Bicester Office Park

Design and Access Statement

December 2017

BENNETTS
ASSOCIATES

Document Control

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Contents

1.0 Introduction

Scenic Land Developments Limited are seeking outline planning permission for the construction of a commercial office park immediately adjacent to Bicester Village retail centre. Outline planning consent was obtained some years ago, but various land transactions resulted in a new masterplan being developed by Bennetts Associates in October 2014.

The Proposed Development comprises up to 60,000m² (GEA) office use (B1(a)/B1(b), parking for approximately 2,000 cars, associated highway, infrastructure and earthworks. The office park will be made up of differently sized buildings which will vary in height and be located within a landscaping park.

This Design and Access Report is supplemented by a suite of documentation that make up the outline planning application.

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2.0 The Site

Location

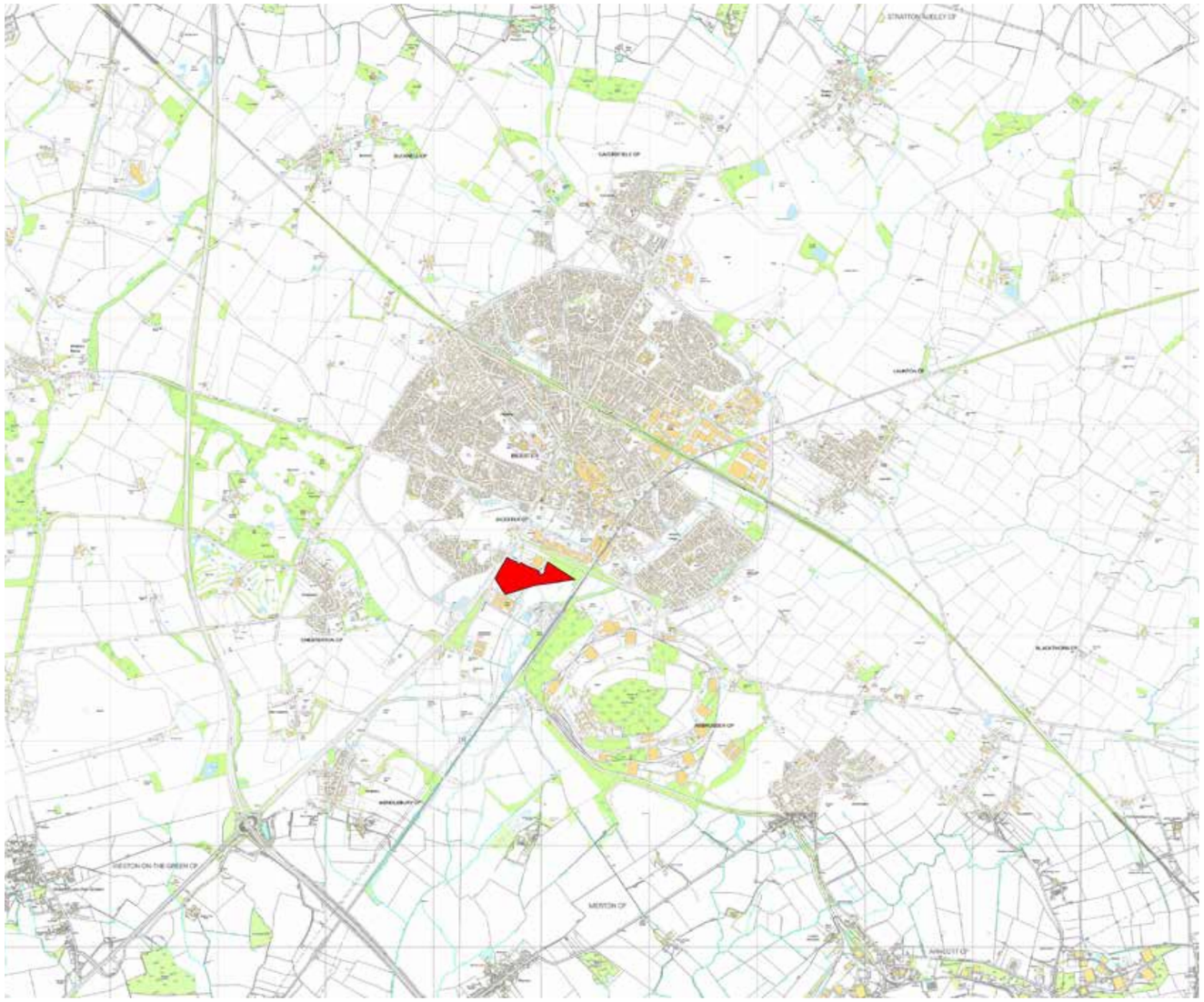
The site is situated approximately 1km to the south of Bicester town centre in the Cherwell district of Oxfordshire. It lies 17km north east of Oxford , 83km north west of London and 82km south east of Birmingham. The town of Bicester has good road links to Oxford, Kidlington, Brackley, Buckingham, Aylesbury and Witney, as well as railway stations on two axes; Bicester North and Bicester Village.

The Site

Since the initial outline planning application submitted in 2007, the northern part of the site was sold off and developed by Tesco, which opened in 2016. The remaining plot of approximately 13.1 hectares is bounded to the north and west by a dual carriageway, the A41, and to the east by the London – Birmingham Snow Hill railway line. Bicester Avenue Garden Centre lies directly to the south.

The land is primarily agricultural (Grade 4) although it has been upgraded in recent years to provide access and infrastructure off Oxford Road to serve the new Tesco foodstore. This includes two new roundabouts (within the site boundary) to allow for future development.

The settlement of Bicester has been subject to a number of substantial developments and extensions over recent years. On 1 December 2014, it was announced that Bicester had been chosen as the site for the British government's second new garden city and since then work has begun on a new Eco-Town development to the northwest of Bicester. Further growth is anticipated for in the future.



