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1.0 Introduction

1.1 Proposed Development

This Design and Access Statement has been prepared on behalf of Tritax Symmetry Bicester 3 Ltd, to support a Full Planning Application, for Phase 3 intended for 2no new B8 (Storage & Distribution) units together with vehicle parking, landscaping and all other associated infrastructure works, on land that would form an extension of the existing employment site known as ‘Symmetry Park, Bicester’, North East of the A41, Aylesbury Road, Bicester.

The majority of the existing Symmetry Park site (which the site is adjacent to) is located in an area allocated for development in the adopted Cherwell Local Plan 2011-2031 as a strategic allocation for employment development: Planning Policy Bicester 12: Southeast Bicester. The site which is subject to this planning application is not allocated for development in the current Local Plan, however, the site is identified for development in the emerging Cherwell District Council Local Plan Review Submission Draft (Regulation 19), which will be published for public consultation in December 2024, as an employment site allocation as an extension to the existing Symmetry Park at Bicester. The draft allocation policy reference BIC 5 for employment uses E(g)(i)/(ii)/(iii)/B2/B8 floorspace.).

The adjoining Symmetry Park phases have been fully developed. Unit A1 is owned and occupied by Bentley Designs Ltd, while Unit A2 is owned and occupied by Medline Services Ltd. Unit B is occupied by Ocado and recently completed Unit C is occupied by DP World. Additionally, the development included the construction of a new access road and junction onto the A41 and recently completed Unit C is occupied by Syncreon.

A parcel distribution depot operated by DPD Group UK Ltd has also been developed adjoining Symmetry park to the north, but outside of the Bicester 12 allocation.

The proposed Site extends to the north of the A41 to the southeast of Bicester Town and is currently in agricultural use. The Site’s western boundary is contiguous with the Symmetry Park, Bicester employment site.

The wider Southeast Bicester allocated Site, known as Wretchwick Green, is located beyond Symmetry Park to the north-west of the application site. Wretchwick Green has an allocation for a mixed-use development comprising; up to 1,500 dwellings; a local centre with retail and community use, up to a 3 Form Entry Primary School, associated infrastructure, and up to 6.66ha of employment land.

Adjacent to the site to the south is the A41. To the east of the site is agricultural land and a number of small businesses, in particular Bicester Caravan and Leisure

and L C Hughes Metal Recycling & Car Breakers which are both adjacent to the site. There are also two dwellings, ‘The Bungalow’ and ‘Windmill Cottage located to the east. To the north of the Site is agricultural land, beyond which is allocated as housing in the adopted Cherwell Local Plan (Policy Bicester 12 South East Bicester). There are five vacant agricultural barns/buildings in the north-east corner of the site.

Given the high level of occupier interest, Tritax are now seeking full planning permission for the development of Phase 3 at Symmetry Park. This statement supports a new full planning application for 2 separate units, Unit E & Unit F, the proposed unit and site layouts have been developed closely with Tritax Symmetry Bicester 3 Ltd, bringing investment and delivery of further employment to Bicester in accordance with the adopted development plan.

The application is submitted with the following description of development:

“The erection of two Use Class B8 floorspace units (with ancillary office floorspace (Use Class E(G(i))) with associated infrastructure including: a building for the use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yards; external plant; bin stores, vehicle parking (HGV, lorry, car and motorcycle); cycle parking, amenity areas, landscaping including permanent landscaped mounds; sustainable drainage details. Demolition of three vacant agricultural building (and two smaller structures) to the northeast corner of the site. Access from the existing Symmetry Park estate road”.

To the North-Western boundary there are existing hedgerows along with mature trees which will be retained to provide screening between units. Along the South-West boundary / A41 frontage, South-East and North-East boundaries there are existing hedgerows and mature trees which will be retained, substantial earth bunding and landscape planting will be incorporated to provide further visual screening from the adjacent open land and residential properties beyond. The design principles for the earth bund & landscape screening were undertaken, with the production of a cross-section to show how the mitigation measures identified can be incorporated to ensure that there is no unacceptable impact on the residential amenity of these properties as a result of the development proposals.

1.2 Purpose of this Document

This document has been prepared to provide supporting information for a full planning application as a means to present and explain the evolution of the design process for the extended employment development at Symmetry Park, Bicester.

The document draws together a range of relevant considerations in order to present a comprehensive case for the grant of planning permission for this application. It has the potential to inform a number of interested parties but is focused principally upon the merits of the Site's development and the contribution it can make to the future economic growth needs of not only Bicester and Cherwell District, but also to the regional and national economy.

It provides information about the proposal that will be of use and assistance to the stakeholders and therefore seeks to demonstrate a thorough understanding of both the Site's, and the wider adjoining site allocation's of the previous phases, development constraints and opportunities. In so doing, it explains the value and benefits the Site's development can bring, and sets the proposals in the context of a wider masterplan.

1.3 Structure of the Document

In accordance with advice published by the Commission for Architecture and the Built Environment (CABE) in connection with Design and Access Statements, the design process has been fully informed by a consideration of issues, including:

Design:

- Use: What the buildings and spaces will be used for.
- Amount: How much would be built on site.
- Layout: The arrangement of the buildings, public and private spaces on the Site and how these relate with the surrounding environment.
- Scale: How big the buildings and spaces will be.
- Landscaping: How the open spaces will be treated.
- Appearance: What the buildings and spaces will look like.

Access:

- Vehicular and Transport links: Why the access points and routes have been chosen and how the Site responds to road layout and public transport provision.
- Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

