Oxford Technology Park:

Outline Planning Application
Design and Access Statement
December 2014

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01 Introduction

1.1 Statement Overview

This document has been prepared as part of the supporting documentation for an outline Planning Application which is to be submitted to Cherwell District Council for the development of vacant land east of Evenlode Crescent and South of Langford Lane, Kidlington.

The development site is a disused playing field, which is believed to have been unused for 15 years. The land lies between three industrial based employment areas, to the north, west and east of the site, and to the south-east of London-Oxford Airport.

This Design and Access Statement has been prepared by UMC Architects on behalf of Hill Street Holdings and Bloombridge, in support of the submission for:

Proposed new build technology park (Oxford Technology Park – as referred to subsequently within this document) comprising approximately 40,362m² (Gross External Area) of B-use employment based buildings:

- **B1 (B1a Offices and B1b Research & Development): Approx. Total – 14,834m²**
- **B2 General Industrial (Laboratory) and B8 Storage & Distribution (Storage & Ancillary): Approx. Total - 25,528m².**

The above proposal was subject to a Pre-Application enquiry and meeting, resulting in the Cherwell District Council Pre-Application Report: 14/00045/PREAPP.

This document highlights the evolution of the physical design and identifies potential design responses in respect of access, appearance, landscaping, layout and scale.

1.2 Report Content & Structure

The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the design framework, which will form the basis for future reserved matters applications. The statement explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the design parameters. This is in accordance with the requirements of the planning application processes, which were introduced by the Government in May 2006. These are set out in the circular “Guidance on changes to the development control system”, effective from 10th August 2006, and are explained further in the publication “Design and Access Statements – How to write, read and use them” (CABE 2006).

The statement is structured as follows:

- Section 1.0 is an introduction.
- Section 2.0 outlines some of the main national and local policy documents which have been considered as part of this application.
- Section 3.0 is a site appraisal, containing a description of the existing site, usage, building heights, landscaping, sun path analysis, vehicular and pedestrian routes and views & skylines.
- Section 4.0 is a site evaluation & scheme development, including design brief, site constraints and opportunities, design principles and a description of the scheme evolution.
- Section 5.0 discusses the design and access aspects of the proposed design, covering proposed: usage, amount, layout, scale & massing, appearance, vehicular & pedestrian movements, landscaping & fencing and a design summary.

This document should be read in conjunction with the accompanying drawings and application form for the proposed scheme.

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02 | Planning Policy Context

02 | Planning Policy Context

2.1 National Policy Context

The National Planning Policy Framework (The Framework) was published on 27 March 2012, coming into immediate effect and replacing all previous Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs).

The Framework (para.14) establishes a presumption in favour of sustainable development, which should be seen as a golden thread running through plan making and decision taking.

In this context, the Framework (para.7) identifies three dimensions to sustainable development: economic, social and environmental which should be sought jointly and simultaneously through the planning system. Within the overarching roles that the planning system ought to play, a set of core planning principles should underpin decision making, including:

- Promoting sustainable transport
- Delivering a wide choice of high quality homes
- Requiring good design
- Promoting healthy communities
- Meeting the challenge of climate change and flooding
- Conserving and enhancing the natural environment

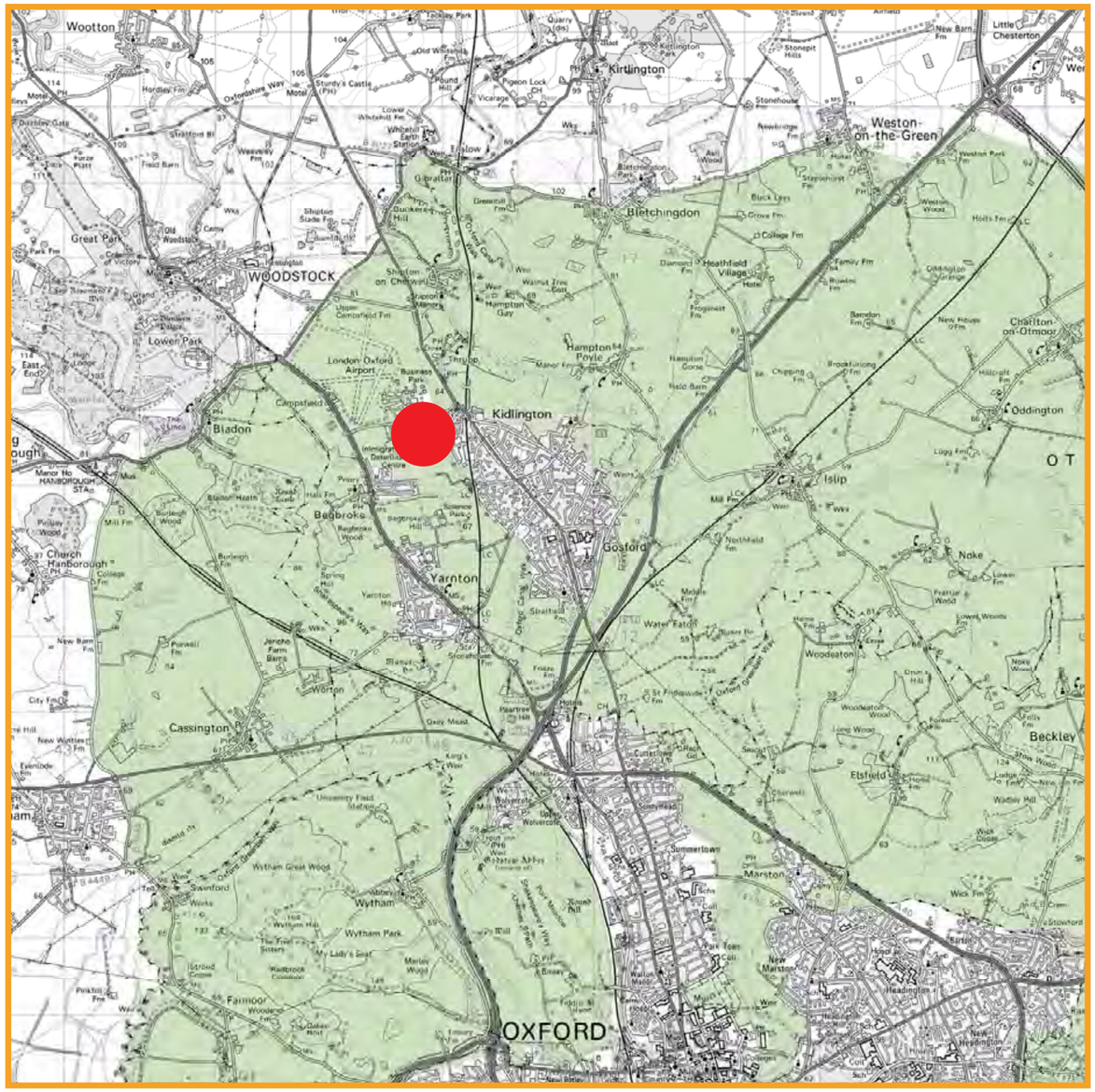
The Framework (para.56) states that good design is a key aspect of sustainable development, is indivisible from good planning and should positively contribute to making places better for people. The Framework encourages applicants to work closely with those affected by proposals to evolve designs that take account of the views of the community. Such development proposals will be looked on favourably (para.66).

2.2 Local Plan

Planning applications within Cherwell District Council are currently determined using statutory planning policy framework, and particularly the Cherwell Local Plan, which guides the future planning decisions in Cherwell. The Cherwell Local Plan broadly sets out the long term strategic "spatial vision" of how the district will evolve until 2031. The current version was published in January 2014 and contains the strategic spatial framework and policies to help deliver Cherwell District Council's aspirations. Modifications to the Local Plan were published in October 2014 with the Examination in Public commencing on 9th December 2014.

The following policies are key to evaluating the proposal against the most relevant aspects of the local plan, as was identified during the pre-application process undertaken in January 2014:

- **Policy GB1**: Development in the Green Belt
- **Policy TR1**: Transportation Funding
- **Policy TR7**: Development Attracting Traffic on Minor Roads
- **Policy TR10**: Heavy Good Vehicles
- **Policy C7**: Landscape Conservation
- **Policy C15**: Prevention of Coalescence of Settlements



02 | Planning Policy Context

Policy GB1: Development in the Green Belt
Policy C15: Prevention of Coalescence of Settlements

The extent of the Oxford and Cherwell Green Belt in the vicinity of the site is shown on the plan on page 6.

The main strategic function of the Green Belt (in the wider context of this proposed development) is to keep Kidlington separated from neighbouring settlements by limiting urban sprawl. Locally this is particularly significant to maintaining the gap to the south of Kidlington, between Oxford, known locally as the Kidlington Gap. The proposed development site is located to the north-west of Kidlington (away from Oxford) and is generally characterised by surrounding significant developments also located within the Green Belt

Locally the extent and function of the Green Belt in the context of this proposed development, relates to the local outer extremities of the Green Belt as defined by the A4095, and the potential spread of Kidlington towards Woodstock. The built up aspects of the London-Oxford Airport lie directly between this outer edge of the Green Belt and the proposed site. The airport has always been located within the Green Belt but identified as a Major Development Site (MDS) by Cherwell County Council. The Airport recently used GDO rights for the construction of new hangars on Langford Lane in 2009 and 2010. In addition, the nearby Begbroke Science Park development was built in Green Belt after demonstrating 'very special circumstances', thereby being selectively released for the expansion of Kidlington and Begbroke respectively, since the original designation of the Green Belt.

Cherwell District Council's Policy 'ESD 14: Oxford Green Belt' states there is a need for additional employment land which cannot be accommodated on sites outside the Green Belt. Cherwell District Council have proposed a small scale local review of the Green Belt at Langford Lane which includes the Oxford Technology Park site. In parallel with this process, the Cherwell Submission Local Plan notes that:

> *Outside of the centre of Cherwell, there is a concentration of employment generating development to the west of the village around Langford Lane, with Langford Business Parks, Spires Business Park and the Oxford Motor Park. London-Oxford Airport is also situated in this area. One of the challenges at Kidlington is meeting the needs of an urban area constrained by surrounding Green Belt.*

Policy ESD 14 (B.257), also notes that:

> *It is essential that the impact on Green Belt is minimised, therefore priority will be given to locations that lie adjacent to existing development, avoid the coalescence of settlements, protect the vulnerable Kidlington Gap and otherwise have the least impact possible on the Green Belt.*

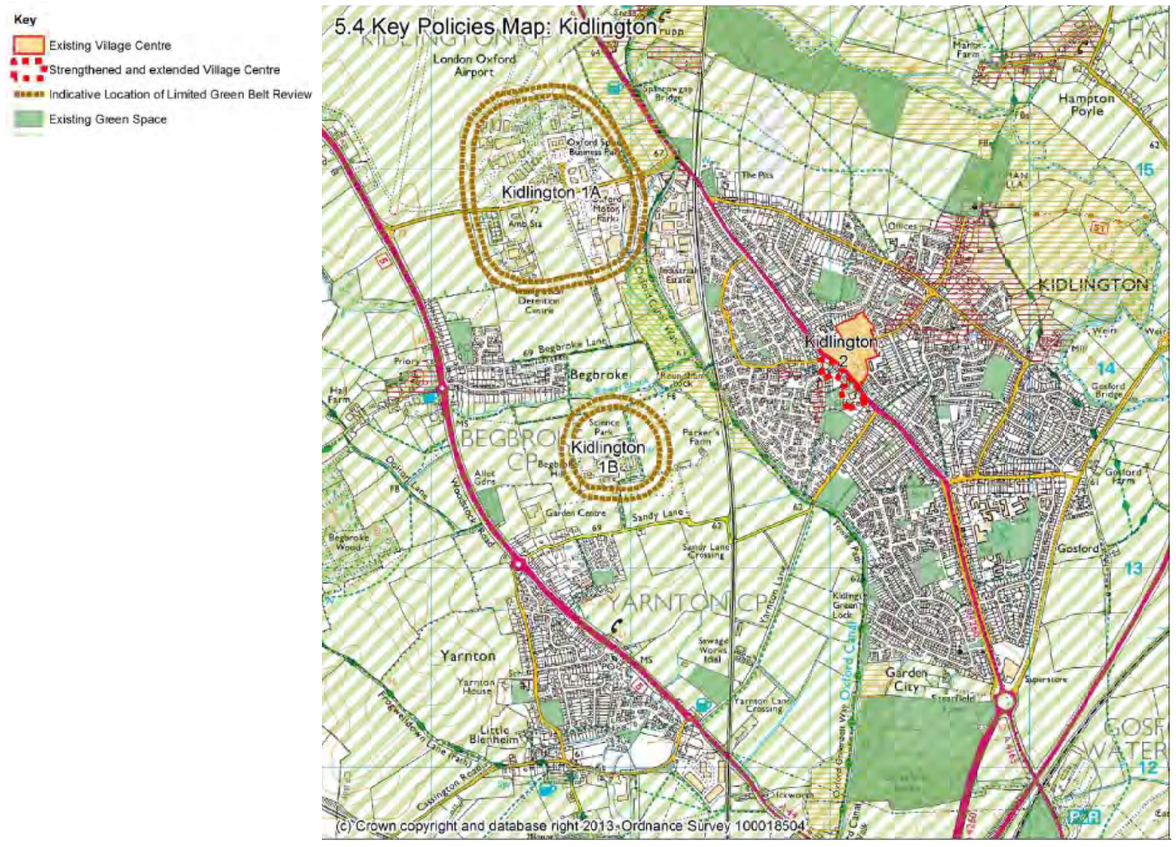
Cherwell District Council's Policy "Kidlington 1: Langford Lane [Oxford] Technology Park" identifies that a review will take place with the main focus of the policy on setting out the design and place shaping principles on development subject to the outcome of the Green Belt review. In addition, paragraph C.193 of the Local Plan policy states that:

> *Progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as the high technology industries. This will reinforce and strengthen the emerging cluster of such industries in this area adjoining London-Oxford Airport.*

Paragraph C.195 of the Local Plan states:

> *In addition to supporting development of the existing sites above, the Council proposes that a local Green Belt review will be undertaken in preparing the Local Plan Part 2 in the vicinity of London-Oxford Airport and the Begbroke Science Park as illustrated on the Kidlington map. The boundaries shown on the proposals map are indicative only; the review will need to consider exactly how and where the Green Belt boundary will be changed to accommodate employment uses.*

The below plan identifies the areas under consideration for review, which highlights the proposed development site falling within one of these expansion areas.