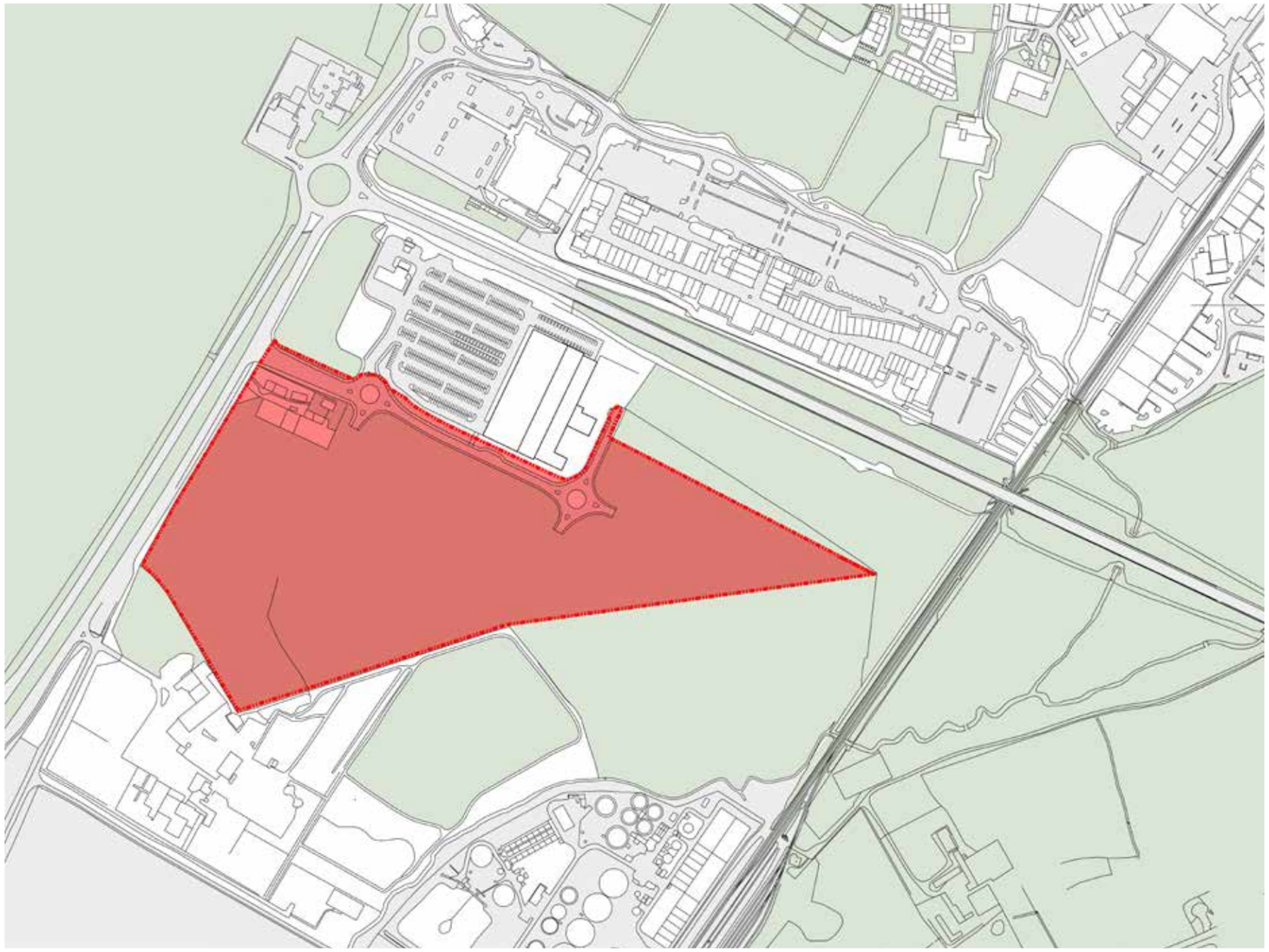
—The Site

—Satellite Image of the Site

Planning History

Part of the site was granted outline planning permission in 2010 for the construction of a 60,000m² B1 Business Park comprising 53,000m² of B1 office space and a 7,000m² C1 hotel, served by approximately 1,837 car parking spaces (Planning Ref: 07/01106-OUT). This planning application was accompanied by an Environmental Statement (ES).

Detailed planning consent was subsequently granted on part of the site in November 2013 for the construction of a Tesco foodstore of 8,135m² and petrol filing station on part of the consented Business Park site (Planning Ref: 12/01193/F). The planning application in relation to the Tesco foodstore was supported by a Transport Assessment which considered the effect of the Tesco foodstore on the highway network local to the site. The Tesco foodstore has been constructed and opened in April 2016. The development of the Tesco foodstore comprised the relocation and expansion of a previous Tesco foodstore which was situated adjacent to Bicester Village and the development was linked to an extension to Bicester Village, known as Bicester Village Phase 4 which is currently under construction and scheduled to be completed in October 2017.

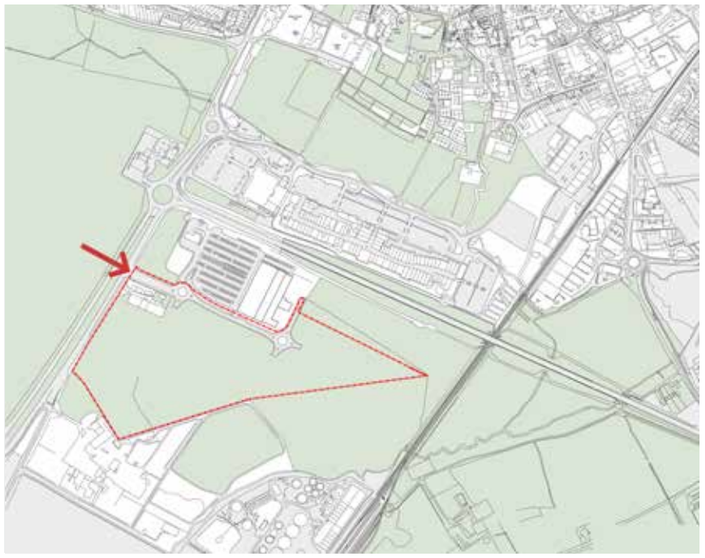


—Outline of the Site

3.0 Site Analysis

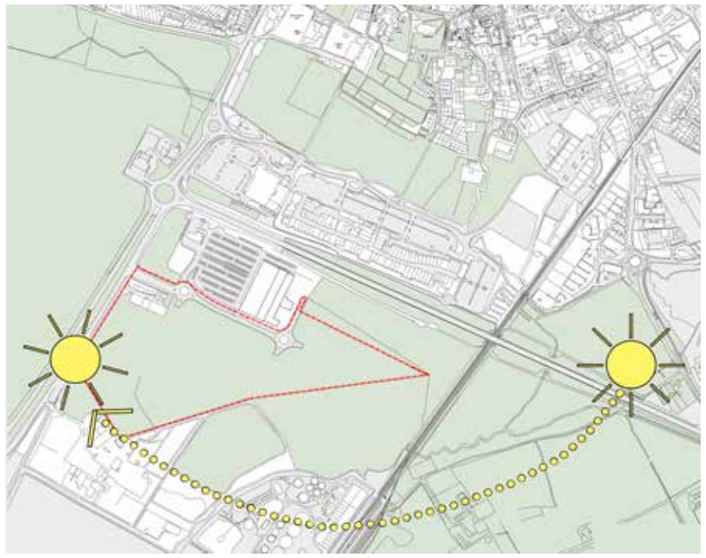
Site Analysis

The site has been analysed within its context in order for the design to respond to its surroundings. The principles established through the 2010 planning permission are effectively maintained although for integrity this assessment has been augmented and updated as required. These studies have provided the design team with an understanding of the site and have been graphically illustrated in the six diagrams below and the following page.



