

## 2.4 Facade, Materials and Finishes

Levels 00 & 01 -

Brickwork



01

Levels 02 & 03 -

Metal Cladding Panels



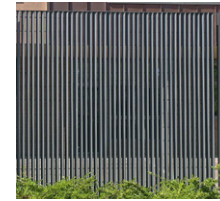
03

04

05

Screening, Soffits, Roof

Vertical Louvres



06

Metal Soffit Panel



07

Green&Brown Roof



08

Pavilion

Perforated Aluminium



09

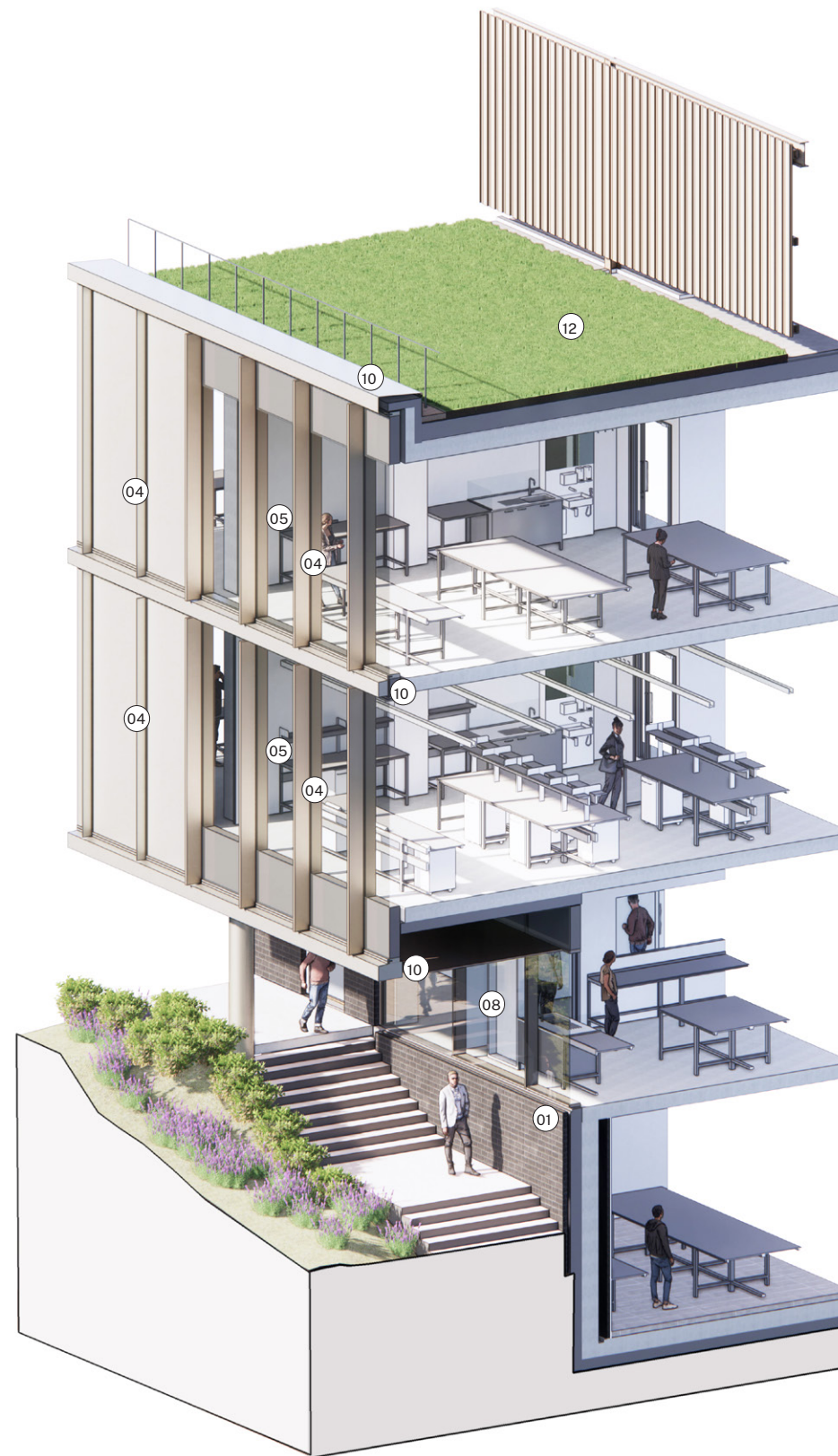




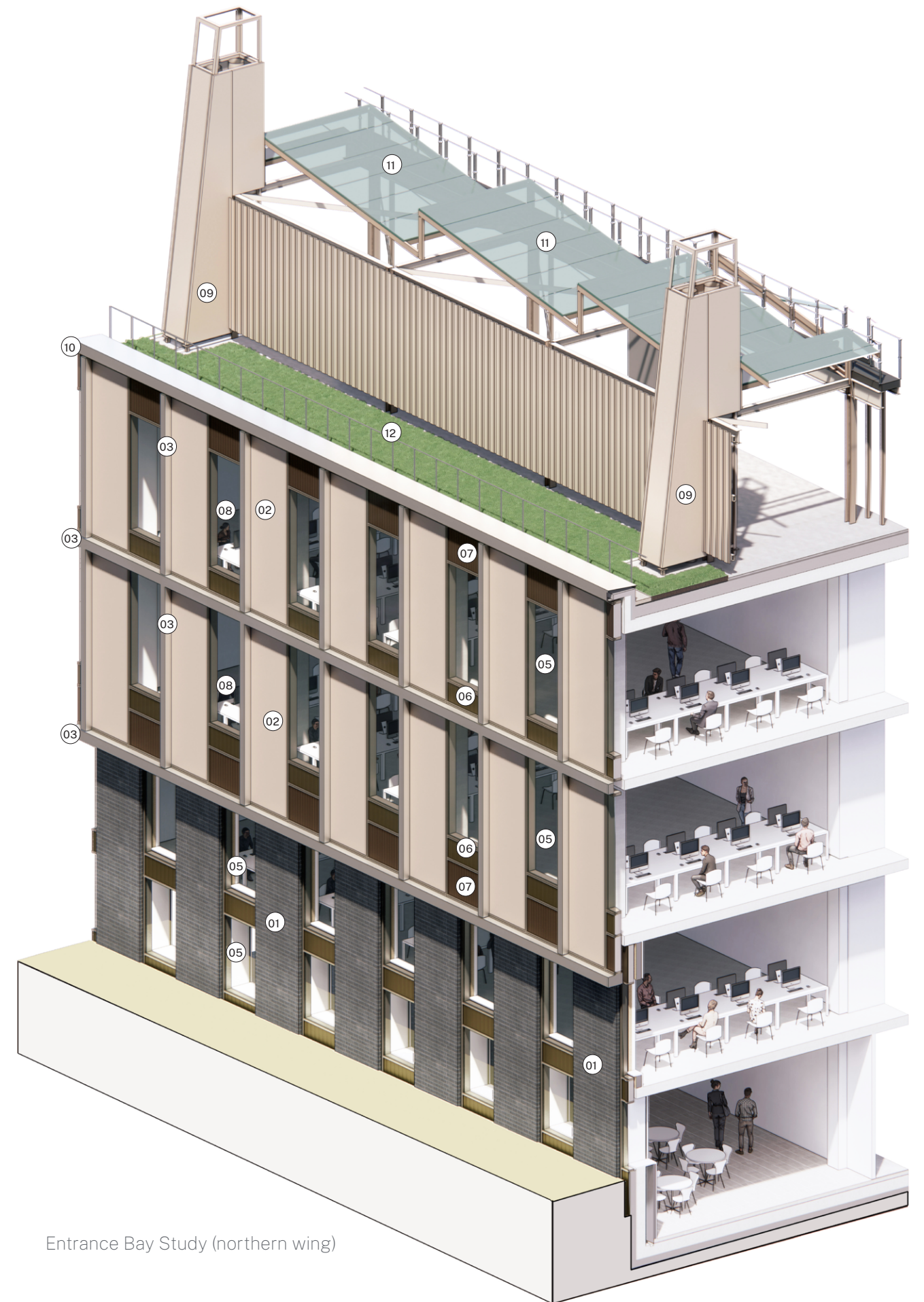
## 2.4 Facade, Materials and Finishes

### Southern Wing Bay Studies

- 01 Brickwork (with insulation)
- 02 Flat Metal Spandrel
- 03 Folded Aluminium Fin
- 04 Profiled Mullion Cap
- 05 Double Glazing
- 06 Ribbed spandrel panel
- 07 Profiled spandrel panel
- 08 Triple Glazing
- 09 Metal Clad Chimneys
- 10 Profiled aluminium coping
- 11 Photo voltaic Cells
- 12 Green Roof



Typical North Bay Study



Entrance Bay Study (northern wing)

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3.0

# Landscape proposal

3.1 Landscape Proposal



### 3.1 Landscape Proposal

The concept design to the the Plot B landscape is unchanged and still defined by two very different contexts. The smaller east entrance garden is located on the link road as it rises up from the A40. The larger west entrance garden landscape is part of a biodiversity corridor that rises up a steep slope from the A40 as one arrives from below the A34 bridge into ON and Oxford. The first announces the entrance to the building, the other screens its service yard and provides access for cyclists and pedestrians.

The east entrance garden has been set out as a publicly accessible work place garden surrounded by trees, shrubs and perennials, with level access from the link road and the loop road. The wide planters set up the route to the entrance with linear timber benches and tables placed on grass-crete type paving, either side of the entrance path. This route now connects directly to the open corner of the site, providing a more generous and level entrance experience. The corner planter shifted along, still framing the entrance to the loop road and announcing the buildings forecourt as part of ON's wider public realm.

The west garden landscape requires easy access for both bikes and pedestrians as they move up the slope from the A40 pavement and cycle route. The ramped path zig-zags up the hill, with the radius bends softened, and benches placed between diverse groups of cherry trees lining the path. The cherry trees sit within groves of native woodland trees. At the top of the hill, native trees and shrubs screen the service yard, cycle and utility pavilions from view. The native plant selection continues behind car park CP1 as an ecology corridor on the A34 embankment. The zig-zag route has been softened to allow a wider radius to the cycle path allowing a safe journey for with improved manoeuvrability and visibility.

The changes to the scheme have a minimal impact on the Biodiversity strategy with the reallocation of planting area to the forecourt and sedum roof incorporated above the extended area of the building.



