



Land to the north east of
Skimmingdish Lane, Bicester

Design & Access Statement Update

September 2015

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(On Site Photos; May 2015).

1.0 INTRODUCTION

- 1.1 This Statement is provided as an Update to the Design and Access Statement submitted to Cherwell District Council (CDC) in support of an outline planning application for the development of land to the north east of Skimmingdish Lane, Bicester (LPA Reference: 15/01012/OUT).
- 1.2 This Update explains a series of changes that have been made to the scheme since the submission of the application (in response to the adoption of the Cherwell Local Plan) and their appropriateness in design terms. The scheme has also been updated (where appropriate) to respond to comments received on the planning application from consultees.
- 1.3 A series of comments have been provided by the Council's Planning and Conservation Officers on design matters albeit these relate in the main to specific details that are not subject to agreement under this application and can be confirmed at the detailed design stage or agreed via condition. Comments received on the principles for achieving sustainable construction are however, clarified in this Update Statement.
- 1.4 The site is deemed appropriate by Cherwell District Council (CDC) for a flexible mix of Class B employment uses, having been allocated within the Cherwell Local Plan (Policy Bicester 11).
- 1.5 This Design and Access Statement Update outlines how the proposals have responded to the development management principles, set out within Policy Bicester 11 and with other relevant policies of the Local Plan and National Policy to deliver a high quality development.
- 1.6 The proposals are submitted in outline form, with approval sought for the access point into the site from Skimmingdish Lane along with siting of a building on the southern part of the site. Subsequent reserved matters seeking approval for the layout, appearance, landscaping and scale will be submitted following the grant of outline permission.
- 1.7 Flexibility is sought within the outline planning consent in order to allow for the development to be marketed and 'tailored' to suit the requirements of potential occupiers. However, in order to allow for a robust assessment to be carried out of the potential impact of the proposed development, a series of development parameters have been set in this particular instance. This has allowed for an assessment of the potential environmental impacts and provides a set of parameters for the subsequent reserved matters application to work within. This will ensure the final design will present no greater impact, than that assessed at this outline stage.
- 1.8 The parameters have been derived through an iterative process of site assessment, consultation and design review and have been updated as part of the recent scheme amendments. The appropriateness of the parameters in ensuring the delivery of 'good design' is explained within this update statement along with those development principles that will be detailed through subsequent reserved matters applications including those relating to sustainable construction and the mitigation of climate change through building design.

2.0 SITE LOCATION AND CHARACTER

- 2.1 The site is approximately 14.45 ha in area and is located on the north eastern edge of Bicester.
- 2.2 The site is allocated for a flexible mix of employment uses under Local Plan Policy Bicester 11.

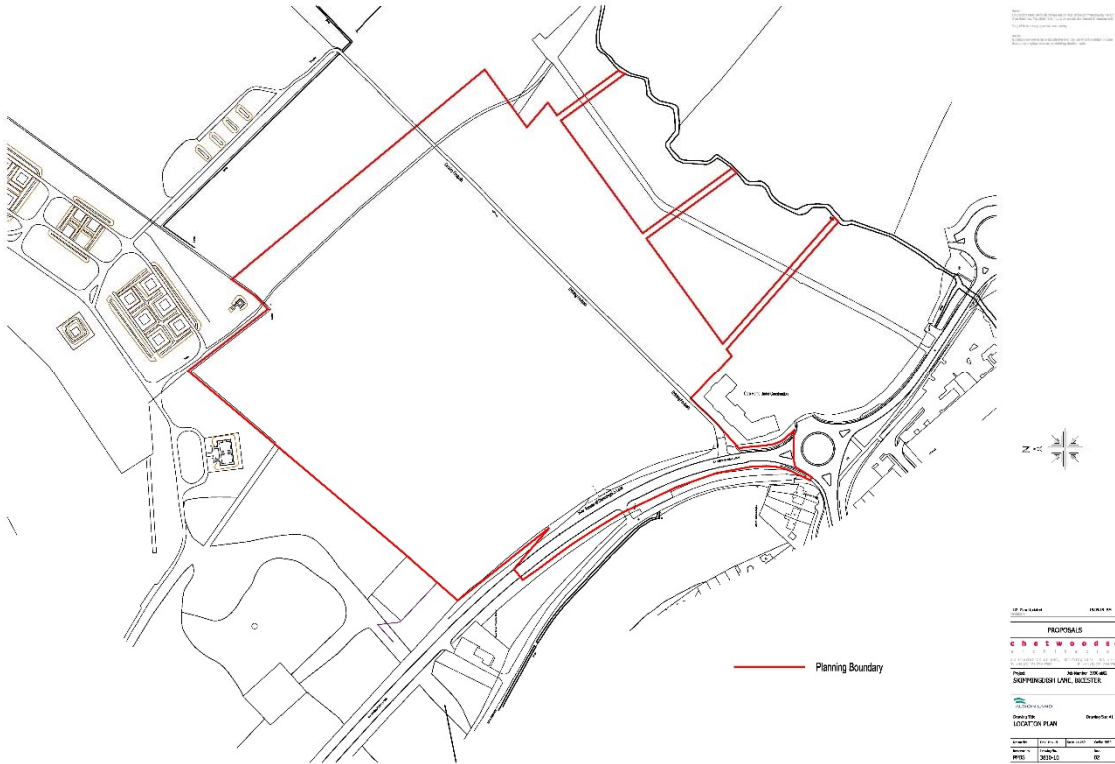


Figure A – Planning Application Boundary

- 2.3 The site is bound by agricultural land to the east, a major tree belt and the former RAF Bicester site to the north and by agricultural land to the south. Skimmingdish Lane forms its western boundary. It is characterised by agricultural fields of largely low quality and unremarkable ecological value albeit it is divided by mature hedge rows with some local biodiversity value.
- 2.4 Part of the north western section of the site is located within the RAF Bicester conservation area which covers the entirety of the RAF site; a Scheduled Ancient Monument also covers part of the RAF site including an area adjacent to the site's north western boundary.
- 2.5 The RAF Bicester site is also designated as a Local Wildlife Site (LWS) and a small portion of land in the application site is proposed as an extension to the LWS. These areas are to be left free from build development.
- 2.6 The location of these features, relative to the application site, are shown at Figure B. Later sections of this report demonstrate how the proposed development responds positively to these characteristics.

