



DESIGN DEVELOPMENT

Creating an Identity

4.1 Contextual Massing

The overall massing strategy for the Local Centre has developed in response to the immediate and wider context.

The maximum developable area of the site was explored, taking into consideration the massing precedent set by the Eco Business Centre and desire to establish an active street frontage, and relationship with the River Corridor (Fig 3). The exercise demonstrated that maximum development of the site was not suitable for the existing context and dominated the surrounding context negatively.

The massing was then revisited, excluding areas in close proximity to boundaries and taking into consideration the impact on existing residential amenity, to minimise overlooking and overshadowing.

Key access routes were also excluded including an area surrounding the Energy Centre which is required for service access. As a result, the site available to the north of the energy centre became very limited and did not provide great opportunities for building development, especially for residential uses. Instead the zone presented a possibility to provide additional, multi-functional external space, landscaped to complement the Eco Business Centre whilst shielding the Energy Centre from the street edge.

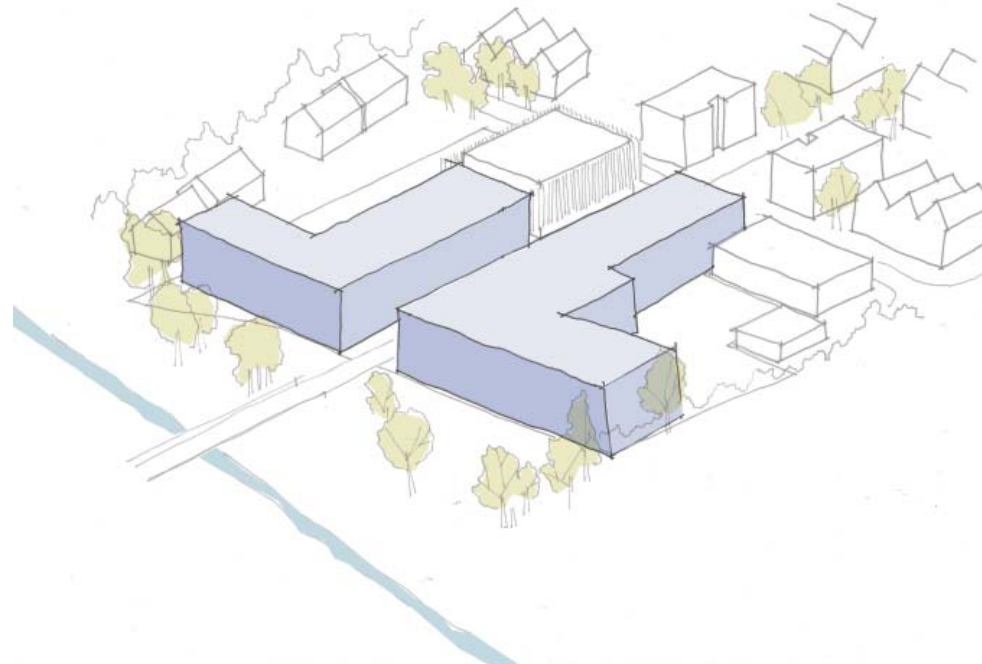


Fig (3). Site Limits

Maximum development on site.

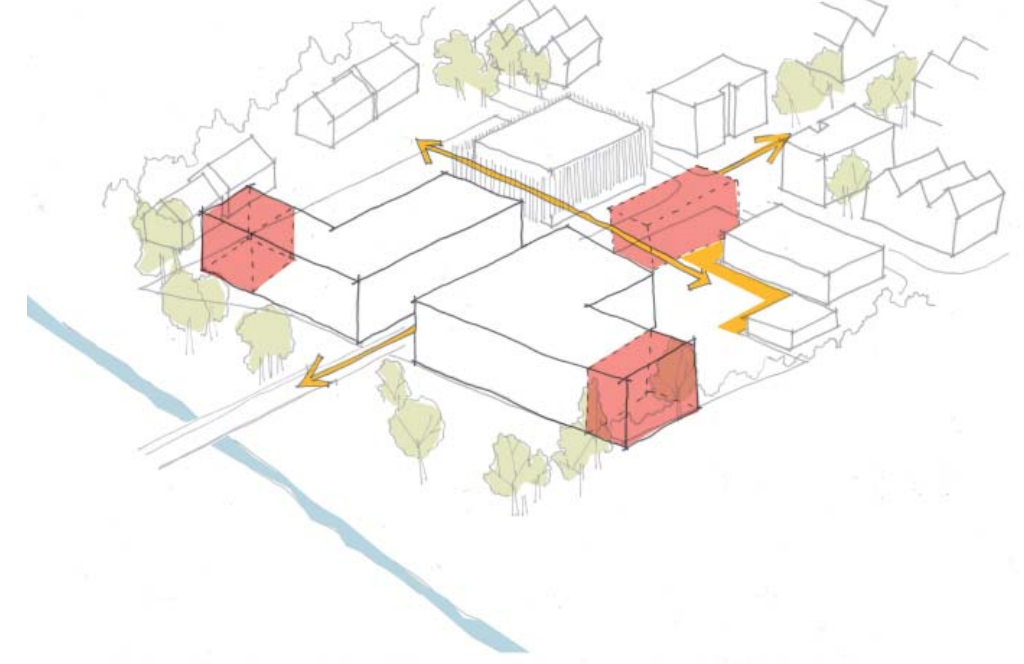


Fig (4). Routes and Restrictions

Key access routes established.
Mass pulled away from current/future residential developments and Energy Centre.

DESIGN STRATEGY

Function and Form

4.2 Encouraging Interaction and Activity

The strategy to focus social and commercial facilities at ground level encourages an active street frontage whilst also facilitating greater community interaction with the River Corridor - a valuable asset to the community (Fig 5)

Residential at first and second floor ensure there is continual life and activity at the Local Centre, creating a vibrant development. The residences also create an element of passive supervision, overlooking the River Corridor and parking/service area. Discouraging anti-social behaviour and typical 'back-of-house' areas whilst creating a scheme that promotes activity throughout the development.

4.3 The Articulation of Form - Defining Place

The form of the Local Centre has been developed to reflect the local context whilst also responding to the sustainable design aspirations of the Local Centre and NW Bicester as a whole.

The roof form has been developed to break down the overall mass of each of the block, whilst reflecting the surrounding roof forms. South facing pitched roofs maximise areas for renewable technologies whilst mirroring the form of the residential properties running on the north/south axis across Elmsbrook.

Each block also contains a section of flat roof, that mirrors the Eco Business Centre and other three storey blocks running along the East/West axis.

As each of the blocks turn the corner from Charlotte Avenue towards to River Corridor the form is articulated to create a 'gateway' to the Local Centre, defining the centre as a place to meet and interact.

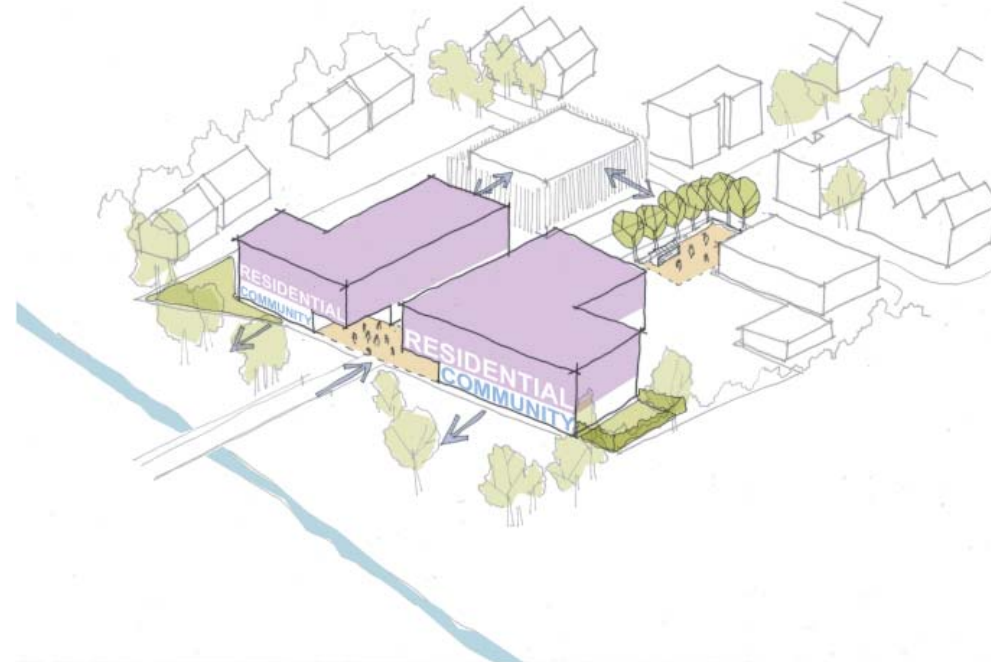


Fig (5). Use and Interaction

Key community spaces created.
Markers form anchoring gateways.
Physical and architectural interaction between development and business centre.

