



**TOWN AND COUNTRY PLANNING ACT 1990
STATEMENT OF COMMUNITY INVOLVEMENT**

TO ACCOMPANY A FULL PLANNING APPLICATION FOR:

'Full planning application for the erection of a new high quality combined research, development and production facility comprising of Class B2 floorspace and ancillary office floorspace with associated infrastructure including: formation of signal-controlled vehicular access to the A41 and repositioning of existing bus stops; ancillary workshops; staff gym and canteen; security gate house; a building for use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yard; waste management area; external plant; vehicle parking; landscaping including permanent landscaped mounds; sustainable drainage details; together with the demolition of existing agricultural buildings within the red line boundary; and the realignment of an existing watercourse'.

SYMMETRY PARK OXFORD NORTH

APPLICANT:

**TRITAX SYMMETRY LLP AND
SIEMENS HEALTHINEERS**

**MARCH 2022
PF/10528**

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1.0 INTRODUCTION

- 1.1 This Statement of Community Involvement ('SCI') has been prepared by Frampton Town Planning Ltd on behalf of Tritax Symmetry LLP and Siemens Healthineers (SH) in support of a full planning application for:

'...the erection of a new high quality combined research, development and production facility comprising of Class B2 floorspace and ancillary office floorspace with associated infrastructure including: formation of signal-controlled vehicular access to the A41 and repositioning of existing bus stops; ancillary workshops; staff gym and canteen; security gate house; a building for use as an energy centre (details of the energy generation reserved for future approval); loading bays; service yard; waste management area; external plant; vehicle parking; landscaping including permanent landscaped mounds; sustainable drainage details; together with the demolition of existing agricultural buildings within the red line boundary; and the realignment of an existing watercourse'.

Paragraph 39 of the NPPF places emphasis on the need for early engagement in order to improve the efficiency and effectiveness of the planning application system for all parties. It states that good quality pre-application discussions enable better co-ordination between public and private resources and improved outcomes for the community.

- 1.2 This SCI describes the arrangements made to engage with the local community to establish views about the development proposal. The intention of the public engagement process was to provide local residents with an early opportunity to view and make comments on the development proposals prior to the submission of a planning application.
- 1.3 In light of the COVID-19 pandemic, the Applicant considered the most appropriate manner in which to engage with the local community. The public engagement strategy has included both virtual and face to face meetings. The consultation material was uploaded onto Frampton Town Planning website to allow online access for those members of the community not able to attend the face to face or virtual events.
- 1.4 The following consultation events were held:
- A Virtual presentation to invited local Ward Councillors held on the 13th September 2021;
 - A Public Exhibition (face to face) for the wider community was held at the Chesterton Community Centre on the 14th September 2021 between 3pm and 8pm; and
 - Presentations with the following Parish Councils:
 - Weston-on-the-Green Parish Council on the 6th October 2021.
 - Joint meeting with Wendlebury Parish Council and Chesterton Parish Council on the 8th October 2021.
 - Bicester Town Council on the 8th November 2021

