

2.1 Layout, Scale and Massing

The Eastern Entrance

The entrance forecourt was proposed to create a strong sense of arrival to the plot for visitors. The entrance area has an open forecourt garden that includes potential external work areas.

The entrance is highlighted by a large double height central glazed screen that now addresses the forecourt more openly following the change of orientation of this face.

An expressed vertical glazing slot is set back in the same plane as the recessed lower floor that separates the two wing volumes at their connecting apex.

Above the entrance on the top floor is an external terrace that sits in front of a glazed workspace or amenity area. A canopy extends over the terrace providing some shelter to the external area and shading to the glazing below.

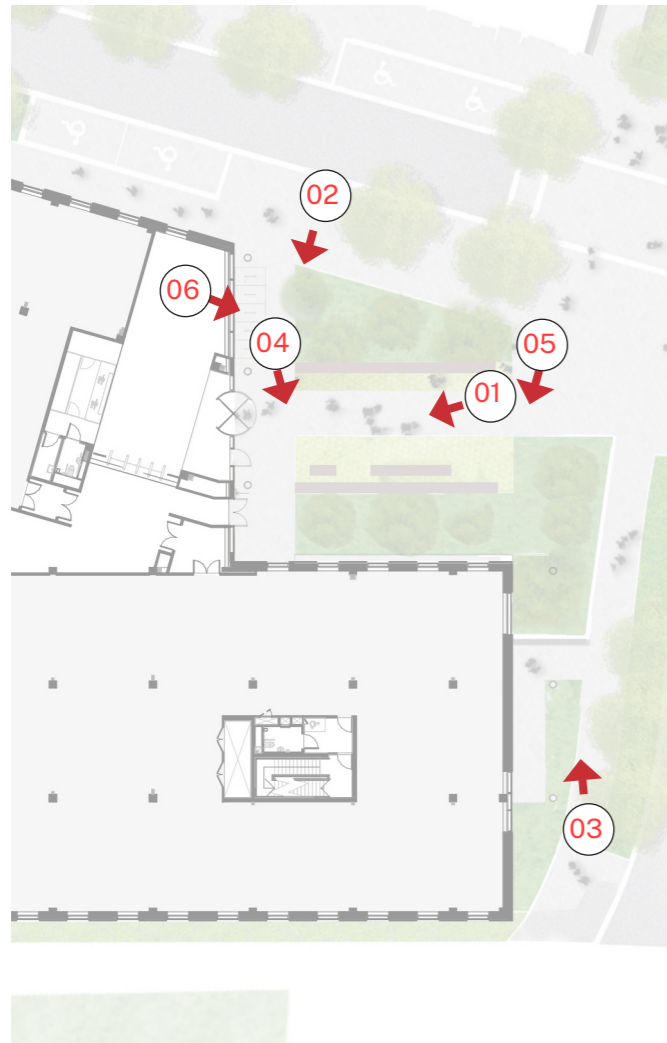


View looking at the eastern entrance forecourt from the east.

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The forecourt space is designed to have a clear sense of navigation leading toward the entrance which is covered by the overhang of the volume above. The space is designed to have strong connections with neighbouring plots and also have a series of more intimate human scale moments. This includes the inward looking work areas and connecting routes to the north and south adjacent the building setbacks.

The series of images to the right illustrate the more immediate moments within the entrance garden space and the routes into and out of the building.



1. View within the forecourt looking towards the entrance



2. View on the approach from the loop road



3. View on the approach up from the A40



4. View within the forecourt from the loop road approach



5. View looking into forecourt from northern approach.



6. Internal view looking out from reception area

2.1 Layout, Scale and Massing



North Eastern Elevation along Service Road



South Eastern Elevation along the link road

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2.2 Height Parameters

Height Parameters

The design was developed with the height parameter constraints of the outline consent carefully considered. There are however some marginal breaches of the constraints.