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02 Planning Policy Context

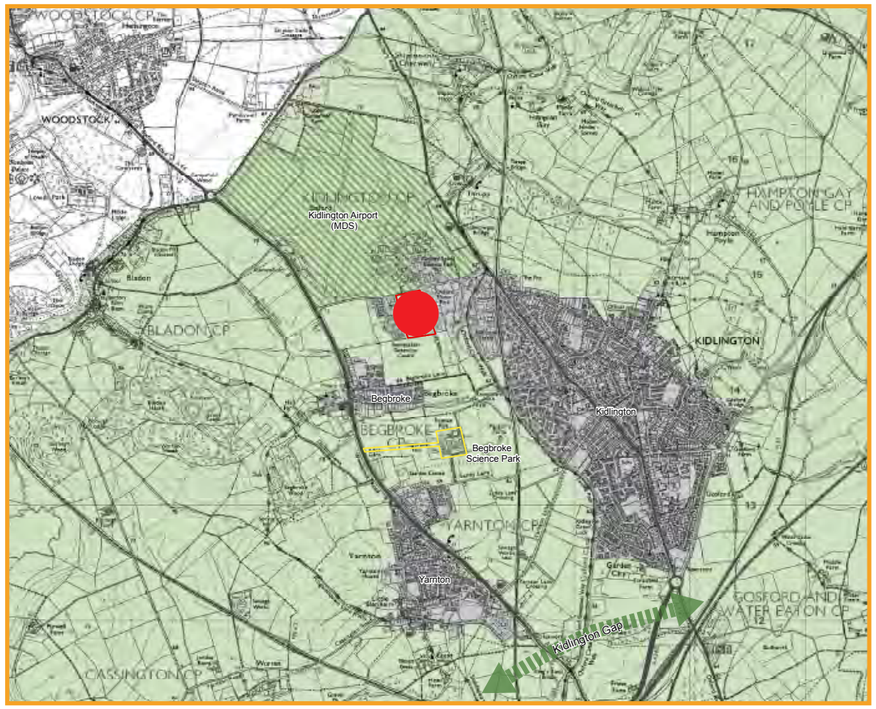
Policy ESD 14 - Oxford Green Belt

The Oxford Green Belt boundaries within Cherwell district will be maintained in order to:

- Preserve the special character and landscape setting of Oxford
- Check the growth of Oxford and prevent ribbon development and urban sprawl
- Prevent the coalescence of settlements
- Assist in safeguarding the countryside from encroachment
- Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. Proposals for residential development will also be assessed against policies Villages 1 and Villages 3.

A small scale local review of the Green Belt boundary in the vicinity of Langford Lane Kidlington and Begbroke Science Park will be undertaken as part of the Local Plan Part 2, in order to accommodate employment needs (See Policy Kidlington 1). A small scale local review of the Green Belt boundary around Kidlington will also be undertaken as part of Local Plan Part 2 if the village's local housing needs cannot be accommodated within the built up area. Further small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated.



Policy TR1: Transportation Funding
Policy TR7: Development Attracting Traffic on Minor Roads
Policy TR10: Heavy Good Vehicles

County Highways were consulted as part of the pre-application process and made the following comments:

Overall view of Oxfordshire County Council:
No objection subject to the conditions, legal agreement and informatives in the annexes

Transport Strategy Recommendation:
No objection subject to conditions

Public Transport Recommendation:
No objection subject to conditions

Drainage Recommendation:
No objection

Economy and Skills Recommendation:
No objection

Ecology Recommendation:
N/A

With regard to the transport related policies noted above, a specific Framework Travel Plan, written by Peter Brett Associates (PBA) outlines a framework within which subsidiary travel plans will be developed as the development is occupied. It aims at providing an overarching set of principles and guidance to ensure that each subsidiary travel plan created under its framework achieves the objectives noted below:

- To minimise the traffic impact of the development on the local highway network and to maximise the sustainable travel opportunities of future employees and visitors.
- To enhance public transport accessibility of Oxford Technology Park.
- To minimise the number of single occupancy car trips associated with travel to/from the site.
- To maximise the use of non-car modes to/from the proposed development.
- To increase awareness of site users of all available travel options.
- To improve travel safety for cyclists.

Policy C7: Landscape Conservation

The proposed development site is largely vacant of any notable landscaping features. The site contains no prominent trees or shrubbery within the main site expanse, with only the site boundaries containing any notable trees or shrubbery. These boundaries are described in greater detail in section 3.5, and will be retained where practical.

Rough grassland covers the vast majority of the site, which provides no significant countryside character and does not significantly contribute to the character of Langford Lane or the character of the local area.

03 | Site Appraisal

03 Site Appraisal

3.1 Site Location & Description

The site is to the north-west of Kidlington village, and approximately five miles to the north of Oxford city centre. It benefits from established highways infrastructure most notably Langford Lane which runs along the relatively straight northern boundary, with the A44 and A4260 providing the main access routes. The A44 also provides access to the A34 to Bicester to the north and, via the M4, to Reading and London to the south.

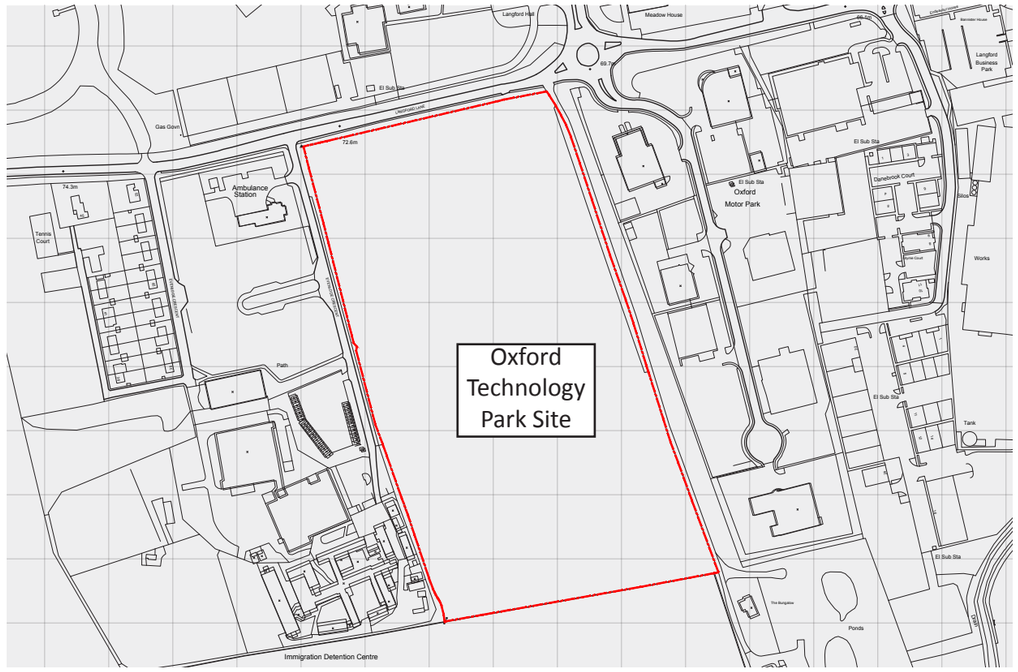
The national grid reference is 447600 214700. The Oxford Technology Park development site is roughly rectangular approximately 250m x 210m with a total area of 8.3 hectares. There are mature trees and hedgerows along the east and north boundaries whilst the west boundary comprises brambles and hedges. The southern boundary is largely open and unmarked.

The site is surrounded by various forms of built development and on the south side by agricultural land. Oxford Motor Park lies to the east and is an extensive area of large car showrooms and service garages. These commercial buildings are surrounded by parking and hardstanding areas. To the south-west, Campsfield House Immigration Detention Centre comprises a number of buildings and hard curtilage. Tall security fencing and planting encloses the majority of the buildings from view from all directions. To the north-west of site, north of Campsfield, the Ambulance Station lies within an open field setting beyond the boundary hedgerows of the site. London-Oxford Airport and Oxford Spires Business Park lie to the north of Langford Lane, and new large hangar buildings have recently been built parallel to Langford Lane.

Site Location - Immediate Context

Site Location - Wider Context

Site Location - Local Context



Red Line Application Boundary

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03 | Site Appraisal

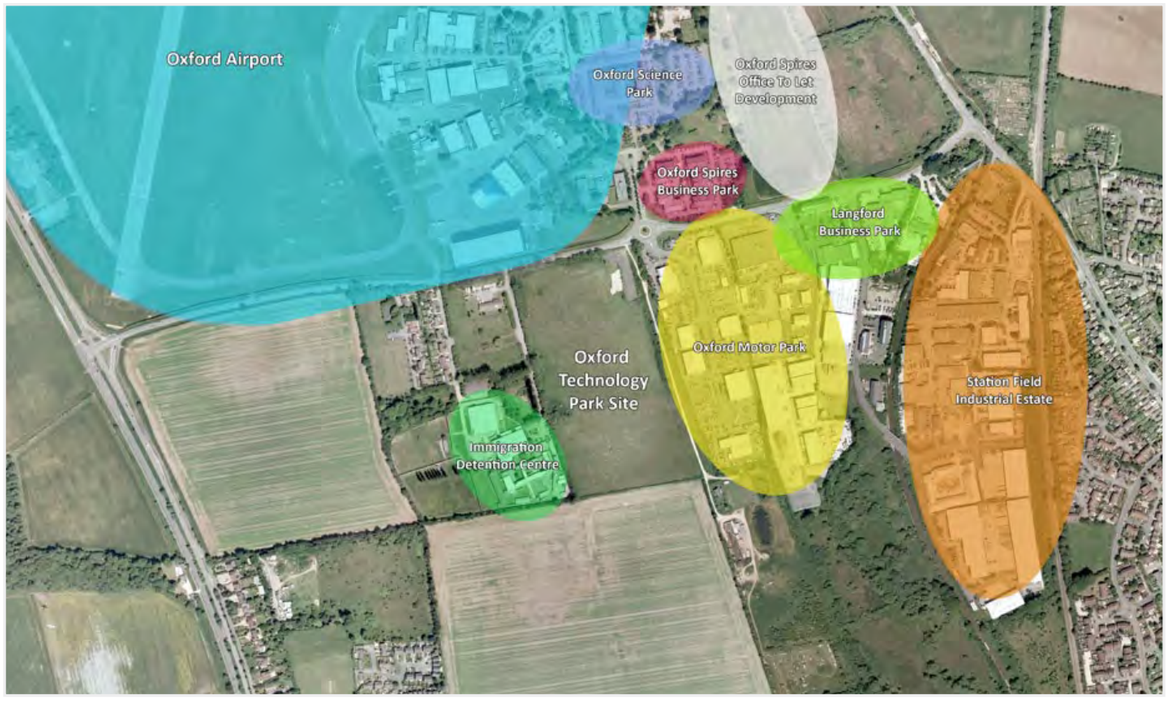
3.2 Existing Building / Land Use

The site is currently vacant, with its last notable use being a playing field. It ceased being used as the rugby club approximately 15 years ago and since then has been left unused.

On the opposite side of Langford Lane is London-Oxford Airport and Oxford Spires Business Park. To the west is Evenlode Crescent serving the Ambulance Station, depot and detention centre whilst to the east is Oxford Motor Park. The immediate area to the south is undeveloped.

The Airport, Campsfield House and Ambulance Station all lie within the Green Belt and lie to the north-west of the main settlement area of Kidlington, the adjoining Oxford Motor Park and extensive Langford Lane employment area.

The plan below indicates the local predominance of Class B usage buildings around the proposed site, with only the land to the south of the site, breaking this pattern.