Plot B Application Boundary

Right: Landscape plan showing the emerging proposals for Oxford North plot B



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4.0

# Operation

4.1 Cycle and Pedestrian Access

4.2 Servicing and Access

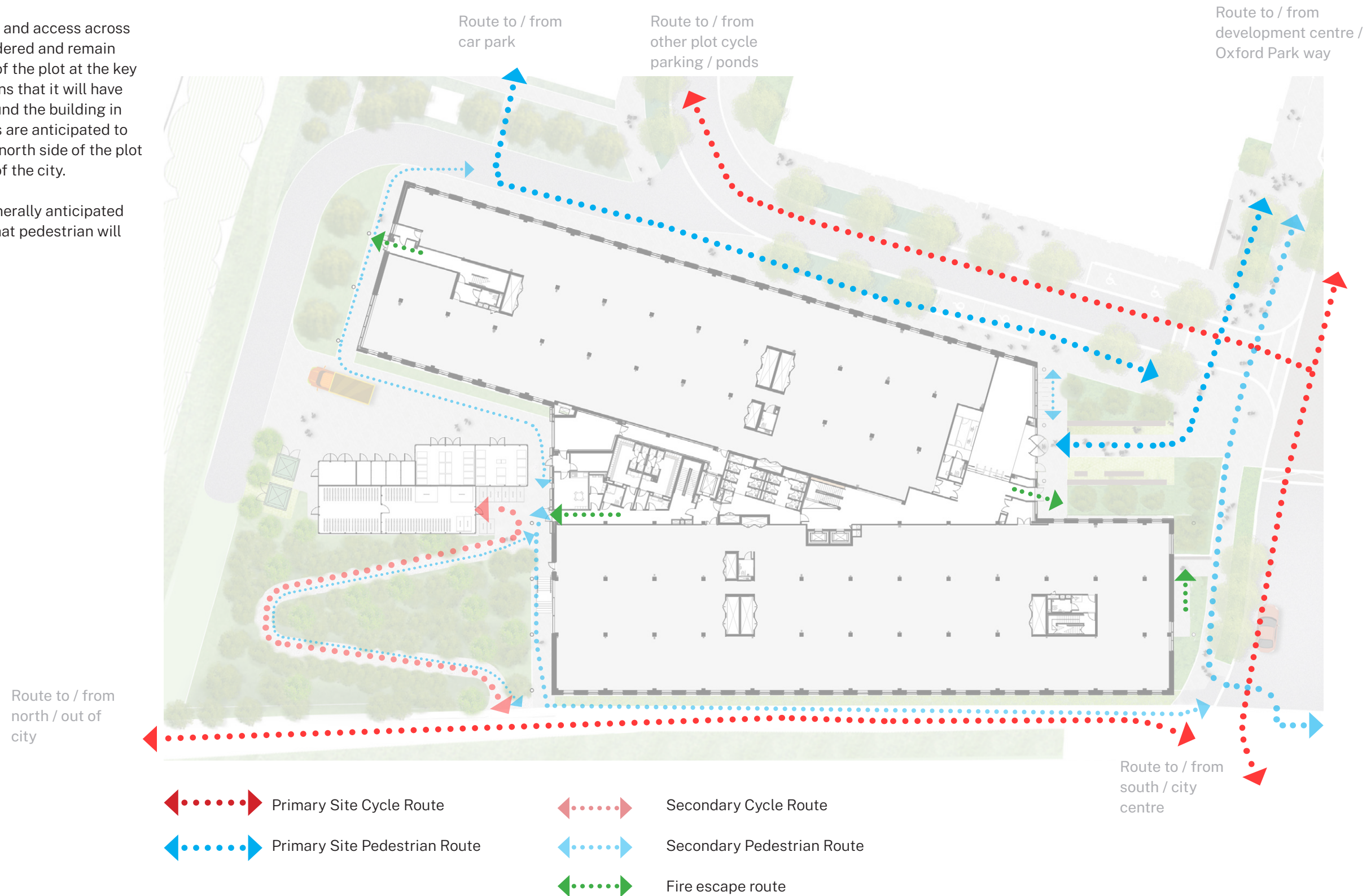


# 5.1 Cycle and Pedestrian Access

## Cycle and Pedestrian Access

Cycle and pedestrian movements and access across the plot has been carefully considered and remain largely unchanged. The location of the plot at the key junction into the masterplan means that it will have significant cycle movements around the building in particular. Pedestrian movements are anticipated to be generally to the east side and north side of the plot as the west side forms the edge of the city.

Access to the western park is generally anticipated for cyclists however it is hoped that pedestrian will also look to enjoy this space.





# 5.1 Cycle and Pedestrian Access

## Cycle Parking Provision

The cycle parking provision for Plot B is based on a ratio of 1 space per 90sqm of Gross Internal Area (GIA). This is in line with Oxford City Councils 2036 Local Plan. With the proposed scheme amendments the GIA of the building has increased to 17,565sqm from 16,823sqm following the incorporation extended north wing, and including the service pavilion. Therefore based on this the minimum number of cycle parking spaces is 195

Plot B was previously providing 188 cycle parking spaces so therefore a small increase is required. As with the other phase 2 buildings, it is proposed to split the provision so 80% of the total number of spaces are long stay and 20% short stay. Therefore it is proposed to add a further 4 short stay and 4 long stay spaces.

