Chapter 5

DESCRIPTION OF THE DEVELOPMENT

5 Description of the Development

Preface

This ES chapter has been updated to reflect minor amendments to the Submitted Scheme, primarily relating to changes in access following consultation with OCC, with a proposed roundabout access altered to a T-junction access at the Eastern Development.

5.1 Introduction

5.1.1 This chapter provides a description of the Development which forms the basis of the EIA and has been written by Quod, based on information provided by the project architects (Cornish Architects) and other members of the project team.

5.1.2 This chapter is supported by Appendix 5.1: Parameter Plans and Drawings and Appendix 5.2: Development Specification (2021).

5.1.3 A description of the anticipated construction programme and a description of proposed key construction activities is provided within Chapter 6: Construction.

5.2 Overview of the Development

5.2.1 The Applicant is seeking outline permission for redevelopment of the Site alongside full planning permission for enabling works for commercial logistics development. The Enabling Works planning permission would be implemented in advance of the outline planning permissions.

5.2.2 The completed Development is anticipated to involve 24-hour operations.

Enabling Works

5.2.3 The Applicant is seeking full planning permission for enabling works (the 'Enabling Works') as follows:

"Site clearance, construction of new site access from the B4100, permanent and temporary internal roads, an internal roundabout and a foul drainage station, diversion of an existing overhead power cable and public right of way, and soft landscaping."

5.2.4 The Enabling Works are defined through a suite of planning drawings (see Appendix 5.1), with expected works comprising the following activities:

- Clearance of existing vegetation and structures;
- Construction of a new access roundabout on the B4100;
- Construction of an internal roundabout, including adjacent footpaths, landscape verge and street lighting;

- Construction of a 7.3m wide roadway (and adjacent footpaths, landscape verge, street lighting and a bus layby) to connect the new roundabouts;
- Construction of a foul drainage station to serve the Site and a temporary access road and electrical point;
- Construction of swales;
- Installation of utility connections, including electricity, water, BT and GTT fibre infrastructure;
- Diversion of an existing overhead cable;
- Provision of soft landscaping and planting; and
- Diversion of the existing public right of way.

5.2.5 The Enabling Works would not involve the construction of development platforms, earthworks or levelling beyond the Enabling Works boundary shown in Figure 2.1, or construction of buildings / structures other than those which may be required to support services and drainage infrastructure.

Outline Development Proposals

5.2.6 The Applicant is seeking outline planning permission through two planning applications for the following:

"Application for outline planning permission (all matters reserved except for access) for the erection of buildings comprising logistics (Use Class B8) and ancillary office (Use Class E(g)(i) floorspace and associated infrastructure; construction of new site access from the B4100; creation of internal roads and access routes; and hard and soft landscaping (the Eastern Development)." and

"Application for outline planning permission (all matters reserved except for access) for the erection of buildings comprising logistics (Use Class B8) and ancillary office (Use Class E(g)(i)) floorspace; construction of new site access from the B4100; creation of internal roads and access routes; hard and soft landscaping including noise attenuation measures; and other associated infrastructure (the Western Development)."

5.2.7 It is necessary to retain flexibility within the outline applications so that the detailed design of the scheme can effectively meet market demands at a later date. Therefore, the outline planning applications are put forward with all other matters reserved for future planning approval, with the exception of details of access that are provided in detail. The outline planning applications comprise a series of parameter plans and detailed access drawings (Appendix 5.1). These are summarised as follows:

- **Parameter Plans**: six parameter plans (as defined in Table 5.1 and included in Appendix 5.1) are submitted which illustrate the defined parameters for the Development. Collectively, the Parameter Plans establish: land use (including build zones, hard landscaping zone, soft landscaping zone and existing and enhanced vegetation zone); maximum building heights; and vegetation retention and removal.
- **Drawings**: six detailed drawings provide the details the Enabling Works and access to the Site, which are the only components of the Development being applied for in detail.

5.2.8 The proposed development sought through the two outline planning applications and the Enabling Works is hereafter referred to as the 'Development'.