2.0 COMMUNITY CONSULTATION PROCESS

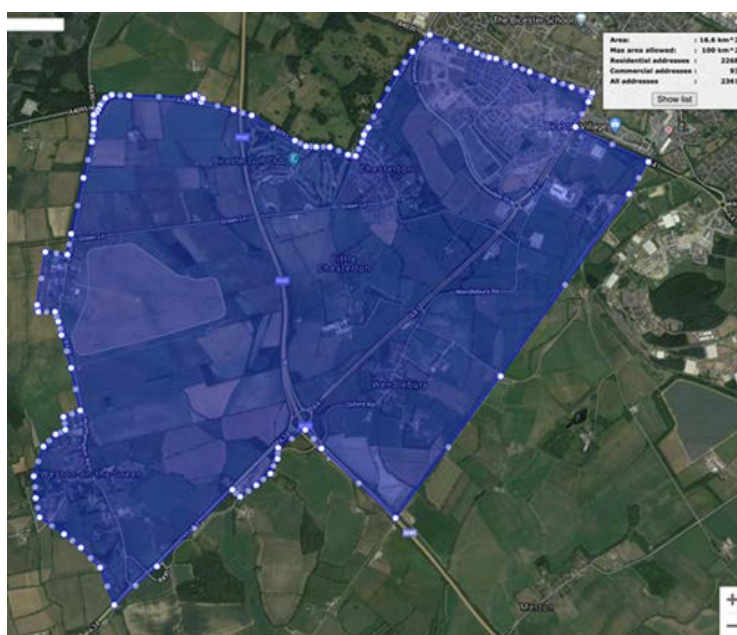
The Virtual Presentation

- 2.1 Prior to the main Public Exhibition, a virtual presentation to local Ward Councillors was undertaken to explain the development proposals. The aim of this presentation, as well as getting the Councillors feedback, was to give the Councillors information on the scheme, in advance of the Public Consultation, should any of their constituents seek to speak to them about it.
- 2.2 A letter inviting the Councillors to the virtual event was sent to those listed at paragraph 2.8 of this Statement (**Appendix 1**). The following Project Team members were participating in the meeting to answer any questions.
- Ralph Seidler: Managing Director at Siemens Magnet Technology
 - Tom Leeming: Development Director, Tritax Symmetry LLP
 - Jonathan Dawes: Planning Director, Tritax Symmetry LLP
 - Peter Frampton: Director, Frampton Town Planning Ltd
 - James Werby: Senior Transport Planner, Vectos
 - James Bancroft: Director, Vectos

Public Exhibition

- 2.3 A Public Exhibition was held at the Chesterton Community Hall, Chesterton on Monday 14th September 2021.
- 2.4 In an attempt to generate the maximum possible attendance by members of the local community, the applicant carried out an afternoon and early evening consultation session.
- 2.5 The exhibition was advertised locally prior to the event by an invitation drop to over 2,300 properties in the vicinity of the site. Figure 1 illustrates the leaflet drop area. The invitation included: a site location plan showing the location of the proposed development; details for the proposed public exhibition; and displayed the date, time and venue. A copy of the invitation sent to local residents is attached as **Appendix 2**.

Figure 1: Leaflet Drop Area



- 2.6 A public notice was also placed in the Oxford Times and the Bicester Advertiser on the 2nd September 2021. A copy of the notice is attached as **Appendix 3**.
- 2.7 Invitations were also sent to members of the Parish Councils below. Parish Councillors were invited to a preview session (from 2pm-3pm) prior to the Public Exhibition being open to the public (**Appendix 4**).
- Chesterton Parish Council
 - Wendlebury Parish Council
 - Weston-on-the-Green Parish Council
 - Bicester Town Council.
- 2.8 The following local Ward Councillors representing wards throughout Cherwell District were sent invitations to both the virtual presentation (for Ward Councillors as shown in bold below) and for the Public Consultation. The letter can be found at **Appendix 1**.
- | | |
|------------------------------|----------------------------------|
| • Councillor Adam Neil | • Councillor David Hughes |
| • Councillor George Reynolds | • Councillor Lucinda Wing |
| • Councillor Andrew Beere | • Councillor Dorothy Walker |
| • Councillor Hannah Banfield | • Councillor Lynn Pratt |
| • Councillor Andrew McHugh | • Councillor Douglas Webb |
| • Councillor Hugo Brown | • Councillor George Reynolds |
| • Councillor Barry Richards | • Councillor Fraser Webster |
| • Councillor Ian Corkin | • Councillor Matt Hodgson |
| • Councillor Barry Wood | • Councillor Maurice Billington |

- **Councillor Timothy Hallchurch**
- Councillor Ian Middleton
- Councillor Bryn Williams
- Councillor Jason Slaymaker
- Councillor Carmen Griffiths
- Councillor John Broad
- Councillor Cassi Perry
- Councillor John Donaldson
- Councillor Colin Clarke
- Councillor Katherine Tyson
- Councillor Conrad Copeland
- Councillor Kieron Mallon
- Councillor Dan Sames
- Councillor Les Sibley
- Councillor Nathan Bignell
- Councillor Mike Bishop
- Councillor Mike Kerford-Byrnes
- Councillor Nicholas Mawer
- Councillor Nick Cotter
- Councillor Patrick Clarke
- Councillor Perran Moon
- Councillor Phil Chapman
- Councillor Richard Mould
- Councillor Shaida Hussain
- Councillor Simon Holland
- Councillor Tony Illott
- Councillor Tony Mephram

