



Oxford Technology Park:

Reserved Matters Planning Application
Design and Access Statement
July 2017

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01 | Introduction

1.1 Statement Overview

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

The site has the benefit of an outline consent dated 10th October 2016, from an original committee decision granting a resolution for approval on the 17th December 2015. In addition there site has received consent for a variation of conditions dated 5th June 2017 (Ref:17/00559/F) and a discharge of conditions relating to the site wide information (Ref: 16/00533/DISC)

The outline application included much of the detail repeated here in the reserved matters application and is the same proposal in overall size, scale and materials proposed.

The land lies between two business based employment areas, to the north and east of the site, with Campsfield Detention Centre to the east, and is 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:

- **Unit 1 - B1a Offices - Total – 3,796m² (GIA)**
- **Unit 3 - B1b Research & Development - Total – 2,779m² (GIA)**

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, outlining the project brief.
- Section 2.0 is conducts a contextual site analysis, outlining site constraints.
- Section 3.0 is an evaluation of the key principles considered in the design stage, including design brief, site constraints and opportunities, design principles and a description of the scheme evolution.
- Section 4.0 discusses the design evolution of the scheme.
- Section 5.0 discusses the development proposals of the proposed design, covering proposed: usage, amount, layout, scale & massing, appearance and landscaping.
- Section 6.0 outlines the vehicular and pedestrian access to and around the site.
- Section 7.0 covers the project’s sustainability principles.
- Section 8.0 discusses the envisaged crime prevention measures.

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



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.

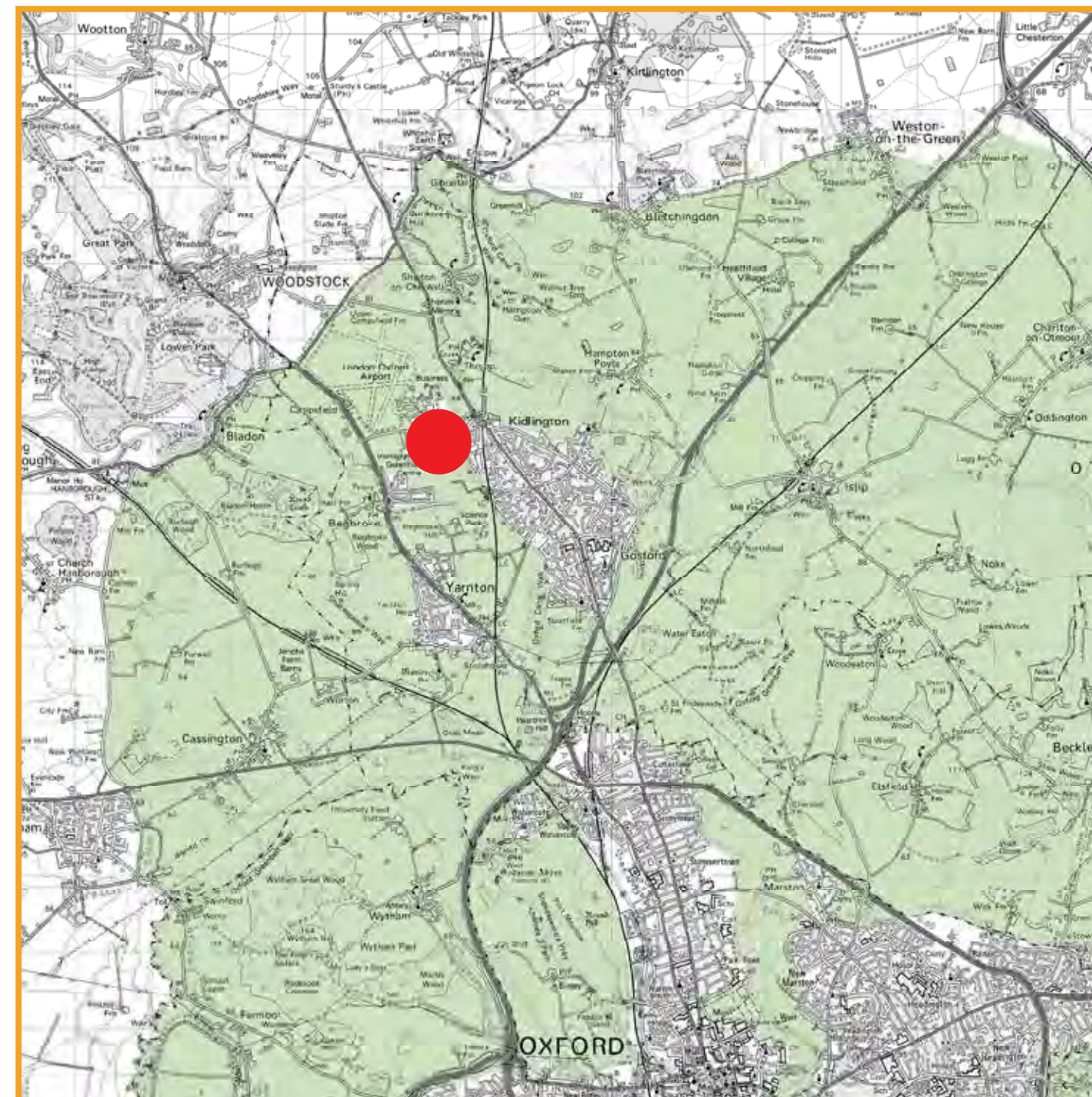
In this context, the Framework (para.7) identifies three dimensions to sustainable development: economic, social and environmental which should be sought jointly and simultaneously through the planning system. Within the overarching roles that the planning system ought to play, a set of core planning 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, adopted in July 2015, 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 and it proposes the allocation of Oxford Technology Park, now with the benefit of outline planning permission.



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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 Spire Business Park lie to the north of Langford Lane, and new large hangar buildings have recently been built parallel to Langford Lane.

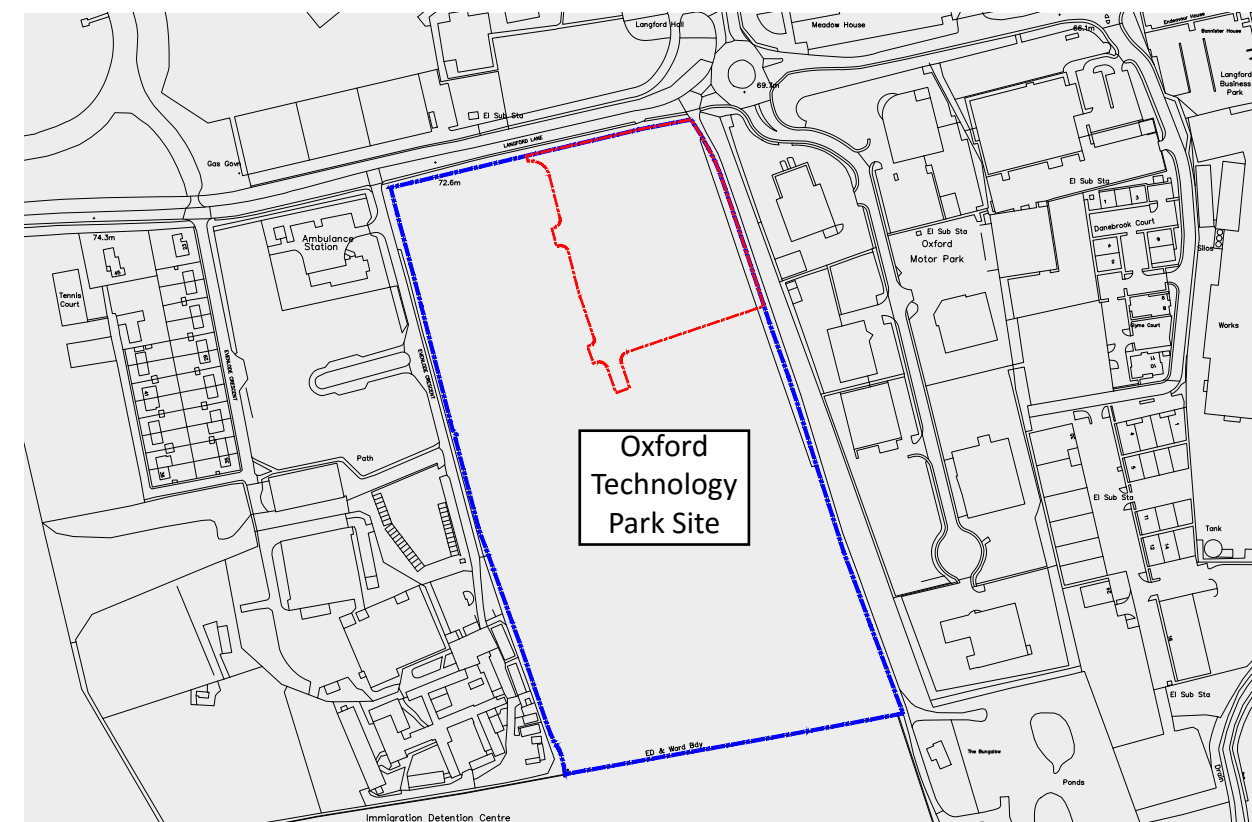


Site Location - Immediate Context

Site Location - Wider Context



Site Location - Local Context



Red Line Application Boundary

03 | Site Appraisal



3.2 Existing Site Photos

The existing photographs shown below were taken from Evenlode Cres to the West of the site, Langford Ln to the North and Oxford Motor Park to the East.



Key Plan



04 | Evolution of Key Principles



4.1 Scheme Evolution

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, including a degree of scale at this gateway.

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.

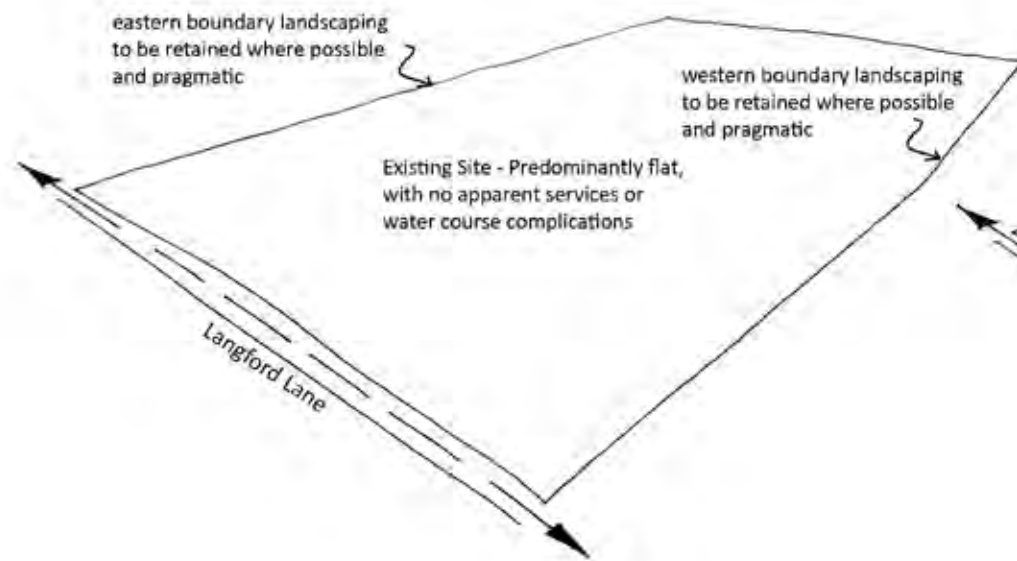
By looking at the detail development of the overall scheme, pockets of landscaping have been established at strategic points, with the water feature at the southern end of the central access road, being the most noticeable. The subsequent detailing of the individual units breaks each façade up to give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



