

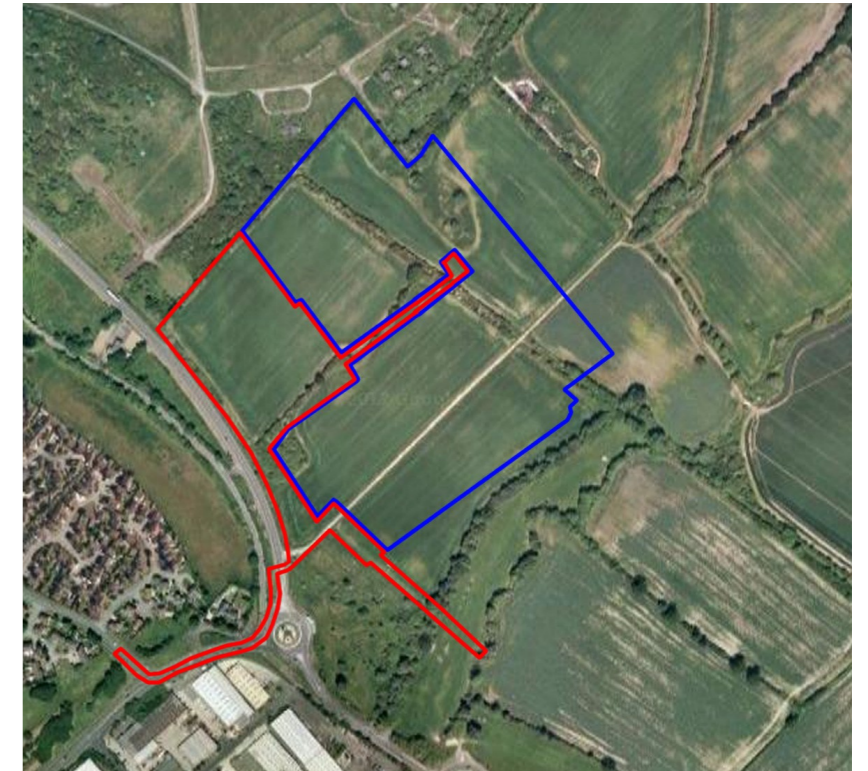
LINK 9 - BICESTER

LAND TO THE NORTH EAST OF SKIMMINGDISH LANE, BICESTER

PROPOSED COMMERCIAL DEVELOPMENT

**RESERVED MATTERS FOR PHASE 3A (IN PART)
PURSUANT TO APPLICATION NO: 15/01012/OUT**

DESIGN AND ACCESS STATEMENT



June 2017

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1.0 Introduction

Cornish Architects have been appointed by Albion Land to prepare a design proposal for a new commercial development on the land to the North East of Skimmingdish Lane, Bicester.

Outline Planning permission was granted on the 6th May 2016; Application Ref: 15/01012/OUT for *'Development of up to 48,308sqm of employment floorspace (class B1c, B2, B8 and ancillary B1a uses), the siting of buildings to the south of the site, servicing and circulation areas, vehicular and pedestrian access from Skimmingdish Lane and landscaping'*.

This statement has been prepared by Cornish Architects in support of a Reserved Matters Application, for Phase 3A (in part) — Block 3. The phasing of the site is set out on approved plan Ref: 3830-22-03.

The development comprises 2 units within 1 building with car and HGV parking, hard standing and associated facilities. This falls within the parameters of the outline consent. This Employment Campus provides the opportunity for companies to locate within a popular, accessible and highly sustainable multi-use site which benefits from good communication routes and easy access.

This statement should be read in conjunction with the application forms, drawings and supporting documentation. This statement demonstrates that the matters of layout, scale, appearance and landscape have regard to, and are in accordance with the policies that govern the parameters and principles set by the outline consent.

New developments can have significant effect on the character and quality of an area as they define spaces, streets and vistas and when well designed, their effects will be to the benefit of the area. It is recognised that good design can help promote sustainable development, improve the quality of the existing environment, attract investment and reinforce civic pride and a sense of place.

