

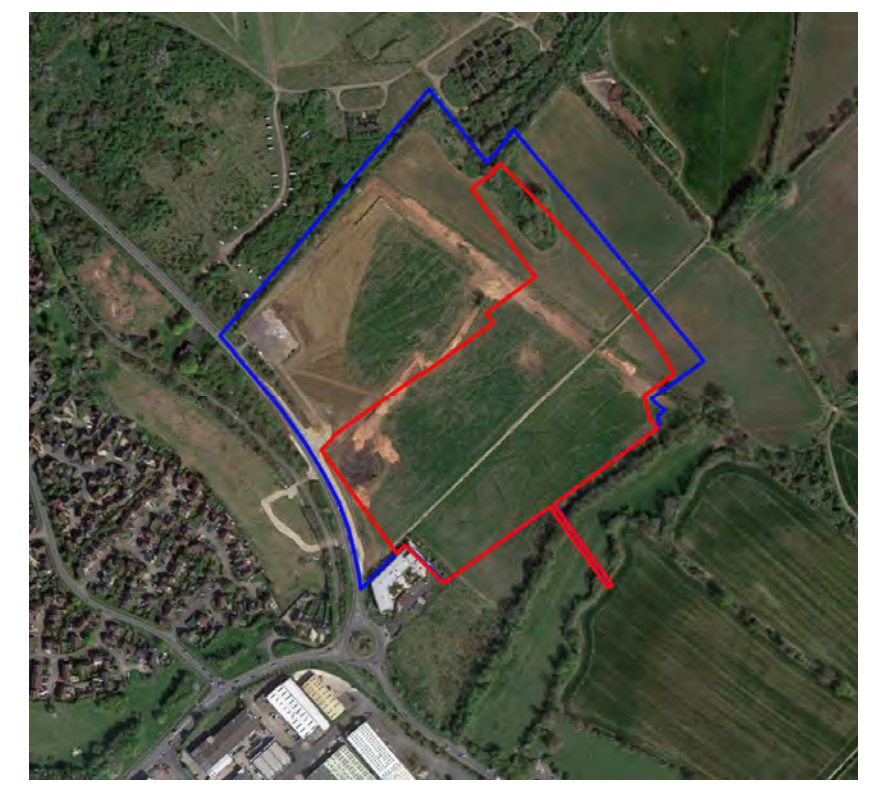
LINK 9 - BICESTER

LAND TO THE NORTH EAST OF SKIMMINGDISH LANE, BICESTER

**PROPOSED COMMERCIAL DEVELOPMENT
ZONE 1**

**RESERVED MATTERS FOR PHASE 3B
PURSUANT TO APPLICATION NO: 15/01012/OUT**

DESIGN AND ACCESS STATEMENT



March 2018

Contents

1.0 Introduction

2.0 Context

2.1 The site

3.0 Design

3.1 Amount

3.2 Layout

3.3 Scale & Density

3.4 Appearance

3.5 Landscaping

3.6 Vehicle Access

3.7 Inclusive Access

4.0 Application drawing schedule

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 GIA 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 3b - Zone 01. The phasing of the site is set out on approved plan Ref: 3830-22-03. Phase 3a (Zones 2 & 3) is currently under construction, in accordance with reserved matters applications 17/01712/REM & 17/01289/REM, respectively.

The proposed development comprises 2 units with car and HGV parking, hardstanding 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.

