

**Our ref:** Q080146  
**Your ref:** Bicester Gateway Phase 1  
**Email:** emma.lancaster@quod.com  
**Date:** 20 December 2019

Caroline Ford  
Cherwell District Council  
Bodicote House  
Bodicote  
OX15 4AA

By email

Dear Caroline

## **Foul Water Pumping Station – Holiday Inn Express, Bicester Gateway**

On behalf of London and Regional Properties ('L+R'), please find enclosed an application seeking planning permission for a foul water pumping station compound to serve the approved hotel at Bicester Gateway.

### **Relevant Background**

The submission follows the Council's decision to grant planning permission for a hotel at the Site and subsequent approval of foul water drainage details (discharge of Outline Planning Condition number 17, in consultation with Thames Water, Planning Application Ref: 18/00389/DISC).

During the construction process, the Applicant's contractors have engaged with Thames Water as part of the sewers adoption process. It has come to light that the foul water tank that was previously proposed and approved does not meet Thames Water's specification for adoption and, critically, a privately maintained solution in this location would not be acceptable to them.

It is therefore necessary to revisit the foul water drainage strategy for the Site and provide a foul water tank and pumping station arrangement which meets Thames Water's requirements and can be adopted in due course.

### **Planning Submission**

The following has been submitted via the Planning Portal (Ref: PP-008384400) and comprises the application:

- This Cover Letter
- Planning Application Form
- Site Location and Application Boundary Plan (Drawing Ref: BGH-NOR-SP-A-1011 Rev P03)
- Proposed Thames Water Foul Pumping Station (Drawing Ref: BGH-NOR-DE-A-6809 Rev P02)
- Proposed Compound Fencing Detail (Drawing Ref: 10 J6/1060)
- External Water, Gas and Fire Hydrants Layout (Drawing Ref: M19002 M500)
- External Services Layout (Drawing Ref: M19002 E600)

- Technical Submittal
- Foul Water Pumping Station Design Specification
- Hedgerow Method Statement
- Foul Water Drainage Strategy Addendum.

## Proposed Development

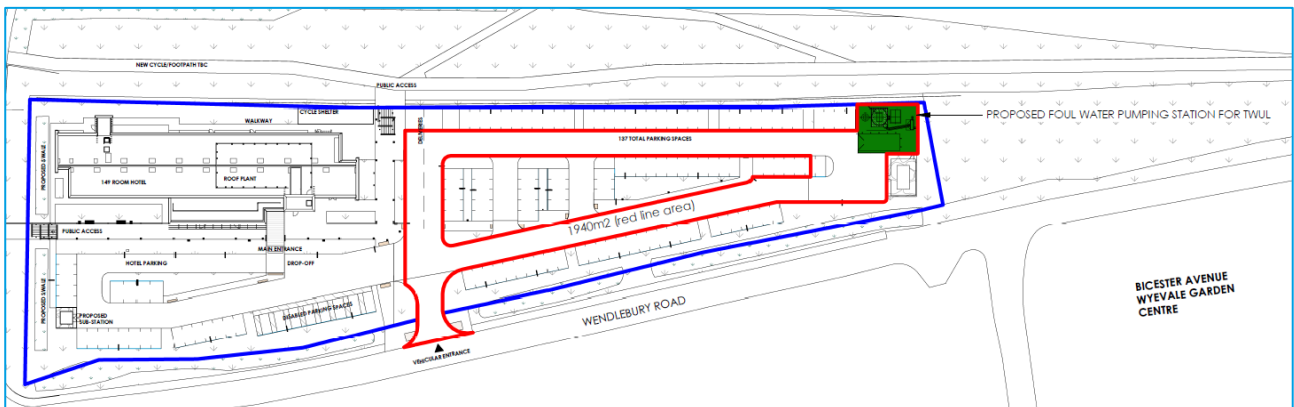
The application relates to the installation of a foul water tank and pumping station within a compound, to Thames Water specification, adjacent to the car park of the approved hotel.