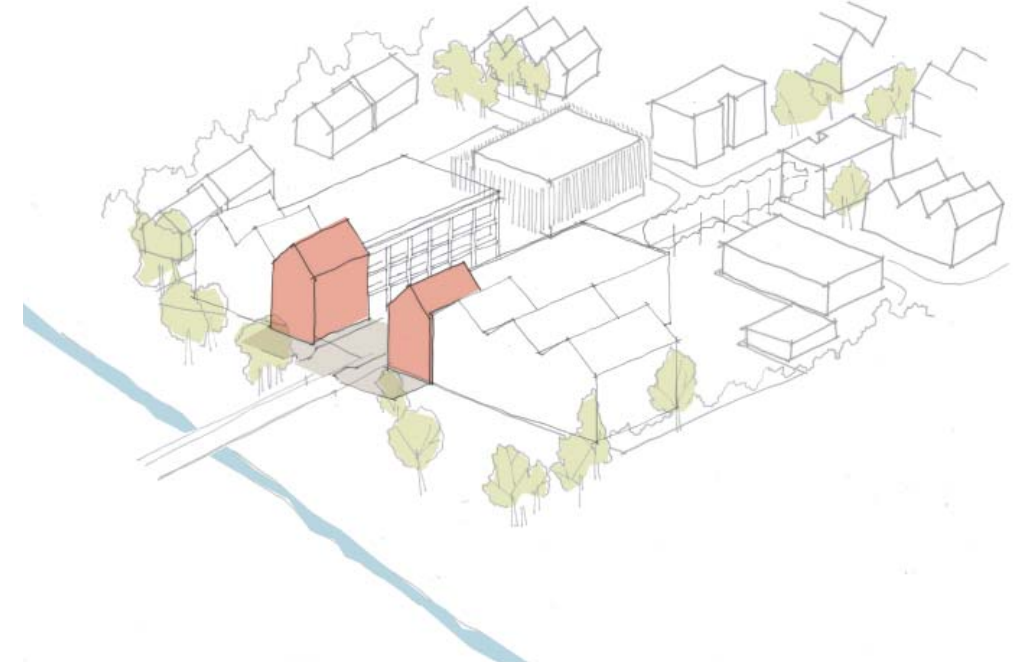


Fig (6). Creating a Gateway - a place to meet

Formation of places to meet and socialise.
Architectural markers creating a gateway to the community.
Encourage a strong relationship between landscape (River Corridor) and community.
Respond to the architecture and massing of the surrounding community and context.

DESIGN STRATEGY

Community and Residential

4.4 Community Focussed Mixed-Use

Combining community facilities, such as halls and nurseries, with residential properties within one building, can help to create vibrant and active places. The Clay Farm community centre in Cambridge demonstrates the benefits of community focussed mixed-use development, combining residential and community halls.

Careful emphasis has been placed on promoting the well-being of the residents whilst also ensuring they benefit from the array of community facilities on offer.

The building incorporates a community centre; a community café; a youth wing with games area, band and DJ room, and space for craft activities. It also contains a public library; a health centre; residential accommodation; accommodation for police and social services and other providers; and car parking for essential staff and emergency vehicles with external areas for community use.

The scheme was designed to ensure the residential properties above the community centre benefit from the facilities whilst ensuring the residents are not disturbed by the other uses. A clear acoustic strategy was developed along side careful detailing and compliance with Part E of the building regulations to ensure the comfort and well-being of the residents.

Elmsbrook Local Centre Strategy

The apartments at the Local Centre have been developed to the same principals. Windows avoid overlooking external social spaces where ever possible. Mechanical ventilation ensures each property is environmentally comfortable and healthy without the requirement to open windows - although openable windows are also proposed.



DESIGN STRATEGY

Site Layout

4.5 Site Layout

The Local Centre is split between two blocks, to the north and south of Charlotte Avenue. The North block contains commercial Unit 1 with 16 apartments above, the South block accommodates Units 2 and 3 as well as 22 apartments.

The buildings have been situated along the edges of the site, maximising interaction with the River Corridor and street edge. The layout ensures the Local Centre is able to accommodate the required parking and cycle storage numbers established by the Exemplar Site Travel Assessment and Plan. Refer to the *Transport Statement* for more information.

Each block has been located to maximise the orientation of the site. The blocks predominantly face north/south which helps to achieve increased daylighting potential for all uses whilst also maximising roof area for the provision of PVs across the site. The orientation also focuses the commercial/retail/social uses along Charlotte Avenue, helping to create an active and dynamic street frontage.

The site strategy also responds to the layout, massing and form established by the Eco Business Centre and set out within application (LPA ref 17/00573/CDC), where the service and parking area was placed to the rear and offices were focused towards the street edge.

The North block creates a covered promenade which acts as a solar shading device on the southern elevation whilst referencing the brise soleil on the adjacent Eco Business Centre.

4.6 External Amenity

Integrating landscape and architecture has been a key driver behind the design development of the Local Centre.

An area to meet and gather, defined by a combination of soft and hard landscaping, has been created at the west entrance of the Local Centre. The area forms a space which connects the Local Centre to the play area and River Corridor which draws people to the centre via pre-established pedestrian routes and creates an external space to socialise.

External areas have been provided for Units 1 and 2 which allow for private play and event areas to complement the various, flexible, uses. The Unit 2 garden is private and not overlooked, creating a safe and flexible area for the nursery. The Unit 1 garden is directly linked to the building and car park, which means the garden can be used for outdoor activity and events in conjunction with the hall.

An area north of the energy centre has been designed and landscaped to provide a multi-use public space which contributes to the parking provision of the site whilst also providing a space for future external events such as markets. Trees line the street edge to mirror the timber cladding on the Eco Business Centre and providing further seating / social areas.

Each residential flat has access to a balcony from the main living/kitchen area to provide each property with private external space. Where possible each balcony has been located to maximise daylight and views.



Elmsbrook Local Centre - Proposed Ground Floor Plan

DESIGN STRATEGY

North Block - Internal Layout

4.7 Flexible Use

The main focus of Unit 1 was to create a flexible, accessible unit which responded to the current and future needs of the community.

A large space sits alongside the River Corridor with direct access to the external space to the rear. The location of this spaces means that glimpses of activity into the facility can be caught from the street edge but it also benefits from an outlook over the River Corridor. Furthermore, the width and depth of the area creates a flexible space that can serve a number of different functions, such as hall, community rooms or function spaces.

Unit 1 can be accessed from both the street edge and car park, creating a link through the building. Large openings along the street on the southern elevation provide street level interaction and allows residents to see into the spaces within. By situating glazing on the street edge it helps to establish an active frontage.

Entrances and external space have been created along the eastern edge of the unit. The entrance to the Eco Business Centre is opposite this elevation and helps to foster interaction between the two buildings. By locating entrances in this position it also helps to draw people around the building - creating activity along all edges and elevations. Furthermore, an external seating area has also been formed along the east elevation. Partly covered by the residential apartments above, and defined by landscaping, the area can be accessed directly from Unit 1 and responds to the main entrance to the Eco Business Centre.

Service areas, such as plant, toilets and kitchen, have

been located on the rear elevation (north). This move ensures the street edge and river corridor elevations remain active whilst also allowing habitable rooms to maximise daylight and views. Moreover, the plant and server rooms are easily externally accessible, with access to the cafe kitchen also from the rear for deliveries and access to bin stores away from the main street frontage.

4.8 Residential Wellbeing

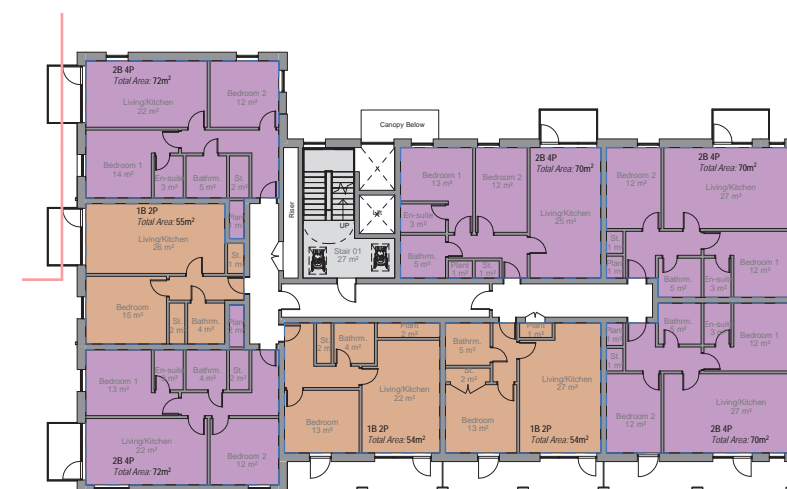
The first and second floor residential apartments in both the North and South blocks have been designed with the wellbeing of the residents as a primary focus. Each apartment has direct access to an external balcony from the living/kitchen area, with south facing apartments on the North block benefitting from walkway balconies which helps form the promenade below whilst also doubling as brise soleil to the flats and community centre.

A fabric first approach has been adopted to ensure each apartment is efficient and comfortable for each resident. A mechanically ventilated strategy with heat recovery has been adopted to limit heat loss whilst providing fresh air, and openable windows will also be provided for an element of control (refer to Hoare Lea's Sustainability and Energy Statement for more information). The elevations have been designed and optimised to maximise daylighting and quality of light within each of the apartments (refer to Hoare Lea's Daylight and Sunlight Assessment).

The ground floor entrances to the residential apartments are located to the rear of each of the blocks. This ensures there is activity to both the front and rear of each block as well as being in good proximity of parking and cycle stands.



