BICESTER HERITAGE HOTEL

DESIGN & ACCESS STATEMENT JULY 2018

PART 03/03



dexter moren associates









Landscape Site Plan





Examples of parking and pavement treatment

BICESTER



Examples of planting



Examples of tree structures



INTRODUCTION

Given the location of Bicester Heritage, its surrounding context and natural environment, the proposed scheme carefully takes into consideration the landscape aspects of the proposals.

In coordination with architecture, traffic, ecology and drainage consultants, ASA Landscape Architects have informed the proposals and provided recommendations of planting, soft and hard landscaping, parking and visual impact assessment. Please refer to ASA's separate report submitted as part of this planning application and summary below.

SOFT LANDSCAPE

The orientation and location of the proposed hotel creates space for effective structure planting. Trees are identified on the lavout as either structure or ornamental. Structure trees over time will create the long term setting to the hotel not dissimilar to those forming formal avenues throughout the existing site.

Rows of trees have been placed to break up views as one moves along Buckingham Road towards Bicester. The uniform rows are an angle to the road but place perpendicular and parallel to the hotel. The offset between rows will increase the screening of cars without creating large blocks of trees which would be alien to the open landscape.

PROPOSED STRUCTURE TREES

Most of the species of structure trees have been chosen to relate to those existing trees already present on the site.

Carpinusbetulus (Hornbeam), Fagus sylvatica (Beech), Acer pseudoplatanus (Sycamore), Sorbus aria (Whitebeam), Quercus ilex (Holm oak), Acer freemanii 'Autumn Blaze'.

PROPOSED ORNAMENTAL TREES

The ornamental trees in closer proximity to the building are generally of a uniform shape and offer varying colour and structure in their leaves and stems. Betula nigra will be used within the wider swales because of their resilience to both wet and dry conditions.

Betula Jacquemontii (Birch), Betula 'Edinburgh', Betula nigra (River Birch), Pyrus 'Chanticleer', Acer campestre 'Elsrijk', Platinus x hispanica - pollarded, Prunus serrula

The parking around the hotel has been distributed to allow locations and spaces to maximise the opportunities for both mitigating landscape features and planting which will create enhance the visual appearance and usability of the external spaces.

this

LANDSCAPE **SUMMARY**

HARD SURFACES

A paved surface skirts the hotel with a bespoke pattern proposed at both the main entrance and the terrace. This will provide interest and reflect a style of design that was prominent in the 1920's - 1930's

The materials have been chosen to reflect and complement brick and metal cladding. Edge materials will be used to tie together a selected palate of blocks and more extensive resin bound surfacing.

CAR PARK AND PAVING DESIGN

Frontage spaces are generous and offer car display opportunities which is an important aspect for Bicester Heritage. Theses spaces would all be paved with porous block paving.

An open green space in front of the hotel will have a slightly raised, reinforced grass, route which will also allow car display. This will only be accessed on event days. All of the carpark spaces around that green space will also be paved with porous block paving.

As the parking moves away from the hotel extensive grasscrete paving is introduced. This will be porous and will reduce the visual impact of the spaces when not in use. This is particularly pertinent in northern carpark where the furthest block of parking has both grasscrete type surfaces for both parking and roadways.

Swales will be used as an integral part of the drainage design. Wide landscape strips have been incorporated into the layout to facilitate





In terms of the impacts on the local landscape the effect is considered to be locally significant, however this conclusion must be balanced by the larger picture considering the site's future and the continuing use of the airfield within an appropriate use and context. Also key to the assessment is the impact on the historic landscape which has been analysed in detail within the Heritage Impact Statement and has found there to be no significant harm resulting from this proposal. The proposal will help secure the preservation of the valued features of the former air base and will benefit their restoration. The communal 'place memory' of the site will be preserved through the continued use of the site and its buildings and the new development will make the site more accessible to the public which will add to this 'place memory' with new memories being facilitated. The process of opening up the site more to the public will provide opportunities for improved appreciation of the site with views within the site and across the airfield from the hotel and from the historic structure of the former watch tower.