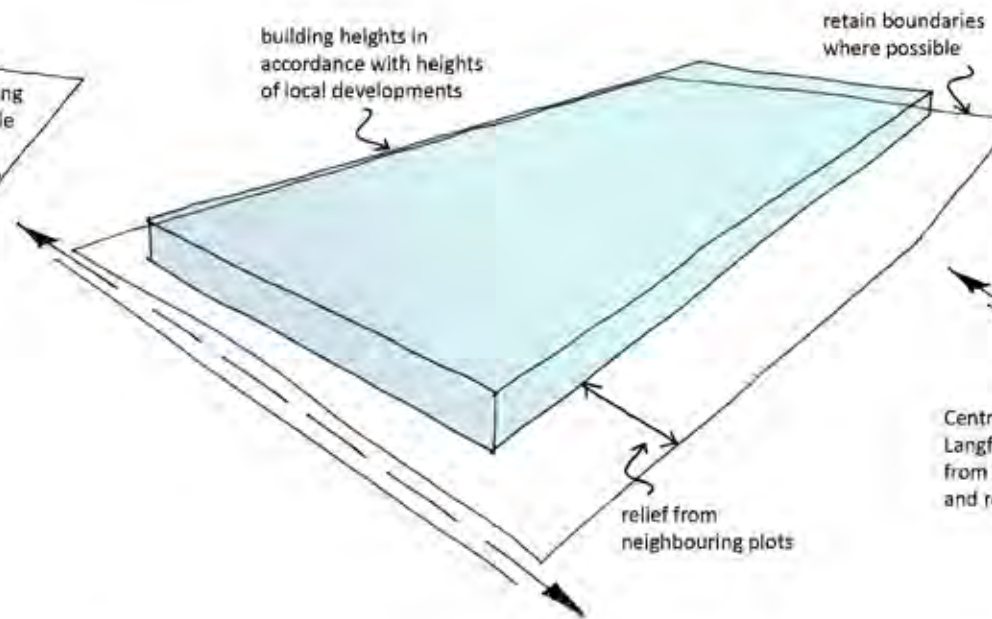
04 | Evolution of Key Principles

4.1 Scheme Evolution

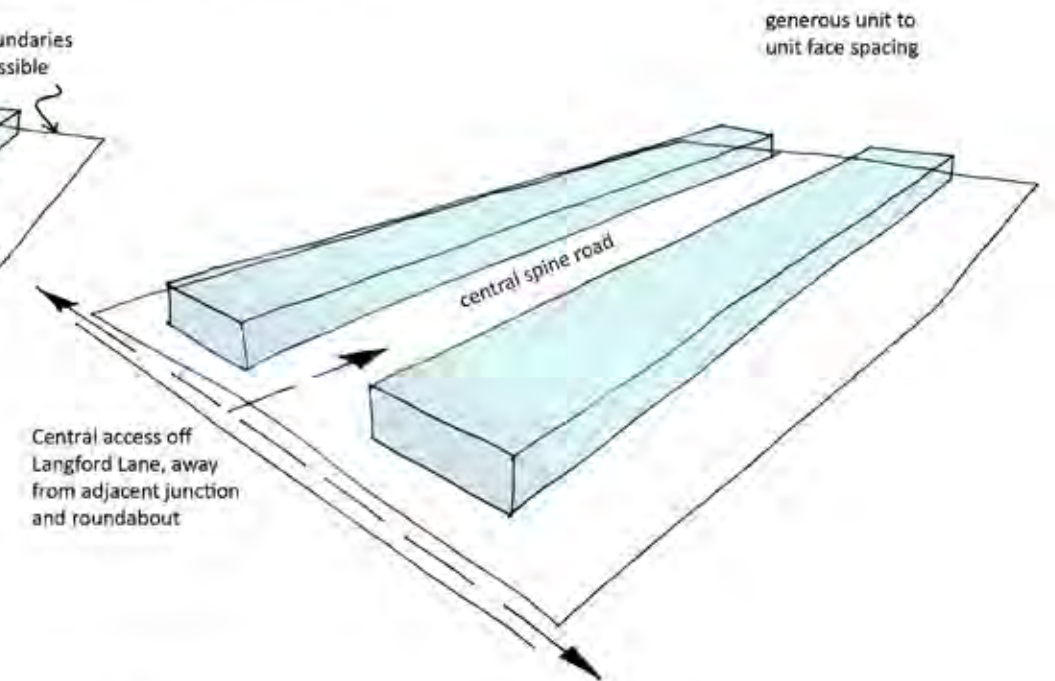
Existing Site Parameters 1/6



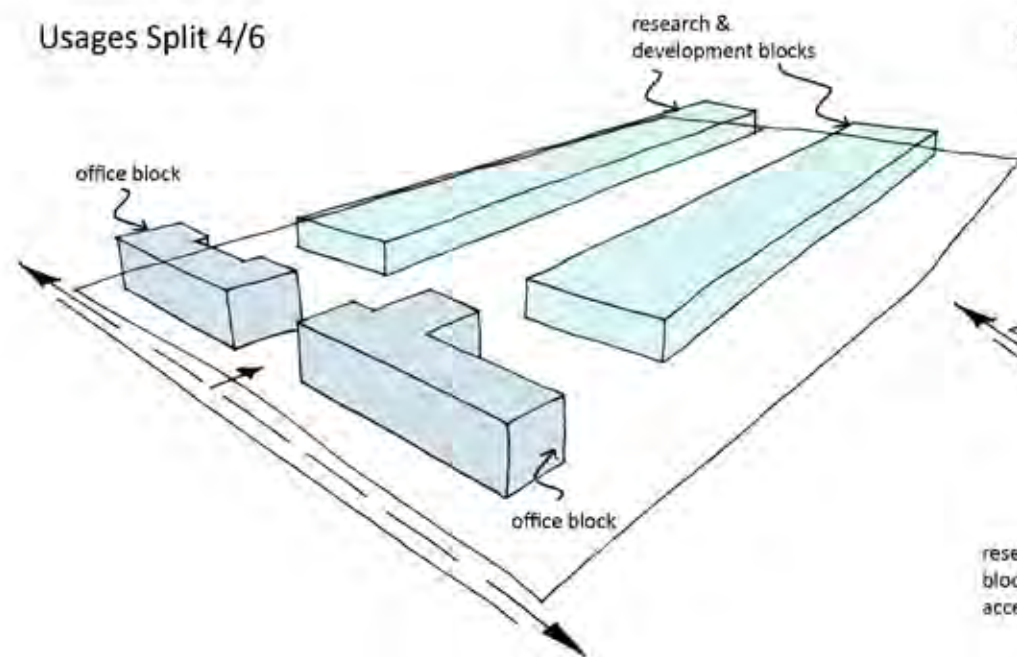
Initial Massing 2/6



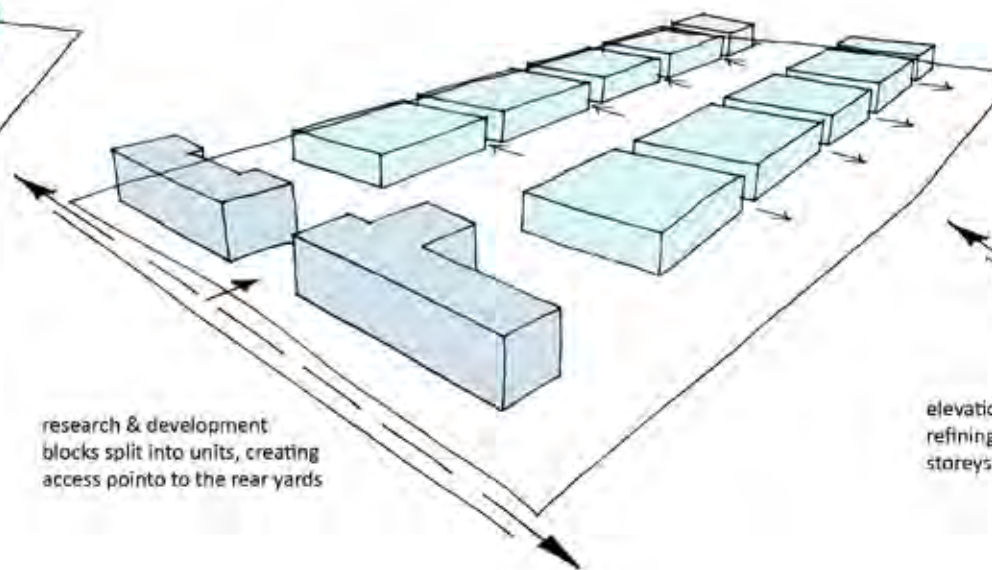
Central Access Core 3/6



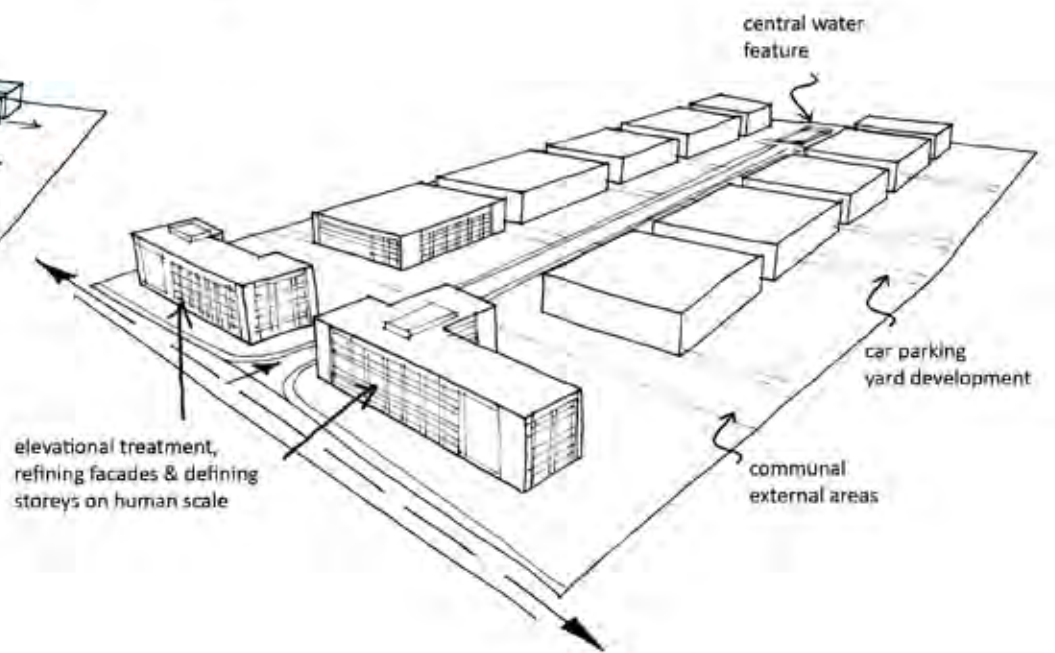
Usages Split 4/6



Block Subdivision 5/6

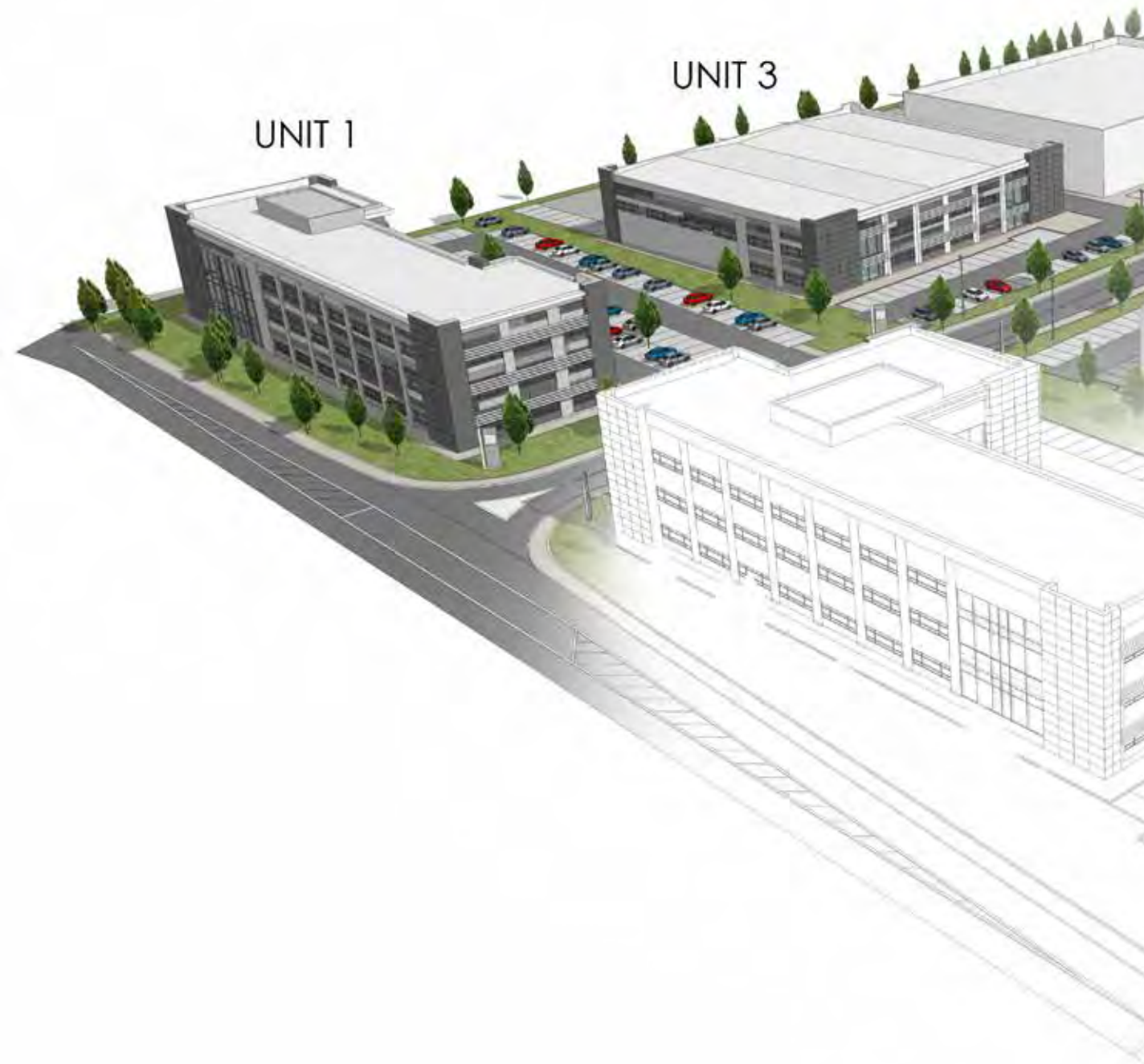


Detail 6/6



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

04 | Evolution of Key Principles



4.2 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 around 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.

Character

To create attractive, self-contained and functional buildings with their own identity, which relate well to the neighbouring context.

Quality of the External Realm

To create a place that operates efficiently and safely for loading and service access with safe and welcoming areas for personnel.

Scale, Height & Massing

To create buildings whose scale and size relate to one another and their surroundings and are appropriate for their function. Attention should be given to breaking up large facades and to making references to human scale.

Appearance

To create an attractive consistent appearance, by using appropriate materials for the usage and building type, which are robust and will not deteriorate.

Functionality

To provide a building which will meet the long term needs of the occupier for running an efficient and successful business.

Standards

To meet the appropriate standards of safety, accessibility, energy efficiency and institutional standards.

Orientation

Ensure the building provides an appropriate frontage to the access road (Langford Lane) and internal estate roads allowing visitors, staff and lorry drivers a clear orientation reference point on arrival.

Access