(Above) North Block - Ground Floor Plan - Unit 1



(Above) North Block - First / Second Floor Plan - residential

DESIGN STRATEGY

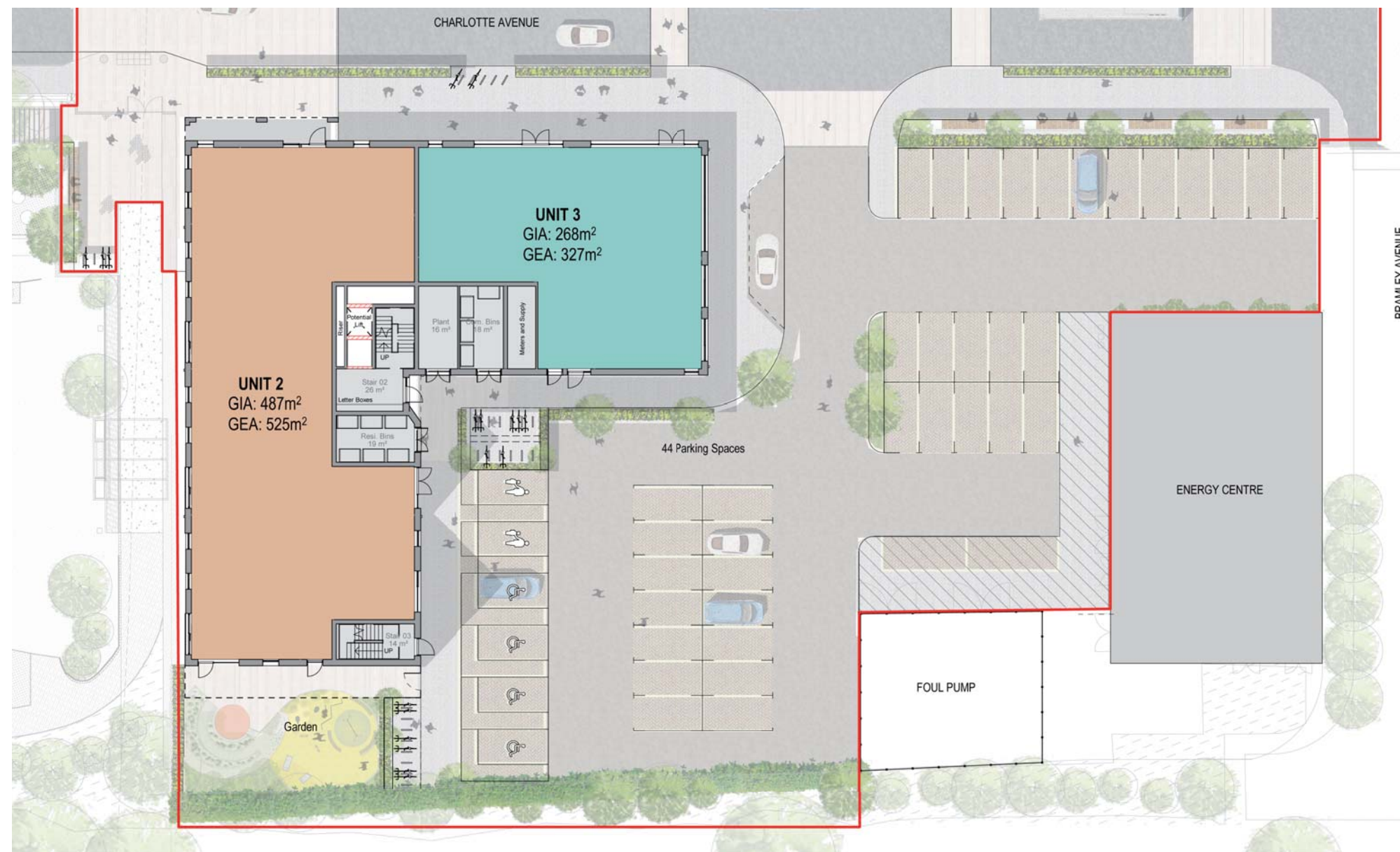
South Block - Internal Layout

4.9 Street Activity

The South block, accommodating Unit 2 (flexible use classes A1, A2, B1 and/or D1) and Unit 3 (flexible use classes A1, B1 and/or D1), alongside 22no residential apartments, has been designed to encourage street interaction and activity whilst responding to the local context.

Unit 2 has been located along the west elevation to maximise the views across the River Corridor whilst ensuring a level of privacy from the street edge. Entrances are located along the street edge and car park to encourage activity along all elevations, and provides vehicular and pedestrian drop-off without compromising the public realm. The unit also benefits from a street frontage, helping to provide presence on the corner and define the entrance to the Local Centre. Service areas are clustered around the stair core to maximise floor area and to ensure active elevations along street and side elevations.

Unit 3 has been located along Charlotte Avenue, and wraps around the building, to provide continual activity along the street edge and into the car park. The unit is primarily accessed from Charlotte Avenue, facing Unit 1, and encourages interaction between the North and South block. Access to the rear is provided and is serviced with an internal bin store to ensure the street edge and parking remain uncluttered. This provides opportunities for landscaping and places for people. Moreover, the unit occupies the east corner, which draws visitors around the building towards the rear entrances, whilst providing further activity along the eastern and southern elevations.



DESIGN STRATEGY

Residential Apartments

4.10 Design Principals

The residential apartments are located on the first and second floors of the North and South blocks on either side of Charlotte Avenue. The apartments have been designed to ensure the wellbeing of all residents and visitors.

Each apartment meets the national minimum space standards for areas and key dimensions. Furthermore, each property benefits from private external space in the form of a balcony, or walkway balcony on the south facing apartments which doubles as brise soleil.

The design of the apartments has been informed by Part M4(2) - Accessible and Adaptable Dwellings. The principals set out within Part M4(2) has also informed the design of the external approach to each block. Both blocks have the potential to provide a lift in the future if requirement. As a result, they currently exceed Part M4(1) minimum standards. For more information refer to Section 6.10.

4.11 Services and Environmental Strategy

Daylighting analysis has been undertaken to ensure each apartment meets the minimum standards set out within BS8206-2 and BR209. Refer to Hoare Lea's Daylight and Sunlight Assessment for more information.

The apartments have been designed following a fabric first approach, prioritising passive design measures followed by active design measures (HVAC systems etc.) to help the scheme meet Zero Carbon standards. The apartments will connect to the adjacent energy centre to provide district heating and MVHR will be utilised to minimise heat losses. The apartments exceed the requirements set out within Part L of the building regulations - for more information refer the the Sustainability and Energy Statement undertaken by Hoare Lea.



Typical 1 bed 2 person apartment



Typical 2 bed 4 person apartment

DESIGN STRATEGY

Scale and Identity

4.12 Relationship with Context

The overall scale and massing of the scheme has been informed through the analysis of the immediate and wider context, taking into consideration the site constraints, opportunities and architecture of the exemplar phase.

The Local Centre is split over three storeys, following and responding to the levels established by the Eco Business Centre and adjacent three storey apartment blocks on Charlotte Avenue. The first and second floor utilise residential floor-to-ceiling heights of 2400mm, whereas the ground floor possesses a commercial floor-to-ceiling of up to 4500mm. This is partly dictated by the higher heights required for commercial uses. The difference in levels between the ground floor functions and residential apartments help to distinguish the functions from each other.

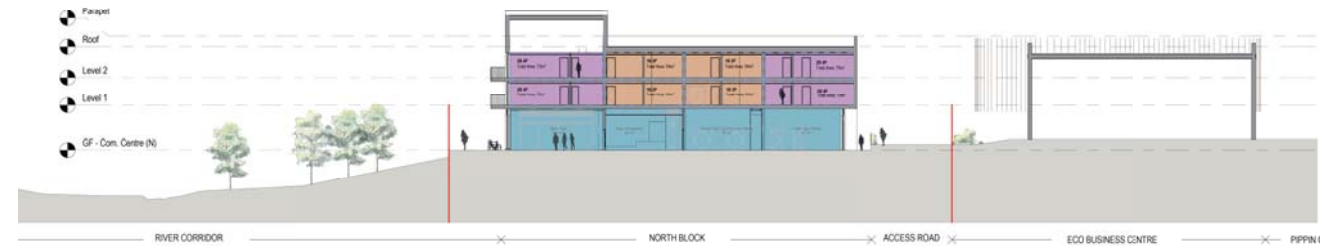
A series of pitched roofs run along the north/south axis adjacent to the River Corridor. The form follows the precedent set out elsewhere in Elmsbrook on both Phase 1 and 2 whilst also helping to maximise south facing roof area for PV provision. A section of flat roof runs along the east/west axis on Charlotte Avenue, mirroring the massing and scale of the Eco Business Centre and apartment blocks on Charlotte Avenue, and uses the datum set by the Eco Business Centre to inform the height of the Local Centre. The section of flat roof allows roof top plant to be concealed away from sight at street level whilst also providing additional area for PV and access for maintenance.

4.13 Creating a Gateway

The Local Centre is located at a key transition point between Phase 1 and 2 of Elmsbrook. The centre defines the transition of the River Corridor and faces the primary school, a key facility within the community. As a result, the Local Centre has an opportunity to form a gateway into Elmsbrook, acting as a key marker point and a place to meet, socialise and gather.

Building on the design principals set out within the previous Local Centre application (15/00760/F), the corner apartments are set forward at first and second floor to define the corner. A change in material from brick to metal cladding distinguishes the corners further and helps to define the entrance to the local centre.

This idea is also translated to the landscaping strategy where a change in surface materials extends between the North and South block, connecting the River Corridor, play area and street edge. Furthermore, the strategy helps to define the entrance of the Local Centre and forms an active area to meet and gather, adjacent to community facilities.