2.9 At the consultation event, a series of exhibition boards were displayed in order to provide an overview of the proposed development. Copies of the exhibition material are appended to this SCI at **Appendix 5**. The following members of the Design Team, Tritax Symmetry LLP and Siemens Healthineers (the Applicant) were in attendance to answer questions.

- Peter Frampton: Director, Frampton's - Planning matters
- Tom Leeming: Development Director, Tritax Symmetry LLP - Operational matters
- Jonathan Dawes: Planning Director, Tritax Symmetry LLP - Operational matters
- Ralph Seidler: Managing Director, Siemens Healthineers
- Josh Palmer: Head of Real Estate, Siemens Healthineers
- Axel Scholler: Head of Finance Siemens Healthineers
- James Werby: Senior Transport Planner, Vectos - Transport and Highway matters
- Delyth Robinson: Senior Landscape Architect, EDP - Heritage, Landscape and Ecology matters.
- Phillip Barlow: Chief Executive Officer, Tier Group - Flooding matters.
- Luke Abbott: Studio Director, SGP - Masterplanning and Architect.

2.10 Prior to the Public Exhibition, the presentation boards were made available on the Frampton Town Planning website, <http://www.framptons-planning.com>, where interested parties not able to attend the Public Exhibition, were able to review the scheme and leave their comments. The boards remain on the Frampton's website for members of the public to review.

2.11 Comment forms were provided at the exhibition for attendees to leave their feedback. The comment forms could also be taken away, to be submitted, either online or in the post. (The comment form is attached in **Appendix 6**). A deadline for comments forms was set for Friday 1st October 2021.

The Parish Council Meetings - Arrangements

2.12 Individual meetings (face to face) were held with the following Parish Councils listed in paragraphs 2.7 of this report. The following Project team members were in attendance.

- Tom Leeming: Development Director, Tritax Symmetry LLP
- Jonathan Dawes: Planning Director, Tritax Symmetry LLP
- Peter Frampton: Director, Frampton Town Planning Ltd
- Nick Wyke: Associate, Frampton Town Planning Ltd

3.0 COMMENTS AND FEEDBACK

The Virtual Meeting with the District Councillors –13th September 2021

3.1 Three Ward Councillors attended the virtual meeting – no comments were received.

The Public Exhibition – 14th September 2021

3.2 The Public Exhibition was attended by approximately 40 visitors. Following the Consultation event, 3 members of the public posted their comments on the Frampton's website. Details of the comments and the applicant's response can be found at Table 1 below.

Table 1: Feedback and Applicant's Response to Comments Received Following the Public Exhibition

	Comments	Applicant's Response
Local Resident 1	<ul style="list-style-type: none"> • Welcome the investment and jobs it will bring • M40 Jn9 one of England's busiest intersections. Traffic constantly backs up onto the A34. • Proposed signalised junction is inadequate for 500 car parking spaces resulting in congestion at peak times. • Local bus service infrequent and needs upgrading. • Prospect of people cycling to the site remote. • The plans should be amended to have a direct access off the M40. 	<p><u>Traffic and Access</u></p> <p>The proposed development will have to mitigate any impact it has on the local highway network in terms of increase in traffic and any other impacts i.e., such as traffic queuing times.</p> <p>Mitigation measures will be agreed as necessary with National Highways and Oxfordshire County Council, who is the Local Highway Authority (LHA) through the application.</p>

