Design & Access Statement

for the proposed expansion of

Campsfield IRC

Official Sensitive

March 2026
243925-15206-EDG-XXX-XX-RP-A-0002-S2-B1100
Revision P06

Contents

1. Introduction

This statement has been prepared in support of an outline planning application for an expansion to Campsfield IRC (Immigration Removal Centre).

Edgingtons Architects (EDG) has been commissioned by AtkinsRéalis (AR), the Project Manager appointed by the Home Office (HO) to prepare this Design and Access Statement for the Immigration Removal Centre.

This planning application is for outline planning permission with all matters reserved except for access.

The description of the development is;
The redevelopment and expansion of the existing Immigration Removal Centre on land at Campsfield Kidlington, Oxfordshire, OX5 1RE. The proposed development relates to the construction of new permanent facilities to expand the existing operational Immigration Removal Centre. The proposed new development provides accommodation for up to 240 residents, bringing the total operational capacity of the IRC to approximately 400 residents when combined with the existing refurbished accommodation

The proposed development comprises the erection of new buildings (up to 16 metres in height) providing accommodation and associated facilities for the expansion of the existing Immigration Removal Centre. The development includes facilities for health care, visitor and interview rooms, administration, drivers' rest areas, kitchens and faith rooms.

The proposals also include the replacement of the existing 5.2-metre-high perimeter fencing, erection of internal zonal fencing, new vehicular and pedestrian gates, new site entrance gates, creation of internal roads, car parking and hard surfacing, installation of lighting columns (up to 10 metres in height), installation of roof-mounted photovoltaic panels and photovoltaic canopies above surface level car parking, a sustainable drainage strategy, provision of bunds to reuse excavated materials, and the creation of biodiversity enhancements and landscaping.

2. The Site

2.1 Site Location & Description

Campsfield IRC is located at:
Evenlode Crescent, Kidlington, Oxfordshire OX5 1RE

The site is accessed via Evenlode Crescent, which connects to Langford Lane to the east. Vehicular access to the IRC is taken from this route.

The site lies within a semi-rural setting characterised by open agricultural land to the south-east and west. To the north lies the National Tactical Response Group (NTRG) compound and a small residential development. Oxford Technology Park adjoins the site to the east, with Oxford Airport located further north.

Campsfield IRC historically operated as a youth offenders' facility and was later established and operated as an Immigration Removal Centre prior to its closure in late 2018. The site has since undergone a comprehensive refurbishment and re-opening programme and is now operational as a functioning IRC since December 2025.

Figures 1–12 illustrate the site location and existing context.

2.2 Refurbishment Phase - Existing Site Context (In occupation)

The refurbished Campsfield IRC comprises a series of predominantly single- and two-storey buildings arranged in a campus configuration. The built form reflects incremental development over several decades, resulting in a varied architectural character and mix of construction types.
The retained buildings have recently been refurbished and reconfigured to enable the facility to reopen and operate in accordance with current operational, safety, and welfare standards.
The refurbishment works included:

- Upgrading building fabric and roof systems;
- Improving thermal performance and energy efficiency;
- Refurbishing internal accommodation and welfare facilities;
- Rationalising circulation and access arrangements;
- Enhancing security and safety measures.

Temporary modular buildings were introduced to support operational continuity during the refurbishment works. These temporary elements will be repurposed or removed following completion of the proposed development.

No works described in this section form part of the development proposed under this outline planning application. They are included solely to describe the current operational context of the site.

Fig. 1 – Site location – Extract from Google Earth

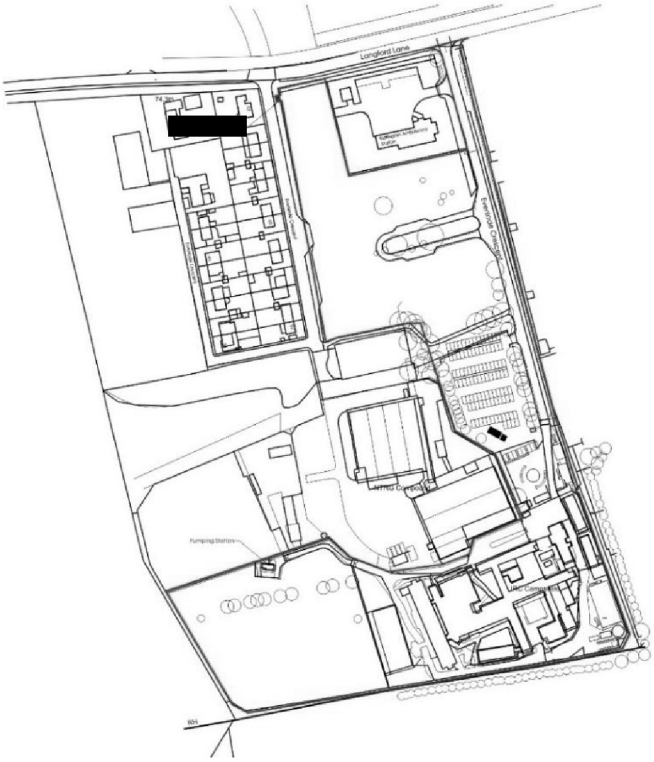

Fig. 2 – Existing Site Plan with Application area denoted in Red.

2.3 Existing Site Character

Historically, the estate comprised a mixture of older solid brick structures with flat roofs and limited insulation, alongside later cavity masonry buildings and ancillary prefabricated units that had been introduced over time to meet operational requirements.

Prior to refurbishment, the site presented as a collection of incrementally adapted buildings with varying architectural quality and performance standards. Following refurbishment and re-opening, the estate functioned as a consolidated custodial campus. Roof elements were repaired or replaced, building fabric was upgraded, and circulation and access arrangements were rationalised.

While the underlying building typologies remained evident, the site presented as an operational facility rather than a redundant or deteriorating estate.

However, the inherent age, form and construction of the retained buildings continued to limit adaptability, spatial flexibility and long-term operational efficiency.

Fig. 3 – Entrance Road leading to Langford Road

Fig.4 – Accommodation Block Site


Fig. 5 – Access Road leading to the Site


Fig. 6 – Rest of Site


Fig. 7 – Existing Main Building


Fig. 8 – Existing Accommodation Block


Fig. 9 – Existing Faith Building


Fig. 10 – Existing Plant Space, Chimney etc.


Fig. 11 – Existing MUGA


Fig. 12 – Existing Main Building

2.4 Need for Redevelopment and Expansion

Although Campsfield IRC is now operational, the retained buildings continue to reflect its historic development and incremental adaptation over time. The age, configuration and construction of the existing estate limit the extent to which it can:

- Accommodate additional resident capacity;
- Deliver accommodation to contemporary custodial standards;
- Provide enhanced welfare and support facilities;
- Achieve the level of flexibility and operational efficiency expected of a modern Immigration Removal Centre.

New-build development within the site is therefore necessary to increase capacity and to provide improved accommodation and associated facilities in a form better aligned with current Home Office operational requirements.

2.5 Proposed Development Area

To the western part of the site, beyond the existing accommodation block and the adjacent fenced Multi-Use Games Area (MUGA), lies a previously developed parcel of land which has since grassed over, its enclosed by security fencing, and clearly sits within the wider development of the IRC Campus . The land is generally level with minimal crossfall and is physically separated from the principal cluster of retained buildings.