DESIGN STRATEGY

Appearance and Materials

4.14 Elevation Strategy

The elevations have been developed to reference the architecture and massing of the residential components of Elmsbrook Phases 1 and 2.

The language of pitched roof running the north/south axis follows the existing strategy throughout Elmsbrook and helps to break-down the overall mass and define the river corridor facing aspects of the proposal. The form and size of the windows within the apartments make reference to the surrounding residential development. Full height windows have been proposed to maximise daylight and allow the residents to benefit from the views across the river corridor and wider Elmsbrook. At ground floor the residential entrances have been defined against the commercial ground floor through the use of canopies and glazing.

Each apartment has access to a balcony from the main living space. The balconies align with each other and the fenestrations, creating a clean and rational elevation, which mirrors the surrounding context. The south facing apartments on the North block benefit from substantial 'walkway' balconies, which run the full length of the apartments. Alongside providing valuable external space, the balconies double as a brise soliel, preventing the commercial and residential units from overheating and suffering from solar glare, and contributing to the 'zero carbon' performance of the proposed development.

At ground floor, the elevations have been treated separately to help define the residential uses from the commercial. Large areas of glazing help to activate the street frontage, with the possibility for different uses to utilise the street edge for events or food retail. A simple, but rational design has been adopted, to complement the strategy adopted at the

residential levels.

A continuous line of louvres and mullions runs along the elevations of the commercial units, creating a defined zone for signage throughout the scheme.

The elevational language and strategy wraps around all elevations of both the North and South block, ensuring all elevations are active and preventing a 'back-of-house' aesthetic. Finally, the corners of each block have been defined at the entry of the River Corridor to create a gateway to Elmsbrook and also establish a clear identity for the Local Centre within the wider development.



Proposed River Corridor Elevation (West)



Proposed East Elevation



Proposed North Block (South Elevation)

DESIGN STRATEGY

Appearance and Materials

4.15 Material Strategy

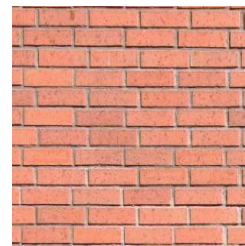
A simple material palette has been developed which draws reference from the surrounding context whilst also helping to establish an identity for the local centre within the centre of Elmsbrook.

Although the same elevational concept and strategy for the North and South block has been developed, the material strategy between both blocks varies slightly. This allows each block to establish its own identity within the local centre and create a connection with the adjacent Eco Business Centre, which also forms part of the street frontage.

The North block utilises the same red brick used within the Phase 2 development, helping to establish a connection between the two phases of the development. Whilst buff brick is proposed for the South block, which draws inspiration from the buff stone used throughout the Phase 1 development. Furthermore, the use of brick instead of stone helps to create a material dialogue between the North and South block whilst establishing a connection between the Phase 1 and 2 developments.

It is proposed to define the corner apartments with metal cladding which defines and forms a gateway to the local centre. The warm-grey colour of the metal cladding references the slate roofs on many of the existing properties within Elmsbrook, and it is proposed that the metal cladding will also form the pitched roofs to help continue the language across the proposal.

Lastly the soffits and balconies will utilise a timber effect cladding, which mirrors the use of timber throughout Elmsbrook and helps to further tie the timber-clad Eco Business Centre into the proposed Local Centre development.



Red Brick



Metal Cladding



Buff Brick



Timber Effect Cladding



Proposed Elmsbrook Local Centre - 'metal-clad' gateway and brick material palette



Elmsbrook - Phase 2
Red Brick - Grey Tones



Elmsbrook - Phase 1
Timber Cladding - Natural Tones



LANDSCAPE AND PUBLIC REALM

Site Plan

5.1 Landscape Design Ethos

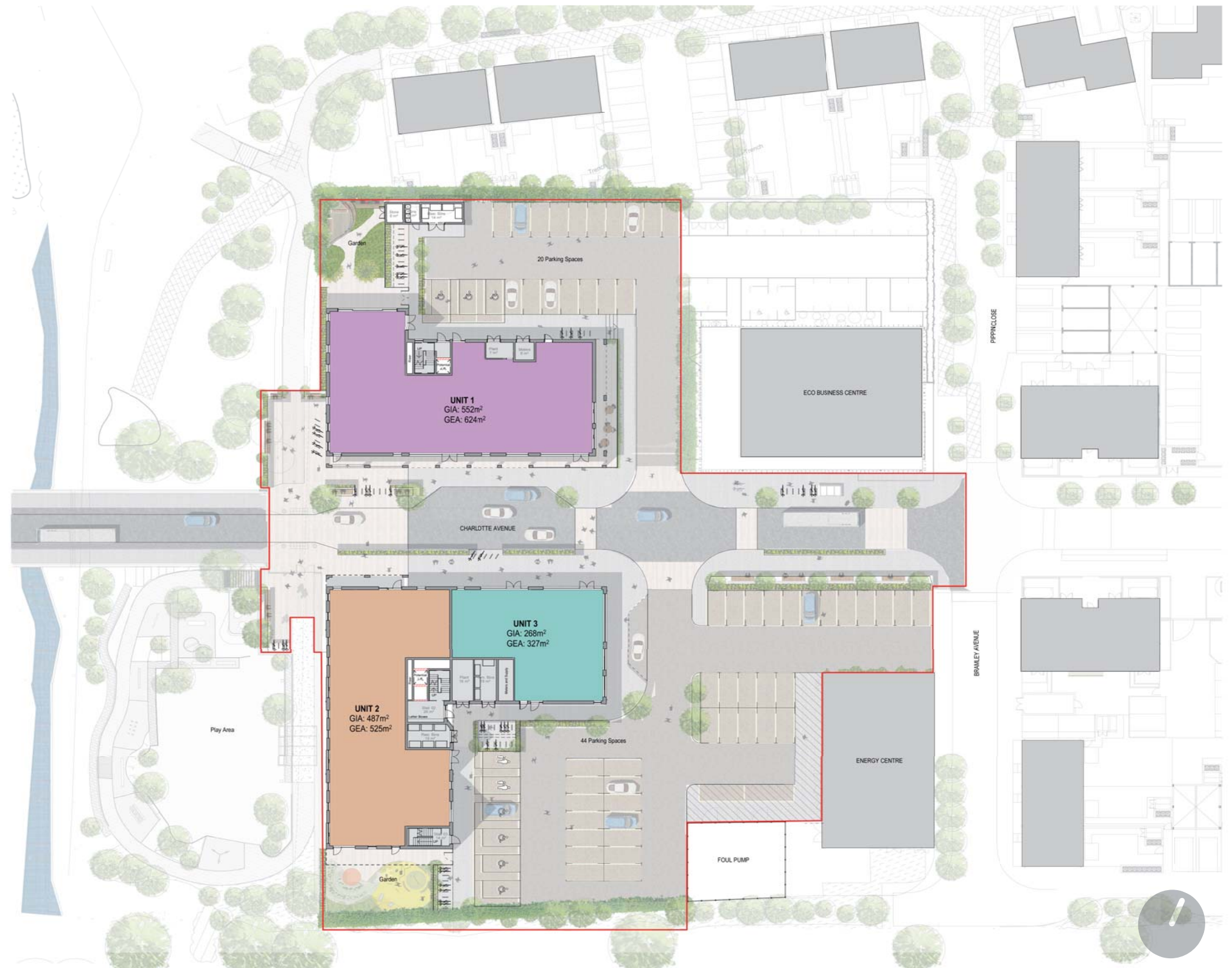
The landscape design has been developed in response to the surrounding context, functions and concept for the Local Centre. The strategy has been developed in conjunction with the architectural design to ensure the schemes work together to maximise the potential of the site and reflect the sustainable, and community driven, ethos of Elmsbrook and NW Bicester as a whole.

The Local Centre sits within the landscape, encouraging and facilitating accessible connections to the wider community and landscape through careful design and consideration for surface finishes, planting and existing features.

The generous street edge has been designed to connect with the landscape strategy previously established in Elmsbrook - trees to the north side, SUDs planters to the south edge. Whilst areas of hard and soft landscaping have been developed to help form and define a variety of spaces which interact with the function for the Local Centre and respond to the needs of the community.

Areas of public amenity prioritise ease of movement through and around the site for pedestrians, cyclist and vehicles. Parking provision and cycle storage has been provided in response to the recommendations set out within the Transport Statement.

The following section sets out, in detail, the landscape approach and character for the Local Centre.



LANDSCAPE AND PUBLIC REALM

Key Spaces

5.2 Key Character Spaces

A number of key landscaped areas surrounding the Local Centre have been proposed to enhance both the public realm and community focussed functions.

A - Potential Community Garden

With direct access from the potential community use unit the garden provides a protected 'spill-out' space to complement and support the variety of activities within the commercial unit. A paved area sits adjacent to the building and connects to the car park providing rear access to the garden. Hedges provide a soft, but defined, boundary between the River Corridor and garden, softening the transition between built form and landscape.