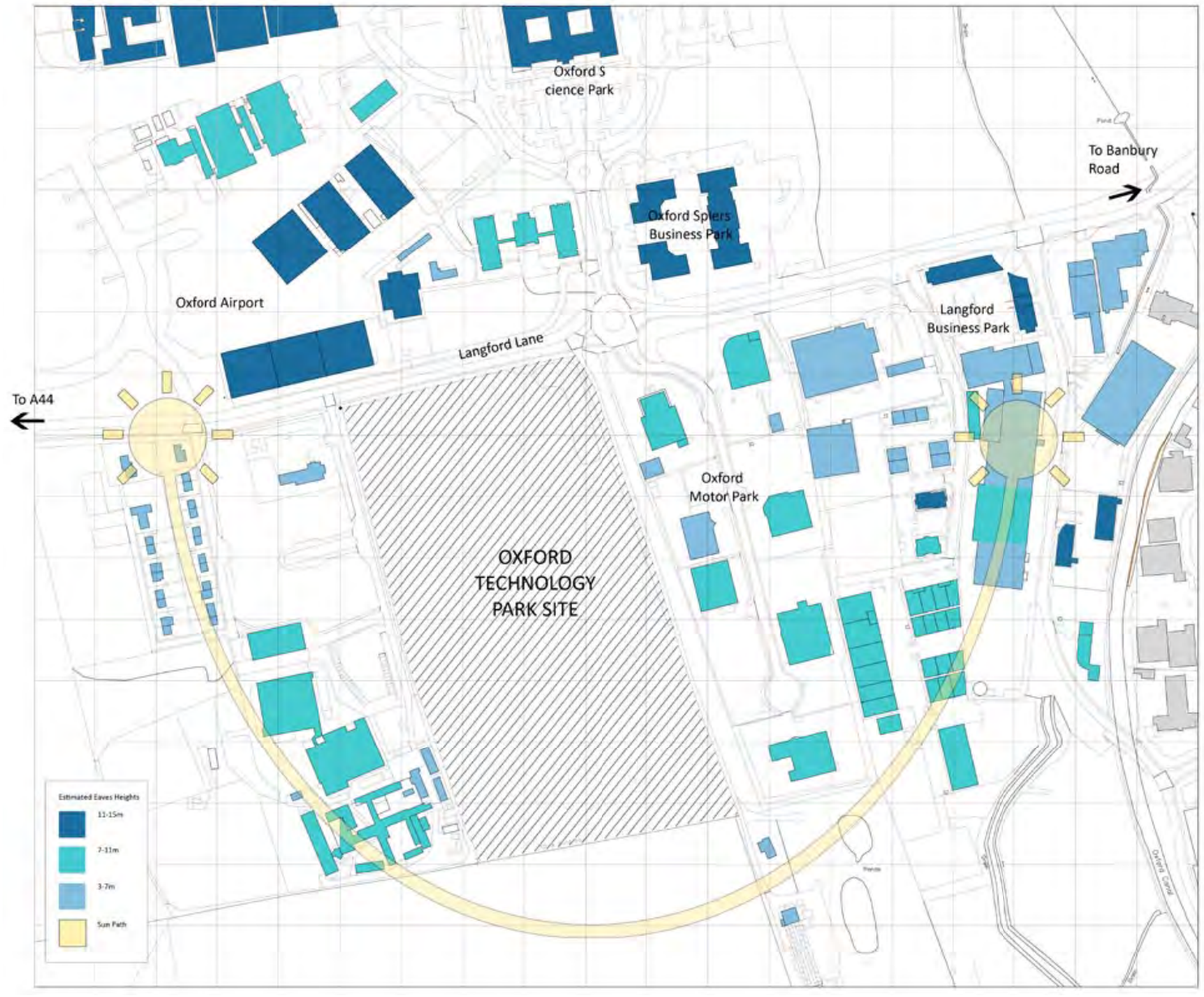


Existing Land Usage Plan

3.3 Existing Building Heights & Sun Path

The site is predominantly surrounded by industrial scale buildings, which range in height from approximately 6m to 12m eaves and 9m to 15m ridge heights, most notably the recently built hangar building at London-Oxford Airport, built approximately 10m from Langford Lane. There are a minority of smaller scale buildings adjacent to the site and residential properties further away, most notably on Evenlode Crescent approximately 150m to the west of the site. The drawing below illustrates the estimated existing local buildings heights.

The drawing below also illustrates the typical East to West clockwise sun path around the site. Given the relative building heights of the proposal against the surrounding existing buildings and their locations / orientation, it is not envisaged that "shadowing" will be an issue.



Existing Building Height Plan

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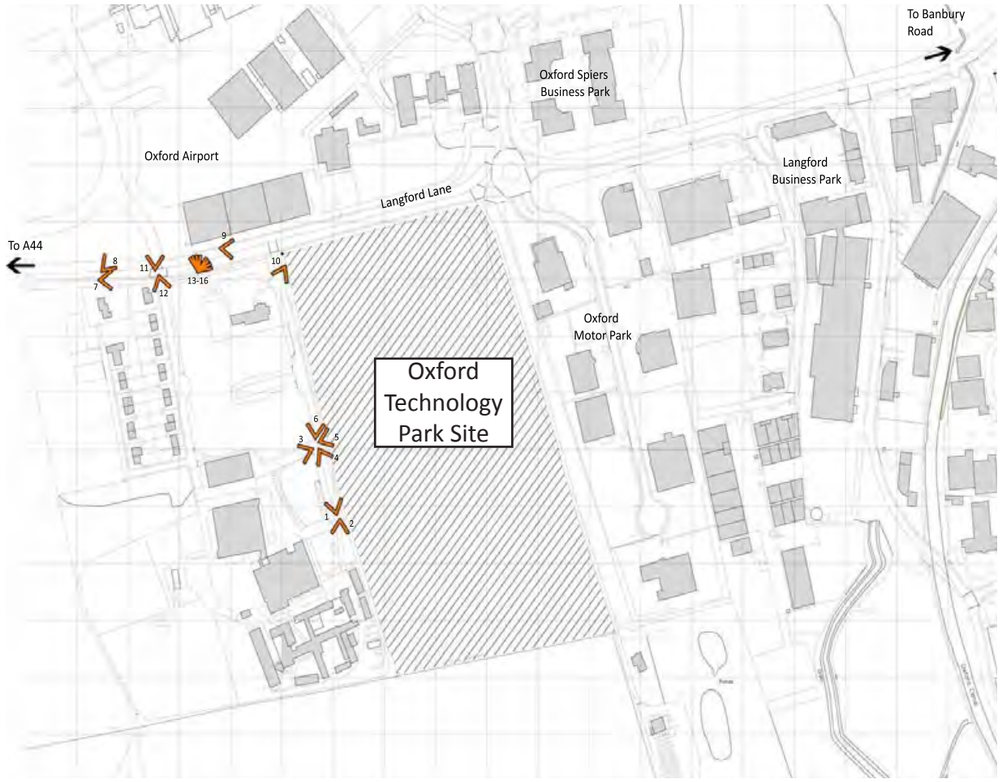
03 Site Appraisal

3.4 Existing Site Photos - Langford Lane Approach from West

The existing photographs shown below were taken on the approach to site from the west. Photographs 1-6 relate to the land immediately to the west of the site, with photographs 7-16 taken from the Langford Lane Western approach.



Key Plan

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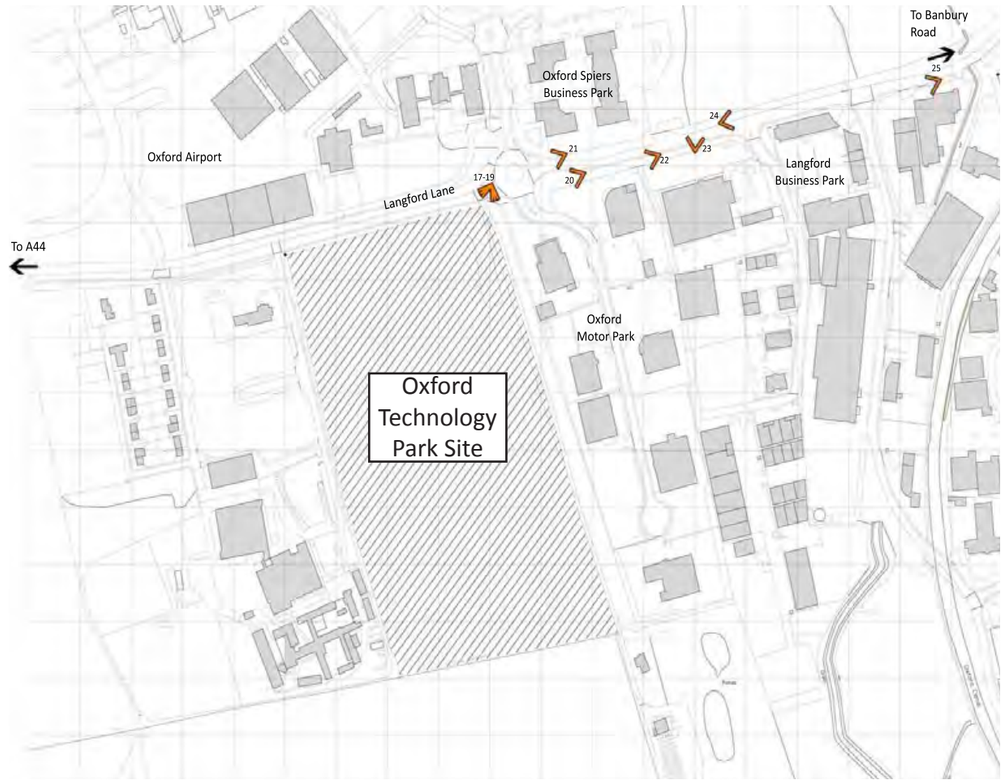
03 Site Appraisal

3.4 Existing Site Photos: Langford Lane Approach from East

The existing photographs shown below were taken on the approach to site from the east. Photographs 17-25 relate to the approach to the site from Langford Lane East.



Key Plan

03 | Site Appraisal

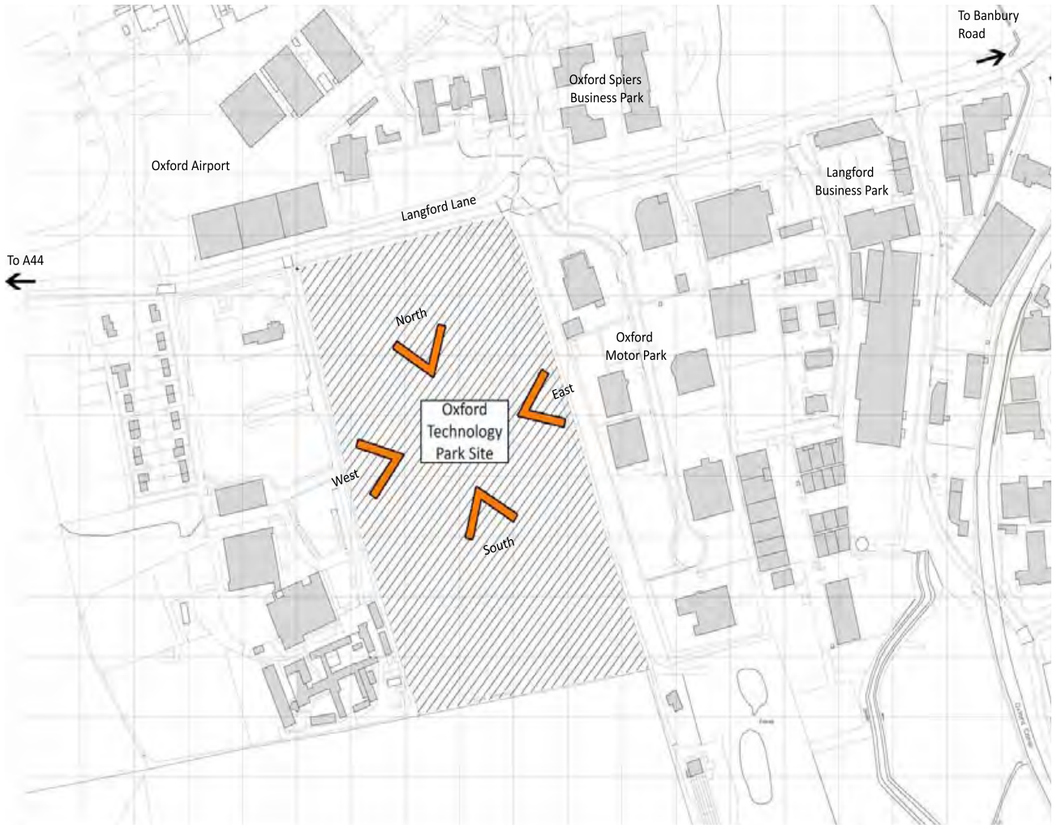
3.4 Existing Site Photos: Site Views taken from centre of site.


North


East


South


West



Key Plan

03 Site Appraisal

3.5 Existing Landscaping

The existing site landscaping is generally restricted to the north, east and west boundaries. The north boundary (to Langford Lane) has an overgrown and unmanaged hedgerow (approximately 8m high) running largely uninterrupted along the site boundary. The east boundary (to a single track lane accessing properties to the south-east of the site) has an unmanaged hedgerow running along the northern two thirds of the boundary, with the southern third being predominantly open with a small grass ditch separating site and track. The west boundary separates the site from Kidlington Ambulance Station and Campsfield House, with a 1.5m high concrete post and wire mesh fence beyond a high largely uninterrupted unmanaged hedgerow, with the southern section of the west boundary being a 4m high security fence to Campsfield House. The south boundary is largely open and unmarked. There are mature trees along the east and north boundaries.

