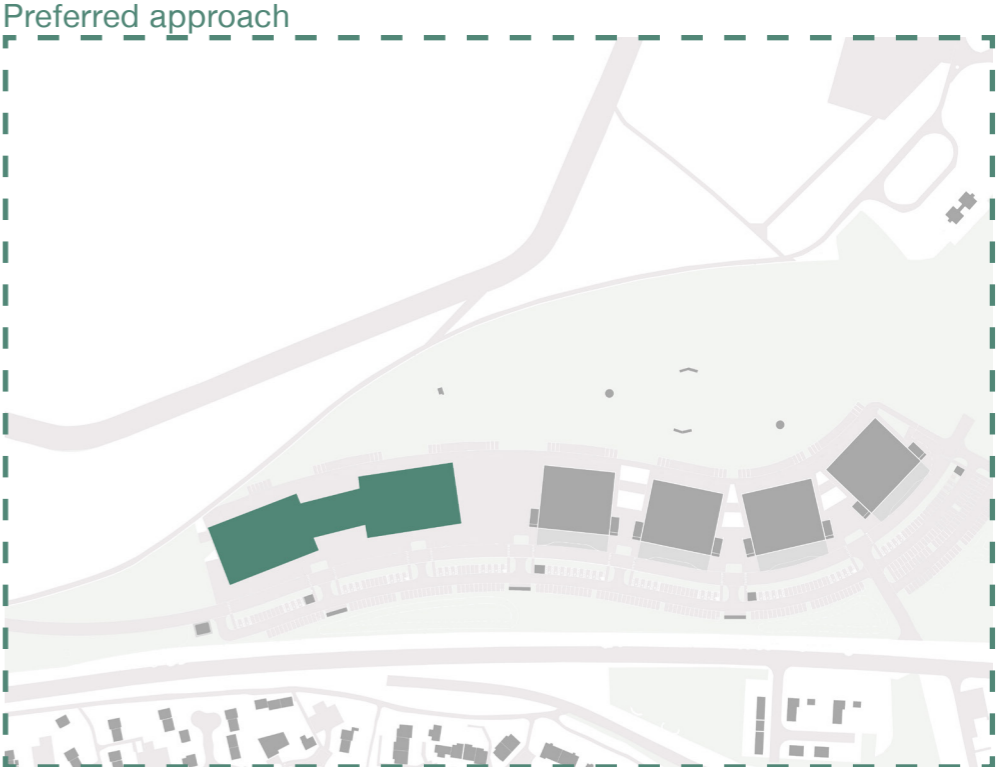
**Approach 1**  
*Amending buildings 405-407*

Enlarging B405 and 407 and adapting B406 as a link. Blocking views from Gate 7



**Approach 2**  
*Amending buildings 403-405*

Two linked buildings replacing B403-405 and disjoining the curve of the consented masterplan



**Approach 3**  
*Amending buildings 401-403*

Two linked buildings with a crank that sit harmoniously within the curve of the masterplan



# BICESTER MOTION INNOVATION QUARTER - SPY

## APPROACH 1 - AMENDING BUILDINGS 405-407

3DReid

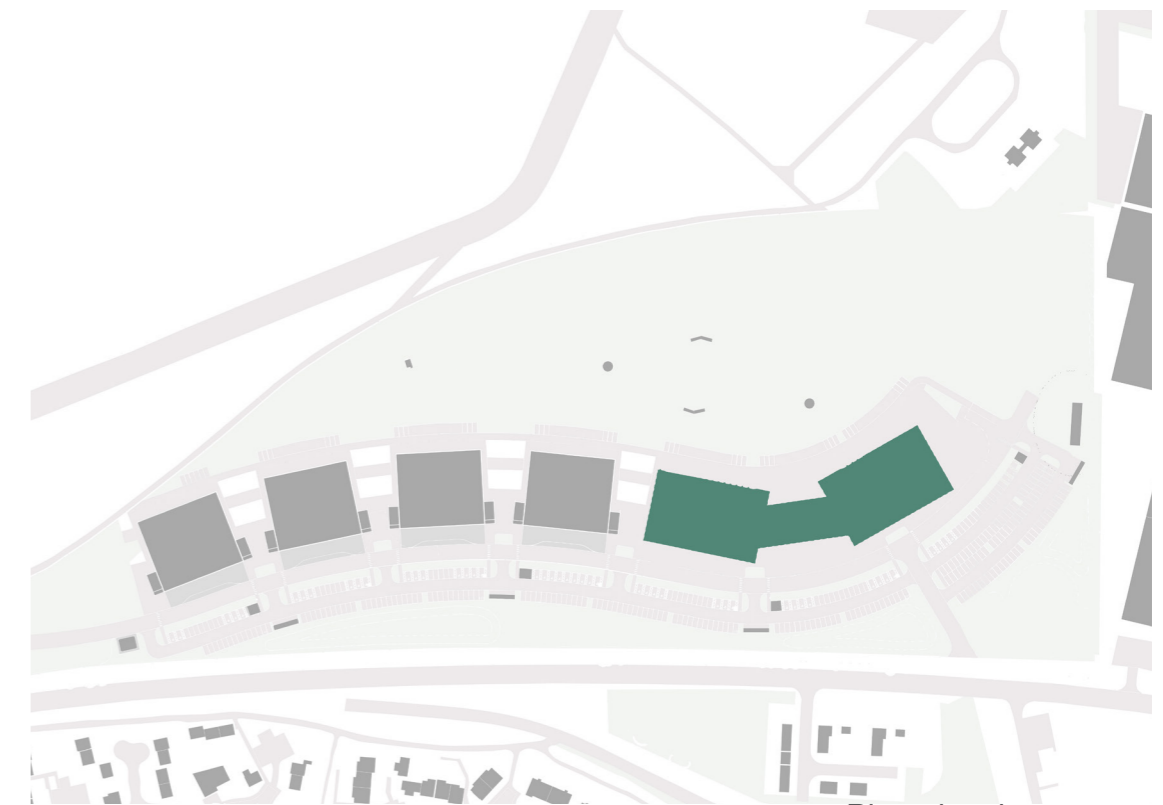
This is a similar approach with the size of the buildings increased but a smaller link. This allows for a more efficient spatial layout and leaves space for a service yard on the side of B407. However, the buildings appear as a barrier when approached from the Gate 7 road because they infill the gap between B406 & B407 that the original masterplan has.

