

LAND ADJACENT JUNCTION 10 M40 ARDLEY

PROPOSED LOGISTICS DEVELOPMENT

DESIGN AND ACCESS STATEMENT



SEPTEMBER 2021

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1.0 Introduction

Cornish Architects has been appointed by Albion Land to support their planning applications for a new logistics development on the land adjacent to Junction 10 M40 Ardley. The proposals relate to two sites - Land to the west of the A43 and south of the B4100 ('the Western Site') and Land to the east of the A43 and south of the B4100 ('the Eastern Site').

This statement has been prepared in support of three planning applications:

Application 1 seeks outline planning permission for up to 170,000 sq m GIA of logistics floorspace (Use Classes B8) with ancillary office on the Western Site.

Application 2 seeks outline planning permission for up to 100,000 sq m GIA of logistics floorspace (Use Classes B8) with ancillary office on the Eastern Site.

Application 3 seeks planning permission for enabling works comprising the construction of a new access roundabout from the B4100 as well as an internal roundabout and connecting roadway, bus layby and foul drainage station and temporary road. The enabling works relate to the Western Site only and also include the installation of in-ground services, the diversion of an existing overhead cable and an existing Public Right of Way (PROW)

The development provides an opportunity for logistics operators to locate within an accessible and highly sustainable site which benefits from very good connecting routes situated at the M40/A43 Junction.

The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM Very Good . An outline of how this will be achieved is set out in the ESC pre-assessment document, included within this submission.

New developments can have a significant effect on the character and quality of an area as they define spaces, streets and vistas and, when well designed, their effects will be to the benefit of the area. It is recognised that good design can help promote sustainable development, improve the quality of the existing environment to the benefit of all, attract investment, reinforce civic pride and a sense of place.



Fig. 01 Site A location plan

2.0 Site Context

2.1 The sites

The Sites are located adjacent to Junction 10 of the M40 at Ardley. Figure 01 shows the extent of the Western Site and Eastern Site.

The Western Site is located to the north of Junction 10 of the M40, south of the B4100. The junction of the B4100 and the A43 comprises a dual lane roundabout and is located approximately 200 metres to the north east of the Site with a service station and fast food restaurant beyond. Three residential properties are located to the west of the roundabout. A single lane road is located immediately to the west of the Site with agricultural fields beyond. Agricultural fields are also located to the north.

The Site is 43.9 hectares and is currently agricultural use. It contains crops, areas of bare ground, ditches, hedgerows and vegetation. Tree belts and hedgerows are located around the northern, eastern and western boundaries. The Site also incorporates a section of the B4100 to the north. A small farm building used for storage is located towards the centre of the Site.

A public right of way passed through the centre of the Site and along a section of its western boundary. A communications mast is located to the south-west of the Site, immediately adjacent to the M40. An overhead power cable crosses over the western part of the Site.

The Eastern Site is located to the north east of Junction 10 of the M40 south of the B4100. with the A43 junction to the west and agricultural land to the east. A small area of woodland is located to the south of the Site beyond which is grassland and Cherwell Motorway Services. The Cherwell Motorway Services comprises a petrol filling station, hotel, restaurant and amenity facilities with car and HGV parking.

The Site is 23.18 hectares and is currently agricultural use. The Site contains crops, areas of bare ground, ditches, hedgerows and other scrub and vegetation. A small pond is located within the Site. Tree belts and hedgerows are located around the boundaries of the Site.

2.2 Site Analysis & Constraints

The Western Site, shown in fig 02, is 43.935 ha and includes all land required in association with the development, including built form, areas of landscaping/open space and highways.

The Eastern Site, shown in fig 03 is 24.497 ha and includes all land required in association with the development, including built form, areas of landscaping/open space and highways.

The Sites are currently in agricultural use.

The Sites are located north of the Junction 10 of the M40 with excellent access to the strategic road network. In addition they will integrate with the existing cycle and public transport routes. There are a number of planned changes to the road network to adapt to planned growth.

Access to the Sites is from the B4100.

The Sites are relatively flat, however, with the large buildings proposed ,a cut and fill exercise will be required.

The Sites benefit from existing hedgerows and tree planting to the perimeters offering opportunity to maintain and strengthen biodiversity in these areas.

Cherwell Valley Motorway Services is located to the south of the sites and there is a filling station and fast food restaurant located at the A43/B4100 junction.

The Environment Agency mapping shows that the whole site is within Flood Zone 1 which is shown to be at less than 0.1% chance of flooding in any year, otherwise known as having a 1:1000-year chance. There are no recorded instances of flooding from nearby rivers or watercourses.

Photographs of the surrounding areas are shown in figures 04 to 09.