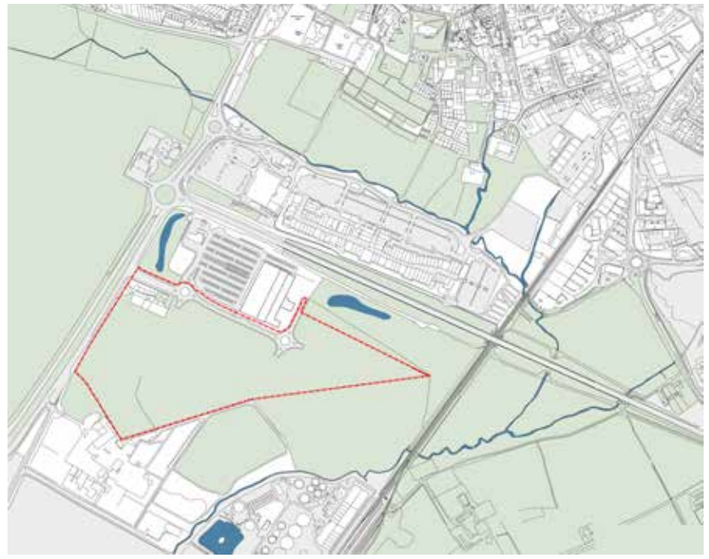
—Site Boundary and Entrance

—The site is bounded to the west by the A41 and to the north by Tesco foodstore. The southern boundary roughly follows the flood plain line.



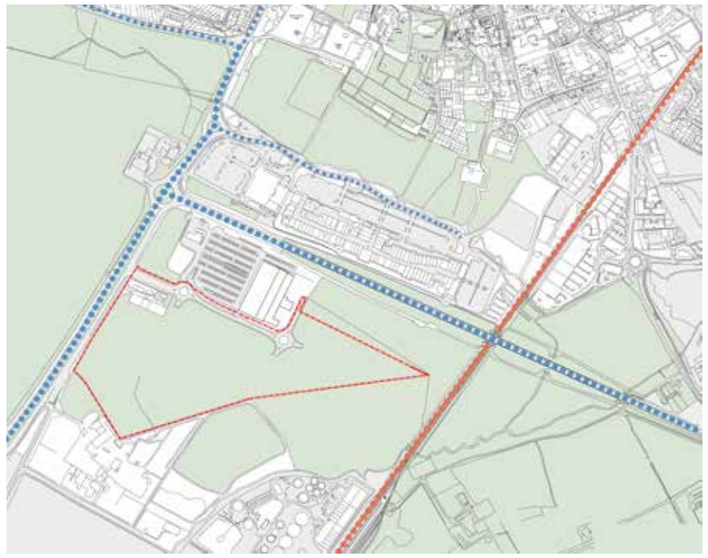
—Site Orientation

—The diagrams are orientated north. The site slopes gently to the south benefitting from the passage of the sun.



—Water Courses

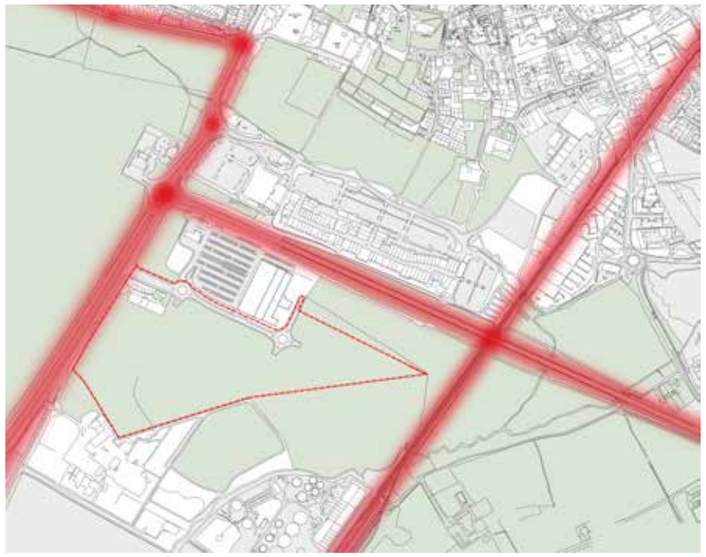
—There are several water courses passing near the site that periodically flood.



—Main Transport Interfaces

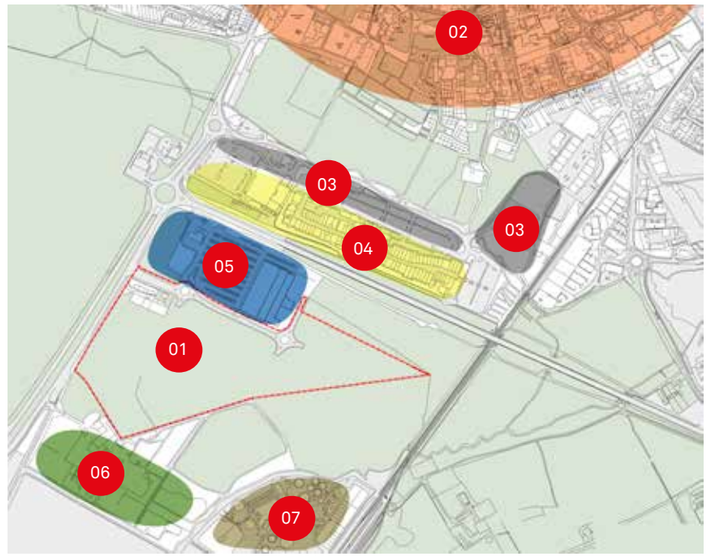
Main Roads

Train Line



—Noise

—Dual carriageways to the north and west is the primary source of noise into the site.