Rough grassland predominantly covers the site; the site has no countryside character of any significance and does not significantly contribute to the character of Langford Lane or the character of the local area.

The site landscaping will be retained where possible, and this is anticipated as including the vast majority of boundary landscaping, although the northern boundary will be reshaped to suit the scheme proposal.

3.6 Existing Vehicular & Pedestrian Movements

The site benefits from excellent bus links along Langford Lane, as identified on the adjacent plan.

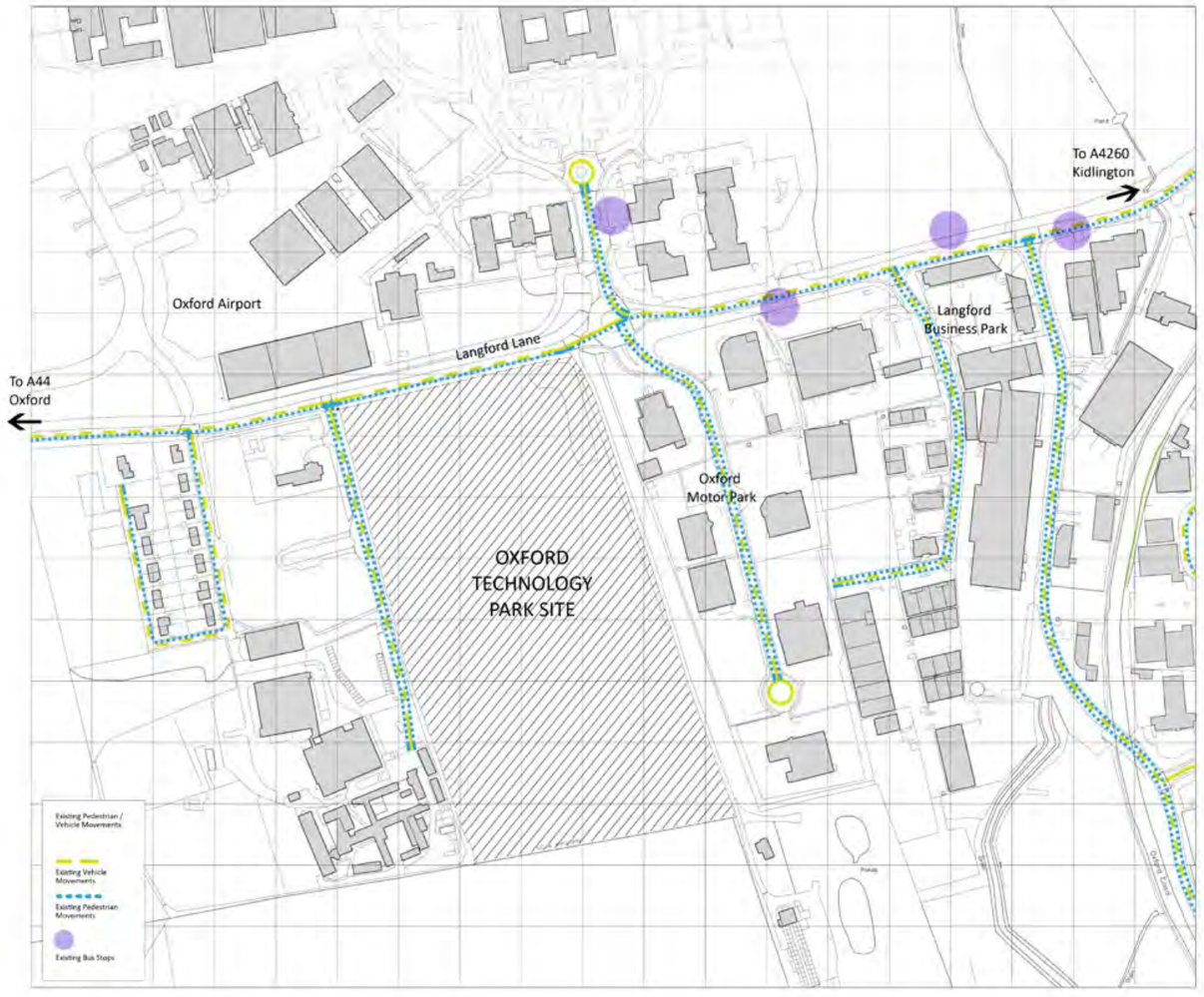
Access into the site is off Langford Lane; a single carriageway road with a 30mph speed limit. To the east is a roundabout serving Oxford Airport and Oxford Motor park, and to the west is a right turn lane serving Evenlode Crescent marked out with diagonal hatching.

There are currently no known pedestrian movements across the site.

The site has very good vehicular connectivity in the form of the local road network linking the site with the North / South A44 and A4260, and East / West A34 roads.

The adjacent drawing indicates the main existing vehicular and pedestrian routes around the site.

Existing Vehicular & Pedestrian Movements



04 | Site Evaluation & Scheme Development

04 | Site Evaluation & Scheme Development

4.1 Design Brief

The proposed scheme will comprise of the following:

- **B1 (B1a Offices and B1b Research & Development): Approx. Total – 14,834m²**
- **B2 General Industrial (Laboratory) and B8 Storage & Distribution (Storage & Ancillary): Approx. Total - 25,528m².**

The Design Brief for the scheme was to create an exciting prospect for economic growth to the Langford Lane area, by creating the Oxford Technology Park development. It is recognised that the scheme needs to give flexible opportunities to cater for a wide range of business, both in terms of size and business types.

Informal discussions with an approved inspector have enabled the offices to be designed in such a manner that they could easily be adapted to accommodate a range of end users or single user, depending on their requirements. This aims to give maximum flexibility to the developer, to accommodate the needs of potential businesses.

The Research & Development units have been indicatively designed to provide a balanced split of internal area and external yard and frontage space. Unit 3 has been progressed to an indicatively detailed level, and incorporates supporting offices and ancillary aspects associated this type of building. Units 4 – 12 look to follow the broad design principles established on Unit 3, but only at a generic level of design.

4.2 Site Constraints & Opportunities

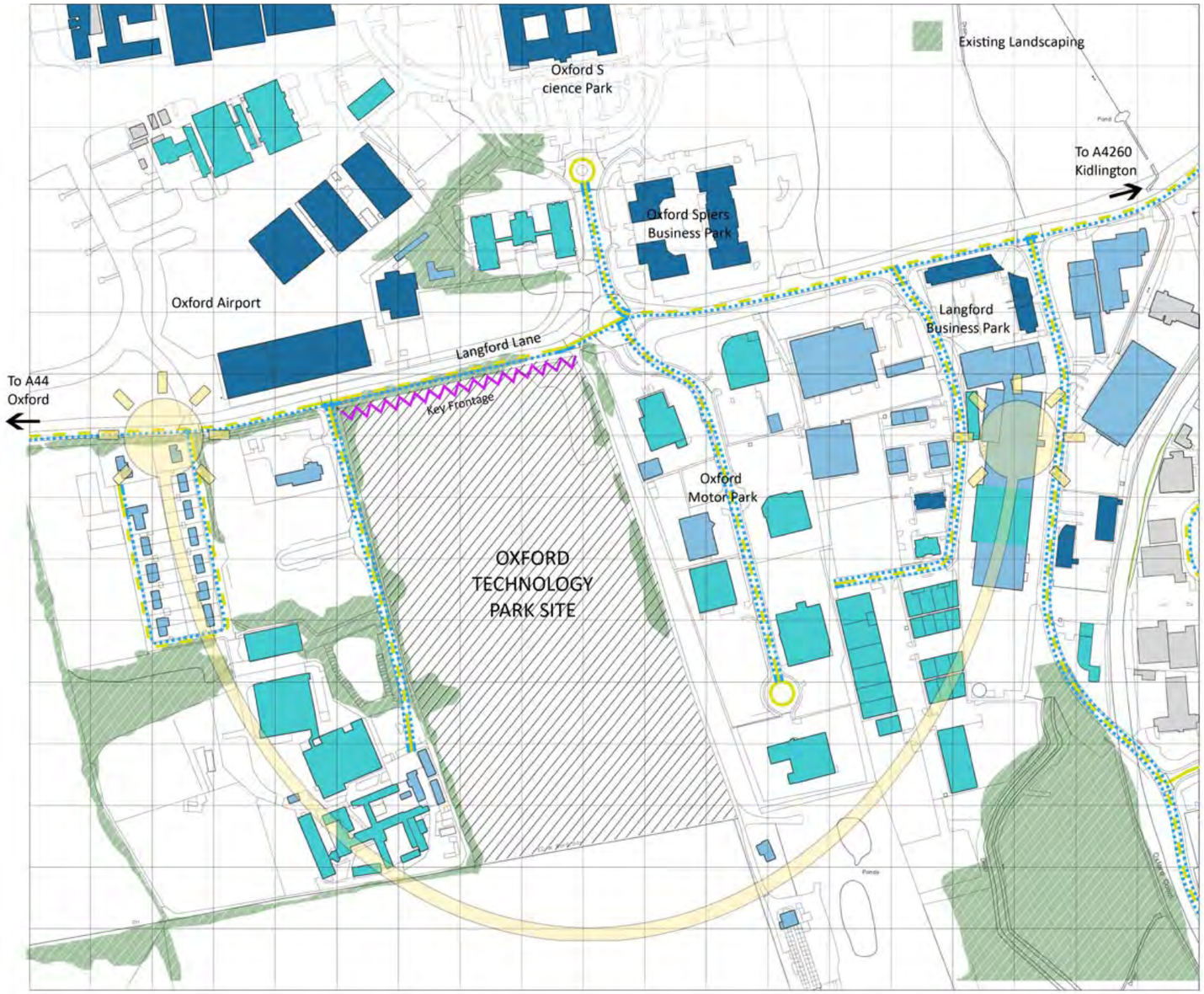
The development site has no major constraints or restrictions. It is predominantly flat, with an approximate level difference of approximately 1.35m from site up to Langford Lane along the northern boundary.

There are no noticeable signs of potentially problematic above or below ground services, and no water courses or footpaths running through the site.

The development site is relatively rectangular and therefore straightforward to develop without significant hindrance, and is generally surrounded on east, north and west elevations by relatively non-sensitive class B usages, as identified in section 3.2.

As is illustrated within section 3.3, there are numerous surrounding buildings with similar or taller overall heights. There appears to be no problem with overshadowing onto the proposed development site, and no potential problem with overshadowing by the proposed development.

The above suggests opportunities to maximise the site development, but with an approach to minimise overdeveloping the areas directly adjacent to the site boundaries, and to provide numerous corridors, views and areas of open space, to break up any significant massing.



Constraints and Opportunities Plan

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4.3 Scheme Evolution

The adjacent images give an indication of the evolution of the scheme in terms of the development of the site plan.

The initial process began by establishing a general spatial buffer around the perimeter of the site to ensure that neighbouring properties were respected. The central access spine road was then introduced, splitting the development into east and west strips. The location of this worked well both in terms of site access and subdividing the plot, but also in terms of maintaining good distances to the nearest road junction to the west and roundabout to the east.

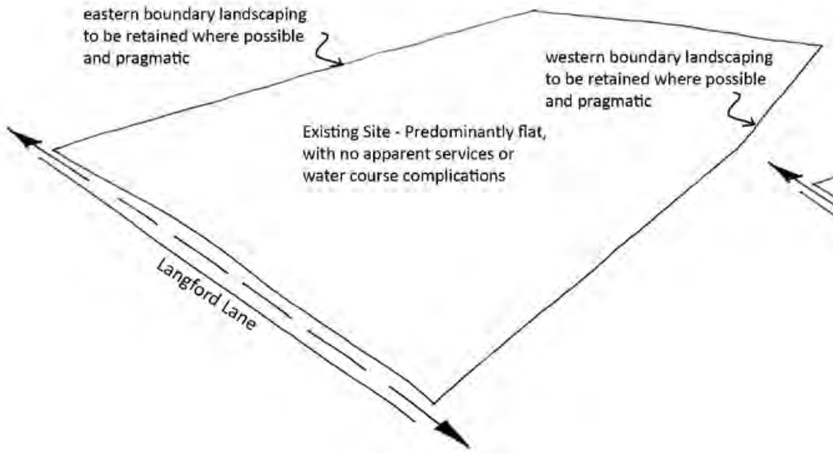
Once this basic carving of developable mass had been established, the “lighter” building usage offices were located to the north of the site to establish a welcoming frontage to the development and provide detail and an inviting entrance to the site.

The subsequent subdivision of the remaining retail and development units behind the offices, then established a rhythm of smaller units with access perpendicular to the main spine road, to rear yard areas and further parking spaces.