To provide a primary and secondary access point into site from the improved Langford Lane infrastructure, allowing segregation of movement between cars, vans, cyclists and pedestrians entering the individual plots, thus increasing safety, in and around the development.

Movement

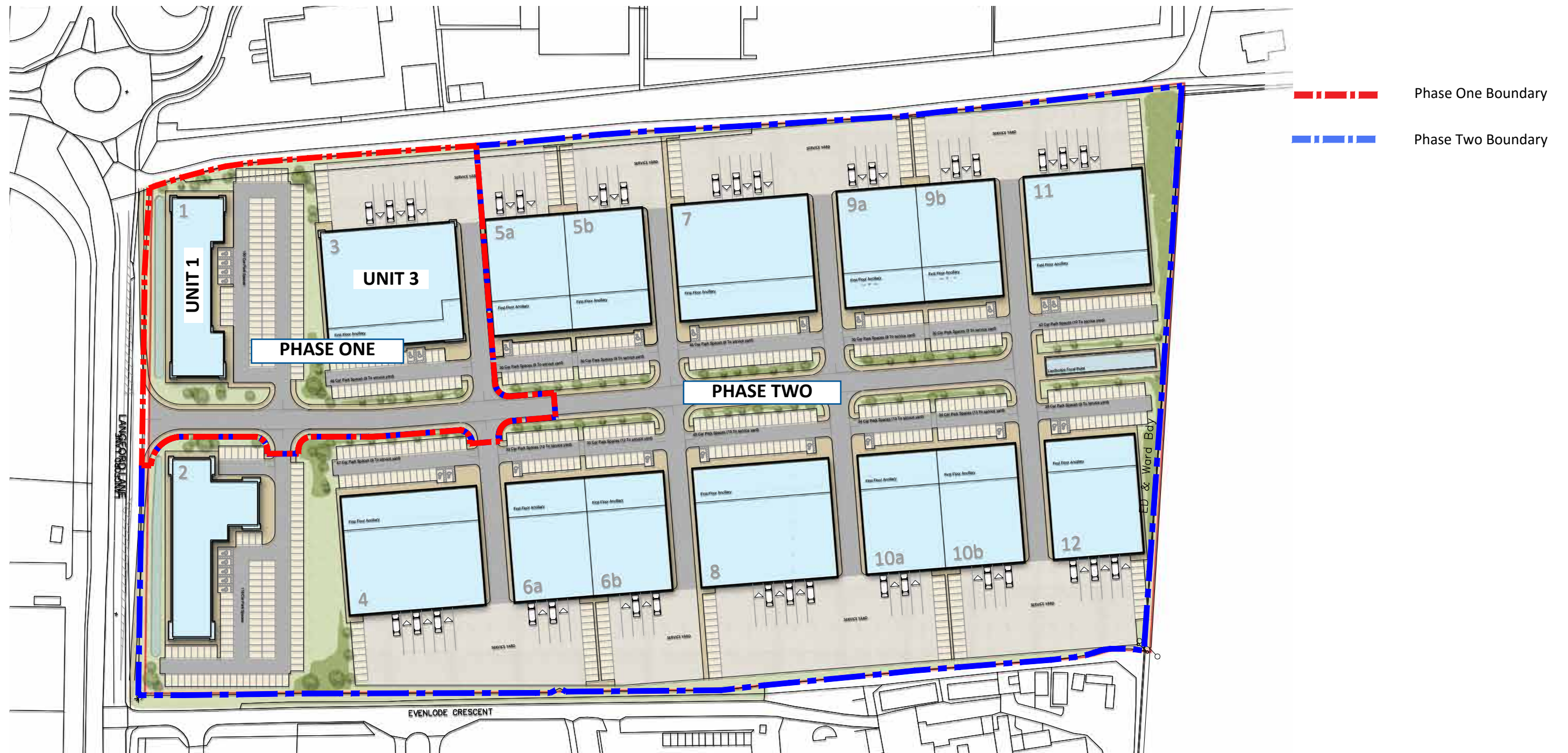
Provide a clear, legible and segregated vehicular movement strategy incorporating all road entrances, loading and vehicular parking areas. This will provide efficient movement patterns for vehicles, improving efficiency for the individual occupiers whilst also retaining large flexible developable area on which to locate the buildings.

View of the Site

Ensure prominent building elevations are suitably treated to include appropriate materials & sensitive landscape treatment.

04 | Evolution of Key Principles

4.3 Proposed Phasing Plan



05 | Development Proposals

4.4 Development Parameters Masterplan



Key	
1	Office Unit
2	Unit
3	Ancillary Office
4	Storage/Service Yard
5	Car Parking
6	Cycle Shelters
7	Car Access
8	Storage/Service Yard Access
9	Overall Site Access



05 | Development Proposals

5.1 Use - Unit 1

The use applied for within the application for Unit 1 is B1a.

The following functions will be provided:

- 3 storey offices.
- Plant area
- Grade level car parking
- Cycle/motorcycle storage
- Waste refuge area

Schedule of Accommodation - GIA

Unit 1

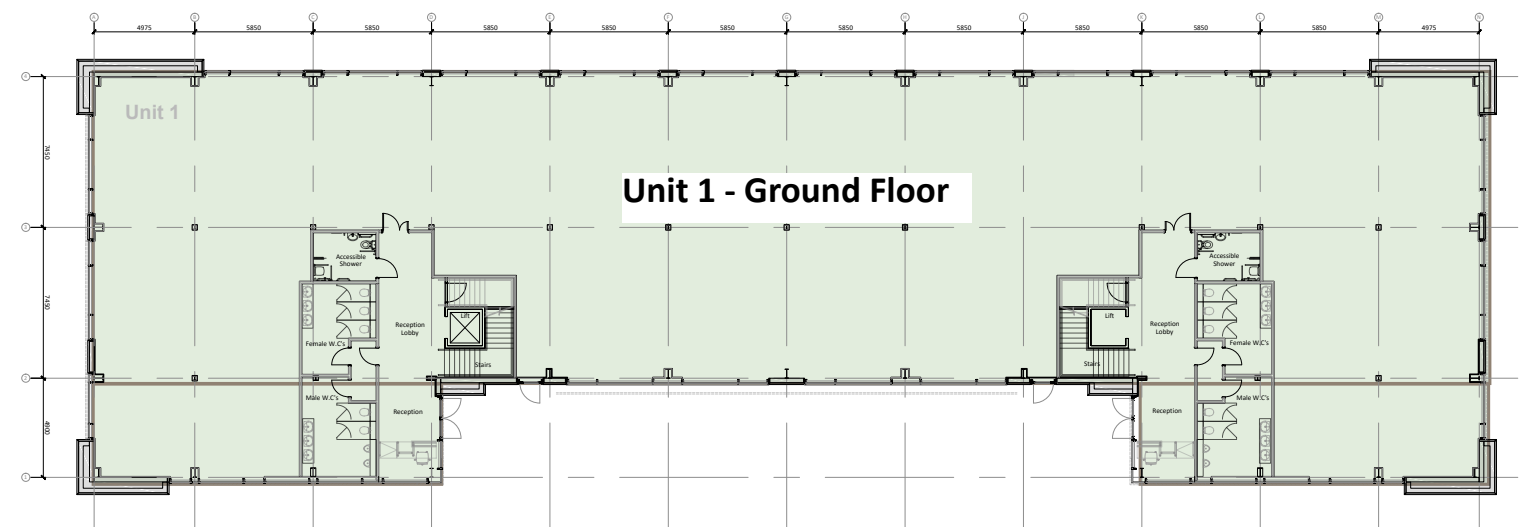
Office (3 Storey)	- 3,796m ²	(40,860 sq ft)
Car Parking	- 100	

5.2 Amount - Unit 1

The proposed unit comprises a steel-framed, three storey office unit which is sized to suit the operational requirements of a future office occupier. The application seeks to provide 3,796m² of office floor area. Significant space is provided around the building for a parking and soft landscaping scheme to be implemented. The size of the unit is borne out of the dimensions of modern office design allowing the floor plates to be subdivided where possible. The landscaping scheme enhances the general neighbourhood within and around the site.