—Surrounding Land Uses

01. Site

02. Bicester Town

03. Parking

04. Retail Park

05. Tesco foodstore

06. Garden Centre

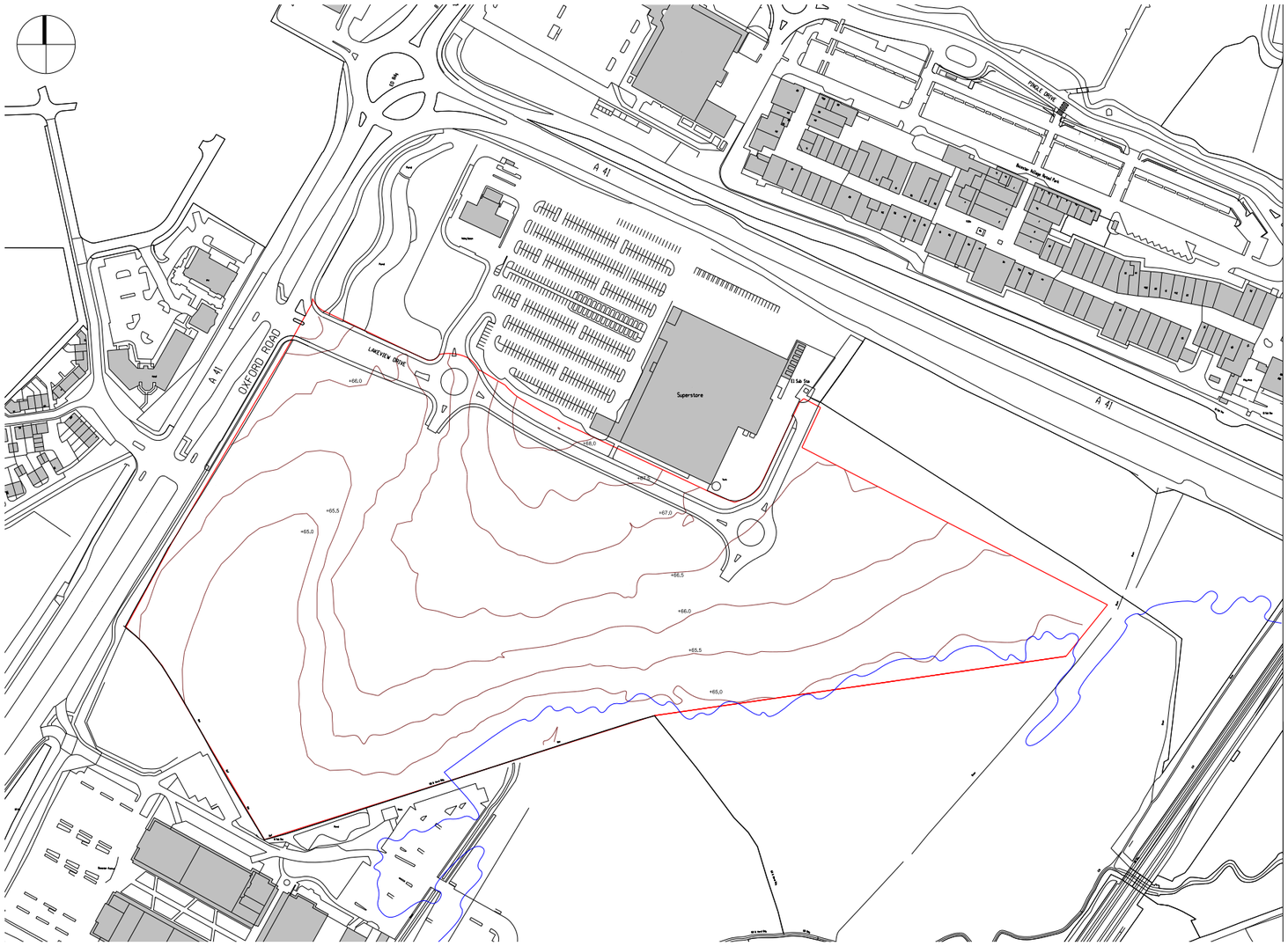
07. Sewage Works

3.1 Topography

Topography

The triangular site is 655m long east to west and 460m wide north to south. The site is mostly flat with a difference of 3m from the lowest south eastern corner to the highest point in the north central part of the site.

The 100 year flood line is shown in blue and runs in a south westerly direction from the north east part of the site. Additional information of the topography and flood line can be found in the flood disk assessment report prepared by Buro Happold Engineering.



—Contour Map of the Site

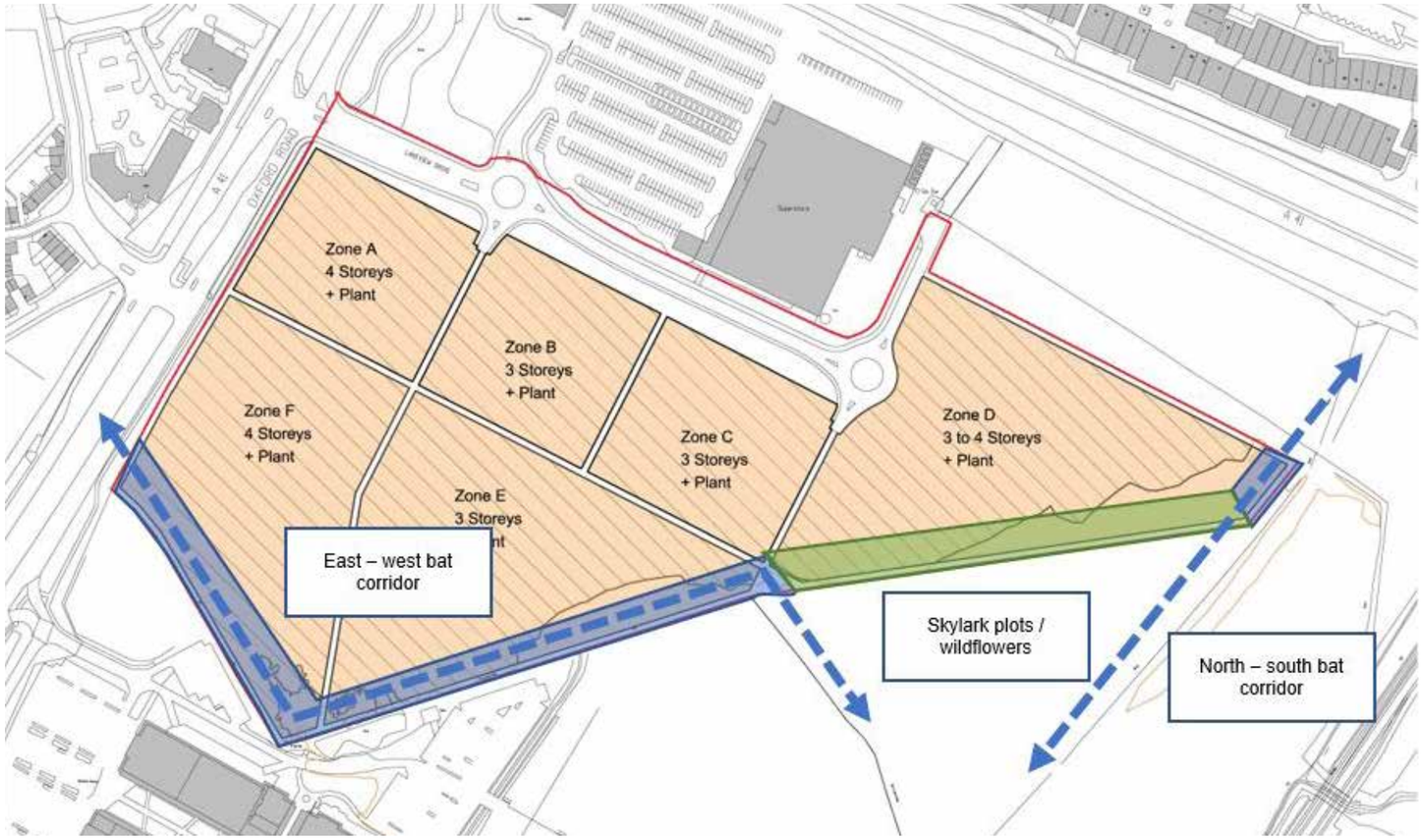
3.2 Ecology

Ecology

The Ecology Chapter (11) contained within Volume 1 (Environmental Statement) of the Environmental Impact Assessment sets out the relevant planning policy context; the methods used to assess potential effects; the baseline conditions and potential effects on ecology as a result of the Proposed Development. Where appropriate, mitigation measures required to prevent, reduce or offset any potentially significant adverse effects are identified, alongside a summary of the expected residual effects.