A line of mature poplar trees runs east–west parallel to the northern boundary. [redacted]

This western parcel forms the development area identified within this outline application for new-build accommodation and associated operational facilities.

3. Scheme Development

3.1 Overview

An outline brief was provided by the Ministry of Justice on behalf of the Home Office in December 2022, setting out the requirements for additional capacity and associated operational facilities at Campsfield IRC.

Refurbishment works to the retained buildings at Campsfield IRC have been completed and the facility is operational, providing accommodation for up to 160 residents within the existing estate. These works addressed deficiencies in building fabric, servicing and operational functionality to bring the facility back into use. Temporary structures were introduced to support operational continuity and this application proposes that some of these buildings will be repurposed.

This outline planning application relates to new-build development on adjacent land within the Campsfield IRC site to provide additional permanent facilities. The development includes a new IRC building providing accommodation for up to 240 residents, together with centralised catering and healthcare facilities, multi-faith spaces, and leisure and education facilities. Additional associated elements include a CASU, Gatehouse, Visitor Reception, Escorts' Rest building, office accommodation and reconfigured car parking. When completed, the overall operational capacity of the Campsfield IRC will be up to 400 residents across the site.

Staff and visitor parking is located to the west of Evenlode Crescent, forming the principal vehicular approach to the site.

3.2 Design Development and Consultation

The most relevant planning history comprises application ref. 14/01778/F for additional accommodation and ancillary facilities. That application was withdrawn prior to determination. Since that time, operational requirements and design standards have evolved.

In summer 2022, proposals were prepared [redacted]. These were subsequently reviewed by AtkinsRéalis and Clifford Tee Gale (CTG) and found not to fully meet the Home Office requirements.

CTG revisited earlier proposals to incorporate elements of the Royal Engineers' scheme, including the Gatehouse, Visitor Reception and Escorts' Rest buildings. A series of workshops were then undertaken with the Home Office to establish operational priorities and spatial requirements. Initial site layout options were prepared and discussed with the local planning authority.

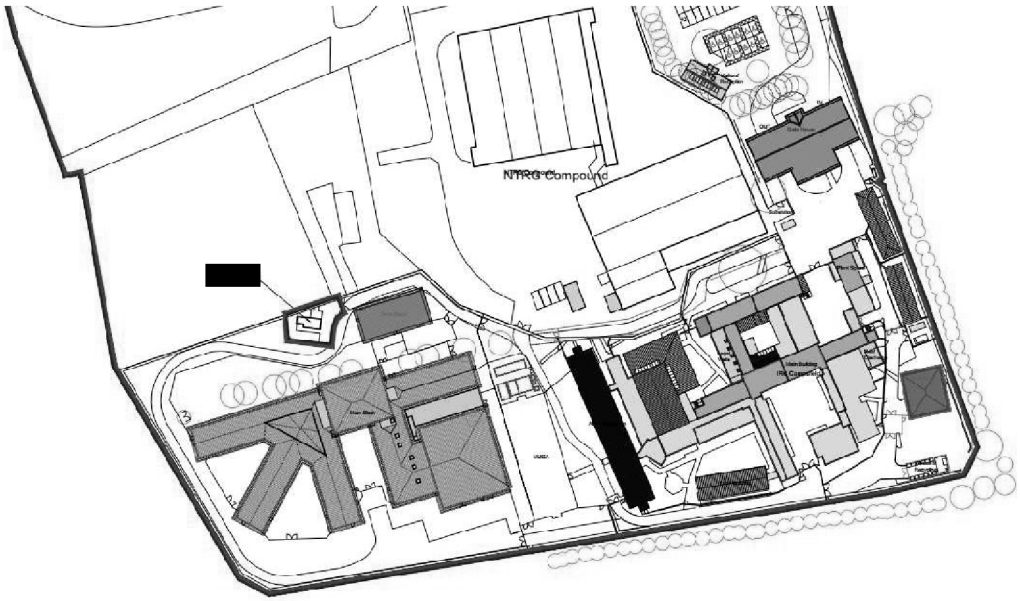

Fig. 13 - First Option Site Plan

During discussions with the Department for Levelling Up, Housing and Communities (DLUHC), now Ministry for Housing, Communities and Local Government (MHCLG), advice was received that development should be set back from the southern and western site boundaries in recognition of the site's location within the Green Belt and its wider landscape context. This guidance informed subsequent design evolution.

Option 2 & Option 3 (Fig. 14 & 15)

These options explored reducing the height of the accommodation building from three storeys to two storeys. To achieve the required number of bedrooms, configurations of five or six two-storey wings were tested.