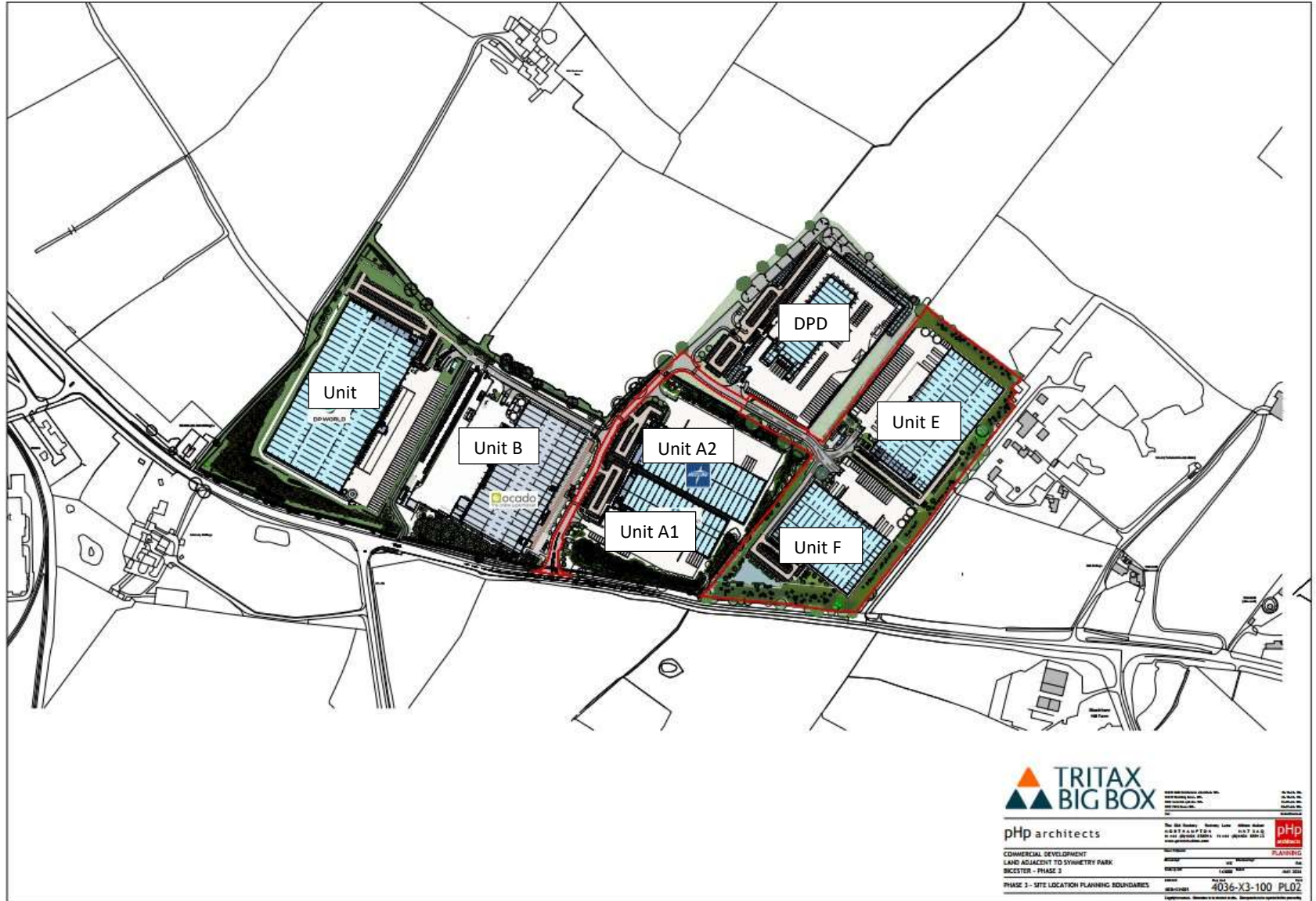


Figure 1 - Phase 3 Application Red Line Plan

2.0 Access

2.1 Detailed Access Design

The design and layout of the buildings present a clearly identifiable main entrance. Way-marking signage will also be used to highlight the main entrance and fire exit directions as well as access information for staff and visitors. The office accommodation is designed for fully inclusive access to all areas, by all staff and visitors regardless of disability or physical and mental impairment.

A revolving door provides a sheltered access to the main entrance point, with separate fully accessible pass door, which can be fitted with power assisted opening, situated adjacent in the same façade, conforming to requirements within Part M of the Building Regulations. The main entrance point pass door will have a level approach which opens directly into the reception.

The entrance reception area will include a Building Regulations ADM compliant passenger lift, providing disabled access to all upper floor office areas, to satisfy Equality Act requirements, together with stairways suitable for ambulant disabled, wheelchair and ambulant disabled toilets to the ground floor core area, and safe refuges for wheelchair users on each upper stair landing complete with intercom and suitable signage. Doors and corridors will be designed to provide adequate wheelchair access with door closers and ironmongery appropriately specified for disabled use in accordance with the recommendations of the Building Regulations Part M2 and BS:8300.

Each wheelchair refuge will be provided within a fire protected safe zone to enable safe evacuation by appointed personnel within each organisation as well as the emergency services.



Figure 2 - Illustrative example of building entrance

3.0 Constraints and Opportunities

3.1 Development Constraints and Opportunities

As part of the detailed design process, careful consideration has been given to:

- Site levels to be designed to ensure that the current application Site, results in a 'cut' and 'fill' balance, meaning that there is no requirement to import or export quantities of material to or from the Site in order to create the required ground levels for the buildings and associated external areas.
- Site levels designed to ensure that the development does not adversely affect the existing Symmetry Park, Bicester development and surrounding areas and to ensure a cohesive development is achieved with ground levels and drainage strategy.
- External and internal landscape treatment to minimise the impact of the development on the surrounding area.
- A comprehensive SUDS strategy based around the existing watercourse and addition of new swales, to ensure that a sustainable and robust strategy is in place which also enhances site biodiversity.
- A robust and deliverable access strategy to ensure that the development does not impact on the surrounding infrastructure network.
- An on-site pedestrian and cycle strategy which links to the A41 via the existing Symmetry Park access roads.
- Consideration of the potential impacts of the development, and how to mitigate any associated adverse effects on existing and newly approved adjoining residential areas, to be delivered as part of the wider Bicester 12 site allocation.
- Site layout required to provide separate access points from the existing site road for car and commercial vehicles to the site.
- Building mass, form and overall height to minimise the visual impact and to ensure that the development both complements the existing context and provides the framework for the current generation of logistics buildings. The proposed height of Unit E is a maximum of 18.0m to ridge and Unit F is a maximum of 15.5m to ridge.
- Orientation and layout of buildings are designed to shield the service yard from adjacent residential properties whilst providing efficient use of the site which compliments the existing Symmetry Park layout.
- The site has overhead power lines crossing the centre of the site. Space has been allocated within Unit E car park for the diversion of these power lines within an underground service corridor with 5.0m easement.

4.0 Design Principles

4.1 Development Proposals

The principle of these advanced unit designs is to establish flexible building designs and a site layout capable of accommodating a wide range of occupiers in a coherent development. The units have been designed to replicate the high-quality nature of the existing units on the Park.

The development proposal at Symmetry Park is to create a 'state-of-the-art' logistics facility, to meet the business needs of major distribution and logistics companies.

The design team has sound knowledge of the economy's logistics sector. They have extensive experience in major developments, including major logistics sites, and have been responsible for the construction of numerous developments of this type nationally. The design considerations of earlier phases of the development draw upon this wealth of experience to provide a robust proposal to meet the current and changing requirements of logistics operators, evidenced by the high-quality occupiers attracted to the scheme to date.