5.2.9 The Development will provide up to 265,542 sqm GIA of commercial floorspace (Use Class B8) comprising up to 167,747 sqm GIA in the Eastern Development and up to 97,795 sqm GIA in the Western Development. All units will have adjoining ancillary space, specifically office areas (Use Class E(g)(i)). The Development will also deliver new access, car and cycle parking, HGV parking, service yards and loading bays, internal footways and roads, on-site utilities such as substations and energy infrastructure, waste storage, external hard landscaping, and green infrastructure and open space.

5.3 Parameter Plans

5.3.1 The outline planning applications are defined by a suite of parameter plans, which are listed in Table 5.1 and included in Appendix 5.1.

Table 5.1: Parameter Plan Drawings

Drawing Reference	Drawing Title
TP 002	Land Use – Western Development
TP 003	Building Heights – Western Development
TP 004	Vegetation Retention and Removal – Western Development
TP 008	Land Use – Eastern Development
TP 009	Buildings Heights – Eastern Development
TP 010	Vegetation Retention and Removal – Eastern Development

5.4 Site Layout

5.4.1 Figure 5.1 and 5.2 illustrate the proposed land uses across the Site as defined by the maximum parameters, with Figure 5.3 providing an indicative layout of the Site and a visual depiction of the illustrative scale and massing of the Development.