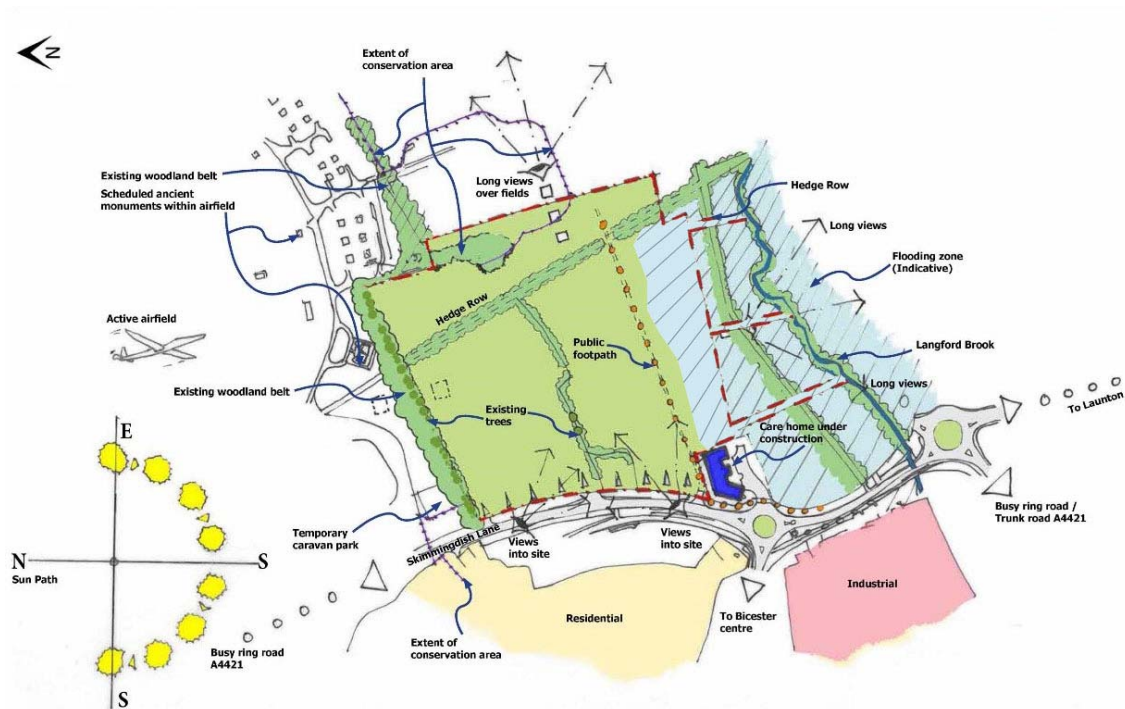


Figure B – Site Constraints & Opportunities Plan

3.0 POLICY CONTEXT

Development Plan

- 3.1 The Development Plan for Cherwell comprises the saved policies of the Local Plan (1996) and the adopted Local Plan Part 1(2015)
- 3.2 A full review of the relevant planning policies of the Development Plan is provided in the Planning Report and Planning Report Addendum (provided by Quod).

National Planning Policy Framework

- 3.3 The Framework places considerable weight on the promotion of “good design” and requests that in determining applications, Local Planning Authorities give great weight to outstanding or innovative designs which help to raise the standard of design more generally in the area (paragraph 63).
- 3.4 The Development Parameters and Design codes that are set as part of this planning application and the Illustrative Masterplan (presented later in this report) have been developed in accordance with paragraph 58 of the Framework and aims to:
 - Function well and add to the overall quality of the area for its lifetime;
 - Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live;
 - Optimise the potential of the site to accommodate development and sustaining an appropriate mix of uses;
 - Respond to local character, whilst allowing for appropriate innovation;

- Create a safe and accessible environment; and
 - Be visually attractive as a result of good architecture and appropriate landscaping.
- 3.5 National Planning Policy Guidance supports and clarifies the provisions of the Framework with regards to good design indicating how and why good design matters and how it can be used to guide development proposals.
- 3.6 The guidance indicates that well designed or changing new places will be successful and valued and should:
- be functional;
 - be adaptable and resilient;
 - have a distinctive character;
 - be attractive; and
 - Encourage ease of movement.

Local Plan (1996)

- 3.7 A number of policies of the adopted Local Plan (including Policy EMP2) have been saved and are to be read alongside the Local Plan Part 1 until such time as the Part 2 Local Plan is adopted and supersedes them.
- 3.8 Given the age of the Local Plan, consideration has been given within the Planning Report to whether its saved policies are in accordance with the policies of National Planning Policy Framework (the Framework) and subsequently the weight that may be afforded to them in the determination of this application.
- 3.9 Those which have been saved and have been considered in developing the proposed parameters and design codes include:
- C17, Urban Fringe Enhancement -This Policy seeks opportunities to secure the enhancement of the 'urban fringe' through tree and woodland planting.
 - C28, Design of New Development – This Policy requires the design of buildings to be sympathetic to the character of the urban or rural context.

Adopted Local Plan Part 1

- 3.10 The application site is allocated under Local Plan Policy Bicester 11 for a full range of B Class uses.
- 3.11 As well as setting the appropriateness of the site for a mix of Class B1, B2 and B8 uses the Policy sets a series of development management principles which have informed the proposals and comprise:
- Meeting high design standards that complement distinctive natural or historic assets.
 - Promotion of a high degree of integration and connectivity between new and existing development.

- Provision of new footways and cycle ways to connect with Bicester's wider urban area.
- Provision of a green buffer between the development and the adjacent care home.
- Facilitating access by sustainable modes of travel.
- A high quality well designed approach to the urban edge which functions as a high profile economic attractor but which also achieves a successful transition between town and country environments.
- Providing a strong active frontage onto Skimmingdish lane and a strong gateway into the site entrance.
- Ecological features of value to be preserved, retained and enhanced to result in a net gain in biodiversity.
- Development that respects its landscape setting.
- A landscaping scheme that limits visual intrusion into the wider landscape.
- Creation of a landscape buffer to the north east of the site to limit visual intrusion and preserve the setting and character of the former RAF Bicester Conservation Area and Scheduled Ancient Monument.
- A high quality design and finish and careful consideration to building height to reduce overall visual impact.
- No built development to be incorporated in Flood zone 3b and incorporation of sustainable drainage principles.

3.12 In addition to the site specific policy, consideration has also been given to the Development Management Policies of the Local Plan. A full summary of those policies relevant to this application is provided in the Planning Report and Planning Report Addendum however, those of relevance to the design as follows:

- ESD1, Mitigating and Adapting to Climate Change seeks to mitigate the impact of development on climate change not least through distributing growth in the most sustainable locations and encouraging development that seeks to reduce reliance on the private car. The policy also draws reference to other policies in the Local Plan (ESD3 and ESD4 and ESD 5) which promote the use of sustainable construction technologies and renewable or low carbon energy where appropriate.
- ESD2, Energy Hierarchy and Allowable Solutions seeks to achieve carbon reductions through promoting an energy hierarchy.
- ESD 3, Sustainable Construction requires all new non-residential development to meet at least BREEAM 'very good' and will be encouraged to reflect high quality design and high environmental standards demonstrating sustainable construction methods.
- ESD5 seeks major development schemes to provide a feasibility assessment of the potential for significant on site renewable energy provision.
 - ESD15, Urban Rural Fringe- requires proposals for development on the edge of the built up area must be carefully designed and landscaped to soften the built edge of the development and assimilate it into the landscape
 - ESD16, The Character of the Built and Historic Environment - new development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

- ESD18, Green Infrastructure - requires all strategic development sites to incorporate green infrastructure provision and proposals should include details for future management and maintenance.

4.0 THE PROPOSAL & DESIGN PRINCIPLES

- 4.1 The proposal involves the development of the site for a flexible mix of Class B employment uses.
- 4.2 The proposal seeks to generate the maximum employment potential of the site, (in accordance with the Council's aspirations for its allocation), whilst respecting and responding positively to the site's environmental context and site specific characteristics. This results in a proposal that (in the setting of particular fixes and parameters) is respectful of its context and through appropriate building and landscape treatment (at the reserved matters stage) delivers good design.
- 4.3 The remainder of this section goes onto explain the Amount / Scale, Layout, Appearance and Landscaping of the proposed development, as presented on the updated Parameter Plans and how the proposed scheme amendments are appropriate and in many instances deliver betterment to the scheme as originally submitted.

Amount / Scale

- 4.4 The proposal is for up to 48,308sqm of employment floor space and this maximum floor space is unchanged under the recent scheme amendments. This maximum has been set with reference to the Building Zone parameter as shown on drawing 3830-25-21, Figure C, ensuring all floor space is located within this area whilst allowing for appropriate circulation, servicing and access areas.
- 4.5 The maximum floor space has been set in order to provide a development that is capable of being effectively and sympathetically accommodated on the site whilst ensuring surrounding characteristics or sensitivities are respected. It is important to note that not all of the proposed building zone will be developed as buildings albeit in order to demonstrate the appropriateness of providing buildings anywhere across this area, the Heritage Impact Assessment (HIA) and the Landscape and Visual Impact Assessments (LVIA) have assessed the theoretical and worst case scenario of all of the building zone being developed as buildings.