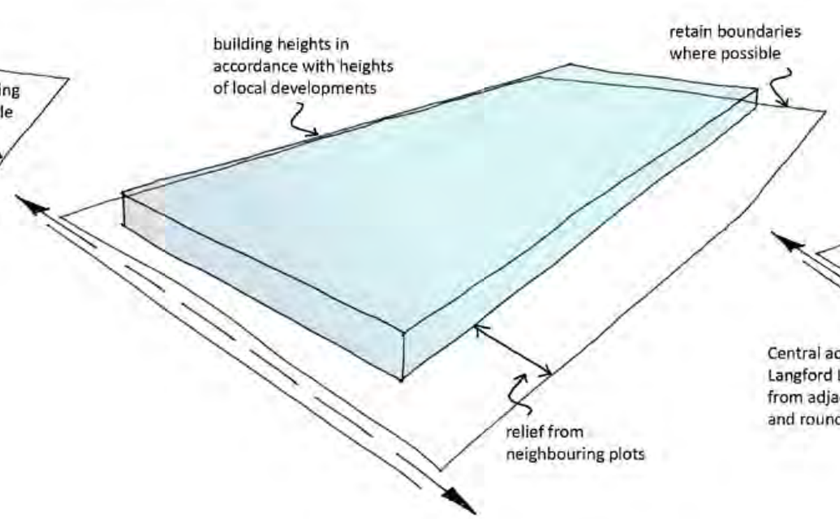
By looking at the detail development of the overall scheme, pockets of landscaping have been established at strategic points, with the water feature at the southern end of the central access road, being the most noticeable. The subsequent detailing of the individual units breaks each façade up to give interest and depth to the development.

4.3 Scheme Evolution

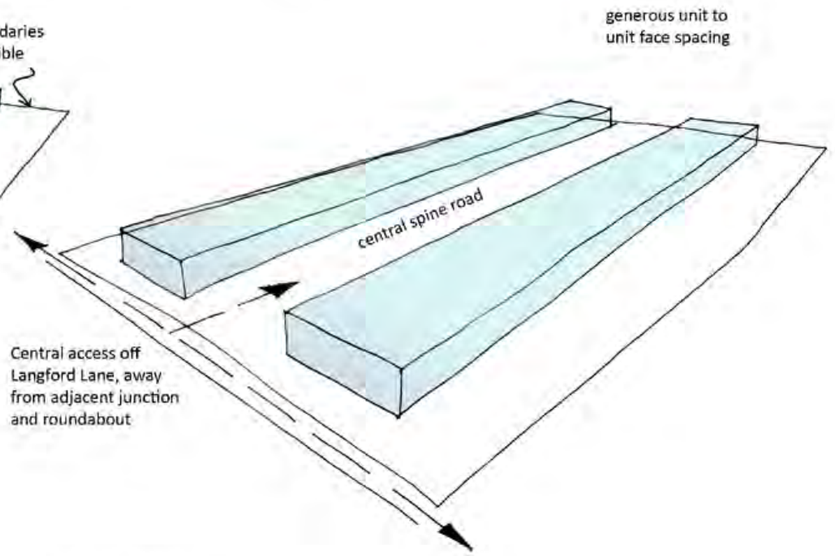
Existing Site Parameters 1/6



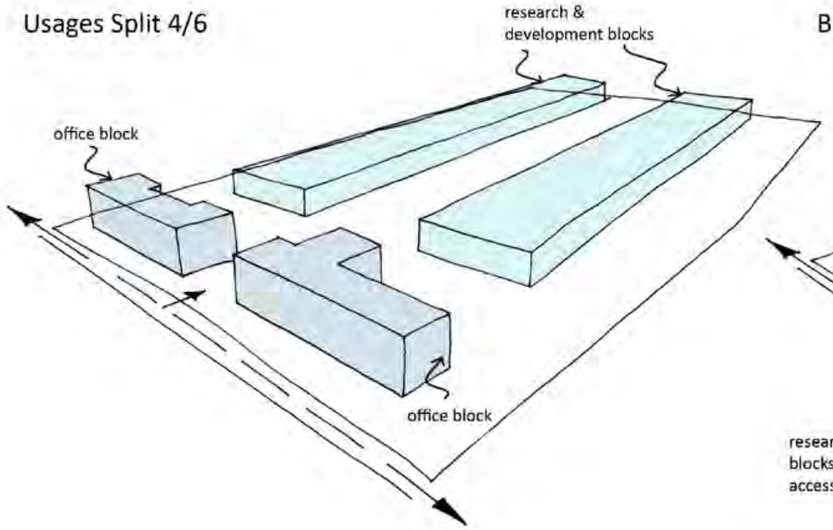
Initial Massing 2/6



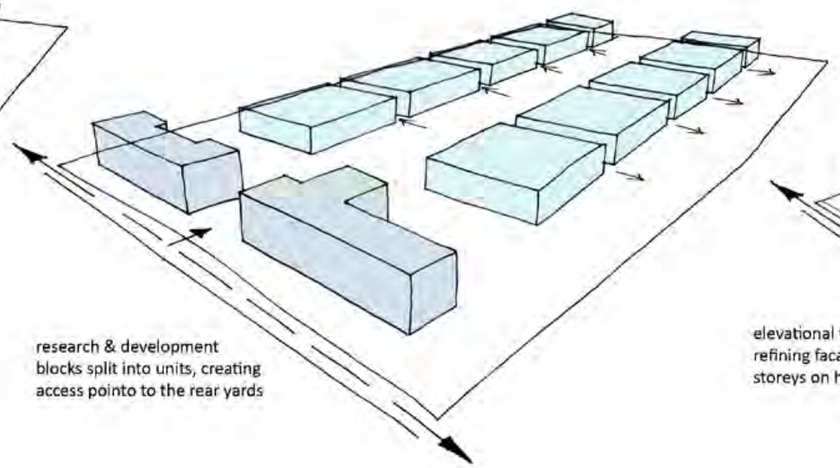
Central Access Core 3/6



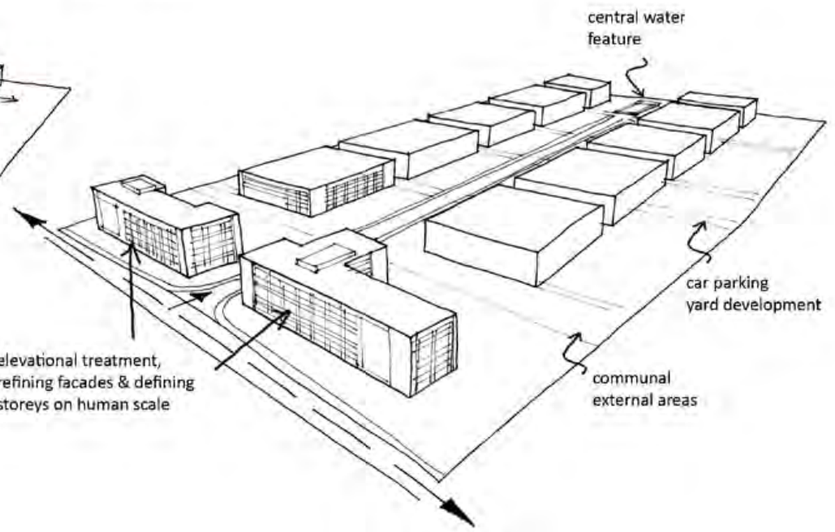
Usages Split 4/6



Block Subdivision 5/6



Detail 6/6



The images above give an indication of the evolution of the scheme in terms of the development of the site plan.

04 | Site Evaluation & Scheme Development

4.4 Design Principles

It is intended that the proposed development will help to create a gateway to the Cherwell District, defining a strong sense of arrival from the airport.

The elevational treatment will incorporate materials, textures and colours, to help create a Technology Park with high value employment uses, whilst providing a transition between rural and urban / industrial designs in the local vicinity.

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05 | Design & Access

05 | Design & Access

5.1 Proposed Use

As was identified in section 3.2 of this document, the predominant existing local land usage is B-use employment, and as demonstrated in section 2.2, the need for developments aiding the economic growth of Kidlington were established within the Local Plan policies, and this development looks to provide opportunities for businesses to facilitate this growth.

Oxford Technology Park will comprise of 40,362m² of B-use employment based buildings: B1 Businesses (Office and Research & Development), B2 General Industrial (Laboratory) and B8 Storage & Distribution (Storage & Ancillary).

It is anticipated that the Oxford Technology Park development will be made up of multiple occupiers, the exact number of which are currently unknown, but as is mentioned elsewhere in this document, one key driver is to create opportunities for economic growth, and opportunities are increased by flexible design.

Flexibility is also given in terms of individual users, with accessibility to and within the buildings, a key element of the scheme's design.

5.2 Proposed Amount

The amount of development achieved on the proposed Oxford Technology Park scheme, is a result of the design evolution outlined within section 4.3 of this document, and pre-application discussions with the Cherwell district council planners.

In order for the development to be economically sensible from a developer's perspective and also an end user perspective, the scheme needs to provide a reasonable amount of building footprint within the site. Simultaneously the scheme's developers were keen not to over-develop the site, and to provide significant open spaces, respect neighbouring boundaries and create a well-balanced scheme, which is both pragmatic as an economic proposition and a welcoming space with large areas of open space. The scheme utilises approximately 50% of the site area as building footprint.

Development Parameters Masterplan

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5.3 Proposed Layout

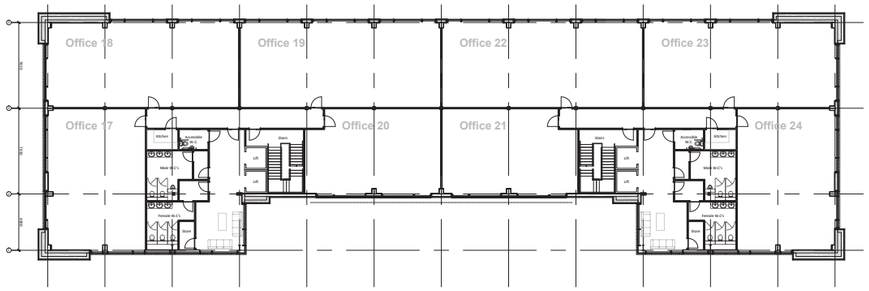
The proposed site layout has been generated by the process simplistically shown in section 4.3 of this document, and with pre-application discussions with the Cherwell district Council planners. Internally plots 1-3 have been indicatively designed to optimise flexible business opportunities. The floor plans of these units are shown on the following pages.

As can been seen, the internal subdivision of plots 1 and 2 has been indicatively designed such that these units could be subdivided into a variety of individual offices, without impacting on the overall operation of the scheme.