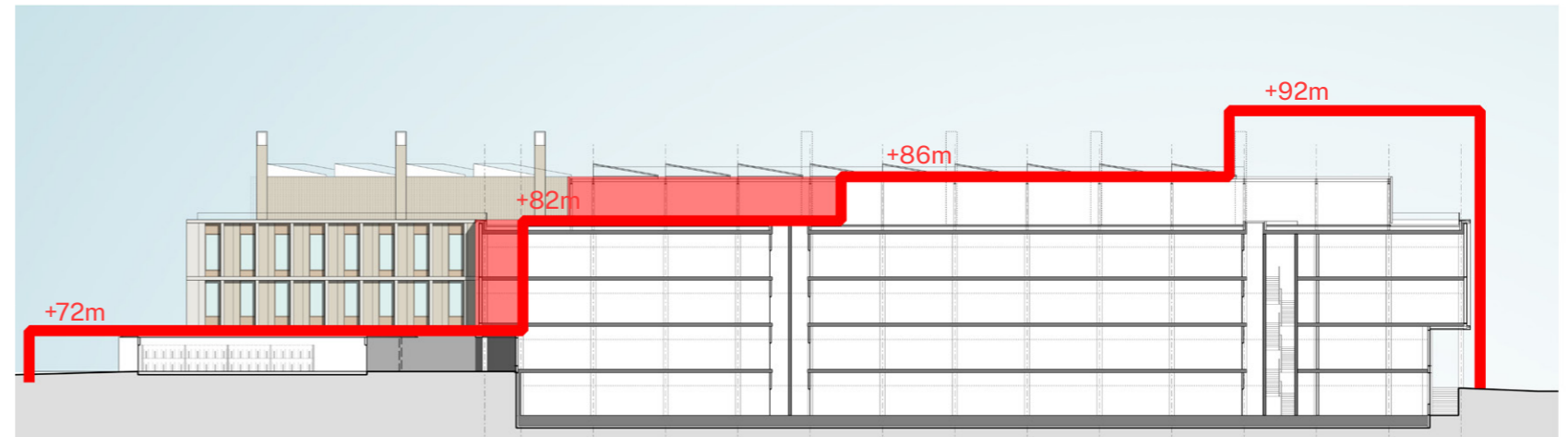
The volume of the building generally sits within the height parameter however the rooftop plant area at the south western wing breaks the parameter to allow the areas below to be serviced.

Whilst the design does breach the parameter in this location it is significantly below the parameter at the north eastern side of the plot. The scheme aims to balance the height with it's consistent linear form.

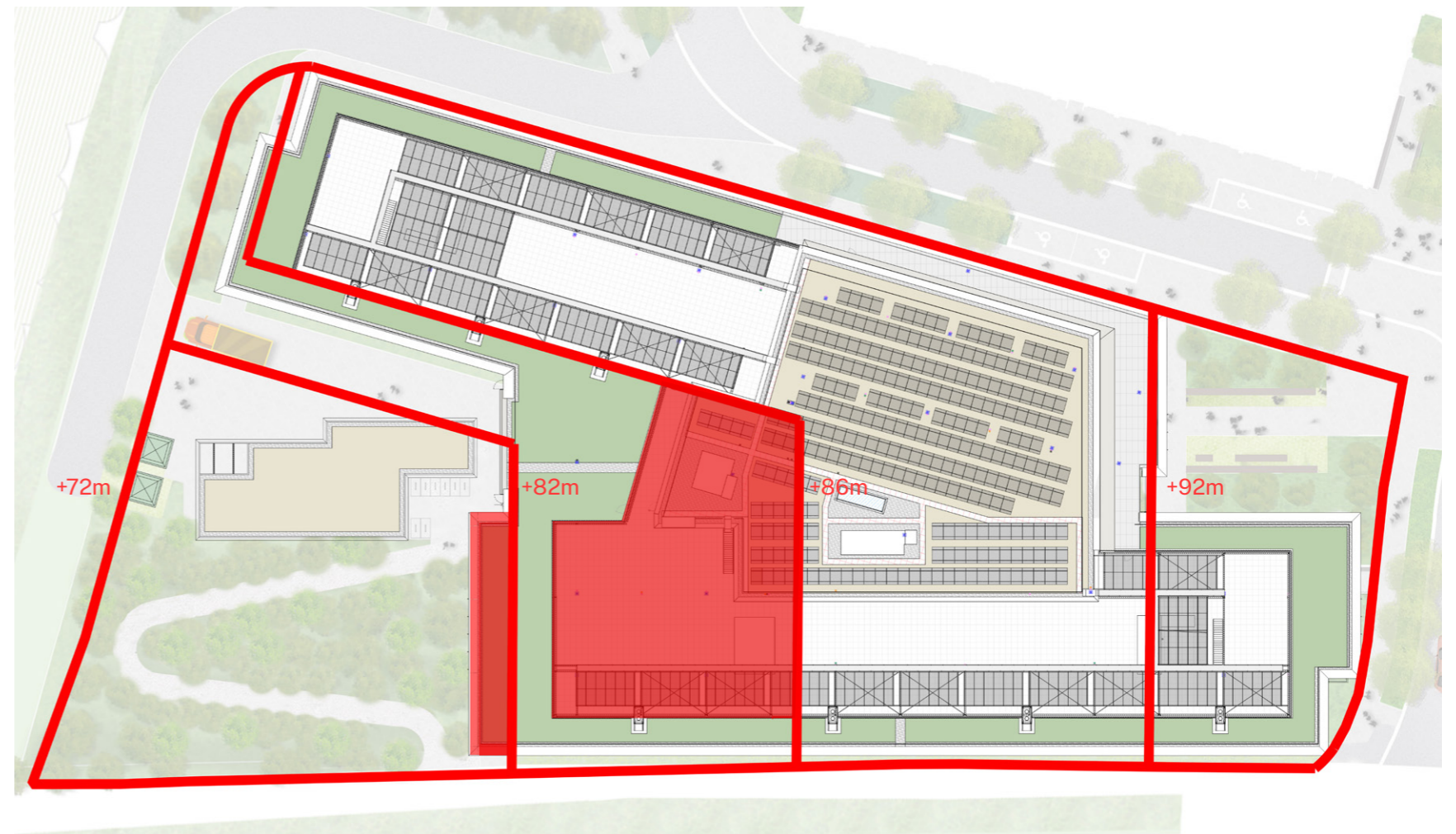
Our understanding of the reasoning for the stepped parameter across the plot is the desire to gradually raise the level of development from the edge of the city and the approach from the A40. The views illustrate that the spirit of this intention is retained in the design. As the upper parameter to the east of the plot is not occupied by building massing, the Plot B volume becomes a mid-level platform between the edge of the city with the A34; and the higher phase 1A building towards the centre of the development and the above mentioned breaches are not clearly 'readable' from the western approach.