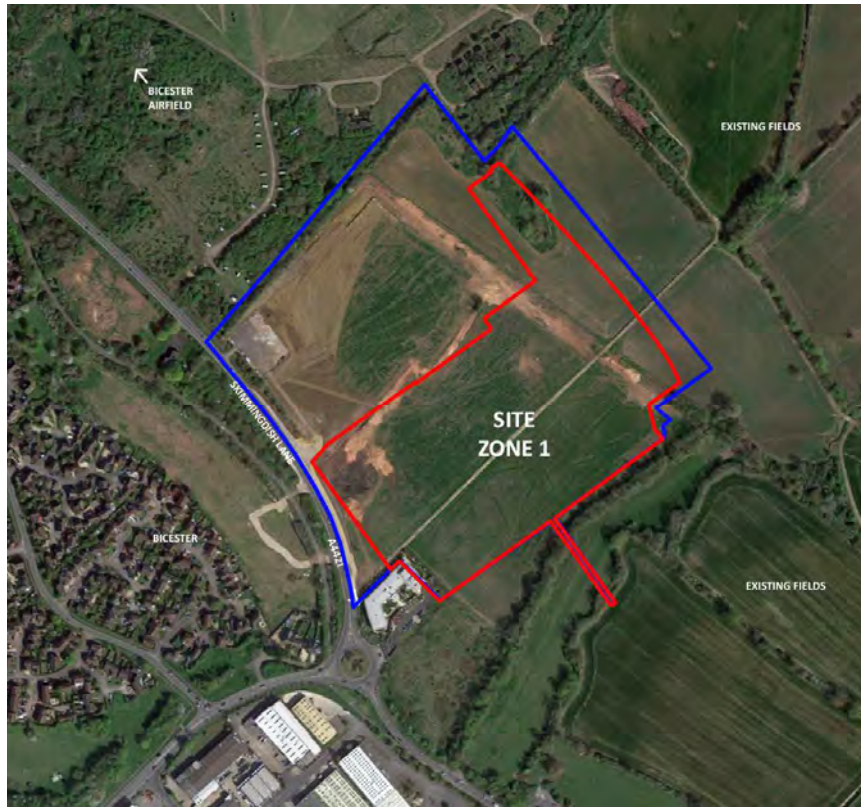


Fig. 01 Location Plan for Site as Existing

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 3b of the overall development, is located to the North East of the town.

Figure 01 shows the overall development site as prior to any development with the plot boundary relevant in this application—Zone 1 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 side of the ownership boundary (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.