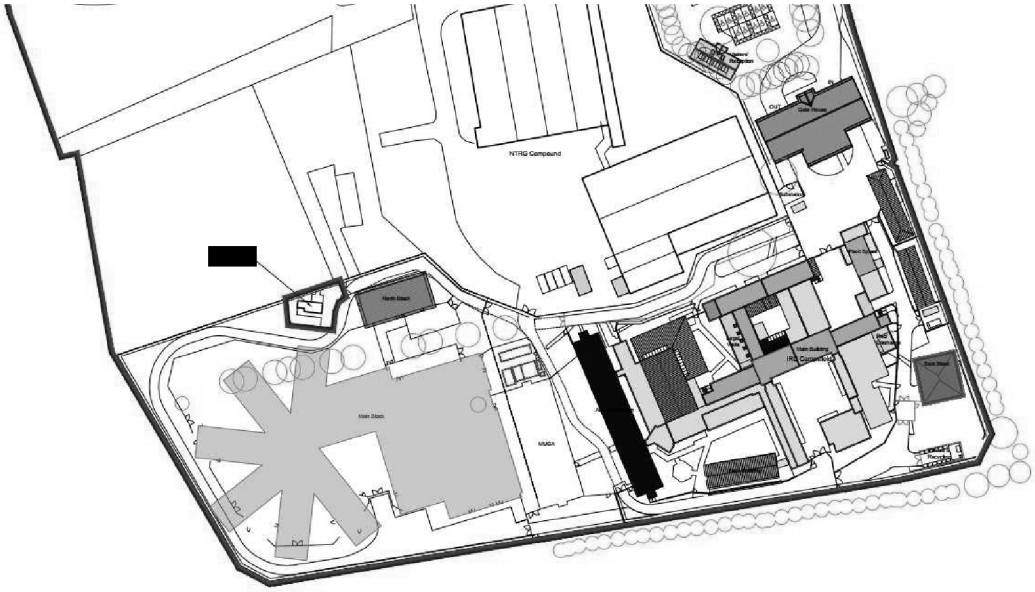

Fig. 14 - Option 2 – 6 Wings

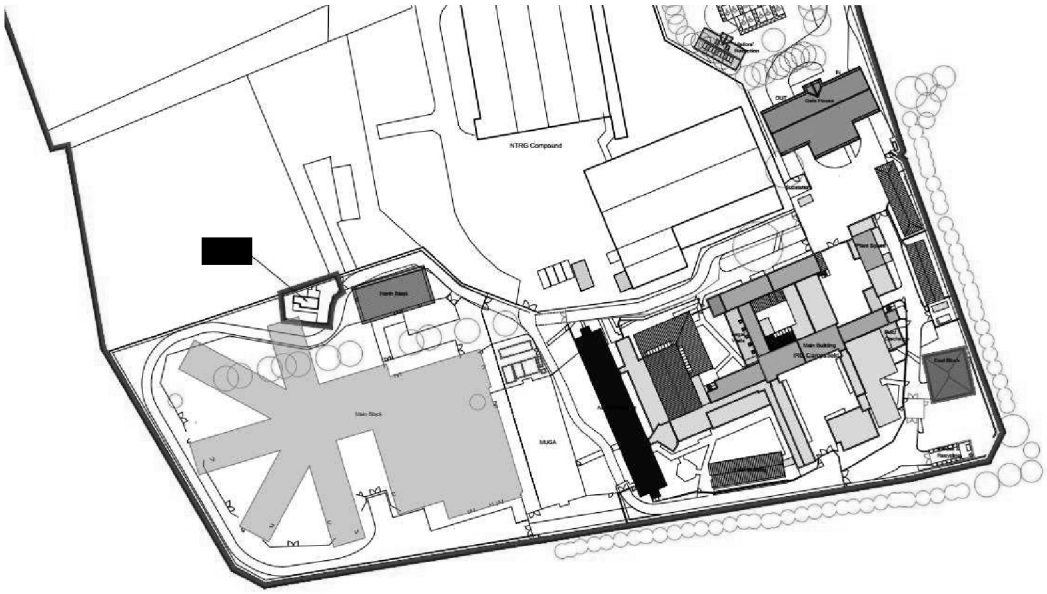

Fig. 15 - Option 3 –5 Wings

Both arrangements significantly increased the building footprint and site coverage. This reduced available circulation space, compromised the required perimeter security roadway, and in the five-wing option conflicted with the existing pump house. The increased horizontal spread also reduced retained open space within the site.

Option 4 (Fig. 16)

This option separated accommodation blocks from the amenity building, providing two detached two-storey linear wings. The length of the detached wings proved incompatible with the spatial constraints of the site, limiting the perimeter roadway and reducing operational efficiency. The dispersed arrangement also increased staffing and observation requirements.

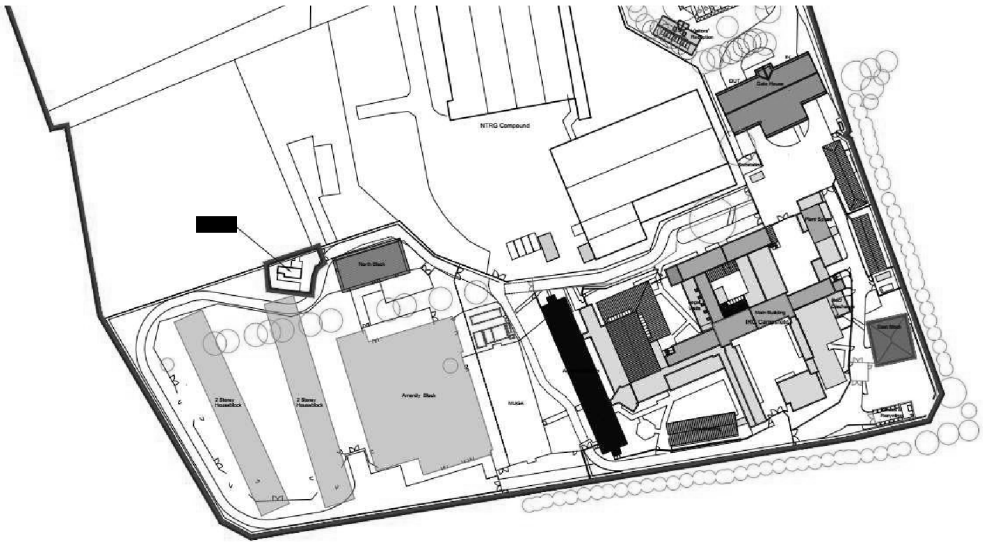

Fig. 16 - Option 4 – 2 Wings

Option 5 (Fig. 17)

This option introduced one three-storey accommodation wing and one two-storey wing. While more compact than earlier options, the detached configuration remained operationally inefficient and required duplicated control and supervision arrangements.

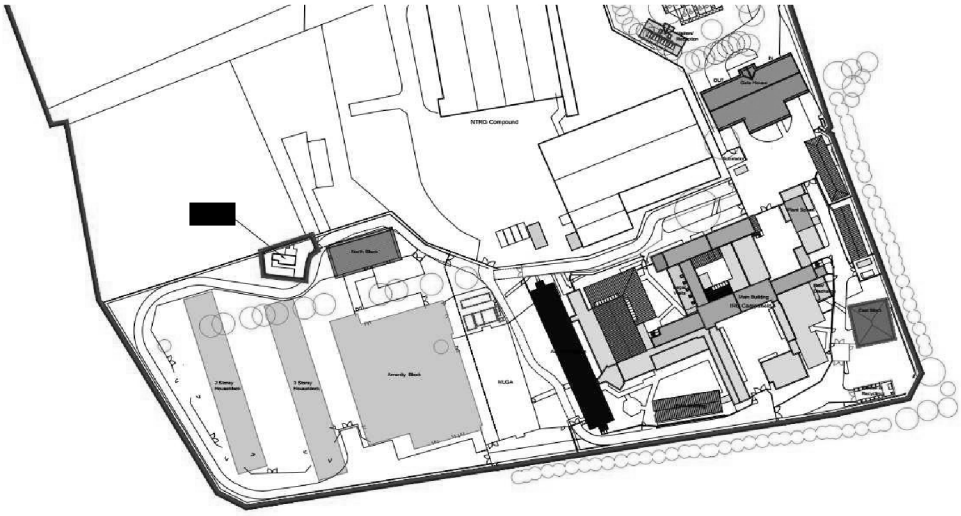

Fig. 17 - Option 5 – 2 Wings

Option 6 (Fig.18)

The preferred option retains three-storey accommodation wings but reduces their length and introduces a fourth wing arranged around a central control and amenity core.

This configuration achieves the required residential capacity within a compact footprint, preserving greater areas of open space and maintaining the required perimeter circulation route. By increasing height rather than footprint, the development is spatially contained and positioned away from sensitive site boundaries.

[redacted]

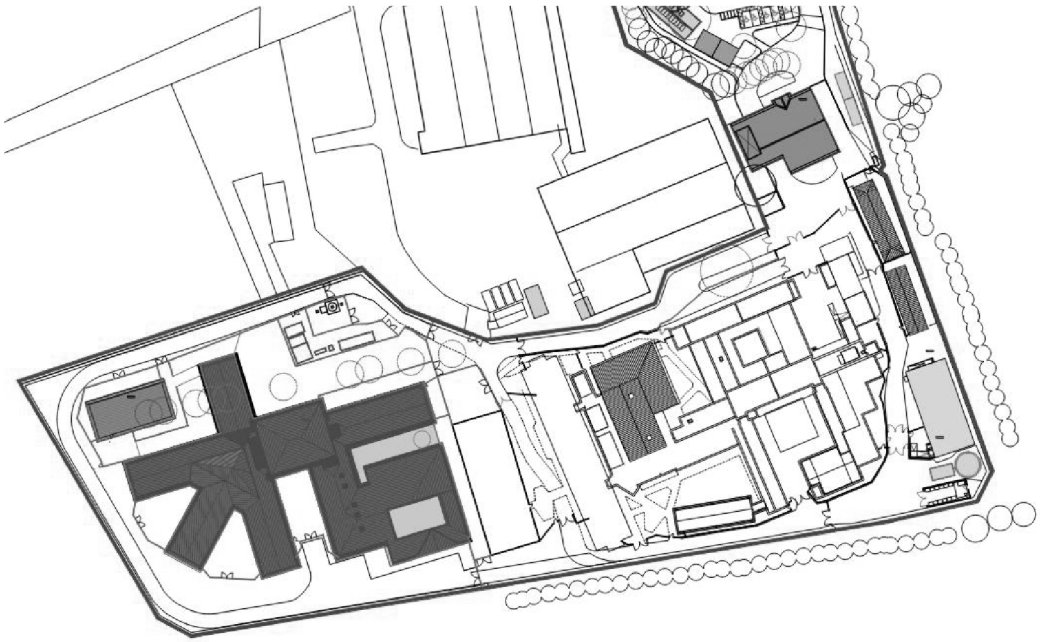

Fig. 18 - Preferred Option (Option 6)