### PROS

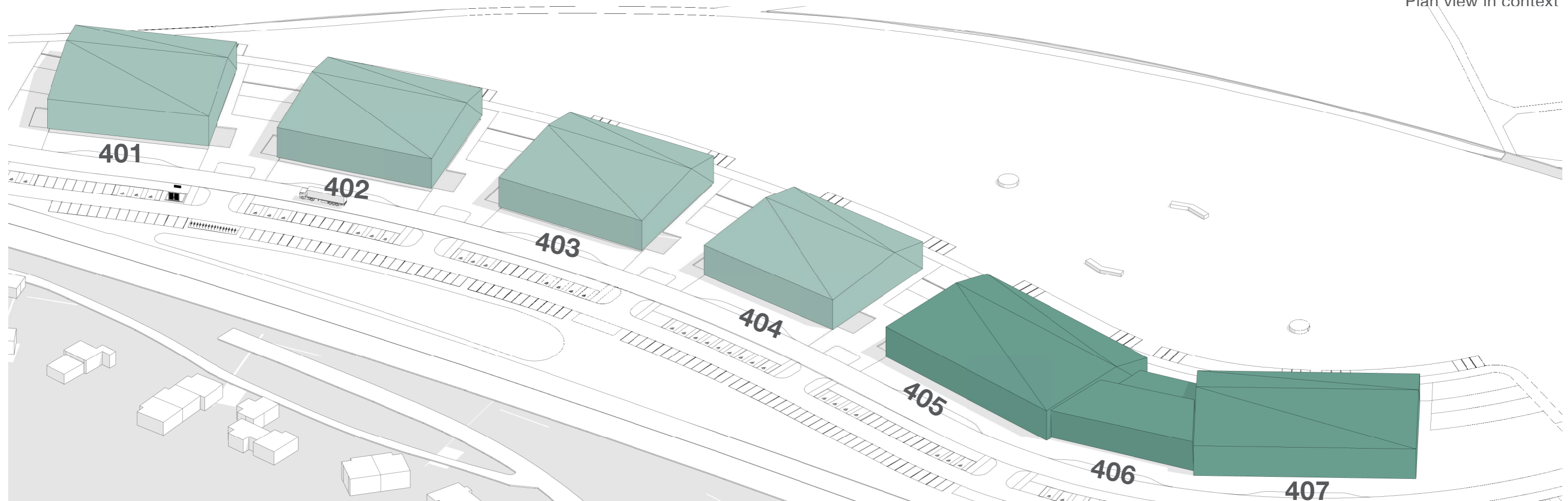
- Buildings are within consented areas
- Space for a service yard on the side

### CONS

- View coming along the Gate 7 road is blocked by the building
- Buildings appear as a barrier
- Inefficient layout for the link building
- Lost views from flying field and SAMs towards the road
- Tenant determined not suitable for operations



Plan view in context



# BICESTER MOTION INNOVATION QUARTER - SPY

## APPROACH 2 - AMENDING BUILDINGS 403-405

3DReid

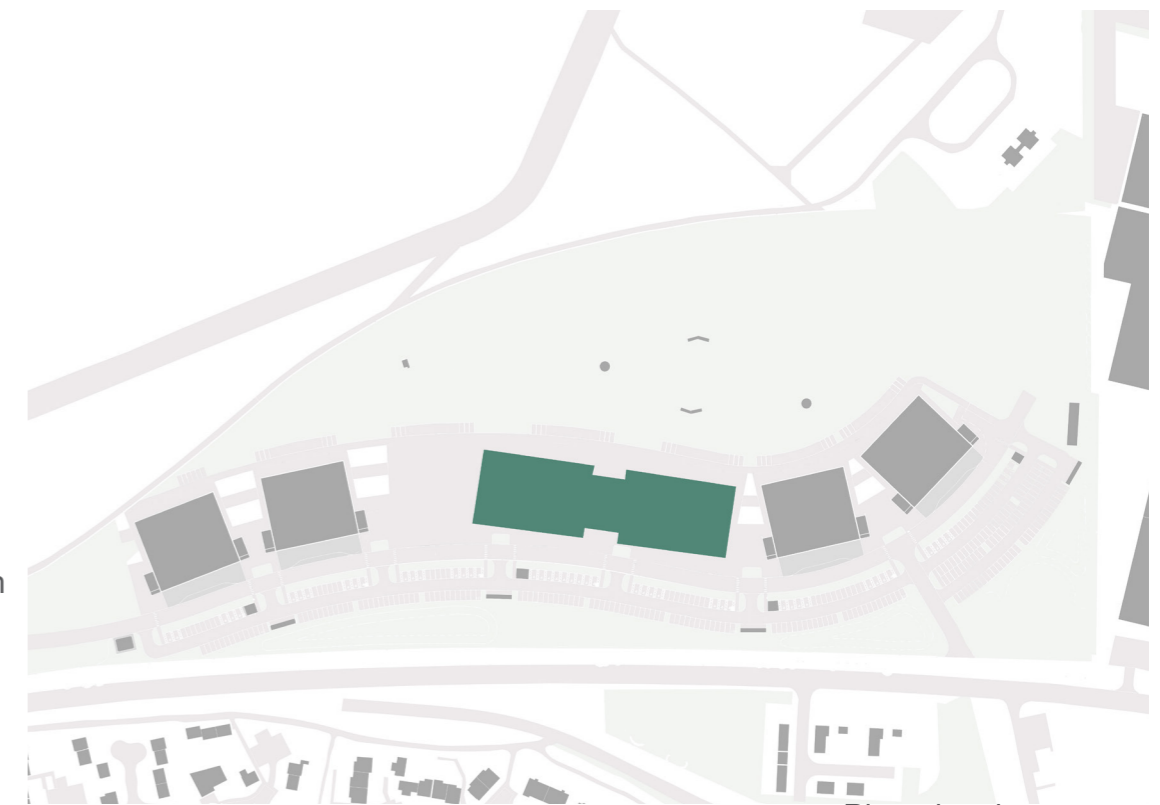
Exploring a central position for the enlarged buildings was another approach we explored, however, this way seems to break up and disproportion the masterplan greatly.