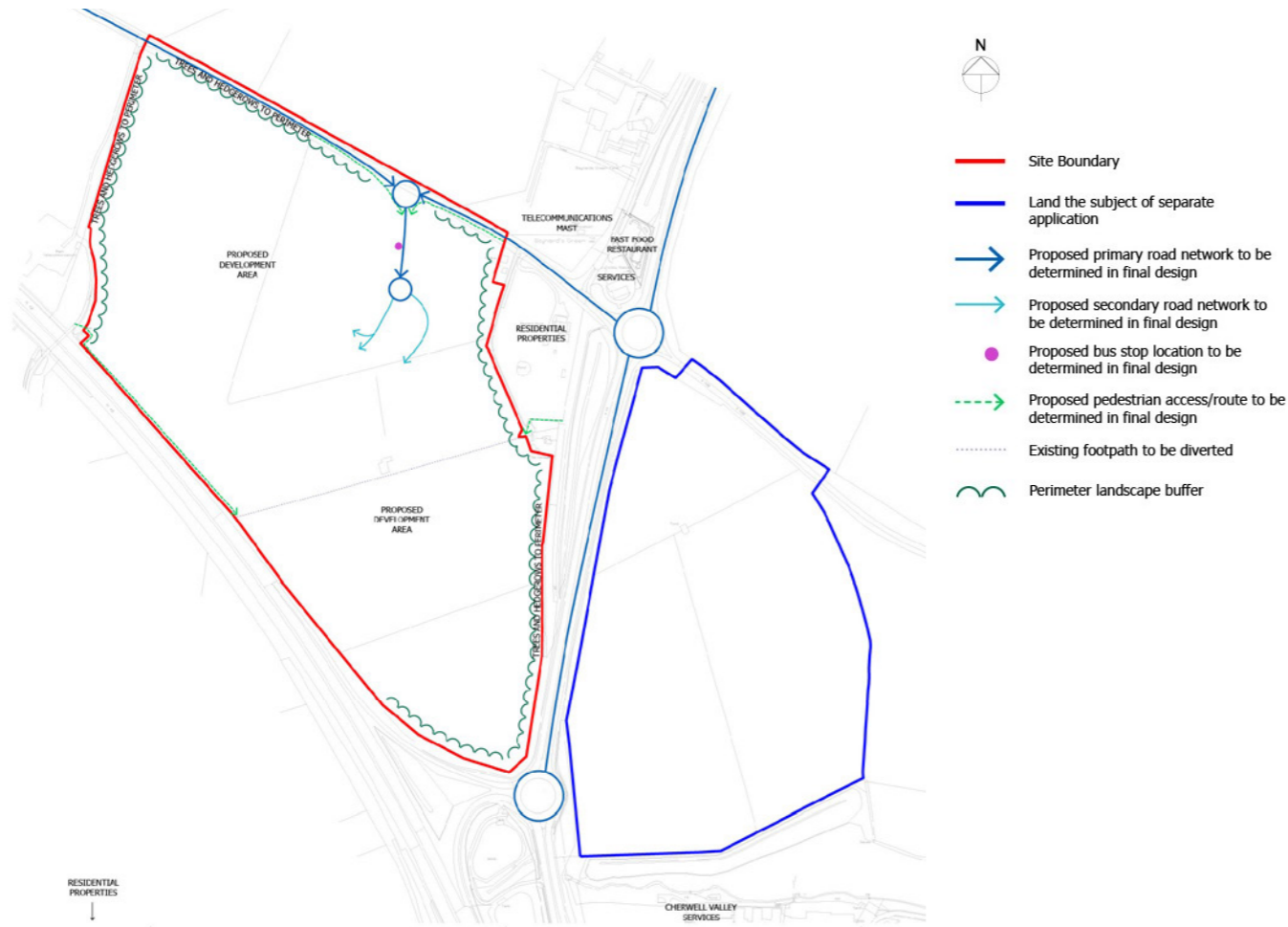


Fig. 02 Application 1—The Western Site

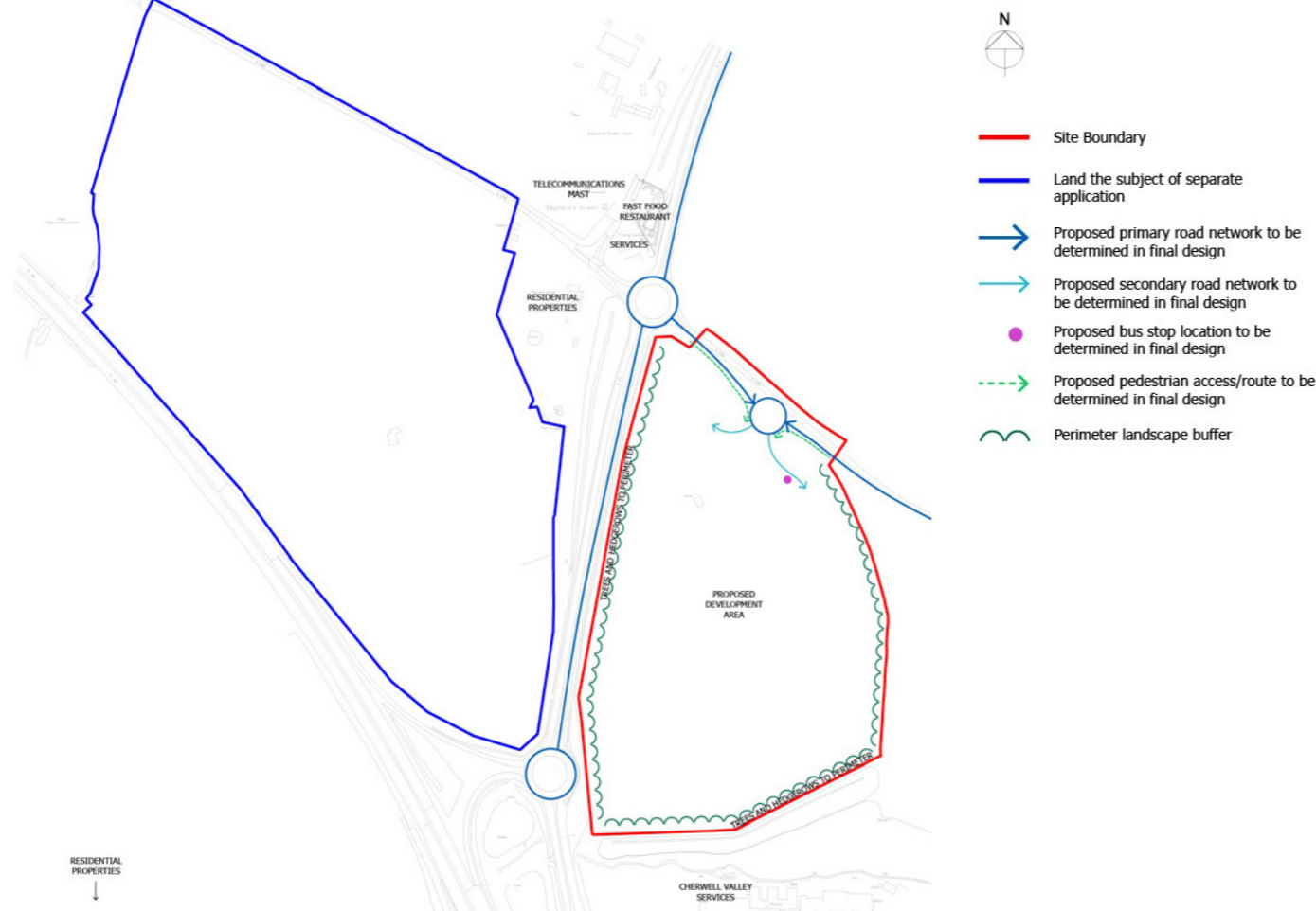


Fig. 03 Application 2—The Eastern Site



Fig. 04 Access to the Western Site—view from the A43 roundabout



Fig. 05 Access to the Western Site—view from east along the B4100



Fig. 06 Access to the Eastern Site—view east from the A43 roundabout



Fig. 07 Access to the Eastern Site—view west along the B4100



Fig. 08 Western Site—view from south west



Fig. 09 Eastern Site—view from the B4100

APPLICATION 1

Application 1 seeks outline planning permission for up to 170,000 sq.m GIA of logistics floorspace (Use Classes B8) with ancillary office on the Western Site.

The application for outline planning permission (all matters reserved except for access) is 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.

All matters are reserved for future approval except for access. Details of the appearance, landscaping, layout and scale will be submitted as part of future reserved matters applications. The proposed access to the site comprises a new roundabout on the B4100. This will be connected to a second roundabout located within the site via an internal link road.

The application is accompanied by a set of Parameter Plans and a Development Specification. These describe the principal components of the development, define the parameters for the development and control how the development will come forward in the future. They provide the parameters, design principles and controls that will guide future reserved matters applications.

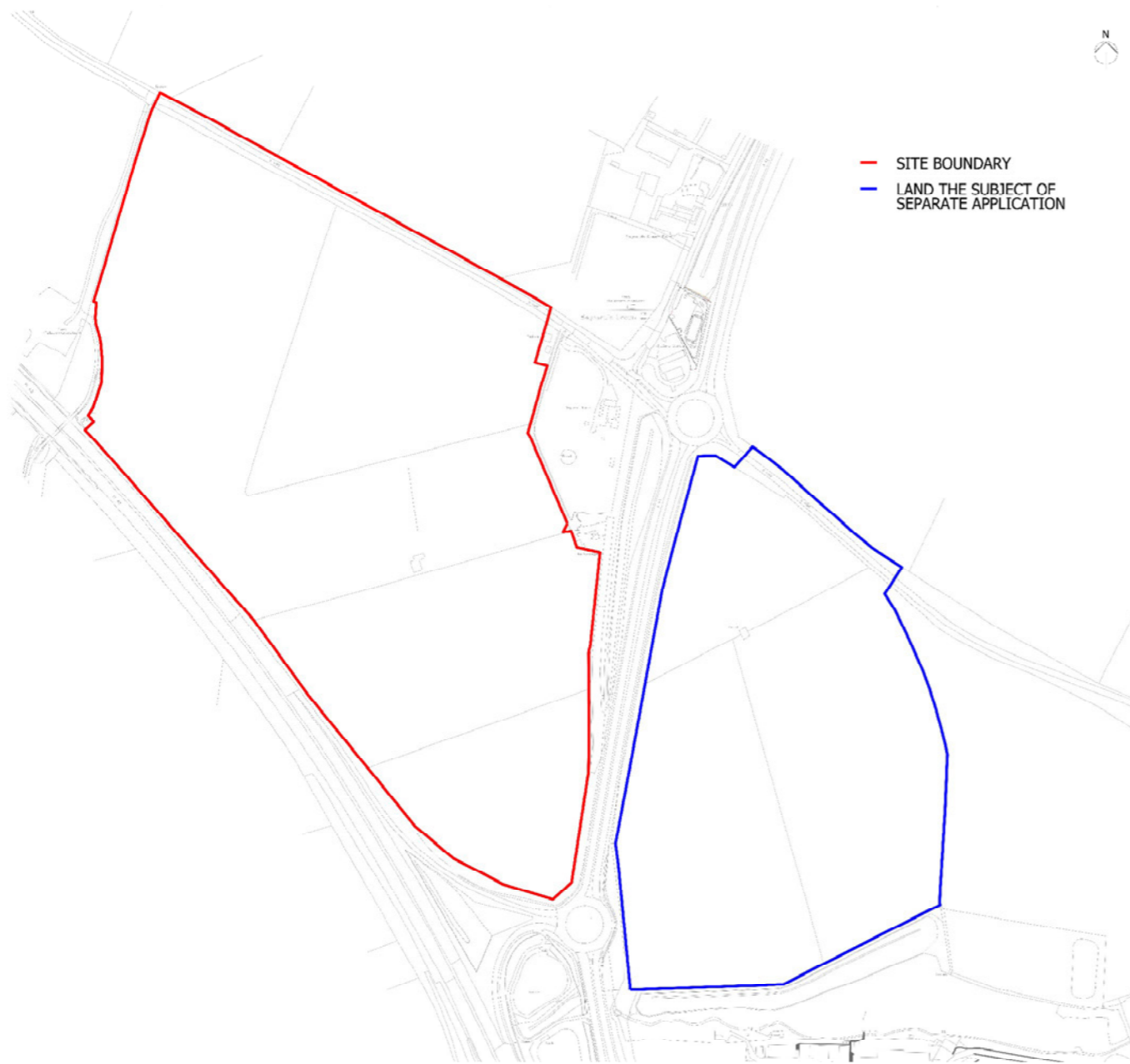


Fig. 10 Site Location Plan

3.0 Outline Planning Parameters Drawings.



3.1 Outline Planning Parameters Drawings: Land use

The land use parameter plan defines the build zones, hard landscaping zones and soft landscaping. The build zones represent the maximum extent of any building and buildings cannot be constructed outside these zones. The hard landscaping zones represent the circulation, service yards and car and cycle parking and the soft landscaping zone represents areas of planting.



3.2 Outline Planning Parameters Drawings: Building height

The building heights parameter plan sets the maximum building heights and site levels for future development. Maximum building heights of 23 metres above slab level are proposed in each build zone. No building will be permitted to exceed this.



3.3 Outline Planning Parameters Drawings: Vegetation retention and removal

The vegetation retention and removal parameter plan identifies the trees to be retained together with those to be removed. The plan also identifies the hedgerow to be retained and enhanced, the hedgerow to be removed and the perimeter vegetation to be strengthened.

4.0 Design

4.1 Illustrative Masterplan

The illustrative master plan shows one possible interpretation of the parameters plans.

Access to the Western Site is from a new roundabout on the B4100. A short length of estate road runs south to a second roundabout within the Site which, in turn, feeds the eastern and western portions of the Site. The two portions are shown separated by a landscaped corridor which accommodates the diverted public right of way. A bus stop is shown located on the estate road.

The Plan shows two buildings on the western portion and one building on the eastern portion of the Site. The building layout and size is informed by market requirements for logistics buildings. Two of the buildings are shown with yards to both sides and the third is shown with a yard to one side. The yards are generally 50 metres deep to allow for HGV circulation, loading and parking. Each building plot is shown with security access.

Each building shall have an area of ancillary office. Car and cycle parking is shown to CDC standard for B8 use. An acoustic fence is shown to the north east of the car park closest to the residences.

The site is shown landscaped with reinforcement of the boundaries to provide containment and screening. The landscaping incorporates a number of swales.

4.2 Amount

Planning permission is sought for the erection of logistics buildings and associated access, parking, servicing and hard and soft landscaping. The proposed buildings will be restricted to Use Class B8 (logistics) and ancillary office (Use Class E(g)(i)) floorspace only. Approval is sought for up to 170,000 sq.m (GIA) of logistics floorspace (Use Class B8) and allowing for up to 10,000 sq.m (GIA) of ancillary office (Use Class E(g)(i)) floorspace within this area.

The illustrative masterplan includes 167,747 sq. m. on the Western Site



Fig. 11 Illustrative master plan



Fig. 12 Illustrative scene

4.3 Layout

The illustrative masterplan shows three detached units and includes service yards and manoeuvring spaces for each unit. This proposal provides servicing at appropriate ratios for the anticipated B8 uses.

The high quality environments proposed satisfies the requirements outlined during the pre-application stage for the type of development sought in this area, as described in policy Bicester 10.

Design principles that have informed the parameter plans and the illustrative masterplan will also be used as a guide to the detailed design of each Site at RMA stage. These include:

- Develop a scheme with a high degree of integration and connectivity with the surrounding traffic network including the A43 and the M40
- Good connections to existing public transport and cycleways for ease of commuting to and from the development
- Structured landscaping throughout the site designed to preserve and enhance the existing vegetation
- Quality external spaces to aid the well being of the occupants
- Defined routes through the Site for vehicle and pedestrian access mean easy and safe access for all
- Tree lined access routes to provide consistent links to surrounding vegetation through the Site and integrate the buildings within its landscape surroundings
- Appropriate car and cycle parking within each unit demise to comply with local authority standards and allow all units to operate independently
- The buildings to have an ordered layout rationalised by a structural grid and optimised to create efficient open plan warehouse accommodation
- Generous internal storey heights for improved flexibility of use for a greater variety of occupier
- Provide an identity to the development and the local area
- Diversion of PROW across the Site to create a safe, accessible, convenient, efficient and interesting new route through the Site.

4.4 Scale & Density

The height of the proposed development has been carefully considered to have a maximum building height of 23 metres above slab level to suit occupant/market requirements and minimise visual impact of the development. The structural slab levels will be defined at RMA stage. The potential units will range in size dependant on occupier requirements. They will create a variety of scale and massing, linked by widespread hard and soft structured landscaping. This will help break up the mass of buildings on the site, as well as offering advantages in terms of access and market suitability. The illustrations show buildings with a curved roof to keep the eaves level and low.