The long stay provision is located in a secure storage area to the west of the building, access by circulation through the western landscape. 148 two-tier parking spaces are provided within the secure storage area along with 4 standard sheffield stand spaces and 4 oversized sheffield stand spaces for accessible use. The additional 4 spaces is provided by adjusting the 2 tier provision. This space has been split into two areas with a central screen and gate following feedback from Thames Valley Police to limit the cycle numbers to one contained to one single area. 40 short stay, visitor stands are proposed with 24 of these located adjacent the eastern entrance forecourt. 20 of these spaces are proposed as standard sheffield stands with 4 to be accessible spaces. Another 16 short term standard sheffield spaces are located outside to the western entrance, 4 of which are new spaces here.

	Long Stay	Short Stay	Total	
Oversized	4	4	8	4%
Accessible at Ground	4	36	40	20%
Two Tier Racks	148	-	148	76%
<b>Total</b>	<b>156</b>	<b>40</b>	<b>196</b>	<b>100%</b>
	80%	20%		





## 5.2 Servicing and Access

The servicing strategy for Plot B remains centred on the loading area located discretely to the west side of the building, between the secure cycle parking store and the end of northern wing of accommodation. Access to this area remains from the service loop road and it is anticipated that most delivery vehicles will reverse into the external loading bay from the adjacent site access road.

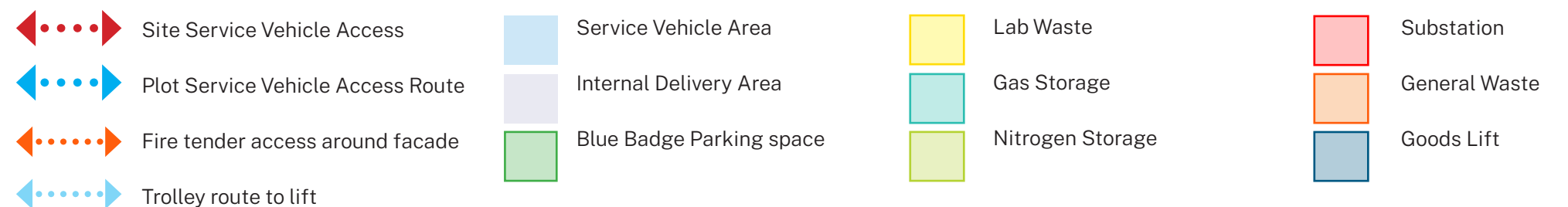
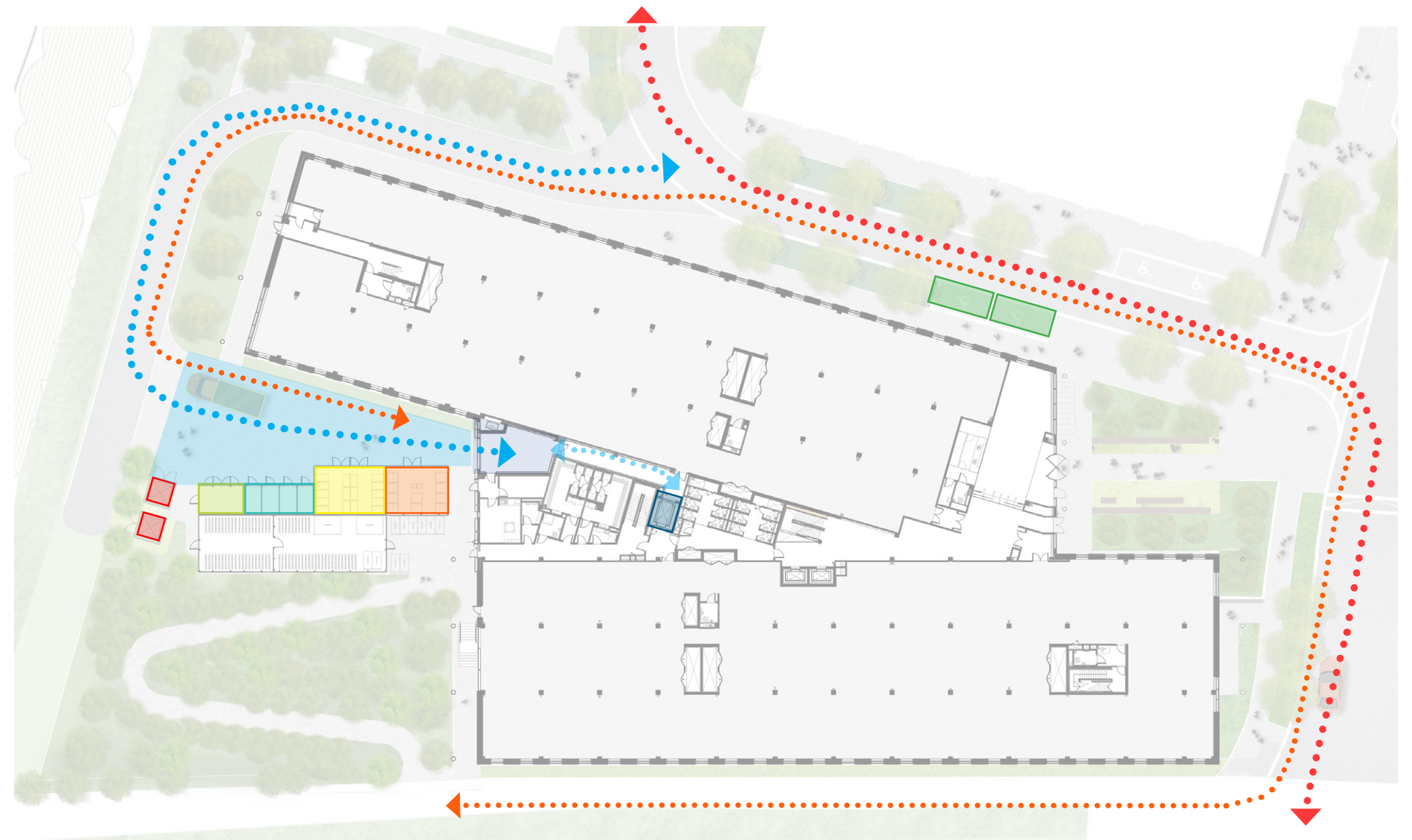
Adjacent to the external loading bay to the south is the service pavilion that contains the lab gas store, refuse storage areas, which is split into general waste and lab waste, as well as the electrical substation to supply the plot. The diagram opposite has been updated to illustrate the internal delivery area access from the adjacent external yard.