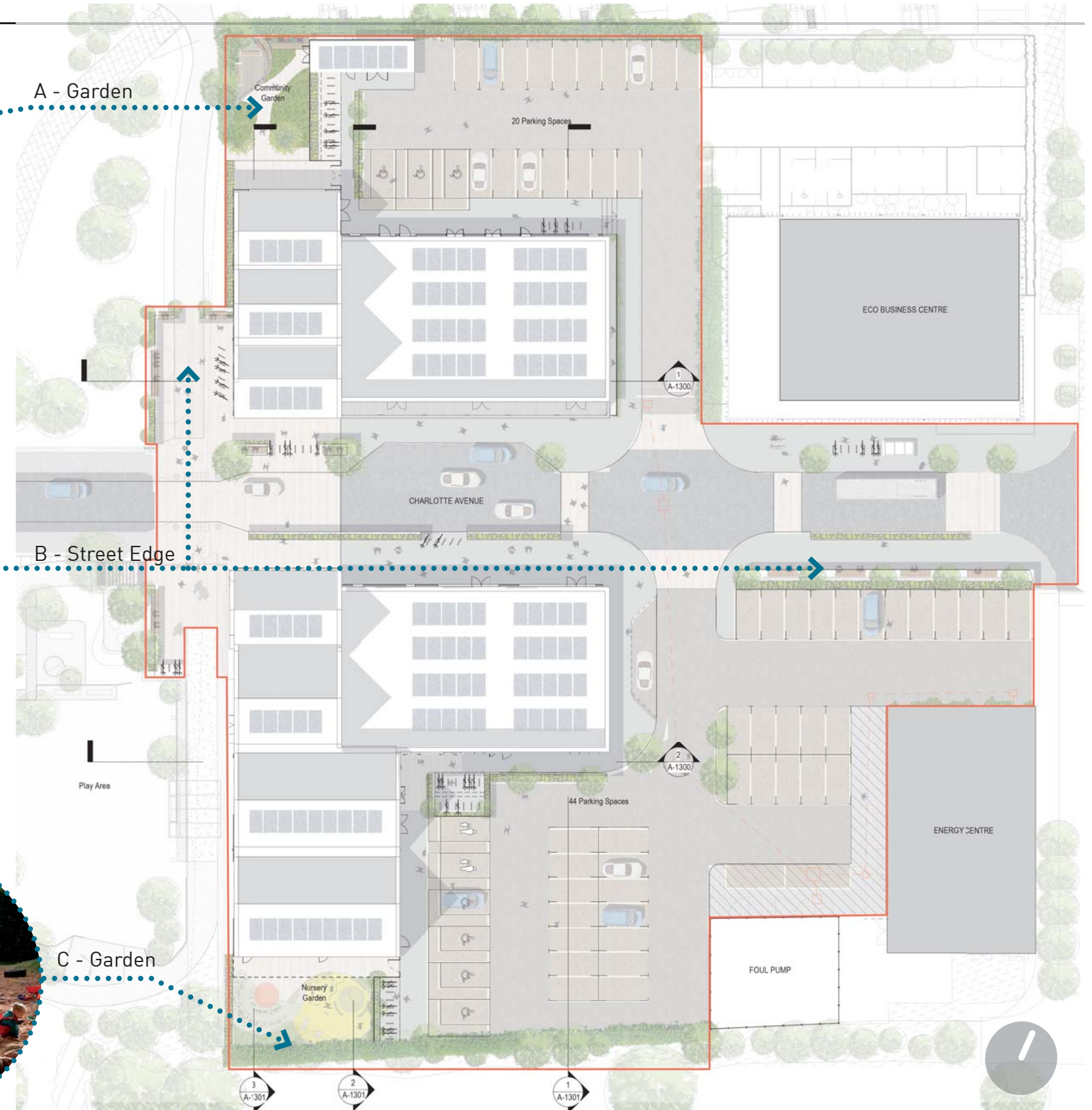
B - Street Edge

A well landscaped street edge encourages activity and wellbeing. A variety of surface finishes and textures highlight key crossing points whilst integrated planter and seating create spaces for people to meet and interact. The street edge has been extended into the play area and river corridor to help define the entrance to the Local Centre whilst creating connections between the various functions and spaces.



C - Potential Nursery Garden

The garden will provide private and safe external space for the commercial unit with the opportunity to create a variety of spaces using mounds, sand pits, and sensory planting which would benefit a nursery, or similar, use.



LANDSCAPE AND PUBLIC REALM

Paving Strategy

5.3 Strategy

The quality of the hard surfaces throughout the development are of key importance as they will communicate the value and significance of the Local Centre within the wider Elmsbrook development. Because of this, a selected palette of quality paving has been chosen to enhance the development and create an attractive, robust and functional landscape which the community can enjoy throughout the years.

Paving Materials Palette



01 Macadam road surface



02 Blend of medium / dark grey slab paving / feature banding within seating



03 Macadam pavements



04 Permeable Herringbone brick paving - parking spaces



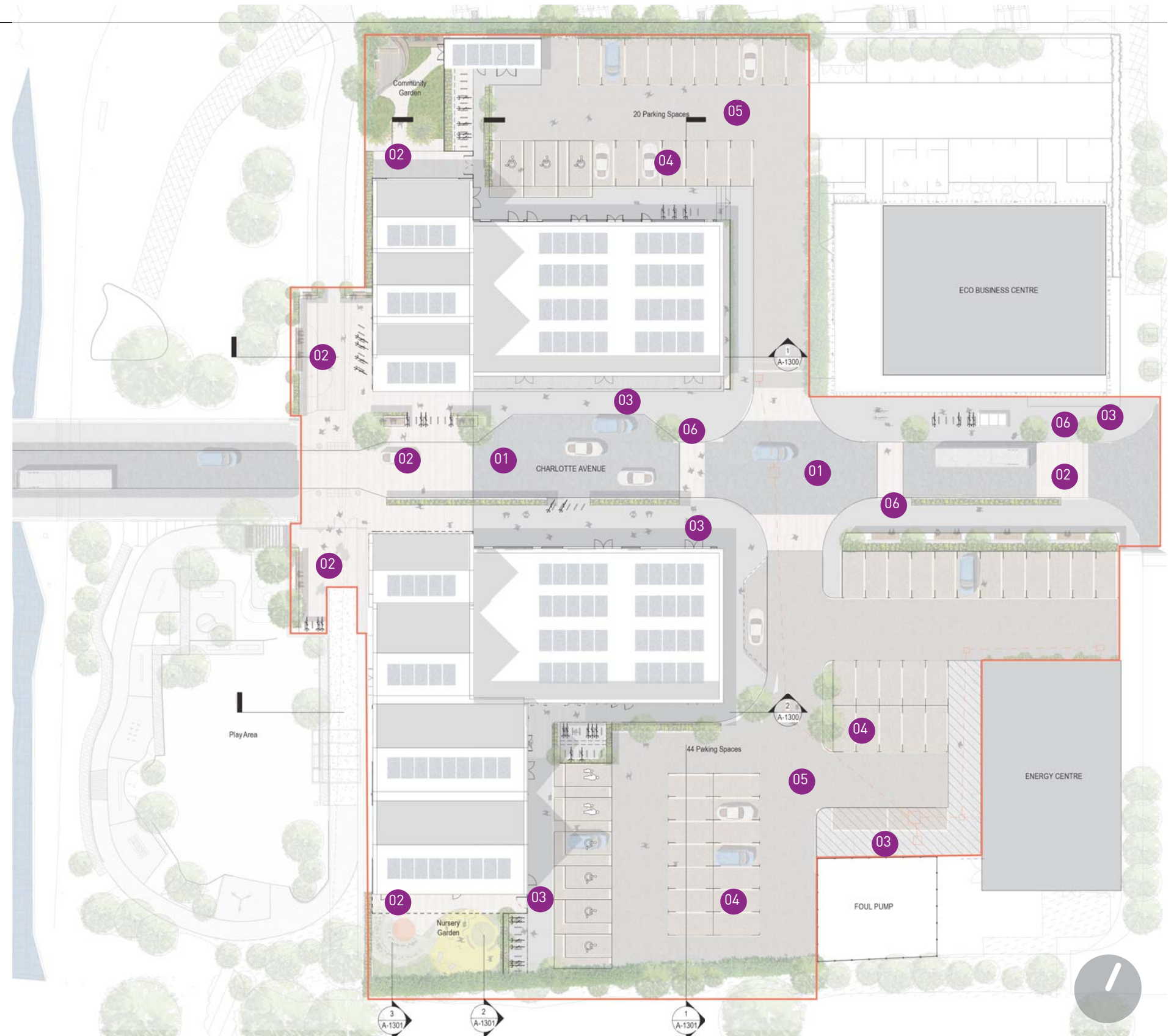
05 Permeable Herringbone brick paving - parking access



06 Blister Paving (Rivets into paving)

Landscape Design and Disabled Access

The public realm has given consideration to disabled access by managing the levels across the site to avoid stepped access. This has been complemented by the choice of materials which have clean and level surfaces allowing for efficient movement for wheelchair users. The design also includes tactile paving at key points adjacent to the road ways and at crossings for visually impaired visitors, in keeping with the Department of Transport guidelines.



LANDSCAPE AND PUBLIC REALM Tree Planting Strategy


5.4 Trees

The planting has been arranged within a hierarchy dependent on whether the trees and hedges are within a street scene or on the periphery of a car park. There is a mix of deciduous, evergreen and hedges that retain their brown leaves in winter.


The trees specified will be British native species (and some cultivars) to continue the improved biodiversity that the surrounding landscape schemes are creating. The species have largely been chosen to complement the River Corridor planting scheme with some trees chosen for particular leaf colour and suitability to the urban context.