VISUAL IMPACT ASSESSMENT

In visual terms receptors considered to have any significant impact are generally those within a 1km radius of the site. The more remote views that were identified from the site visit were in excess of this and in fact beyond the radius of the defined study area.

Within the site itself views are sensitive, being within the setting to the Conservation Area and including numerous listed buildings and scheduled monuments. There will be a major change to some views. for example from the former Control Tower. However, the hotel is not out of scale with the other 'waterfront' hangars and is orientated on the same building line as one of the hangars. The new building will not compete visually with these historic structures and the materials used for the new hotel will be sensitive to those already used within the site.

In the round, taking account of the existing and future uses and context of the site, the visual impact is considered to be acceptable. In time the new planting around the new hotel will provide a maturity and setting to the building and it is considered that the hotel will be assimilated successfully into this historic site.

LANDSCAPE **VISUAL IMPACT** ASSESSMENT

LANDSCAPE IMPACT ASSESSMENT

The impacts on the wider landscape are gradually reduced as the distance increases and so from the elevated landscape to the north east and east the impact is Moderate.

Local views from the Buckingham Road and some houses near to the road would experience a significant adverse impact in the view, however this would be mitigated in the medium to longer term by the establishment of strategic rows of tree planting within the site that would break up the mass of the building and help to screen the views.



06 **PROPOSED LAYOUTS**



PROPOSED GROUND FLOOR



PROPOSED GROUND

10

20

Scale 1:500 @A3



BICESTER

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05 PROPOSED DRAWINGS

PROPOSED **UPPER FLOORS**

Hotel Guestrooms Back of house/Service Aparthotel Studio aparthotel units- 30m2 1-bed aparthotel units- 41m2 Back of House/Service

10

20

Scale 1:500 @A3



LEVEL	HOTEL	APARTHOTEL	PROPOSED GROSS INTERNAL AREA (GIA- m ²⁾	PROPOSED GROSS EXTERNAL AREA (GEA- m ²⁾
GROUND FLOOR			5161	5294
FIRST FLOOR	20 (5 accessible)	20 (1 accessible)	3080	3242
SECOND FLOOR	24 (7 accessible)	24 (3 accessible)	3254	3410
THIRD FLOOR	24 (7 accessible)	24 (3 accessible)	3254	3410
FOURTH FLOOR	24 (7 accessible)	24 (3 accessible)	3254	3410
TOTAL	252 HOTEL GUESTROOMS (26 accessible to provide 10%)	92 APARTHOTEL ROOMS (10 accessible to provide 10%)	18003 m²	18766 m²



05 PROPOSED DRAWINGS







ACCESS

VEHICLES ACCESS & CIRCULATION

The main access would be located at Buckingham Road, where a new ghost island priority junction has been designed by Mode Transport Consultants to allow for a dedicated entrance to the development whilst avoiding any detrimental effect on traffic. Internally, proposed new routes adapt to the existing ones and allow for a separation of public access, servicing circulation and parking

PARKING & ELECTRIC VEHICLES

A total of 311 parking spaces are proposed, including 32 accessible spaces in the proximity of the hotel and conference centre access. Electric vehicles have been considered and five charging docks are proposed to cater for 10 parking spaces.

Along the hotel and conference centre frontage, feature car display spaces are proposed to facilitate Bicester Heritage's automobilerelated activities within the landscape and open areas. This will allow for the exhibition of classic cars and to generate a link in terms of use between the proposed hotel and rest of the technical centre.

All parking spaces have been designed to be integrated with the proposed landscape strategy, including green pavements and sustainable drainage solutions. Please refer to the Landscape and Drainage reports submitted as part of this application.

WALKING & CYCLING

A 3m wide shared pedestrian and cycle pathway will be provided along Buckingham Road. A new toucan crossing is also proposed at the end, approximately 20m south of Skimmingdish Lane. This will provide a safe crossing for pedestrians and cyclists and link with the existing shared footway/cycleway on the western side of Buckingham Road and the northbound bus stop.