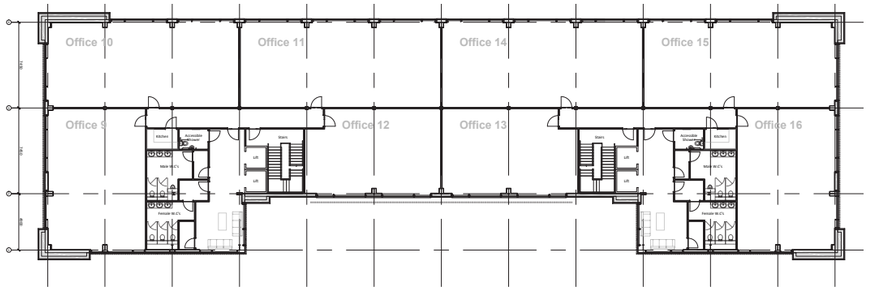
05 Design & Access

5.3 Illustrative Office Layouts

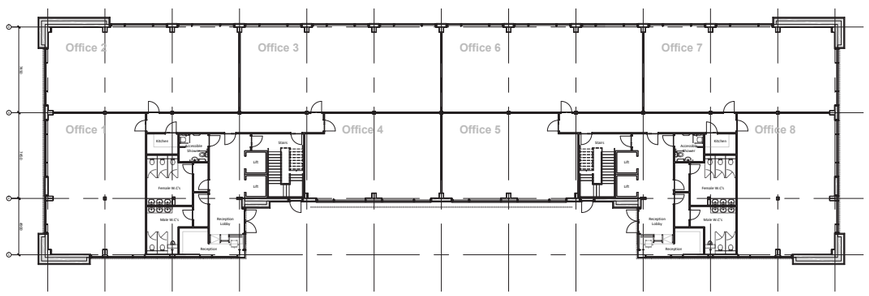
Unit 1 - Second Floor Plan



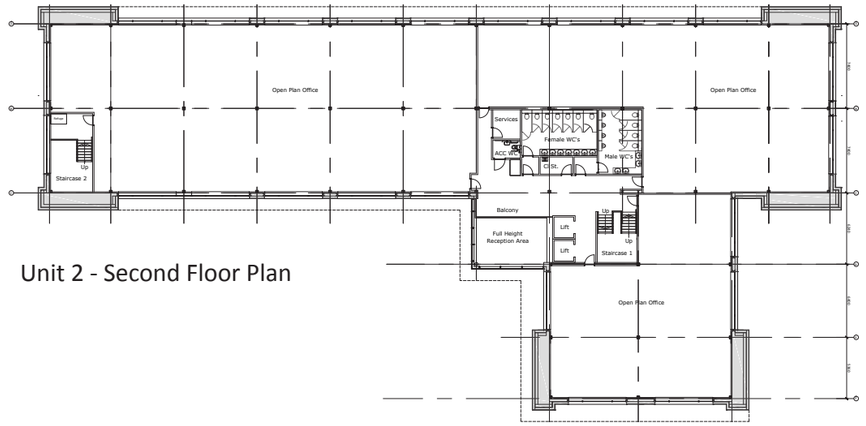
Unit 1 - First Floor Plan



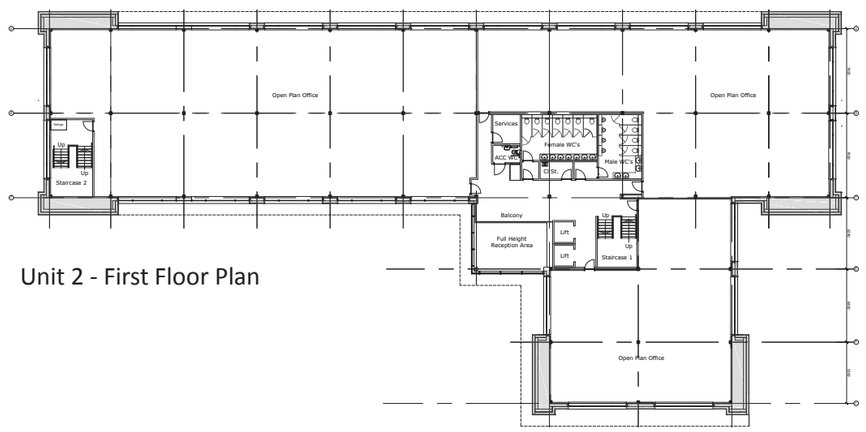
Unit 1 - Ground Floor Plan



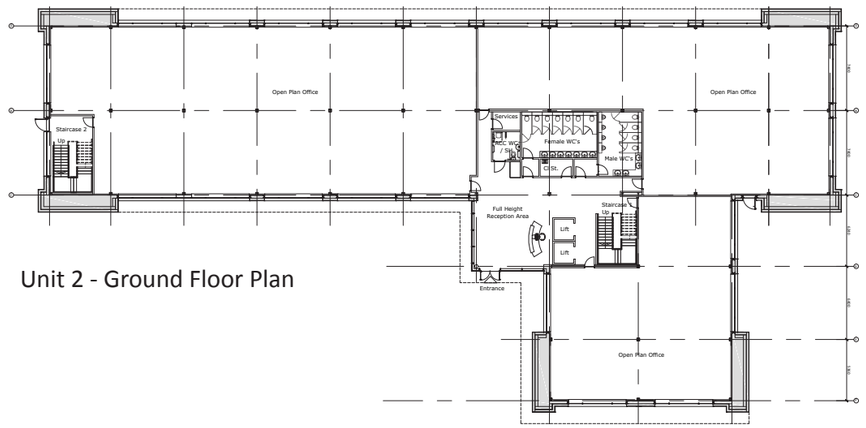
Unit 2 - Second Floor Plan



Unit 2 - First Floor Plan



Unit 2 - Ground Floor Plan



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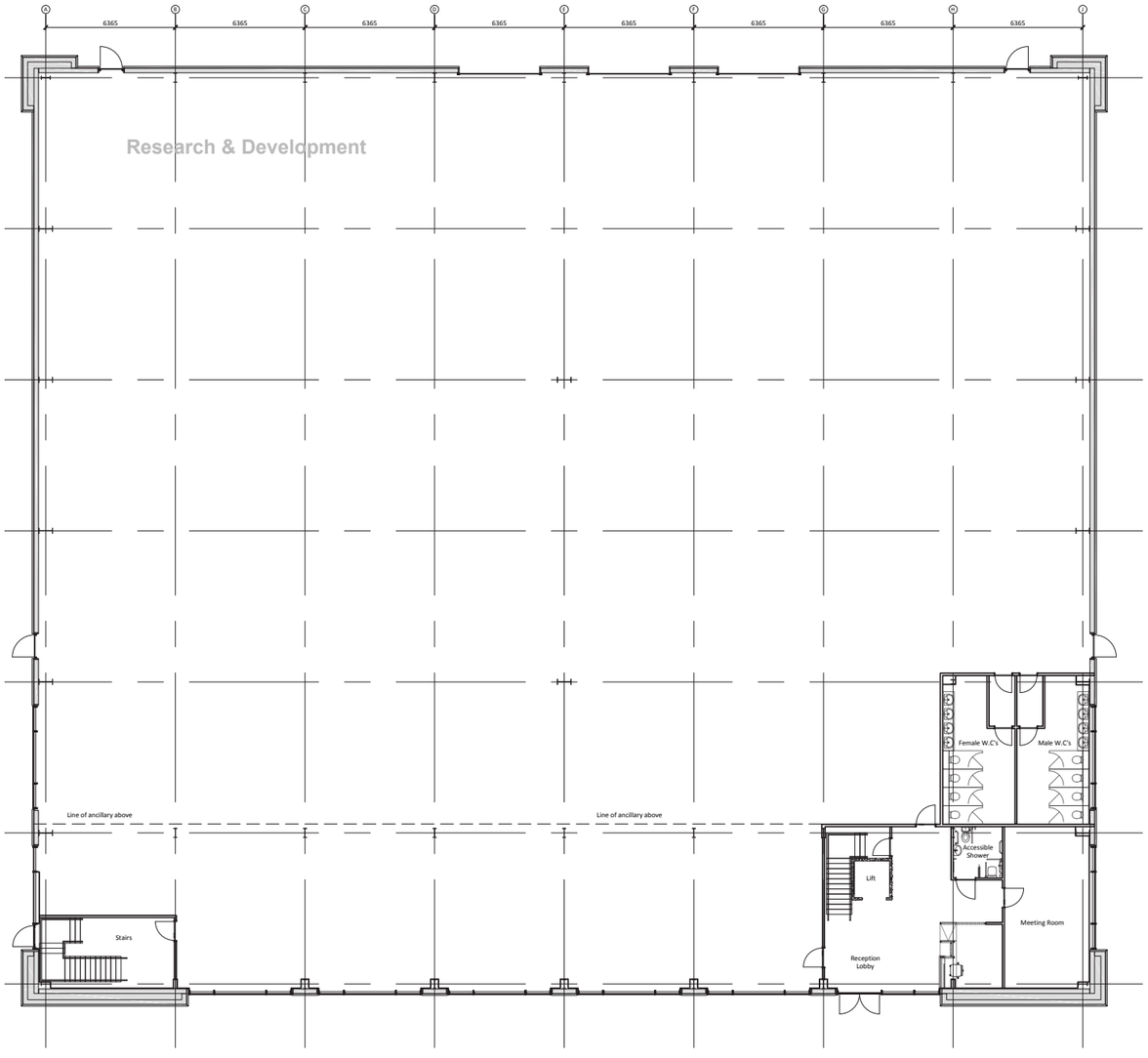
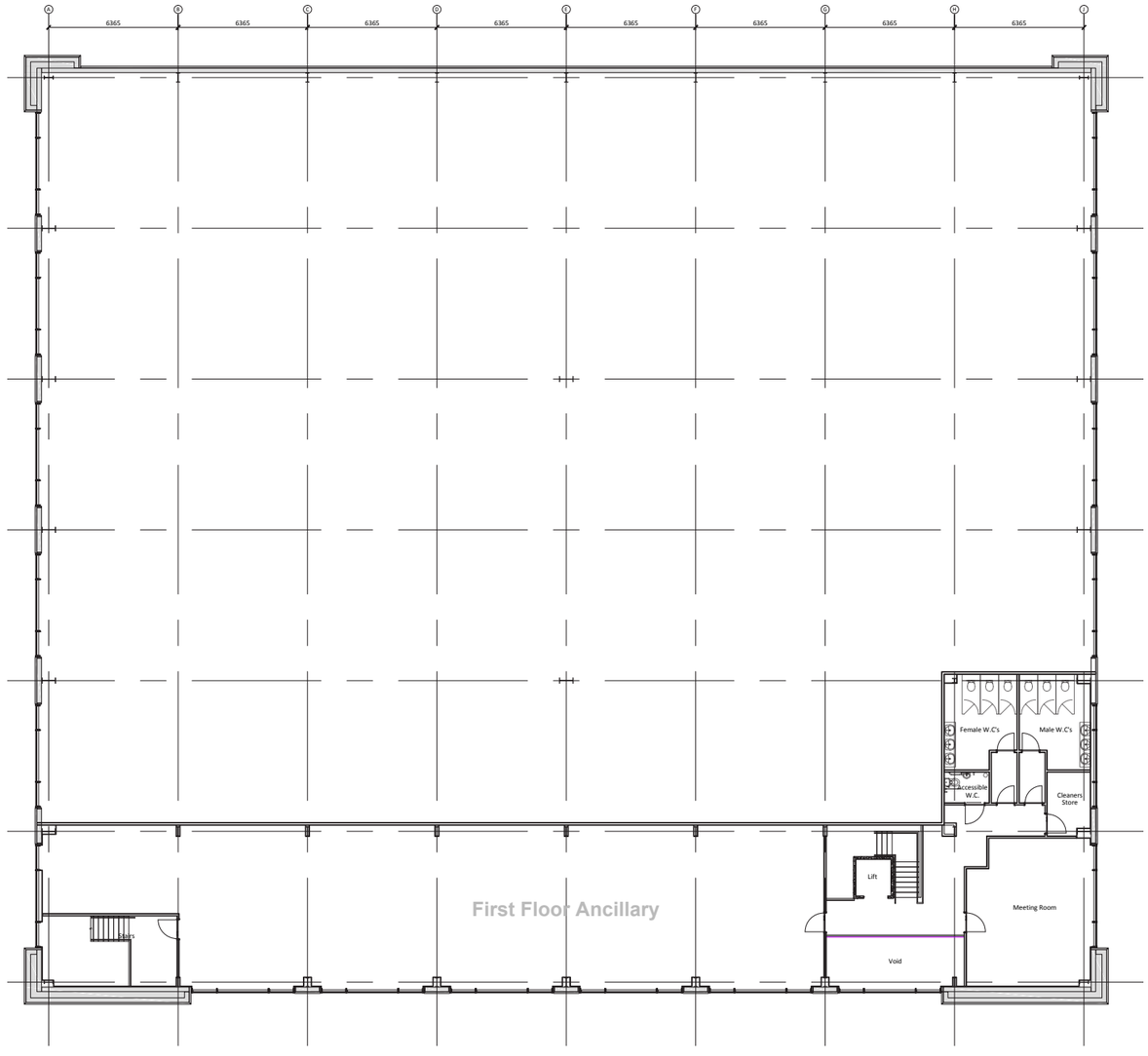
5.3 Illustrative Unit 3 Building Layouts



Unit 3 - Ground Floor Plan



Unit 3 - First Floor Plan

05 | Design & Access

5.4 Proposed Scale & Massing

As noted previously, the Oxford Technology Park development usages applied for permission are B1 Business, B2 General Industrial and B8 Storage or Distribution, with ancillary usages.

These sectors are dominated by buildings with critical internal heights (usually between 9-15m to underside of haunch) to suit operational requirements, based on specific capacity / volumetric requirements and industry standard equipment and storage modules.

In order to minimise the actual roof heights of the buildings, it is proposed that they generally incorporate a shallow pitched roofs, in conjunction with a parapet-less design, to reduce the actual building heights.

Given the surrounding building types and usages, it is envisaged that the proposed scheme will be in keeping with the general local vernacular; all units will be subject to the finalisation of the detailed scheme and associated reserved matters application, which this outline planning submission pre-empts.

The height of the buildings in the Oxford Technology Park development reflect the scale of existing developments within the local vicinity of the proposed site, as illustrated on the section diagrams later in this section.