The build zones shown on the parameter plans represent the maximum extent of any building on the site. However, buildings do not have to occupy the full extent of each build zone. The plans show a consistent approach to maximum height across the Site, however, there is no minimum height which allows for some variation.

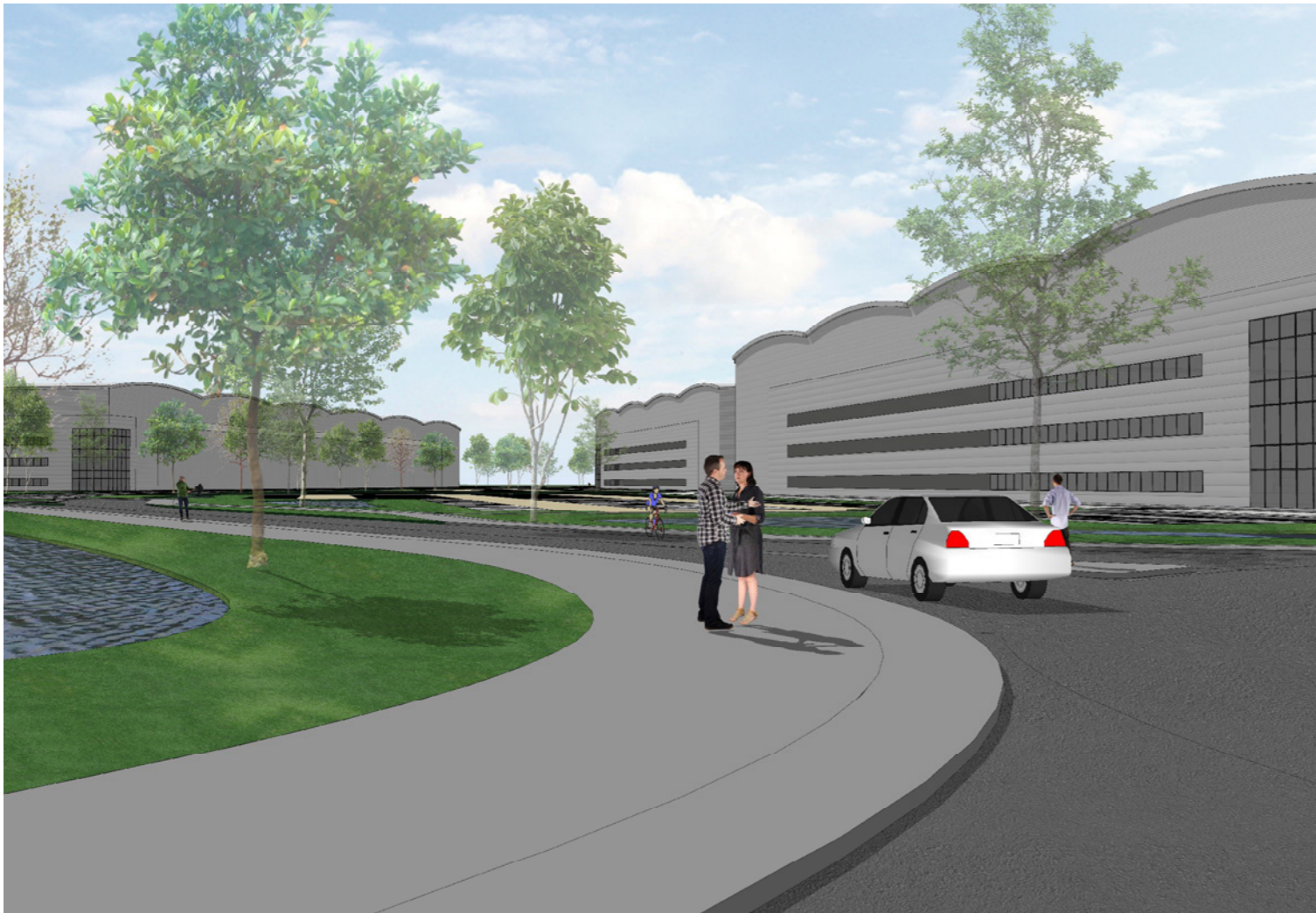


Fig. 13 Illustrative scene—Site Access

4.5 Appearance

The proposed new roundabouts and tree lined access create a strong sense of place and identity for the development. The design and external appearance of the proposals will respect and complement the surrounding area. The development is intended to be of a high standard, to suit clients and tenants aspirations for contemporary buildings that reflect their ambitions and company identities particularly in terms of sustainability.

Design principles that will be applied at the detailed design stage will include:

- Provide high quality design and finishes in order to act as a high profile economic attractor within the area
- To produce a considered layout, design and landscaping to provide visually attractive buildings fit for growing the storage/distribution economy and industry
- To produce a development that will take into account and complement its surrounding context
- Prominent, distinctive building entrances to offer users visual prominence within the development
- The building elevations to have an ordered layout rationalised by a structural grid.
- Design with a simple material pallet to preserve the style and give longevity to the development
- High levels of glazing to the offices to give excellent natural light for users, to feature striking facades and brighter, more user-friendly spaces
- Solar shading and other features of interest designed into the façade to maintain building individuality and clean crisp lines
- Careful consideration of proportion, scale and mass so that any potential development sits harmoniously within its surroundings and enhances the local area
- Mixture of built-up and composite cladding along with curtain walling, windows, translucent polycarbonate wall panels and brise-soleil
- Functional elements such as loading doors, dock levellers, pedestrian doors and windows carefully considered to provide further interest to the facades
- Light coloured cladding at high level to blend with the skyline



Fig. 14 Precedent Image 01



Fig. 15 Precedent Image 02



Fig. 16 Precedent Image 03

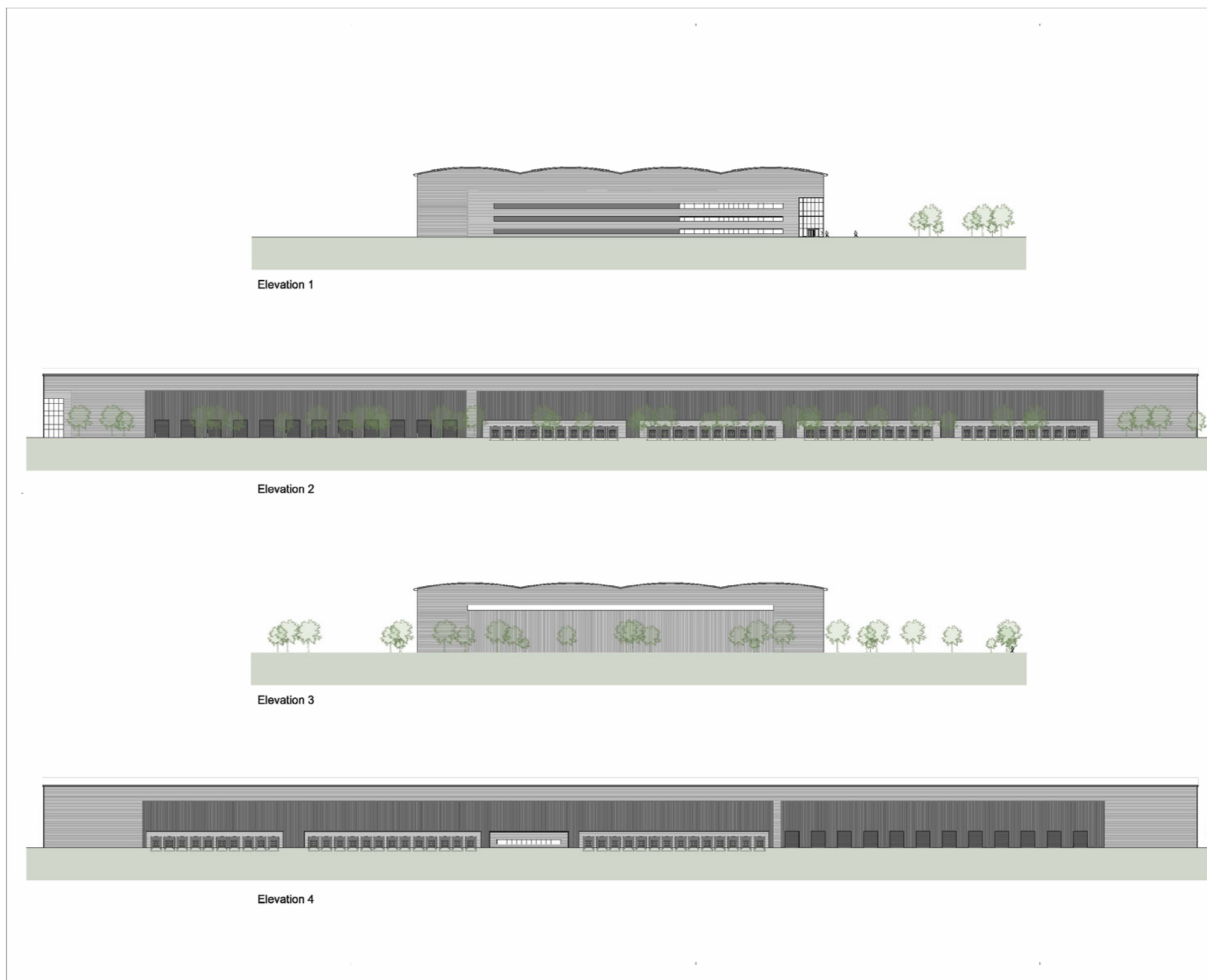


Fig. 17 Unit 3 Illustrative typical elevations



Tyler Grange Group Ltd
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Fig. 18 Site landscaping strategy

4.6 Landscaping

The parameter plans define the areas of soft landscaping to be provided on the site as well as the hedgerows to be removed, retained/enhanced and strengthened. A landscape strategy has been prepared for both sites. Further details of the proposed landscape strategy are set out below and in the accompanying Landscape Design Report (please refer to Appendix 1).

The landscape strategy has been carefully considered to mitigate potential landscape and visual impacts identified during the design development process. It has also been designed to create a pleasant working environment and appropriate setting for the site. There will be significant areas of soft landscaping across the site. The proposed strategy includes:

- Retention of the majority of the good quality trees present along the boundaries of the Site to provide containment and visual screening
- Retention of the existing hedgerows along the M40, A43 and B4100 road corridors
- Enhancement of hedgerows to provide new thicker hedgerows
- Removal of any trees identified in the arboricultural report as dead, dying or dangerous and replacement with trees of a similar species such as beech or oak
- Establishment of a native woodland of between 15 to 20m wide along the eastern boundary of the Site to connect the existing woodland blocks and provide containment and visual screening for the Development
- Provide new hedgerows up to 2m wide with hedgerow trees running north-south to separate the diverted PROW from the Development Site
- All planting will be locally native species or species that reflect the local landscape character.