Skimmingdish Lane, Bicester
Parameters Plan - Development Area & Building Zone

Drawing 3830-25-21 - August 2015

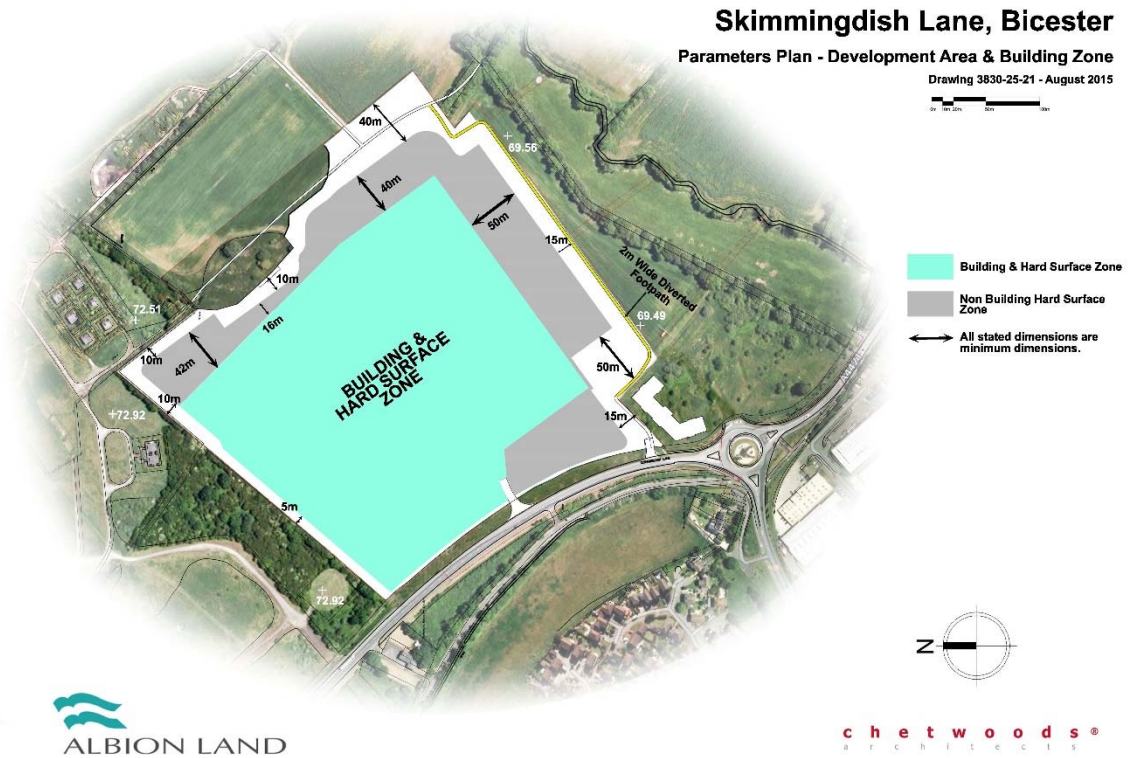


Figure C – Development Area & Building Zone

- 4.6 In response to the adoption of the Local Plan and confirmation over the allocation boundary, the maximum building zone has been pulled back from the north western boundary. It has also been pulled away from the southern boundary to respond to comments received from the Environment Agency and to ensure that no buildings are located in areas at risk of flooding. As a result the area within which the maximum floor area can be accommodated has been reduced by 14%.
- 4.7 Finished floor levels (FFL) have been set across the site to respond to the underlying topography. A minimum FFL of 71m AOD and a maximum FFL of 72M AOD have been set across the site.

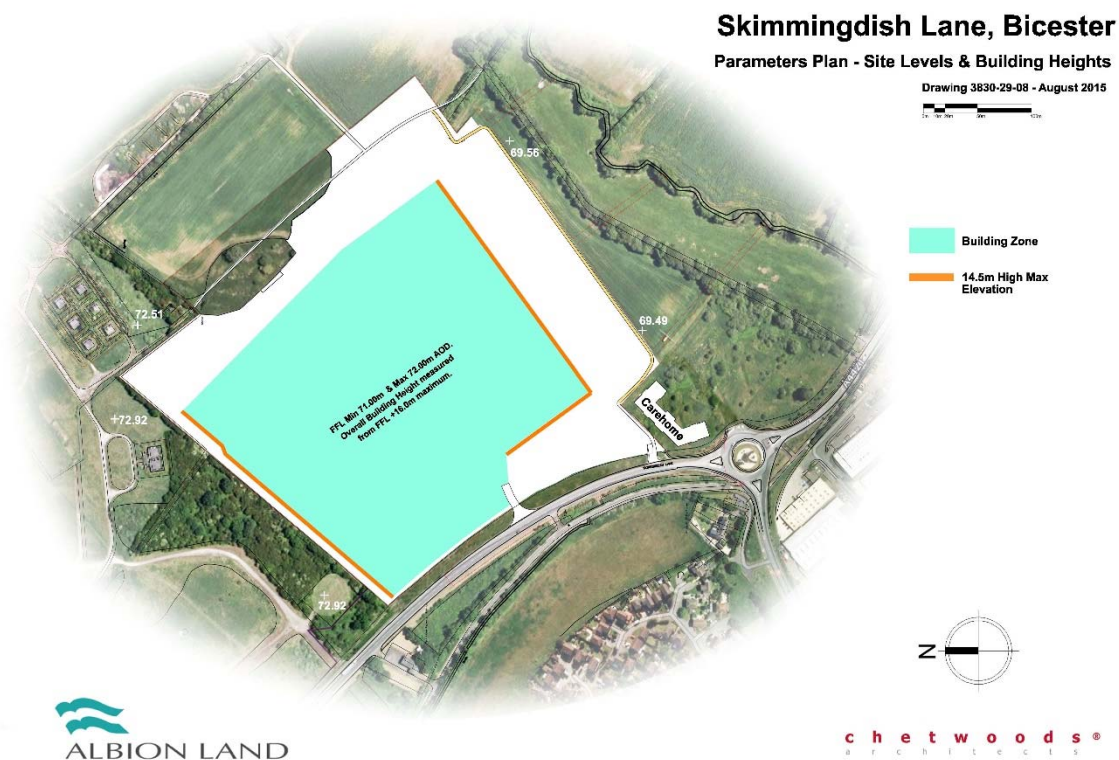
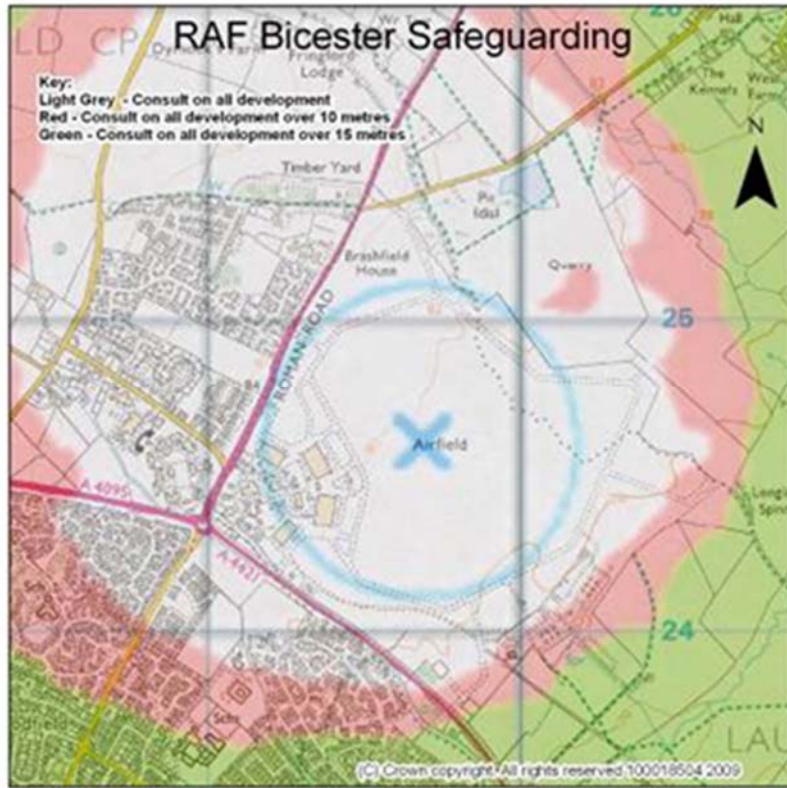