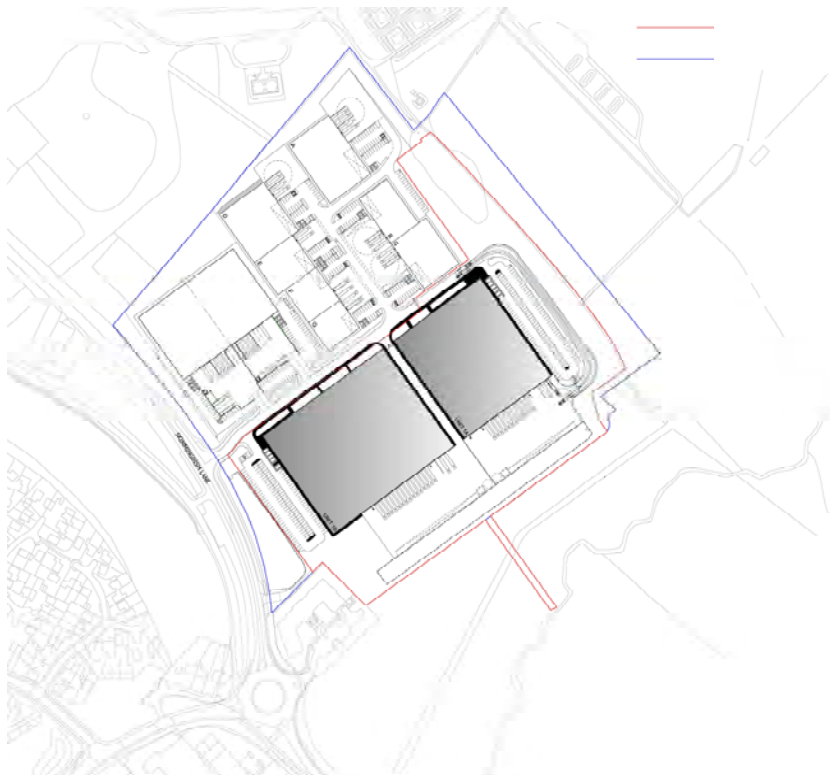


Fig. 02 Proposed Location Plan



Fig. 03 Looking north on Skimmingdish Lane



Fig. 04 Looking south on Skimmingdish Lane, showing site entrance

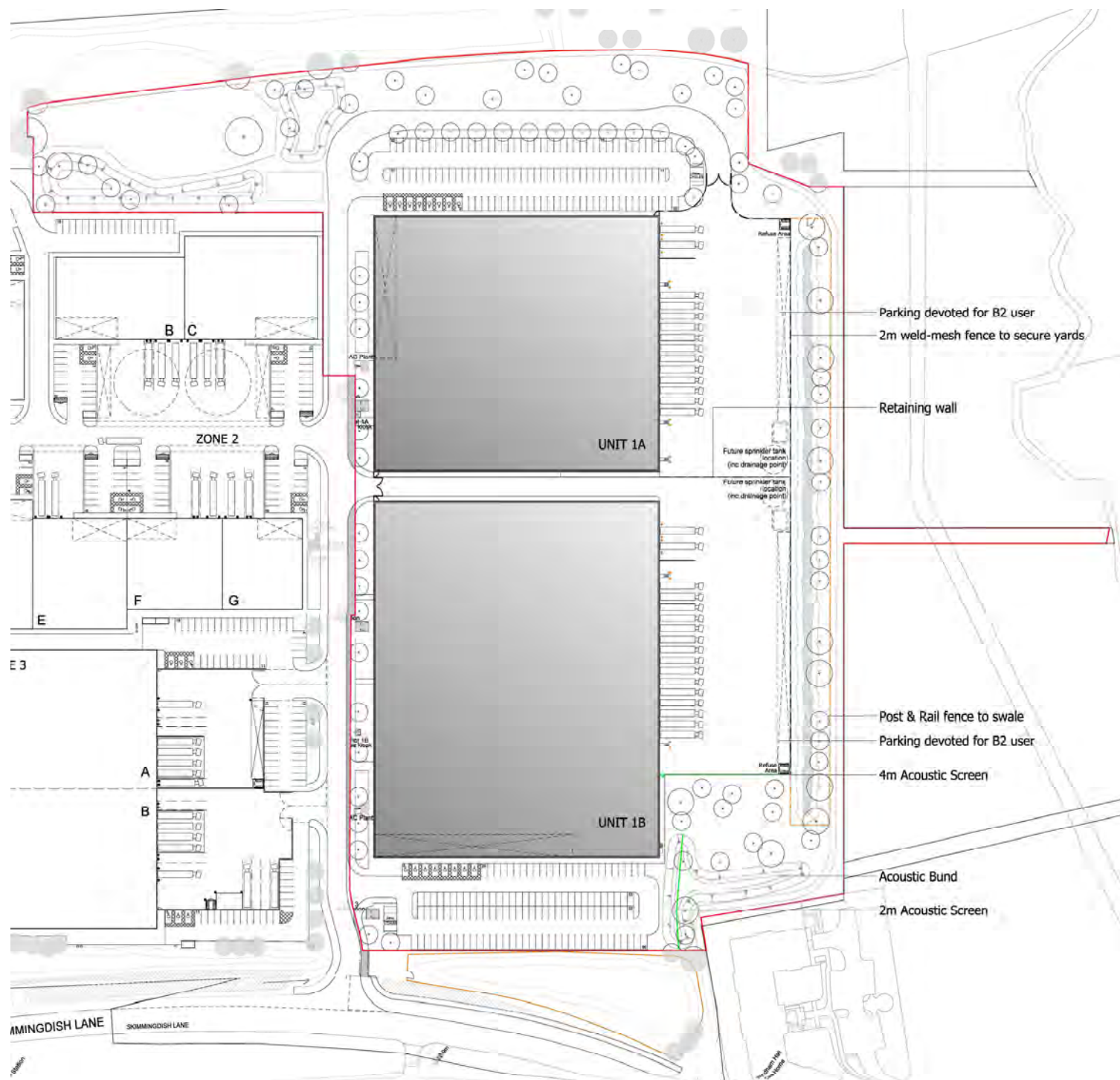


Fig. 05 Site Plan as Proposed

3.0 Design

3.1 Amount

The outline consent permits up to 48,308 sqm GIA 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 two buildings with a total of two units for flexible B1c, B2, B8 and ancillary B1a uses. The approximate total Gross Internal Area (GIA) of the development proposed by this application is 26,785 sqm (288,316 sqft). This represents the final phase, with the site delivering approximately 47,917sqm in total.

3.2 Layout

As illustrated on the proposed site plan (fig. 05), the proposed layout includes service yards and manoeuvring spaces for each unit. This proposal provides delivery vehicle parking at appropriate ratios for modern industrial use. Provision is made for the further installation of sprinkler tanks and pumps in the yards of both units should the tenants require.

