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Email: emma.lancaster@quod.com
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Mr Andy Bateson
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Dear Andy

Axis J10 – Strategic Logistics Hub at Junction 10 of the M40

As you are aware, since our last formal update on these Applications (which confirmed that Albion Land had secured a pre-sale agreement with DHL Real Estate Solutions (RES) for over 83,000 sqm of floorspace (approximately half) of the Western Site development) much work has been done by the Applicant's team.

In summary:

1. Agreement has been reached with both National Highways and the local highways authority (OCC) on the traffic impacts of the development and how these can be successfully mitigated. Updated plans have been prepared which reflect this agreement.
2. Further survey and baseline work has been undertaken and has informed an updated Environmental Impact Assessment in response to consultee feedback on the originally submitted information, and also to ensure that it is fully up to date and the impacts of the development can still be properly understood given the passage of time.
3. Cumulative assessment of the development proposals in combination with other development proposals that have come forward since the original application submission (most notably those employment proposals brought forward by Tritax Symmetry on neighbouring land (known as Symmetry Park Ardley). This is presented as part of the updated Environmental Impact Assessment.

In undertaking the above, the Applicant's team has worked closely with the team instructed by Tritax Symmetry in respect of their proposals for Symmetry Park Ardley to ensure a coordinated and consistent approach to cumulative impacts, as well as appropriate shared highways solutions.

I am therefore pleased to write to formally amend the Applications to reflect all the above. This letter should be read alongside the [enclosures](#) which are listed at the end of this correspondence, and which comprise the updates to the Applications.



I trust that the local planning authority will now publicise and provide copies to relevant bodies of the updated planning application and Environmental Statement in accordance with the procedures set out in Article 15 and Article 16 of, and Schedule 3 to the Town and Country Planning (Development Management Procedure) (England) Order 2015. CDC previously confirmed it did not wish to receive hard copies of the Environmental Statement and accordingly it is available to download by all via the embedded hyperlink above but, if required, copies can be made available to members of the public in an alternative format on request¹.

Need for Logistics Floorspace

In addition to the above noted updates to the Applications, and to support the local planning authority's positive consideration of the proposals, the Applicant has taken the opportunity to prepare an updated Logistics Market Assessment and Land Availability Report.

This confirms that there is significant unmet need for well-located, strategic-scale logistics floorspace in Cherwell (and the wider region) and that this need is for precisely the type proposed by these Applications.

It also confirms the unique characteristics of the opportunity at Axis J10, most notably its relationship with the motorway network and the scale / topography of the sites which make them suitable for the development of largescale buildings (including cross-dock operations) shown to be required by logistics operators now.

On the issue of both need and land availability for logistics development, it is also relevant that since the Applications were submitted CDC has commissioned an Economic Needs Assessment (September 2021) and Employment Land Review (October 2022) in support of a review of the adopted Local Plan.

The Economic Needs Assessment (ENA) (Paragraph 4.9.1) acknowledges the popularity of the existing strategic employment allocations in the Local Plan which made any provision for B8 uses in Bicester and the successful delivery and rapid take up of logistics space on the M40 corridor at J11, Banbury (Paragraph 4.11.3 / 4.12.1 / 4.12.3). Section 5.3 of the ENA then considers current demand for logistics and likely need in the coming years, specifically mentioning J10 of the M40 as being an especially attractive and suitable location for growth in the context of a need for 107ha of land for B8 uses over the next Plan Period. This figure was later updated by a Housing and Economic Needs Assessment (HENA) undertaken in 2022, which confirmed a minimum requirement for 154.1ha of B8 land.

¹ Hard copies can be requested for a reasonable fee. Alternatively, a memory stick of the ES is available for a fee of £15 from Quod. The Non-Technical Summary can be obtained free of charge upon request in hard copy or as an electronic file. All ES documents are available by emailing reception@quod.com and quoting Reference No. Q210325.



The Employment Land Review (ELR) then went on to consider the sites which have been promoted for allocation through the Local Plan Review. This includes land at Axis J10, which is considered at Section 6.28 (ref HELAA214). The ELR concludes that site HELAA214 is suitable, available and achievable and makes the following recommendation:

“The site is located in an attractive location for logistics uses close to J10 of the M40 and the A43. The site is situated in a prominent location next to the junction and highly visible from the Motorway. The site is considered to be suitable and attractive for warehouse and logistics uses.”

The report continues to recommend Axis J10 is prioritised for development (Sections 6.29 and 6.30).

