



PROPOSED PREMIER INN, OXFORD TECHNOLOGY PARK
DESIGN AND ACCESS STATEMENT



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1.00 INTRODUCTION



Aerial photograph of site

This Design and Access Statement is intended to allow Cherwell District Council, Oxfordshire County Council, the local community and other stakeholders to understand the principles behind the development. It is a concise summary of the key qualities of the scheme.

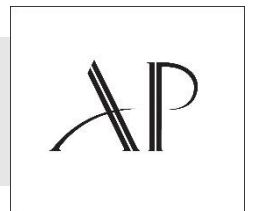
The site is located on Langford Lane to the North East of Kidlington, immediately south of London Oxford Airport, and forms part of the wider Oxford Technology Park development.

This design and access statement supports proposals to construct a new restaurant and Premier Inn Hotel within the Oxford Technology Park.

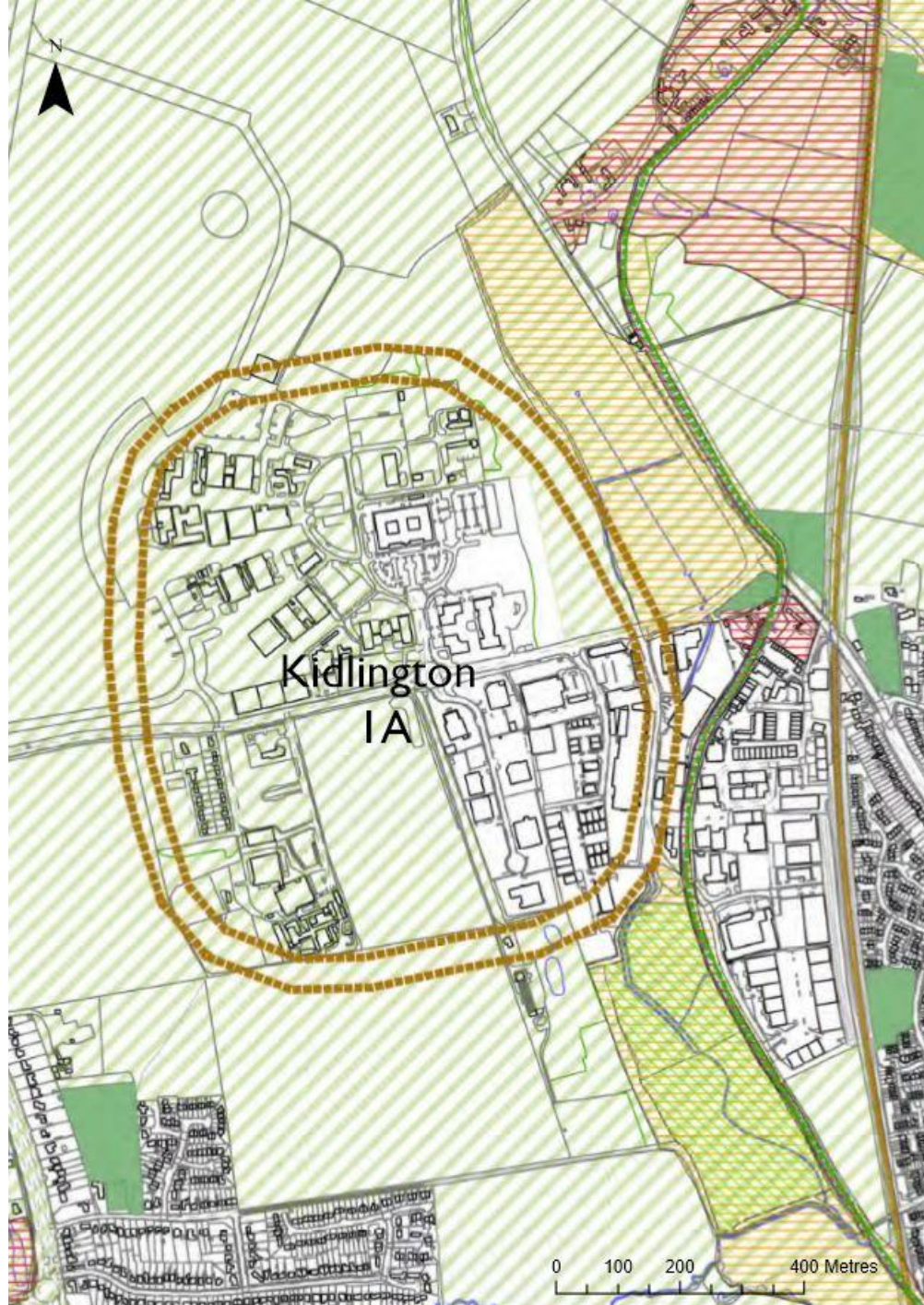


CGI views of proposed Oxford Technology Park

PROPOSED PREMIER INN, OXFORD TECHNOLOGY PARK DESIGN AND ACCESS STATEMENT



2.00 CONTEXT



Plan showing Kidlington 1A Review Area