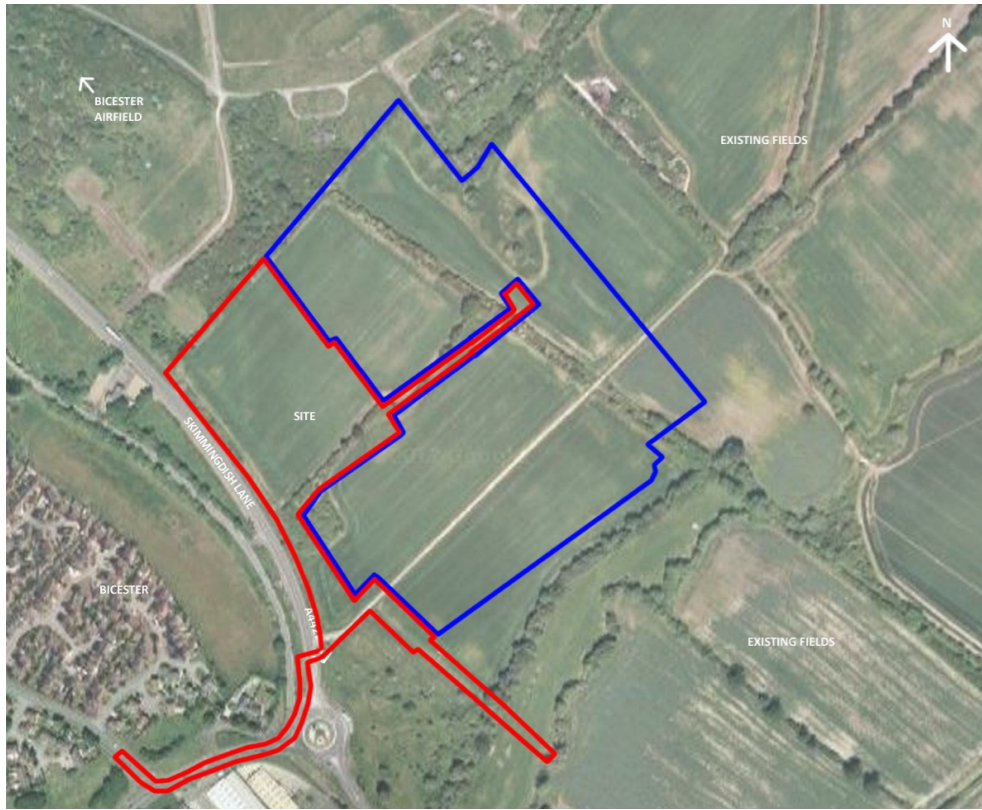


Fig. 01 Location Plan for Site as Existing

2.0 Site Context

2.1 The site

Bicester is a town in North Eastern Oxfordshire and the site referred to in this application, for phase 3A (in part) of the overall development, is located to the North East of the town.

Figure 01 shows the overall development site as existing with the plot boundary relevant in this application—Phase 3A (in part), Block 3 (Unit 3A and 3B) in red. The proposed location plan (fig. 02) shows the area of proposed building and associated site works.

Skimmingdish Lane (A4421), a road that forms part of the ring road around Bicester, runs along the southern boundary of the site (fig. 03 and fig. 04). To the north and east, the site is surrounded by existing fields and hedgerow. The Bicester Airfield is located adjacent to the site with an area of trees and scrubland between them.