The internal delivery area allows for vehicles to simply reverse into it, or as an alternative, to drive straight into the area and turn. Both scenarios allow the back of the vehicle to be next to the goods lift access route for ease of unloading. The internal area is designed for large vans only which has been discussed with the lab specialist consultant as the most likely vehicle to be used.

The loading bay also allows for a fire tender vehicle to access within 18m of the central core and dry riser inlet position with the ability to turn around without reversing over 20m as required by the fire brigade.

The relocation of the post room to the western side of the building allows these deliveries to also enter from the service yard. The relocation of the FM room also provides a location for a potential banksman to be based to assist with deliveries. All main deliveries will be pre-booked via a delivery management system.

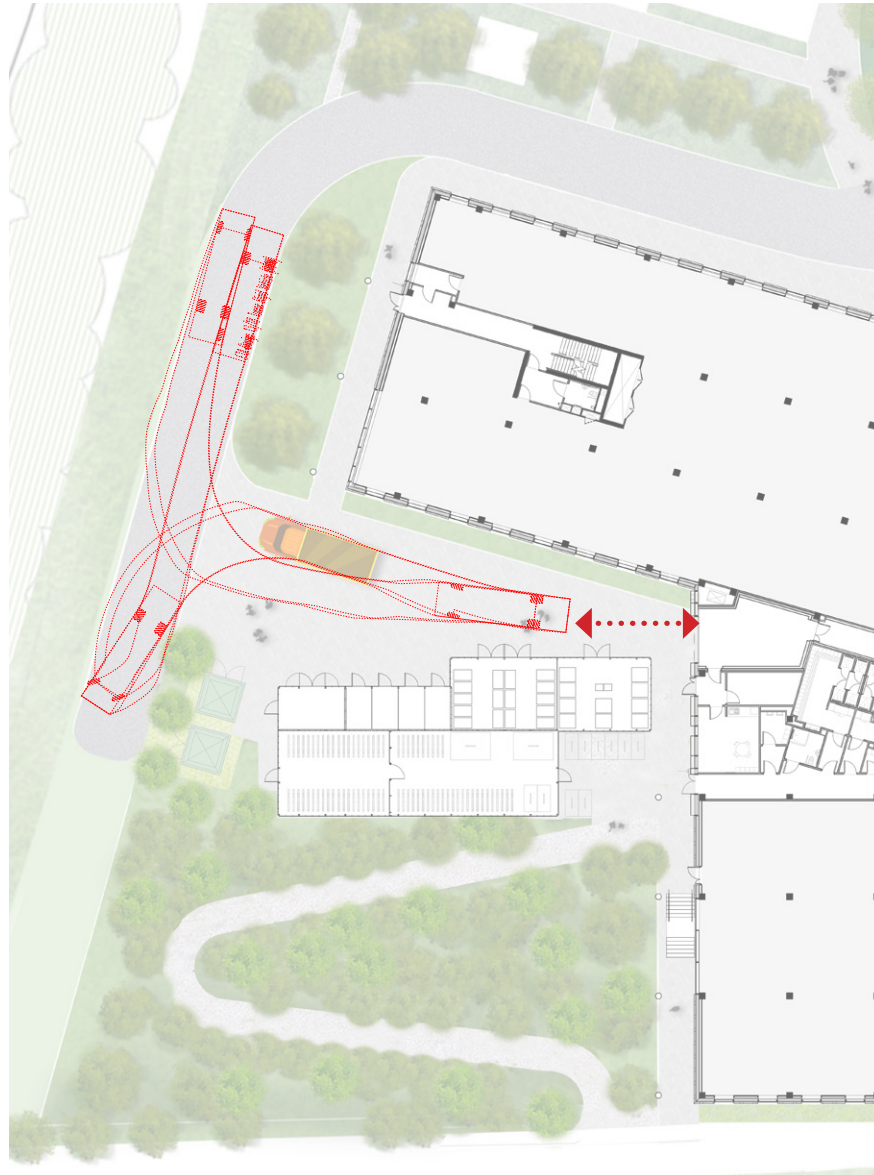
As per the travel plan, likely to be receiving 58 deliveries per day. It is anticipated that there will be a Banksman/Dock Manager within the internal loading bay due to the proposed number of deliveries, including the delivery of gases and gas refills and waste removal.