Figure 5.1: Land Use Parameter Plan: Eastern Development

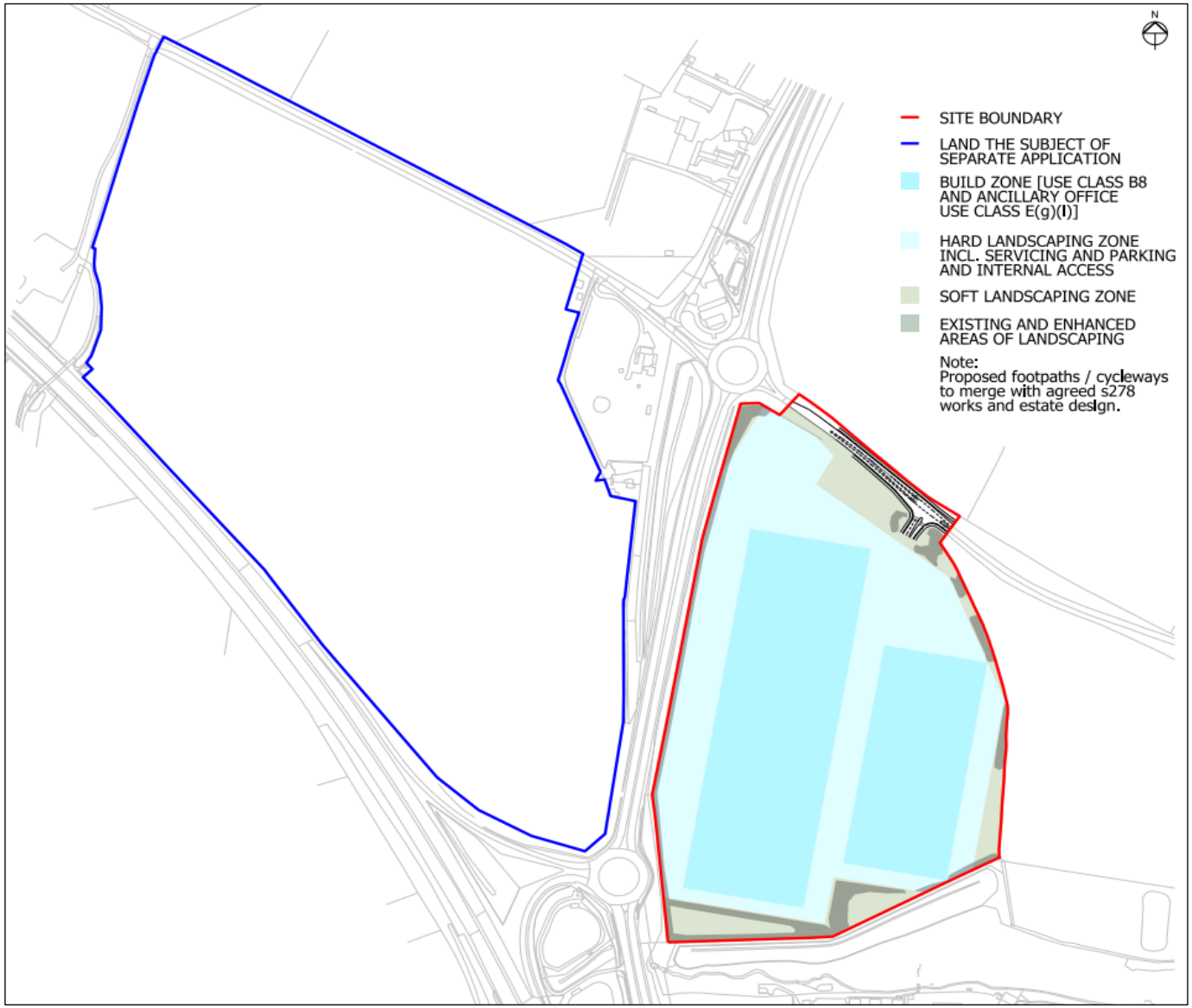


Figure 5.2: Land Use Parameter Plan: Western Development

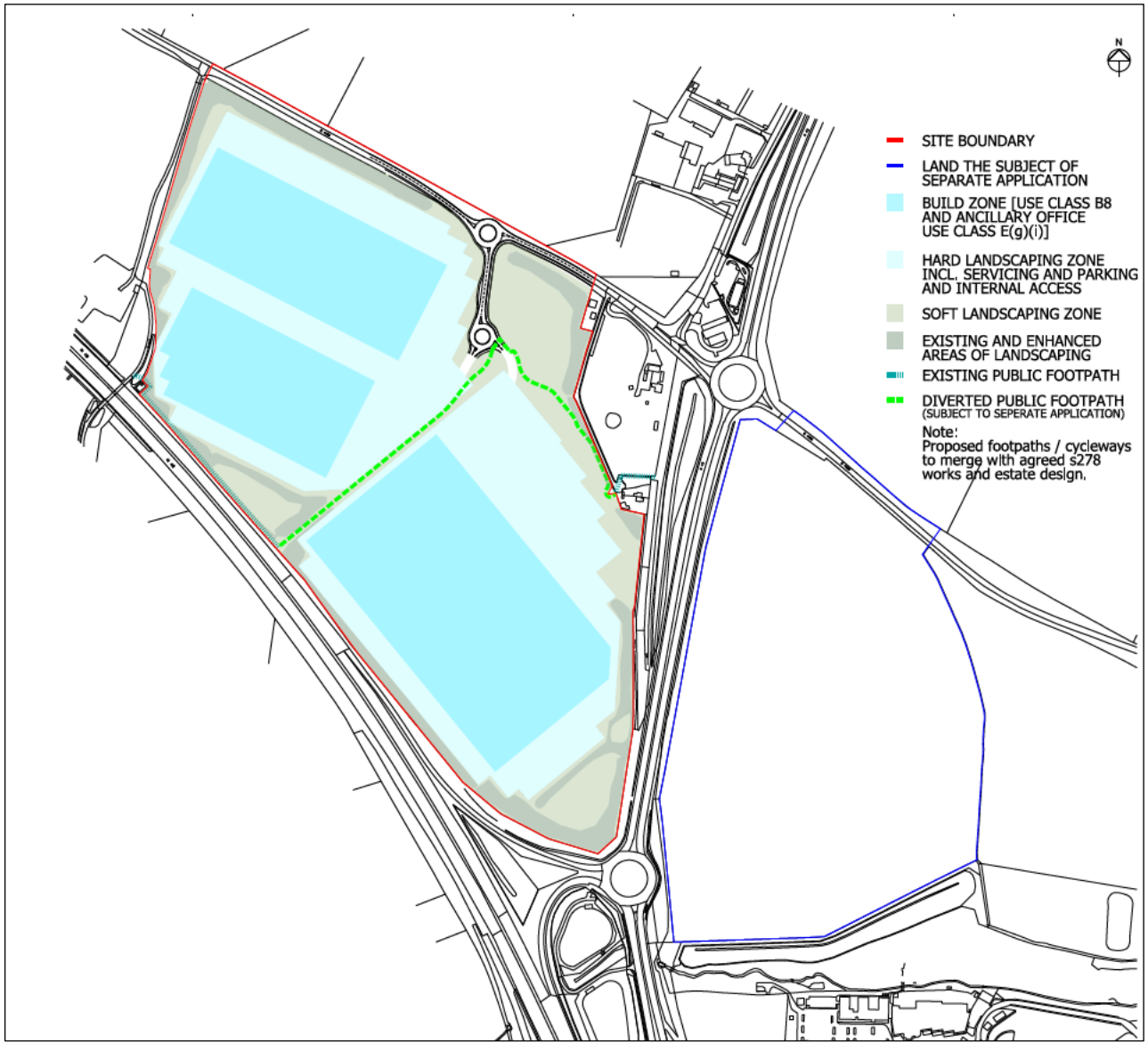


Figure 5.3: Site Layout - Illustrative Scheme

5.5 Development Zones

5.5.1 As set out in the Land Use Parameter Plans (TP002 - Western Development and TP 008-Eastern Development), the Development will be carried out within three primary zones across the Site, as follows:

- Build Zone – area designated for construction of commercial units (B8 Use);
- Hard Landscaping Zone – area designated for internal Site access, substations, parking, loading, servicing and ancillary uses;
- Soft Landscaping Zone – area designated for soft landscaping, including green infrastructure, sustainable drainage systems (SuDS), structural and soft planting and open space; and
- Existing and Enhanced Areas of Landscape Zone – area designated for retention and strengthening of existing vegetation.

Eastern Development

5.5.2 Two Build Zones are defined for the Eastern Development, with Hard Landscaping Zones surrounding these areas and encompassing the majority of the Eastern Site. Existing and Enhanced Areas of Vegetation are located along the Eastern Site boundaries, with Soft Landscaping Zones comprising the remainder of the development area.

Western Development

5.5.3 Three Build Zones are defined for the Western Development, with Hard Landscaping Zones surrounding these areas. Existing and Enhanced Areas of Vegetation are located along the Western Site boundaries, with Soft Landscaping Zones comprising the remainder of the development area.

5.6 Building Heights

5.6.1 The Building Heights Parameter Plans set maximum ridge heights of 23.00m from structural slab level (SSL) for all development in Build Zones across the Site. The Development will be situated at a maximum finished floor level (FFL) of 147.00m Above Ordnance Datum (AOD).

Eastern Development

5.6.2 The topography of the Eastern Development will gently fall from the north to south of the Site, from 116.80mAOD to 114.00mAOD. The highest point of a Build Zone is at 115.00mAOD so the maximum ridge height of Units on the Eastern Development would be 138.00mAOD.