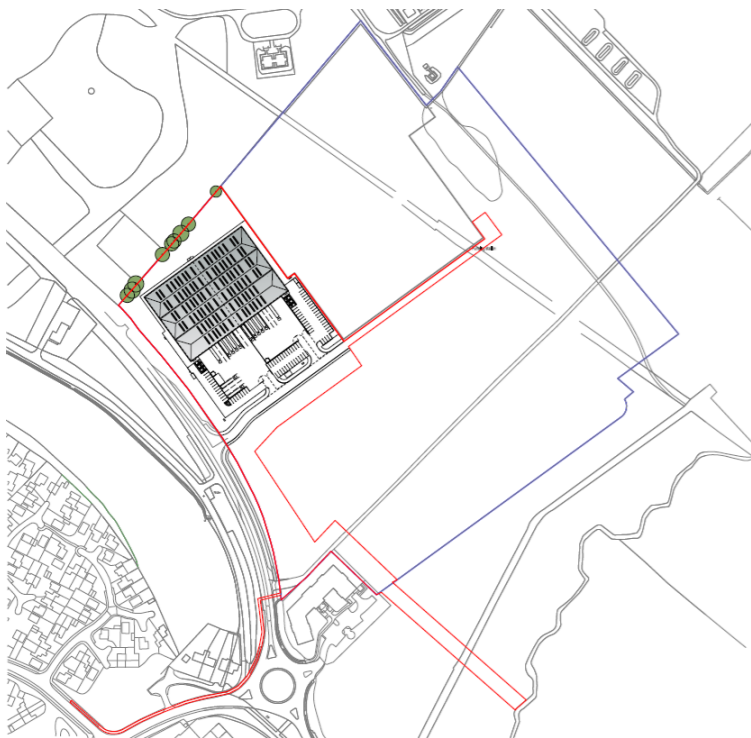


Fig. 02 Location Plan for Proposed Phase 01— Block 3 (Units 3A and 3B)