## Location

For the foul water tank and pumping station to be adopted by Thames Water it must satisfy a series of design criteria in terms of its dimensions and layout. It is also necessary for the foul water network on-site to connect into existing Thames Water infrastructure off-site.

In this case, these factors have dictated the location of the compound. The proposed location is the only location which is acceptable to Thames Water and fulfils all the requirements in relation to vehicular access and proximity to existing and proposed infrastructure.

Figure 1: Location of Foul Water Compound



## Car Parking

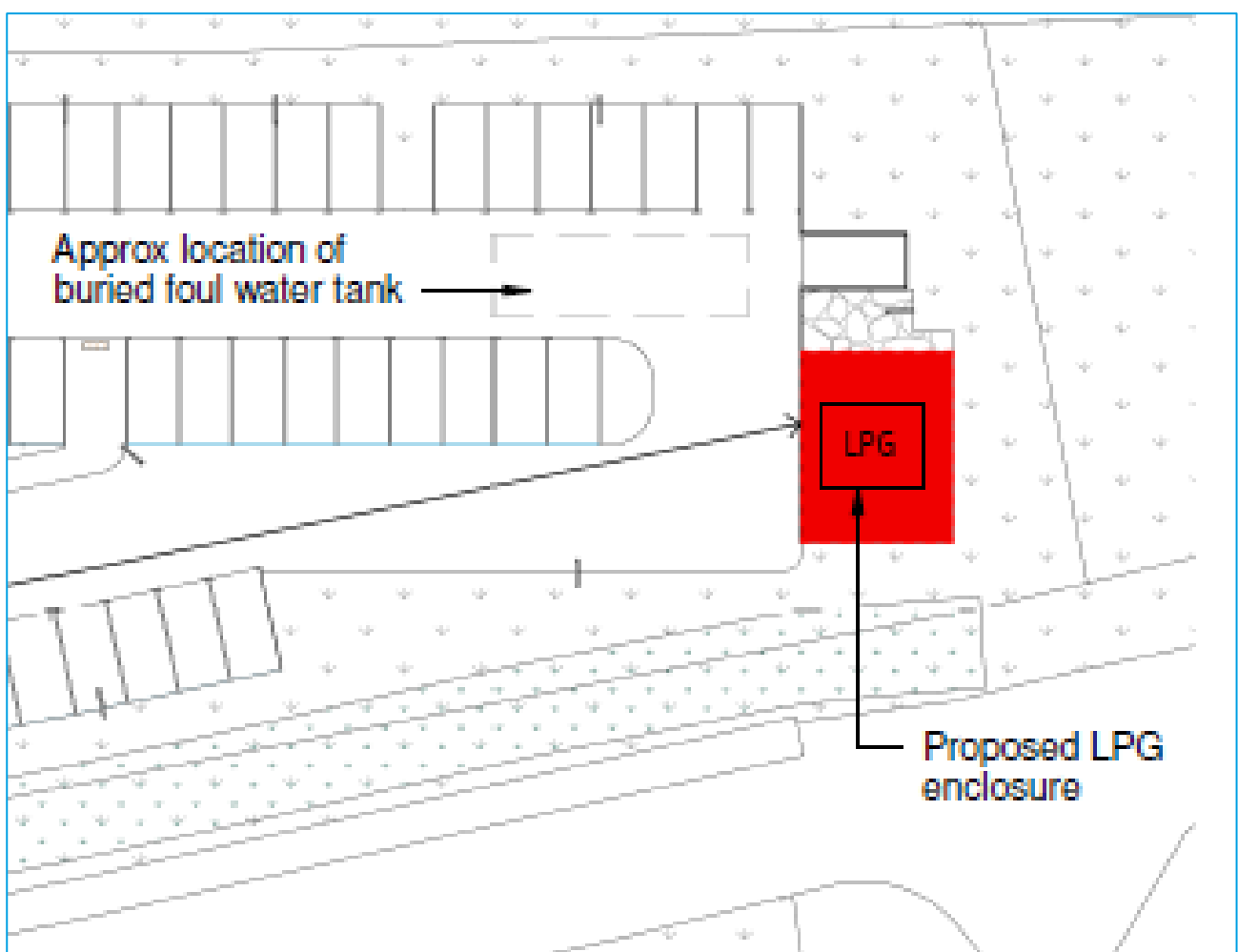
The installation results in a removal of a further 7 no. car parking spaces from the scheme (see **Figure 2** for previously approved car parking layout in this part of the Site, approved via Planning Permission Ref: 19/01600/F), but 137 spaces will remain on-site.