Western Development

5.6.3 The topography of the Western Site will gently fall from the north to south of the Site, from 124.25mAOD to 116.50mAOD. The highest point of a Build Zone is at 124.25mAOD so the maximum ridge height of Units on the Western Development would be 147.25mAOD.

5.7 Appearance

5.7.1 The appearance of the Development is designed with recognition of the surrounding area, drawing on the local architecture, character and materials palate, which is reflected within the proposed façade treatment of each unit. Glazing will be used along the office facades to provide high levels of natural light internally and create active frontages. Composite cladding, curtain walling, windows, translucent polycarbonate wall panels, brise-soleil and other suitable materials and features are proposed. The use of light metallic grey materials and other light coloured cladding will be considered, particularly at upper levels. Further description of these treatments is provided in the Further description of these treatments is provided in the Development Specification and illustrated in the Design and Access Statement (DAS) submitted with the application.

5.8 Access and Parking

5.8.1 The Site benefits from its strategic location in proximity to Junction 10 of the M40, via the A43.

Eastern Development

5.8.2 The Eastern Development will be accessed from the B4100 in the form of a new T-junction; this will connect to internal roads within the Eastern Development. The new access / egress point will provide access for HGVs, cars, buses, cyclists and pedestrians. HGV, car, and cycle parking will be provided in the Hard Landscaping Zone, as illustrated in the Land Use – Eastern Site Parameter Plan. The Development will bring forward car parking numbers accordance with OCC's adopted parking standards. The Illustrative Masterplan makes provision for 510 car parking spaces (of which 5% will be blue badge spaces) on the Eastern Development, with cycle parking provision in accordance with CDC standards. 10% active and 15% passive electric vehicle (EV) provision is provided in accordance with OCC policy[1].