### PROS

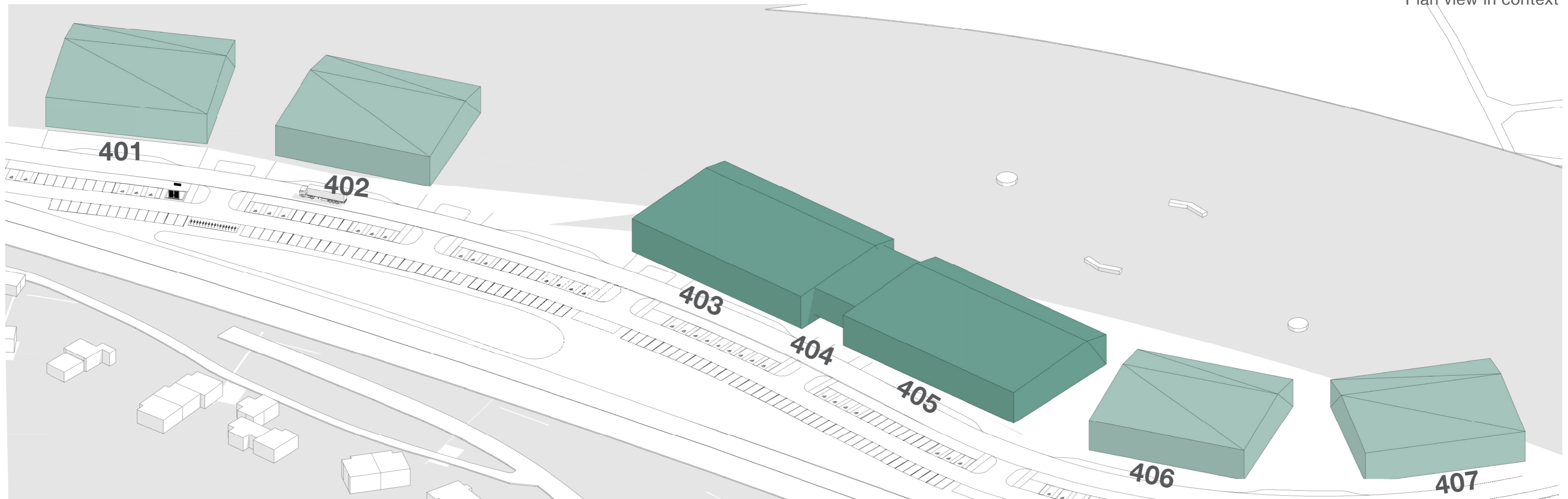
- Buildings are within consented areas
- Straighter building as preferred by client

### CONS

- Buildings are disjointing the masterplan
- Masterplan curve is disturbed
- Large gap between 402 & 403 that is not within the rhythm of the masterplan



Plan view in context



# BICESTER MOTION INNOVATION QUARTER - SPY

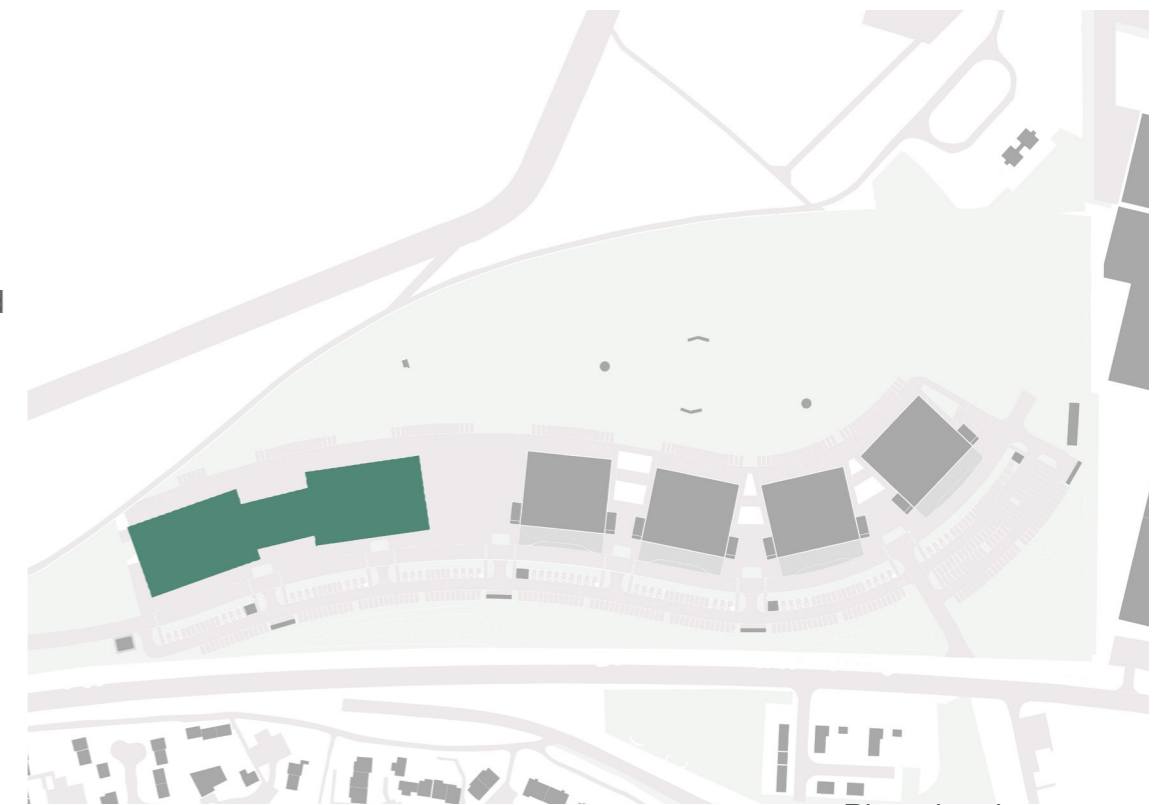
## APPROACH 3 - AMENDING BUILDINGS 401-403

3DReid

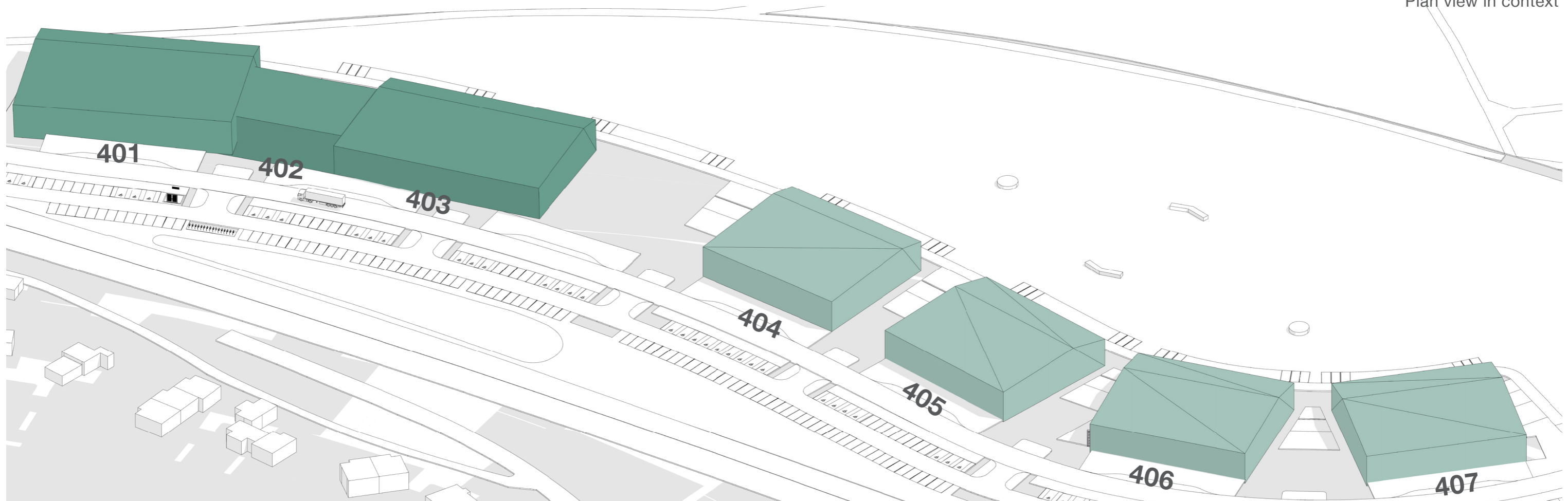
The last approach encompasses the first three buildings from the consented masterplan. The location along the curve allows for the buildings to have a smaller angle between each other. This increases the overall space efficiency of the spaces inside leaving them with no unusable corner spaces. It also allows for a generous gap between B403 & B404 that acts as a central open space for the masterplan. A focal point opening up views towards the expanse of the air field.