In summary the mitigation required for ecology are listed below:

- In order to retain flight corridors for bats across the site to the wider landscape an east – west and north-south bat corridor has been identified (this has been included in the scheme design evolution based on the outline plan below).
- Where external lighting (e.g. street lights or security lights) are required in proximity to the bat corridor, they will be designed to include appropriate height, cowling or other deflection devices to minimise light spill to a maximum of 1 lux at ground level within the dark corridor. Should and buildings be situated within 20 m of a dark corridor, further screening (such as evergreen hedges or fencing) will be provided to maintain the dark corridor. The lighting scheme will be approved by a suitably qualified ecologist.
- To compensate for the loss of arable margin habitats and provide habitat for reptiles and nesting skylark, a strip of wildflower meadow of varying width along its length will be created between the site and the flood zone to the south east (green area of the plan). A management plan for the meadow will be produced to set out preparation, control, monitoring, responsibility for intervention and maintenance. This will be agreed by a suitably qualified ecologist.
- The meadow will include three 3x3m skylark plots 24m from each other and from buildings. Plots will be managed to provide areas of lower / more sparse vegetation within the sward.
- The landscape strategy will consider the inclusion of a water feature which might double as attenuation as part of the surface water drainage solution. The landscape strategy will be agreed by a suitably qualified ecologist.



—Proposed Bat Corridors

3.3 Flood Plain

The Flood Plain

The majority of the site lies within Flood Zone 1 which is considered at low risk of flooding, defined as having a less than 1 in 1000 annual probability of flooding in any one year. However, land along the south eastern boundary lies within Flood Zone 2 and 3a which are considered to be medium and high risk of flooding respectively. There are also localised areas of Flood Zone 3b, classified as functional floodplain which has less than a 1 in 20 annual probability of flooding in any one year.

The Proposed Development will locate buildings outside the 1 in 100 year including 35% climate change allowance flood extent and set finished floor levels at a minimum of 300mm above the 1 in 100 year flood level including 35% allowance for climate change. Land raising within the functional floodplain will not be undertaken.

The primary surface water drainage infrastructure to serve the Proposed Development has already been constructed as part of the primary infrastructure contract for the site. The drainage was designed to provide capacity to serve the development proposals covered by the 2007 outline planning application. The surface water infrastructure was installed along Lakeview Drive with spurs left to facilitate drainage connections from the masterplan. A 600mm diameter surface water pipe crosses the Proposed Development site and outfalls into the drainage ditch upstream of the confluence with the Langford Brook.

In accordance with the previously agreed drainage strategy, surface water runoff from the developed site will be limited to current 'greenfield' runoff rates and onsite storage will be required. The drainage system to serve the development site will incorporate the recommendations of Sustainable Drainage Systems (SuDS) good practice. The images on this page are to give an indication to the aspirations of how the development will enhance the natural environment by sensitive landscaping.

BuroHappold Engineering (BHE) has prepared a Flood Risk Assessment (FRA) to support the Outline Planning Application for new office buildings and car parking at Bicester Business Park site, in accordance with the National Planning Policy Framework (NPPF).

4.0 Design

The Indicative Masterplan

The indicative masterplan (shown opposite) demonstrates how 60,000m² (GEA) of high quality commercial office space could be laid out on the site as a variety of stand-alone buildings set within a dramatic landscape.

The following descriptions and associated images are for illustrative purposes only to give an impression of what is possible in terms of massing, layout and landscaping. The final developed design may vary.

The focus of the masterplan is a group of seven primary office buildings each of approximately 4,000m² addressing a central, intensively landscaped area, with three additional larger buildings located to the west and east. Each building has its own adjacent dedicated car parking area. A network of pathways provides pedestrian access between buildings, encouraging walking and animating the landscape. A road system also serves the buildings and car parks although this is kept to a minimum in the centre of the site providing a relatively car free environment.

—Indicative Masterplan

Landscape Strategy

The landscape proposals will be carefully formulated in response to the existing features of the site and the proposed development and are based on the following principles:

(i) To integrate the development into the landscape setting, drawing on the existing character of the site and its surroundings.

(ii) To retain and protect key mature trees and boundary vegetation on boundaries of the site to maintain visual amenity and landscape character.

(iii) To provide a high quality and varied landscape setting to the proposed office park.

Pedestrian Routes

Securing new pedestrian and cycle linkage between the office park and Bicester town is an intrinsic part of the master planning process. A new pedestrian footpath will connect to Bicester town to the north across the A41. Pedestrian routes will be provided alongside the internal road network but also through the green spaces contained within the urban form creating greater permeability and choice of routes through the masterplan area and outward to the more informal landscape of the Langford Brook floodplain.

It is envisaged that the main road network through the site could provide opportunities for SUDS systems, such as swales to provide foraging and wildlife corridors connecting the boundaries of the site.

Vehicular access

The primary access to the site is off the southbound carriageway of the A41 Oxford Road this also provides access to the new Tesco foodstore to the northwest of the site.

After entering the site there are currently two roundabouts situated on a primary access road.

The scheme proposes to add secondary roads, connecting the existing roundabouts to the new development. The secondary roads will feed into the car parks across the site.

Pedestrian access

The principal pedestrian route runs north – south through the centre of the site connecting buildings on the north and south sides of the central landscaped area with Tesco, the bus stop on the A41 and Bicester village on the north side of the site.

Building Layout

Buildings are orientated to maximise views and pedestrian access onto the central landscaped area with car parking, vehicular drop off and front entrances on the opposite sides of the buildings. There are no vehicular spaces within the central landscape area. The buildings are orientated to take full advantage of natural light. Office ground floors open onto sunny south facing terrace spaces facing the landscaped area.

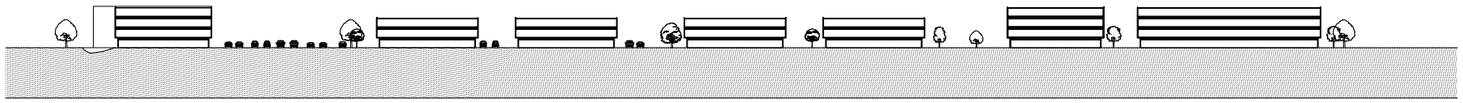
The landscaped spaces will become places to both walk through to the various building entrances and generally stop to enjoy nature and a sense of enclosure.