In terms of Gross External Area, the unit equates to 4,089m².

The proposed site layout submitted as part of this application confirms the proposed floor areas as listed in the schedule of accommodation.



05 | Development Proposals

5.1 Use - Unit 3

The design principles of the R&D/production units are based on efficiency and operation, wherein one or both of the longer elevations are utilised for inbound and outbound loading and access to plant and storage yards. Within these long yard facing elevations, the usage of internal floor space is then predetermined as marshalling (temporary storage), a circulation zone to access fitted out areas such as intensive laboratories; production space; R&D as well as storage. Given the requirement for functionality and performance optimisation of these multi purpose building types, rectangular forms with an approximate ratio of 2:1, are the predominant building footprint for Class B, including high tech developments.



This section describes the process of design and how it has been informed by section 4, in order to define those constraints that restrict the site's redevelopment and identify the opportunities and options for development.

The use applied for within the outline application was B1b/B2/B8. In proposing this, we are mindful that occupiers may require a 24-hour operation, to provide flexibility and efficiency.

The following ancillary functions will be provided:

- First floor inboard offices and meeting rooms. Ability to include lighter weight R&D, conference rooms, etc.
- Secure service yard and parking, with ability to accommodate plant and equipment.
- Grade level car parking
- Cycle/motorcycle storage
- Waste refuge area

Schedule of Accommodation - Unit 3

	Net Main Space	- 2,315m²	(24,919sq ft)
	Office (1F)	- 464m²	(4,994 sq ft)
Total Area		- 2,779m²	(29,913 sq ft)
Level Access		- 3	
Car Parking		- 46	

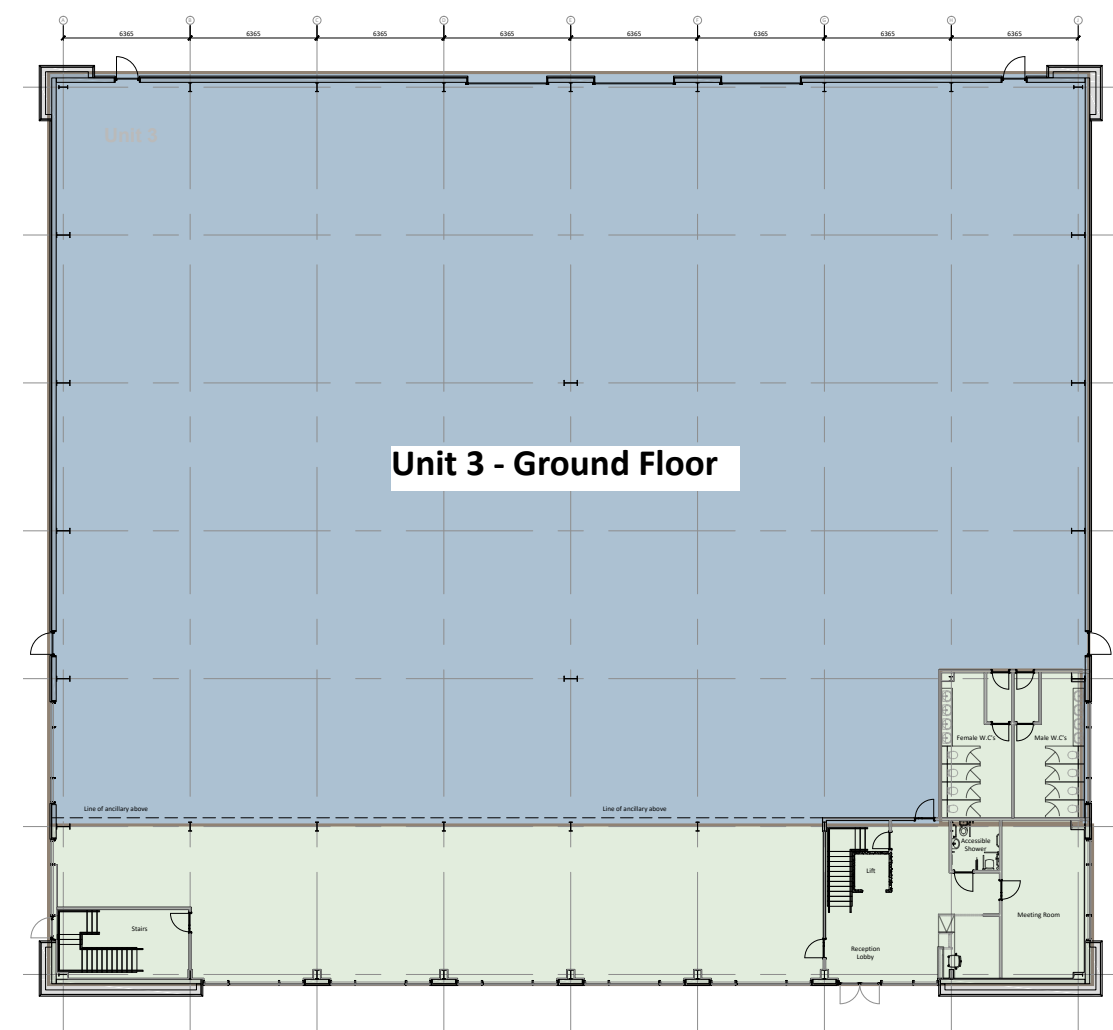
5.2 Amount - Unit 3

The proposed unit comprises a steel-framed, single storey unit which is sized to suit a variety of operational requirements and fitted out for specific purposes of a future High Tech /R&D or life science related occupier. The application seeks to provide 2,315m² of main floor area to be fitted out for specific requirements, in addition to a minimum of 464m² of ancillary first storey office accommodation. Space is provided around the building for necessary loading manoeuvres, parking and soft landscaping scheme to be implemented. The sizes of these areas are borne out of the dimensions of modern articulated vehicles and their turning circles and the need for externally located plant, attenuated where necessary. Whilst the landscaping scheme enhances the general neighbourhood within and around the site.

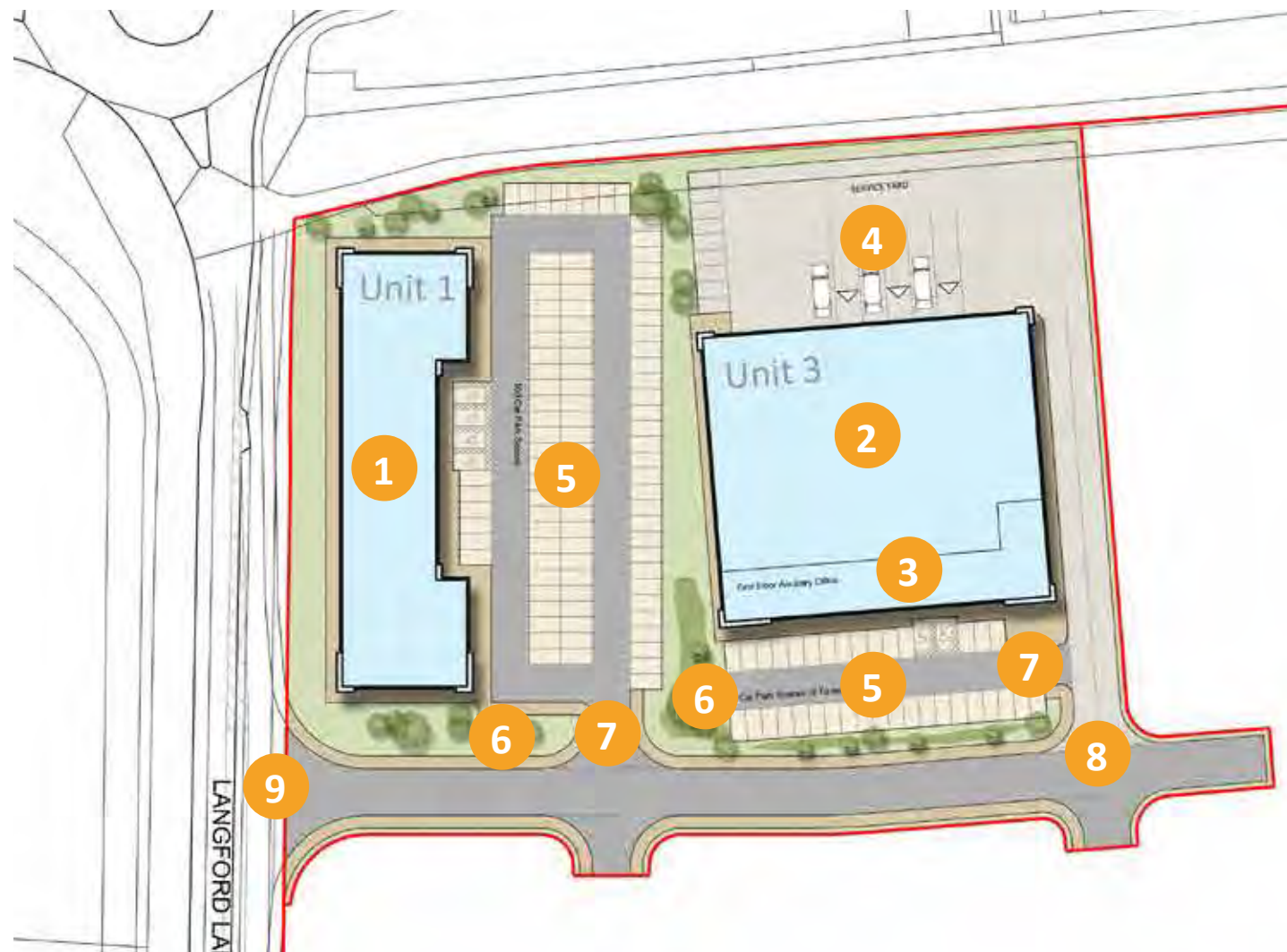
In terms of Gross External Area, the unit equates to 2,909 m².