Oxford technology Park is a new development on the southern edge of London Oxford Airport, adjacent to the Oxford Motor Park and the Langford Locks industrial area.

The site is located within the Green Belt, though it does fall within the Kidlington 1A review area identified as “Langford Lane / Oxford Technology Park / London-Oxford Airport” as a site identified as potential for ‘Accommodating High Value Employment Needs’. Outline planning consent has received approval for the overall Oxford Technology Park plan, and reserved matters application for the first phase of development has been submitted, which will enable commencement of the first office and hybrid buildings.

The site is in the immediate vicinity of the entrance roundabout to London Oxford Airport, and is on Langford Lane, which is the route from the busy A44 to the west to the airport and on to the A4260 out of Kidlington.

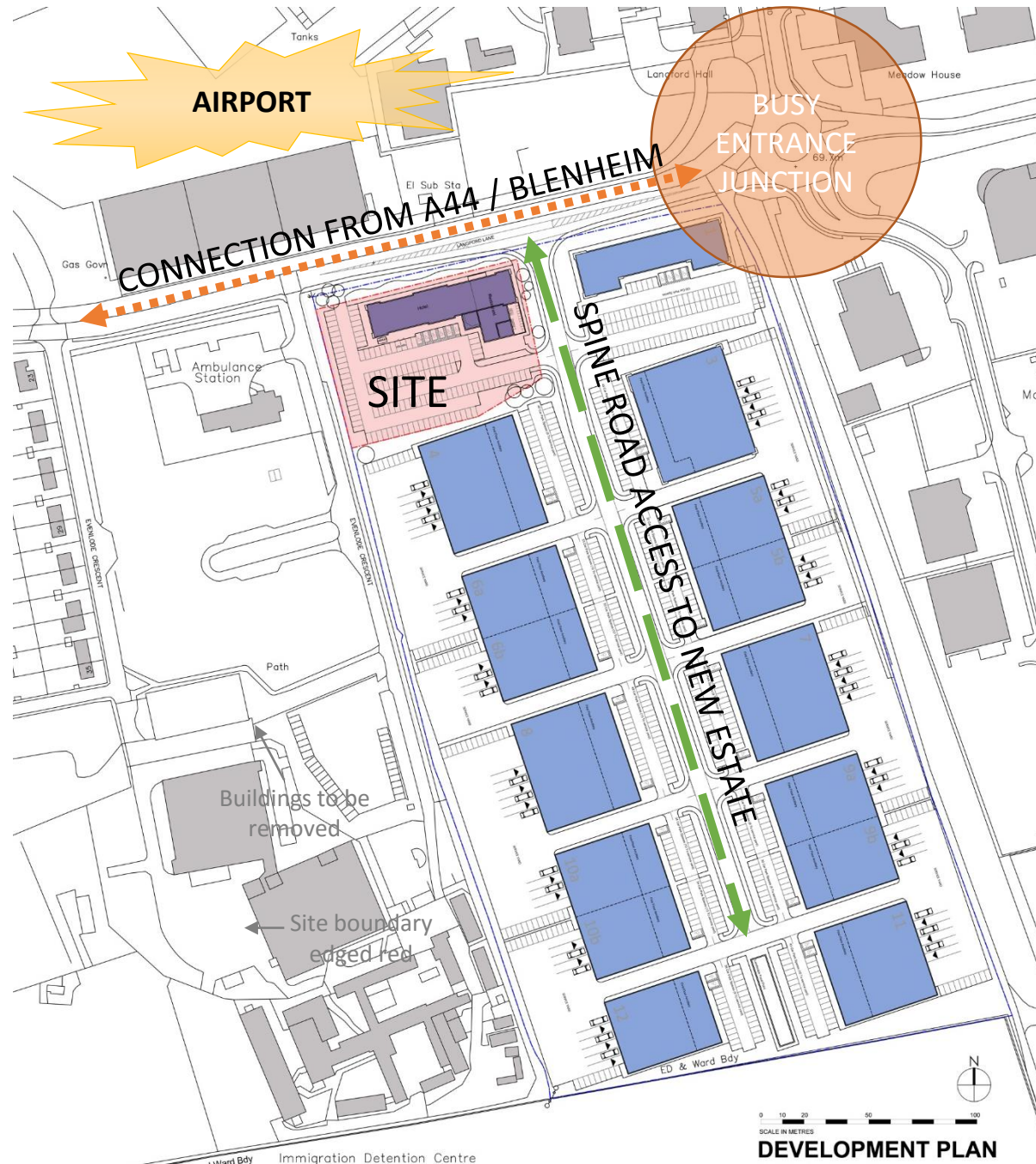
The prevailing character of the area is a mix of agricultural and the commercial / industrial uses of the airport and surrounding business park.