4.2 Layout

The application plans illustrate the proposed site layout have been carefully designed to provide sufficient external facilities and accommodation suitable for buildings of this size in order to meet current occupier demands, whilst safeguarding the development for future changing needs of this market sector.

The proposed layout locates the units to reduce the visual massing as much as possible while also providing deeper wedges for landscaping and surface water attenuation.

The proposed site access is taken from Morrel Way, the newly constructed Symmetry Park Road from the A41.

The proposed building elevations contain a number of design features presenting distinctive visual interest with design detailing associated with the cladding materials, whilst maintaining a synergy with the existing development.

The external site area layouts are designed to provide safe and separated access points to the respective service yards and car parks.

Dedicated goods vehicle entrances and exits to and from the service yards are provided and can be secured by automated security gates and vehicle barriers. This single point of access/egress into yard areas allows greater security control for the flow of incoming and outgoing goods vehicles. The yard entry lanes provide space for a degree of vehicle stacking off the main internal site estate road, thereby avoiding queuing traffic.

Site security is provided for the buildings through secure external goods service yard areas. This is achieved with 2.4m high colour-coated paladin fencing, with anti-climb mesh panels mounted on steel posts, surrounding the external goods vehicle service areas.

There are a number of external facilities provided to benefit the logistics site, including pieces of plant/equipment as follows:

- Cycle Shelters for the secure storage of cycles located close to and overlooked by adjacent office areas within the main buildings.
- Galvanised steel water storage tanks approximately 8.5m diameter x 11.8m high and pump enclosure approximately 4.0m x 4.0m x 3.5m high for a firefighting sprinkler system.

Staff accommodation and welfare facilities will be located within the main warehouse envelopes, with offices constructed at upper floor levels and entrance/exit cores at ground floor level to provide pavement level access.

Operational requirements for logistics units of this type require deep service yards suitable for the largest type of HGV goods vehicles licensed in the UK to be able to execute a 180° turn and reverse up to each loading dock. The service yards have been positioned to maintain substantial landscaped borders to the site perimeter boundaries.

Vehicle docking facilities are provided to the North-Western elevation (Unit E) and North-Eastern elevation (Unit F), the long side of the warehouses, together with level entry access arranged towards each end. The combination of level access goods doors and mechanical loading docks will provide the units with maximum flexibility for single aspect docking. Dock shelters, with weather tight seal against the trailer, and interlocked traffic light controls will be provided to ensure safe loading operations in accordance with best practice.

Vehicle parking for full HGV trailer & tractor combinations as well as detached trailer parking is provided within the depth of the service yards.



Figure 3 - Illustrative CGI of Phase 3

4.3 External Works

The car parking access roads will be surfaced with block paving, and parking bays will be surfaced in a flexible bituminous material. These measures will avoid large unrelieved areas of “black-top”. Parking bays will not be surfaced with any material that may be adversely affected by spills from standing vehicles.

Pedestrian footpaths will also be picked out using contrasting materials. In the interests of safety, the design of car parking areas and other pedestrian areas ensure that soft landscaping in these areas does not obscure visibility and that there are no hiding places.

Visual cohesion will be enhanced not only by the careful integration of the buildings and planting but also by use of a furniture palette that provides a consistency throughout the Site. The selection of bollards, litter bins, directional signage, lighting etc. will continue to reinforce the high-quality development as can be seen in the initial completed phases of development.

Landscaping proposals for the Site are addressed in Section 5.

4.4 Lighting

All light fittings will be ‘Dark Skies’ compliant as described in CIBSE Lighting Guide LG6:1992. The proposed lighting equipment will comply with current standards and to the greatest extent possible, the luminaries and their settings will be optically set to direct light only to where it is required and to minimise obtrusive effects and if necessary, additional shielding will be considered. The fittings will be chosen from a range offering an appropriate degree of design consistency and quality. The car parks and principal pedestrian areas of the unit(s) will be well lit to ensure the safety and convenience of users. Service yard lighting will be designed so as to minimise light pollution. There are no high-level light fittings on Unit E, which face North in order to minimise potential light impact.

Lighting levels will be as follows:

External lighting levels and selection of luminaires are designed to control light pollution and boundary overspill in accordance with British Standards. All luminaires and Lux levels are detailed on CPW drawing 211272-CPW-00-XX-DR-N-221011 S2 – External Lighting Layout and Illuminance Plot.



Figure 4 - Illustrative example of a Tritax Big Box Developments scheme

4.5 Secure By Design

During the early design stages, security of the Site proposal was reviewed and the design has evolved to incorporate security measures and avoid weak points for exploitation by criminals.

Security of service yards is paramount and these areas will be enclosed with a 2.4m high security fence. The site entrance for both units will be provided with automatic vehicle barriers as well as swing gates for securing the site during any times when the site is not occupied or operational.

Tenants will install CCTV cameras which are likely be located around the warehouses and the plots, including the provision of clear zones inside each perimeter fence and the elimination in the design of hidden areas where criminal activity could potentially take place. Facilities are provided for possible 24hr monitoring from the Office.

Car parks and cycle parking areas are overlooked by office windows offering added security. The site will be illuminated from external lighting, building and pole mounted to specialist design to provide safe and secure lighting levels to the service yards and parking areas with particular attention paid to the elimination of light overspill beyond each plot boundary. Excessive light overspill and glare from the service yards will be mitigated with careful design and siting of building mounted flood lights.

4.6 Safer Places

The Planning System and Crime Prevention Guidance highlights that crime and anti-social behaviour are more likely to occur if the target hardening measures for example doors, windows and gates, as set out by Secured by Design are not appropriate to the building type and to the crime risk faced. With that in mind the following design standards will be employed:

- External doors connecting to the secure service yards – minimum standard rating to LPS 1175 SR 2 with any glazing having at least one pane laminated to a minimum thickness of 7.5mm. The laminated pane will form the outer pane within a double-glazed unit wherever possible.
- Ground floor windows – minimum rating to LPS 1175 SR 2 or BS7950 with the double glazing having at least one pane laminated with a thickness of 6.8mm



Figure 5 - Illustrative example of a Tritax Big Box Developments scheme

4.7 Scale

Having been reviewed by Tritax Symmetry Bicester 3 Ltd and having consulted interested parties, the scale and type of development proposed for this Site in this application is wholly suitable for this location within the context of the wider allocation.