### PROS

- Minimised visual impact on the original masterplan
- Buildings are within consented areas
- Efficient spatial layout based on client brief
- Space for a service yard on the side
- Allows for a central open space that opens up views towards the air fields and could be used for events
- Better connection to the rest of the Bicester Motion site
- Most suitable for occupier operations



Plan view in context



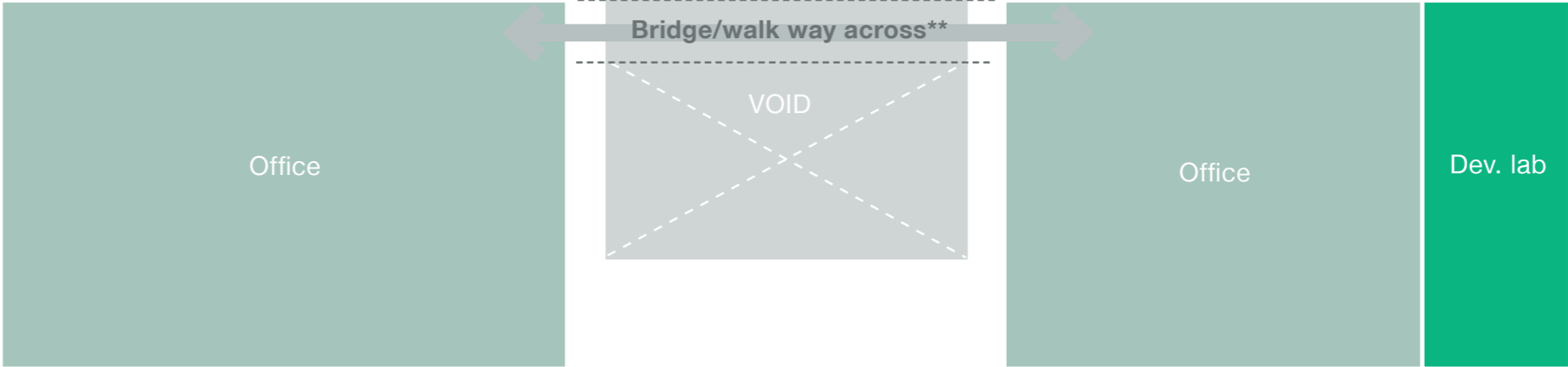


# BICESTER MOTION INNOVATION QUARTER - SPY

## ADJACENCY DIAGRAM

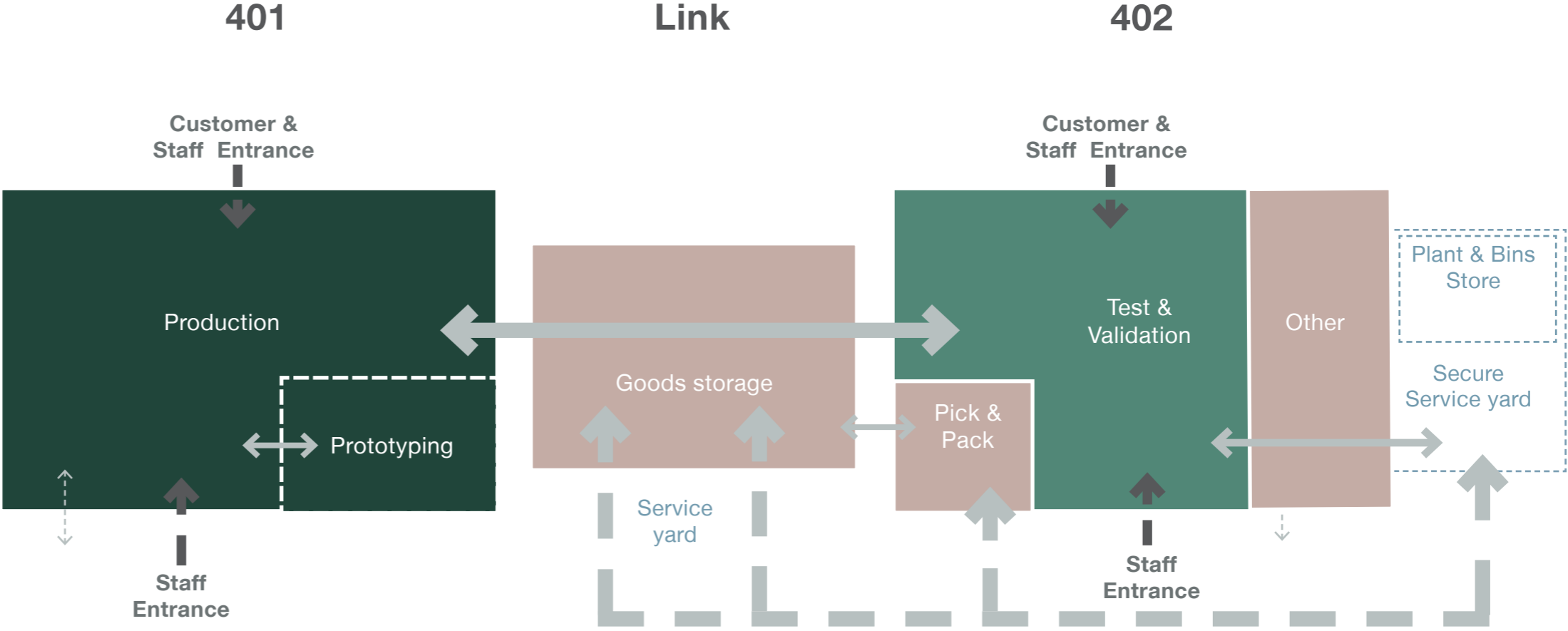
3DReid

The diagram on the right illustrates the arrangement of the proposed layout and highlights the relationship between the spaces which have been strategically positioned to follow the adjacency brief.