Figure D – Site Levels & Building Heights

- 4.8 The proposed buildings will be developed within the site levels.
- 4.9 The maximum height of the proposed buildings (as fixed through this outline application) is determined by the specific requirements of HQ style logistics and advanced manufacturing operators (for which there is a specific local market). A maximum 12.5m clear height to haunch is required to support the operator's B2 or B8 functions within the buildings and when taking into account roof pitch, this results in a maximum building & ridge height of 16m, from FFL.
- 4.10 A resultant maximum development height of 88m AOD has therefore been set and is used as a basis for the HIA and LVIA. Whilst there is limited flexibility over the maximum height, the maximum height of the building façade on the outer western, northern and southern edge of the building zone has been set at a lower level of 14.5m from FFL. These height parameters can be seen on the parameter plan 3830-29-08. Figure D.
- 4.11 In setting the building heights, consideration has also been given to the safeguarded area in relation to the adjacent glider club, who operate from the RAF Bicester site, in order to ensure that buildings of the height proposed, do not affect the operations of the club. The existing level on the edge of the airfield is 72.92m AOD and the max height of the buildings will be 88.00m AOD.
- 4.12 The edge of the airfield runway is circa 250m away from the edge of the proposed site. There is an existing woodland along the north western boundary of the site that has been used as a precedent for the desired height of any new growth on this boundary. The height of this woodland, circa 9m from AOD, has been a key factor and parameter for the proposed height of any development on this site. Figure E – Section B-B illustrates the north western boundary of the site.

4.13 A Safeguarding Area map has been produced by the Windrushes Gliding Club (operating from RAF Bicester). It has no statutory weight in decision making, and is advisory only.



4.14 Planning Officers at the Council use the map to understand if a proposed development is likely to 'affect' the operations of the Gliding Club (i.e. if it falls within one of the defined concentric zones around the RAF site and if the height of the proposed buildings (Above Ground Level (AGL)) exceed those set for each zone, the gliding club will be consulted on the planning application). See below for Safeguarding Area Map and associated concentric zones.

4.15 The Safeguarding Map does not restrict the height of proposed development (it can be seen from the map below that there is a significant number of buildings of some height within the 10m and 15m concentric zones), nor does it take into account the existing physical features within the area which already affect the operations of the Club in setting the consultation zones and is therefore rather arbitrary in nature. However, consideration has been given to the proposal's relationship to the different concentric zones in determining the appropriateness of the proposed building height.

4.16 Gliders coming into land into the RAF site across the application site are already required to clear the high tree belt which is located on the northern boundary of the site which is at its highest some 12m AGL. The ground at this point is 72.2m AOD i.e. the tree canopy is already over 84m AOD. The buildings on the site will be at a maximum height of 88m AOD just 4m above the height of the tree canopy. With the buildings being set some 5m back from the treeline as a minimum, the gliders will be able to continue to come into the site at a relatively flat angle in order to clear the buildings and the trees before dropping into the airfield site.



Figure E – Illustrative Warehouse Sections Relationship to Proposed Landscaping

Layout

The proposed development zone (within which circulation, parking and servicing areas may be located) is fixed through this application and includes all land within the application boundary that is outside the proposed Landscape Zones and Building Zones (See Figure C)

- 4.17 The location and extent of the Development Areas, Figure C, has been amended to take account of the revisions to the building zone (explained above) and to ensure that no built development takes place within the conservation area. The principle of providing areas of hardstanding and circulation space outside of the allocation boundary (on its north eastern edge) has been confirmed by policy officers at the Council as entirely appropriate and necessary for the site to realise its development potential and make a meaningful contribution towards Council's employment growth trajectory.
- 4.18 The original submission sought approval for the siting of two buildings across the southern portion of the site. Given the amendments to the building zone (its drawing back from the southern boundary) it has been necessary to combine the buildings into a single building (see Figure F). Although the siting of the building has been fixed that is not to say that it would be inappropriate to locate buildings elsewhere within the Building Zone and as outline above the technical assessments have tested the impact of the development on the unrealistic scenario of the entirety of the Building Zone being developed for buildings.

4.19 The siting of the building has also sought to (as shown on Figure F.) orientate the service yard and circulation areas away from the adjacent care home and allow for a meaningful landscape area (of 50m in depth) between the servicing area and care home. With the inclusion of acoustic fencing along the western boundary of the servicing area noise activity can be appropriately mitigated. The privacy of the care home residents is also protected through avoiding overlooking.

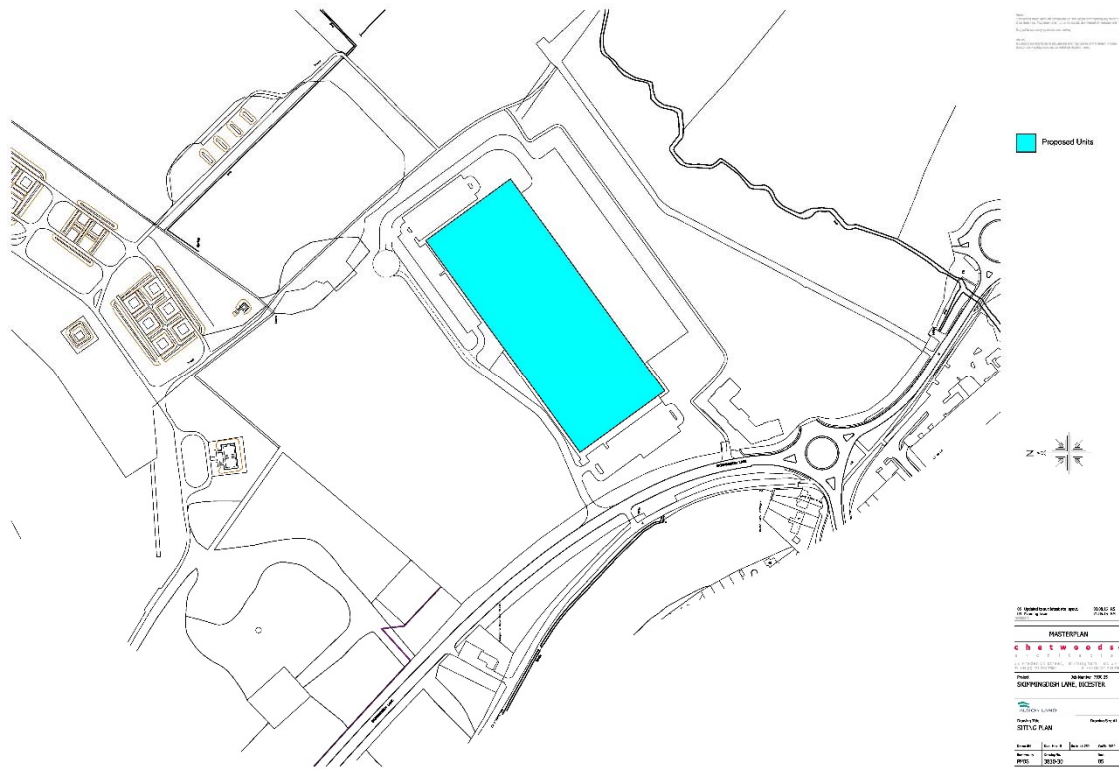


Figure F – Siting Plan

Appearance

4.20 The appearance of the buildings and associated development areas is reserved for later approval albeit the Illustrate Masterplan shown in Figure G shows how the development parameters could be implemented.