A total of 24 cycle parking spaces are provided for both staff and visitors. These will be located near the main entrances and covered by the proposed canopies along the facades.

SERVICING & WASTE MANAGEMENT

Away from the hotel and aparthotel entrances and public frontages, a service bay is proposed at the south-eastern corner of the building, allowing for separate access of service and refuse vehicles. Refuse is to be collected from the dedicated refuse storage space adjacent to the servicing and delivieries access.

EMERGENCY EGRESS & EVACUATION

In the unlikely event of a fire or similar threat there will be clearly marked routes of escape from guestrooms and all public areas of the building. The different uses, including stairs, doors and escape routes will be designed to comply with the latest Part B Building Regulations allowing for full evacuation of all occupants from the building in the case of an emergency.

* Please refer to the separate Transport Statement and Travel Plan produced by Mode in support of this planning application.

INCLUSIVE DESIGN & ACCESS

Practice;

2004);

A number of documents have been referred to in order to ensure all The proposed scheme has been designed to provide accessible issues relating to inclusive design are considered, these include: entrances while providing a suitable active frontage along the facades. The external surfaces will generally be at gradients less than / Part M of the Building Regulations; 1:40 and the approach to each front entrance will be uncluttered and / Disability Discrimination Act 1995 (DDA); obvious. / Equality Act 2010; / British Standard 8300:2009 design of buildings and their The entrances to all different uses will be clear and distinct in terms approaches to meet the needs of disabled people - Code of of features and signposted. A door entry system will be useable by people with any type of disability, including wheelchair users, deaf / British Standards 9999: 2008 Code of practice for fire safety in the or hard of hearing people and people with visual impairments etc. design, management and use of buildings; Entrance doors will provide clear, open widths to facilitate easy / SPG "Accessible London: achieving an inclusive environment" (April access for wheelchair users or parents with buggies. / The Principles of Inclusive Design (CABE 2006) All entrances will have a level threshold and all entrance doors will comply with Approved Document Part M's requirements and Successful places also need to be accessible for everyone. CABE's surfaces will be slip resistant. The lighting to each entrance will document "The Principles of Inclusive Design" calls for places to be: enable the entrance to be no less obvious in hours of darkness. / inclusive, so everyone can use them safely, easily and with dignity; / responsive, taking account of what people say they need and want; **WAYFINDING & SIGNAGE** / flexible, so different people can use them in different ways;

/ convenient, so everyone can use them without too much effort or separation; / accommodating for all people, regardless of their age, gender,

mobility, ethnicity or circumstances;

/ welcoming, with no disabling barriers that might exclude some people;

/ realistic, offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all; and / understandable, everyone knows where they are and can locate their destination.

The applicant and design team are committed to providing a building that is as accessible as possible for all, including people with disabilities. We are committed to ensuring that there is no discrimination against disabled people. All parties intend to comply as fully as possible with their obligations under the Building Regulations and the Equality Act 2010.

Many of the detailed elements of the design, including for instance colour, texture and fittings, have yet to be decided and access issues regarding these will be addressed in the interior design stage where the team will ensure that all features and facilities are as accessible as possible.

All signage will be adequately lit and to avoid glare, reflective materials will be avoided. Signs will be mounted so that they are in contrast to their backgrounds and will be simple, short and easily understood. The use of standard pictograms will be used wherever possible as they are very useful for people who cannot read or whose first language is not English. All tactile signs will be embossed rather than engraved.

This development will be designed and detailed in a way which complies with the Building Regulations and will enable the management and residents to comply with their responsibilities under the Equality Act 2010.



INCLUSIVE ACCESS

ENTERING THE DEVELOPMENT

Where required on the site signs will be located in logical positions, and care will be taken that they do not project to become an obstruction or hazard, particularly to visually impaired users.

CONCLUSION

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