The final landscaping scheme for each Site will be defined at RMA stage. The landscaping scheme will be required to comply with the principles set out above.

4.7 Drainage

A range of SUDS techniques will be used in line with current policy and guidance.

The indicative masterplan includes the provision of a series of inter-connected swales, which provide a drainage and biodiversity function.

There remains a number of viable options for foul drainage which will need detailed and extensive discussions and assessments to determine the final solution. The most suitable option(s) will be defined during the detailed design stage.

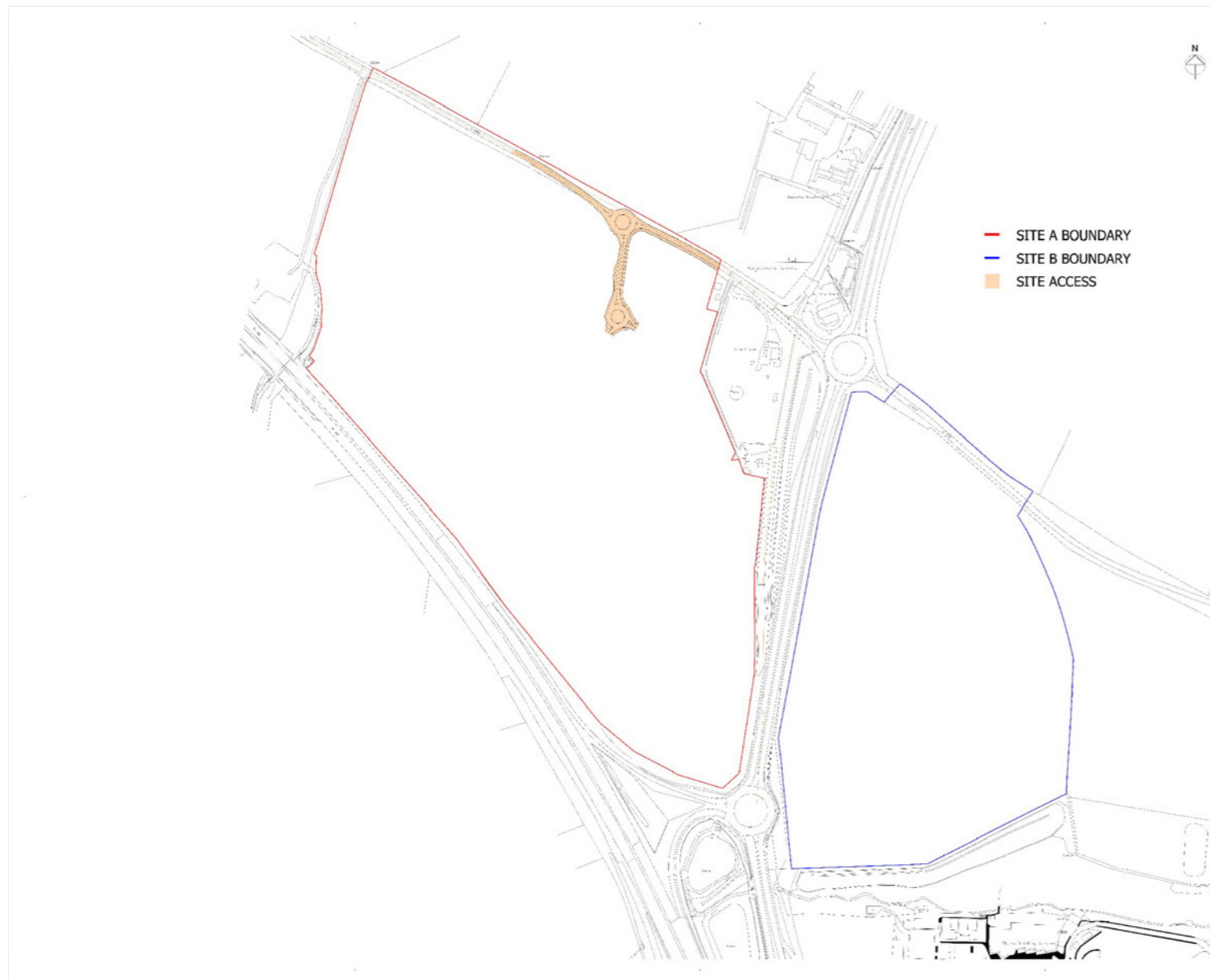


Fig. 19 Proposed Site Access Plan

4.8 Vehicle, Cycle and Pedestrian Access

A new site access is proposed from the B4100 which will allow for the safe entrance and exit of vehicles up to HGV size. As part of these works, it is proposed to construct a new roundabout and re-alignment of the approaches from both directions. The three arm roundabout will include pedestrian footpaths/cycle paths and connect to a second roundabout within the site via a new estate road. This access will be delivered as part of the enabling works.

The land use parameters plan shows the location of hard landscaping including servicing and parking areas. Parking will be provided with easy access to the ancillary office areas away from the service yards.

For further information, please see the Transport Assessment prepared by David Tucker Associates included as part of the application.

The Highway access has been designed in accordance with national, regional and local policies and guidance, details of which are outlined in the Transport Assessment.

Pre-application planning advice has been provided by the local planning authority; Cherwell District Council (CDC). Highways pre-application advice was sought from both Oxfordshire County Council (OCC) and National Highways (NH, formerly Highways England (HE)). Their responses, OCC dated 30th July 2021 and NH dated 16th July 2021.

The Site will be integrated with existing pedestrian, cycle and public transport routes. This includes the provision of an enhanced off-road pedestrian – cycle route which will run along the B4100 corridor. Cycle and car parking will be provided in accordance with the prevailing standards at the reserved matters stages.

The vehicular site accesses have been designed in accordance with prevailing design guidance and best practice. No departures from standard have been identified. The accesses have been subject to an independent road safety audit and the recommendations of the auditors have been fully taken on board. Overall, it is considered that safe and suitable access to the Site for all road users is provided with the arrangements conforming to contemporary design and best practice guidance.

The Site will be directly served by public transport. New bus stops in accordance with current best practice have been made in the access and internal layout designs for the Developments.

Provision will be made for electric car and HGV parking 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
- 15% of HGV parking spaces will have passive electric charging provision

4.9 Inclusive Access

The design will include allocated parking spaces for people with disabilities at each unit near to the entrance to the building. The layout of the proposal will aim to provide ease of use for people arriving and using the buildings. The principal entrance doors to the buildings and other doors will meet/exceed the effective clear width of 800mm through doorways. Doors will be glazed and provided with manifestation as appropriate.

The detailed design of the development will comply with all relevant building regulations, including those related to inclusive design.

Within the units, accessible WC and shower facilities will be provided. Also included within the units will be personnel lifts between all floors allowing for free movement throughout the buildings.

4.10 Climate Change Mitigation

The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM Very Good standard with the potential of achieving Excellent. An outline of how this will be achieved is detailed in the ESC pre-assessment document.

Potential methods used to mitigate climate change to be explored at the detailed design stage could include:

- The design has used building orientation and solar shading to maximise useful daylight and control sunlight entering the buildings
- Reducing water use
- Each unit to have a dedicated refuse point, divided into waste type, making sorting and recycling easier
- Electric vehicle charging points as outlined in section 4.8
- Capacity and ducting for car-charging points

All buildings will be net zero carbon in operation for the offices/cores Cat A building services fit-out.

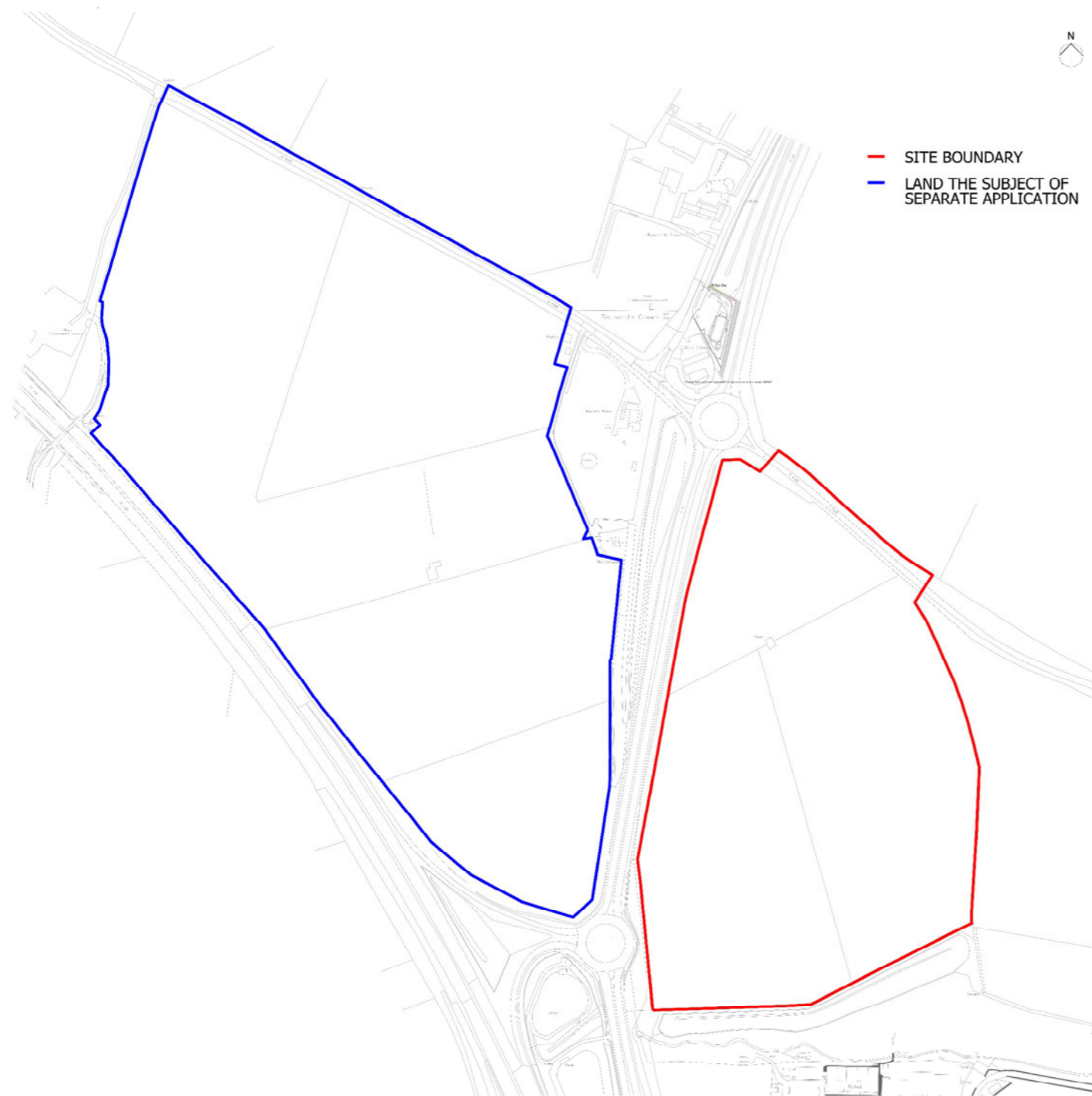
A bio-diversity report has been completed by Tyler Grange and is included within the submission. Its recommendations will be adopted throughout the scheme.