4.21 Given the site's relationship to the RAF Bicester Conservation Area, the SAM and the care home, consideration has been given to the design principles that should be adopted (beyond the matters set through the parameter plans) through any reserved matters applications and a series of Design Codes have been set within this application. These are presented in a standalone document which remains unaltered as a result of the recent scheme changes and some of the key design principles are summarised below.

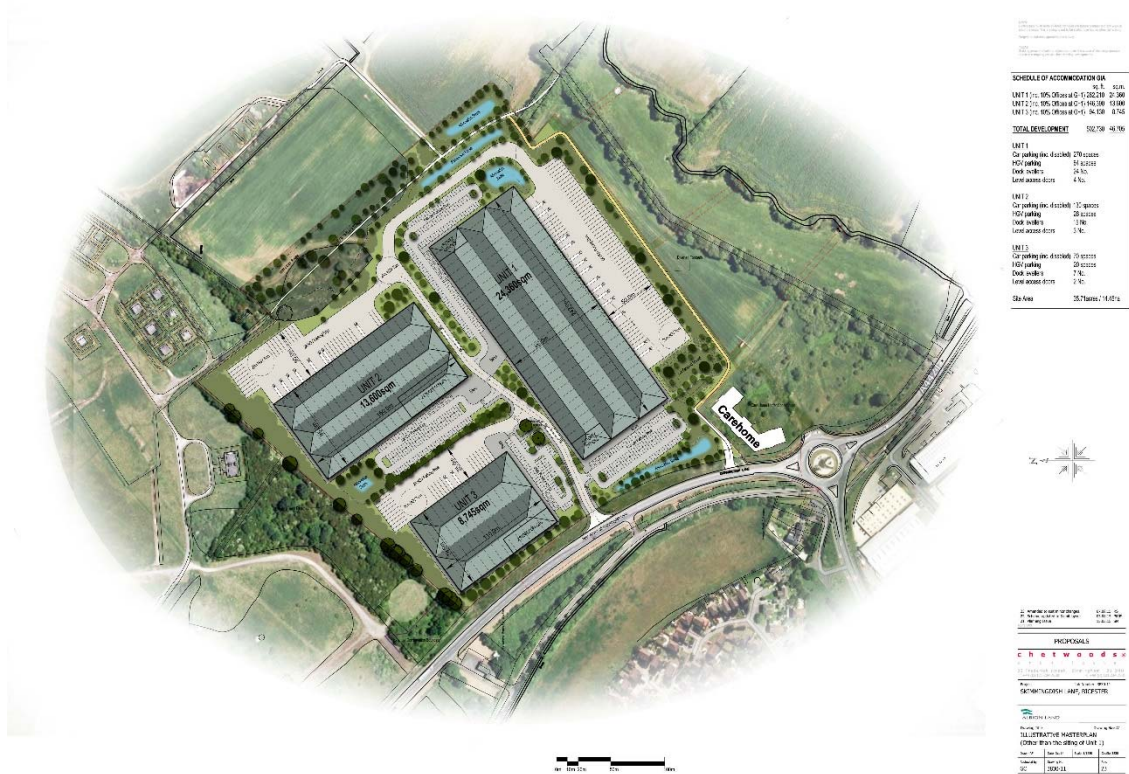
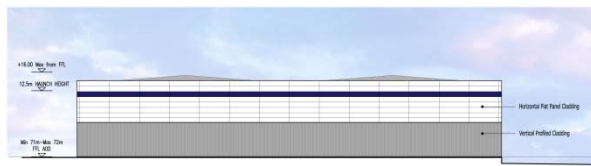


Figure G – Illustrative Masterplan

- 4.22 The aim will be to create a shared character identity for the development. The buildings will be designed to create a strong visual focus on the office component given its important commercial function and to ensure the delivery of active frontages to Skimmingdish Lane in line with the development management objectives of the allocation. Although a matter to be considered at the detailed design stage, consideration has been given through the Design Code Document and the LVIA to the use of colours and the types of long lasting cladding panel that would be appropriate for this location (whilst ensuring that the buildings remain attractive to potential operators).
- 4.23 A selection of grey tones have been shown on the illustrative elevations below and have been applied in testing the visual impact of the development through the LVIA. These colours have been purposefully selected as capable of reducing the visual impact of the proposed development and helping to assimilate the buildings into the skyline.



TYPICAL SIDE ELEVATION



TYPICAL OFFICE ELEVATION



TYPICAL YARD ELEVATION

10/10/2023

PROPOSALS	
10.00 Max. from FFL	14.00
12.5m HEIGHT HEAD	12.50
Min. 7.1m Max. 7.2m FFL 6.00	7.10
	7.20
	6.00

TYPICAL ELEVATIONS	
Scale	1:50
Author	CC
Check	CC
Date	10/10/2023

Figure H – Illustrative Typical Elevations

4.24 It is anticipated that glazing will be provided to all floors of the offices and that the building entrances will be further highlighted with a feature entrance door, emphasizing the main entrance to the building and creating an active frontage.

4.25 The exact number of car parking space will be determined at a later stage and set with regards to operational requirements and the council's maximum car parking standards which are stated within the design codes document for each proposed class use.

Landscape

4.26 The way in which the updated Landscape Parameters achieve the aims are as follows:

- Areas of landscaping are set on the edges of the site and form a key part of the proposals helping to assimilate the development into its surroundings and seeking to preserve the character setting of the adjacent area and SAM.
- Keeping the conservation area and proposed extension to the Local Wildlife Site on the north western boundary of the site free from built development and of a form which respects and maintains its existing function and value.
- Retention, improvement and augmentation of existing boundary hedgerow feature and existing field trees.
- Additional planting to provide a 5m wide (from existing boundary fence line) structural landscaping buffer where existing hedgerow abuts existing woodland on the Bicester Airfield site, widening to 10m wide at the north eastern section where the existing woodland thins out.
- Provision of a 50m landscape area between the care home and the proposed employment unit (which is fixed through this application) to assist in protecting residential amenity