Oxford Technology Park is located on the outskirts of Kidlington, 5 miles north of Oxford.



View from Oxford Motor Park roundabout on Langford Lane

3.00 SITE ANALYSIS



Site Analysis

The development sits immediately to the south of London Oxford Airport. Although this is not a major airport, with primarily charter business, it still accommodates small jet aircraft and presents a potential for noise.

Langford Lane is to the immediate north of the site, between the site and the airport, which is a fairly busy road for through traffic coming to the airport and to Kidlington from the A44 and from there to the nearby A34.

The site is within 100m of the roundabout which serves as the entrance to the airport as well as to Oxford Motor Park, which is a collection of 8 major car dealership.

The site forms the western side of the 'gateway' to the proposed Oxford Technology Park, providing a strong presence onto Langford lane, and is immediately accessible from the new spine road serving the park.

As the major road is to the north, there is an opportunity to locate the 'arrival space', in the form of the car park and the hotel / restaurant entrance, to the south, maximizing daylight to this area creating the most welcoming approach.

4.00 USE



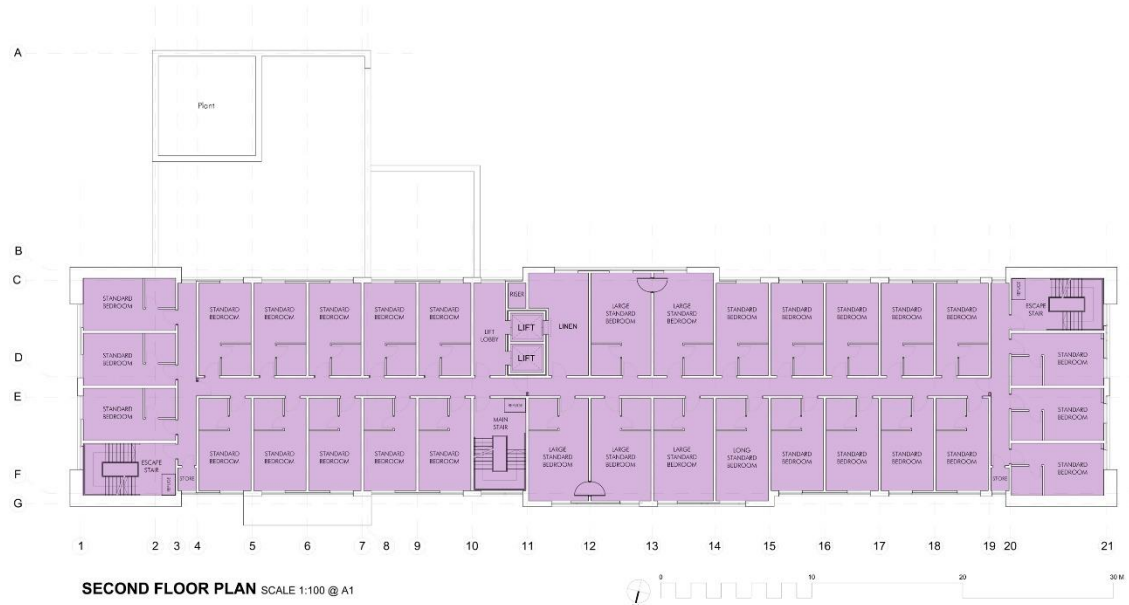
Proposed site plan

The hotel / restaurant development is on a currently clear site, formerly used as recreational fields.

The site will comprise of a single building to the north, accompanying 134 space car park and service delivery areas, and a ribbon of surrounding landscape.