Formal street trees have been proposed for Charlotte Avenue and entrances into the car parks. A mix of evergreen (*Pinus sylvestris*) and deciduous (*Carpinus betulus* and *Acer campestre*) trees will create small avenues and lines to highlight entrances.




 *Pinus sylvestris*
'Fastigiata'




 *Carpinus betulus* 'Frans Fontaine'



 *Liquidamber styraciflua*



 *Acer campestre*
'Queen Elizabeth'



LANDSCAPE AND PUBLIC REALM

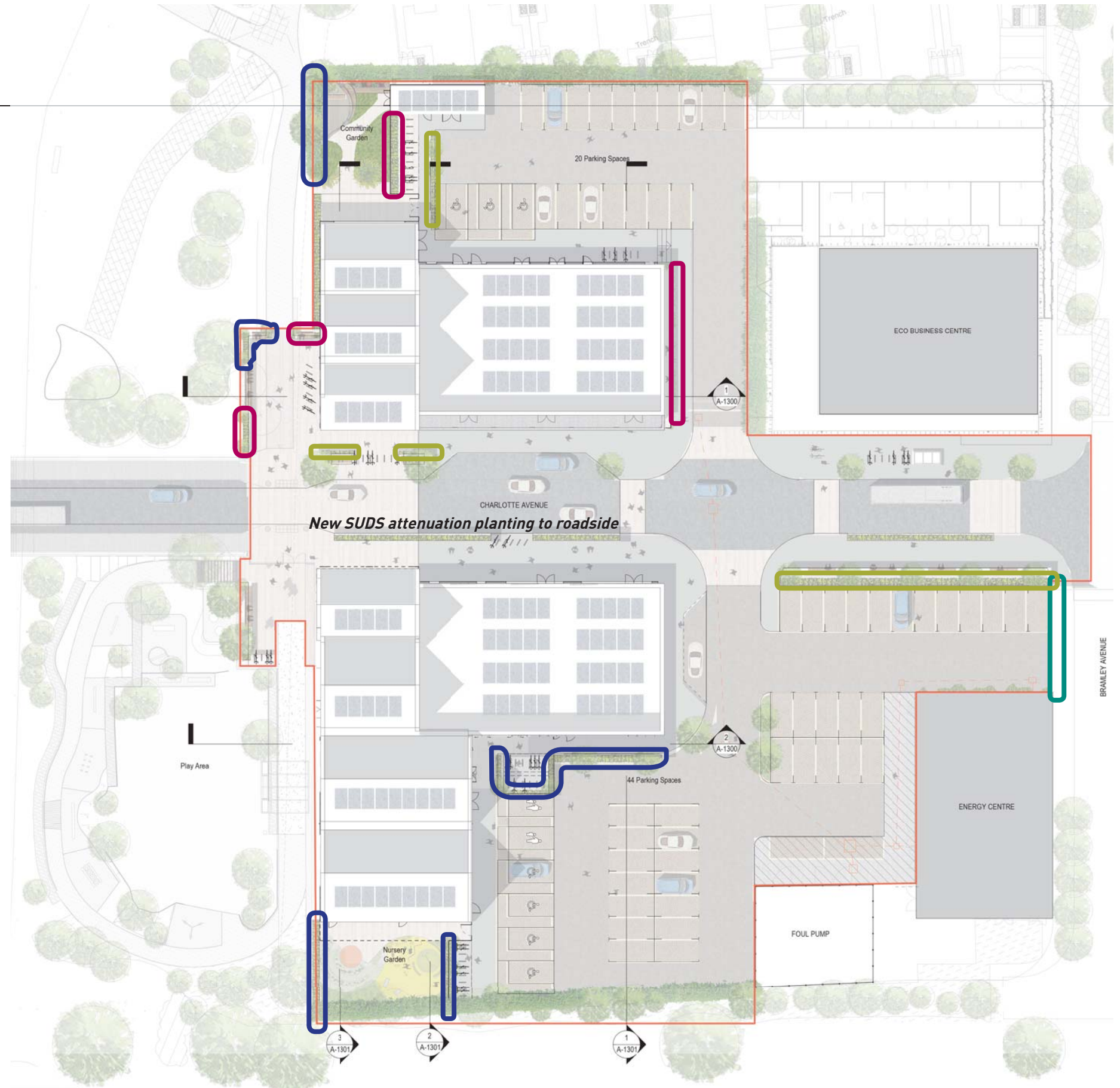
Soft Planting Strategy


5.5 Hedges

The larger perimeter hedges will be a mixed variety of British native species planted in staggered rows to provide diversity and value to wildlife. Within some of these hedges there will be native trees planted. These trees will be maintained at 1.2 to 1.5m high.


There are a series of Yew hedges (*Taxus baccata*) which line entrances and edges to the parking areas. These will be maintained at 0.9m high.

Small hedges along Charlotte Avenue will be Box (*Buxus sempervirens*) kept at 0.6m high. Along the perimeter of the car park on Charlotte Avenue Hornbeam (*Carpinus betulus*) will be maintained at 0.9m high.




 *Taxus baccata* (Hedge)




 *Parthenocissus tricuspidata* (Boston Ivy climber)



 *Carpinus betulus* (Hedge)



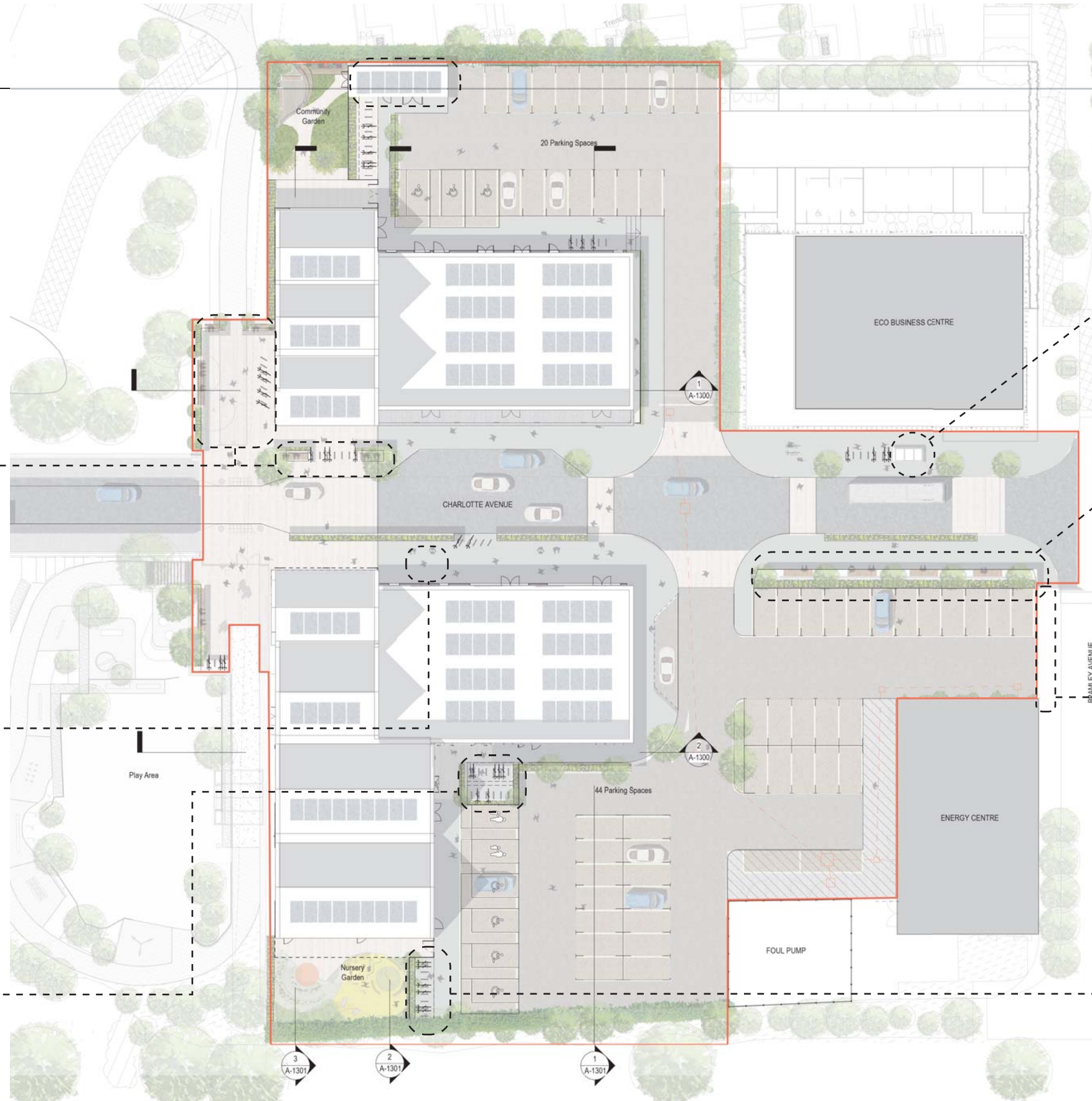
 *Buxus sempervirens* (Hedge)

LANDSCAPE AND PUBLIC REALM

5.4 Street Furniture

Street furniture has been designed and located to complement the building uses and integrate with the landscape design to avoid a cluttered street scape.

Benching has been combined with planters to create comfortable and pleasant places to sit whilst also contributing to the biodiversity of the site. Cycle stands have been distributed throughout whilst the street lighting and the bus stop mirrors the existing strategy.