The central landscaped area will connect to the west providing a visual and physical landscaped connection from the A41 Oxford Road through the site and beyond.

4.1 Site Sections

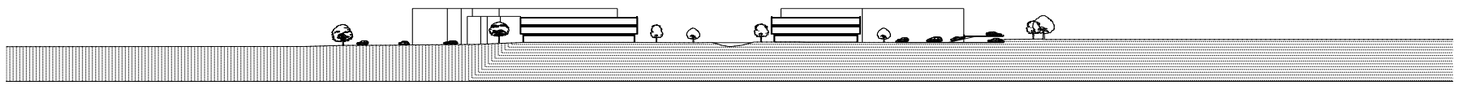
Current Design Proposal - Site Sections plan

The sections through the site on this page diagrammatically indicate the overall maximised heights of the buildings and show the relationship between the blocks and the amenity space between. Across the entire length of 690m site there is a height difference of 3m.



— Section A-A

— Section B-B



— Section C-C

5.0 Parameter Plans

The following parameter plans provide an overview of the limitations on the development of the site. They outline the maximum overall quantum of area (GEA), the maximum building heights and zones within which individual developments can be built (with associated maximum areas). With these parameters in place the whole site can be built out with the aspirations of the indicative masterplan upheld.

1105_P_004_Rev A - Planning Application boundary

The application boundary is shown in red. The total site area is 13.1 Hectares

The primary point in to the site is of access into the site for vehicular traffic is off A41 southbound Oxford road,

Where necessary, pedestrian, cycle and vehicular routes through the site will be treated differently to clearly identify a transition. Pedestrian access from existing public transport nodes to each development parcel will be provided.

A primary network of segregated footways and cycleways will be developed, some will be alongside roads or shared with vehicles.

1105_P_005_Rev C - Principal Building Zones and Uses

The parameter plan sets out six development parcels A – F. Detailed proposals will be designed at a later date and full planning permission sought. Each zone indicates a maximum floor area of buildings that could be built within the designated boundary.

Land Use (Class B1(a)/B1(b)) 60,000 m^2

Each zone has maximum building heights indicated on the Parameter Plan. These are given in storeys of accommodation (plus a level of plant on the roof). The floor to floor heights have been assumed as 4m.

The following matters are relevant:

Further clarification of the buildings appearance and final heights for each zone will be designed at a later stage when a detailed application is submitted and reserved matters can be satisfied.

The height constraints only limit a maximum height, allowing buildings within each zone to be of differing heights.

Revisions	By	Chk
\ 170815 First Issue	DW	LS
A 170925 Title block amended	DW	LS

Notes

Land within planning application boundary

Land within applicant's ownership

Site application area: 13.1 Hectares

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Project No. 1105

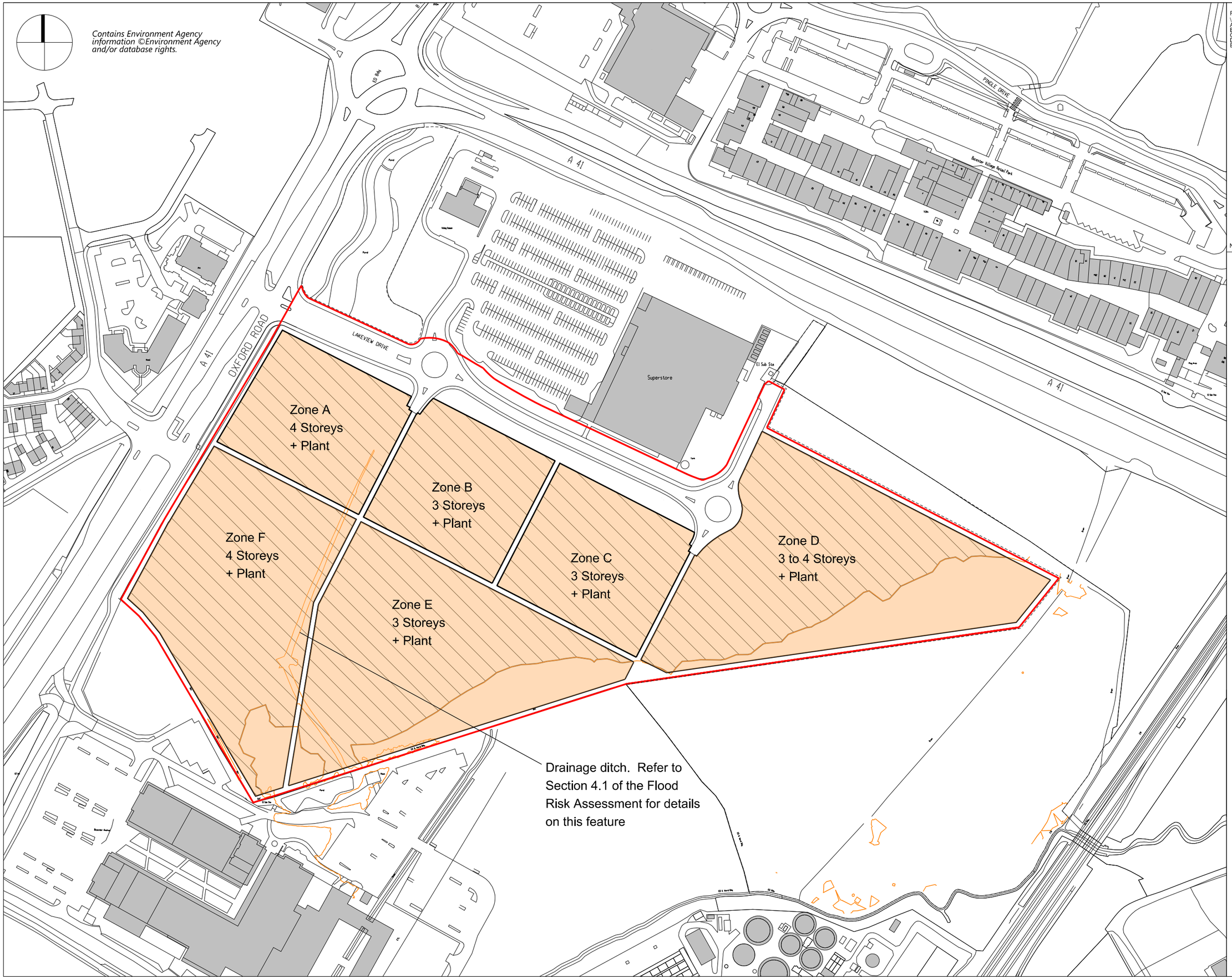
Project
Bicester Office Park
Scenic Land Developments Limited

Drawing Title
Planning Application Boundary

Drawing Number	Revision/Suitability
1105_P_004	A

Scale @ A3	Scale @A1	Revision Date
1 : 2500	1 : 1250	170925

YY MM DD



Revisions		By	Chk
\	170809 Issued for Comment	TP	DW
A	170814 Development Zones Amended	DW	LS
B	170815 Hatch Amended	DW	TP
C	170925 Title Block amended	DW	LS
D	171129 Flood line amended	DW	TP
E	171130 Flood lines amended	DW	TP

