



**BICESTER GATEWAY BUSINESS PARK  
BICESTER, OXFORDSHIRE**

**PUBLIC RIGHT OF WAY STATEMENT**

**ON BEHALF OF:**

**BLOOMBRIDGE LLP**

**PREPARED BY:**

**R A Cutler BSc (Hons) MSc MRICS MRTPI MBA**

**Partner  
Bloombridge LLP  
4<sup>th</sup> Floor, Venture House  
27 – 29 Glasshouse Street  
LONDON  
W1B 5DF**

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## **PUBLIC RIGHT OF WAY STATEMENT**

Phase 1 of the business park at Bicester Gateway represents economic growth that is deliverable now. The proposals for approximately 161,166 sq ft (14,972 sq m) of B1(a) business and B1(b) high tech space and a hotel of up to 149 bedrooms will deliver approximately 550 new jobs on 3.80 hectares.

Bicester Gateway is allocated for development by Policy Bicester 10 of the Cherwell Local Plan adopted in July 2015. The proposals in the outline planning application comprise sustainable development and there are no significant or demonstrable adverse impacts.

The Design & Access Statement prepared by UMC explains how the master plan responds to the various site constraints, including landscape, heritage, transportation, ecology and place-making. In addition, as part of the application process, Cherwell require a Public Right of Way ("PROW"), owing to Footpath 161/8 that crosses the south-eastern corner of the Phase 1 site (see Constraints Plan, page: 2). This document covers this procedural requirement, making the following key points:

1. The footpath is not currently used, being completely overgrown, and not really going anywhere.
2. There are significant opportunities to improve the maintenance of the footpath.
3. It is likely that a re-alignment of the footpath will provide enjoyment, legibility and safety enhancements.
4. We expect a consultation response to our planning application from the local footpath group and we would be very happy to engage directly with them to come up with the best solution.

The Transport Assessment undertaken by Peter Brett Associates provides further detail on the strategy for pedestrians and cyclists in and around the application site.

We conclude that the pedestrian accessibility is not adversely affected by the Bicester Gateway development proposals. In fact, there are opportunities for enhancements to footpath enjoyment, legibility and safety. This can be picked up at the detailed design stage when the form and layout of the proposed buildings have been determined (with a specific occupier in mind). The footpath could be left as is, but our feeling is that a route change would be beneficial, and we will make the case for that when/if the evidence is available, at the appropriate time.