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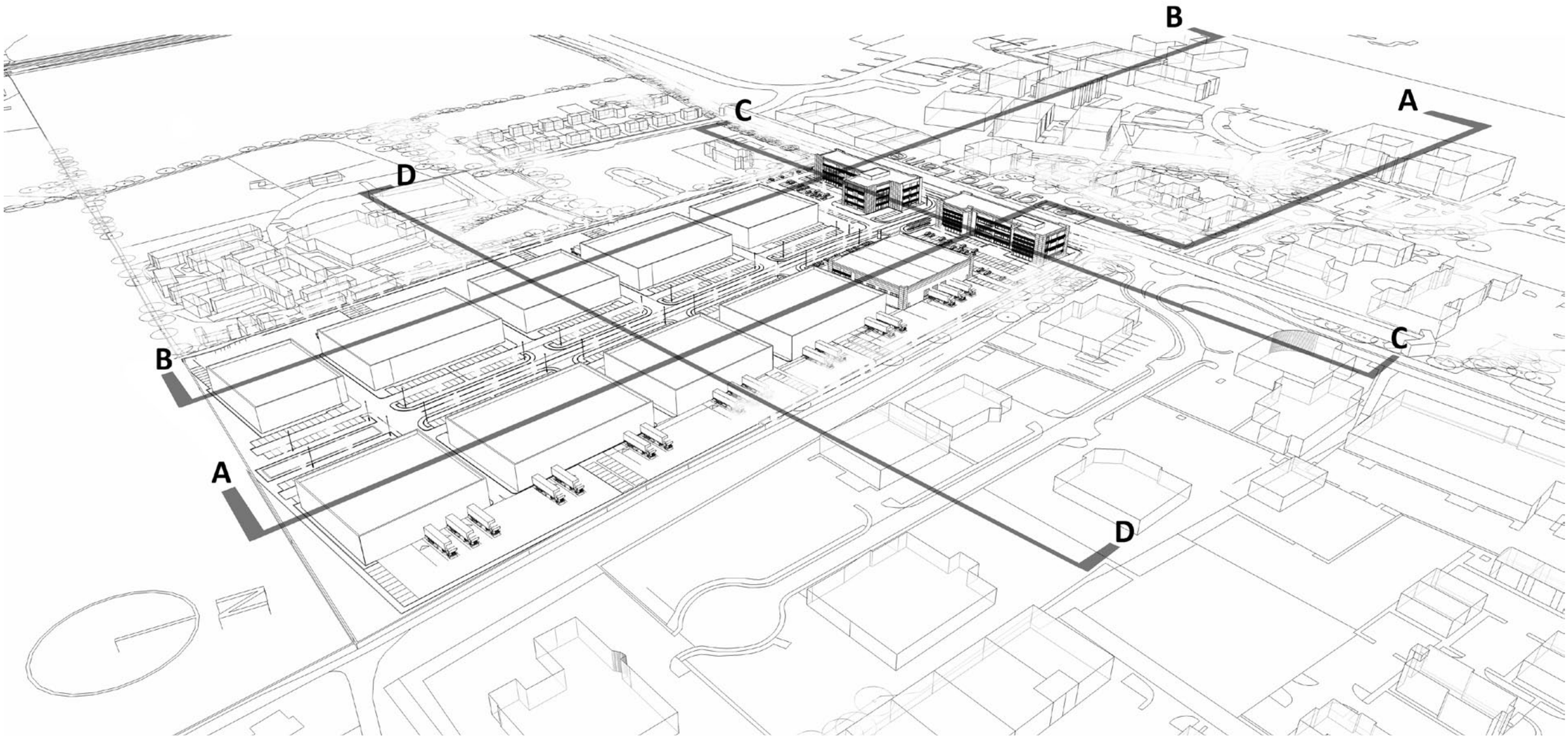
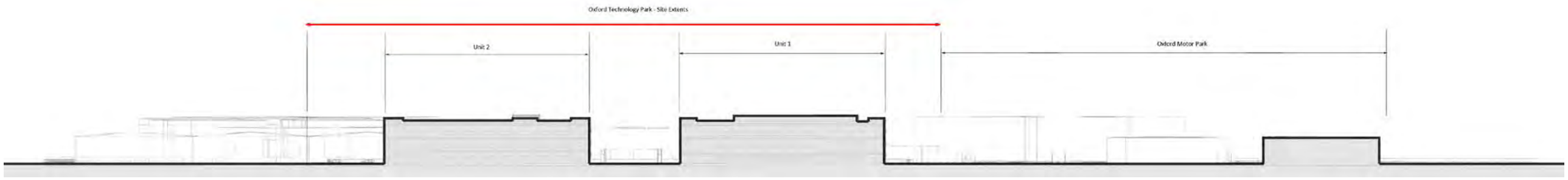
5.4 Proposed Scale & Massing - Site Sections



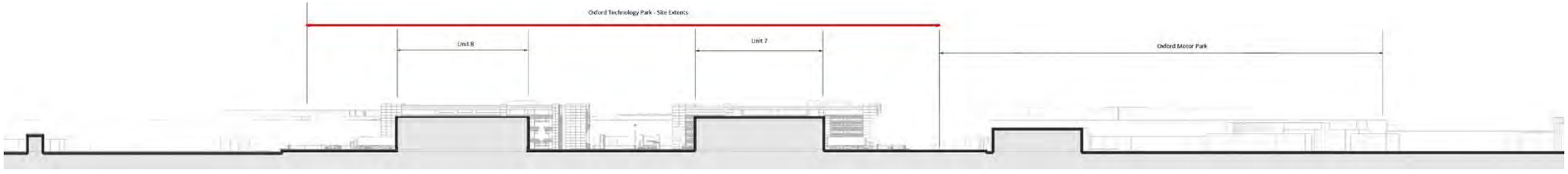
5.4 Proposed Scale & Massing - Site Sections

Section A-A

Section B-B



Section C-C



Section D-D

03 | Site Appraisal

5.5 Proposed Appearance - Existing Site Photos: Local Building Precedents

As a starting point for developing an elevational language for the Oxford Technology Park buildings, it was important to establish the styles and appearance of the adjacent buildings and developments. The surrounding architecture varies significantly in age, style and materials, with the following traits evident across the adjacent business parks and established usages:

Oxford London Airport

The area adjacent the proposed development site is dominated by the relatively newly constructed hangar building, which is located a few metres from Langford Lane. This building is approximately 10m to eaves and 12m to ridge height, clad without relief, entirely in single colour built up cladding sheets. Behind this building and further north, the airport buildings range in heights (up to an estimated 15m high), but are predominantly clad in either built up or composite cladding panels and have shallow pitched roofs.


A


B


C

Oxford Motor Park

Comprimising of generally relatively new buildings, Oxford Motor Park appears to have been built over the past 15 years, with predominance given to composite and built up wall cladding and curtain walling, with low pitched roofs. Most cladding colours are greys and silvers, giving a relatively modern and contemporary feel, typical of motor parks throughout the country.


D


E


F


G

Langford Business Park

Langford Business Park contains a mixture of old and new buildings. The newer aspects are built with curtain walling, rain screens and brickwork, with the older sections being more traditional brickwork and timber. Due to the span of development time in this business park, the prevailing colours, materials, and styles in this area are generally mismatched and uncoordinated, giving a disjointed feel to the development.


H


J

K


L

Oxford Spires Business Park & Science Park

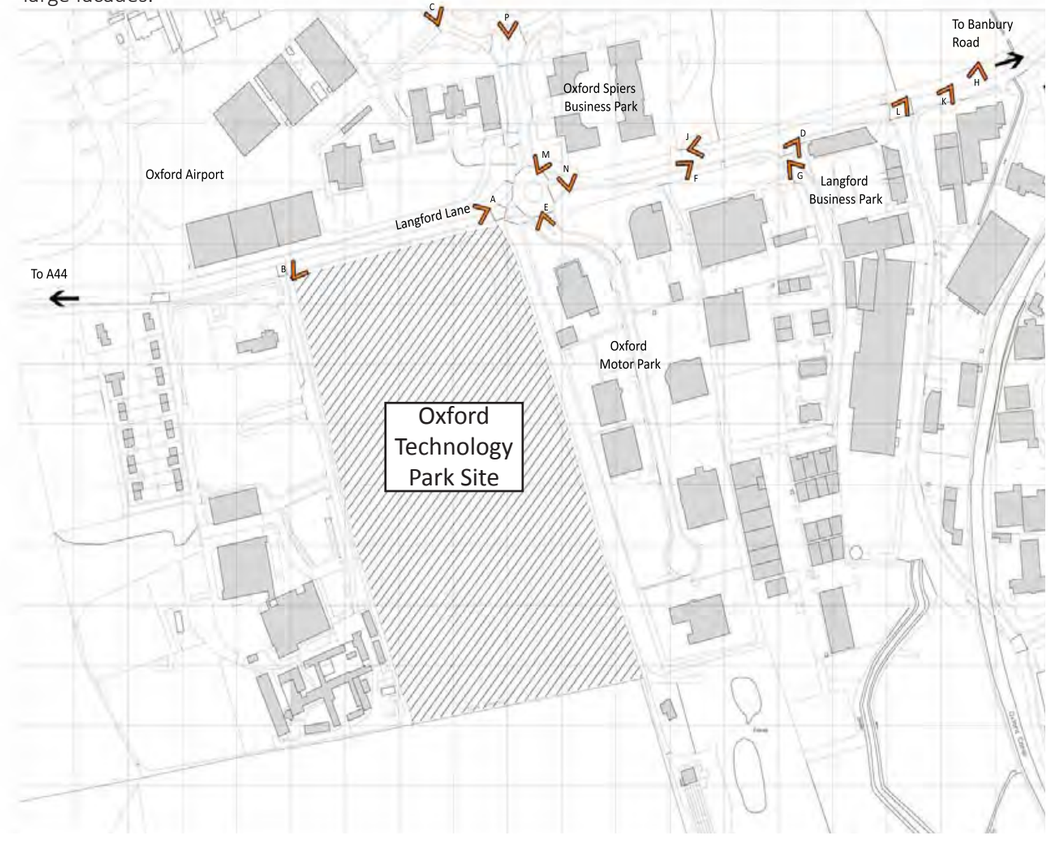
This business park has a cohesive feel, with a traditional pallet of materials (brick and tiles) and colours (browns, beiges and greys). The buildings range from approximately 9-12m eaves, with steep pitched traditional roofs taking the ridges heights to approximately 13-16m. These units incorporate strip windows defining storey levels and colour bands breaking down the overall mass of the facades.


M


N

P

It is apparent that the local architecture consists of predominantly modern, contemporary buildings predominantly clad with composite or built up cladding, with curtain walling to entrances, and generally low pitched roofs. Horizontal strip windows and colour banding also feature, as a means of breaking up large facades.



Key Plan

05 Design & Access

5.5 Proposed Appearance

Given that this document supports an outline planning application, this section seeks to explain the architectural approach of the scheme, with any specific information provided for illustrative purposes.

Given the overall footprint area of typical detailed and type B2 and B8 buildings, it is almost inevitable that some elevations will be relatively flat and long. It is intended that these elevations will incorporate several architectural devices to reduce the impact of these elevations, which will combine a selection of the following:

- colour banding – with complimentary shades breaking up up the elevations to reduce the visual impact of the building.
- human scale – with feature changes at a height around 2.5m to provide a sense of human proportion to the ground level; most commonly detailed around doors / windows / curtain walling / loading dock / cladding interfaces, and as incorporated on the offices as the underside of brise soleil.
- cladding profiles and orientation – by subtly mixing the cladding profiles (flat, micro-rib, trapezoidal) and rainscreens, and the orientation of profiles, elevations can be broken down into smaller sections of interest, whilst combining to make a balanced elevation.
- flashings – detailing flashings, which complement the overall colour pallet and tone of the elevation, can help break up large sections of cladding.
- office treatment – by switching the cladding to any offices, a focus can be achieved which is both aesthetically pleasing, but also useful in terms of wayfinding.

The indicative elevational treatment to plots 1-3 is illustrated on the individual plot elevation drawings.

Any decisions relating to materials relating to the outline submission will be made considering the quality of the finish to ensure low maintenance, resilient finishes which achieve a good level of thermal insulation, whilst creating elevations of a clean, modern appearance.

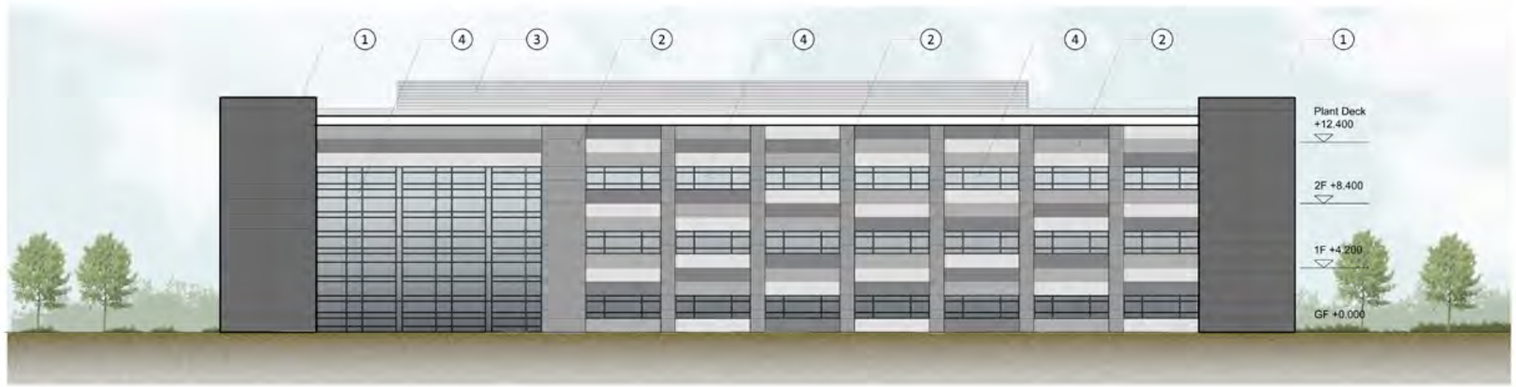
Roofs:
As described in the previous Scale & Massing section, it is proposed that the buildings incorporate flat or shallow pitched roofs. The finish of the roof to unit 3 will be a profiled metal roof sheeting in Goosewing Grey (BS 0A05) however developers shall consider the visual impact of roofs from elevated longer distance views, and if appropriate the developer may incorporate a darker roof colour to be agreed with the Local Planning Authority. The roofs to units 1&2 will be flat; specification to be agreed.