		<p>Modelling undertaken in the preparation of the Transport Assessment (TA) confirms that there will be no queueing back from the proposed signal-controlled junction.</p> <ul style="list-style-type: none"> • The car park provision complies with the LHA car parking standards. • It is not possible to have a direct access to the site off the M40. <p><u>Bus Service</u> The site is well served by existing bus services, and discussions are ongoing with the LHA in this respect.</p> <p><u>Cycling</u> The development includes the following measures to encourage the workforce and visitors to cycle to work:</p> <ul style="list-style-type: none"> • The potential for a shared pedestrian/cycle link to the east towards National Cycle Route (NCR) 51, which has the potential to connect with pedestrian and cycle infrastructure delivered by the South East Perimeter Road. Discussions are ongoing with the LHA in this respect. • Crossing facilities are to be provided across the A41 towards the Public Right of Way (PRoW) network and NCR 51.
Local Resident 2	<ul style="list-style-type: none"> • <i>Fait accompli</i> – residents or elected officials will have no influence over this development. • Scheme fits in with the Tech Arc between Oxford and Cambridge. 	<p>Once the application has been submitted it will undergo a formal consultation period for 21 days during which members of the public and elected officials can comment on the application.</p>

	<ul style="list-style-type: none"> • Hamlet protected from the north by a new built in 4m tall, 14m width earth bund. This only benefits the resident on the north of the village. Left hand section of the bund should be extended to offer equal protection to residents to the west. • Query protection from noise, smell, and light pollution. • Mature hedge along the length of the A41 which is 25 years plus, acts as a sound barrier – request that the hedge is retained. • Tree and bund planting will take c20 year to make any difference. • Suggestions: noise fork lift truck car and lorry movements over a 2 shift 7-day week operation – seek a curfew. • Suggestion: No external lighting above 4 metres, directed to the ground – currently Little Chesterton enjoys dark skies. 	<p><u>Landscaping</u></p> <p>The development is accompanied by a Landscape and Visual Impact Assessment that has identified the most effective location for landscape screening which does not include the need for an extension to the proposed bund.</p> <p>The Landscape Architect has reviewed the landscape strategy in light of comments made. The proposed landscape scheme includes:</p> <ul style="list-style-type: none"> • Structural landscaping some 2,211 trees and 15,152 shrubs will be planted. • Some 165 trees will be planted in the car park. • The existing hedge running parallel with the A41 will be retained where possible. • The proposal will result in the loss of 13 trees in total further details on which are contained in the ecological report accompanying this application. The loss of the trees and hedgerows is considered not to be significant in the context of the proposal for extensive new landscaping. <p><u>Noise Pollution</u></p> <p>The noise survey that accompanies the planning application assessed the existing noise levels and the predicted noise levels during construction and when the site becomes operational and concluded that, in both circumstances, the noise level will be negligible.</p>
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		<ul style="list-style-type: none"> • A Construction Environmental Management Plan (CEMP) incorporating a Construction Transport Plan (CTP) will be agreed with the Council that will set out working hours and other management arrangements to ensure that the amenity of nearby occupiers will not be adversely affected. • Other operational mitigation measures will include the specification of sound reduction for both the façade of the Development, and the setting of a noise limit from all fixed plant at the Site. <p><u>Odour Pollution</u></p> <ul style="list-style-type: none"> • There will be no odour pollution associated with either the construction or the operational phase of the development. <p><u>Lighting</u></p> <p>Measures as set out below will be developed as the scheme design progresses to mitigate any adverse impacts as a result of the potential for light pollution.</p> <ul style="list-style-type: none"> • The design of the lighting has been developed, so as not to cause visual intrusion and unacceptable light spillage to residential properties. • Lighting levels to be modified to suit specific use and unused zones to be switched off in the event that they are not being fully utilised. • Low level and/or hooded lamps, baffles and shields will be used to ensure light spill is minimised. • All luminaries will have zero upward light output.
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Local Resident 3	<ul style="list-style-type: none"> • I am concerned about the volume of traffic that would result if this proposal went ahead. 500 parking places. Junction 9 is already very difficult as is the A34 with rush hour delays • Lorries can be backed up on the M40 and A34 trying to use the junction. • I am disappointed at what I see as lack of vision for environmental and biodiversity gains. • Some of the mapping used is already out of date not showing recent housing and other developments 	<p><u>Traffic and Access</u> – please see response to comment 1 above.</p> <p><u>Biodiversity</u> The proposed development will demonstrate a net biodiversity gain. It will do this by incorporating into the soft landscape scheme the following features:</p> <ul style="list-style-type: none"> • New woodland planting • New hedgerow/linear woodland planting • New grassland (on inner slopes of landscaped bund) • New stream corridor • Wetlands in SUDS basins <p><u>Mapping</u> The latest mapping has been used where available.</p>
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Meetings with the Parish Councillors