Unit E gross internal floor areas consist of 13,720 sqm of warehousing, 744 sqm of, offices and Unit F gross internal floor areas consist of 10,162 sqm of warehousing, 551 sqm of offices. The majority of the office floor areas for both units are located at first floor level. The total gross internal floor area for Unit E is 14,464 sqm and 10,713 sqm for Unit F. This represents a highly efficient use of the development land with the total floor area being some 52% of the total development areas.

The maximum roof height is designed at 18.0m to ridge, offering a 15m clear internal height for Unit E and 15.5m to ridge, offering a 12.5m clear internal height for Unit F. This height of bay is considered necessary by the applicant in order to meet occupier requirements for strategic scale warehouse accommodation for the respective size of units, whilst considering visual impact along the A41.

The floor level proposed has been carefully considered in order to create a neutral 'cut & fill' design retaining all earth works materials on site whilst creating open swale type SUDS, sustainable surface water drainage features and maximise the screening effect of the proposed earth bunding and landscape planting to the site perimeter.

The existing natural screening, provided by mature hedgerows on all boundaries to the site are to be retained, along with mature trees. The existing hedgerows, which are significant in size varying between 2.0m and 10.0m in height, will be reinforced with additional landscaping planting to help reduce the visual impact of the proposed development.

The units have integrated offices constructed within the warehouse envelopes forming part of the overall building mass.

The proposed building scale and extent of external works, including service yard requirements, have been established to ensure the needs of potential occupiers can be met whilst ensuring the scale is not excessive and overbearing for the site.

Please refer to EDP drawings for further details for the landscaping and planting proposals.

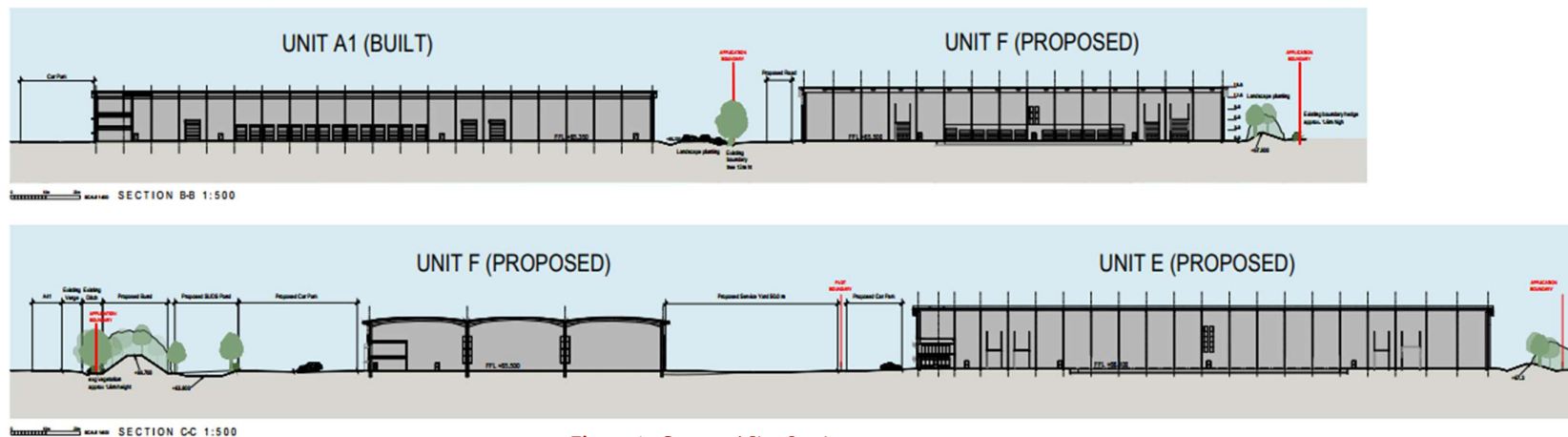


Figure 6 - Proposed Site Sections

4.8 Appearance

The form of the logistics units will be largely dictated by the functional requirements of this type of facility. However, the proposed design will build in architectural character with careful consideration to the elevational treatment and scale of the buildings. The design philosophy will create a striking modern appearance while adding quality and aesthetic enhancement. Obviously, buildings of this type and scale cannot be totally hidden from all views, so it is important to propose an attractive solution. A vertical emphasis helps to set the buildings into the surroundings. The use of differing cladding materials and profiles, as well as colour, can emphasise elements of the structure, with horizontal and vertical forms helping to break down the size and visual impact of the buildings.

The structure of the proposed buildings consists of long spanning steel portal frames, creating large column free internal areas, for maximum flexibility of the internal space. The clear internal haunch height is designed at 15.0m clear for unit E and 12.5m clear for unit F, to maximise storage volume, therefore creating an efficient use of development site space.

The buildings appearance is designed utilising a simple colour palette to sit sympathetically in its environment. The office elevations are treated differently to emphasise the pedestrian entrance, with different cladding materials and double glazed colour coated framed curtain walling and windows with automatic glazed entrance doors. Personnel fire exit doors and large insulated panel vertical lift goods doors will be located at required access and fire escape points.

Elevations mainly comprise two types of metal cladding materials; micro-rib flat composite panels and trapezoidal profiled cladding used in both vertical and horizontal orientations. The different profile and colour cladding materials are used to sub-divide the mass of the buildings and to add design interest. Metal feature trims are also incorporated to add further visual interest.

The office element of the buildings will be clad in high-quality composite flat insulated metal panels, fitted horizontally between banks of high-quality aluminium framed windows.

The detailing of the office entrances, canopy, and eaves provide visual interest coordinated with the standard Tritax Symmetry Bicester 3 Ltd blueprint design guide. The material and designs for the elevations are strictly controlled to ensure the buildings contains signature elements of the Tritax Symmetry Bicester 3 Ltd standards to create a homogenous and attractive development throughout the site.

The roof design has shallow curved gables, providing visual interest for each elevation with structural elements acting to break up the expanse of buildings.

The detailing of curved profile 'soft' roof perimeters with canted grey eaves help to conceal the gutters.

The proposed external elevational materials are selected of high quality, modern cladding products, offering excellent longevity and durability. All cladding materials are designed to allow for future re-cycling and are manufactured to meet the BRE Green Guide to Specification designation of 'long life' with a sustainability rating of 'A', therefore reducing the frequency for maintenance and need for replacement.

The colour scheme uses a complementary palette of similar colours with uniform detailing that is simplistic and striking. By doing so the buildings do not attempt to falsely disappear into the landscape, but create an attractively built addition to this site and the wider Symmetry Park development. This subtle aesthetic enhancement will not detract from the natural colours of the landscaped backdrop.