FIRST FLOOR

- Ground floor:**
- Production
- Goods storage
- Test & Validation
- Pick & Pack
- Prototyping
- Other
  
- First floor:**
- Development Lab
- Office
- Stairs & WCs
- Bridge/walkway



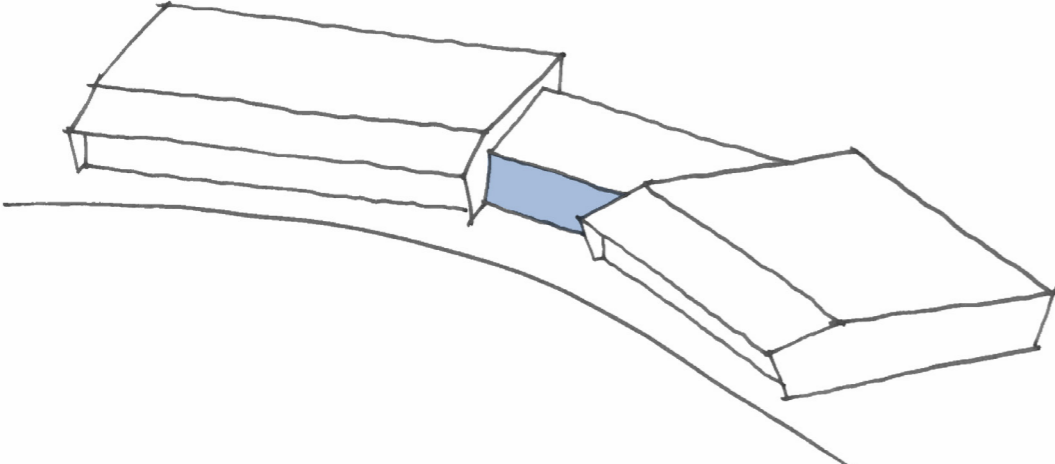
GROUND FLOOR

\*\* Bridge width to be agreed



# BICESTER MOTION INNOVATION QUARTER - SPY

## LINK DESIGN DEVELOPMENT



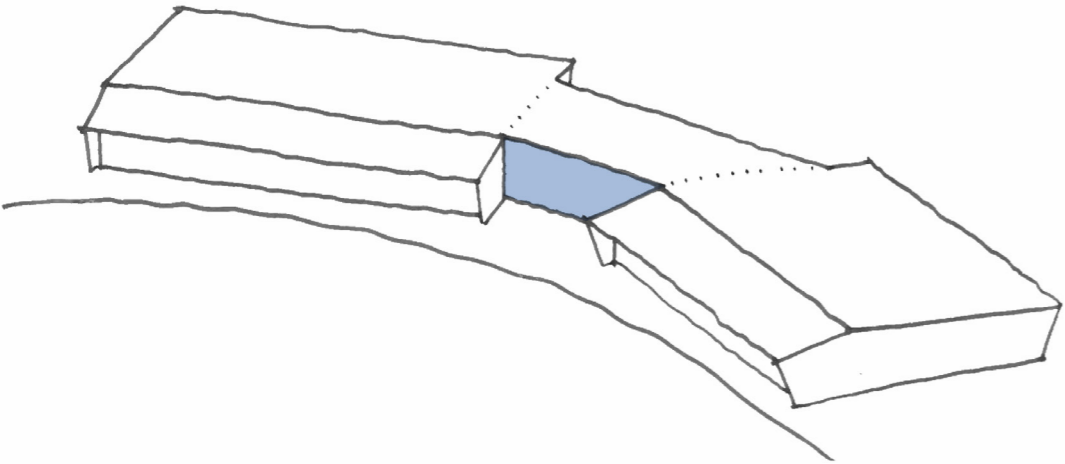
OPTION 1

PROS

- Visible segregated link breaks up massing
- Larger/ deeper service yard
- Roof suitable for PVs
- Consistent clear height
- Potentially column free

CONS

- Clear height current only 7.5m
- Main buildings to be raised to achieve 8m clear height
- Flashing /junction detail required
- Potentially deeper beams
- Maintenance access of roof to be resolved



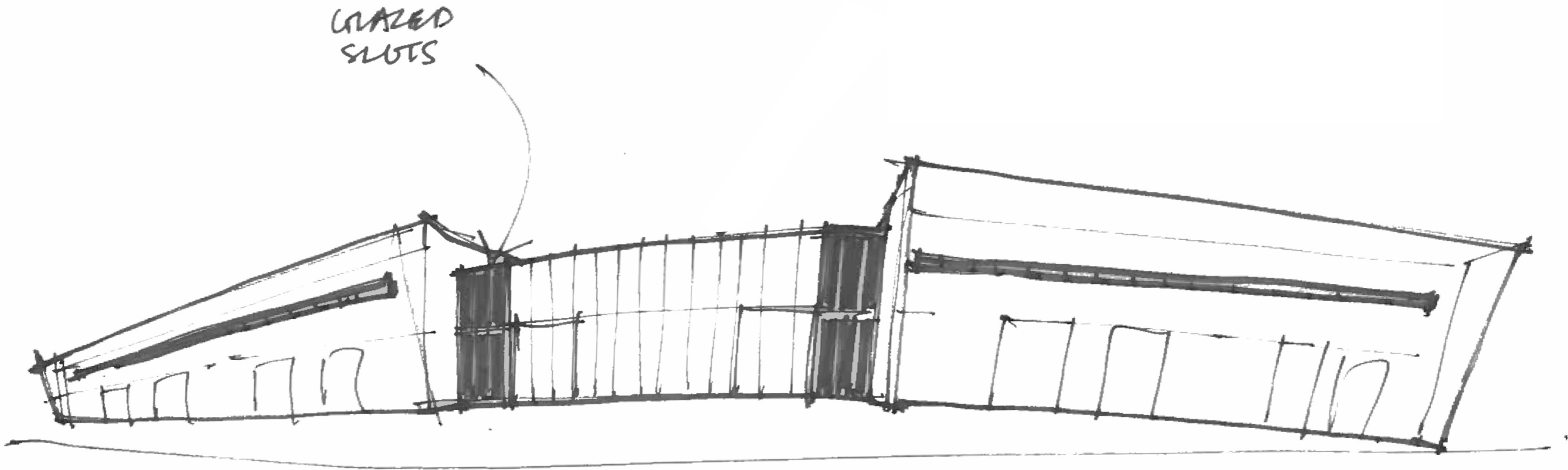
OPTION 2

- Continuous roof structure & build up
- 8m clear height achieved
- Flashing /junction detail minimized
- Roof access via main buildings
- Roof suitable for PVs
- Potentially column free

- Potentially deeper beams
- Slightly reduced service yard depth
- Potential ridge line where roofs merge

**BICESTER MOTION INNOVATION QUARTER - SPY**  
INITIAL SKETCH MATERIAL STUDIES

3DReid



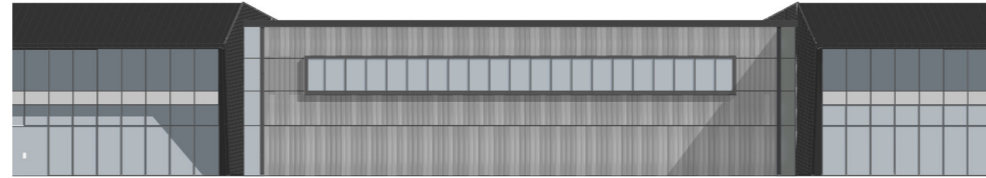
GLAZED  
SLOTS

SERVICE YARD ELEVATION  
WIP. NTS.