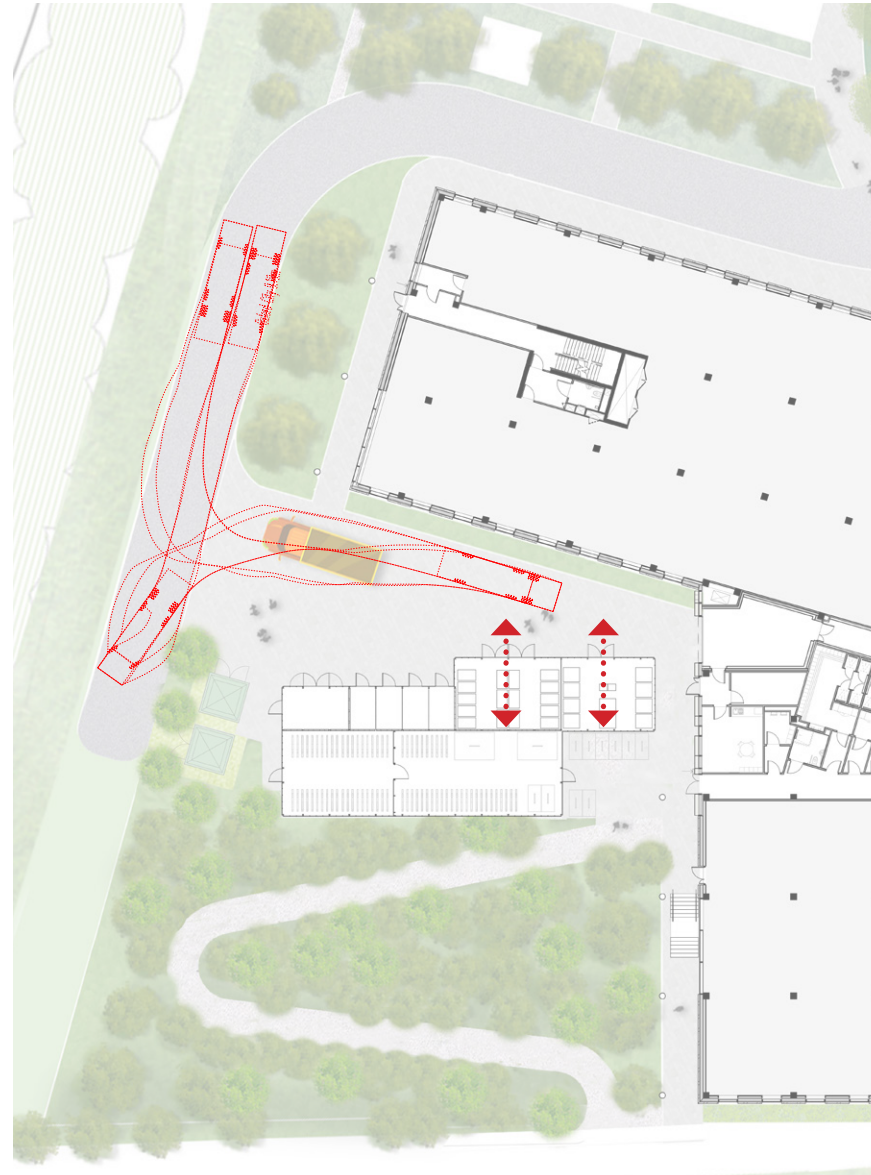
## 5.2 Servicing and Access

Delivery Vehicle Tracking



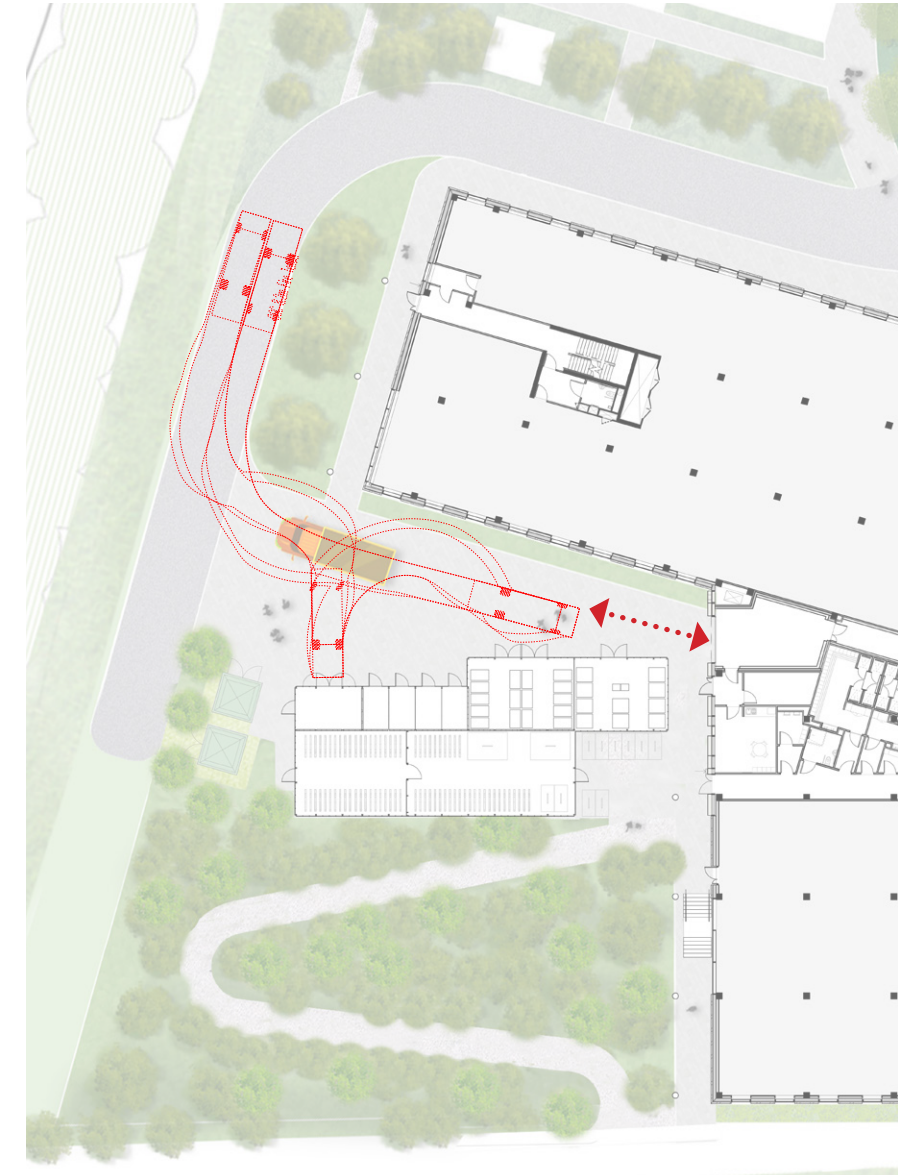
Delivery vehicles will reverse into the service yard to allow the back of the vehicle to be close to the designated service entrance .