Unit 1A has 2No loading doors and 12No dock level loading doors, and Unit 1B has 2No loading doors and 15No dock level loading doors, all with painted steel protection bollards. Each unit has car 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 the yards of both units if required. Further commentary on the car parking is provided in the parking note appended to the reserved matters report. Building entrances are located in a prominent position creating a safe and pedestrian-friendly entrance. In addition, canopies highlight staff entrances.

A 2m high black weld mesh separating fencing is provided to secure units 1A and 1B service yards. A timber post and rail fence is provided around the swales. Each unit's core accommodation incorporates an entrance lobby with toilet facilities at ground floor and ancillary office accommodation at first and second floor.

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.

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.

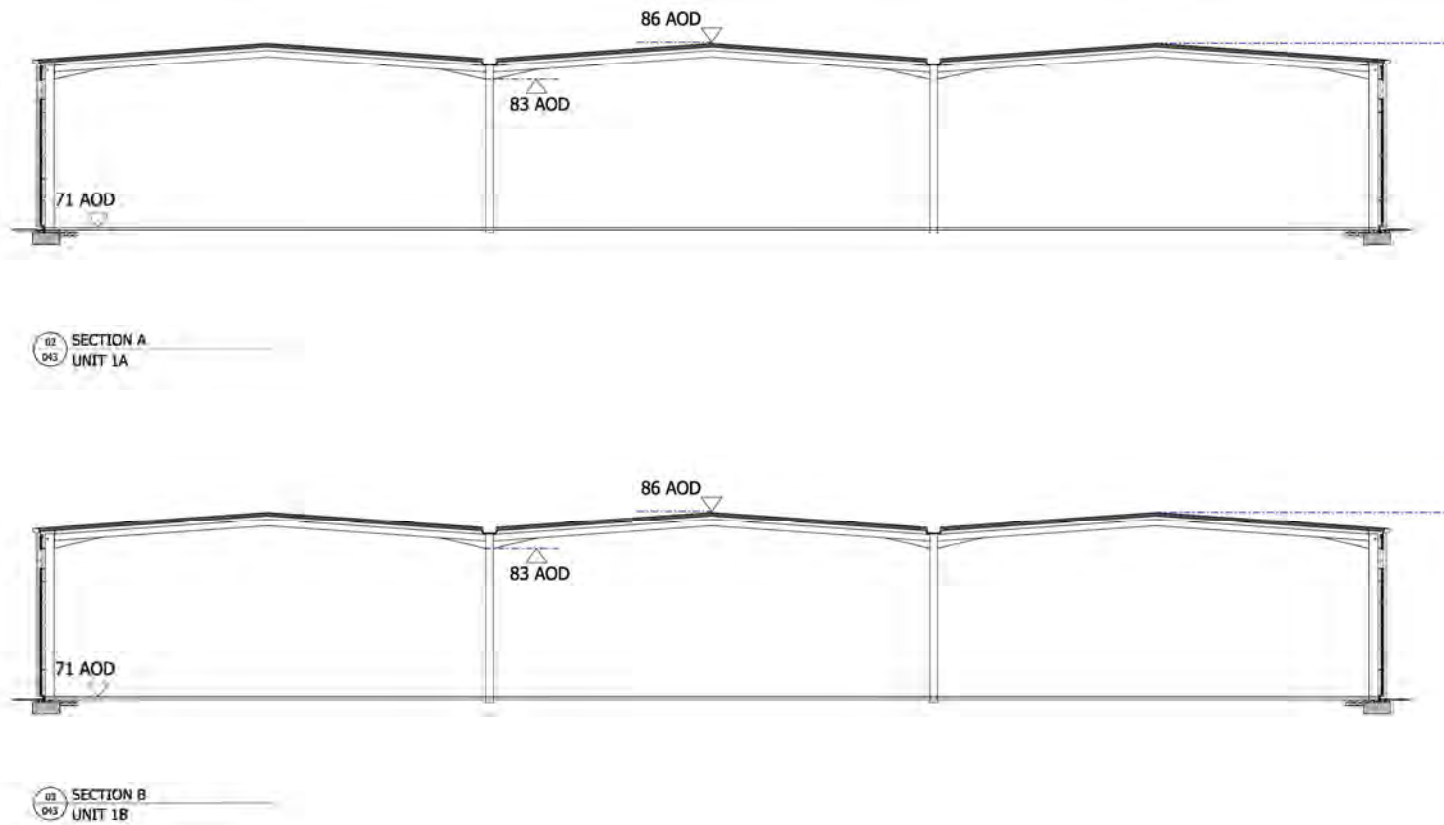


Fig. 06 Unit 1A & 1B — General Sections

3.3 Scale & Density

The proposed buildings have been designed so that the building heights are kept to a minimum, respecting the heritage value of the adjoining airfield. All the buildings comply with the height restriction of 86.00m AOD (as set by parameter plan Ref: 3830-29-11) and this reduces the impact on neighbouring buildings and heritage land (fig 06). The scheme proposes two buildings rather than the single building shown indicatively in the outline application. This helps to break up the mass of buildings on the site, as well as offering advantages in terms of access and market suitability. The buildings have three hipped portal frames, keeping the eaves level and low, without presenting a gable end. The elevations have different material treatments across their length, breaking up the elevations. These help to further reducing their impact (see below).

3.4 Appearance

The design and external appearance of the proposals will respect and complement the surrounding area and neighbouring buildings in zone 2 and zone 3. The developments in zone 2 and zone 3 have been designed to a high standard, to suit clients' and tenants' demands for contemporary buildings that reflect their ambitions and company identities. Zone 1 continues that approach.

The proposed elevations (fig. 07 & 8) 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 buildings. Locating the core and ancillary office accommodation to the front facades of each building provides good accessibility, assists visitors with orientation, and provides an active frontage facing onto Skimmingdish Lane.

The built up cladding is expressed in panels of two colours with a feature band which further reduces the apparent mass. A simple palette of colours is proposed which includes pale grey roof forms and dark grey frames to windows doors and curtain walling. The built up and composite cladding is proposed in Sirius and Zeus with a Zeus feature band. The gutter fascia and RWP's are proposed to be RAL 7016 (Anthracite). The doors to loading bays and dock levellers are proposed to be in Flame Red (RAL 3000). The proposals are in accordance with the design code submitted alongside the outline application. This palette is consistent with the earlier phases on the site, apart from the accent colour (in this case, Flame Red), which, like the other phases, is unique, to enable differentiation of the different zones within the site.

A standardized window size and elevational rationale has been utilised across both 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. Functional elements such as loading doors, dock levellers, pedestrian doors and windows provide 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 proposed units would receive good levels of natural light through roof lights to the warehouses and glazing to the offices.