Western Development

5.8.3 Upon completion of the Enabling Works, the Western Site will have a new access point onto the B4100 that will be utilised by the Western Development. This will be a roundabout junction and will provide access for all modes of transport.

5.8.4 As for the Eastern Development, HGV, car, and cycle parking will be provided in the Hard Landscaping Zone, as illustrated in Parameter Plan 06. The Illustrative Masterplan makes provision for 844 car parking spaces (of which 5% will be blue badge spaces), with cycle parking provision in accordance with CDC standards. EV parking provision is provided as per the Eastern Development in accordance with OCC policy.

5.8.5 As part of the Enabling Works, a Public Right of Way (PRoW) that extends on a south westerly trajectory across the Western Site (ref. 105/5/10) will be diverted through the central landscape corridor of the Western Site, as shown in the Land Use – Western Site Parameter Plan.

Development

5.8.6 The Applicant will commit to a number of measures to assist public access to the Development.

5.8.7 In summary, proposed enhancements brought forward through the Development in the form of embedded mitigation will include:

- Highway improvement scheme at A43/B4100, including localised widening; signalisation; extensive pedestrian/cycle links; and signalised crossing of the A43 southern arm;
- Footway/cycleway on B4100 between the Eastern Development and Western Development via S278 Agreement;
- Commitment to deliver scheduled bus service linking each Development to Bicester, as appropriate via Section 106 (S106) Agreement. This is discussed in more detail within [Section 4.4 of the TA;]; Localised re-alignment of the B4100 to the east of A43 facilitating delivery of bus laybys;
- Pedestrian refuge crossing of B4100 (W) to link with roadside services via S278 Agreement; and
- Diversion of existing Public Right of Way within Western Development.

5.8.8 A series of further measures, not required to mitigate any significant effects of the proposals have been identified as further potential options for enhancement. These include:

- The creation of a new cycle route to/from Bicester along the B4100.
- Upgrading bus waiting areas within Bicester to incorporate cycle parking facilities at bus stops along the existing bus service passing the Site.
- A further upgrade to the bus service referred at para 8.5.15.
- Enhancing access to the Public Rights of Way network.