Refuse Vehicle Tracking



Refuse vehicles can park along side the refuse area with generous space for manoeuvring bins between the store and the lorry position.

Fire Tender Tracking

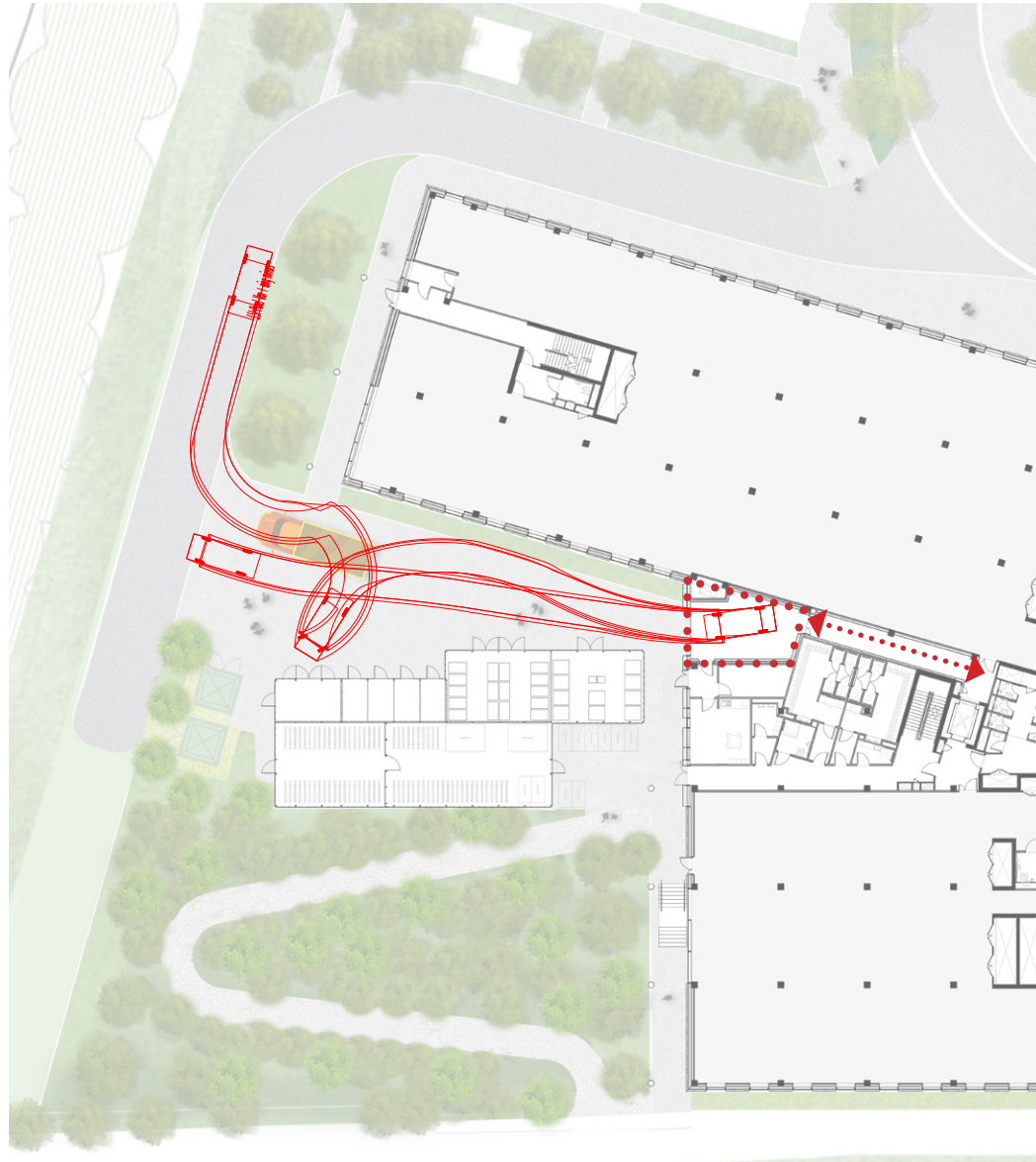


Fire tender vehicles can reach within 18m of the facade with the dry riser inlet and are able to reverse and turn around with 20m as preferred by the fire brigade.