Neither Cherwell District Council ('CDC') nor Oxfordshire County Council ('OCC') has published any recent policy or guidance on the matter of car parking provision. However, the Site is sustainably located with good access to public transport and on-site provision for cycle parking. On-site car parking provision will also still

be broadly in-line with the *maximum* standards last published (i.e. 1 space per bedroom) in the Non-Statutory Cherwell Local Plan 2011.

In any event, commentary alongside these maxima confirms that in sustainable locations, there is flexibility over the amount of car parking that will be necessary to support new development. A reduction of 7 no. spaces (13 cumulatively with the reduction approved via the planning application for the LPG tanks and enclosure, which is circa 8.5%) is not substantial.

Figure 2: Approved Car Park Layout



### Landscaping

The construction of the compound and the installation of the drainage works themselves will necessitate the temporary removal of a section of hedgerow along the western boundary of the Site, adjacent to the A41.

It is proposed that the existing hedgerow will be fully reinstated upon completion of the works and the contractors have prepared a method statement which details its method for relocation within the Site for the duration of the works.

The existing hedgerow is mature and, once back in situ, will fully screen the compound from view from the A41.

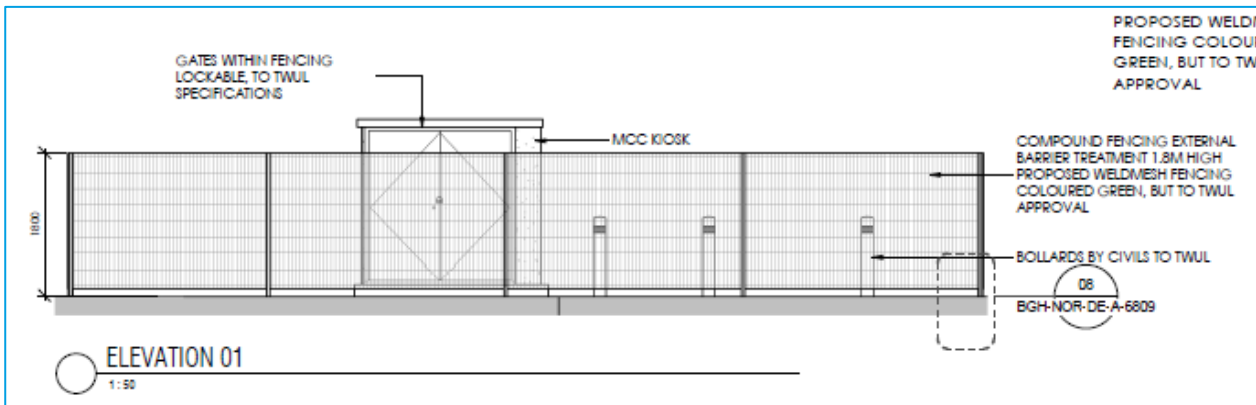
### Appearance

The proposal comprises foul water infrastructure within a compound measuring 14.00m x 11.56m. As described above, the compound is in the north-western corner of the Site, adjacent to the previously approved LPG tank enclosure.

The compound is enclosed by 1.8m high weldmesh fence coloured green (see elevation at **Figure 3**), which must accord to a Thames Water specification. The fence has a single opening, comprising a set of gates 3.80m wide which open on to the hotel car park to provide vehicular access into the compound for maintenance purposes.