Key

- Development Zone
- Zone in which B1(a) / B1(b) class buildings can be built
- Site Application Area
- 1 in 100 year flood + 35%

Notes

Area Summary (GEA)

Zone A		
	Development Area	10,875
	Building Area	10,875
	Maximum floor area	5,460
Zone B		
	Development Area	10,745
	Building Area	10,745
	Maximum floor area	7,740
Zone C		
	Development Area	11,650
	Building Area	11,650
	Maximum floor area	7,740
Zone D		
	Development Area	27,730
	Building Area	20,180
	Maximum floor area	14,390
Zone E		
	Development Area	25,000
	Building Area	19,750
	Maximum floor area	11,610
Zone F		
	Development Area	22,470
	Building Area	20,900
	Maximum floor area	13,060
Total		
	Site Area	13.1 Ha
	Development Area	108,470 sq.m
	Building Area	94,100 sq.m
	Maximum Floor Area	60,000 sq.m

Please Note:
The areas included here are for guidance only and should be re-measured by a Chartered Surveyor prior to any valuation or feasibility exercise.

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Project
Project No. 1105

Bicester Office Park

Scenic Land Developments Limited

Drawing Title

Parameters Plan

Drawing Number	Revision/Suitability
1105_P_005	E

Scale @ A3	Scale @A1	Revision Date
1 : 2500	1 : 1250	171130
		YY MM DD

6.0 Access Statement

Access aims

The project team will aim to achieve the following as part of the design development process:

- To maximise access to all parts of the development, its facilities and services for people who are occupants, visitors and members of staff regardless of disability and as required by local, regional and national policy.
- To ensure that required standards for accessibility are met at the outset and as part of mainstream inclusive design wherever possible.
- To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment.
- To address the anticipated, substantial increase of older people in proportion to the working-age population and their future needs
- To meet the aims of the Equality Act (2010), where applicable.
- To follow design guidance given in relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people and inclusive design.

Key Design Principles

- A wide range of diverse means of transport will be encouraged for visits to the scheme:
- Bicycle routes are linked into the scheme, and significant provision has been made for a series of bicycle parking throughout the scheme.
- Good quality cyclists' storage will be provided as part of the development and showering facilities with unisex accessible showers will be included within the building.
- Car parking will include conveniently located disabled spaces, immediately adjacent to the various key access points serving the buildings on the park.
- The proposed design aims to create clear, unimpeded routes without possible trip hazards throughout the development.
- There will be a direct and convenient approach to all building entrances, well defined within the building façade, and logically located in relation to the surrounding public realm.
- The new development is an 'at grade' design with flush kerbs and channels. Tactile paving is used in the instances where there are steps, ramps, level change or external seating elements.

Amenity and Safety

External CCTV and security lighting will be installed as appropriate throughout the scheme, in order to give all users of the development a high level of safety.

The layout of the spaces within the park will enable informal surveillance and clear overlooking view lines wherever possible, and the design aims to eliminate 'dead corners'.

Post occupancy

Following completion of the development, Bicester Office Park will, where they have control or management responsibility, seek to ensure that the inclusive access features of the development are maintained and managed appropriately so that they remain available.

Appendices

A

Supporting Documents

01 Building & Landscape Precedents

Appendix - Precedents

Building and Landscape Precedents

A series of images is presented in this section to highlight the type of buildings and landscape character sought, including general building and landscape quality, typical elements, scale and massing. They do not seek to prescribe specific solutions as such detail will be developed within the evolution of the detailed design of the development.

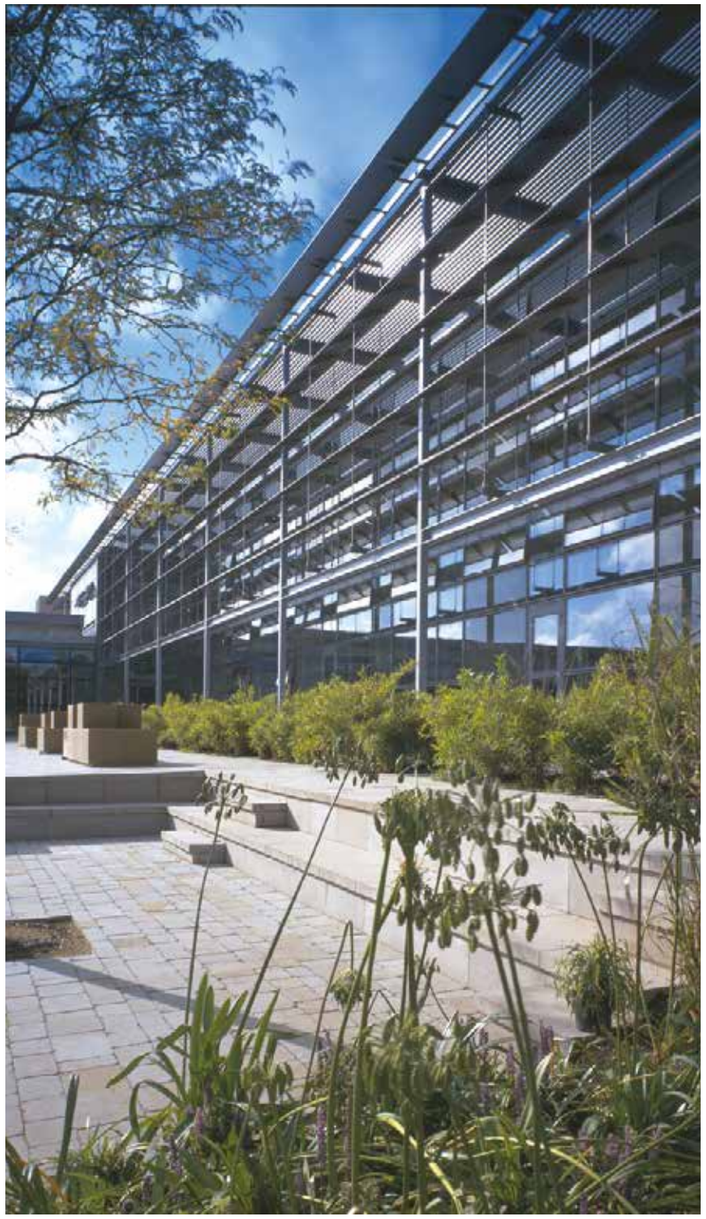
Sophos HQ

The design of the company's global headquarters provides an efficient and high quality working environment within a landmark building. Extensive landscaping, including a lake and roof terraces, enhance the setting of the building and provide amenity for the building occupants. Having outgrown two buildings in Abingdon already, their primary requirement was for a much larger building on an adjacent site, but competition for staff meant that the building was at least as much about the quality of the working environment and its external image, as it was about the adequacy of accommodation. The three storey building comprises two office floors above a tall ground floor devoted to non-office functions such as conference spaces, the main restaurant, packaging areas, storage and plant. The form of the building accentuates the difference between the functions and, whilst the office floors take the form of simple rectangles, the ground level has an irregular, sinuous perimeter.