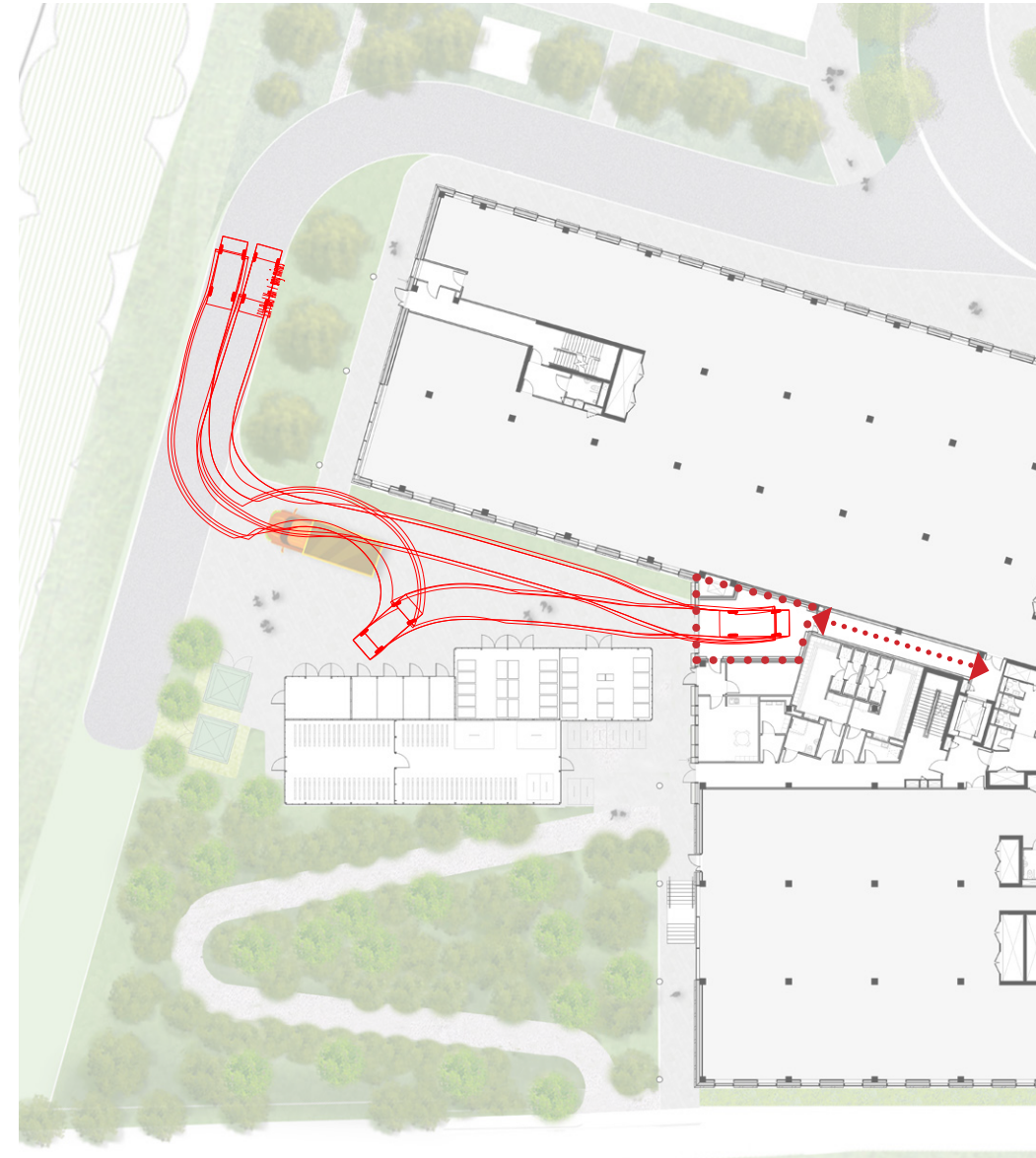
## 5.2 Servicing and Access

Delivery Vehicle Tracking -Option 1



The diagram above shows how delivery vehicles will reverse into the internal delivery area. There is space for a turning area within the external yard to allow vehicles to then reverse so the back of the vehicle is close to the designated service corridor and goods lift. This option will allow for an easy exit manoeuvre.

Delivery Vehicle Tracking -Option 2



The alternative diagram above allows for an easier initial manoeuvre to allow vehicles to drive straight into the loading bay. The design has been amended during the value engineering period to reduce the size so the vehicle can no longer turn when entering the loading area directly. This allows the FM Room and post room to be located directly adjacent the loading area.



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# 5.0

## Supporting Strategies

5.1 Access Strategy

5.2 Energy Strategy

5.3 Drainage Strategy



## 5.1 Access Strategy

The impact of the proposed updates on the Access Strategy is limited however the plan opposite illustrated the updated layout.

The main entrance to the building and landscaped forecourt will be on the north east corner of the Plot which faces the Red Hall. The approach route to the entrance from the car park Loop Road will be relatively level but the Link Road has a gradient of 1in20 from the northern edge of Plot B to the junction with the A40. The previously proposed steps here have been removed with the gradient too steep. Level access to the forecourt is now provided at the eastern corner of the plot.

It will be possible to drop-off passengers close to the building entrance on the car park loop road which will be relatively level. Blue-badge parking spaces will be provided on the Loop Road opposite the entrance and within the multi-storey car park.

The entrance doors will include a revolving door and an automatic pass door. Sliding automatic doors are a more inclusive door type, since everyone can use the same door regardless of disability but the proposed door arrangement would meet Approved Document M requirement. The pass door is likely to double as the 'out of hours' entrance and an accessible entry system will be provided adjacent to this door.

An additional entrance will be provided on the west of the building for staff with security clearance. A level pedestrian route to this entrance will be provided.