5.8.9 Further details are provided in Chapter 8: Transport and Access and Appendix 8.1 and 8.1a.

5.9 Landscaping and Biodiversity

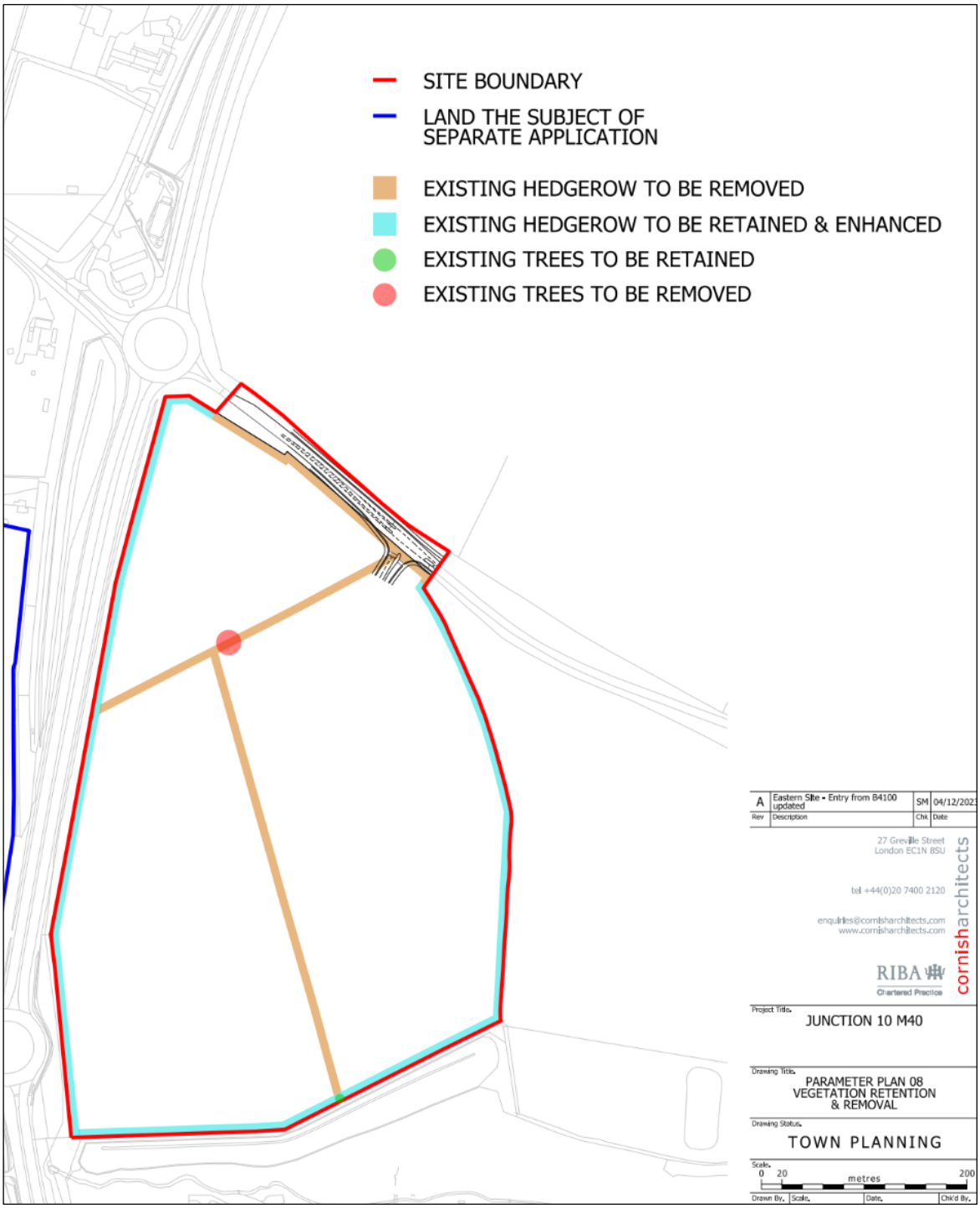
5.9.1 A variety of soft landscaping will be provided within the Site within the Soft Landscaping and Existing and Enhanced Areas of Landscaping Zones. Native local species will be used as far as possible. The landscaping design outlines measures for establishing and enhancing green corridors within and outside of the Site; improving and enhancing biodiversity; and screening the proposed built form e.g. visual and acoustic buffers will be provided along the north-eastern boundary of the Western and Eastern Developments.

5.9.2 Areas of grassland, native tree planting and shrub planting will be provided on areas of land between each warehouse unit and their associated access roads, parking areas and servicing yards. Ecological enhancements will also be provided and connectivity between green spaces within the Development to facilitate movements of native species, particularly taking into account the Site's surrounding agricultural habitats. Further details on the landscaping strategy are provided in the Development Specification.

Eastern Development

5.9.3 Three sections of hedgerow are proposed for removal on the Eastern Site to facilitate access and new development within the Development. Aside those proposed for removal, the existing hedgerows around the Eastern Site boundary are all proposed to be retained and enhanced, as illustrated in Figure 5.5.