Seating and Raised Beds



Street Lighting



Cycle Shelter with Covered Green Roof



Bus Shelter



Ornamental Trees



Tree Line



Sheffield Stands

LANDSCAPE AND PUBLIC REALM

Summary

5.5 Sustainability and Maintenance

The landscape strategy for the Local Centre has been designed with sustainability and maintenance as a key component. Materials have been chosen to not only complement the surrounding context and distinguish different zones/points within the site, but also ensure the streetscape is easily maintainable and durable.

Planting has been chosen to be easily maintainable whilst also providing year-long greenery on the site. All surfaces can be cleaned easily whilst the need for weeding has been minimised through the planting strategy and use of raised planters. The planters also allow easy maintenance of both the plants and furniture.

The planting scheme is intended to contribute to the biodiversity of the site whilst contributing to the character and visual amenity of the site. Native species have been chosen to respond to the local context and further positively contribute to the biodiversity of the site (refer to Ecology Report for more information).

The use of native and natural species will help to create new habitats for species such as, bees, insects and butterflies. Furthermore, by creating beds that allow water to permeate into them and retain water, alleviates the need to continually water and irrigate the planting - creating a sustainable and easily maintainable strategy.

5.6 Drainage

The drainage strategy has been developed by Infrastructs and is shown in detail on drawing:

BICE-ICS-01-XX-DR-C-003 (Drainage Strategy Plan)

Developed in conjunction with the landscape strategy, the drainage plan builds on the existing Elmsbrook SUDs strategy to create a sustainable and visually successful design.

Permeable paving has been proposed throughout with a cellular soakaway system beneath to drain water away from the buildings. Door thresholds will also have linear drainage channels to prevent water penetrating the building and levels have been proposed to further prevent the risk whilst still maintaining level access.

5.7 Access and Security

The scheme has been designed with accessibility and inclusivity at its core. Surface materials have been chosen to ensure smooth and level access, whilst external levels have been proposed to ensure level access across all buildings and uses. Clear routes to all entrances have been established and generous pavement widths allow people to move around the site comfortably and easily.

Street lighting will be located to guide pedestrians and users along paths, to entrances and through car parks safely. Secure cycle storage will be provided and planting/hedges have been proposed to allow visual permeability throughout the site whilst ensuring a level of privacy.

Entrances to the residential and commercial functions, such as a potential nursery or community centre, have been located to the rear of each block. This ensures there is continual activity around all areas of the site, including overlooking the car parks and external spaces. Residential properties also overlook the play area, discouraging anti-social behaviour.



PLAY

ACCESS

Introduction and Pedestrian Access

6.1 Approach

The following section sets out the principals followed when designing the Local Centre and associated external spaces to ensure safe and easy access for all visitors and users. The statement will cover approach, circulation and entrances, it shall also cover pedestrian, cycle and vehicular access, including waste disposal and collection.

The design follows the best practices and the requirements set out within the current standards and respond to the requirements within *Building Regulations Approved Document Part M*, which ensures inclusive, accessible and flexible design. Moreover, the residential component has been designed with respect to *Part M4(1) - Visitable dwellings* and *Part M4(2) - Accessible and adaptable dwellings*, which ensures that the apartments are, as appropriate, accessible to those visiting and living in the development.

The Local Centre has also been designed to meet the high standards of inclusion and access set out within the Equality Act 2010, with reference to BS8300:2009 Design of Buildings. Furthermore, the North West Bicester SPD (February 2016) and Cherwell Local Plan 2011 - 2031, both highlight the importance of promoting healthy lifestyle choices, sustainable travel and accessible local services.

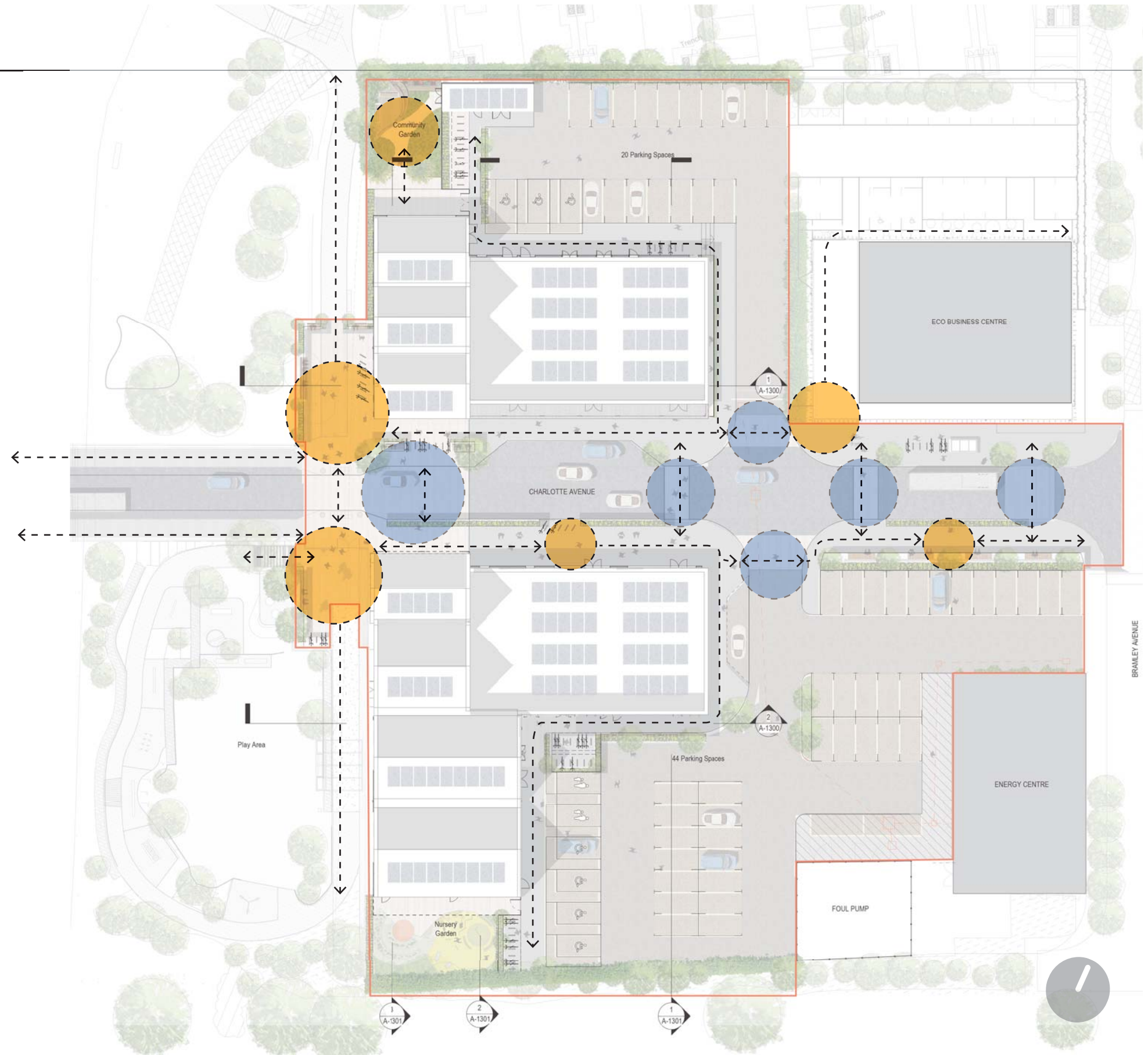
6.2 Pedestrian Access

The site is split across Charlotte Avenue, the main spine road through Elmsbrook. The Local Centre is easily accessible as a pedestrian with generous pavements connecting directly along the street edge to the wider development, as well as established pedestrian paths from the side streets and River Corridor - connecting the site to the wider development.

Level pedestrian routes surround both the North and South Blocks, creating clear and safe access to all elevations and entrances including external areas. Clear and level crossing points have been defined throughout the scheme. Furthermore, a level platform to the River Corridor has been formed to mirror the entrance to the play area on the south of Charlotte Avenue, ensuring inclusive access to the River Corridor. For more information refer the the Transport Statement.

KEY:

- Pedestrian Route
- Public Space / Meeting Point
- Shared Surface / Crossing Point



ACCESS

Site Access - Parking

6.3 Parking Strategy

Vehicular access to the Local Centre is via Charlotte Avenue. A total of 64no. car parking spaces are proposed as part of the development. Accessible and family spaces have been located adjacent to entrances which provide clear and level access to both the North and South block.

Based on the standards established within the Travel Plan (1501-UA001881-UP23R-03) submitted as part of the Exemplar application (LPA ref 10/01780/HYBRID), the proposed number of spaces meets the requirements of the Local Centre.

The 64no. unallocated car parking spaces will have a 90-minute waiting restriction, with each resident of the Local Centre eligible for a single permit per flat. Furthermore, it is proposed that 6 electric charging points will be included in response to the sustainable travel ethos of Elmsbrook. Refer to the Travel Statement and Framework Travel Plan completed by Mode.








6.4 Car Parking Strategy Plan

Parking provision on site consists of:

Standard Car Parking Bays	55
Accessible Car Parking Bays	7
Family Car Parking Bays	2
Total Car Parking Bays	64

This represents a ratio of 1 to 10 standard parking to accessible parking. Further to this, accessible bays have been appropriately located within close proximity to building entrance points to facilitate easy access.