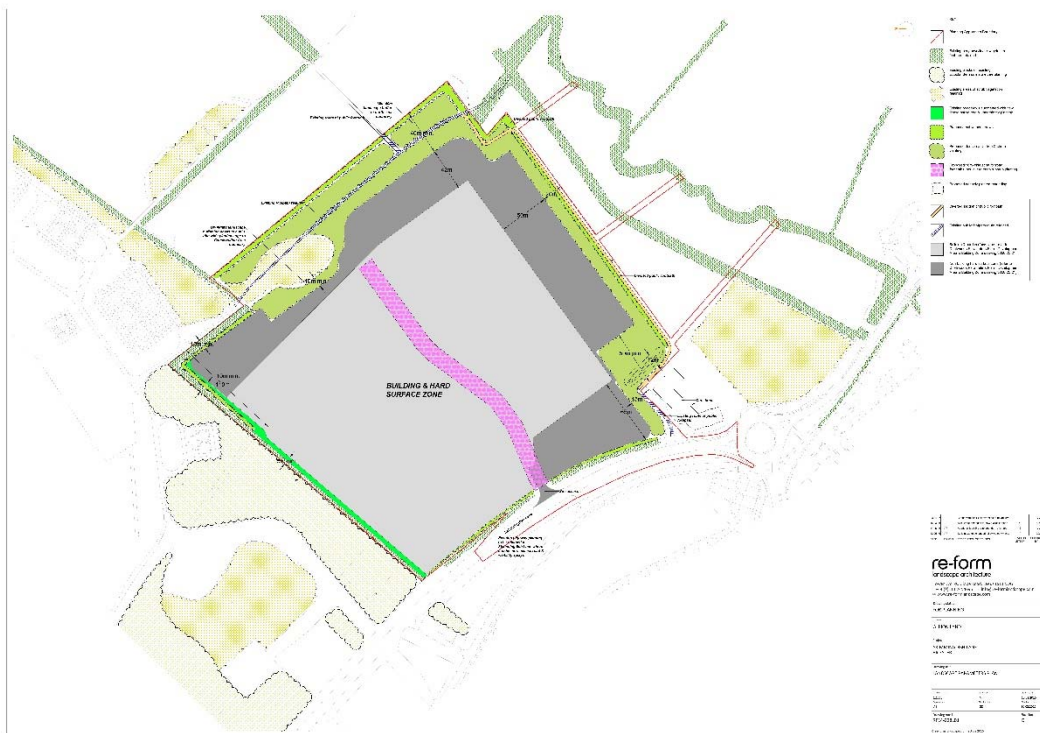


Figure I – Landscape Parameters Plan

4.27 The aims of the landscape parameters are to:

- Integrate the proposed development harmoniously into the receiving landscape.
- Improve local biodiversity & ecological value of the site.
- Improve the interconnectivity of Green infrastructure (GI) within and immediately adjacent to the site.
- Maintain safe and enjoyable public access to the surrounding countryside.
- Minimise any visual change on the setting of the Bicester Airfield Conservation Area, The Bicester Airfield Scheduled Ancient Monument and on the surrounding Green Buffer Landscape Policy Area.
- Create an attractive and enjoyable workplace setting.

4.28 These aims are achieved through the amended landscape parameters plan by providing robust boundary landscaping which is connected to the existing network of hedgerows and woodland blocks surrounding the site, together with on-plot amenity landscaped areas and a strong boulevard access road which will connect future development plots to Skimmingdish Lane.

- 4.29 Northern Boundary - Abutting Conservation Area;
The landscape proposals to northern boundary abutting the Conservation Area comprise of the retention, improvement and augmentation of existing boundary hedgerow feature and existing field trees, in combination with new native hedgerow trees and shrub species. The combination of new and existing planting will provide a 5m wide structural landscaping buffer from the existing boundary fence line, increasing to 10m wide at the north eastern section where the existing woodland thins out.
- The purpose of the landscape parameters here is to improve green infrastructure (GI), biodiversity and to mitigate visual effect of new development on the adjacent Bicester Airfield Conservation Area.
 - Refer to drawing RF14-228L03D – Existing hedgerows cross sections 5m & 10m wide
- 4.30 North Eastern/Eastern Boundary – Abutting Conservation Area & Green Buffer Land;
The existing salient of scrubland associated with (but not limited to) the Conservation Area boundary and Green Buffer Land shall be retained and augmented on the development site with a further landscape buffer of 10m minimum width. Beyond the southern extents of the Conservation Area this planted buffer will be increased in width to 40m from the allocation boundary/non-building and hardstanding zones. This buffer shall comprise of dense native tree and shrub planting.
- Purpose:
- To improve green infrastructure, biodiversity, allow public access (via Public Rights of Way) and to mitigate visual effect of new development on the adjacent Bicester Airfield Conservation Area, and on the Green Buffer Policy Area, and existing public rights of way.
 - Refer to drawings RF14-228L04D – North eastern boundary detailed area.
- 4.31 Western Boundary with Skimmingdish Lane;
A 2m wide hedgerow will be planted between the edge of the building zone and the boundary fence (except at the point of vehicular access). Existing native planting within the highway verge shall be retained where possible.
- 4.32 The hedgerow shall comprise native hedgerow and field tree species.
Purpose:
- To improve GI, biodiversity, and to mitigate visual effect of new development on views from the public highway.
 - Refer to drawings RF14-228L03D - New native hedgerow.
- 4.33 Southern Boundary – Abutting undeveloped allocated land and Green Buffer beyond;
A 20m wide dense planting strip shall be provided along the southern boundary between its southern limit and the proposed development area. At the southern edge of the planting strip will run the diverted public footpath No 272/17. The footpath will be 2.0m wide, surfaced with self-binding gravel and edged with pegged treated timber boards.
- 4.34 This buffer shall comprise dense native deciduous and evergreen woodland scale trees and shrub planting.
Purpose:
- To improve GI, biodiversity, allow public access (via Public Rights of Way) and to mitigate visual effect of new development on views from the south, in particular local public rights of way and Launton Village.
 - Refer to drawings RF14-228L03D – Southern boundary section & detailed area.

- 4.35 South Western Boundary with Care Home;
A 50m wide buffer zone comprising dense native tree and shrub planting will be provided between the building & hardstanding zone and the boundary to the care home, in order to screen and soften the outline of the proposed development from views from the Home. The buffer zone will also accommodate a 3m maintenance access zones and 2m public footpath zone.
- Purpose: To improve GI, biodiversity, allow public access (via Public Rights of Way) and to mitigate visual effect of new development on views from the south, in particular local public rights of way and Launton Village.
 - Refer to drawing RF14-228L03D – Southern boundary section & detailed area.
- 4.36 With the location of the building having been fixed across the southern portion of the Site, there is a need to divert a public footpath which currently runs through the centre of where the proposed buildings are to be located. This planning application is therefore accompanied by a footpath diversion order application under Section 257 of the Planning Act to divert the footpath around the proposed development within an area of proposed landscaping to the south. The need to divert the footpath and the route of least diversion which it is proposed to follow remain unaltered under the latest scheme changes.
- 4.37 As detailed within the diversion order application specific attention has been given to route of the diverted right of way (to replicate the straight linear form of paths in the locality and the pattern of right angle turns or junctions along this network). The path is also set against a significant landscaping zone to assist in screening the proposed development and to deliver a pleasant and ecologically diverse setting. The construction, siting & dimension of the path are described further in the landscape parameters pack. Refer to drawings RF14-228L04D Parameter sections 2 of 2.
- 4.38 A boulevarded access road a minimum of 16 m width will be provide and is shown on the Access and Circulation Parameter Plan. This will comprise a 7.4m wide carriageway, 2m wide footpaths either side of the carriageway and 2.3m planted strips between footpaths and site boundaries.
- 4.39 The planting in this area shall consist of avenue trees and low (below 1.2m high) amenity shrub species.
Purpose:
- To create legible access and provide high quality visual amenity on site.
 - Refer to drawings RF14-228L03D - Boulevard access road (cross-section).

Landscaping principles for within the Development Area

- 4.40 It is recommended that on site landscaping will be made up using hardy amenity and native shrubs planted in bold swathes and suitable tree species tolerant of hard landscape areas will be accommodated in formal lines or informal groups. This planting will form robust but attractive edges to the individual plots and will also accommodate drainage swales where necessary, the details of which will be agreed through subsequent reserved matters approvals.
- 4.41 The landscape proposals when confirmed will be required to compensate for trees and hedgerows removed on site as part of the development. Replacement hedgerows to the perimeter of the site ensures that the green infrastructure of the local area is kept continuous and connected.