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3.3 The Development Requirements Following Consultation Process

The following key constraints informed the final arrangement:

- Provision of up to 240 additional bed spaces within a new accommodation building;
- [redacted]
- Retention and enhancement of ecological and landscape features;
- Provision of a new gatehouse [redacted];
- Provision of a visitor reception building [redacted]
- Provision of welfare facilities for escort and transport staff;
- Improved parking facilities including electric vehicle charging and cycle storage.

4. The Proposed Development

4.1 Introduction

The proposed development comprises an indicative proposal for a new IRC building providing accommodation for up to 240 residents, together with centralised catering and healthcare, multi-faith space, leisure and education facilities. Additional elements include a CASU, Gatehouse, Visitor Reception, Escorts' Rest building, ancillary operational buildings, and associated access, car parking, landscaping and infrastructure works.

4.2 Proposed New Development

The development provides additional residential accommodation and operational facilities to support the long-term functioning of Campsfield IRC.

The principal components comprise:

- Residential accommodation for up to 240 residents
- Centralised kitchen and dining facilities
- Healthcare facilities
- Education, leisure and multi-faith spaces
- A CASU
- Gatehouse [redacted]
- Visitor Reception and Escorts' Rest buildings
- Facilities management and ancillary buildings
- Associated access, car parking, landscaping and security infrastructure

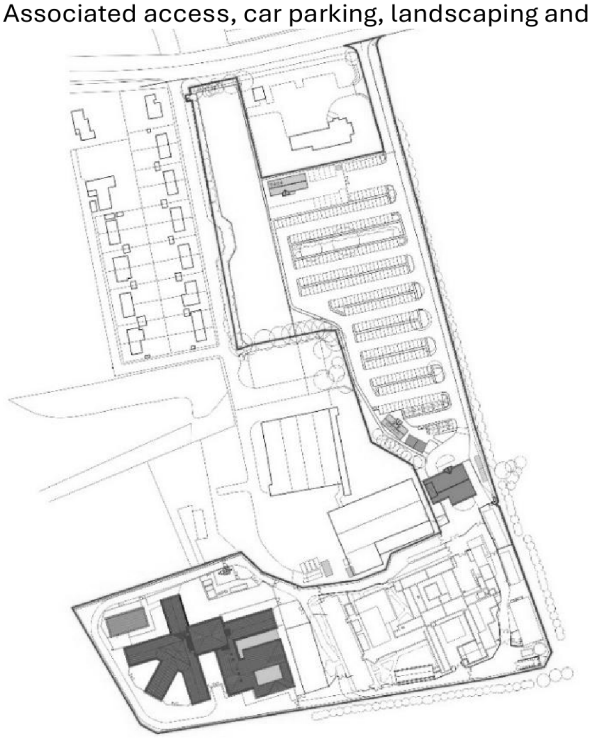

Fig. 19 – Indicative Site Plan

The main IRC building is positioned in proximity to the existing estate to enable integrated operation of healthcare, catering and support services across the centre.

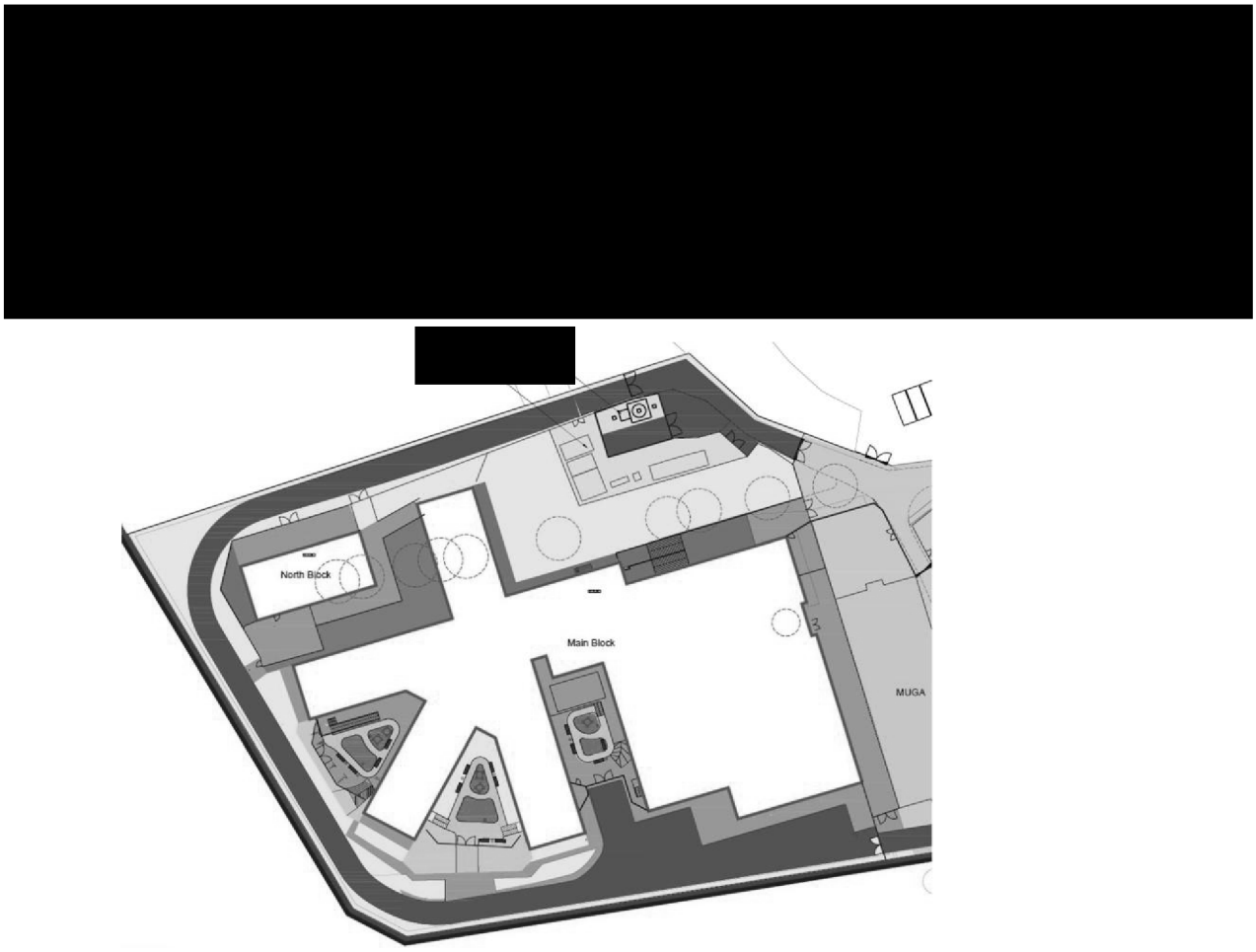

Fig. 20 – Indicative New IRC Building Area Site Plan

5. Car Parking

5.1 Access and Numbers

The facility is accessed from Evenlode Crescent that runs along the eastern boundary of the site. The land to the west of the access road is to be used for the escort rest area (with parking) plus staff and visitor parking. In total the parking provision will be as below for the entirety of the site including the existing car-parking of 97no. spaces and 4no. motorcycle spaces:

Area	Vehicle Type	Number
Existing Car-parking	Standard vehicle	97
Existing Motorcycle	Motorcycles	4
Staff Car Park	Standard car	154
Staff Car Park	EVC (Electric Vehicle Charging)	84
Visitor's Car Park	Standard car	16
Visitor's Car Park	Accessible bay EVC	5
Visitor's Car Park	Accessible bay	8
Visitor's Car Park	Motorcycle Spaces	17 (13 new)
	Total	**267 cars (160 new)**
Escorts Rest Staff Car Park	Standard car (all EVC)	47
Escorts Rest Area	Standard car (all EVC)	10
Escorts Rest Area	Van (all EVC)	1
	Total	**58**
	Overall Total	**325**
Plus, Cycle Shelter beside Gatehouse (Min. 32 Spaces)		

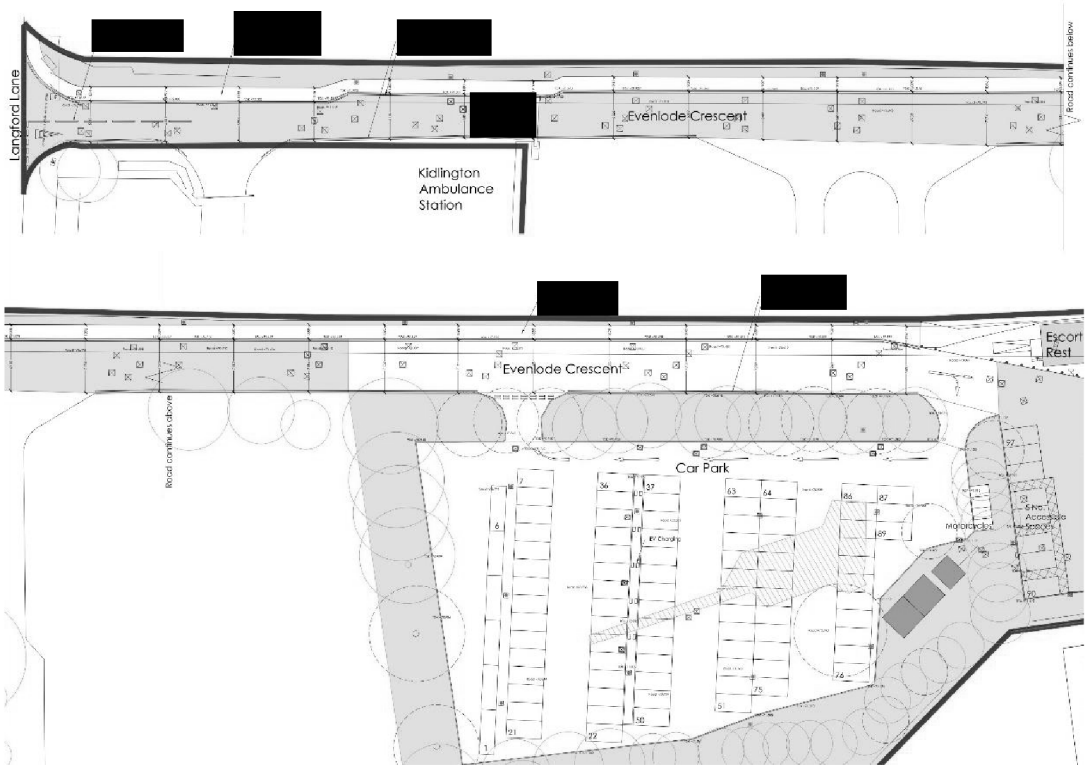

Fig. 21 – Existing Parking Area Site Plan

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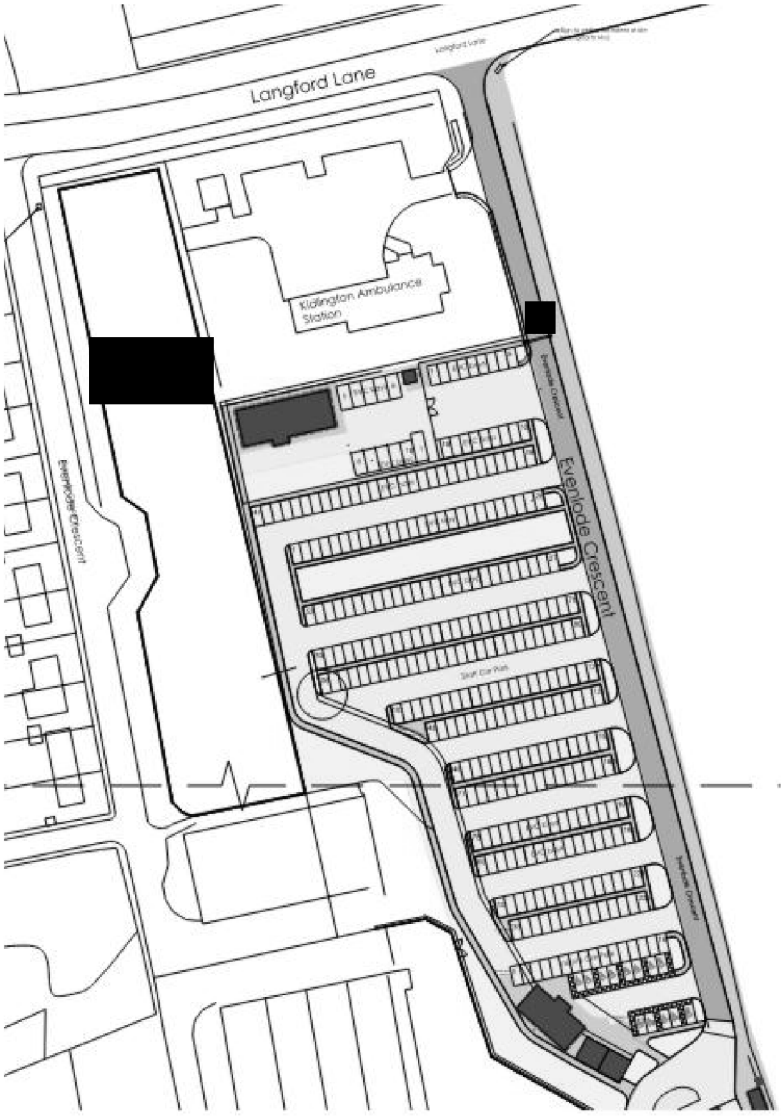

Fig. 24 – Indicative Parking Area Site Plan

5.2 Indicative Car-parking configuration

The existing car park is proposed to be reconfigured to improve circulation and accessibility across the site. As part of these works, a dedicated pedestrian and cycle route will be provided from the site entrance to the facility, running parallel to the primary vehicular route to ensure safe segregation of pedestrian, cycle and vehicle movements.