# BICESTER MOTION INNOVATION QUARTER - SPY

## LINK MATERIALITY STUDIES

3DReid



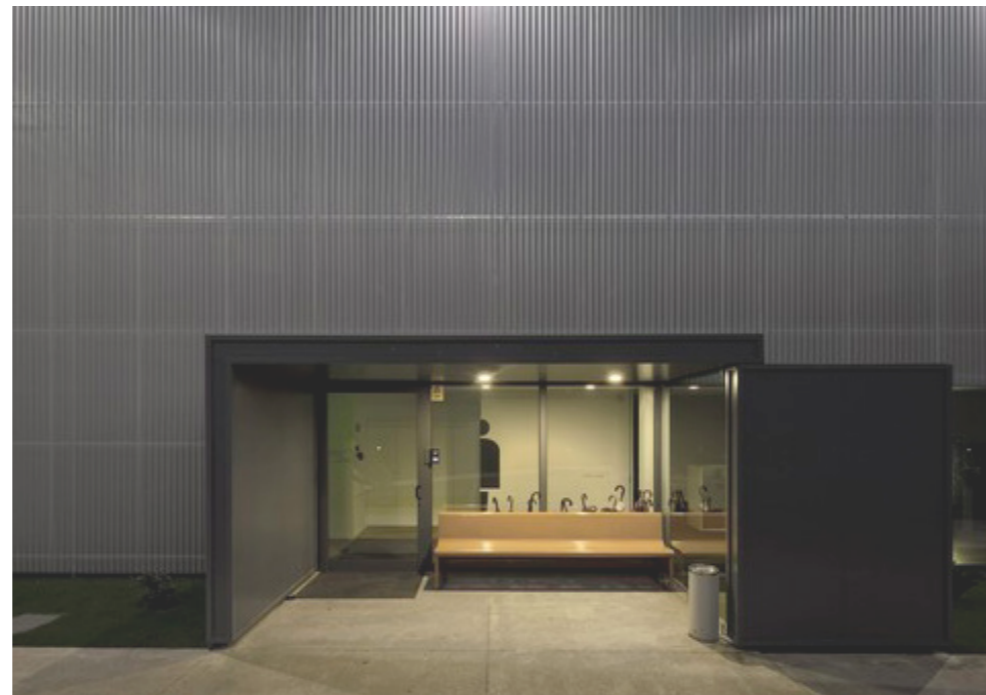
Front



Rear

### METAL PANELS - PATTERN WITH LIGHT GREYS

This approach explores a solid facade that is in grey shades complementary to the main ancillary buildings but their lightness sets the links apart and identifies it as a separate building.





# BICESTER MOTION INNOVATION QUARTER - SPY DESIGN CODE ACCESS

3DReid



Please refer to the design code access with document number:  
220127-3DR-XX-XX-RP-A-09024\_P04, issued in November 2023