4.11 Security

The security of the estate is a key priority for the applicant and the design will incorporate:

- Secure fencing and gates to the service yards
- High security entrance doors and toughened and secure curtain walling and windows
- Suitably located cycle stands within close proximity of the unit entrances
- Parking within close proximity of the main building entrance and glazing to enable supervision for added security
- External lighting to service yards and car parks

APPLICATION 2



Application 2 seeks outline planning permission for up to 100,000 sq.m GIA of logistics floorspace (Use Classes B8) with ancillary office on the Eastern Site.

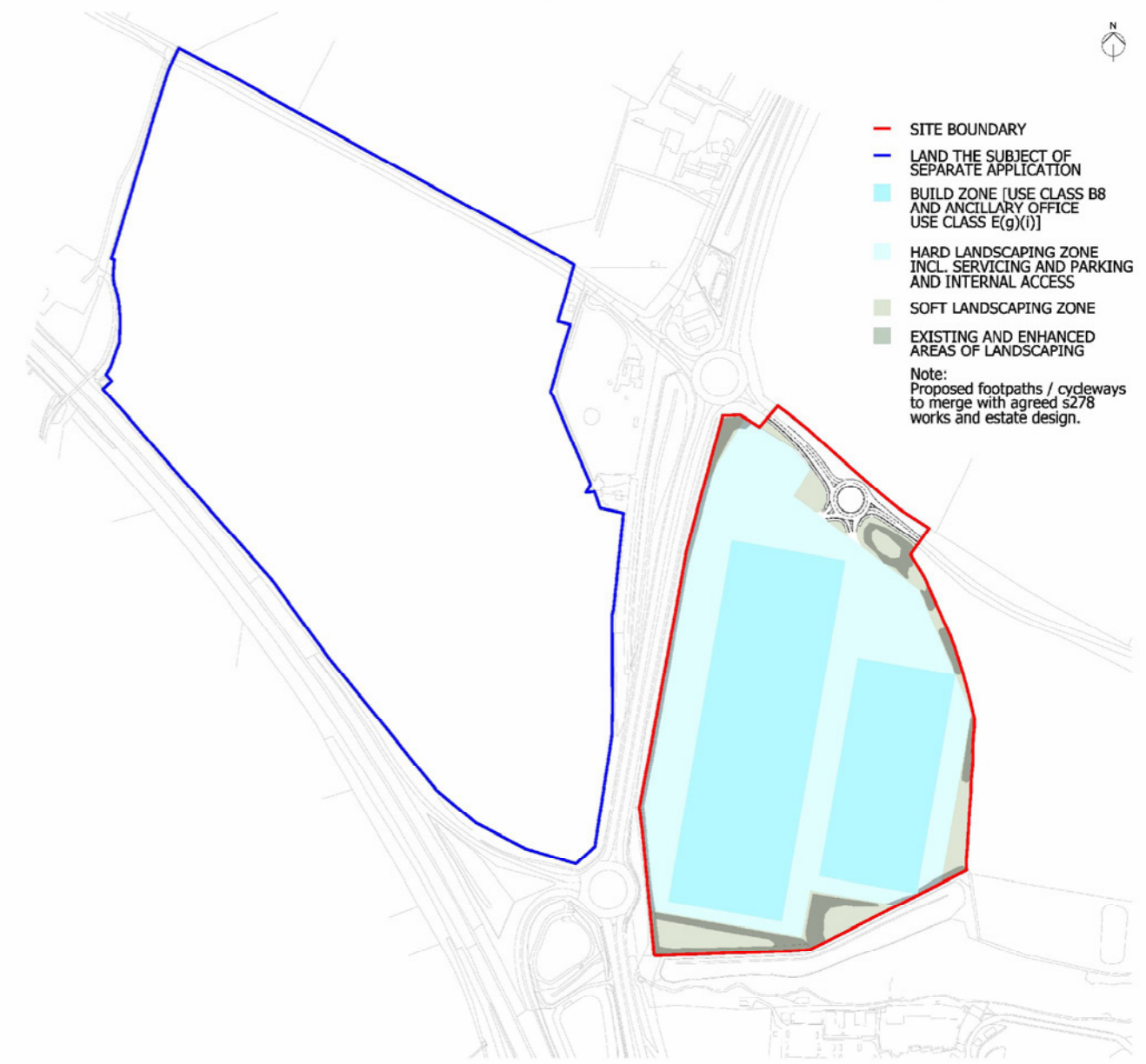
The application for outline planning permission (all matters reserved except for access) is for the erection of buildings comprising logistics (Use Class B8) and ancillary Office (Use Class E(g)(i)) floorspace; construction of new site access from the B4100; creation of internal roads and access routes;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

All matters are reserved for future approval except for access. Details of the appearance, landscaping, layout and scale will be submitted as part of future reserved matters applications. The proposed access to the site comprises a new roundabout on the B4100.

The application is accompanied by a set of Parameter Plans and a Development Specification. These describe the principal components of the development, define the parameters for the development and control how the development will come forward in the future. They provide the parameters, design principles and controls that will guide future reserved matters applications.

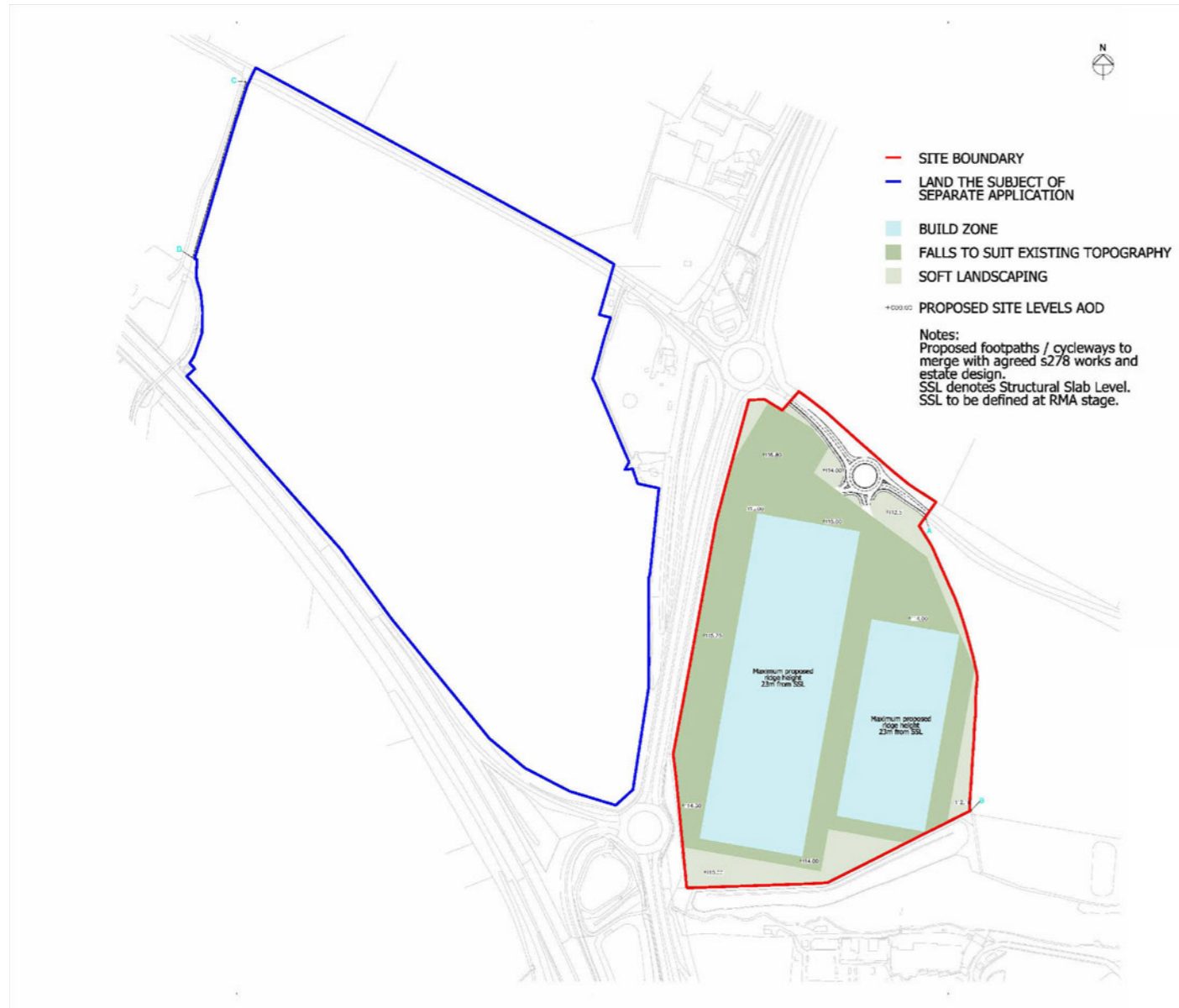
Fig. 20 Site Location Plan

5.0 Outline Planning Parameters Drawings.



5.1 Outline Planning Parameters Drawings: Land use

The land use parameter plan defines the build zones, hard landscaping zones and soft landscaping. The build zones represent the maximum extent of any building and buildings cannot be constructed outside these zones. The hard landscaping zones represent the circulation, service yards and car and cycle parking and the soft landscaping zone represents areas of planting.



5.2 Outline Planning Parameters Drawings: Building height

The building heights Parameter plan sets the maximum building heights and site levels for future development. Maximum building heights of 23 metres above slab level are proposed in each build zone. No building will be permitted to exceed this.

5.3 Outline Planning Parameters Drawings: Vegetation retention and removal

The vegetation retention and removal parameter plan identifies the trees to be retained together with those to be removed. The plan also identifies the hedgerow to be retained and enhanced, the hedgerow to be removed and the perimeter vegetation to be strengthened.

6.0 Design

6.1 Illustrative Masterplan

The illustrative master plan shows one possible interpretation of the parameters plans.

Access to the Eastern Site is from a new four leg roundabout on the B4100 to feed the eastern and western portions of the Site. A bus stop is shown located on the estate road.