Articulated lorries may be part of the more industrial components of R&D and these would back into buildings using level access doors to allow easy transfer of goods. There is no change in floor level between the access and storage yard and the internal slab of the main production space with level access doors to the east side of the unit. The yards are an important element of the production activities, and may also be used for short-term storage.

The proposed site layout submitted as part of this application confirms the proposed floor areas as listed in the schedule of accommodation.



05 | Development Proposals



5.3 Layout

The proposed site layout is illustrated on UMC Architects Planning drawing 13045_RM1031

The following points have been considered in the configuration of the layout.

- Access and maneuverability
- Site Parking
- Loading Capacity
- Development Frontage
- Overall Masterplan

The layout has been designed to make effective use of the site whilst not impacting or restricting the development of the rest of the masterplan. The layout has been designed to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development. Parking for 146 cars is provided through the use of a grade level car park which includes 7 accessible parking spaces positioned within close proximity of the office entrance. Inclusive access throughout the site is achieved, where applicable, with 2m wide paths leading pedestrians from the car park to the offices. Access into the site is sufficient for both disabled and able-bodied pedestrians.

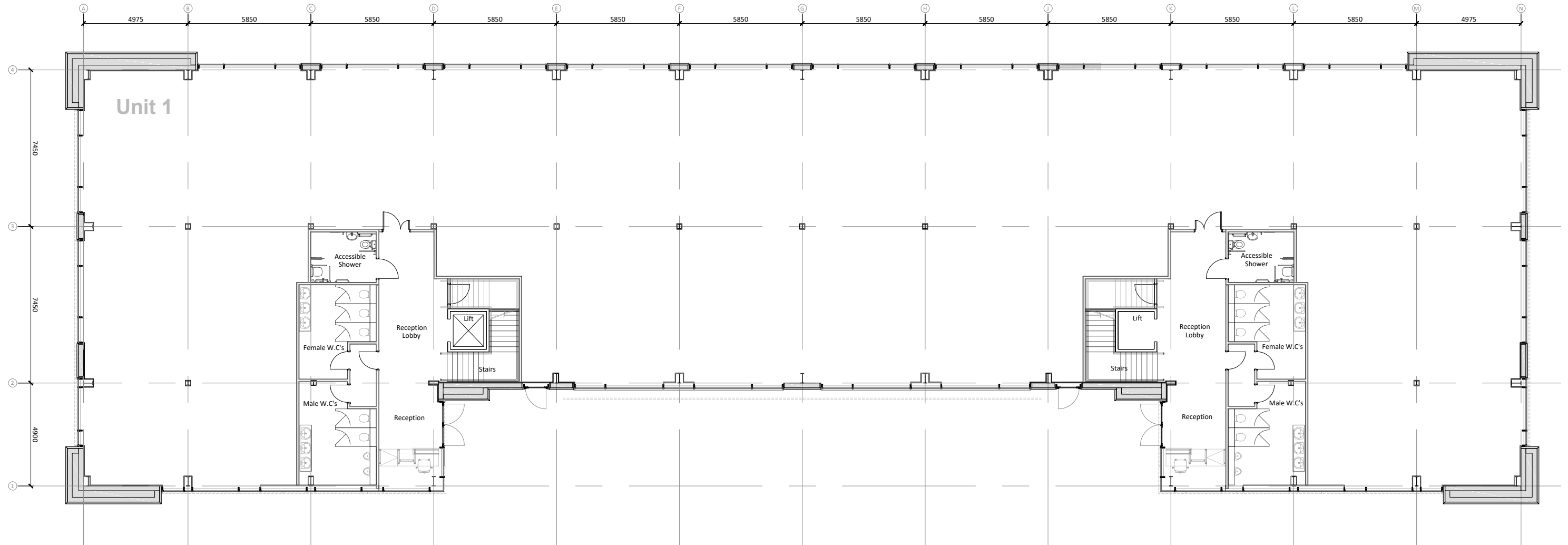
A storage yard has been created on the eastern sides of Unit 3. These allow sufficient circulation, parking and vehicle loading for 3 level access doors. The storage yards are set out with a depth of 30m, sufficient to accommodate the full vehicle turning circle.

A first floor inboard ancillary office is positioned on the west elevation and overlooks the car parking arrangement for unit 3. The office is primarily twin aspect affording views into the main production space whilst benefitting from overlooking the car park. They are positioned with close proximity to the main car parking area with the proportions of this element helping breakdown the mass of the building, providing a human scale and creating architectural interest.

Key	
1	Office Unit
2	Industrial Unit
3	Ancillary Office
4	Service Yard
5	Car Parking
6	Cycle Shelters
7	Car Access
8	Storage Yard Access
9	Overall Site Access

05 | Development Proposals

5.3 Layout - Unit 1 Ground Floor Layout



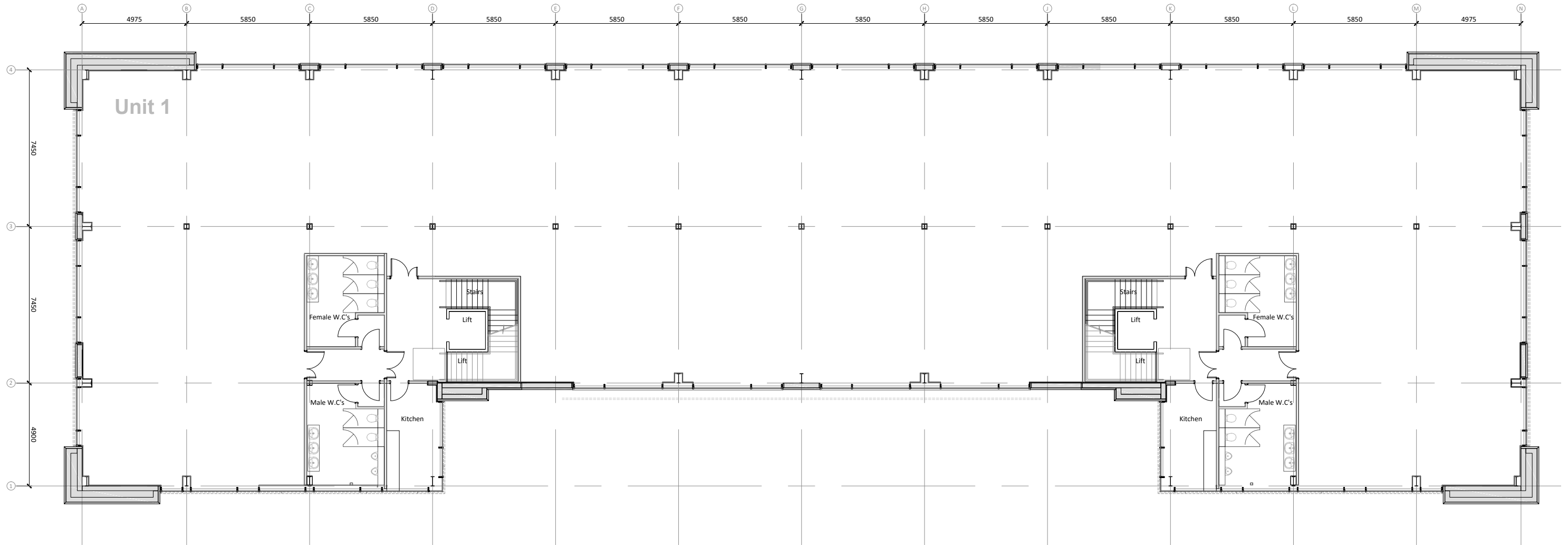
Unit 1 Ground Floor Plan FFL +0.000

Area Schedule

GIA		
Ground Floor Offices	1176m ²	12,660 sq ft
First Floor Offices	1176m ²	12,660 sq ft
Second Floor Offices	1176m ²	12,660 sq ft
Plant Deck	268m ²	2,893 sq ft
Total	3,796m²	40,873 sq ft

05 | Development Proposals

5.3 Layout - Unit 1 First Floor Layout



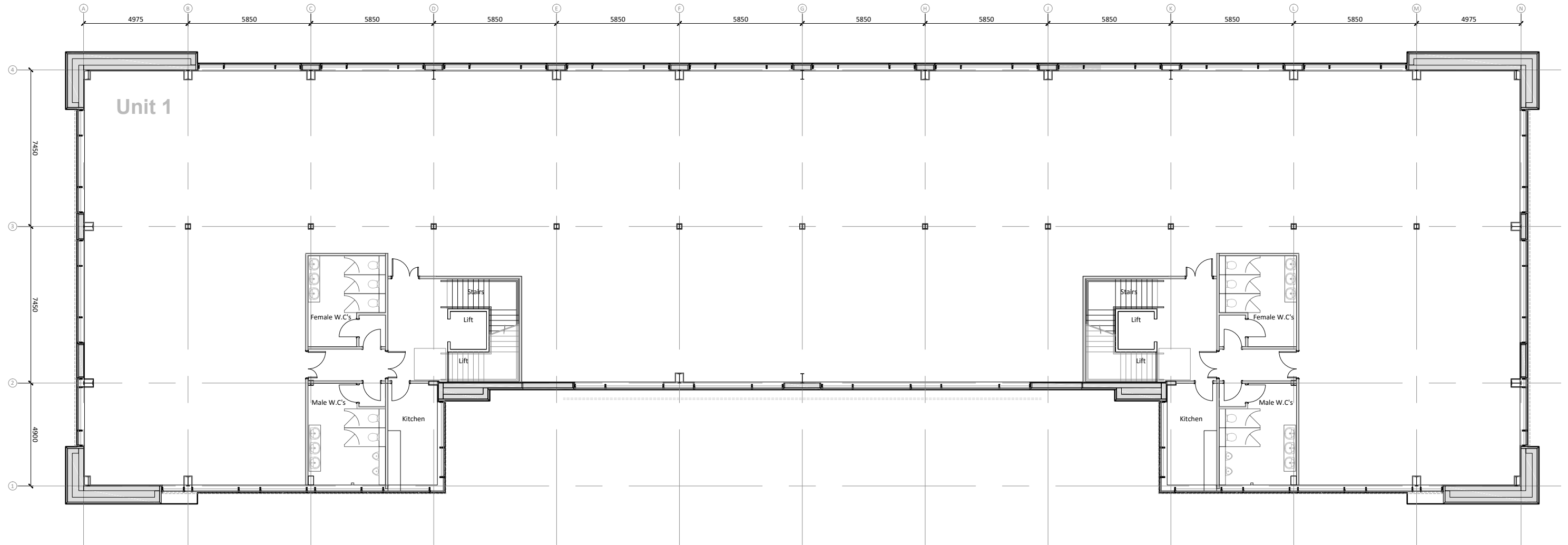
Unit 1 First Floor Plan FFL +4.200

Area Schedule

GIA		
Ground Floor Offices	1176m ²	12,660 sq ft
First Floor Offices	1176m ²	12,660 sq ft
Second Floor Offices	1176m ²	12,660 sq ft
Plant Deck	268m ²	2,893 sq ft
Total	3,796m²	40,873 sq ft