The hotel and restaurant will be operated by Whitbread PLC under the brands of a Beefeater Restaurant and a Premier Inn Hotel.

5.00 AMOUNT



Proposed ground and second floor plans

The development consist of a public branded bar / restaurant with approximately 150 covers over nom 250 sq m, with associated kitchens, stores and services, a four storey hotel with a total of 101 bedrooms, and some shared office and staff accommodation. A floor by floor breakdown of accommodation is:




- Ground floor : 150 cover restaurant
Kitchens and Stores
Hotel Reception
Shared office and staff facilities
Linen Marshalling Room
17 Bedrooms
- First Floor 22 Bedrooms
Linen room
Plant Area
- Second Floor 31 bedrooms
Linen room
- Third Floor 31 bedrooms
Linen room



6.00 LAYOUT



KEY

-  Public pedestrian route
-  Public vehicle route
-  Servicing route

Proposed site plan highlighting circulation principles

The hotel has been designed to take advantage of its prominent position on Langford Lane, whilst providing a secure and safe means of access to the building for customers and servicing.

In keeping with the original conception for this plot within the overall masterplan, the building is lined along the main road behind the landscape strip and swale to the north, offering a strong street frontage and announcing its presence to passing custom.

Access for vehicles and pedestrians is via the unified spine road for the park, which provides a buffer between the primary route of Langford Lane and the sanctuary of the site.

The restaurant has large areas of glazing facing onto both Langford Lane and the car park, providing visual interest and life to both facades.

The combined entrance to both hotel reception and restaurant are in the protected elbow of the building, sheltered from the main road, and providing a clear point of entry and arrival.

Servicing and deliveries are via a service bay at the entrance to the site, from where linen and restaurant deliveries are distributed. The location of the service bay keeps delivery activity away from the main customer entrance and minimises the distance that large vehicles travel into the car park.



Proposed entrance (car park) elevation



Proposed CGI view of overall development

The building is conceived as a strong rectilinear block of hotel accommodation, intersected by a smaller rectilinear block at right angles containing the restaurant / bar. The main block is four storeys in height, with the smaller block reading as a three storey form.

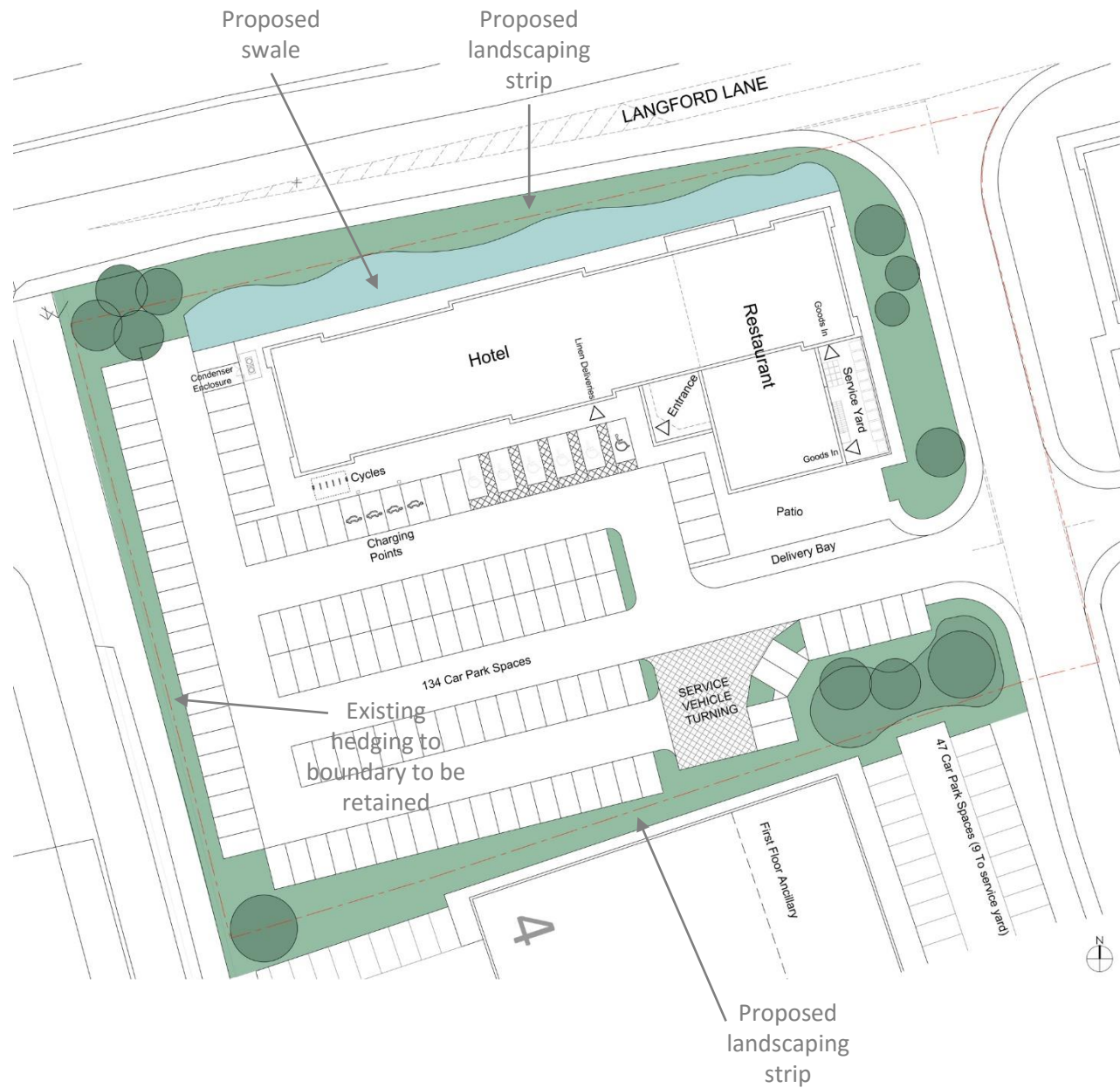
The height and massing of the building are designed to tie in with the other proposed buildings within the overall development of Oxford Technology Park, albeit that the smaller floor to floor heights of the hotel accommodation allow for an additional floor within the same overall height.