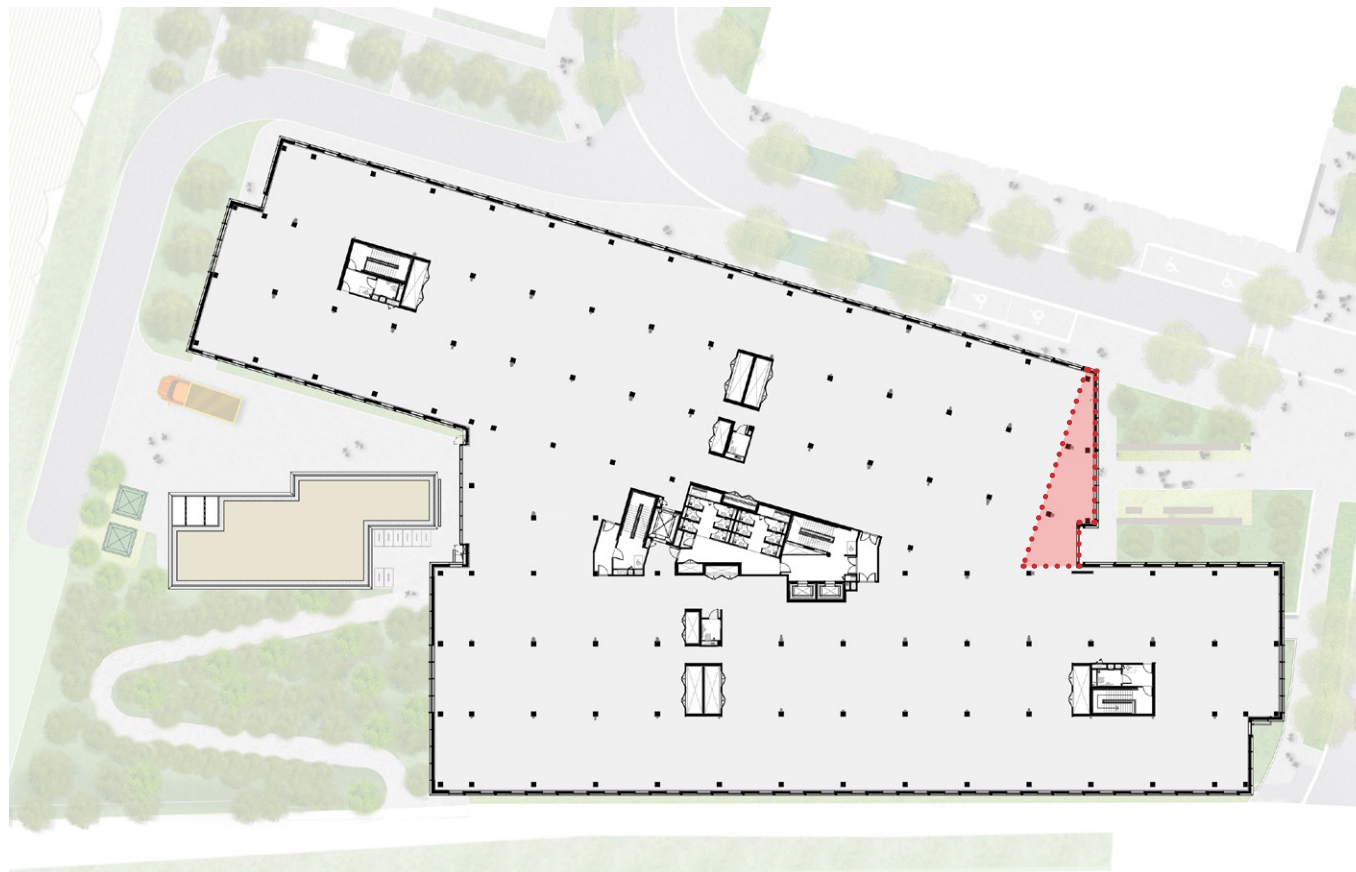


## 5.2 Energy Strategy

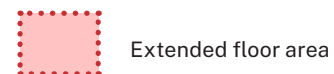
### Energy Strategy

The submitted Energy Strategy has been reviewed to clarify any impacts of the proposed updates and associated increase in the area to the building.

The amendments have a minimal impact on the energy performance of the building with the ratio of external envelope to internal area reducing slightly. The thermal performance values of envelope fabric will be in line with the values identified in the previously submitted planning report resulting in a negligible impact on results within the strategy.



The proposed extension slightly reduces the external envelope to internal floor area ratio which generally improves efficiency.

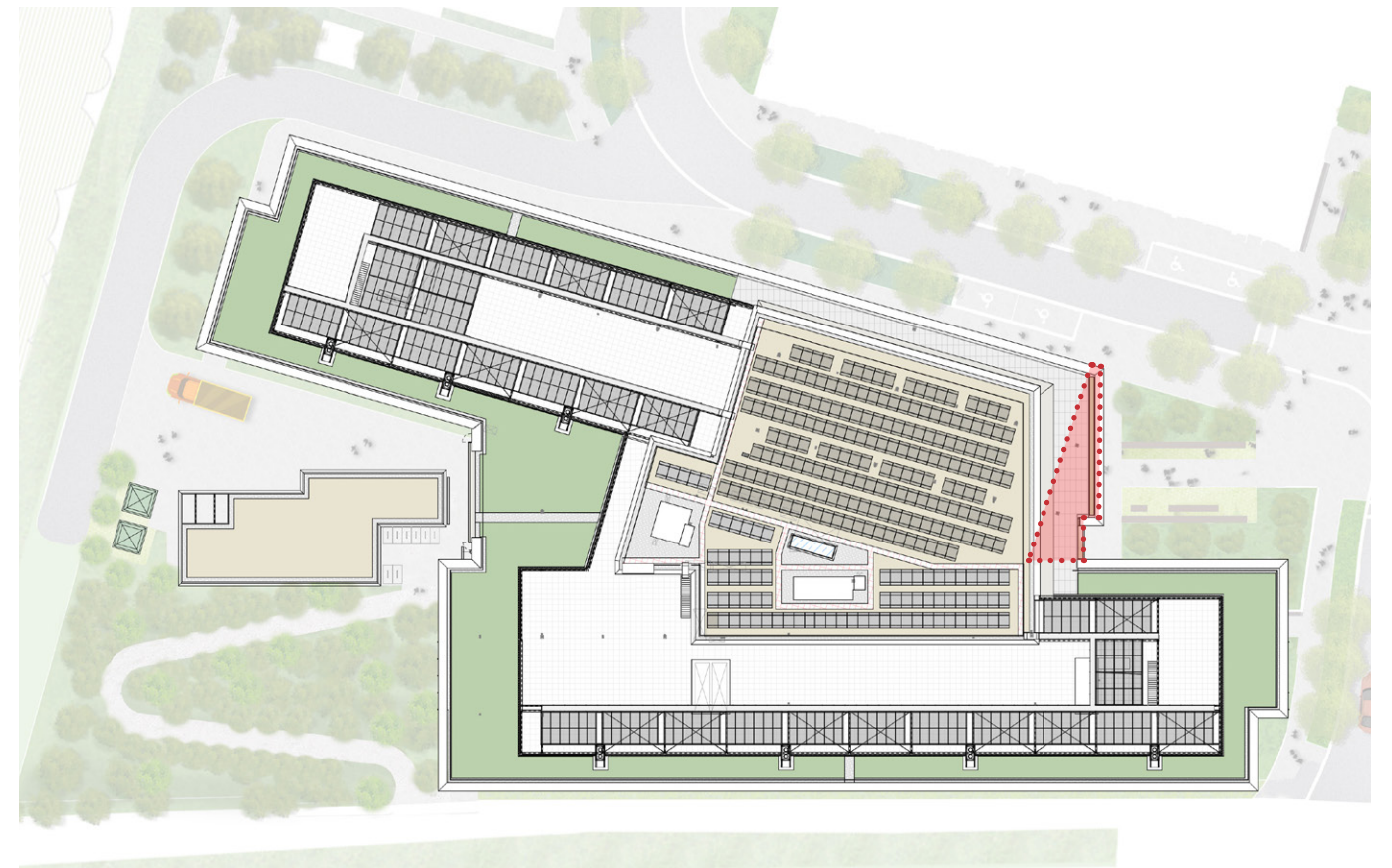


## 5.3 Drainage Strategy

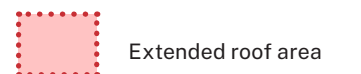
### Drainage Strategy

The submitted drainage strategy has been reviewed to clarify any impacts the proposed updates and associated increase in the area of the building may have.

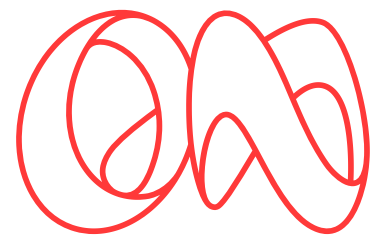
The impacts of the surface water strategy are minimal as the hard standing external paving area at ground level is replaced with a green roof area at the upper level. This effectively removes approx 100 sqm, of external ground surface water drainage which is replaced by an additional 100sqm of roof area resulting in a negligible impact on the site systems as a whole. This update will be reflected in the detailed strategy to be submitted to discharge the planning condition related to drainage.



The proposed extension reduces the external paving area and replaces this with green roof area.







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