Weston-on-the-Green Parish Council

3.3 The following table sets out the concerns of the Parish and the applicants response:

Table 2: Feedback and Applicant's Response to Comments Received Following the Meeting with Weston-on-the-Green Parish Council on the 6th October 2021.

Parish Council Concern	Applicant's Response
Traffic will divert through the village – Weston-on-the-Green; Chesterton; Little Chesterton, site.	<p>Through reference to a combination of the locations where employees live and on-line journey planners, the Transport Assessment demonstrates there are no time savings associated with using local roads. As such, the likelihood of vehicles associated with the development passing through these villages is extremely low.</p> <p>Notwithstanding this, even if staff were to travel through these villages, the expected shift patterns are such that any impact through this route would be negligible at peak times. Further details are contained in the Transport Assessment accompanying the application.</p>

Impact of the development on the volume of traffic on the A34.	A detailed junction modelling exercise has been undertaken and it has been demonstrated that the impact on the A34 will not be material. Further details on the modelling exercise are contained in the Transport Assessment accompanying the application.
Can we provide bus services to the villages?	The quantum of development is such that it would not generate enough demand/patronage for additional routes.
Signal-controlled junction on the A41 will cause queueing back onto Junction 9	The junction has been designed to ensure this does not happen. For example, priority is given to the traffic flows that use the A41 as these are considerably higher than associated with the proposed development. Indeed, it is shown in the supporting Transport Assessment, there will be no queueing back from the proposed signals.
What sustainable transport measures are proposed – seems to be too much parking.	<p>The applicant is committed to encouraging the use of more sustainable modes of transport. In this regard, it is intended that the following sustainable transportation measures will be adopted:</p> <ul style="list-style-type: none"> - The inclusion of shared pedestrian/cycle routes within the site that will connect the site with the offsite infrastructure that will be provided adjacent to the A41. - At this stage, it is proposed to provide a shared pedestrian/cycle path that runs adjacent to the southbound carriageway of the A41, which will connect with the National Cycle Network at Wendlebury Lane. However, discussions with OCC Highways about this connection are on-going. - The inclusion of dedicated pedestrian/cycle crossing points within the signalised access, which will not only provide effective links to bus stops but also provide significant safety benefits for people that currently use Footpaths 398/1/20 and 161/4/20. - Upgrading the bus stops that are currently located adjacent to Footpaths 398/1/20 and 161/4/20. - Car and cycle parking that is consistent with the relevant standards and guidance, including 25% of spaces with Electric Vehicle charging provision, with ducting to the remainder.

	<ul style="list-style-type: none"> - Safe crossing points, lamp posts, direct routes, landscaping and tactile pavements will be provided to allow for the safe movement of pedestrians and cyclists throughout the site. - Operating a Travel Plan that will encourage employees to make use of more sustainable modes of transport when travelling to/from the site. A Travel Plan is submitted in support of the application.
Why not locate at Harwell campus?	<p>The Applicant has undertaken a site search of suitable, and available sites that would be able to meet SHs operation within the required timeframes.</p> <p>Harwell Campus was considered but found to be too small to accommodate the scale of the SH operation.</p> <p>Further details on the alternative site assessment work that has been undertaken is contained in the planning statement accompanying the application.</p>
Why not locate at Bicester Office Park?	<p>The site area for the Bicester Office Park is 29.5ha. The site has planning permission for 16.5ha for office accommodation. The remaining 13ha is too small to accommodate the scale of the SH operation. Further details on the alternative site assessment work that has been undertaken is contained in the appendices accompanying the planning statement.</p>
Site being too close to the motorway and vibrations being too significant to allow magnets to be produced.	<p>The location and siting of the building within the site has been agreed as acceptable with Siemens Healthineers Technical Team.</p>
Flood plain / flood risk concerns.	<p>The proposed development will manage its surface water runoff and flood risk through Sustainable Urban Drainage (SuDs).</p> <p>SuDs will ensure that the site will manage its surface water drainage in a sustainable manner. The drainage capacity of the site will include an additional 40% volume to take into account climate change.</p>