The chimneys, containing the extract flues for the laboratory areas, and the solar PV panels above the roof also sit above the height parameter on the western side. The breach of flues is accommodated for in the parameter consents and the solar panels are set back from the parameter edge with a minimal impact.

This strategy is unchanged with the updated amendments in the scheme identified in this addendum.



Section through southern wing with height parameter breaches in red

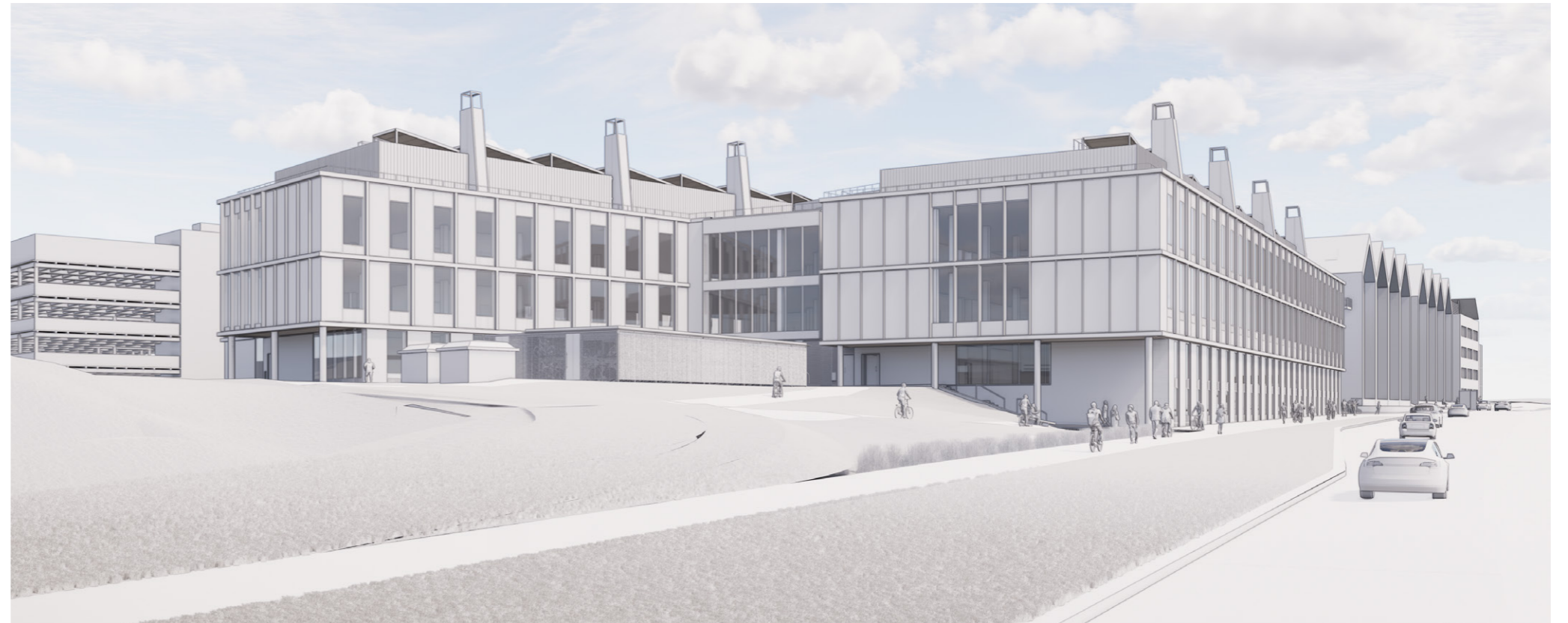


Roof Plan with height parameter breaches in red

2.2 Height Parameters

The images opposite show the impact of the marginal height parameter breaches on the view coming into Oxford on the A40.

The adjacent top right image has been updated shows the proposed updated scheme while the image below shows the proposal adjusted to fit within the set height parameters. As illustrated in the main Design and Access Statement, from these views it is evident that the areas breaching the set height parameters do not appear to have much significant visual impact.



The proposed building shown above has been adjusted in the image below to fit within the height constraints, showing a negligible impact from the approach into the city on the A40