The blocks are broken up by the introduction of strong vertical feature corners, which ties in with all the other proposed buildings, by projecting bays, and with the use of banded cladding, curtain walling, and projecting louvres at each storey.

The intersecting boxes of differing height further break down the mass of the building, while maintaining a character in keeping with that of the park as a whole.



8.00 LANDSCAPE



Proposed site plan highlighting landscape principles

Clearly defined areas of hard and soft landscape will help create a sense of place to the proposed hotel.

The nature of the operation of the hotel determines that the core of the site will be made available for the building and for parking and circulation.

However, the perimeter of the application site will be surrounded by a mix of planting, trees and lawn to create a softer interface between the site and the main road, the park access road, and the adjacent development sites.

There are no existing trees or landscaping features within the boundary of the hotel site.

As part of the park wide landscape scheme, existing areas of hedges and vegetation, will be subject to good husbandry and where appropriate supplementary planting will help reinforce this existing green asset. Reference should be made to the proposed landscape scheme for details.

9.00 APPEARANCE



Proposed CGI view of concept design for park generally

The site falls outside the town of Kidlington and its suburbs, and is situated amongst the contemporary commercial, industrial and retail area adjacent to London Oxford Airport. The primary style of the area is of moderate to high quality commercial properties. The immediately adjacent Oxford Motor Park is dominated by crisp, clad retail sheds.

The masterplan for the Oxford Technology takes its cue from the existing building stock, allowing the new buildings to blend into their context, whilst respecting the key principle of Kidlington Policy I that any scheme should demonstrate 'A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings'.

The hotel has maintained the material palette of the masterplan as a whole.

Walls – Feature corners in a smart dark grey 'stone-like' cladding material, such as Equitone Facade Panels; Primary elevations in range of shades of grey of aluminium cladding panels.

Roof – Contemporary single ply flat roofing behind parapet walls

Windows – Dark grey powder coated aluminium curtain walling.

Fire escape doors – Dark grey powder coated aluminium.

Entrance doors – Dark grey powder coated aluminium.

Rainwater goods – not visible from the outside.