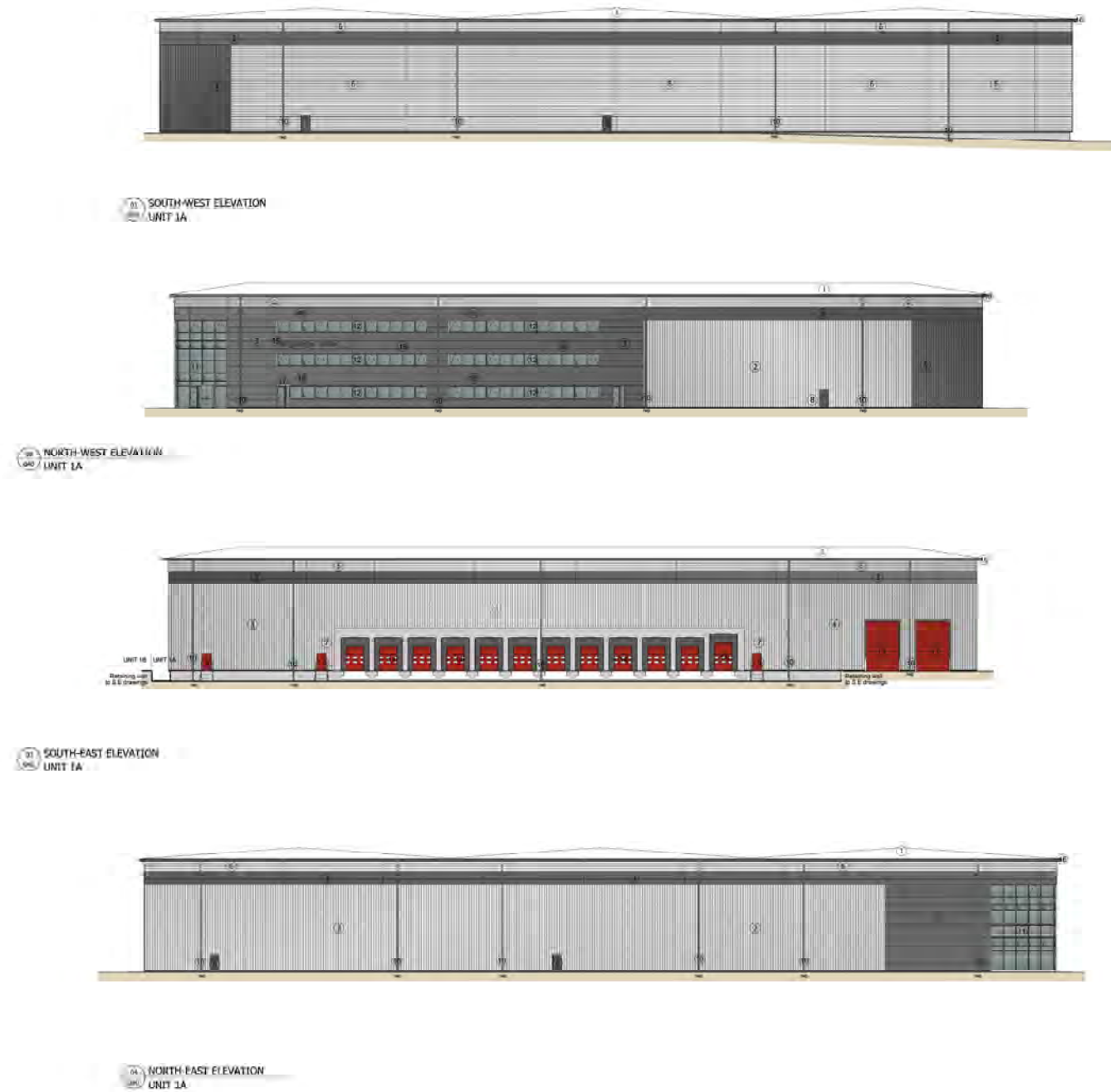


Fig. 07 Unit 1A Elevations

3.5 Landscaping

A landscape strategy for the outline application was provided by Re-Form Landscape Architecture, who have also developed this for the Zone 01 site. Detailed landscape proposals are included within this application. Areas of developed landscape are shown on the external finishes site plan (fig. 09) 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.

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.

3.6 Vehicle Access

The new site access has been formed from Skimmingdish Lane which will allow for the safe entrance and exit of vehicles up to HGV size. The road within the site allows access to each unit's car parking and service yard areas.

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 buildings 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.