- 4.42 It is proposed that locally native tree, hedgerow and understorey species are used for the landscape buffer areas, in keeping with the existing species found in and around the site. The native species proposed will provide opportunities for foraging and nesting birds and contribute to the existing habitat diversity of the area. Some UK native evergreens shall also be incorporated in order to maintain screening from close proximity views during the winter months.
- 4.43 Amenity planting areas will be a mix of native and non-native trees and shrubs, with the shrubs being primarily hardy, low-maintenance evergreen shrubs.
- 4.44 As explained in the Design Costs Document A range of tree sizes will be used, ranging from semi-mature and extra heavy standard, to whips and transplants. This will allow a range of tree ages and sizes across the site, providing variety of appearance and strengthening the longevity of planting across the site. Shrub planting and native understorey and hedgerow planting will tend to be smaller containers or whips.
- 4.45 The landscape proposals to the perimeter of the site will provide a visual buffer of the development by introducing new tree and hedgerow planting and augmenting existing hedgerow and scrub vegetation where retained and help assimilate the development into its surroundings.
- 4.46 Hedgerow and tree planting form an important part of the existing landscape context and the landscape proposals integrate these elements within the site.
- 4.47 Parameters for minimum widths of planting ensure the landscape structure remains an integral part of the overall development proposals.
- 4.48 The landscape parameters set out the minimum landscape requirements to the development proposals, with the aim of mitigating the built form and hardstanding through the softening of building elevations, filtering of views to the site, and assimilating the development into its surroundings. Particular consideration has been given to the landscape proposals to the care home and to the Conservation Area found on site. Views of the built form from the care home will be filtered by the 50m wide densely planted landscape buffer, which includes some mounding. Part of the scrubland to the Conservation Area on site is to be retained, and the rest to be planted up with native trees and shrubs in keeping with the existing extensive woodland and scrub vegetation found to Bicester Airfield.

Access

- 4.49 The development will be accessed via a new junction from Skimmingdish Lane. The point of access is fixed as part of its outline application and is detailed within the Transport Assessment.
- 4.50 The Access and Circulation Parameter Plan shows the proposed access zone within which the central access road will be located which remains unaltered as a result of the scheme changes. The access zone encompasses areas for dedicated routes for HGV's, cars, cycles and pedestrians needing to gain access to the proposed buildings. The proposed access and circulation corridor can be seen on the parameter plan 3830-28-07. Figure M.
- 4.51 Separate entrances to potential HGV yards and carparks would be required from the new 16m wide central tree lined infrastructure road. A segregated pedestrian and cycle access will also be provided, these are shown on the parameter plan 3830-28-07. Figure M.

4.52 Parking on the site will be provided for HGVs, cars, bicycles and motorbikes. There will be sufficient onsite parking spaces, including disabled spaces, cycle stands and motorbike stands. The maximum numbers are stated in the submitted Design Codes.

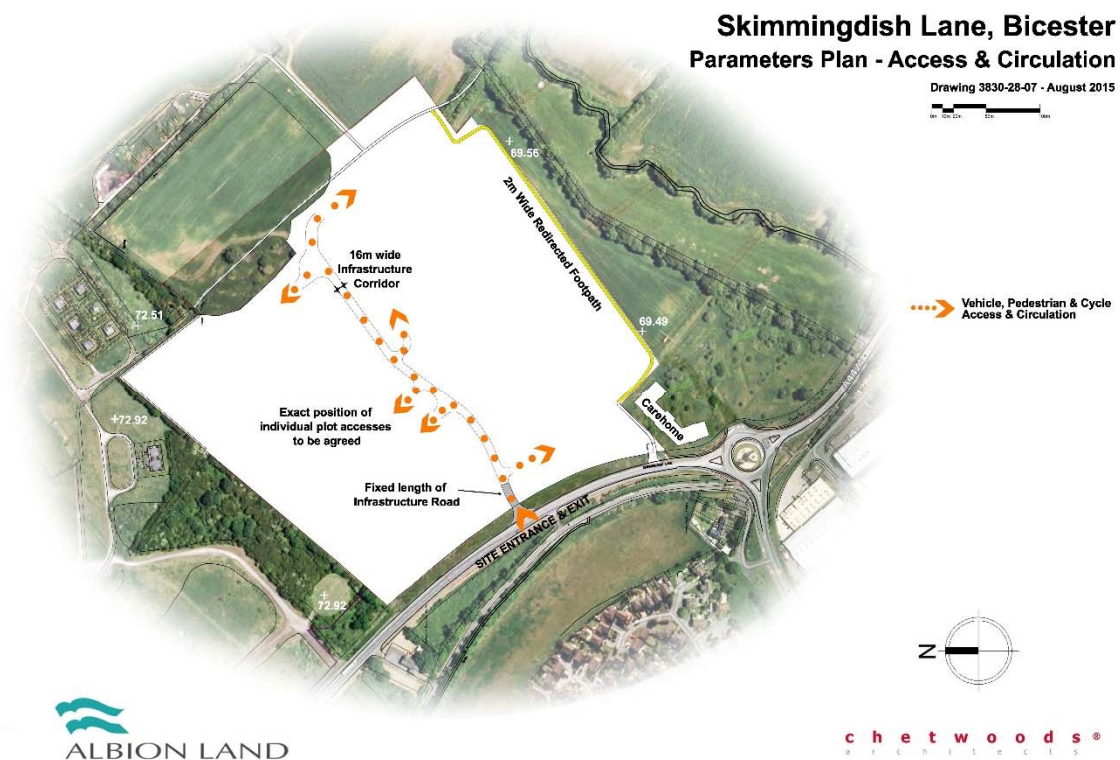


Figure M – Access & Circulation

Fencing and Security

4.53 Although not a detailed aspect of this application it is anticipated that palisade and paladin fencing will be provided around the site boundary, generally to the rear of the proposed planting areas. The offices will provide a degree of surveillance over the car parking area. Generally secured by the installation of a closed circuit television camera system. The design arrangement for the proposed fencing is within the submitted Design Codes.

4.54 The development will be designed to achieve the objectives of “Secured by Design”.

Lighting

4.55 The external areas of the site will need to be illuminated at night and may use low energy technology incorporating cut off features to minimise light pollution.

4.56 Although approval is not sought for lighting at this stage, consideration has been given to how the site could be appropriately lit and a plan showing an illustrative scheme is provided at figure N. The technical documents have considered these proposals in determining the impact of the development.

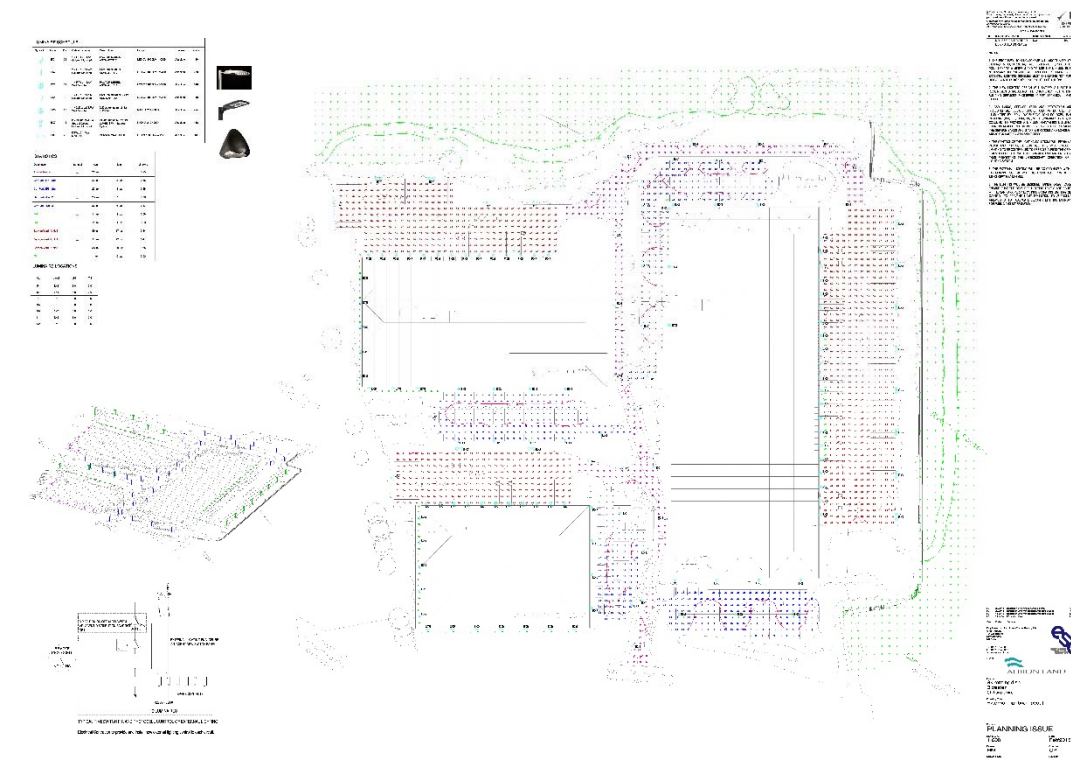


Figure N – Illustrative Lighting Plan

Environmental Performance

4.57 In accordance with Local Plan Policies ESD 1 to ESD5, the buildings will be designed to achieve a standard of BREEAM very good in terms of environmental performance.