Land to the west of the northern end of the site adjoining Evenlode Crescent will be landscaped as part of the proposals. This area will be enhanced to contribute towards the biodiversity net gain strategy for the development while improving the visual quality of the approach to the site.

Within the extended car parking area, two new single-storey buildings are proposed to accommodate a visitor reception facility and an escort staff welfare building. In addition, a new two-storey gatehouse [redacted] is proposed at the site entrance [redacted]

Access to the site will continue to be taken from Evenlode Crescent, with a series of highway

improvements delivered in agreement with the Local Highway Authority. These include [redacted] improvements to road markings at the Evenlode Crescent / Langford Lane junction, and the extension of pedestrian and cycle infrastructure along Evenlode Crescent to provide a continuous connection to Langford Lane. A new pedestrian crossing on Langford Lane is also proposed to support safe pedestrian movement to and from the site.

The Transport Assessment demonstrates that, while the development results in a modest increase in vehicle movements, the Langford Lane / Evenlode Crescent junction will continue to operate well within its available capacity and the overall impact on the surrounding highway network is considered negligible and not severe in planning terms.

6. Accommodation

6.1 Indicative Scheme

The Proposed Development is illustrated through an indicative architectural scheme. The purpose of the indicative scheme is to demonstrate one potential way in which the development could be delivered within the parameters proposed as part of this outline application.

The scheme has been developed in response to the operational brief provided by the Home Office and demonstrates how the required residential accommodation, operational facilities and secure external areas could be arranged on the site.

The indicative scheme comprises a central IRC building formed of [redacted] accommodation wings [redacted]. Supporting buildings including a CASU, Gatehouse, Visitor Reception building and Escorts' Rest building are also shown, [redacted]

The detailed architectural design, internal layouts and building appearance will be determined at Reserved Matters stage.

6.2 Main Building

The proposed main IRC building provides residential accommodation together with the principal operational, welfare and support facilities required for the functioning of the centre.

[redacted]

The facility will comprise:

- Residenti a l accommodation
- Central kitchen and dining area
- Education facilities
- Research and IT access for residents
- [redacted]
- Healthcare Unit for typical outpatient services
- Administration & staff facilities

FIG. 25 – Indicative IRC Centre Ground Floor Zoning Plan

The internal floor layouts are currently under review by the Home Office and may be subject to further change. These will be determined as part of a future Reserved Matters Application.

6.3 Site Planning and Layout

The proposed development area offers limited options for the location and organisation of the proposed facilities. The positioning of buildings must respond to a number of operational and site constraints, including the need to:

- complement the accommodation and function of the existing IRC buildings
- maintain required standards of security and safety
- comply with proximity constraints
- provide suitable external amenity areas and recreational space for residents
- ensure appropriate vehicular servicing access
- provide well-located healthcare facilities accessible to all residents

Taking these factors into account, and following extensive stakeholder consultation, the siting and orientation of the buildings have been developed to support the operational requirements of the IRC while making

efficient use of the available site area.

The main site access points provide secure routes for both pedestrians and vehicles entering the facility for screening and processing. Existing visitor routes are retained and extended, with clear and direct pathways leading to the new buildings.

The layout promotes clear sightlines across the site and supports ease of wayfinding for visitors and staff.

[redacted]

6.4 Built Form and Scale

The scale of the new-build development has been informed by operational requirements, site constraints and the need to contain built form within a defined area of the site.

The principal accommodation building rises to a maximum of three storeys, with a maximum height of approximately 16 metres. The overall height reflects the institutional floor-to-floor dimensions required to accommodate robust construction, structural depth and service distribution associated with secure custodial environments, [redacted]

The development adopts a compact built form which allows the required accommodation to be delivered without an extensive building footprint. This approach enables the development to be contained within a defined area of the site while preserving open space within the wider site.

[redacted]

Taken together, the height, footprint and configuration represent an efficient solution capable of meeting operational requirements while limiting the impact on the openness and character of the surrounding Green Belt.

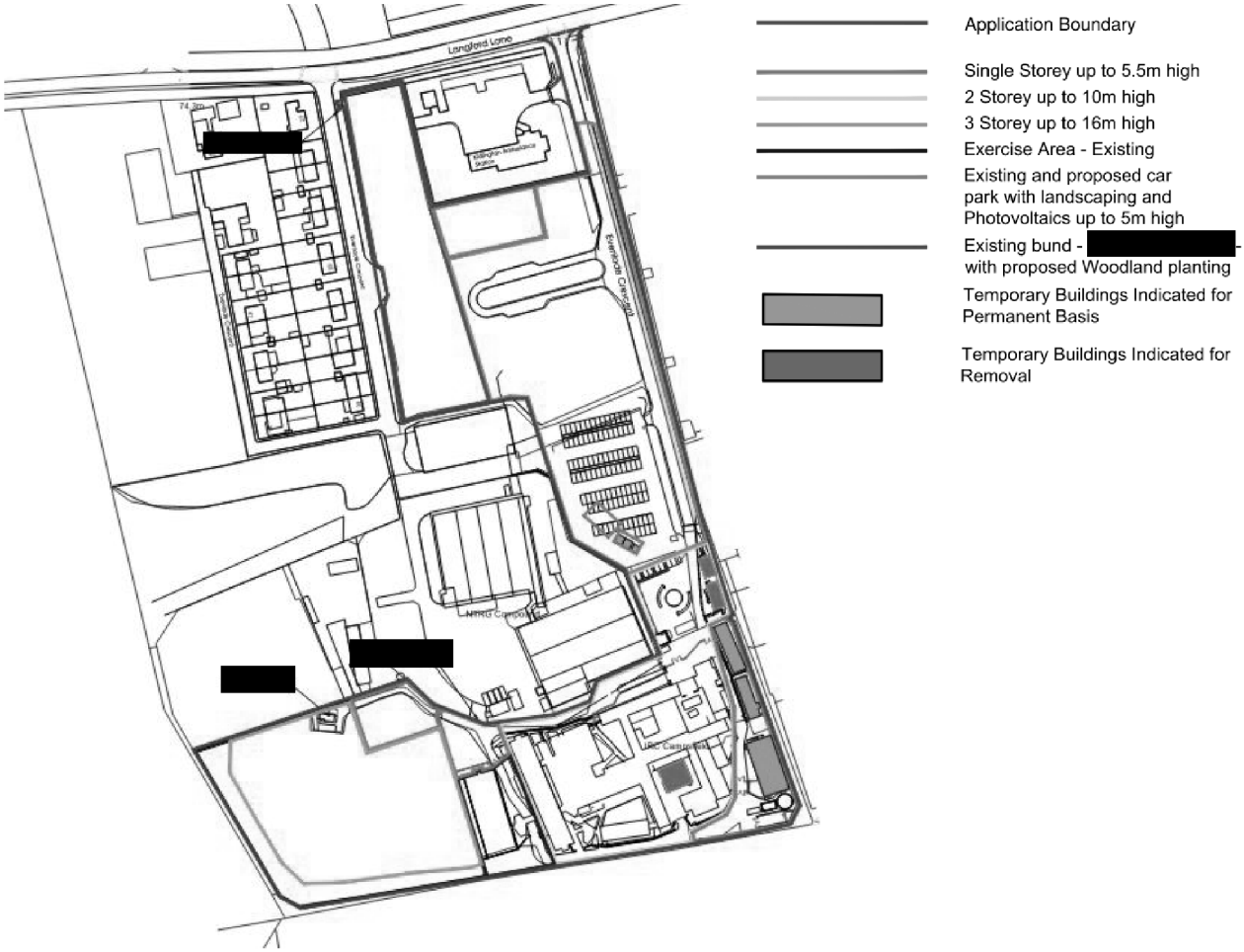

Fig. 26 – Indicative Development Parameters Drawing & Key

6.5 Additional Buildings

A number of additional smaller, ancillary buildings form part of the Proposed Development proposal along with the main IRC building described above. These include:

- CASU [redacted]
- Gatehouse, [redacted]
- Visitors Building, [redacted]
- Escort Rest Building, [redacted]

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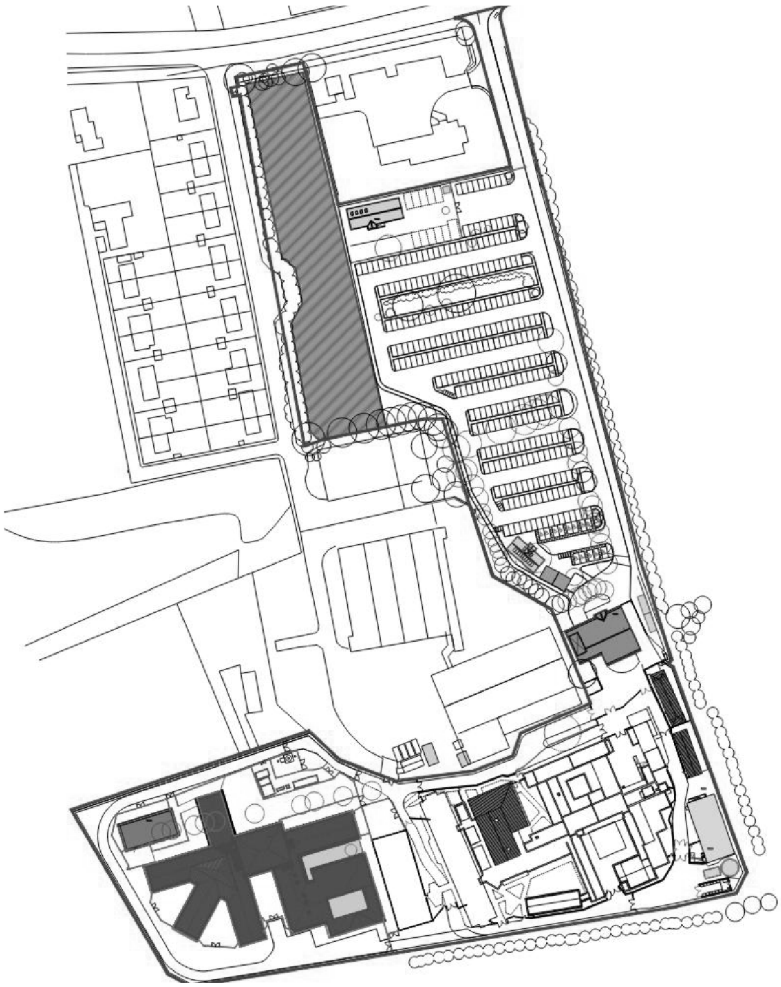


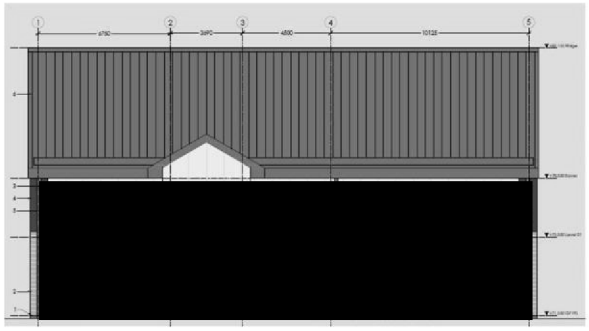
Fig. 27 – Indicative Proposed Development Site Plan

6.5.1 CASU (North Building)

Fig. 28 – Indicative Elevation Of CASU

The CASU is a small accommodation block , located close to the new Main Building, for vulnerable residents.

6.5.2 Gatehouse



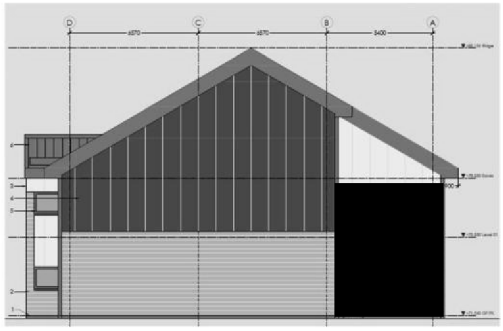


Fig. 29 – Indicative Elevations Of Gatehouse

6.5.3 Visitors Building & Escort Rest Building

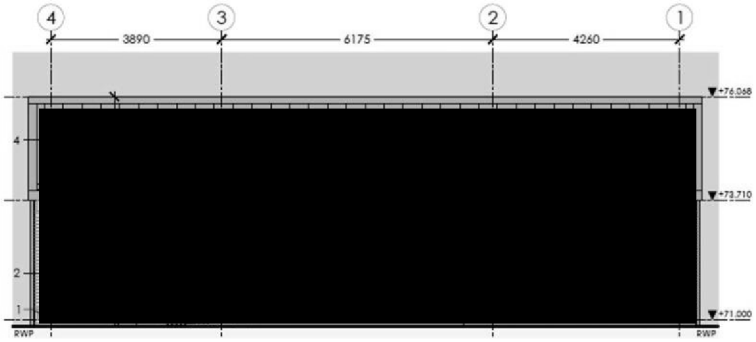


Fig. 30 – Indicative Elevation Of Visitors Building

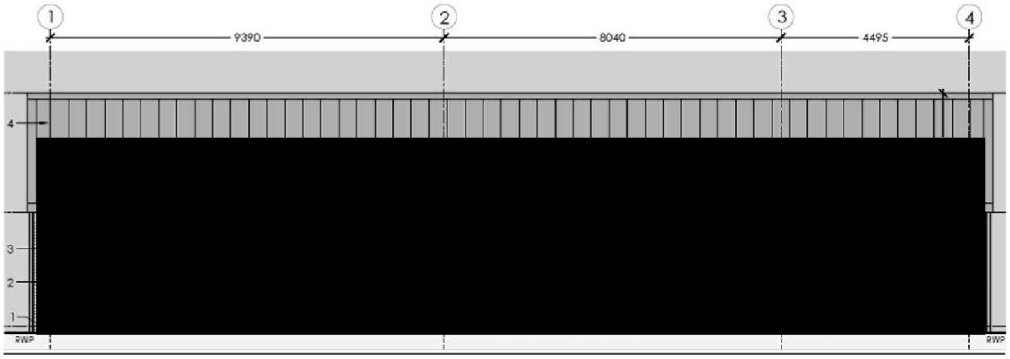


Fig. 31 – Indicative Elevation Of Escort Rest Building

[redacted]

The Visitor's Building is within the visitor's car park area, close to the Gatehouse. It contains a reception and waiting area with lockers and vending machines plus toilets. [redacted]

6.6 Materials

The materials proposed for the new buildings have been selected for their durability, robustness and appearance.