05 | Development Proposals

5.3 Layout - Unit 1 Second Floor Layout



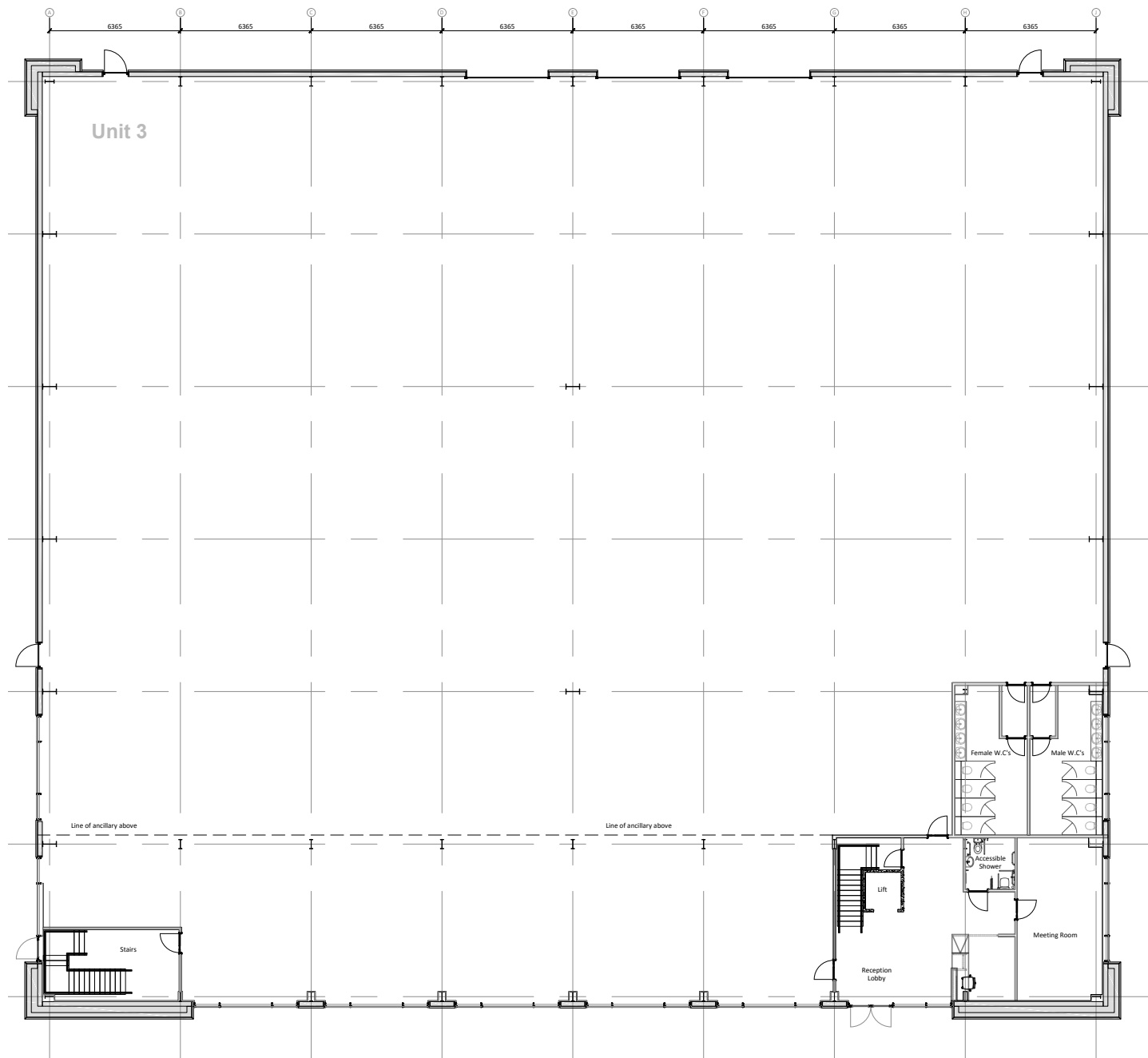
Unit 1 Second Floor Plan FFL +8.400

Area Schedule

GIA		
Ground Floor Offices	1176m ²	12,660 sq ft
First Floor Offices	1176m ²	12,660 sq ft
Second Floor Offices	1176m ²	12,660 sq ft
Plant Deck	268m ²	2,893 sq ft
Total	3,796m²	40,873 sq ft

05 | Development Proposals

5.3 Layout - Unit 3 Building Layouts



Unit 3 - Ground Floor Plan



Unit 3 - First Floor Plan

05 | Development Proposals

5.4 Scale - Unit 1

Unit 1 is a 3 storey office unit with a floor to floor height of 4200mm. The overall height to top of plant deck is 16,400mm above finished floor level

5.4 Scale - Unit 3

Unit 3 is a single storey industrial unit with 8m clear internal height. The overall height to top of parapet is 11,100mm above finished floor level



05 | Development Proposals

5.10 Proposed Appearance

It is intended that the elevations for Unit 1 & 3 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 unit 1 & 3 is illustrated on the individual plot elevation drawings.

The proposed development represents a high quality development that integrates as far as possible with the surrounding context. The use of contemporary industrial detailing create simple forms and rooflines, and aligns with the architectural language of Units 1 & 3.

The proposed elevations are illustrated on UMC Architects Planning drawing 13045_RM1006 & 13045_RM1025.

The underlying principle of the proposed design is to provide a buildings that offer architectural character, while adding quality and aesthetic enhancement to the immediate vicinity. Colours will be a mainly neutral in palette , with the use of a range of grey cladding panels and glazing. Flashings and trims will be in darker colours to provide punctuation and accents to the main areas of cladding with the roof in a standard light grey. Windows will have an Anthracite (Dark Grey) frames with anti-sun glazing.

The buildings are designed to provide a positive aspect when viewed from Langford Lane with the design of the three storey office providing vital frontage to the development and provides an attractive and varied elevation. The use of varying cladding profiles, colours and metallic coatings along with full height glazing raise the aesthetic quality and serve to break down the overall uniformity of the warehouse design whilst offering excellent longevity and durability.

The vertical and horizontal cladding elements are designed to correspond to joints in the cladding panels, reinforcing a modular aesthetic. The colour palette helps to give the overall building forms a more horizontal emphasis, when viewed from a distance.

Roofs:

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 roof to units 1 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.

The overall elevational concept is 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.

Illustrative View from Langford Lane (Eastern approach)



05 | Development Proposals

5.11 Illustrative Office Elevations



North Elevation 1:200 @ A1



West Elevation 1:200 @ A1



South Elevation 1:200 @ A1



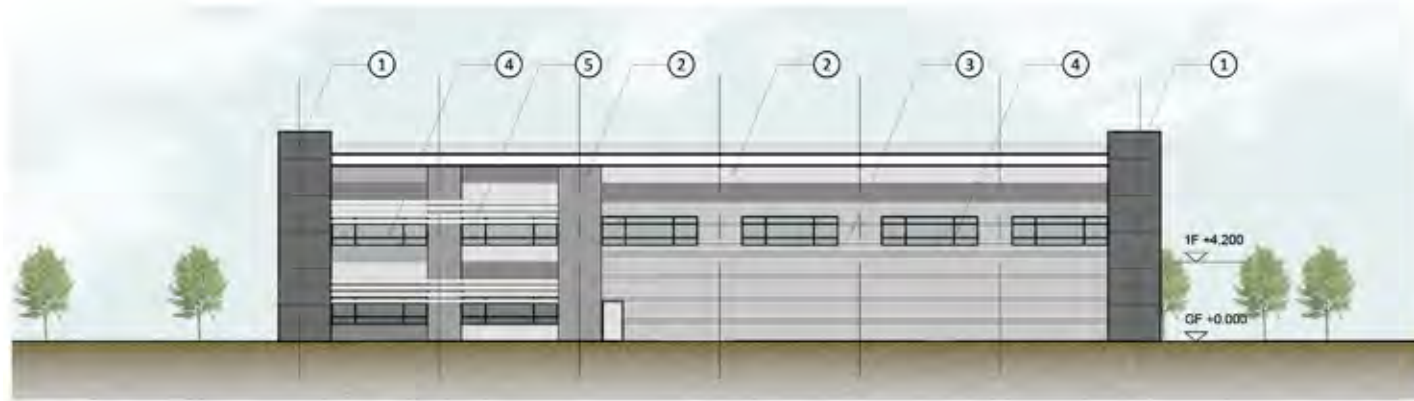
East Elevation 1:200 @ A1

Materials Key:

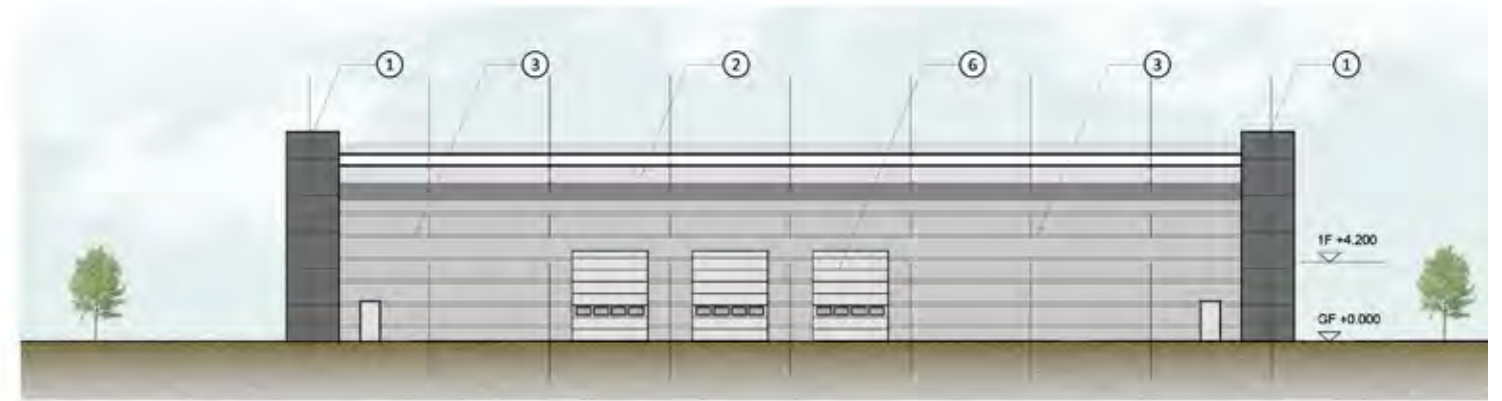
- ① Glass fibre reinforced concrete (or similar) cladding, colour to be dark grey.
- ② Kingspan (or similar) insulated Flat Panel cladding system with preformed corners, colours to be agreed.
- ③ Kingspan Long Span (or similar) Louvre profile insulated wall panel, colour to be agreed.
- ④ Fully thermally broken, polyester powder coated aluminium window system complete with factory sealed double glazed units, spandrel panels are to be Pilkington Spandrel Bronzed 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.