	<p>The management of surface water runoff through SuDs will improve the existing surface water arrangements.</p> <p>Further details on how surface water will be dealt with is contained in the drainage statement accompanying the application.</p>
<p>Should link to Bicester Technology Studio and apprenticeships</p>	<p>SH from its existing Eynsham facility already liaise extensively with local education facilities. This will be continued at its new facility and will include the Bicester Technology Studio.</p> <p>Examples of SH current initiatives are set out below:</p> <ul style="list-style-type: none"> - A senior SH employee is an Enterprise Advisor to the local secondary school working collaboratively to optimise the school's engagement and interaction with business. - SH run an Apprenticeship programme (up to NVQ Level 3) within its manufacturing business, run in partnership with BMW (Oxford) and the Birmingham Metropolitan College (delivery partner). - 15 apprentices employed at any given time either working at the factory in Eynsham or in the classroom, across a 3year programme. <p>During the academic year 2020/2021, SH participated in the following events:</p> <ul style="list-style-type: none"> - Hosted interview skills and CV sessions for secondary school students: 8 employees x 0.5 days engaging with 40 students. - Mentored students – 6 x students for academic year 20/21. - Hosted factory tours for students – 3 x tours p/a for 20 students each.

Wendlebury and Chesterton Parish Council

- 3.4 There was a joint face to face meeting with Wendlebury and Chesterton Parish Council. Table 3 sets out the Parishes' comments and the Applicant's response.

Table 3: Feedback and Applicant Response to Comments Received following Meetings with the Wendlebury and Chesterton Parish Councils on the 8th October 2021.

Parish Council Concern	Applicant's Response
<ul style="list-style-type: none"> Are there any improvements planned at Junction 9? 	<p>A detailed modelling exercise is being undertaken as part of the Transport Assessment, which will highlight any potential improvements required at the junction.</p> <p>However, it is important to note that the proposal by itself is unlikely to result in an impact that will warrant improvements at the junction as it would generate an increase of just 1% of traffic at the junction.</p>
<ul style="list-style-type: none"> Concerned about rat-running through Little Chesterton. 	<p>There will be very few movements through Little Chesterton. This is supported as given the location of where current Siemens employees live (majority towards the south west of the site towards Oxford), there would not be any significant journey time savings travelling through Little Chesterton. Further details on the journey time analysis that has been undertaken is contained in the Transport Assessment accompanying the application.</p>
<ul style="list-style-type: none"> Issue of traffic using A4095 – particularly given employees routing from Eynsham and Witney – as a bypass to A34 and Junction 9. 	<p>30% of existing employees live in Eynsham and Witney and as such the level of traffic from these destinations is not likely to be significant, particularly during peak times.</p> <p>In addition, there would not be any significant journey time savings travelling through Chesterton and Little Chesterton. Further details on the journey time analysis that has been undertaken is contained in the Transport Assessment accompanying the application.</p>
<ul style="list-style-type: none"> Issue of traffic diverting through Wendlebury when the A34 Junction 9 is busy. 	<p>It is unlikely that traffic would route through Wendlebury as there would be no significant time savings in journeys. Further details on the journey time analysis that has been undertaken is contained in the Transport Assessment accompanying the application.</p>