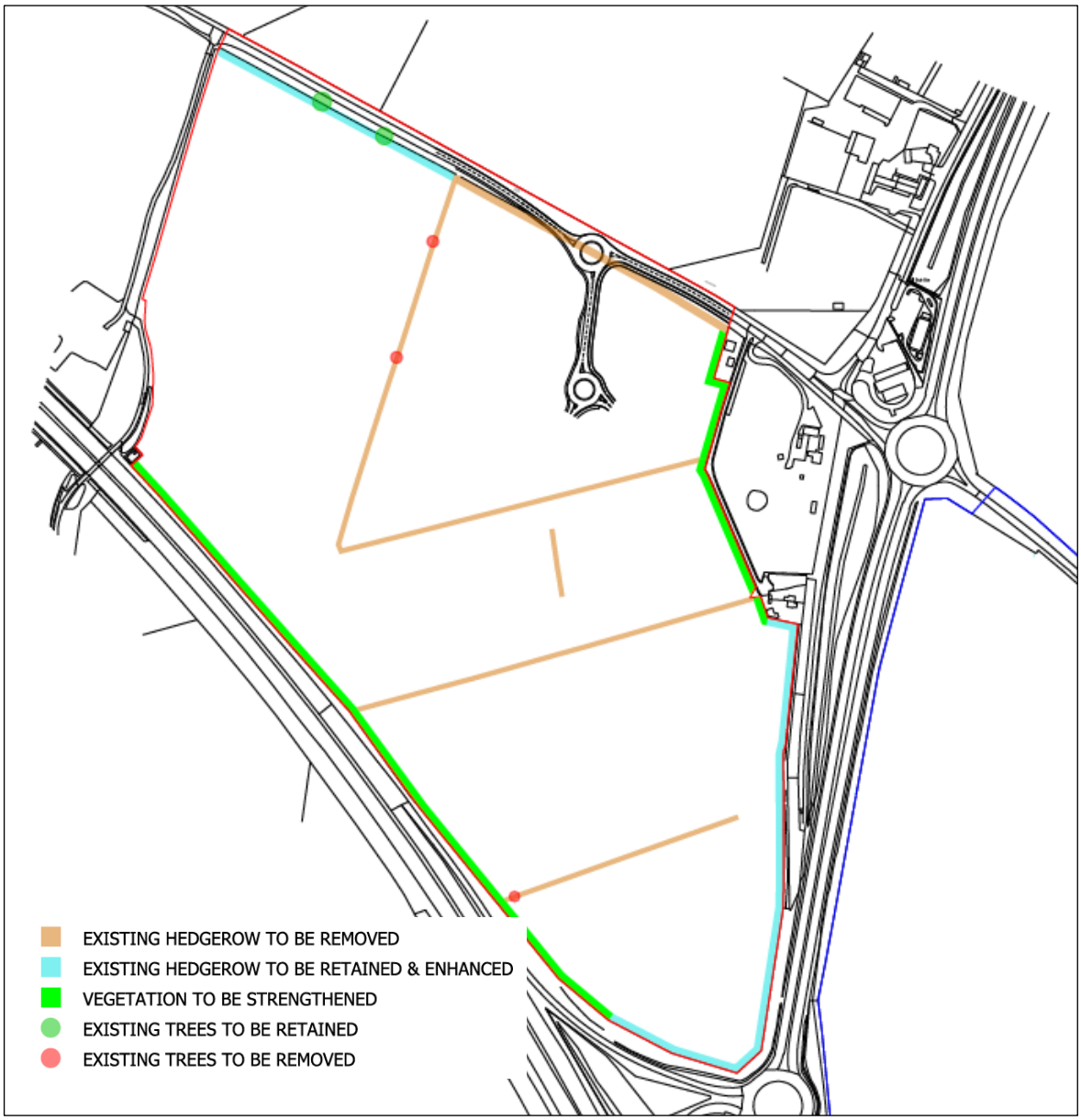
Figure 5.5: Vegetation retention and removal for Eastern Development (Parameter Plan 08)



Western Development

5.9.4 Six sections of hedgerow are proposed for removal for the Western Development to facilitate access and new development. Aside those proposed for removal, existing hedgerows on the northern and eastern Western Site boundary are proposed to be retained and enhanced, while vegetation on the north eastern and southern Western Site boundaries are proposed to be strengthened. This is illustrated in Figure 5.6.

Figure 5.6: Vegetation retention and removal for Western Development (Parameter Plan 03)



Biodiversity Net Gain

5.9.5 The Applicant has committed to ensure that both the Eastern Development and Western Developments deliver a minimum of 10% biodiversity net gain (BNG). This would be delivered through a combination of on and off-site measures. Off-site biodiversity net gain would be delivered at a site at Piddington which is under the control of the Applicant. A Biodiversity Net Gain Assessment has been undertaken and is provided at Appendix 12.3a (Eastern Development) and Appendix 12.3b (Western Development).