The Development Plan has not yet been updated to reflect the above evidence and, as such, it is necessary for CDC to consider applications such as these for Axis J10 on unallocated sites in this context.

DLUHC’s (2022) Levelling Up White Paper, has also set out the need for *“a more positive approach to employment land in national policy to support the provision of jobs; and increase engagement with infrastructure providers in plan-making to bolster productivity”* since the original submission of these Applications.

And, both the Department for Transport’s (2022) Future of Freight: A Long Term Plan and, more recently, the DLUHC’s Levelling-up and Regeneration Bill: Reforms to National Planning Policy Consultation have then subsequently promised to modernise national policy and provide more support for the growth of the logistics sector.

All of this is in the context of the Covid-19 pandemic, which demonstrated that logistics is a key part of the UK’s critical national infrastructure. Alongside supply chains, it supports other crucial and expanding elements of a strong economy and the way we live by ensuring we have what we need at the right time. Since then, business and general consumer needs and expectations in relation to delivery times, coupled with the impacts of the pandemic and Brexit there is a strong trend for near-shoring and re-shoring, are continuing to increase the demand for logistics space.

Housing growth, online retailing growth, increasing UK freight volumes and the need for larger premises, all generate increased demand for logistics land and floorspace, in the right locations. A thriving industrial and logistics sector is therefore critical delivering ambitions for creating and sustaining a successful and resilient economy in Cherwell and it is vital that CDC responds positively to the sector’s needs through the determination of these Applications.



Summary

The Applicant has worked with the local planning authority and other stakeholders and consultees to reach agreement on how the transport impacts of the development can be mitigated. As discussed in the updated Transport Assessment (which is appended to the updated Environmental Statement), the proposed solution now not only mitigates the impacts of the development but will deliver significant, tangible benefits to the efficient and safe operation of the highway network. These benefits now weigh positively in the planning balance in favour of the proposals alongside the host of other planning benefits which are identified in the Applications.

In the meantime, the Applicant has also taken the opportunity to consider feedback from other consultees and stakeholders and, whilst working collaboratively with Tritax Symmetry (the promoters of proposals at Symmetry Park Ardley), has prepared a comprehensive update to the Environmental Information which supports the Applications.

Through the Applications, it is demonstrated that:

1. There is significant unmet need for a strategic logistics hub of precisely the nature proposed;
2. The scale of this need is of such significant scale that, even after Axis J10 comes forward, there is still yet further need for the neighbouring proposals at Symmetry Park to also be delivered;
3. The proposed works to the Baynards Green roundabout would deliver significant benefits to operation of the local highway network;
4. All other impacts of the development can be suitably mitigated, such that there are no unacceptable impacts arising from the proposals;
5. The Site is the most appropriate location in Cherwell to focus logistics development now;
6. There would be a host of planning benefits that would arise from the delivery of Axis J10; and
7. The development accords with the Development Plan (Policy SLE1) such that planning permission should be granted without delay.

Yours sincerely

Emma Lancaster
Director

CC. Paul Seckington, Cherwell District Council
Jonathan Dawes, Tritax Symmetry



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Updates Relevant for All Applications		
Plan / Document Ref	Plan / Document Title	Update
Q210325	Environmental Statement	Updated to reflect outcome of further survey work, passage of time, application updates and collaboration with TSL
-	Transport Topic Paper	New document – reflects collaboration with TSL and agreed transport position
-	Logistics Market Assessment and Land Availability Report	Updated to reflect up to date position / passage of time
Q210437	Economic Statement	Updated to reflect up to date position / passage of time
Updates Relevant to Western Site Only		
Plan / Document Ref	Plan / Document Title	Update
17213-09-GA P1	Western Access General Arrangement	Minor updates to access to Western Site
17213-06d-01	Framework Travel Plan	Updated FTP
Updates Relevant to Eastern Site Only		
Plan / Document Ref	Plan / Document Title	Update
17213-35-GA P0	Eastern Access General Arrangement with B4100 Bus Stops and Crossing	Updated access arrangement to Eastern Site
17213-06d-02	Framework Travel Plan	Updated FTP
TP020A	Illustrative Masterplan	Reflects updated access arrangement to Eastern Site
TP008A	Parameter Plan 06 Land Use	Reflects updated access arrangement to Eastern Site
TP009A	Parameter Plan 07 Building Heights	Reflects updated access arrangement to Eastern Site
TP010A	Parameter Plan 08 Vegetation Retention and Removal	Reflects updated access arrangement to Eastern Site