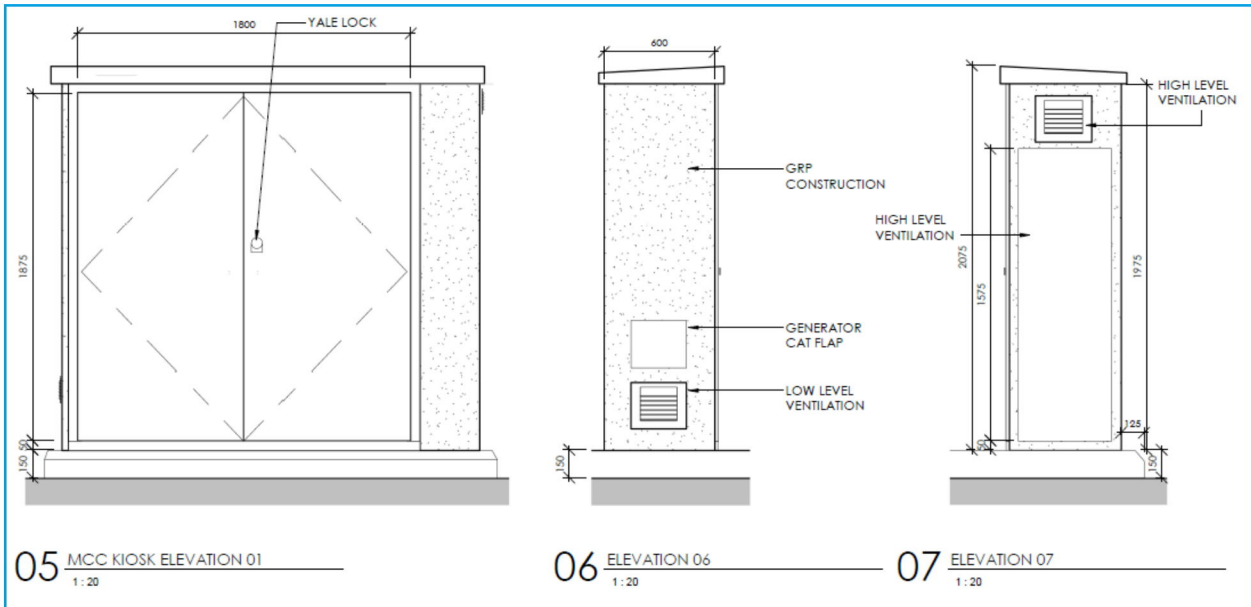
The erection of a fence up to 2m in height would ordinarily be considered “permitted development” when the property comes to benefit from such rights in due course (The Town and Country Planning (General Permitted Development) (England) Order: Part 2 (Minor Operations), Class A – Gates, Fences, Walls Etc).

Figure 3: Compound Southern Elevation



Within the compound is a concrete base. This provides space for one vehicle 10.00m x 3.80m, which is enclosed by a series of 0.90m bollards, and the above ground foul water infrastructure. Above ground infrastructure within the compound is limited to a lockable kiosk cupboard measuring 2.08m x 2.20m x 0.60m (**Figure 4**). Below ground is an inlet chamber, pump chamber and valve chamber.

Figure 4: Kiosk Cupboard

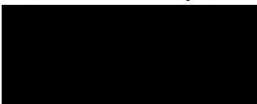


### Summary and Conclusions

Full planning permission is sought for the provision of a fenced compound area to the far north-western corner of the Site. The compound is to house foul water infrastructure required into order to meet Thames Water specifications that were not known at the time of reserved matters approval.

The design and location have been dictated by Thames Water requirements, but the Applicants are proposing to carefully remove and reinstate the existing mature hedgerow along the Site boundary to ensure it is screened from public views beyond the site boundary. The overall impact of the proposal, including on car parking, is minimal and acceptable in planning terms.

Yours sincerely



Emma Lancaster  
Associate

enc. As noted  
cc. Elizabeth Wright, L + R