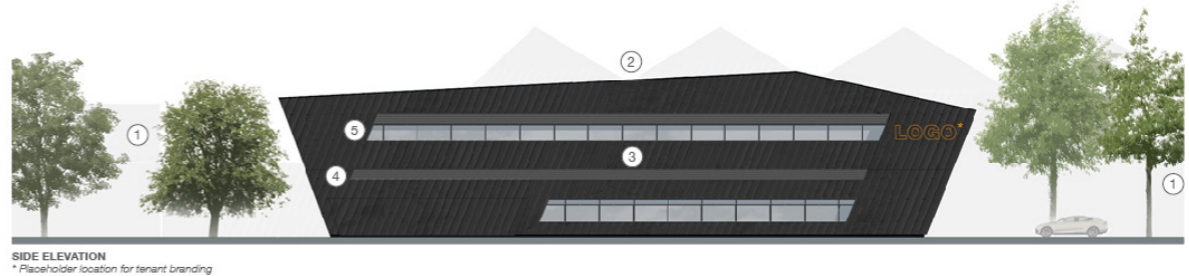
## BICESTER MOTION - INNOVATION QUARTER ELEVATIONS & MATERIALITY

3DReid



## BICESTER MOTION - INNOVATION QUARTER ELEVATIONS & MATERIALITY

3DReid





**BICESTER MOTION INNOVATION QUARTER - SPY**  
STAGE 03 PROPOSED 3D MASSING VIEW WIDE EXTENT

3DReid

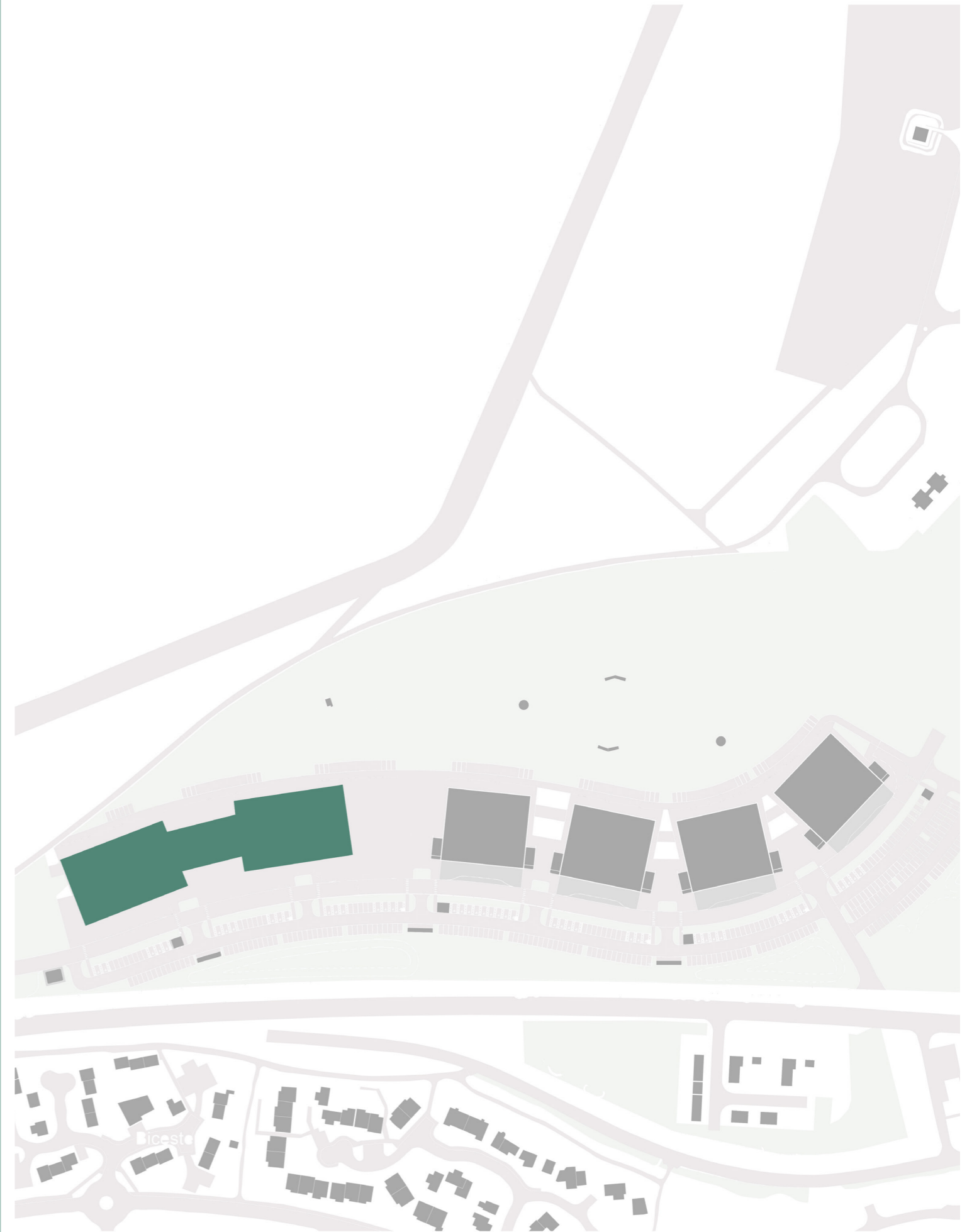




# 04 DESIGN PROPOSAL

This chapter presents the drawings of the final proposal as follows:

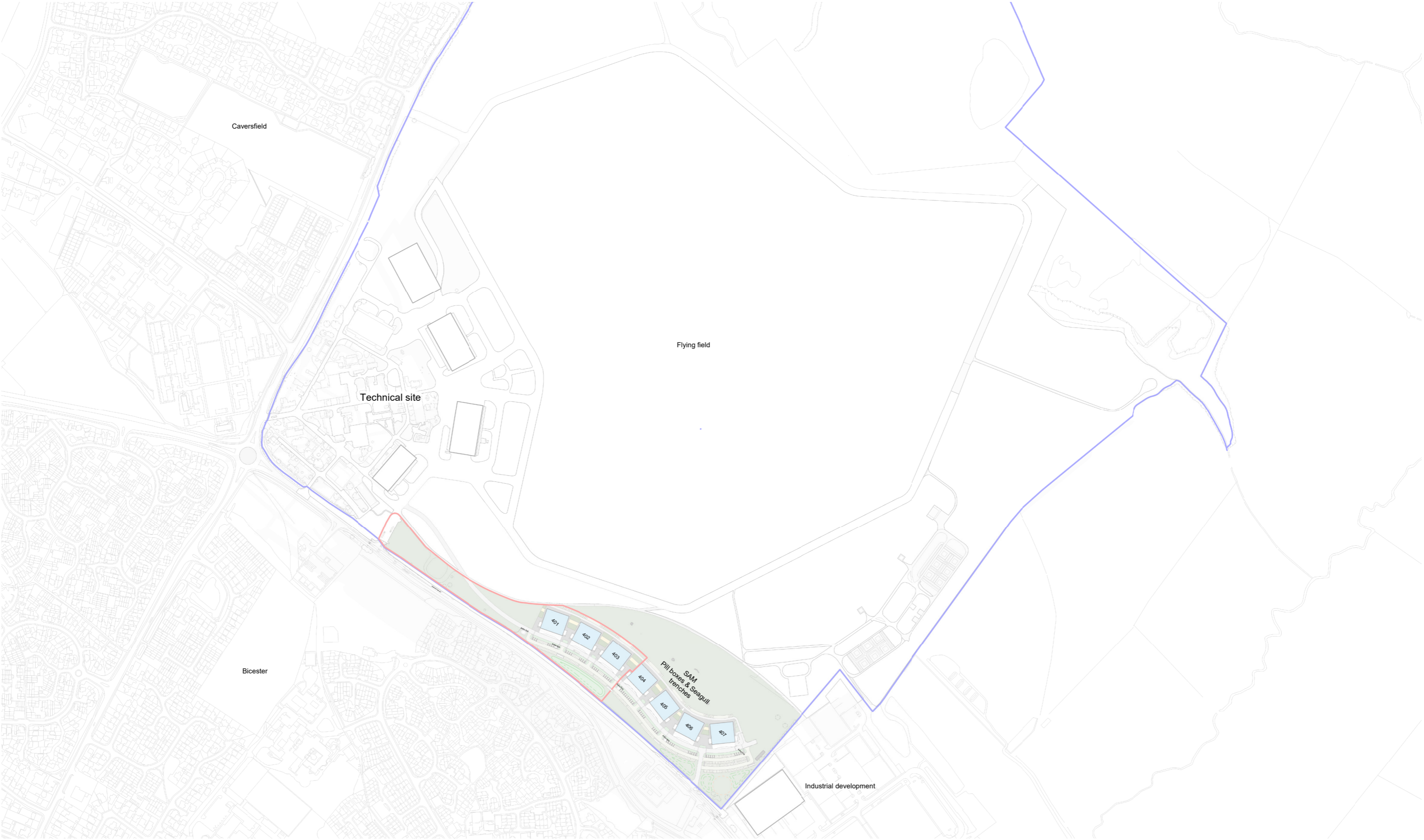
- Site location plan
- Site plan
- Ground floor
- First floor
- Roof plan
- Side elevations
- Front & rear elevations
- Long sections AA & BB