05 | Development Proposals

Illustrative Office Elevations



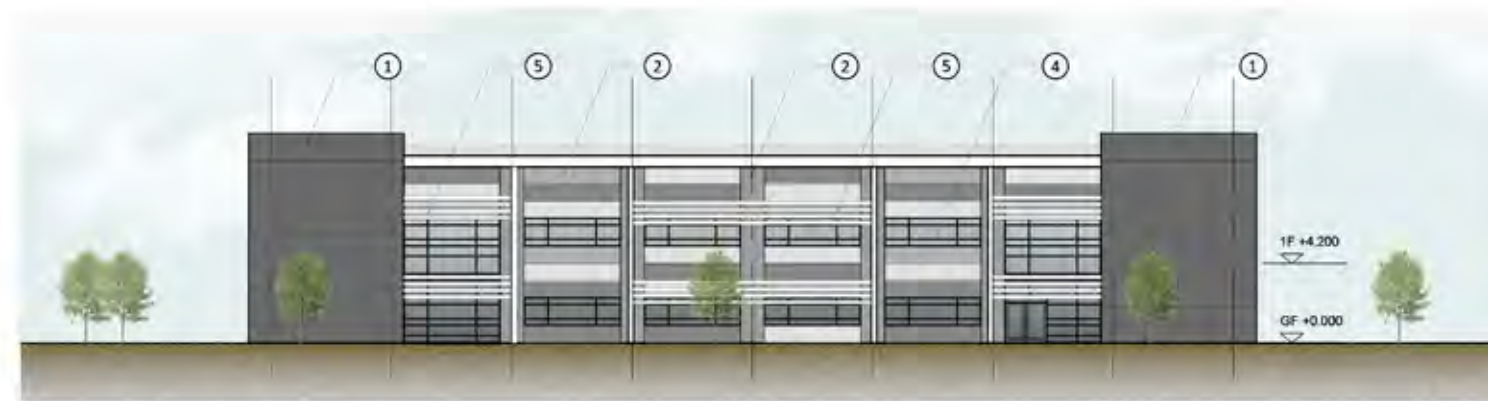
South Elevation 1:200 @ A1



East Elevation 1:200 @ A1



North Elevation 1:200 @ A1



West 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 Box Profile (or similar) 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, colours to be agreed.
- ⑥ Colour coated insulated vertical shutter doors, colour to be agreed.

05 | Development Proposals

5.12 Illustrative Eye Level Perspective of Unit 1



05 | Development Proposals

5.13 Illustrative Eye Level Perspective of Unit 3



05 | Development Proposals

5.16 Proposed Soft Landscaping

Implementation for Soft Landscape Works:

Generally, the works will be implemented at the earliest opportunity after the completion of all construction works.

Bare root whips and transplants, including feathers, will be planted in the first dormant season following the completion of all construction works.

Emorsgate Flowering Lawn Mixture and Meadow Mixture for Wetlands to be sown in first autumn or spring following completion of all construction works.

All planting works shall be in accordance with the Specification.

Implementation for Soft Landscape Works:

General maintenance shall include regular watering, weeding, pruning, removal of litter from planted areas, repair of minor washouts and other horticultural operations necessary for the proper growth of the plants and for keeping the landscape areas neat in appearance.

No chemical weed killer, insecticide or fungicide shall be allowed in the first year, or subsequent 4 years of maintenance.

No strimmer shall be used within 1m of the base of any tree unless a suitable guard is in place.



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.

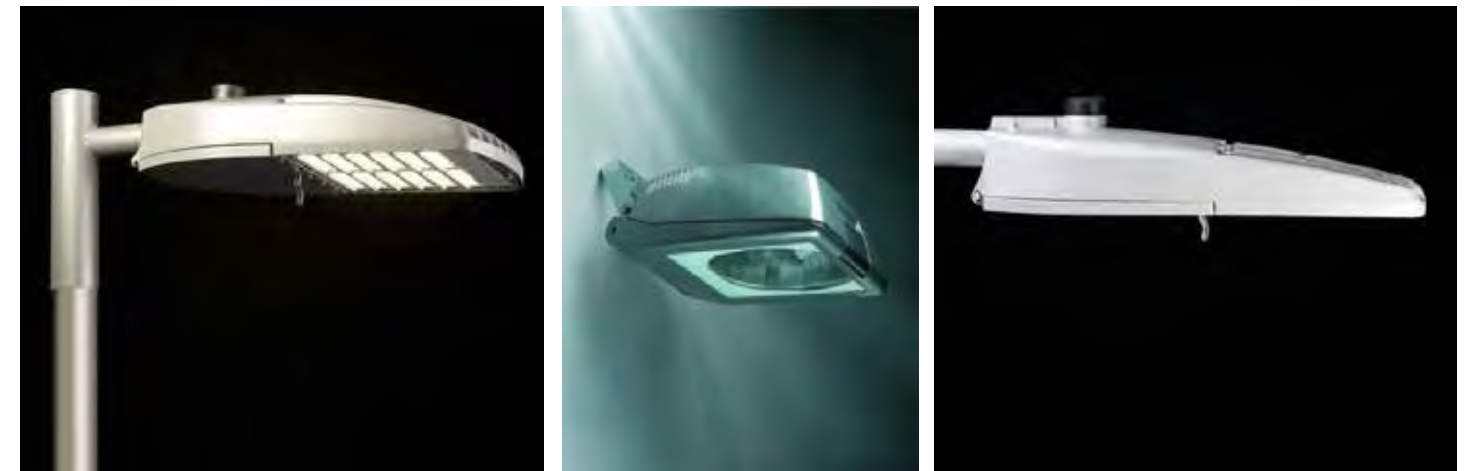
The new lighting design will satisfy all statutory requirements including the Chartered Institution of Building Services Engineers “CIBSE” technical lighting guides.

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. The lighting along the site boundaries shall be directed inwards, towards the proposed building.

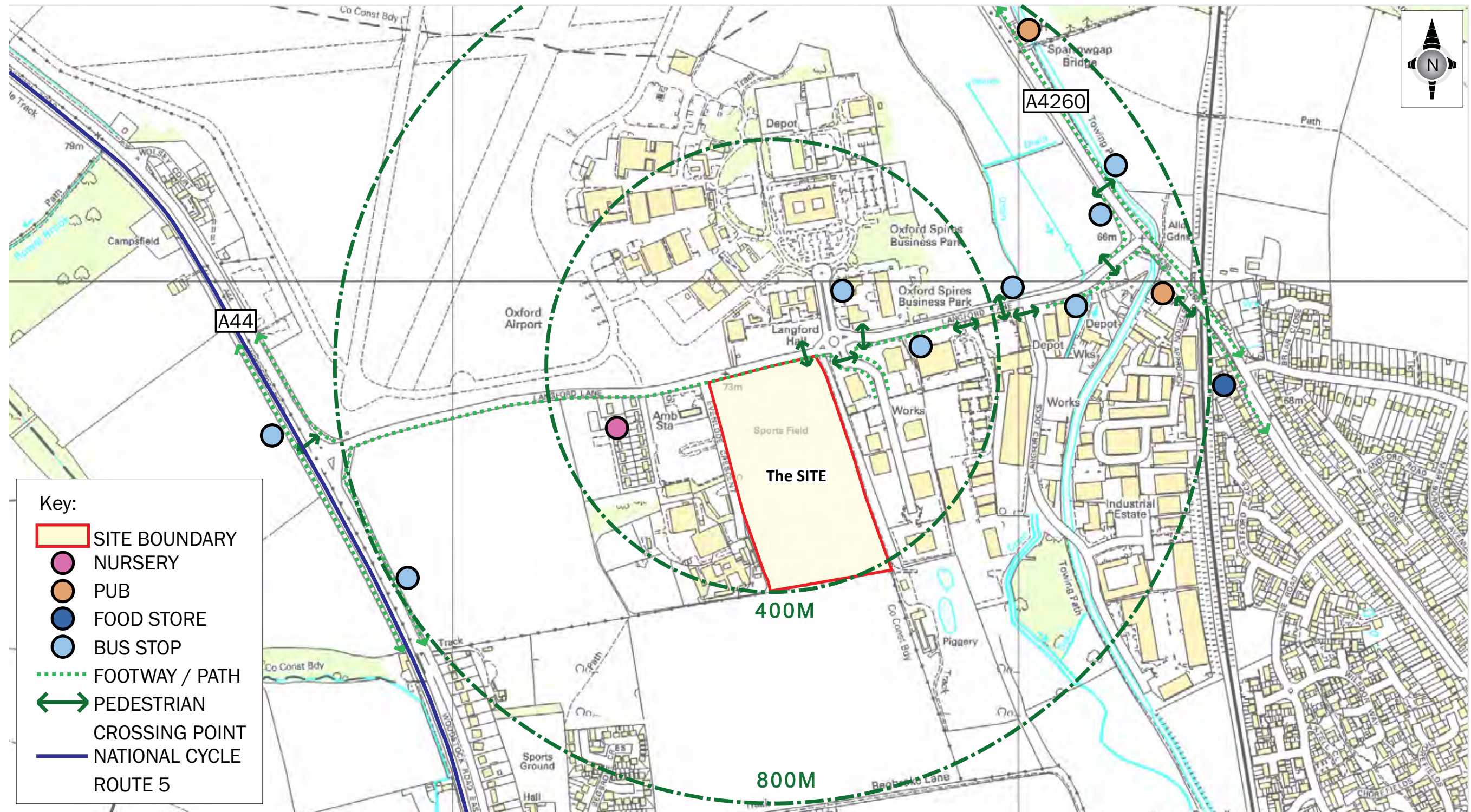
The lighting will be designed taking great care to ensure that the required lighting levels are achieved at the car park periphery, incorporating lighting glare control to prevent light pollution to surrounding areas, and that adequate security lighting is provided for public and staff safety.





06 | Access

5.14 Framework Travel Plan



06 | Access

5.15 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. A new cycle path, bus stop and service improvements as well as electric vehicle charging have already been agreed as part of the overall development proposals.