External lighting will be provided with building-mounted units and lighting columns within the car and lorry parking areas. Suitable lanterns and cowls will be selected to prevent light spillage and will be controlled by photocells/time switches.

The North-East, South-East and South Western elevations will have an appropriately landscaped buffer zone that will create a welcoming gateway to Bicester on the A41 and provide visual screening from the adjacent open land and residential properties beyond.



Figure 7 - Illustrative example of a Tritax Big Box Developments scheme



Figure 8 - Images of Internal Spaces at Symmetry Park Bicester





Figure 10 - Proposed Unit E Main Office Plans





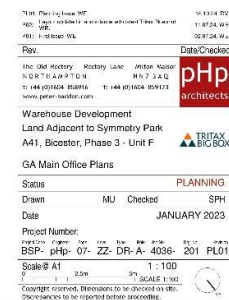
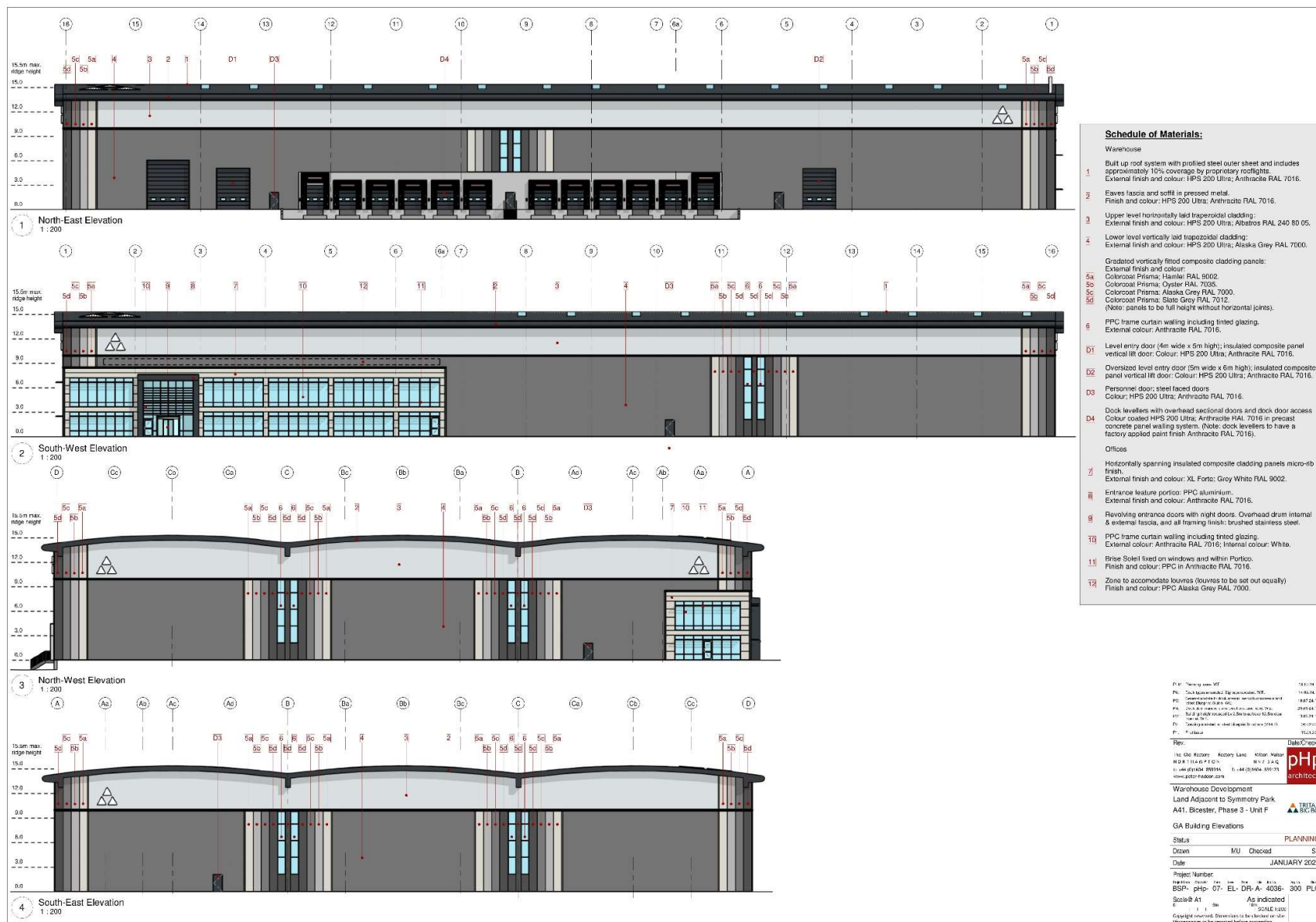


Figure 13 - Proposed Unit F Main Office Plans



4.9 Materials

The buildings will be constructed using a palette of high-quality and durable materials that will provide the longevity and performance required for such a development. The colours and finishes of these materials have been selected from a pre-requisite language of materials detailed by Tritax Symmetry Bicester 3 Ltd within their blueprint design guide. This language forms the basis for this development and complements the units already constructed, which will result in an understated, coordinated series of buildings forming the overall Symmetry Park development.

The selection of materials has due regard to the embodied energy for construction, environmental impact and ongoing maintenance. The use of recyclable materials, where appropriate, will be considered. Particular attention will be given to detailing to ensure continued performance, especially at joints and abutments.

Contractors will be required to work directly with manufacturers to ensure supplied materials are pre-cut to size to minimise wastage wherever possible. This will also ensure a higher construction standard, which will help to improve detailing. Materials should also be sourced locally, recycled and/or recyclable where practicable.



Figure 15 - Illustrative example of service yard loading provision

4.10 Boundary Treatment

Security/boundary fencing will be incorporated into the soft landscape boundary treatment and will be set back from the public side of the landscaping belt.

To ensure site security around the yard areas, a 2.4m high-security fence will be provided. In exposed areas, welded mesh fencing will be used and galvanised steel paladin mesh-type fencing will be used for concealed/screened areas. In both locations, the panels should be coloured dark green, subject to planning.

Landscaping proposals for the Site are addressed in Section 5.

4.11 Transport and Parking

Access to and egress from the development plot is via the Symmetry Park site roads leading to the Western boundary of the Site from the A41.

Minimising car-based commuting will be encouraged, and the occupation of the buildings will be subject to the approval of the Framework Travel Plan.

The proposed access and vehicular routes within the site provide the potential for integration and connectivity with the remainder of the Bicester area strategy.