# BICESTER MOTION INNOVATION QUARTER - SPY

## SITE LOCATION PLAN AS CONSENTED

3DReid

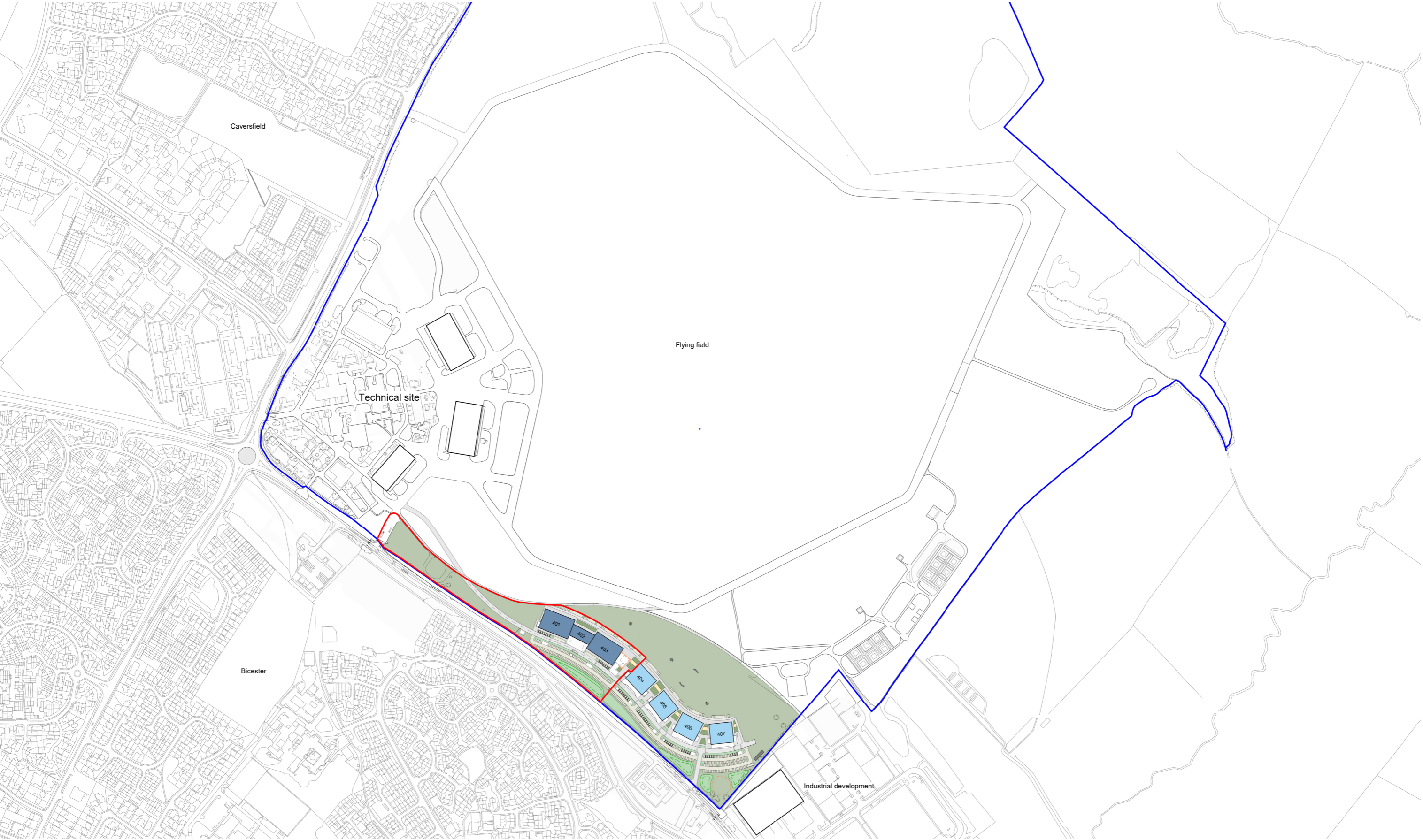




# BICESTER MOTION INNOVATION QUARTER - SPY

## SITE LOCATION PLAN PROPOSED

3DReid

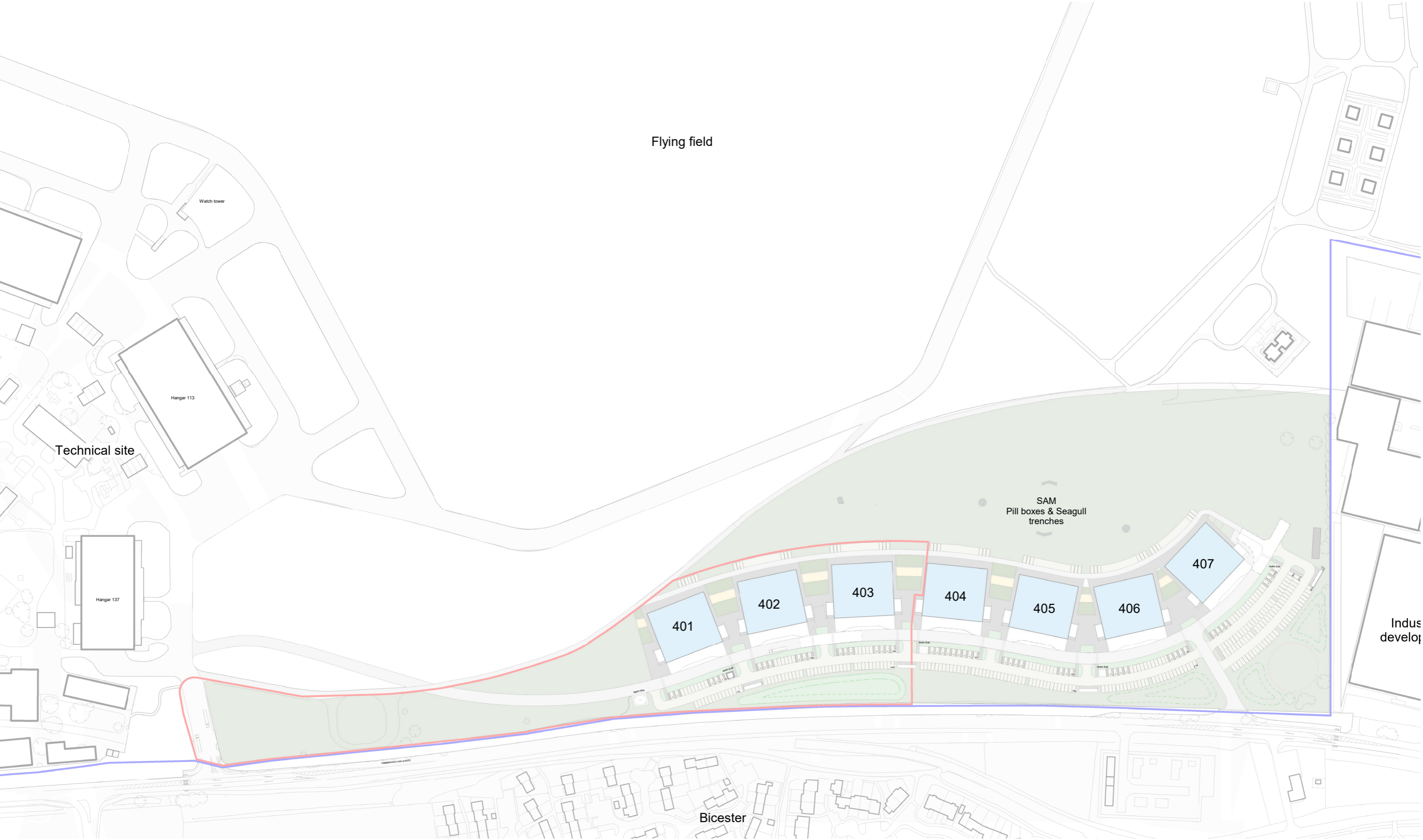




# BICESTER MOTION INNOVATION QUARTER - SPY

## SITE PLAN AS CONSENTED

3DReid



# BICESTER MOTION INNOVATION QUARTER - SPY SITE PLAN PROPOSED

3DReid