Fig. 03 Looking north on Skimmingdish Lane



Fig. 04 Looking south on Skimmingdish Lane

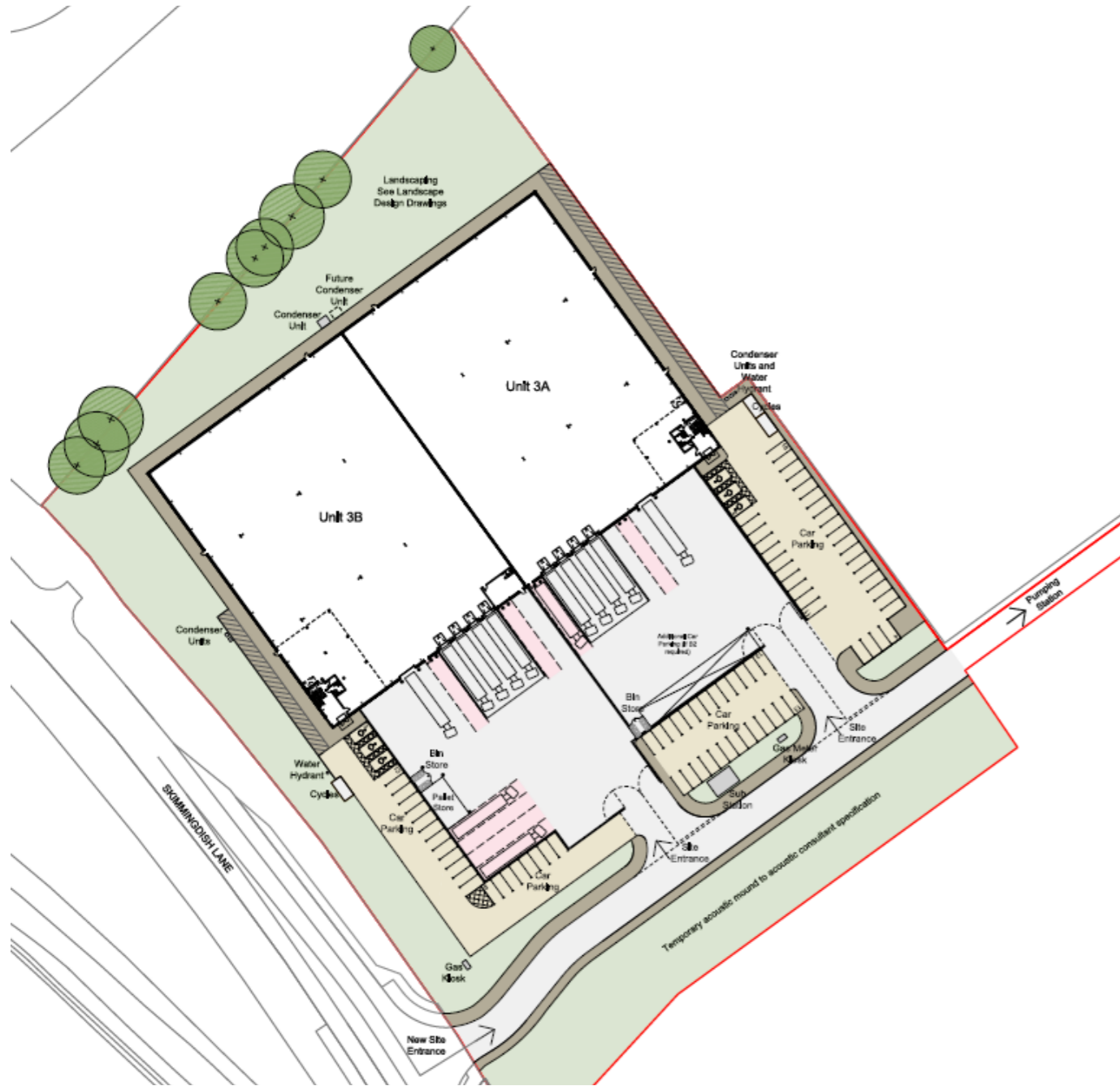


Fig. 05 Site Plan as Proposed

3.0 Design

3.1 Amount

The outline consent permits up to 48,308sqm of employment floorspace (B1c, B2, B8 and ancillary B1a uses). The employment site has been designed in-line with the schedule of conditions attached to the outline permission and seeks consent for one building split into two units for flexible B1c, B2 and B8 use. The approximate total Gross Internal Area GIA for Block 3 is 7546 sqm (81,222 sq.ft) . Unit 3A is approximately 3536 sqm (38,060 sq.ft) on ground floor with 180 sqm (1,937 sq.ft) on first floor, Unit 3B is 3536 sqm (38,060 sq.ft) on ground floor and 294 sqm (3,165 sq.ft) first floor.

3.2 Layout

As illustrated on the proposed site plan (fig. 05), the proposed layout includes service yards and manoeuvring space. This proposal provides delivery vehicle parking at appropriate ratios for modern industrial use. Both units incorporate 1No. loading door with painted steel protection bollards and 4 dock level loading doors. Car parking and HGV parking is provided.

Each unit has parking within its demise with adequate provision of spaces including bicycle and accessible parking bays. Car parking bay sizes are of 5m x 2.5m in accordance with the Parking Standards. There is also the potential for additional car parking spaces to be provided within Unit 3A yard if B2 use is required. Further commentary on the car parking is provided in the parking note appended to the reserved matters report (Quod). Building entrances are located in a prominent position creating a safe and pedestrian friendly entrance. In addition, entrance canopies highlight building entrances and assist in way finding for visitors.

A 2m high green weld mesh separating fencing is provided to secure the service yards. A pallet store is proposed within Unit 3B yard which is an open sided canopy with a single skin trapezoidal cladding roof on a painted steel frame. Each unit's core accommodation incorporates an entrance lobby with toilet facilities at ground floor and ancillary office accommodation at first floor. Unit 3B has a drivers office on ground floor (approximately 41 sqm) which includes a WC.

All units receive good levels of natural light through glazing to the office spaces and the incorporation of roof lights to the warehouse spaces at approximately 10% of the warehouse floor area, controlling natural light.

3.2 Layout (continued)

Design principles accord with parameters and the illustrative outline concept and have had full regard to the need for an active frontage and strong gateway on approach to the site.

In line with Policy Bicester II, the scheme aims to provide a high degree of integration and connectivity with the town and the surrounding traffic network. The access to the site is from Skimmingdish Lane (A4421), the north circular road around Bicester, which will provide good access and a connection to the existing town. The proposed development provides a high quality urban edge which functions as a high profile economic attractor but also a successful transition between town and country environment. The careful consideration of layout, design and landscaping make sure the proposed scheme respects and preserves the character of the setting. It has good accessibility to public transport services with bus stops located close to the site and footpaths and cycleways allow easy access to and from the site.