Inclusive access throughout the Site is achieved with paths leading pedestrians from car parks to the main office entrance. Cycle shelters will be located in close proximity to the main office entrances. Pedestrian and cycle routes are segregated from routes used by motorised vehicles. Shower/changing facilities will be provided to all buildings to encourage non-car travel.

Car park areas will be partially screened through the use of, fencing and planting. Pedestrian linkages are designed and specified to create 'pedestrian friendly' areas through car parks. The provision of disabled parking bays will be provided to a minimum of 6% of the total car parking number and be positioned in close proximity to the office entrances. Car parking provisions will be in accordance with local authority standards. 25% EV spaces are to be provided (future-proofed with ducting provided to all remaining spaces) and 5% of spaces are allocated for car share.

The proposed parking provision exceeds current Oxfordshire County Council policy standards but achieves a ratio of 1:150m² of total floor area for each unit, which is considered appropriate to industry needs for this type of development. Reference should be made to Hydrock Transport Assessment for further information. The proposed provision complies with the minimum cycle parking standards as provided by Oxfordshire County Council. Cycle parking provision for the Units have been calculated based on the proportions of B8 Use and ancillary B1 Use office.

Cycle parking at Symmetry Park will be provided in the form of Falcorail Cycle Canopies which feature double sided two-tier racks. It will be secure, covered, convenient and visible as per Oxfordshire County Council's 'Transport for New Developments' guidance (March 2014).

With regard to disabled parking, Oxfordshire County Council's 'Oxfordshire Parking Policy' document published in September 2014 states that 'For non-residential developments, 6% of parking spaces should be allocated for disabled persons'. Disabled parking provision at Symmetry Park is in line with this policy.

The car parking areas will be located close to the front of the office elevations of the logistics units, segregated from the goods vehicle entrances of the service yards.

The service yards are set out at 50.0m depth to accommodate the full turning circle of HGV's. HGV parking is provided, along the building elevations and also HGV trailer parking along the outside edge of the service yards. They are laid out so that drivers can employ the right hand down manoeuvre when reversing into docks, as British registered right hand drive vehicles are much easier to park using this high level of visibility from the lorry cab. Public access should be actively discouraged from service yard areas, with access limited to trained competent members of staff only.

It is anticipated that the type of goods vehicles operating on the sites will include the largest type of HGV licensed for use in the UK. HGV parking will be provided to suit the assessed needs of the potential end user with further flexibility built in by the inclusion of 2 no. double-decker loading docks for each unit to cater for a full range of trailer types.

The units, being speculative, provide:

Unit E

- A minimum of 97 car parking spaces, 6 spaces will be provided for Disabled use
- A minimum of 85 cycle spaces will be provided
- In addition, charging points for 24 (25%) electric hybrid vehicles have been provided for in plans

Unit F

- A minimum 72 car parking spaces, 5 spaces will be provided for Disabled use
- A minimum of 72 cycle spaces will be provided
- In addition, charging points for 18 (25%) electric hybrid vehicles have been provided for in plans

100% of all car parking spaces are to be ducted for future EV charging provision. Refer to drawing ref: 4036-X3-SK030 PL01 for further parking details.