The Plan shows two buildings on the Site each with its access from the roundabout. The building layout and size is informed by market requirements for logistics buildings. One of the buildings is shown with yards to both sides and the other is shown with a yard to one side. The yards are generally 50 metres deep to allow for HGV circulation, loading and parking. Each building plot is shown with security access.

Each building shall have an area of ancillary office. Car and cycle parking is shown to CDC standard for B8 use.

The site is shown landscaped with reinforcement of the boundaries to provide containment and screening. The landscaping incorporates a number of swales.

6.2 Amount

Planning permission is sought for the erection of logistics buildings and associated access, parking, servicing and hard and soft landscaping. The proposed buildings will be restricted to Use Class B8 (logistics) and ancillary office (Use Class E(g)(i)) floorspace only. Approval is sought for up to 100,000 sq.m (GIA) of logistics floorspace (Use Class B8) and allowing for up to 10,000 sq.m (GIA) of ancillary office (Use Class E(g)(i)) floorspace within this area.

The illustrative masterplan includes 97,795 sq.m on the Eastern Site.



Fig. 21 Illustrative master plan

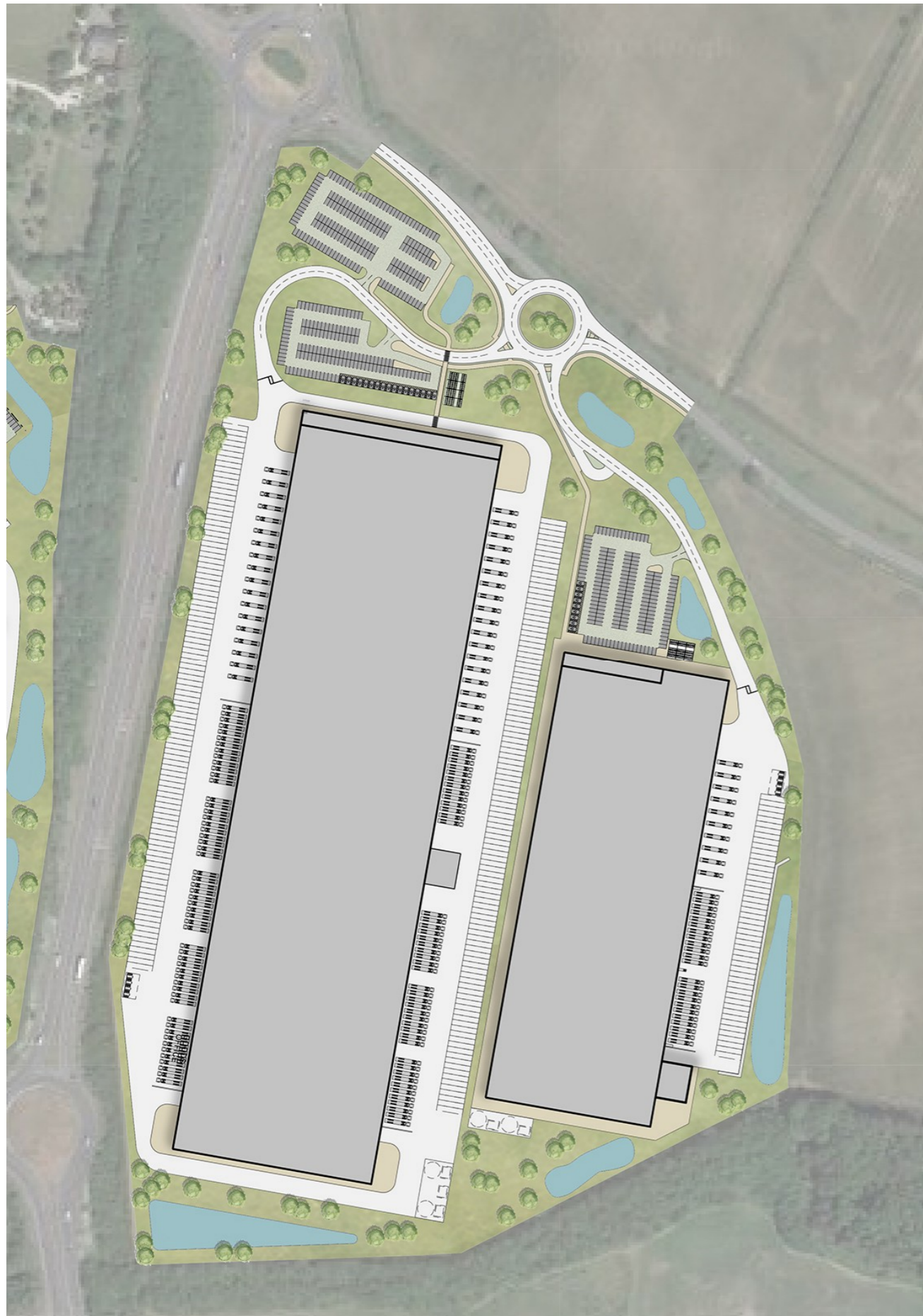


Fig. 22 Illustrative master plan

6.3 Layout

The illustrative masterplan shows two detached units and includes service yards and manoeuvring spaces for each unit. This proposal provides servicing at appropriate ratios for the anticipated B8 uses.

The high quality environments proposed satisfies the requirements outlined during the pre-application stage for the type of development sought in this area, as described in policy Bicester 10.

Design principles that have informed the parameter plans and the illustrative masterplan will also be used as a guide to the detailed design at each of each Site at RMA stage. These include:

- Develop a scheme with a high degree of integration and connectivity with the surrounding traffic network including the A43 and the M40
- Good connections to existing public transport and cycleways for ease of commuting to and from the development
- Structured landscaping throughout the site designed to preserve and enhance the existing vegetation
- Quality external spaces to aid the well being of the occupants
- Defined routes through the Site for vehicle and pedestrian access mean easy and safe access for all
- Tree lined access routes to provide consistent links to surrounding vegetation through the Site and integrate the buildings within its landscape surroundings
- Appropriate car and cycle parking within each unit demise to comply with local authority standards and allow all units to operate independently
- The buildings to have an ordered layout rationalised by a structural grid and optimised to create efficient open plan warehouse accommodation
- Generous internal storey heights for improved flexibility of use for a greater variety of occupier
- Provide an identity to the development and the local area

6.4 Scale & Density

The height of the proposed development has been carefully considered to have a maximum building height of 23 metres above slab level to suit occupant/market requirements and minimise visual impact of the development. The structural slab levels will be defined at RMA stage. The potential units will range in size dependant on occupier requirements. They will create a variety of scale and massing, linked by widespread hard and soft structured landscaping. This will help break up the mass of buildings on the site, as well as offering advantages in terms of access and market suitability. The illustrations show buildings with a curved roof to keep the eaves level and low.

The build zones shown on the parameter plans represent the maximum extent of any building on the site. However, buildings do not have to occupy the full extent of each build zone. The plans show a consistent approach to maximum height across the Site, however, there is no minimum height which allows for some variation.



Fig. 23 Illustrative scene—Ariel view



Fig. 24 Illustrative scene—Site Access

6.5 Appearance

The proposed new roundabouts and tree lined access create a strong sense of place and identity for the development. The design and external appearance of the proposals will respect and complement the surrounding area. The development is intended to be of a high standard, to suit clients and tenants aspirations for contemporary buildings that reflect their ambitions and company identities particularly in terms of sustainability.

Design principles that will be applied at the detailed design stage will include:

- Provide high quality design and finishes in order to act as a high profile economic attractor within the area
- To produce a considered layout, design and landscaping to provide visually attractive buildings fit for growing the storage/distribution economy and industry
- To produce a development that will take into account and complement its surrounding context
- Prominent, distinctive building entrances to offer users visual prominence within the development
- The building elevations to have an ordered layout rationalised by a structural grid.
- Design with a simple material pallet to preserve the style and give longevity to the development
- High levels of glazing to the offices to give excellent natural light for users, to feature striking facades and brighter, more user-friendly spaces
- Solar shading and other features of interest designed into the façade to maintain building individuality and clean crisp lines
- Careful consideration of proportion, scale and mass so that any potential development sits harmoniously within its surroundings and enhances the local area
- Mixture of built-up and composite cladding along with curtain walling, windows, translucent polycarbonate wall panels and brise-soleil
- Functional elements such as loading doors, dock levellers, pedestrian doors and windows carefully considered to provide further interest to the facades
- Light coloured cladding at high level to blend with the skyline