3.3 Scale & Density

In terms of scale and mass, the proposed building has been designed so that the building height is kept to a minimum, respecting the heritage value of the adjoining airfield. In order to achieve a minimum height, the building has been designed to have a minimum pitch of 2 degrees and it has been split into 3 ridges (fig. 06), which in turn, minimises the massing of the proposal. This makes sure that it complies with the height restriction of 85.00m AOD (as set by parameter plan Ref: 3830-29-11) and reduces the impact on neighbouring buildings and heritage land.

3.4 Appearance

The design and external appearance of the proposals will respect and complement the surrounding area. The proposed elevations (fig. 07) show a mixture of built up and composite cladding along with curtain walling and windows. The composite cladding and glazing are located around the cores and office accommodation, identifying the offices and entrances and breaking down the scale and mass of the building. The built up cladding is expressed in panels of two colours with a feature band which further reduce the apparent mass and scale of the buildings. The proposals are in accordance with the design code submitted alongside the outline application.

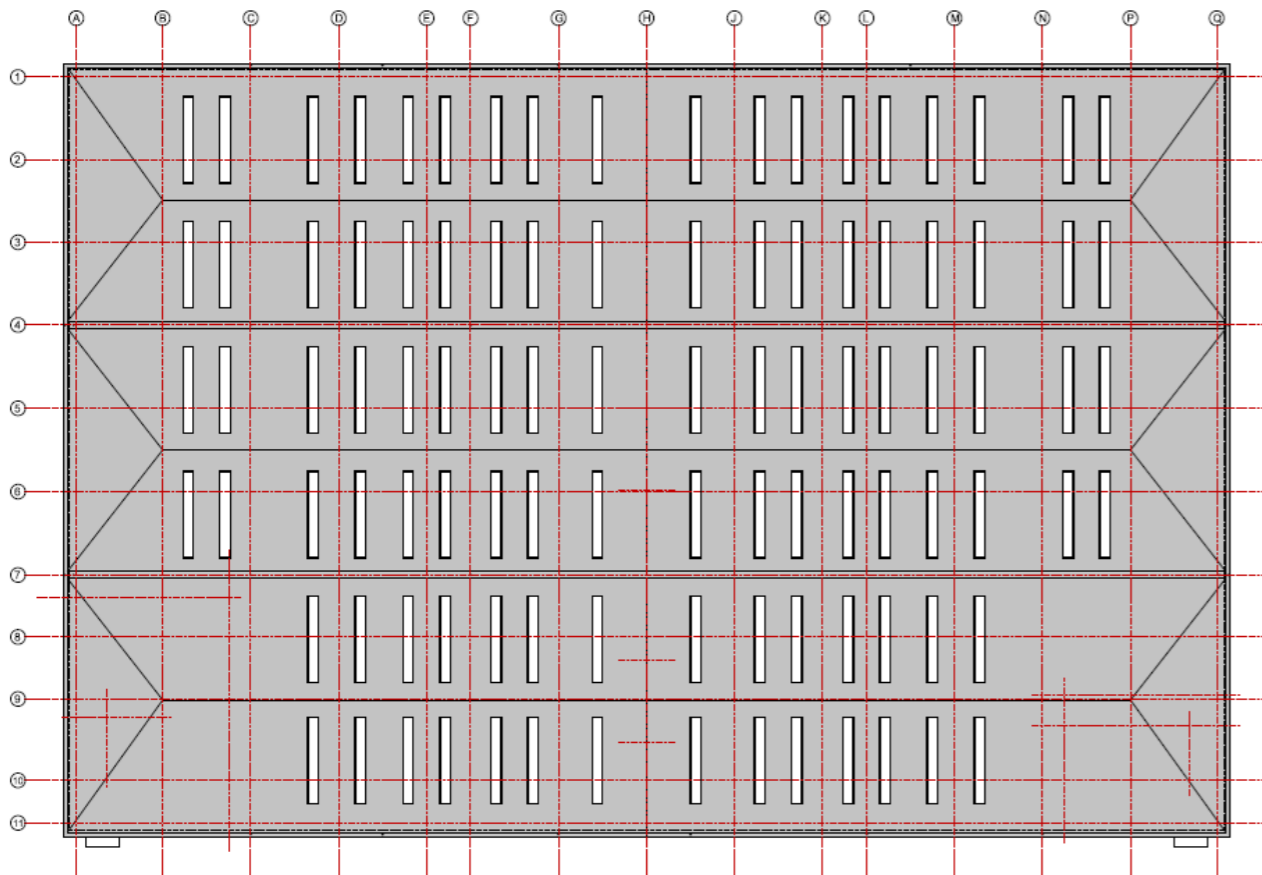


Fig. 06 Proposed Roof Plan



Fig. 07 Proposed Front Elevations — Block 3

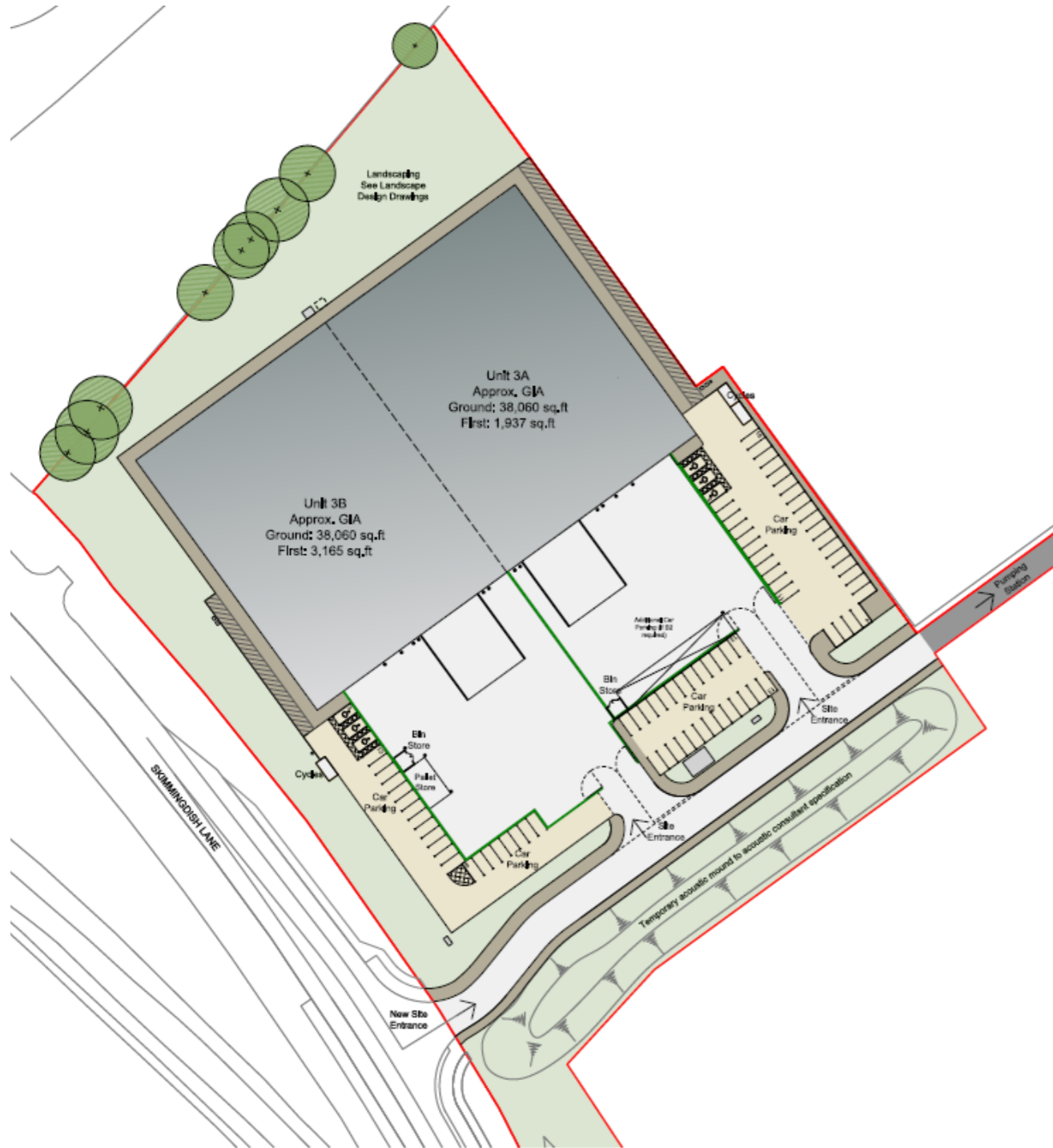


Fig. 08 Proposed External finishes Site Plan

3.4 Appearance (continued)

Functional elements such as loading doors, dock levellers, pedestrian doors and windows are used to add further interest to the facades. The buildings have an ordered layout rationalised by a structural grid and optimised to create efficient open plan warehouse accommodation. The core and ancillary office accommodation are positioned on the front façade, providing good accessibility, assisting visitors with orientation.