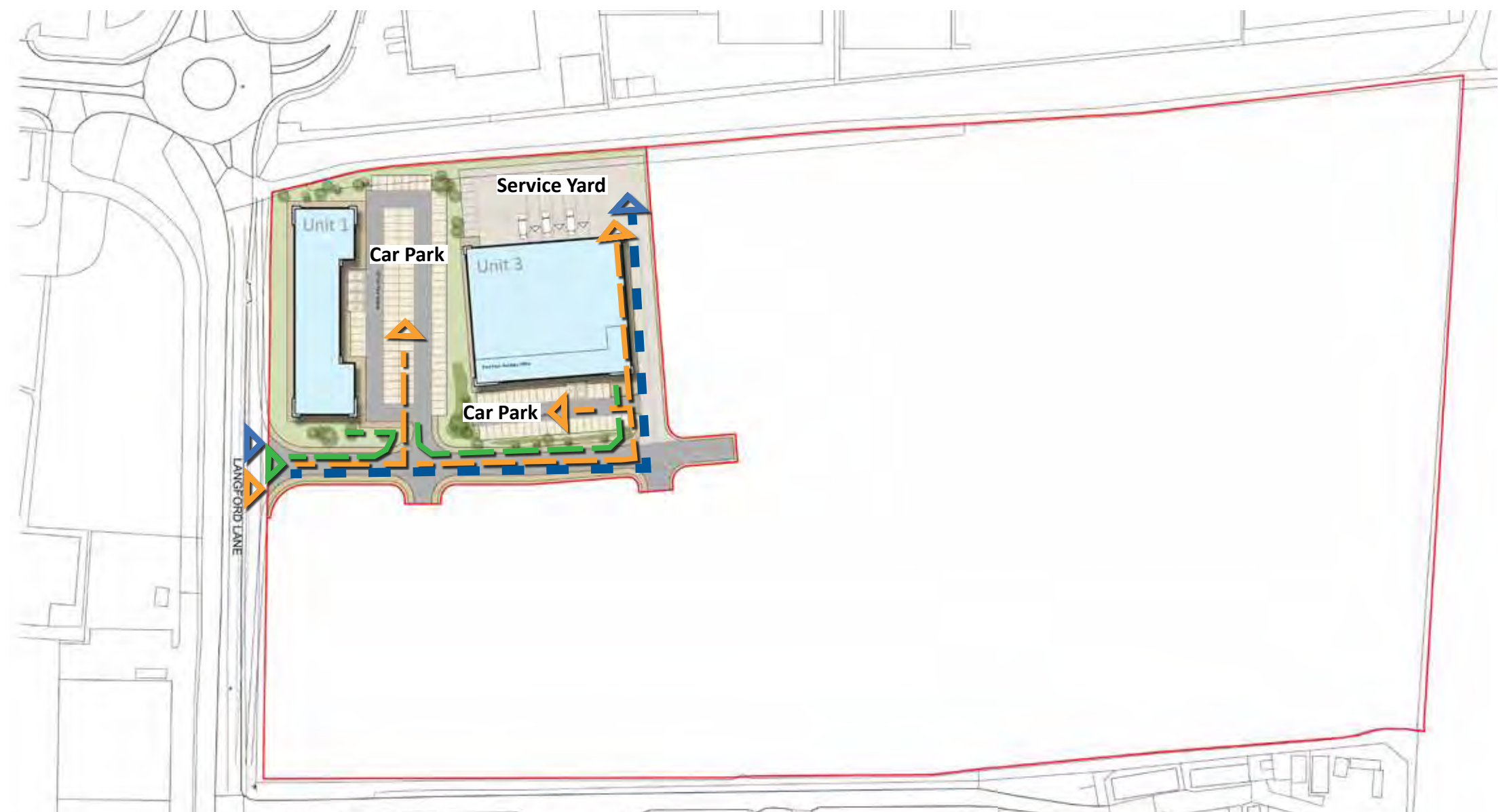
For an in-depth analysis of existing traffic, please refer to the separate specialist Engineering Appraisal (written by Haydn Evans Consulting), note that within that document it is noted that vehicles approaching from the west and turning right into the site, could potentially at peak times, cause tailbacks.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

Access Plan

- Car Access
- Delivery Access
- Cycle and Pedestrian Access

Proposed Illustrative Vehicular & Pedestrian Routes Drawing



06 | Access

5.1 Vehicular Access

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.

Vehicular, motorcycle and cycle access to the facility will be via Langford Lane, and can be accessed from the A44 to the west and the A4260 to the east .

HGVs and cars will enter the site via the central spine road with two dedicated car park entrance and exits off the primary access road will separate car traffic from the HGV vehicles that will service the site. All HGVs will enter the site via a separate entrance along the central spine road.

Provision has been made for covered cycle shelters located primarily adjacent to the main entrance into the building.

5.2 Pedestrian Access - External

An internal pedestrian network is provided within the site that assists in the movement of pedestrians around the park. It is proposed that the development will form part of this existing network and connect into it where appropriate.

Tactile paving and dropped kerbs will be provided at all road junctions within the car parks, with further paving extending up to the main building entrances. Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian.

Cycle shelters will provide security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and warehouse and offices.

The development will be laid out to achieve accessibility for disabled occupants. All accessible car-parking bays will be located as close to the main entrances as possible in order to reduce travel distances. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty. All accessible spaces will be designed in accordance with the recommendations of Approved Document M.

All entrances into the buildings will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.

Additional entrances to the storage and operational areas will be provided from the yard areas and, it is assumed, that



drivers using the facility will be able bodied. The yards will be predominantly flat and designed in accordance with Approved Document M.

Access is provided around the buildings to allow for maintenance to the entire perimeter. Dedicated roof access staircases will allow maintenance personnel to access the roof areas. Once up there, fall arrest systems will provide for safe roof inspections and maintenance.



6.0 Sustainability

This section sets out the main sustainable features relevant to the development and is restricted principally to the buildings and the physical features of the site, rather than encompassing the wider sustainable development issues of the site location and its surrounding infrastructure.

The issues in relation to sustainable design can be complex and drawing the right balance between all considerations is often difficult. Considering this type of development requires an understanding of the occupiers operational requirements as the demands placed upon such buildings are not necessarily the same as for other types of development, such as domestic properties. However, the fundamental principles still apply, particularly in reducing the impact on the environment and the use of finite resources.

For a development such as this, the most significant impacts relate to material usage (principally for aggregates, concrete and steel) and the power consumed during its operation.

The buildings proposed are fundamentally a simple construction and the nature of such buildings is to provide large clear span adaptable spaces that can be used for a variety of different users over their life time. The office areas are relatively small in relation to the main space.

The significant materials specified are principally a large steel frame, concrete floor slabs and external yards and steel faced cladding materials for the envelope of the building.

Steel is a highly recycled and recyclable material. The frame of the buildings will be prefabricated and will be constructed with bolted connections which allow easy dismantling for potential reuse or recycling once the building has reached the end of its useful life. The design of the frame is a very 'lean' process and will be optimally designed to reduce the quantity of material used.

The envelopes of the buildings are to be enclosed with a coated steel faced cladding system supported off the frame. This provides a high quality, durable and highly energy efficient enclosure to the building. The cladding system is 'A' rated in the 'Green Guide to Specification'.

The floor slab and yard areas which experience high vehicular loads are to be constructed in concrete. Whilst concrete requires significant 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.



Careful Specification of materials is not just restricted to the main elements but also filters down to elements within the offices; e.g. the recycled/recyclable finishes such as plaster boards with DSG cores, recycled yarn carpets, and low toxicity finishes.

There are various measures that will be incorporated to reduce water consumption and demand. The specification of water efficient appliances such as spray taps and low volume W/C's will assist.

In addition to toilets, shower rooms with changing and locker areas will be provided within the main offices. These amenities will be available for all personnel based at the facility, thus providing for those who choose to cycle to work.

The offices incorporate significant proportions of glazing to reduce office lighting loads. The glazing is designed to restrict overheating by incorporating antisun glazing. These elements are particularly important to reduce any energy loads that are required from any future cooling installation. Within the offices, there are numerous additions to the basic systems and controls to reduce their energy requirement, including energy efficient T5 light units which are zoned within the space; and with the fitment of daylight sensors and PIR detectors.

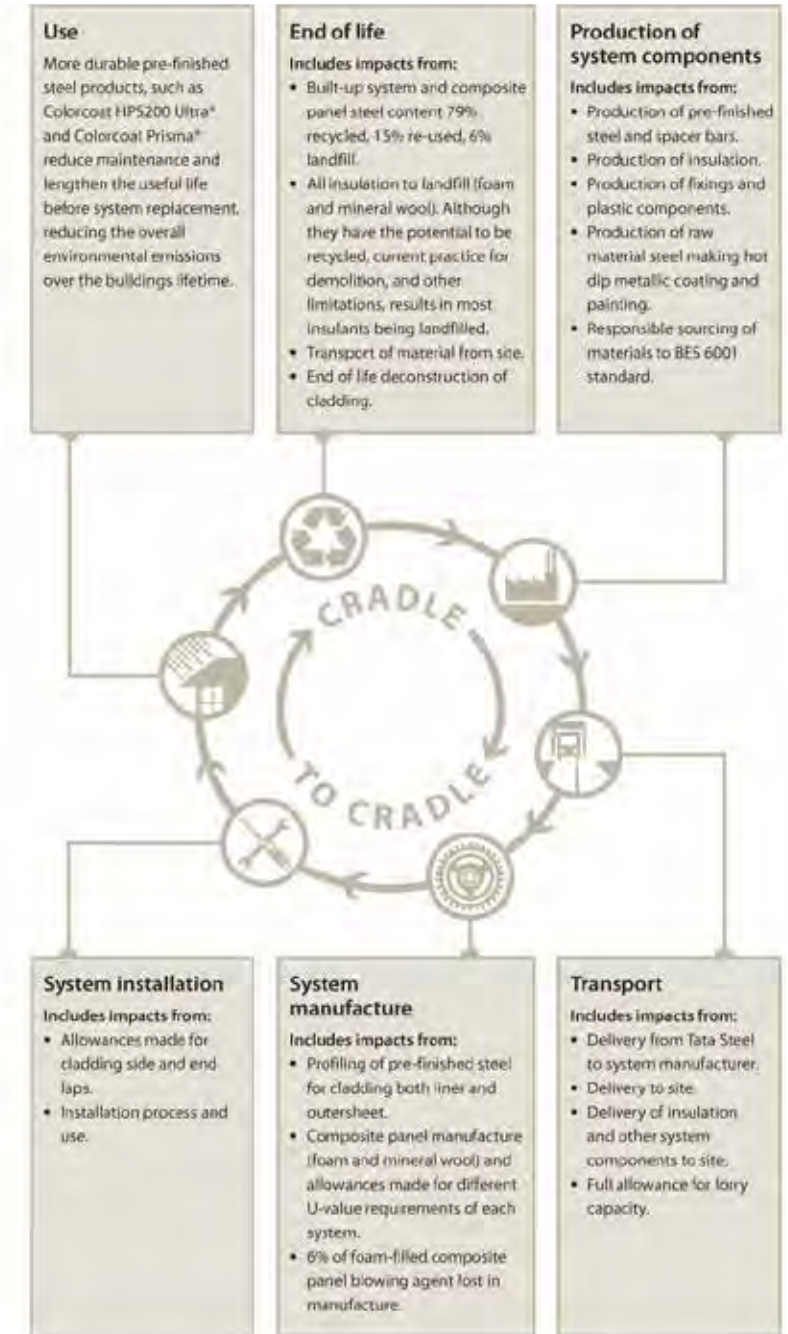
Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupiers operations. The refuse area will not exceed 10m from the main footpath and sufficient turning areas will be provided for refuse vehicles.

Waste Management

The proposed development can provide for the careful and sustainable disposal of waste during and post construction. Modern methods of design and construction using pre-fabricated units will help to keep waste arising to a minimum.

Post construction, the buildings will be provided with a dedicated area within the building for the provision of refuse and re-cycling facilities, tailored to operational requirements.





08 | Crime Prevention

8.0 Crime Prevention

Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury.

8.1 Access and Movement

Spaces and pedestrian routes are currently well defined with easy to recognise entrances; this provides convenient movement without compromising security. Proposed car parking is provided in the most prominent locations possible.

8.2 Structure

The buildings will be designed in robust materials – metal-faced cladding panels on a steel frame. Where appropriate, glazing will be toughened laminated sections. Where possible all windows and doors will be certified secure products.

8.3 Surveillance

Natural surveillance was a key factor in the overall design of the site and the positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control. The buildings design and layout have been considered to minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.

Formal surveillance will be in the form of an extensive CCTV system provided in line with the occupier's requirements.

8.4 Physical Protection

Boundary protection via a 2.4m high paladin fence to all service yards. Boundaries and have been considered to maximise natural surveillance.







9.0 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 knowledge economy in the area, and will provide a desirable development. It is anticipated that the scheme will act as a catalyst for further regeneration 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 designs have been developed with due regard to the existing site, its context and surroundings, to enable future detailed development creating a carefully sited development, with appropriately sized and designed buildings which follow the planning guidelines established in the outline planning permission.



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