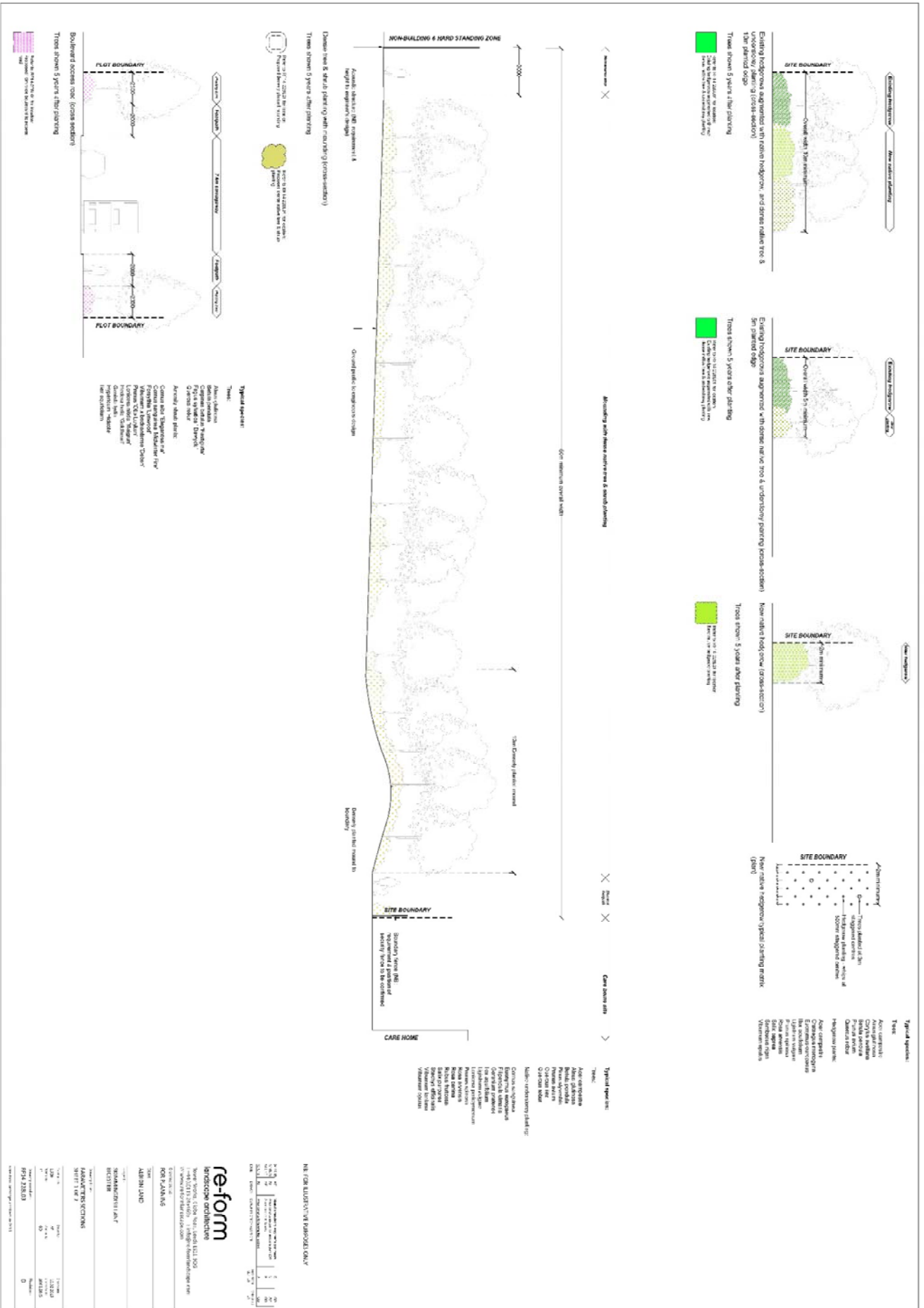
4.58 The ways by which this may be achieved is specified where possible within the design codes and will be confirmed at the reserved matters stage or controlled via an appropriately worded planning condition where necessary. The principals to be adopted to sustainable design and construction are summarised as follows.

- It is anticipated that the buildings will exceed the standards identified in the Codes for air tightness.
- Lighting energy will be minimised with the use of additional roof lights, movement activated sensors to turn lights on and off, appropriate lighting intensity in different areas and the use of a T5 lighting system.
- The intention is that through the detailed design of the building insulation standards, including UV value targets will exceed current Building Regulation requirements.
- Natural ventilation will be employed wherever feasible.
- Low energy gas fired hot water generators will be used. Water saving appliances will be used to reduce energy and water consumption.
- A Building Management System will be provided to minimise the carbon footprint of the building throughout its operational life.

5.0 CONCLUSION

- 5.1 The proposed development as amended is consistent with the site's Local Plan allocation and is sustainable economic development for which there is a strong presumption in favour.
- 5.2 Notwithstanding the above there are a number of sensitive receptors located close to the Site, not least the RAF Bicester Conservation Area & SAM to which the proposed development has sought to respond.
- 5.3 The existing extensive field hedgerow boundary structure, the mature landscape on the site's northern boundary and the potential to increase its coverage through additional landscaping (as shown on the parameter plans) means that the development can be effectively assimilated into its surroundings.
- 5.4 The development parameters including the development extent and the building heights are largely constrained by both physical features and the operational requirements of modern logistics and high value manufacturing operators, however, where possible these have been reviewed and updated in response to comments from consultees.
- 5.5 A number of the comments received on design from the Council's conservation and planning officers relate to matters of detail which fall outside of the scope of this outline application and can be provided at the detailed design stage or agreed through an appropriately worded planning condition.
- 5.6 The development parameters and design principles set out in this update statement are compliant with the development management principles of the Local Plan. They deliver a high quality scheme and realises the principles of good design whilst maximising the site's development potential in line with the Council's economic strategy and employment trajectory for the Site.

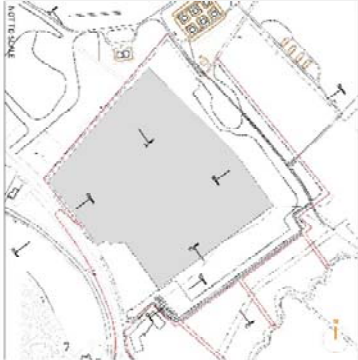
Figure J



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FOR PAVING
 ABBINLAND
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 FANAWAY'S VEGGIES
 SHEET 1 OF 2
 0 15000 30000 45000
 DATE: 10/20/2018

Figure L



NOT FOR QUANTITATIVE RESPONSIBILITY ONLY

Item	Quantity	Unit	Value
Structural Steel	100	kg	100
Reinforcement	200	kg	200
Concrete	1000	m³	1000
Bricks	10000	no.	10000
Roof Tiles	10000	no.	10000
Paint	100	litres	100
Plaster	100	kg	100

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