The proposed units would receive good levels of natural light through roof lights to the warehouses and glazing to the offices. A simple palette of colours is proposed which includes pale grey roof forms and dark grey frames to windows doors and curtain walling.

The combination of built up and composite cladding breaking up the mass of the buildings in Sirius Metallic and Orion Metallic with Zeus feature band and gutter fascia. Roofs are proposed to be of a pale grey colour, dark grey frames to windows, doors and curtain walling 'Anthracite Grey' RAL 7016. A standardized window size and elevational rationale has been utilised across all of the units to provide a clean and uniform scheme.

High quality design and finish with careful consideration given to materials and colourings reduce visual impact while creating a site which seeks to maximise the opportunity for an active frontage and strong gateway building.

3.5 Landscaping

'Re-Form Landscape Architecture' have provided a strategy for the outline application and have now developed this for the Block 3 site. Areas of developed landscape is shown on the external finishes site plan (fig. 08) and details for this are included in the drawings and reports produced by Re-Form Landscape Architecture.

In relation to the site, the aims of the Landscaping Strategy is to provide a coordinated and structured landscape edge to the development, respecting the wider landscape character and setting of the site. The landscape framework ensures the built elements can be successfully integrated into the immediate and wider setting.

3.5 Landscape (continued)

The aims of the landscape planting proposals are to:

- To integrate the proposed development harmoniously into the receiving landscape.
- To improve local biodiversity ecological value of the site.
- To create an attractive and enjoyable workplace setting.

Detailed landscape proposals by 'Re-Form Landscape Architecture' are included within this application.

3.6 Vehicle Access