<ul style="list-style-type: none"> Flood risk is a considerable concern for Wendlebury. 	<p>The proposed development will manage its surface water runoff and flood risk through Sustainable Urban Drainage (SuDs). This will ensure that the site will manage its surface water drainage in a sustainable manner, designed with additional capacity (40%) to ensure that the development will not increase the risk of flooding in the site or surrounding area, taking into account climate change.</p> <p>The management of surface water runoff through SuDs will improve the existing arrangements.</p> <p>Further details on Flood Risk and how surface water will be managed are contained in the Drainage Statement and the Flood Risk Assessment accompanying the application.</p>
<ul style="list-style-type: none"> Car park materials were questioned. 	<p>The car parking material will be constructed of permeable material, as part of the SuDs.</p>
<ul style="list-style-type: none"> What sort of neighbours are Siemens? 	<p>SH is a globally recognisable company. It takes seriously it's responsibly to its employees and the wider community. This company ethos will transfer from its existing Eynsham site to the new Symmetry Park Oxford North Site.</p> <p>A few examples of the initiatives that SH have undertaken at its Eynsham facility, are set down below that demonstrates its commitment to its workforce and to being a good neighbour to the local community.</p> <ul style="list-style-type: none"> SH employees vote to support a charitable partner which for the last 3 years was Cancer Research UK, raising over £25,000. SH employees voted to support a new organisation, the Thames Valley Air Ambulance in 2020/21. Each employee is allowed to spend 2 days of company time volunteering per year, tracked at an average of 120 days annually contributed across SH. SH is the main sponsor of the annual Oxford Science Festival (run by a charitable organisation) with the purpose of creating accessible, innovative high-quality material (research, teaching and practice in knowledge development) for public audiences with an emphasis on inclusivity and diversity.

	<ul style="list-style-type: none"> • SH is the main sponsor of the annual charitable Wytham Woods 10km run, a local community fun run which raises money for local community organisations. • SH employees have established a Biodiversity Team which supports the local Eynsham Nature Recovery Network (ENRN).
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Table 4: Feedback and Applicant Response to Comments Received following the Meeting with Bicester Town Council on the 8th November 2021.

Bicester Town Council	Applicant's Response
<ul style="list-style-type: none"> • Is it possible for the Siemens development to be located on land allocated for residential development such as that at Howes Lane? 	<ul style="list-style-type: none"> • The site at Howes Lane would not meet the SH requirements due to being less than 20 Ha. • More generally, while other allocated residential sites may meet the 20Ha size requirement, no sites were identified for a potential change of use that would meet SH other search criteria, with concerns about potential future conflicts with SH operations and future residents, and ability of the facility to integrate closely with residential development. No sites were identified that would give SH the visual presence of the site necessary to be compatible with investment in global HQ facility.
<ul style="list-style-type: none"> • Concern relating to the impact on the A34 of the proposed signalised junction. 	<ul style="list-style-type: none"> • The junction has been designed to ensure this does not have a negative impact on the surrounding road network. The proposed signalised junction will give priority to the traffic flows on the A41 as these are considerably higher than associated with the proposed development. Indeed, it is shown in the supporting Transport Assessment, there will be no queueing back from the proposed signals.
<ul style="list-style-type: none"> • BREEAM achievement should be excellent. Very good does not go far enough. 	<ul style="list-style-type: none"> • The policy (ESD3) requirement is to achieve BREEAM Very Good with immediate effect. The proposed development has been designed to achieve a minimum rating of BREEAM Very Good from the outset and therefore complies with the policy.

<ul style="list-style-type: none"> • Can the car park have a canopy that could accommodate further photovoltaic panels? 	<ul style="list-style-type: none"> • 25% of vehicle parking spaces will have Electric Vehicle charging provision, with ducting to the remainder. There is a need to carefully balance the resource and carbon impact of additional foundation and structural work for a canopy as well as additional PV panels, alongside the need for the additional power generated. This will be a matter that SH will keep under review through the operational lifetime of the development, but the additional electricity is not needed at day one of the development.
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4.0 CONCLUSION

The engagement process that has been undertaken has brought to our attention some of the key concerns arising from the development. It has enabled our project team to ensure that these concerns have been considered and where possible resolved in finalising the proposals. It is felt that through this process that the emphasis on pre-application engagement as set out in section 4 of the NPPF has been met.