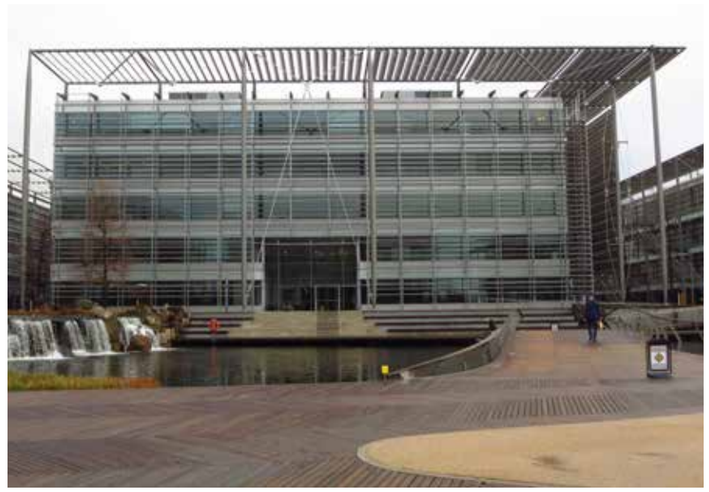
Wessex Water

Located on a rural site on the edge of Bath, this headquarters building by Bennetts Associates received the highest ever BREEAM rating for a commercial office building.

The new building was a central part of Wessex Water's long term business plan, which placed sustainability at the centre of its operations. In environmental terms, the project was acclaimed by the Building Research Establishment as the 'greenest' commercial building in the UK, with pioneering initiatives in a number of key areas: These include: Energy efficiency, Low embodied energy, Reductions in transport, Waste reduction and recycling, Water recycling and Enhanced biodiversity. To achieve its environmental aims and make the best of an outstandingly beautiful setting, the building comprises three stepped wings, running roughly parallel to the contours of the steeply sloping site. The orientation of each element is designed to reduce solar gain - the largest contributor to the need for air-conditioning in conventional office buildings. The building fabric makes extensive use of locally sourced Bath stone which, together with intensive green roofs unifies the building with the surrounding landscape.



—Wessex Water



Chiswick Park

The Richard Rogers and Partners masterplan consists of twelve buildings with a total of 1.4 million square feet of office space, as well as parking for 1,700 cars, a health club, swimming pool, and brasserie-cafe set within a landscaped public space complete with open-air performance space and lake. The buildings, arranged around the perimeter of the site enjoy views over the park with its central lake with three metre high waterfall, bridge and boardwalks, and extensive soft landscaped areas.

Hyland Edgar Driver

Hyland Edgar Driver (HED) is one of the UK's leading international landscape design companies based in London and Winchester with a reputation for high quality design through innovation and lateral thought but also for the ability to deliver world class projects on time and on budget.

The company was set up in 1992 and operates in all sectors of Landscape Architecture, Urban Design, and Landscape Environmental Planning.

HED offers an individual and refreshing approach to landscape architecture from landscape master planning, urban design, public realm design, environmental assessment, through to scheme design, detailing and site construction inspection.

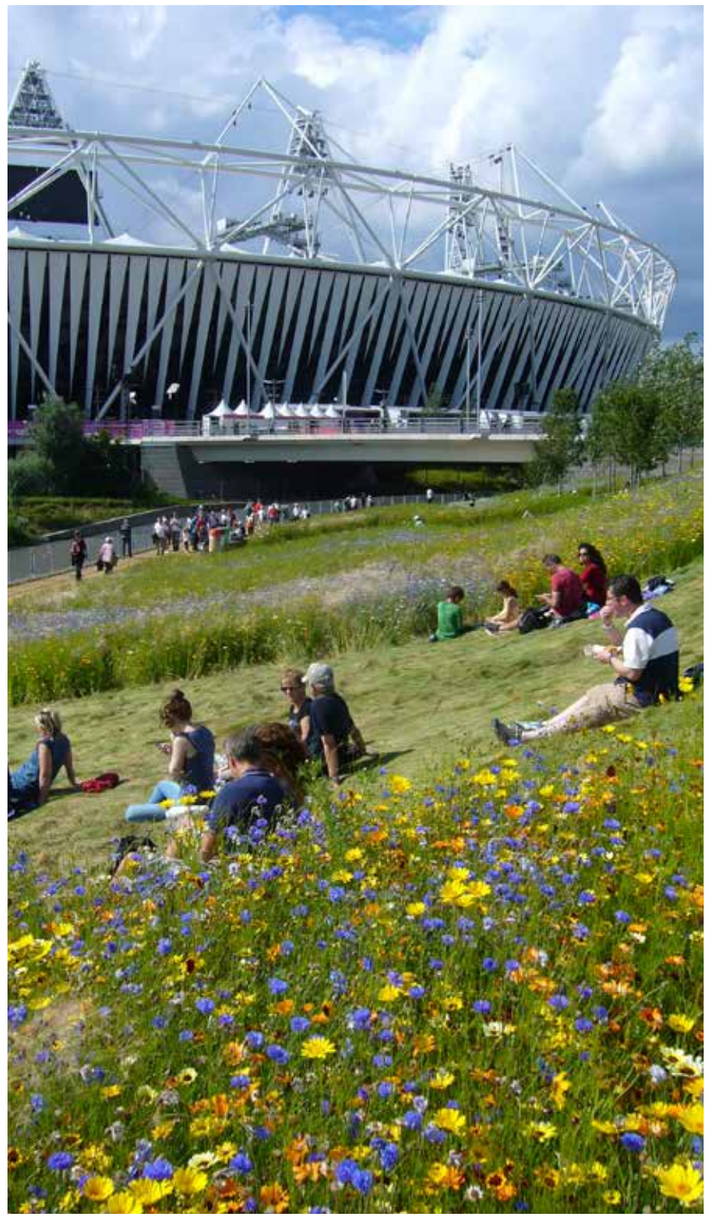
HED's wide ranging experience includes particular expertise in landscape design of business park projects and public realm, creating exciting contemporary landscapes responding not only to the site and architecture but also to the social and economic needs of the end user.

In addressing all of its work, HED's approach is positive and co-operative believing in value-added, environmentally responsible landscapes where the design of space for those using it remains the paramount concern.

HED's portfolio includes some of the UK's largest and most successful projects; the 2012 London Olympic Stadium, Heathrow's T5, St David's Centre Cardiff, Spinningfields Manchester and Forthquarter Edinburgh to name just a few.

— World Business Centre

— City Place



— 2012 Olympic Stadium

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