The new site access has been formed off of Skimmingdish Lane which will allow for the safe entrance and exit of vehicles up to HGV size. Each unit has an access road leading to car parking and service yards. The service yards have been secured with fence and gates. Bus stops and footways / cycleways are located along Skimmingdish Lane which aims to encourage employees and visitors to access the site using public transport or walking/cycling.

3.7 Inclusive Access

Access is established as a fundamental planning issue owing its importance to a growing percentage of the population with mobility impairments. The design includes allocated parking spaces for people with disabilities at each unit near the entrance to the building. The layout of the proposal aims to provide ease of use for people arriving and using the buildings.

The principle entrance doors to the building and other doors will meet / exceed the effective clear width of 800mm through doorways. Doors will be glazed and provided with manifestation as appropriate.

The issue of visually impaired building users and those with hearing impairments will be fully addressed as the project detail design is developed to comply with Building Regulations.

Within the units, disabled WC and shower facilities are provided. There will also be a designated space allocated for a platform lift if required by a tenant.

4.0 Application Drawing Schedule

Drawing No	Scale	Drawing title
17007/TP/001	1:2500 @ A1	Site Location Plan
17007/TP/003	1:1250 @ A1	Proposed Site Plan
17007/TP/004	1:200 @ A1	Ground Floor Plan as Proposed
17007/TP/005	1:200 @ A1	First Floor Plan as Proposed
17007/TP/006	1:200 @ A1	Roof Plan as Proposed
17007/TP/007	1:200 @ A1	Elevations as Proposed 01
17007/TP/008	1:200 @ A1	Elevations as Proposed 02
17007/TP/009	1:200 @ A0	Sections as Proposed
17007/TP/010	1:500 @ A1	Site Plan at Ground Floor Level
17007/TP/011	1:500 @ A1	External Finishes Site Plan
17007/TP/012	1:20 @ A0	External Works Details