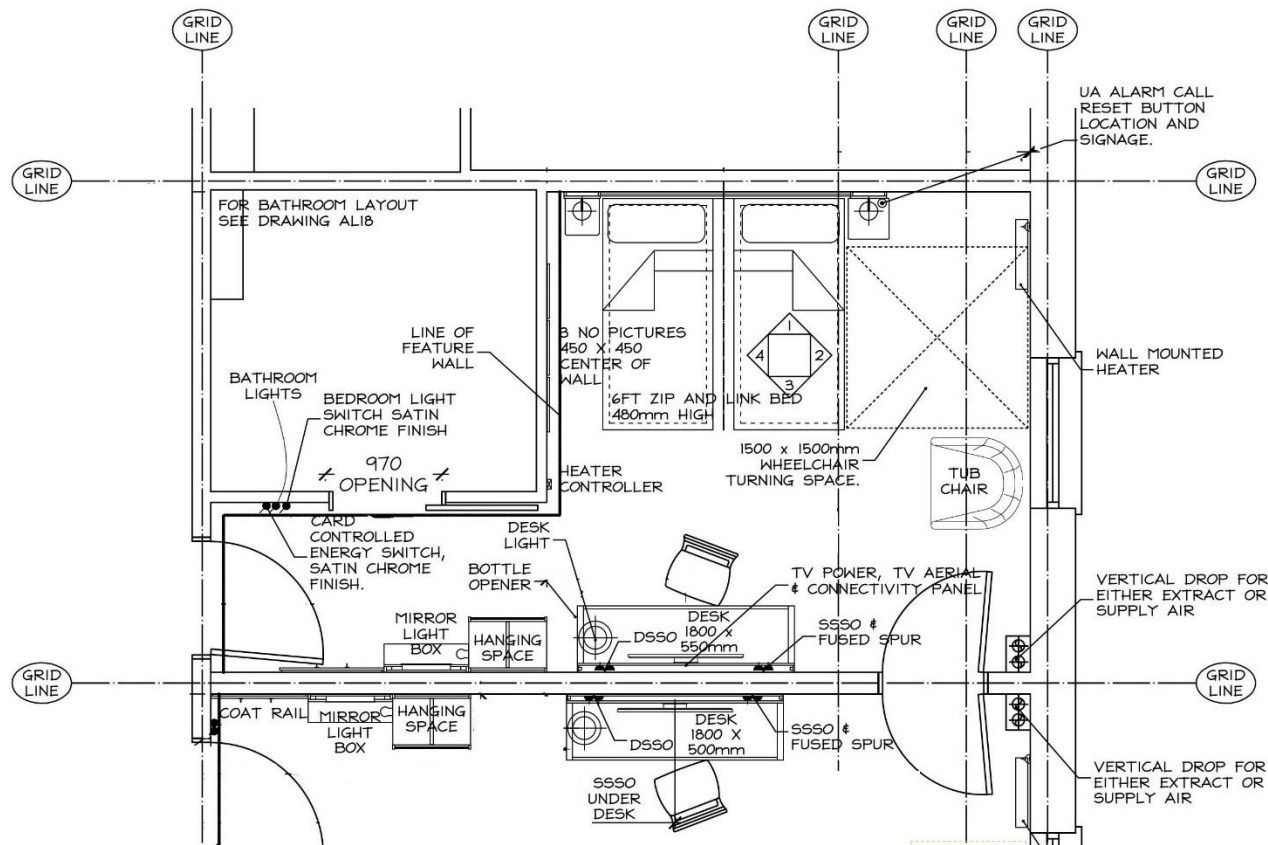


Proposed car park elevation



Proposed side elevation

10.00 ACCESS



Typical universal access room with interconnecting door

The scheme has sufficient ground level parking, including a disabled parking bay for every disabled room. Both vehicular and pedestrian access are off the Oxford Technology Park spine road, which is accessible directly off Langford Lane.

Generally, the building has level access all round and lifts to gain access to all accommodation on upper levels.

As a new build facility, the hotel shall be fully compliant with Part M ('Access for the Disabled') of the Building Regulations approved documents. The operator shall also put in place any further measures in order to comply with the requirements of the Disability Discrimination Act.

As the largest hotel operator in the UK, Premier Inn has been at the forefront in developing facilities to cope with a wide range of disabilities. Whilst we have designed the scheme to comply fully with all DDA requirements and Part M of the Building Regulations Premier Inn's own "in house" requirements are generally more demanding and compliance with them will be reviewed throughout the building process.

'Universal Access' rooms shall be provided to 5% of all bedrooms. In addition an interconnecting bedroom shall be provided to allow access for accompanying carers.

The design shall incorporate the following basic principles where appropriate:

- Ramps and ambulant staircases
- Handrails and grab rails at hazardous locations
- Slip resistant floor surfaces
- Wide doors, corridors and lobbies
- Appropriately sized and equipped lifts
- Clear building layout and circulation routes
- Clear signposting and good lighting
- Tactile signs and audible aids
- Refuges and dedicated call points to all escape stairs