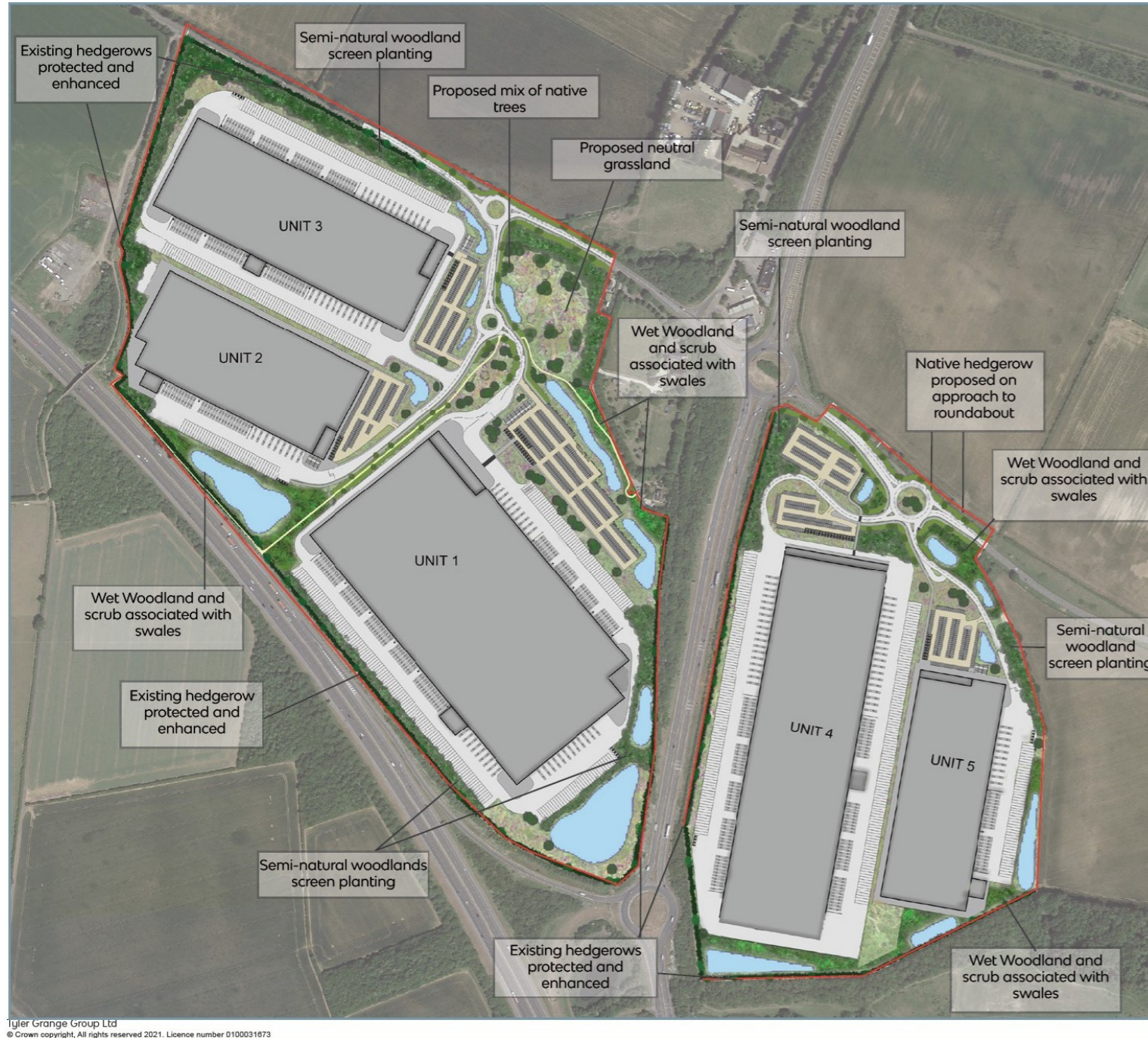


Fig. 25 Site Landscaping Strategy

6.6 Landscaping

The parameter plans define the areas of soft landscaping to be provided on the site as well as the hedgerows to be removed, retained/enhanced and strengthened. A landscape strategy has been prepared for both sites. Further details of the proposed landscape strategy are set out below and in the accompanying Landscape Design Report (please refer to Appendix 1).

The landscape strategy has been carefully considered to mitigate potential landscape and visual impacts identified during the design development process. It has also been designed to create a pleasant working environment and appropriate setting for the site. There will be significant areas of soft landscaping across the site. The proposed strategy includes:

- Retention of the majority of the good quality trees present along the boundaries of the Site to provide containment and visual screening
- Retention of the existing hedgerows along the A43 and B4100 road corridors where possible
- Enhancement of hedgerows to provide new thicker hedgerows
- Removal of any trees identified in the arboricultural report as dead, dying or dangerous and replacement with trees of a similar species such as beech or oak
- Establishment of a native woodland of between 15 to 20m wide along the eastern boundary of the Site to connect the existing woodland blocks and provide containment and visual screening for the Development
- All planting will be locally native species or species that reflect the local landscape character.

The final landscaping scheme for each Site will be defined at RMA stage. The landscaping scheme will be required to comply with the principles set out above.

6.7 Drainage

A range of SUDS techniques will be used in line with current policy and guidance.

The indicative masterplan includes the provision of a series of inter-connected swales, which provide a drainage and biodiversity function.

There remains a number of viable options for foul drainage which will need detailed and extensive discussions and assessments to determine the final solution. The most suitable option(s) will be defined during the detailed design stage.

6.8 Vehicle, Cycle and Pedestrian Access

A new site access is proposed from the B4100 which will allow for the safe entrance and exit of vehicles up to HGV size. As part of these works, it is proposed to construct a new roundabout and re-alignment of the approaches from both directions. The four arm roundabout will include pedestrian footpaths/cycle paths.

The land use parameters plan shows the location of hard landscaping including servicing and parking areas. Parking will be provide with easy access to the ancillary office areas away from the service yards.

For further information, please see the Transport Assessment prepared by David Tucker Associates included as part of the application.

The Highway access has been designed in accordance with national, regional and local policies and guidance, details of which are outlined in the Transport Assessment.

Pre-application planning advice has been provided by the local planning authority; Cherwell District Council (CDC). Highways pre-application advice was sought from both Oxfordshire County Council (OCC) and National Highways (NH, formerly Highways England (HE)). Their responses, OCC dated 30th July 2021 and NH dated 16th July 2021.

The Site will be integrated with existing pedestrian, cycle and public transport routes. This includes the provision of an enhanced off-road pedestrian – cycle route which will run along the B4100 corridor. Cycle and car parking will be provided in accordance with the prevailing standards at the reserved matters stages.

The vehicular site accesses have been designed in accordance with prevailing design guidance and best practice. No departures from standard have been identified. The accesses have been subject to an independent road safety audit and the recommendations of the auditors have been fully taken on board. Overall, it is considered that safe and suitable access to the Site for all road users is provided with the arrangements conforming to contemporary design and best practice guidance.

The Site will be directly served by public transport. New bus stops in accordance with current best practice have been made in the access and internal layout designs for the Developments.

Provision will be made for electric car and HGV parking 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
- 15% of HGV parking spaces will have passive electric charging provision

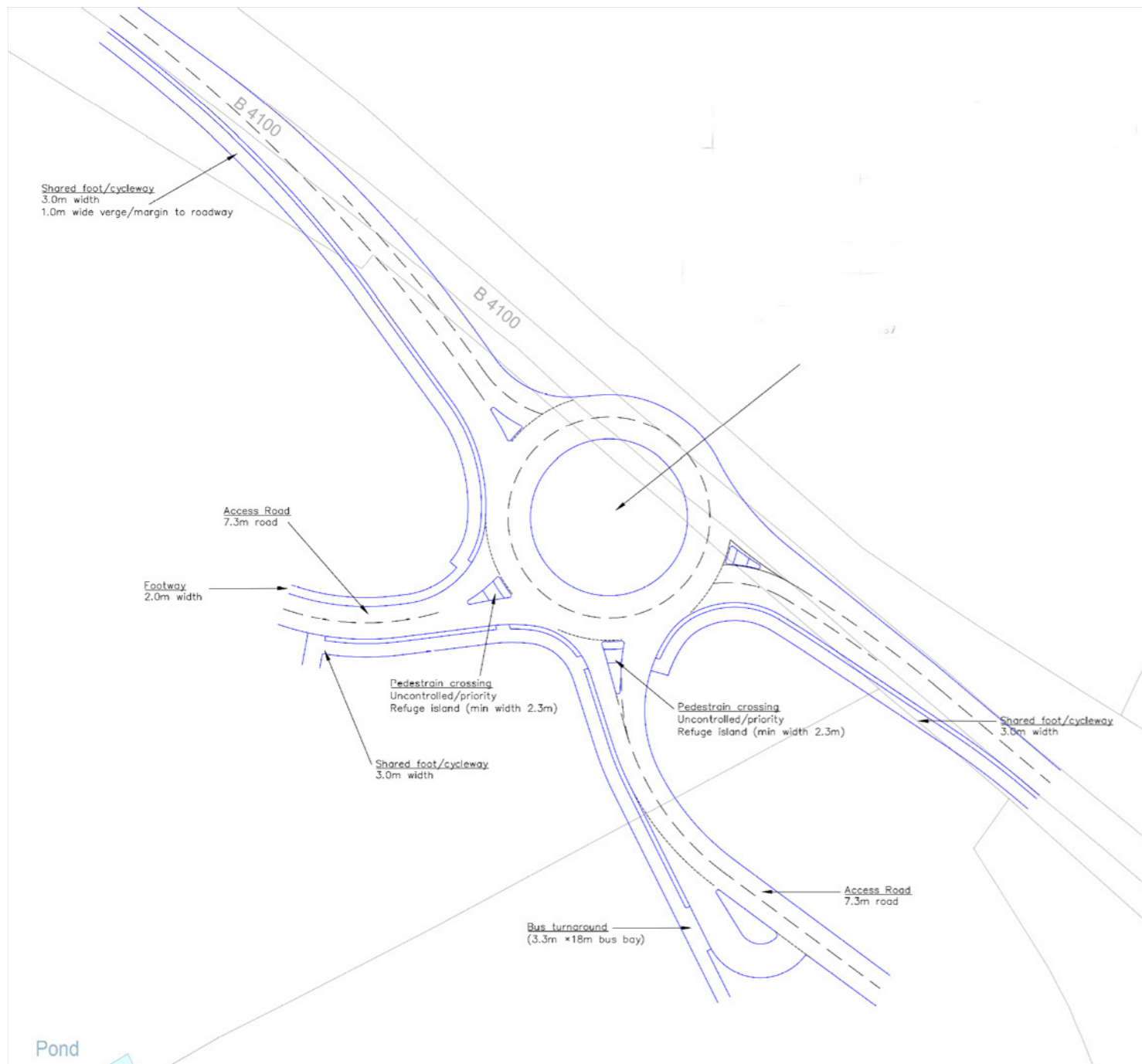


Fig. 26 New Roundabout

6.9 Inclusive Access

The design will include allocated parking spaces for people with disabilities at each unit near to the entrance to the building. The layout of the proposal will aim to provide ease of use for people arriving and using the buildings. The principal entrance doors to the buildings and other doors will meet/exceed the effective clear width of 800mm through doorways. Doors will be glazed and provided with manifestation as appropriate.

The detailed design of the development will comply with all relevant building regulations, including those related to inclusive design.

Within the units, accessible WC and shower facilities will be provided. Also included within the units will be personnel lifts between all floors allowing for free movement throughout the buildings.

6.10 Climate Change Mitigation

The development will adopt sustainable construction and operational methods and will be designed and constructed to meet BREEAM Very Good standard with the potential of achieving Excellent. An outline of how this will be achieved is detailed in the ESC pre-assessment document.

Potential methods used to mitigate climate change to be explored at the detailed design stage could include:

- The design has used building orientation and solar shading to maximise useful daylight and control sunlight entering the buildings
- Reducing water use
- Each unit to have dedicated refuse point, divided into waste type, making sorting and recycling easier
- Electric vehicle charging points as outlined in section 6.8
- Capacity and ducting for car-charging points

All buildings will be net zero carbon in operation for the offices/cores Cat A building services fit-out.

A bio-diversity report has been completed by Tyler Grange and is included within the submission. Its recommendations will be adopted throughout the scheme.

6.11 Security

The security of the estate is a key priority for the applicant and the design will incorporate:

- Secure fencing and gates to the service yards
- High security entrance doors and toughened and secure curtain walling and windows
- Suitably located cycle stands within close proximity of the unit entrances
- Parking within close proximity of the main building entrance and glazing to enable supervision for added security
- External lighting to service yards and car parks

APPLICATION 3



Application 3 seeks planning permission for enabling works comprising the construction of a new access roundabout from the B4100 as well as an internal roundabout and connecting roadway, bus layby and foul drainage station and temporary road.