- Main IRC Building and CASU
- Gatehouse
- Visitors Building and Escorts Rest Building

6.6.2 Main IRC Building and CASU:

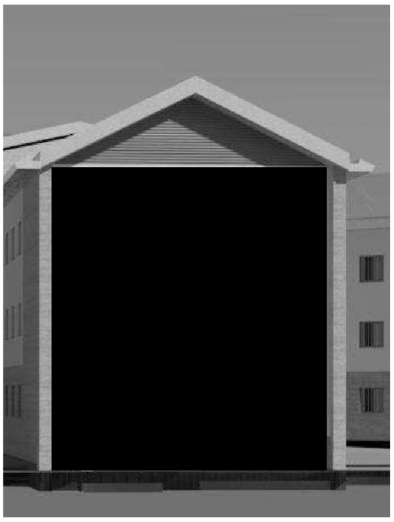


Fig. 32– Indicative Extract - Main Building Part Elevation

Location	Material	Colour reference

6.6.3 Gatehouse:

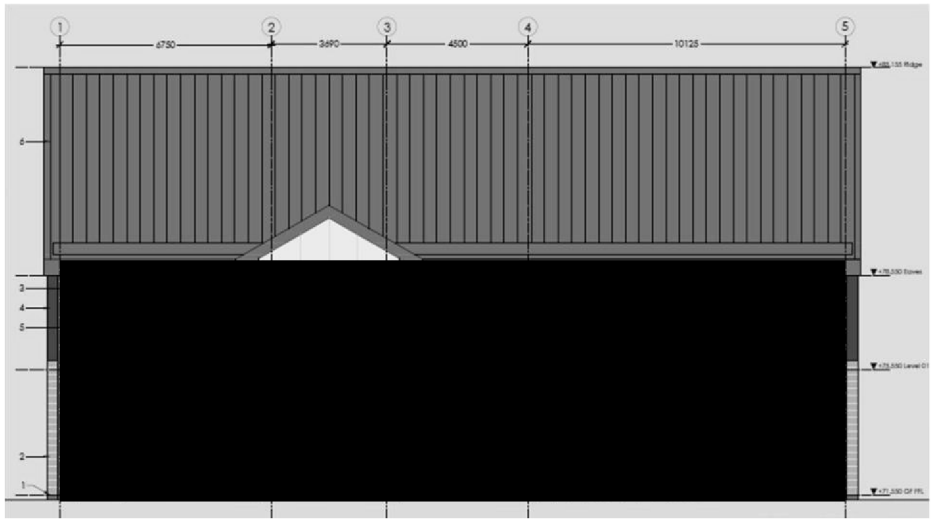


Fig. 33– Indicative Proposed Gatehouse Elevation

Location	Material	Colour reference
[redacted]		

6.6.4 Visitors Building and Escorts Rest Building

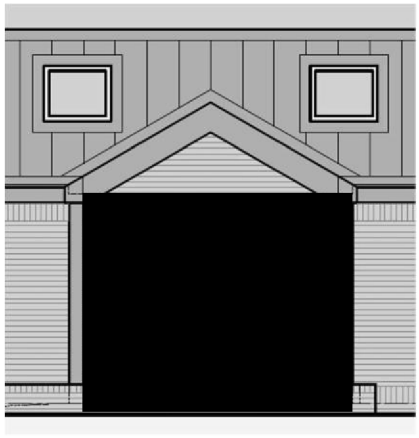


Fig. 34 – Indicative Extract Proposed Visitors Building Part Elevation

Location	Material	Colour reference
[redacted]		

7. Sustainability

The proposed new development is to extend the Campsfield IRC to increase capacity up to 400 resident spaces.

The HO has made commitments to improve the sustainability of its estate and reduce its carbon footprint. The aim for this project is to meet highest standards possible using BREEAM excellent for the proposed development.

A prerequisite in the tender documents for construction will be to incorporate all measures to meet with sustainability targets of Ministry of Justice e.g., maximise capability of renewable energy sources and recycling etc. where practical.

However, the design has constraints imposed by the security considerations [redacted]

All new buildings and expansions will be constructed to achieve enhanced thermal performance to reduce heating requirements.

[redacted]

Renewable energy generation will be maximised across the roof area of the various buildings across the proposed new development by installing Photovoltaic panels where possible [redacted] In addition, Photovoltaic panels will be installed over the new car park areas (using proprietary car port canopies) to provide further capacity for energy generation.

Where possible, heat will be generated using air source heat pumps and augmented where necessary to meet the operational demands of the site.

Heating and hot water services will be designed to operate as efficiently as possible, [redacted]

The strategy also contributes to the sustainability objectives of the development by facilitating the use of low-carbon heating technologies and reducing reliance on fossil fuel systems.

MZA have produced both the Energy Statement & BRUKL Report for the proposed development. This is submitted separately.

8. Light Impact Assessment

8.1 Overview

An External Lighting Assessment has been prepared by MZA Consulting Engineers (Ref: 243925-15206-MZA-0000-ZZ-T-E-0005 Rev P05, February 2026) in support of the proposed development.

The site is assessed as Environmental Zone E3 (medium district brightness) and the lighting strategy has been developed in accordance with:

- ILP Guidance Notes for the Reduction of Obtrusive Light
- CIE 150:2003
- CIBSE SLL Code for Lighting
- Ministry of Justice Standard STD/E/SPEC/018

8.2 Lighting Strategy

The external lighting scheme comprises a combination of:

- [redacted]

Lighting levels have been designed to meet operational and security requirements while avoiding over-illumination.

8.3 Control of Light Spill

The assessment has modelled potential sky glow, source intensity and light trespass to adjacent receptors, including residential properties and ecologically sensitive boundary areas.

[redacted]

The assessment confirms that the proposed lighting scheme complies with the obtrusive light limits applicable to Environmental Zone E3 and that light spill to neighbouring properties and ecological features remains within acceptable thresholds.

8.4 Perimeter Security Lighting

[redacted]

9. Site Accessibility & Security

The existing site security is provided by a continuous 5.2-metre-high security fence [redacted]

The existing fencing is proposed to be replaced to the perimeter of the new expansion, [redacted]

The site is accessed via Evenlode Crescent which leads off Langford Lane and benefits from the transport infrastructure associated with the local village nearby.

The Travel Plan provides a detailed summary of the relevant forms of transport servicing the site, proposed access including bus stops, staff and visitors, and transport for residents, and highway improvements. The site is generally flat which provides full accessibility to all external recreational, amenity and service spaces without the need for extensive ramps.

Accessible toilet facilities will be provided where appropriate for both residents and staff compliant with current standards but subject to internal management strategies.

10. Hardscaping

The hardscape design strategy looks to provide a simple robust low- maintenance hardstanding around the perimeter of the building. Similarly the proposed new development will follow as existing will be adopted with only very minor modifications.

11. Refuse and Recycling

The waste strategy of the development will be to segregate non-recoverable and recoverable waste streams with a waste management system in place. Waste collection points during construction will be defined nearer to the proposed recycling area.

A framework Site Waste Management Plan is submitted with the application.

End.