Figure 16 - Illustrative example of Falcorail Cycle Canopy



Figure 17 - Illustrative example of EV parking spaces

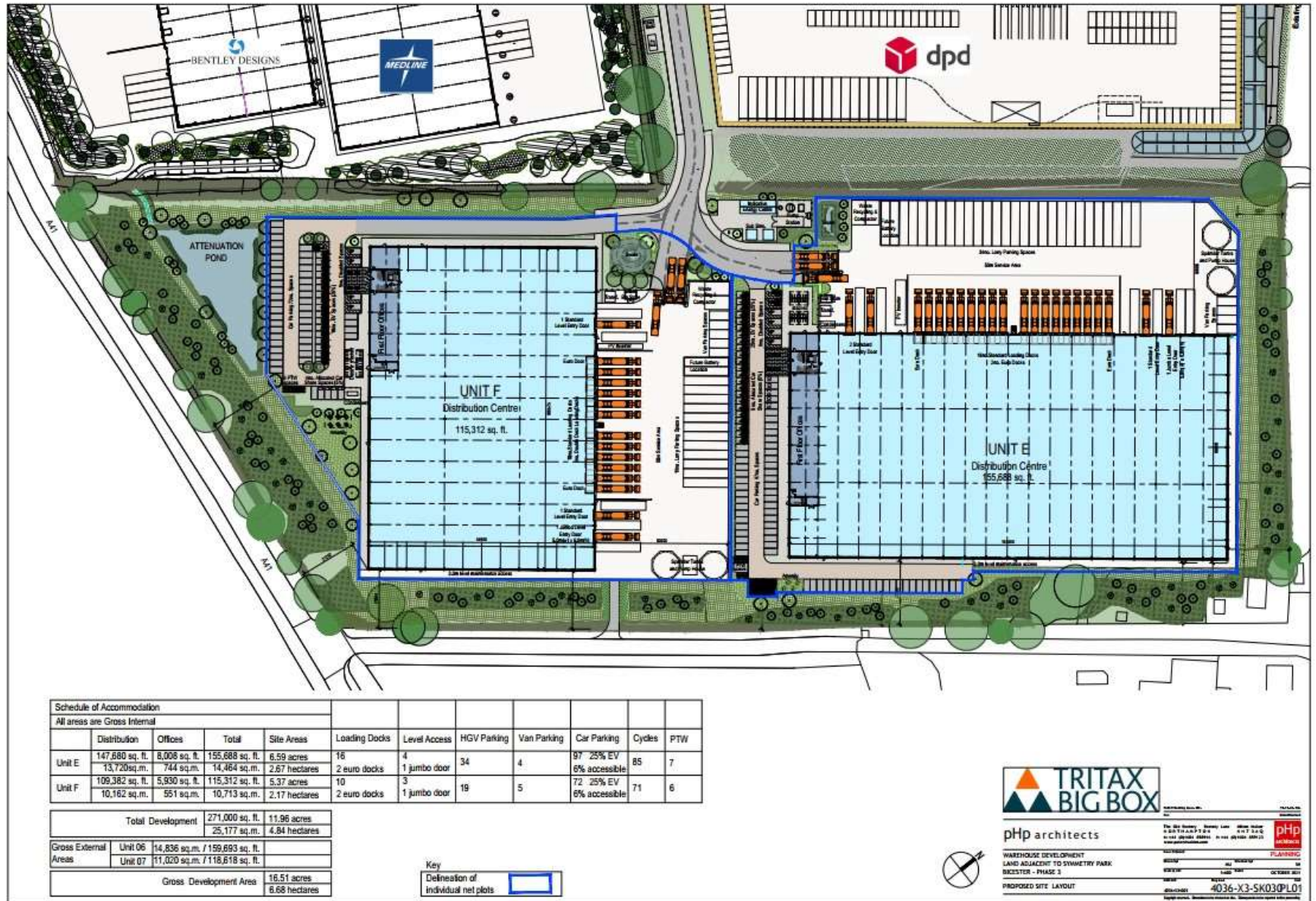


Figure 18 -Site Layout

5.0 Landscape

5.1 Surrounding Landscape and views of the site



Figure 19 - Photo View Points Key Plan



Figure 20 - Photo View Point 1



Figure 21 - Photo View Point 2



Figure 22 - Photo View Point 3



Figure 23 - Photo View Point 4



Figure 24 - Photo View Point 5



Figure 25 - Photo View Point 6



Figure 26 - Photo View Point 7



Figure 27 - Photo View Point 8



Figure 28 - Photo View Point 9



Figure 29 - Photo View Point 10 010



Figure 30 - Photo View Point 11

5.2 Ecology

A desk-based assessment and full suite of ecological surveys have been carried out across the Site. The site comprises grassland fields, bordered by hedgerows, with a small group of farm buildings in the north-eastern corner. Other features on-site include a small block of woodland in the south-east, and small areas of tall forbs. The Site has been largely used for hay production and cattle grazing land. Land use in the surrounding landscape is largely agricultural with occasional areas of employment and residential land.

The ecological assessment has identified habitats of local level intrinsic value including modified grassland, neutral grassland (ridge and furrow), mature trees, and species rich hedgerows within the Site. In terms of protected species, locally valuable assemblages of breeding birds and bats (foraging/commuting and potentially roosting) have been recorded utilising the hedgerow and mature tree network. In addition, a medium-sized breeding meta-population of great crested newts, considered to be of local value, has been confirmed in off-site ponds within 500m of the Site to the south of the A41. Brown hairstreak butterflies have been recorded on adjacent Site's internal hedgerows and mitigation measures for disturbing or loss of eggs or larvae on the Phase 3 site are outlined in EDP documents.

The landscape strategy prepared for the development proposes to add to the existing ecological resource through the creation of new habitats interconnected with the existing, retained habitats, namely mature trees and hedgerows. The North, East and South boundaries of the Site will be strengthened through new native tree/scrub planting of benefit to the local bird and bat populations. The West boundary retains an existing hedgeline. Remaining areas of landscaping are to include wildflower grasses to swales and extensive species-rich meadow grass within open areas, with flowering lawn mixture along Unit F access road which is of benefit to nectar and pollen feeding insects. The landscaping bunds to the North and South provide a sunny, south-facing slope. The proposals include for the creation of new seasonal wet areas to enhance the local amphibian (including great crested newt) population, and to provide an increased aquatic habitat resource on the Site.

5.3 Landscape Proposal

The landscape strategy aims to soften and filter views of the development and enhance biodiversity through the creation of new habitats connected to the existing landscape features on site. Proposed tree planting, in line with local guidance and policy, will reinforce the existing trees around the perimeter of the Site, and would be strategically placed to enhance views into and out from the Site.

Structural tree planting and landscape bunds within the Site boundaries will buffer the proposed development and assimilate it into the existing landscape and will include a suitable palette of locally native trees that are found across the surrounding landscape. In the wider context, these buffers are provided to further filter views of the development, retain and enhance the existing landscape features that are primarily located around the boundaries of the Site and provide a transition to the open countryside beyond the Site. Mitigation proposals take into consideration those protected species that, following extensive ecological work, require consideration including birds, bats and great crested newts.

Native heavy standard tree planting is proposed to fragment views of the logistics buildings, particularly for receptors in close proximity to the Site, although these are limited in number for the proposed Units.

The proximity and additional sensitivities of the residential occupiers have been noted. On completion of the development, following the maturation of the landscape mitigation proposals, there are no anticipated material adverse effects upon landscape designations or the underlying landscape character, nor any material visual effects upon PRoW, minor roads or residential receptors in the wider area.

In relation to both landscape and ecology, the landscape design principles include:

- Existing mature landscape framework comprising hedgerows and associated mature trees at the site boundaries retained;
- Creation of a landscaped buffer from proposed development zones to protect and enhance retained boundary features of landscape and ecological interest;
- Broad-leaved native tree planting, including heavy standard trees, is proposed to fragment views of the buildings, particularly at the Northern, Eastern and Southern boundaries. New tree planting will provide foraging and commuting habitats for bats and increased breeding and foraging opportunities for passerine birds recorded present within the Site;
- New scrub planting to comprise density of blackthorn to provide new egg-laying opportunities for brown hairstreak butterflies, and shelter for small mammals, birds and other wildlife;
- Landscaped bunds, outside the development zone, together with additional tree planting and surface water swales, will aid visual screening of the proposed built form and enhance habitat heterogeneity across an otherwise relatively flat landscape;
- Additional native trees added to strengthen northern boundary to integrate the proposals into the wider landscape setting; and
- Proposed tree belts to include fastigiated species that will grow tall in time and break up visual massing of buildings.