Walls:
Kingspan (or similar) insulated Flat Panel cladding system with preformed corners, colours to be agreed.
Kingspan Long Span (or similar) Louvre profile insulated wall panel, colour to be agreed.

In terms of this outline application submission, the overall elevational concept will be to create an attractive appearance, by using appropriate materials for the locality and building type, which are also robust and will not deteriorate with time; whilst creating crisp contemporary elevations, which will form the basis for future reserved matters applications.

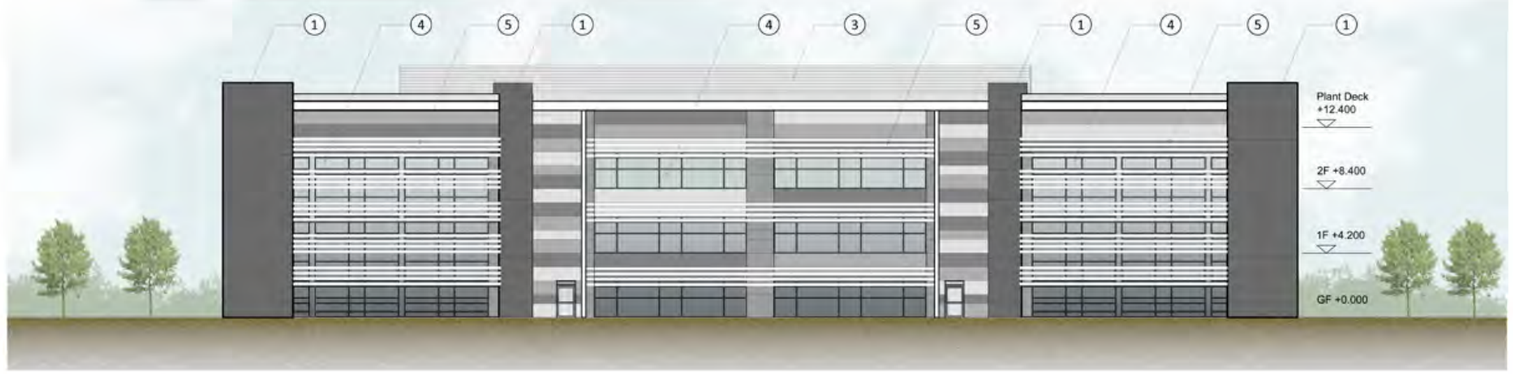
Illustrative View from Langford Lane (Eastern appraoch)

Illustrative Office Elevations

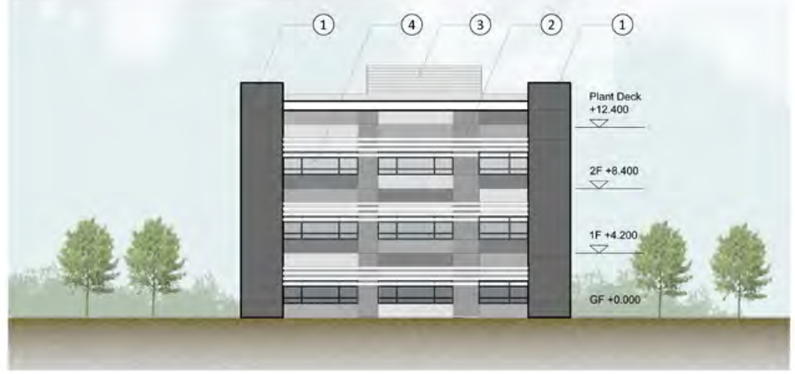


North Elevation 1:200 @ A1

West Elevation 1:200 @ A1



South Elevation 1:200 @ A1



East Elevation 1:200 @ A1

Materials Key:

1. Glass fibre reinforced concrete (or similar) cladding, colour to be dark grey.
2. Kingspan (or similar) insulated Flat Panel cladding system with preformed corners, colours to be agreed.
3. Kingspan Long Span (or similar) Louvre profile insulated wall panel, colour to be agreed.
4. Fully thermally broken, polyester powder coated aluminium window system complete with factory sealed double glazed units, spandrel panels are to be Pilkington Spandrel Glass (or similar) opaque glass panels.
5. Aluminium fixed blade solar shading system to be suited to curtain wall system and incorporate brackets, flanges, supporting arms and connections to the curtain wall facade, colour to be agreed.

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Illustrative Eye Level Perspective of Unit 2

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5.6 Proposed Vehicular & Pedestrian Movements

The new central spine road will incorporate footways either side to accommodate pedestrians, and the site will incorporate cycle and motorcycle storage provision, to provide and encourage alternative means of transportation to and from the proposed development.

For an in-depth analysis of existing traffic, please refer to the separate specialist Engineering Appraisal (written by Haydn Evans Consulting), note that within that document it is noted that vehicles approaching from the west and turning right into the site, could potentially at peak times, cause tailbacks. As a means of alleviating this potential issue, Haydn Evans Consulting have made various observations and recommendations.

The roads throughout the scheme have been designed to cater for heavy goods vehicles and the yards to the rear of the research and development units, designed to cater for small fixed based trucks.

Proposed Illustrative Vehicular & Pedestrian Routes Drawing

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5.7 Proposed Landscaping & Fencing

It is foreseen that the tree and shrub planting (yet to be detailed through subsequent applications for reserved matters) will complement the existing landscape structure and provide an attractive and robust setting for the development.

The frontage to the Site is the main opportunity to provide a high quality landscape to Langford Lane and gateway to the Site taking into account CDC's pre-application comments and Policy Kidlington 1's design principles. It is proposed that the existing overgrown and unmanaged hedgerow is removed to allow for an improved approach. The entrance area will incorporate SUDS in the form of a swale with associated grass and tree planting.

Planting aligning the central access road will be a simple but structural formal design consisting of grass, ground cover shrubs and trees with the layout taking into account visibility splays. There is potential for a landscape feature to the south of the Site for occupants of the technology park which would be designed at the appropriate stage of the development. A key parameter at this stage is that it would not be of any height to appear visible and incongruous in the landscape from beyond the southern boundary.
The east, west and south boundaries will all benefit from additional structural planting to reinforce the screening of the Site from adjacent receptors. The following is proposed:

- The southern boundary is a key area of consideration due to the available (albeit filtered) views from Begbroke village and public right of way 400m south of the Site. It is envisaged that additional planting along this boundary combined with increasing the height of the existing hedgerow will filter and screen the views to the Oxford Technology Park from this direction.
- A structural planting belt is proposed along the western edge to reinforce the gappy hedgerow boundary to prevent open views from Campsfield and Evenlode Crescent into the Site.
- A hedgerow including trees is proposed along the narrow eastern boundary between the edge of the proposed car parking and the existing private lane.

The landscape layout and fencing will be designed in accordance with the principles of Secured By Design, where open areas, clear demarcation and good visibility are built into the design.

Illustrative Panoramic View from the South

Fencing
Given the nature of the proposal, security is a major factor as the protection of goods is a key priority. With this in mind it is proposed that the development will incorporate overall and individual plot segregation, around individual private loading yards and car parks, with open paladin fencing (provisionally 2.4m high), as illustrated in the images below.

Whilst providing a high level of necessary security, this type of fencing gives an open aspect across the overall site, which is beneficial in terms of security and natural surveillance (eliminating most concealed spaces), but also in terms of wayfinding and orientation around and through the site. The building design and layout will be considered to minimise visual obstacles and eliminate places of concealment and any dark areas will be well lit, as described in Section 5.8.

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5.8 Proposed External Lighting

The proposed lighting scheme will adopt a policy of limiting & controlling all external “upward light pollution” to a minimum and aims to use the minimum energy necessary to provide safe and secure premises.

The new lighting design will satisfy all statutory requirements including the Chartered Institution of Building Services Engineers “CIBSE” technical lighting guides.

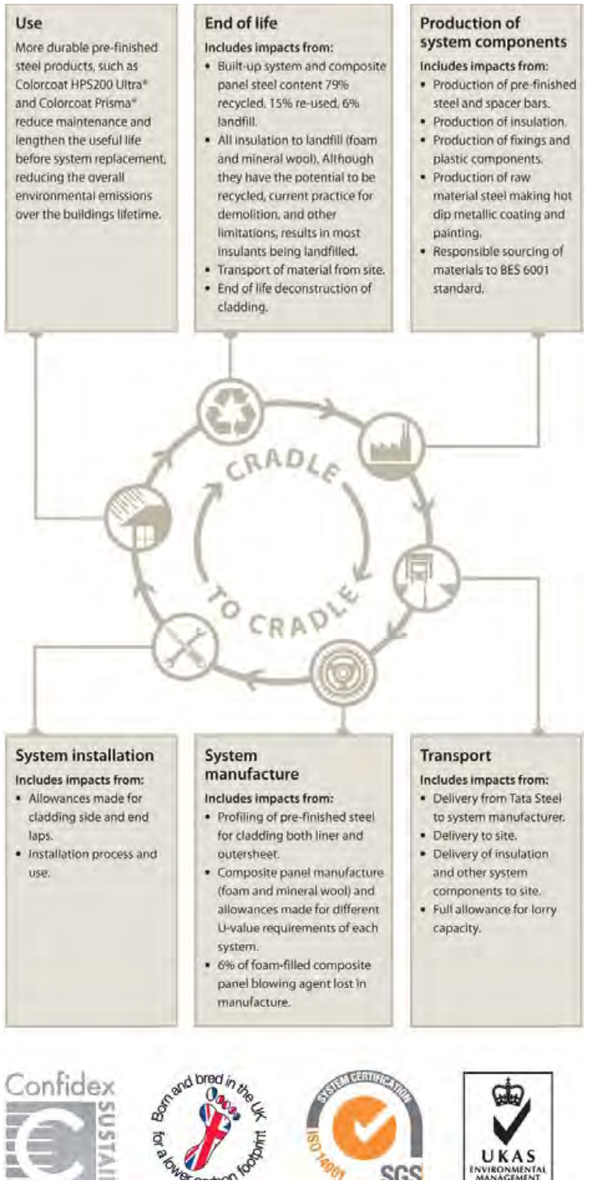
Car parks, service yard and pedestrian areas, including all escape doors and paths, are to be illuminated by LED / low energy light sources using a combination of building mounted luminaires and lighting columns, to provide a minimum maintained illuminance. Local increases in lighting levels shall be provided to the service yards and staff entrances and loading bay areas for safe access and egress.

The control of the lighting solutions will be via a time clock and photocell. This will enable the lighting to be controlled to operate during the opening times to coincide with the summer and winter seasons, thus preventing the unnecessary operation of the lighting system.

The external lighting will be co-ordinated with the landscaping scheme with light spillage from the site being kept to a minimum. It is recognised that the lighting along the site boundaries shall be kept to a minimum and directed away from neighbouring sites.

The lighting will be designed taking great care to ensure that the required lighting levels are achieved at car park and yard perimeters, incorporating lighting glare control to prevent light pollution to surrounding areas, and that adequate security lighting is provided for public and staff safety.

5.9 Sustainability



The likely significant materials to be specified within the final agreed scheme (some yet to be proposed through subsequent applications for reserved matters) are principally large steel frames, concrete floor slabs and external yards.

The envelopes of the buildings are likely to be enclosed with a coated steel faced cladding system supported off the steel frames. This provides a high quality, durable and highly energy efficient enclosure to the buildings. The cladding systems will likely be ‘A’ rated in the ‘Green Guide to Specification’. Where appropriate, glazing will be toughened laminated sections, and where possible all windows and doors will be certified secure products.

The floor slab and yard areas which experience high vehicular loads are to be constructed in concrete. Whilst concrete requires substantial energy for the manufacture of Portland cements, this has to be balanced with the significantly increased durability that the material provides; with less need for replacement and the ability to easily recycle the material at the end of its life. In such an environment, concrete is the most appropriate material.

By encouraging public transport and through the development of enhanced cycle and pedestrian routes within and around the site, the scheme is targeting the reduction of car movements to and from the site.

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06 | Summary

06 Summary

6.0 Summary

This document seeks to demonstrate that the development of this site will result in a well designed, high quality scheme that is a further asset to the area, and will provide a desirable development. It is anticipated that the scheme will act as a catalyst for further regeneration to create approximately 1,250 jobs and inject welcome investment into the local community.

The development represents a substantial investment to the area and will help to promote and support employment growth and stimulate economic regeneration to the area, cohesive with regional and local aspirations

The design seeks to provide a gateway to the northern entrance to Kidlington in conjunction with the arrivals generated by the adjacent airport, whilst minimising the impact on its surroundings; providing an opportunity for the development of attractive, contemporary and cohesive buildings that are fit for purpose and safe for all to use.

This outline planning proposal has been developed with due regard to the existing site, its context and surroundings, to enable future detailed development (all subject to the finalisation of the detailed scheme and associated reserved matters application/s, which this outline planning submission pre-empts) to create a carefully sited development, with appropriately sized and designed buildings which follow the planning guidelines established in the Cherwell Local Plan.

Oxford Technology Park

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