The enabling works relate to the Western Site only and also include site clearance, the installation of in-ground services, the diversion of an existing overhead cable and an existing Public Right of Way (PROW) and soft landscaping associated with the s278 works.

The application is accompanied by a set of Plans and Development Specifications.

Fig. 27 Site Location Plan

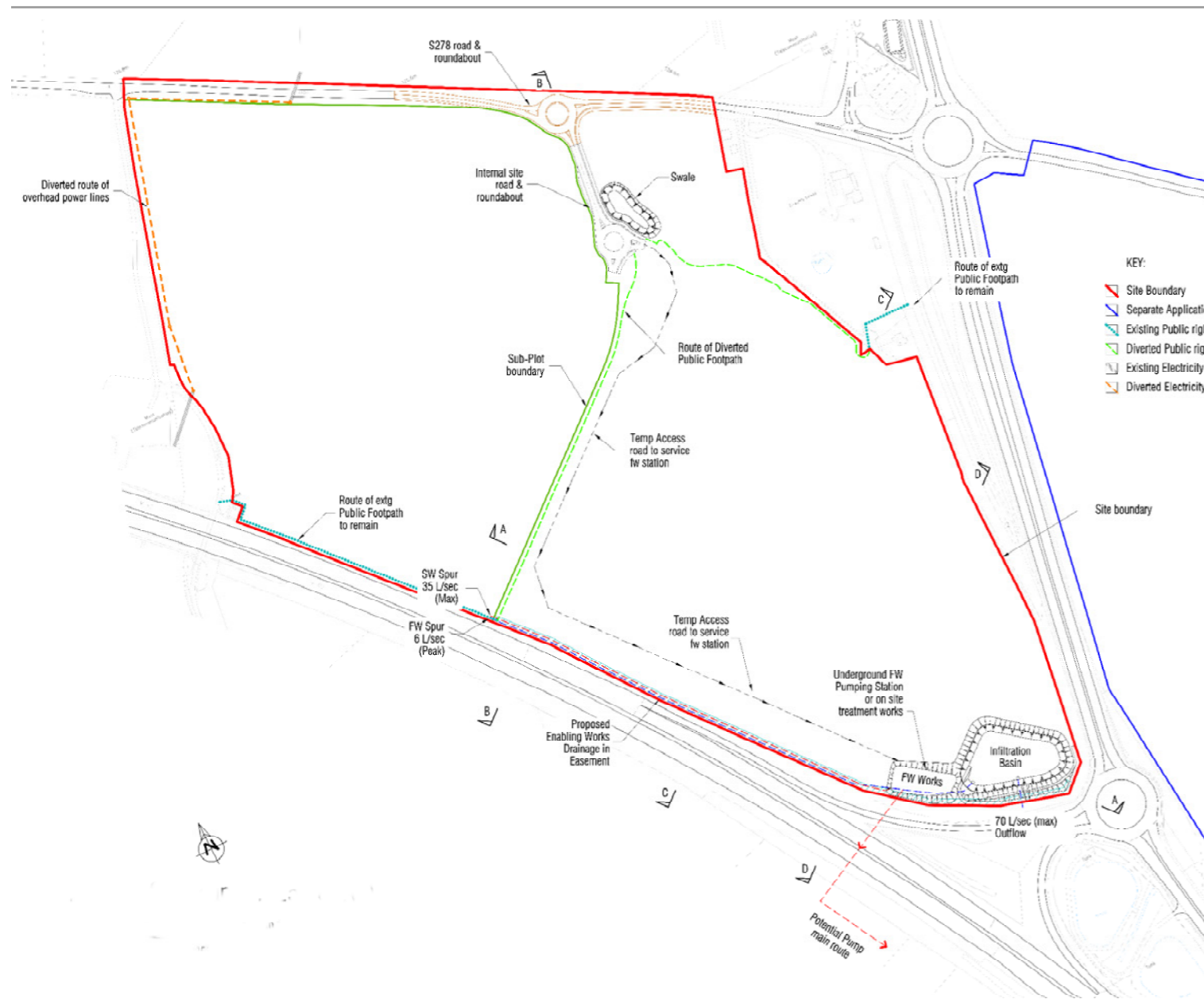


Fig. 28 Western Site Enabling Works

7.0 Introduction

Application 3 seeks planning permission for enabling works comprising the construction of a new access roundabout from the B4100 as well as an internal roundabout and connecting roadway, bus layby and foul drainage station and temporary road. The enabling works relate to the Western Site only and also include the installation of in-ground services, the diversion of an existing overhead cable and an existing Public Right of Way (PROW).

8.0 Description of Development

The proposed works comprise 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 associated with the s278 works.

8.1 Overview of enabling works

- 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 drainage to serve western plot
- Construction of two 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 associated with the s278 works
- Diversion of the existing public right of way

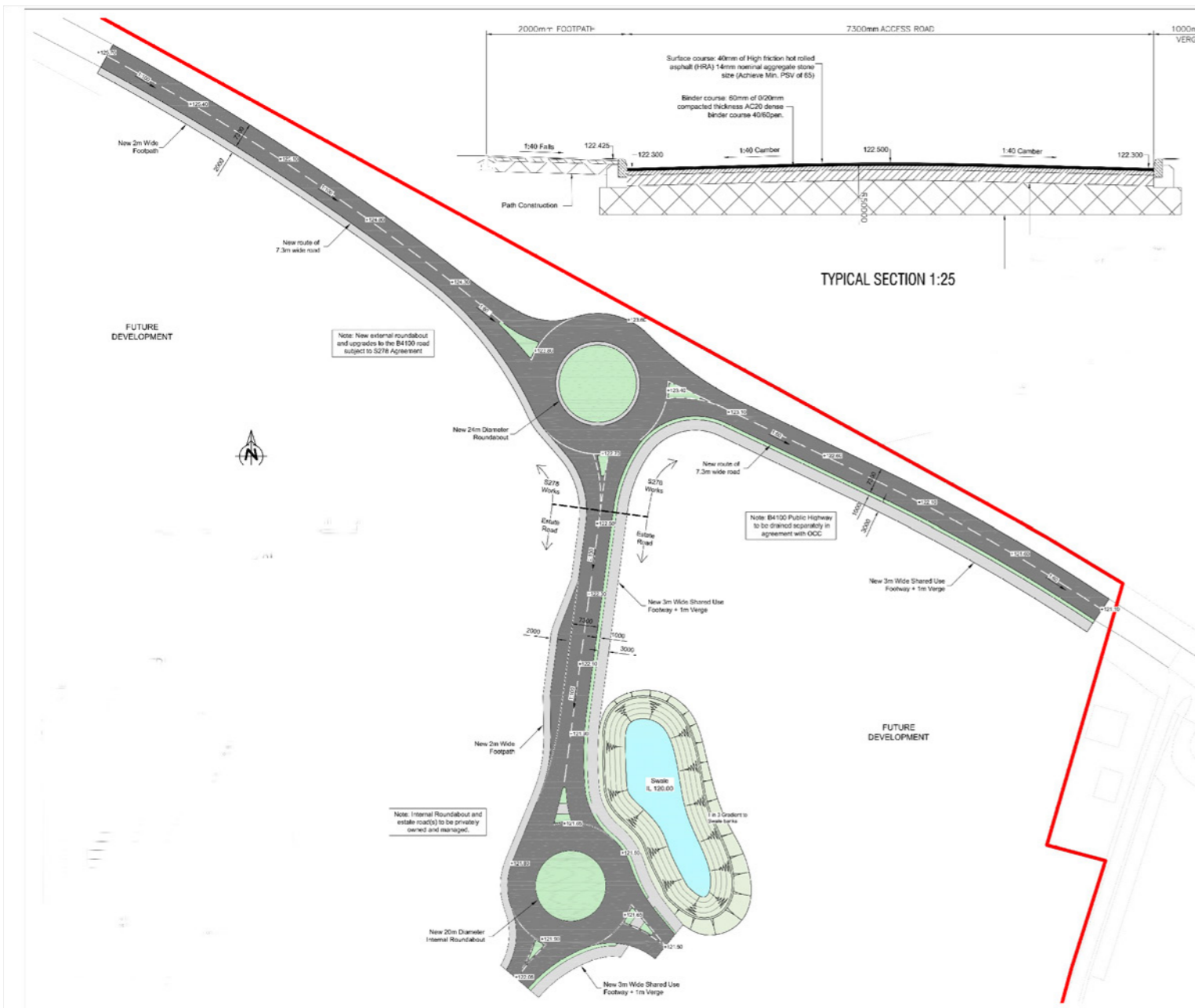


Fig. 29 Highways and Access Road

9.0 Highways and Access Road

A new site access is proposed from the B4100 which will allow for the safe entrance and exit of vehicles up to HGV size. As part of these works, it is proposed to construct a new roundabout and re-alignment of the approaches from both directions.

The proposed site access as outlined in section 4.8 will be constructed as part of the enabling works.

The scheme will provide for connecting bus and cycle routes to and onto the site. Cycle parking will be provided for staff and visitors, in numbers that satisfy council standards.

The proposed Highway works will be the subject of an s278 agreement.

The enabling works will include the construction of a second roundabout within the site together with the linking estate road.

10.0 Drainage

The Drainage works will include the construction of two swales, the construction of an underground FW pumping station or on site treatment works and the laying of drainage pipes to serve the western plot.

There remains a number of viable options for foul drainage which will need detailed and extensive discussions and assessments to find the final solution. The most suitable option(s) will be defined during the detailed design stage.

11.0 Utilities

Utility Services connections will be taken from the existing service routes along the B4100 with the exception of Water and Gas. The water connection will be via a new main routed along the B4100 from the A43. It is not proposed to install gas to the Site.

Connections will be made at the roundabout and run along the estate road with spurs to the plots on the Site.

The enabling works will also include the diversion of an overhead power line. This will be diverted within the western plot along the northern and western boundaries.

12.0 Diversion of PROW

It is proposed to divert Footpath 109/5/10 which currently runs across the site. The length of the section of footpath to be diverted is 503 m. The length of the diversion is 717 m. The existing footpath is nominally 1.2 m wide and runs across the Site at the edge of an agricultural field before turning north west along the M40 boundary. This restricts to opportunity to develop the south eastern side of the Site. The proposed diversion route represents a convenient, safe and efficient route through the site for PROW users. It passes north west through landscaping to a crossing point at the roundabout before passing south west along a landscaped corridor to meet the retained section of the footpath running adjacent to the motorway. The new section of footpath will be 2m wide with a gravel surface with timber edging on a relatively flat gradient.

The proposed footpath diversion will be the subject of a Public Path Diversion Order.



Fig. 30 Diversion of PROW

APPENDIX 1

Landscaping Report prepared by Tyler
Grange