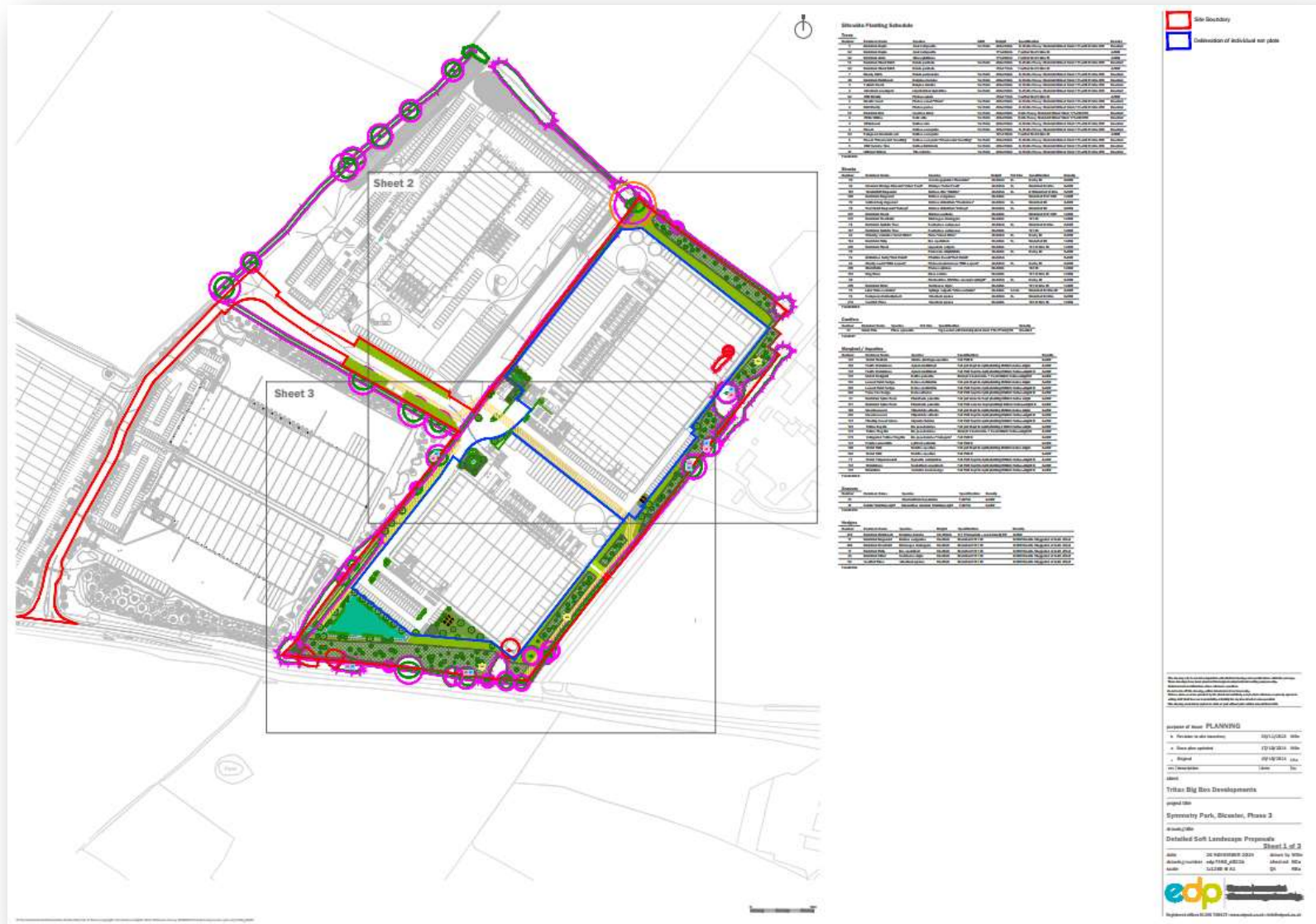


Figure 31 - Detailed Landscape Design

6.0 Sustainability

6.1 Approach to Sustainability

Ridge & Partners LLP have been appointed to produce a Sustainability Statement outlining how the proposed scheme for Phase 3 addresses the Cherwell Local Plan and Tritax Big Box Developments sustainability objectives.

The Statement includes:

- How climate change adaption measures will be incorporated
- How the development design will reflect fabric efficiency in its constructions
- Increased energy efficiency measures
- Sustainable construction measures
- District heating /combined heat and power feasibility study
- Renewable energy

The agreed Strategy shall ensure that all buildings hereby approved are constructed to at least BREEAM 'Excellent' standard.

The development thereafter shall be carried out in accordance with the agreed strategy.

6.2 Sustainability Summary

- The buildings will be designed to achieve a minimum BREEAM Excellent rating.
- Target EPC 'A' rating.
- Net Zero Carbon in Construction.
- As part of the intention to achieve BREEAM 'Excellent', Tritax Symmetry Bicester 3 Ltd will provide PVs to achieve designed outputs as listed in CPW Low and Zero Carbon Report as contained within Appendix B of the Ridge Sustainability Statement, with the roof structure designed to accommodate full future coverage of useable roof area.
- Incoming loads for gas, water and electricity optimised and reduced.
- Potential utilisation of larger percentage roof coverage of rooflights and intelligent lighting systems.
- Storm water drainage infrastructure will incorporate the principles of Sustainable Urban Drainage systems (SUDS) where practicable.
- Utilise off-site fabrication for major building components providing CO₂ savings.
- New links with existing public transport and footpath/ cycle route network.
- Conservation, where possible, of existing planting and habitat and proposed landscape framework to enhance bio-diversity.

- Improved quality of collected water run-off prior to discharge to water courses where practicable.
- Non-VOC paint, recycled carpet tiles and FSC accredited, European-sourced joinery.
- Reducing heat losses through low air infiltration rates over and above that required by Building Regulations.
- High efficiency heat recovery ventilation system.
- Specific Fan Powers (SFPs) compliant with Building Regulations.
- Open plan office areas have VRF heating and cooling systems benefiting from heat recovery.
- Use of solar shading to limit solar heat gains.
- Internal and external lighting will be LED and office lighting will benefit from the use of occupancy detection and daylight sensing thereby enhancing energy efficiency.
- Whole building power factor correction, greater than 0.95 is to be provided.
- Low water use taps and WC's will reduce demands for water.
- Electric charging points for electric and hybrid cars will be provided on site.
- Shower facilities.
- Bicycle stores including covered spaces and visitor parking.
- Storm water drainage system is designed to allow retention of water, to provide a green field runoff rate in accordance with the non-technical drainage standards.
- Amenity outdoor seating areas will be provided



Figure 32 - Illustrative example of Amenity seating areas

7.0 Conclusion

This Design and Access Statement (DAS) has explained how the design proposals for a logistics development at Symmetry Park have evolved on this extended employment site alongside the A41 in Bicester, the key design evolution principles have also been explained.

This Design and Access Statement explains how the layout proposals for the units on Phase 3 at Symmetry Park has been formulated. The DAS describes the characteristics and surrounding context of the Site, together with the proposed design and access for the development plots together with details of the existing road infrastructure and the creation of new structural landscaping as well as explaining the design approach that underpins these development proposals.

Tritax Symmetry Bicester 3 Ltd have considered carefully how inclusive access will be provided to ensure everyone will be able to use the buildings regardless of their abilities. The proposals will create a high-quality development that will fulfil the developed needs of potential end users and the institutional needs within the logistics market sector. At the same time the proposals will provide protection and mitigation measures to ensure that the development does not have a detrimental impact upon the local character of the surroundings, or the local ecology.

A significant proportion of the allocated employment land has now been developed and there continues to be strong interest for employment land at Bicester. Phase 3 provides the opportunity to capture further investment and opportunities, utilising the existing estate infrastructure, and building on the success of previous phases of the scheme.