KEY:

	Standard Parking Bays (2.5m x 5m)		Dual-use Electric Car Charging Post
	Electric Vehicle Charging Points (6 Bays)		
	Accessible Bays (7 bays)		
	Family Bays (2 bays)		
	Short Stay Bays (Max 15 Mins)		
	Future Parking Provision (7no. 2.5m x 5x bays)		



ACCESS

Site Access - Delivery and Refuse

6.5 - Delivery / Refuse Strategy

Within the development, consideration has been given to refuse collection and delivery access to ensure that all buildings are efficiently serviced with minimum disruption to the community and commercial activities of the development.





Bin stores have been located so that a refuse lorry can easily reach the collection point whilst minimising disruption to the users of the Local Centre. Furthermore, bin stores have also been situated to ensure they comply with Part H of the building regulations, which specifies maximum distances for refuse disposal and collection from the property to bins and refuse vehicles.

Vehicle tracking was undertaken in order to ensure the bin store locations and car park layout can facilitate a refuse vehicle. For more information, refer the Transport Statement and drawing:

2346-BICE-ICS-01-XX-DR-A-005 (Vehicle Manoeuvre Plan)



KEY:

-  Delivery / refuse Collection Link
-  Bin Store
-  Refuse Truck Stopping Point
-  Delivery Bay / Drop-off Bay

ACCESS

Site Access - Cycle and Bus Provision

6.6 - Bus and Cycle Strategy

An existing 'Hail-and-Ride' bus service connects Elmsbrook with Bicester via Banbury Road. A bus stop serving the Local Centre will be located on the northern side of Charlotte Avenue outside the Eco Business Centre, connecting the Local Centre to Bicester and train services.

The scheme includes provision for 127no. cycle spaces from 64no. sheffield cycle stands of which 58no. spaces are dedicated to visitors of the local centre whilst the remaining spaces cater for residents and staff. Stands are located throughout the Local Centre, close to both residential and commercial entrances, and in well lit and observed locations to ensure security and convenience. Visitor/public cycle stands are located on the street edge and near entrances to retail, community and nursery facilities. Covered spaces are located off the street edge and are adjacent to residential and rear entrances. The nursery and retail units provide areas for changing and showering facilities for those who cycle to work.

The required number of cycle stands has been calculated using the Travel Plan (1501-UA001881-UP23R-03) submitted as part of the Exemplar application (LPA ref 10/01780/HYBRID). Refer to the Travel Statement for more information.

Total On Site Cycle Parking Provision

Cycle Parking Stands (Not Covered)	41
Cycle Parking Stands (Covered / Secured)	23
Total Cycle Stand Provision	64

Total Cycle Spaces Provision

127

KEY:

- Cycle Route
- Open Cycle Parking
- Covered/Secured Cycle Parking
- Bus Shelter



ACCESS

Building Access

6.7 Entrances

The main entrance to each of the units and residential apartments, from street level, have been designed to ensure level access thresholds can be achieved throughout. Doors will be easily openable and secure.

6.8 Horizontal Access

The scheme has been designed to alleviate the requirement for stepped access or ramps within the buildings. Each use is on one finished floor level throughout and external gradients have been formed to ensure safe access for all users. Disabled parking spaces have been located adjacent to rear and residential entrances.

Corridor widths are typically 1800mm and only reducing to 1500mm when required, obstructions have been kept to a minimum and all spaces, both non-residential and residential, follow their respective Approved Document Part M guidance.

Door widths comply with Part B and Part M for non-domestic and domestic standards where appropriate. 300mm clear to the leading edge, ironmongery and vision panels allow all users to move around the buildings comfortably and safely.

6.9 Vertical Access

All commercial units are located at ground level and don't require any vertical circulation or access. The residential properties are located at first and second floor and require vertical circulation to access each property.

Both the North and South Blocks are served by stairs located off the car parks. The stairs have been designed to meet Part M, Part K and Part B guidance and have a width of 1100mm with mid-landings where required, to prevent the the number of risers in a run going above 12. Continuous handrails are provided on both sides at 900mm height to stairs and 1100mm at landings to comply with Part M.

Although neither blocks provide a lift, a space has been designated for a lift in each if required in the future. The space has been designed to meet Part M requirements, ensuring a 1500mm x 1500mm zone in front of the lift can be provided and that the minimum dimensions of the car can be achieved.

6.10 Accessible Design Principals - Residential

All apartments have been designed to meet the internal layout and dimension requirements of Part M4(2) - Accessible and Adaptable Dwellings.

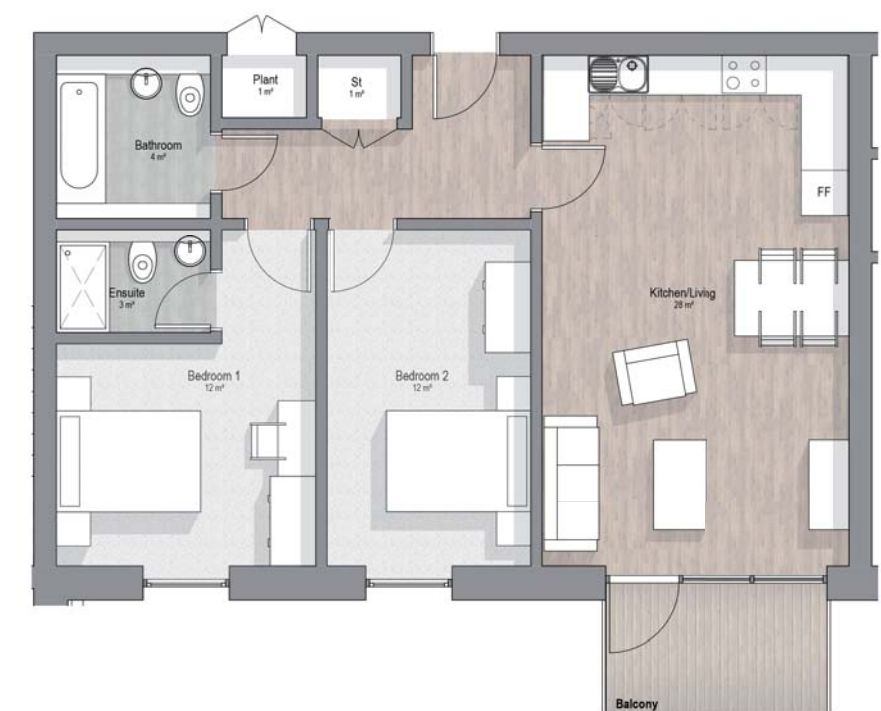
There is level access within each apartment allowing a visitor or resident to freely move around the property. Bedrooms have been designed to ensure a 750mm access area is available around the bed and can meet the recommended configuration and dimensions set out within Part M4(2). All doors are provided with a minimum of 300mm clear width to the leading edge. Floor to ceiling glazing ensures a wheelchair user has access to the windows and a clear view out. All openable windows have been designed to meet Part K of the building regulations.

The approach to the communal residential entrances to both the North and South block have been designed to ensure it is step free with an accessible

and safe gradient when required. Accessible parking is located adjacent to each entrance and generous pavement widths ensure the communal entrances are easily accessible.



Typical 1 bed 2 person apartment



Typical 2 bed 4 person apartment



SIGNAGE STRATEGY

8.1 Shopfront Signage

Commercial 'shop' fronts are organised within bays which align with the structural grid of the buildings.

The typical overall shop front height varies as the ground level slopes down by about 1.5 metres over 82 metres. The typical height of the shop fronts varies from 3.9m to 4.5m.

In order to create a proportionate to the facades, shop signs should be restricted to a depth of 650mm between the louvre strip and door head.

Signage zones should be within the shop front. Fascias can be colour coated metal, timber or coloured glass. Metal, glass and timber are all appropriate materials for the development, it is proposed that uPVC (plastic) signs will not be a suitable material.

Signs may be positioned behind glazed shop fronts within the signage zone.

Lights mounted as an integral part of the tenant shop front are acceptable providing all wiring is concealed. Colour of light to be agreed with the developer.

Small signs, such as opening hours, should be behind the shopfront glazing and not attached to the brickwork.

Posters and etching/transfers are not to be fixed to the outside of the glazed shop fronts.

All store front units are to have the same RAL colour in order to maintain a level of consistency throughout the scheme.

8.2 Projecting Signage

It is proposed that any projecting signage will be a maximum dimension of 900mm x 600mm. They can only be illuminated by concealed wiring.

All projecting signs should be located within projected signage zones on the brickwork. No more than one sign per zone.

8.3 Brickwork Signage

Where no shop front is available signs on brickwork will be acceptable. All signs, text or logo, should be located within the designated zone, and should not sit above the top line of the proposed shop frontages.

8.4 Other

It is proposed that the postal address for each unit will be discretely fixed to the appropriate shop frontage.

Light fittings and boxes should be unobtrusive, dark colours, to match proposed metal cladding and window/door frames.

Wall mounted lights outside the shopfront will be acceptable subject to approval by the developer and providing that the tenant obtains all necessary approvals including planning permission and building regulations. It is proposed that any wall mounted lights should not be fitted above the shop front.



Examples of developments with projecting signs and defined signage zones

SIGNAGE STRATEGY

Signage Zones

Proposed North Block



Projecting Signage

'Storefront' Signage

Address Number

Projecting Signage

Primary Signage Zone

Proposed South Block



Small Signage -
opening hours etc.

'Storefront' Signage

Address Number

Projecting Signage