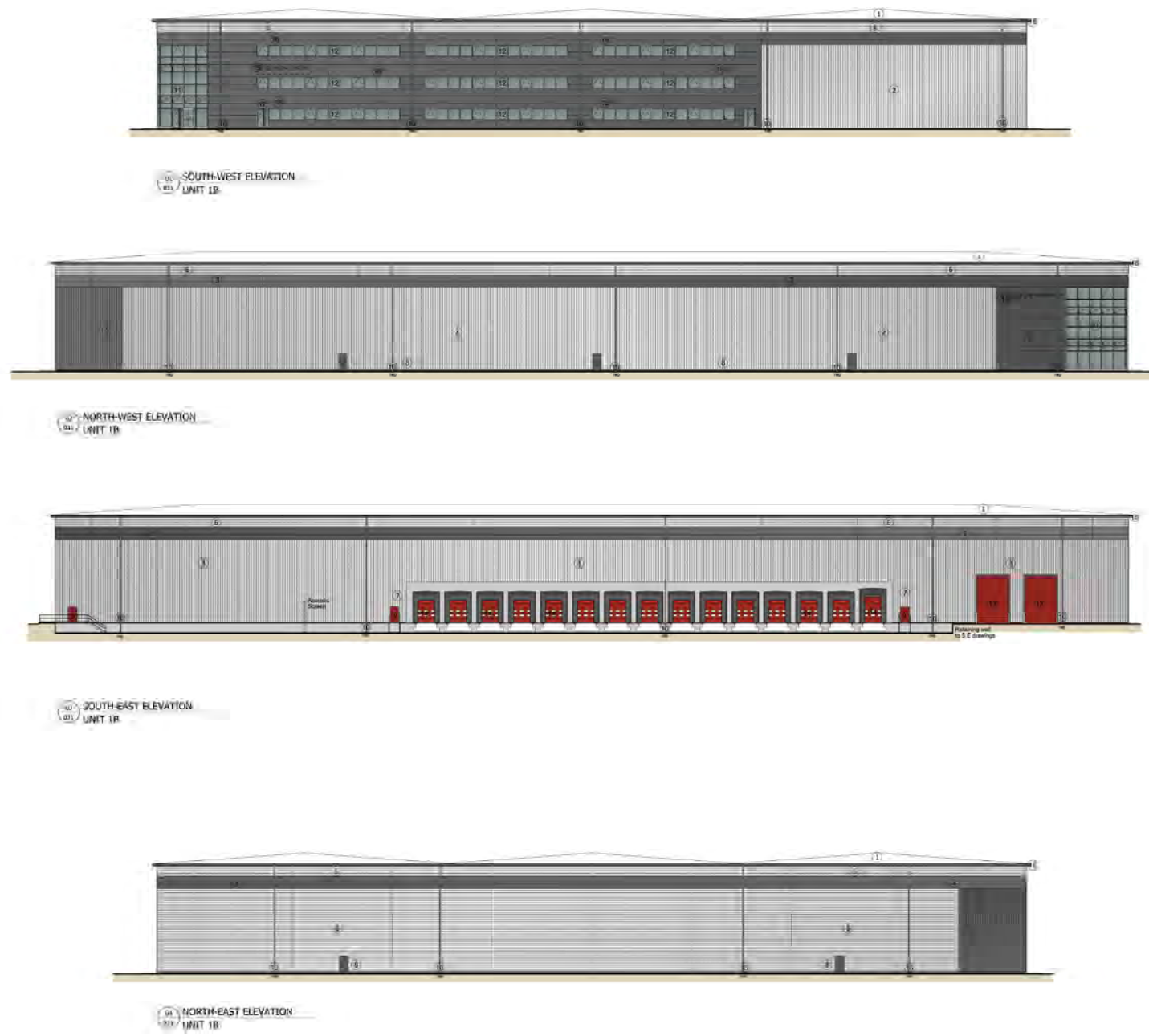


Fig. 08 Unit 1B Elevations

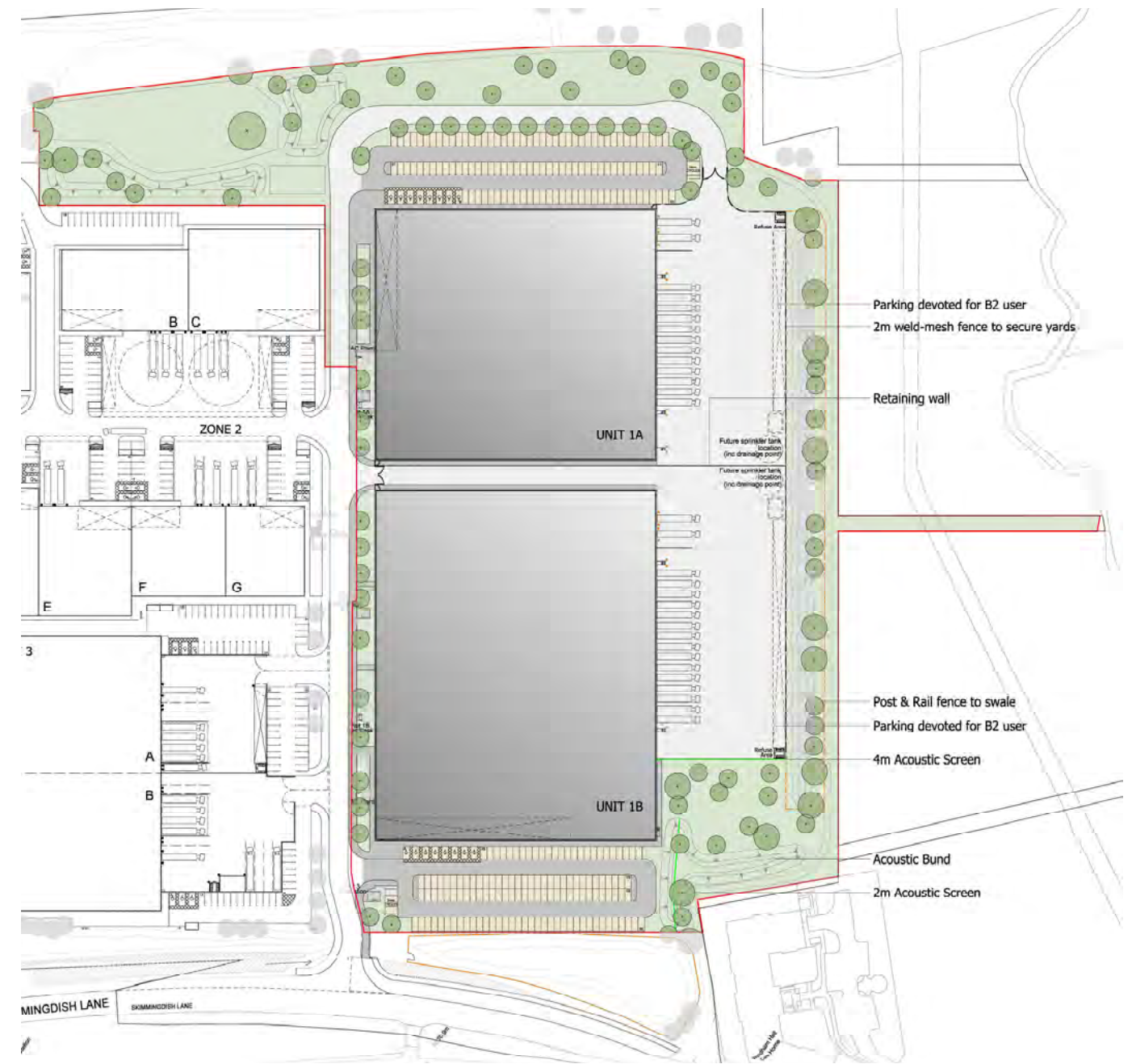


Fig. 09 Proposed External Finishes Site Plan

4.0 Application Drawing Schedule

| Drawing No | Scale | Drawing title |
|-------------------|--------------|-----------------------------|
| 17007/TP/1001 | 1:1250 @ A1 | Site Location Plan—Existing |
| 17007/TP/1002 | 1:1250 @ A1 | Site Location Plan—Proposed |
| 17007/TP/1003 | 1:1000 @ A1 | Site Plan—Proposed |
| 17007/TP/1004 | 1:1000 @ A1 | External Finishes Site Plan |
| 17007/TP/1005 | 1:250 @ A1 | Unit 1A Ground Floor Plan |
| 17007/TP/1006 | 1:250 @ A1 | Unit 1A First Floor Plan |
| 17007/TP/1007 | 1:250 @ A1 | Unit 1A Second Floor Plan |
| 17007/TP/1008 | 1:200 @ A1 | Unit 1A Sections |
| 17007/TP/1009 | 1:250 @ A1 | Unit 1A Elevations |
| 17007/TP/1010 | 1:250 @ A1 | Unit 1A Roof Plan |
| 17007/TP/1011 | 1:250 @ A1 | Unit 1B Ground Floor Plan |
| 17007/TP/1012 | 1:250 @ A1 | Unit 1B First Floor Plan |
| 17007/TP/1013 | 1:250 @ A1 | Unit 1B Second Floor Plan |
| 17007/TP/1014 | 1:250 @ A1 | Unit 1B Sections |
| 17007/TP/1015 | 1:250 @ A1 | Unit 1B Elevations |
| 17007/TP/1016 | 1:250 @ A1 | Unit 1B Roof Plan |
| 17007/TP/1017 | 1:20 @ A0 | External Works Details |
| 17007/TP/1018 | 1:20 @ A1 | Cycle shelter details |