5.9.6 The Applicant has obtained approximately 20ha of arable land at Piddington, south east of Bicester to deliver off-site BNG. The off-site habitat enhancements at Piddington would be secured through legal agreement and will include the creation of neutral grassland (comprising grassland with a high proportion of flowering grasses) and hedgerows. A pond and scrapes would also be provided for lapwing and the grassland and hedgerow habitat provision will be designed to provide suitable foraging and nesting habitat for other farmland

birds such as skylark, yellowhammer and linnet. Further details are provided in Chapter 12: Biodiversity and Appendix 12.3d.

5.10 Site-Wide Principles

Drainage

5.10.1 The Development has been designed to operate safely and without significantly increasing flood risk elsewhere. Proposals for drainage have taken due regard to the requirements of the NPPF, the Local Plan, national, regional and local policy, with proposals for surface and foul water drainage undertaken in liaison with the OCC (as the Local Lead Flood Authority) and Thames Water.

5.10.2 The drainage strategy aims to achieve greenfield runoff rates. The surface water drainage strategy will incorporate SuDS to manage surface water runoff, subject to detailed design, with permeable paving in parking areas, and infiltration basins and swales proposed on both the Eastern and Western Development.

5.10.3 A Flood Risk Assessment (FRA) (Appendix 15.1) and Drainage Strategy is provided to accompany the planning application that provides further details on these proposals.

Lighting

5.10.4 External lighting will be designed in compliance with the Institute of Light Pollution guidance[2]. The external lighting strategy, as set out in the Development Specification, has been developed to ensure Site users feel safe whilst minimising potential adverse light spill, glare and light pollution impacts on sensitive receptors, including nearby residents, sensitive habitats, and local road users. The following principles are incorporated into the external lighting strategy:

- Lighting would be directed away from potential biodiverse habitats and sensitive residential receptors;
- Utilising Light Emitting Diode (LED) luminaires with replaceable light source modules where possible to minimise reduce light spill on habitat during construction and operation; and
- Where lighting columns are positioned near to neighbouring dwellings or located on the perimeter of the Site near sensitive habitats, they shall have back-shields to prevent light spill.

5.10.5 Detailed lighting design would come forward in line with the principles defined in the Development Specification and external lighting strategy (submitted as a standalone document with the planning applications) through Reserved Matters application).

Waste and Servicing

5.10.6 The waste strategy will adhere to the principles of the CDC Planning and Waste Management Design Guide[3]. This will ensure that adequate storage areas for waste management facilities are provided for the units and good access is maintained for collection crews and vehicles as this can be difficult to retrofit at later stages in the design process.

Climate Change Adaption and Mitigation Measures

5.10.7 A number of measures are incorporated within the Development to reduce risks associated with climate change. The Development will meet BREEAM 'Very Good' standards and climate change adaption and mitigation are actively and passively embedded into the design of the Development to the extent feasible. This includes the proposed use of photovoltaic energy panels, high efficiency LED lighting and installation of Air Source Heat Pumps where appropriate. Moreover, materials with a low lifecycle environmental impact and low embodied energy will be used where possible during the design development.

5.10.8 Additional design measures that would assist in the adaption to potential climate change effects include soft landscaping and specific SuDS mechanisms to enhance biodiversity and increase surface water runoff mechanisms such as the incorporation of numerous swales within the red line boundary. The Development will have capability for electric vehicle charging, as set out below:

- 10% of car parking spaces will have active electric charging provision;
- 10% of HGV parking spaces will have active electric charging provision;
- 15% of car parking spaces will have passive electric charging provision; and
- 15% of HGV parking spaces will have passive electric charging provision.

References

[1] Oxfordshire County Council (2021) Oxfordshire Electric Vehicle Infrastructure Strategy
[2] The Institute of Lighting Engineers, (2021). Guidance Note 1 for the reduction of obtrusive light 2021.

[3] CDC, (2009). Planning and waste management design guide - October 2009.