

**MADDOX PLANNING**

**PLANNING  
STATEMENT**

**LONDON & MANCHESTER**

**0345 121 1706**

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## **PLANNING STATEMENT**

**Bicester Gateway, Phase 1B (Reserved Matters)**

**30/06/2022**

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Maddox Planning

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## Description of development

Reserved matters to 16/02586/OUT – Access, layout, scale, appearance and landscaping details for Phase 1B for up to no. 12 knowledge economy units in Use Class E (former Use Class B) (14,972 sq m (Gross External Area) with associated parking, landscaping, utilities and access.

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## Type of application

Approval of reserved matters

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## Applicant

BICESTER GATEWAY LIMITED

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## List of supporting documents

1. Design and access statement produced by AJA architects;
2. Landscaping plans and landscaping strategy produced by Aspect Landscaping:
  - a. Hard Landscape Plan 1 of 3 - 7958.HSP.2.0;
  - b. Hard Landscape Plan 2 of 3 - 7958.HSP.2.1;
  - c. Hard Landscape Plan 3 of 3 - 7958.HSP.2.2;
  - d. Planting Plan 1 of 3 - 7958.PP.1.1;
  - e. Planting Plan 2 of 3 - 7958.PP.1.2;
  - f. Planting Plan 3 of 3 - 7958.PP.1.3;
  - g. Specification for Landscape & Horticultural Works;
  - h. Landscape Management Plan;
3. Arboricultural Development Statement prepared by CBA Trees;
4. External Lighting scheme plan prepared by Spie Limited- BGW-SPIE-X-XX-DR-E-6350.pdf;
5. Transport access statement prepared by Vectos;
6. Transport access drawings prepared by Vectos:
  - a. Proposed Scheme Layout - 226701\_PD01 - Scheme Layout;
  - b. Swept path analysis for:
    - i. 12m rigid truck accessing site- 226701\_PD01\_AT01 SPA 12m Rigid Truck;
    - ii. HGV accessing site - 226701\_PD01\_AT02 SPA HGV;
    - iii. 12m rigid truck turning on site - 226701\_PD01\_AT03 SPA 12m Rigid Truck Internal;
    - iv. HGV turning on site - 226701\_PD01\_AT04 SPA HGV Internal;
    - v. 7.5 T vehicle turning on site - 226701\_PD01\_AT05 SPA 7.5t Box Van;
    - vi. Refuse vehicle turning on site - 226701\_PD01\_AT06 SPA Refuse Vehicle;
  - c. Proposed access visibility assessment - 226701\_PD02 - Visibility Assessment;
7. Planning statement prepared by Maddox Planning;
8. Flood Risk Assessment and Drainage Strategy Report prepared by Baynham Meikle Partnership Limited:
  - a. Levels plans – 13329\_102A\_Proposed Levels Plan;
  - b. Proposed Drainage Plans - 13329\_103A\_Proposed Drainage Plan;
9. Ecology statement pursuant to conditions 10, 24 & 25 prepared by Ecology solutions;
10. Energy Strategy Statement prepared by MBA Consulting Engineers;
11. BREEAM pre-construction assessment prepared by Sustainably Built Ltd;
12. A letter dated 01-09-2022 regarding condition 26 on BREEAM, prepared by Sustainably Built Ltd;

### 13. Community Infrastructure Levy (CIL) Form.

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## Development plan

The adopted development plan comprises:

1. Cherwell Local Plan 2011 - 2031 Part 1 (CLP 2031 Part 1)
2. Cherwell Local Plan 1996 Saved Policies (CLP 1996)
3. Cherwell Local Plan 2011 - 2031 Part 1 Partial Review – Oxford’s Unmet Housing Need (CLP 2031 PR)

The emerging development plan comprises:

1. Cherwell Local Plan Review 2040

## Policies map

The following designations on the policies map are particularly relevant:

1. Policy Bicester 10
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## Planning policies

The following adopted planning policies are relevant:

Document	Policy number	Policy title
CLP 2031 Part 1	ESD15	The Character of the Built and Historic Environment
CLP 2031 Part 1	SLE3	Supporting Tourism Growth
CLP 2031 Part 1	SLE4	Improved Transport and Connections
CLP 2031 Part 1	ESD1	Mitigating and Adapting to Climate Change
CLP 2031 Part 1	ESD2	Energy Hierarchy
CLP 2031 Part 1	ESD3	Sustainable Construction
CLP 2031 Part 1	ESD4	Decentralised Energy Systems
CLP 2031 Part 1	ESD5	Renewable Energy
CLP 2031 Part 1	ESD6	Sustainable Flood Risk Management
CLP 2031 Part 1	ESD7	Sustainable Drainage Systems (SuDS)
CLP 2031 Part 1	ESD10	Protection and Enhancement of Biodiversity and the Natural Environment
CLP 2031 Part 1	ESD13	Local Landscape Protection and Enhancement
CLP 2031 Part 1	ESD17	Green Infrastructure
CLP 2031 Part 1	Bicester 10	Bicester Gateway
CLP 1996	C28	Layout, design and external appearance of new development

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## Other material considerations

Other material considerations (such as national planning policy and supplementary planning documents, area action plans and design briefs) include:

1. • National Planning Policy Framework (NPPF);
2. • Planning Practice Guidance (PPG);
3. • Draft Cherwell Design Guide SPD;
4. • Non-Statutory Cherwell Local Plan 2011.

## Relevant planning decisions

Reference/address	Description	Status	Decision date
20/00293/OUT Bicester Gateway	Outline application (Phase 1B) including access (all other matters reserved) for up to 4,413sqm B1 office space (47,502sqft) GIA, up to 273 residential units (Use Class C3) including ancillary gym, approximately 177sqm GIA of café space (Use Class A3), with an ancillary, mixed use co-working hub (794sqm/ 8,550sqft GIA), multi- storey car park, multi-use games area (MUGA), amenity space, associated infrastructure, parking and marketing boards	Granted	1 April 2021
17/02557/REM Bicester Gateway	Reserved matters to 16/02586/OUT - Erection of hotel and associated works (Phase 1A)	Granted	28 March 2018
16/02586/OUT Bicester Gateway	Phase 1 of the proposed new business park ("Bicester Gateway") comprising up to 14,972 sq m (Gross External Area) of B1 employment-based buildings, plus a hotel (up to 149 bedrooms), with associated infrastructure, car parking and marketing boards.	Granted	26 July 2017

## Areas and height

Total gross external area of all floors	12,781 sqm
GIA	11,745
No. of units	12
Site area	2.75 Ha
Vehicle parking numbers	335

## **Contents of this statement**

1. Site and area context
2. Pre-application engagement
3. Proposed development (reserved matters)
4. Considerations
5. Conclusions

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## Site and area context

- 1.1 The site address is Bicester Gateway, Oxfordshire, OX25 2PA. The site area is 2.75 Ha. The site is located within Chesterton Parish and the administrative area of Cherwell District Council, approximately 1.5 km south-west of Bicester town centre.
- 1.2 Outline consent was granted on 11 January 2017 under ref: 16/O2586/OUT for:

*Phase 1 of the proposed new business park (“Bicester Gateway”) comprising up to 14,972 sq m (Gross External Area) of B1 employment based buildings, plus a hotel (up to 149 bedrooms), with associated infrastructure, car parking and marketing boards.*
- 1.3 Phase 1A delivered a 149 room hotel under reserved matters application reference 17/O2557/REM, approved 28 March 2018, on the northern part of the site. The Phase 1B application site (‘the site’), comprises the south part of the outline approval. The phases are approved under condition 2 approval (ref: 17/O0547/DISC) and remain unchanged.
- 1.4 The site is set between the A41 and Wendlebury Road and is on the south side of Charles Shouler Way. The hotel is located on the opposite side of Charles Shouler Way, to the north. The site condition comprises managed accommodation land associated with the extant outline application with some hedgerows and trees around parts of the perimeter. The site is not covered by any local or national planning policy designations or any other statutory designation. It is part of site allocation Policy Bicester 10 in the Cherwell Local Plan 2011-2031 Part 1 (CLPP1) for high-tech Use Class E (former Use Class B1) employment development. Outline and reserved matters planning permissions are in place to the east on the remaining part of this allocated site, known as Catalyst Bicester, that is being built out in phases.
- 1.5 The site exists within a wider planned development context with new housing delivered on land immediately to the west of the A41. A park and ride facility is located to the south-west side of the A41 roundabout, and an excellent range of amenities may be found within a short walk.
- 1.6 Vehicular access to the site allocation is from the A41 to the west, then via Charles Shouler Way to a new roundabout on Wendlebury Road (constructed as part of the Catalyst scheme). The roundabout also serves the new Holiday Inn Express and Bicester Avenue garden/ shopping centre (Blue Circle) to the north. Bicester Village train station is located to the north-east. The M40 Junction 9 is located south, approximately 2.5 km. There are numerous bus stops within a 400-metre radius of the site, which include Chesterton Turn North, Bicester Park & Ride (Stop A), Bicester Park & Ride (Stop B) and Bicester Avenue. Improvements have been paid for by Bicester Gateway Ltd and delivered as part of the Holiday Inn Express development on Phase 1A. The bus routes provide services to Oxford (25 minutes via the S5), Bicester Town Centre, Launton, Langford Village and St Georges Barracks.
- 1.7 Wendlebury Road is a National Cycle Route. There is also a cycle/foot path that runs along the west side of the application site, following the line of the A41, which is set to be improved. A public right of way (PROW) exists through the site which leads from the decommissioned A41 slip road that forms part of the south-west boundary, to Wendlebury Road on the east. There is no pedestrian footway at the termination point of this PROW on Wendlebury Road and no connection from here to any other PROW. The site lies within Environment Agency Flood Zone 1 (low probability of flooding) and there are no controlled parking zones or other parking restrictions. It is not in a conservation area and does not form part of the curtilage or setting of any listed building. The Alchester Scheduled Ancient Monument lies to the south and all heritage impacts on this have been fully accounted for at the outline planning stage.



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## Pre-application engagement

- 2.1 A request for pre-application advice was submitted to Cherwell DC on 17 May 2022. The key purposes of the request were two-fold where, first, the applicant sought to provide notice to officers about this pending submission and, second, sought to confirm the key submission documents to ensure prompt validation.
- 2.2 The Statement of Community Involvement submitted with the Planning Statement for the original outline planning application in December 2016 provides further details of the original engagement work on Bicester Gateway. For example, Bloombridge LLP (one of the two shareholders in Bicester Gateway Ltd) were actively involved in the preparation of the Cherwell Local Plan and appeared at the Examination in Public in June and December 2014. Bloombridge were also part of the stakeholder group for WYG's Bicester Town Master Plan and were on the Advisory Panel for SQW's *Oxfordshire Innovation Engine* report, October 2013. More recently, Bloombridge LLP has been a member of the Bicester Town Centre Task Group.
- 2.3 From the inception of the Bicester Gateway the team has attended the following parish level briefings with Chesterton:
  - 15 September 2017
  - 19 February 2018
  - 27 September 2018
  - 24 January 2019
  - 25 March 2019
  - 29 August 2019
  - 27 January (a pre-submission briefing)
- 2.4 Bicester Gateway Ltd also had an informal meeting with representatives of Wendlebury Parish Council on 25 March 2019 (i.e. pre-Lock Down).
- 2.5 Prior to this latest submission, Bicester Gateway Ltd engaged in dialogue with both Wendlebury Parish and Chesterton Parish Councils. The purpose of the engagement was to provide notice to the Parishes about this pending submission and garner any feedback. A meeting with both Parish Councils was held on 27 June 2022, where the submission plans were presented and a full briefing provided.
- 2.6 More generally, a very broad range of stakeholders have been engaged on the Bicester Gateway project over the last 8 years, including:
  - Oxford County Council – a formal pre-app on transportation for the original outline application, plus two further meetings.
  - Cherwell District Council.
  - Cherwell's Economic Development Officer.
  - Oxfordshire Growth Board – May and December 2019.
  - OXLEP – meeting on 6 February 2020.
  - A meeting with Albion Land, promoters of the adjoining Phase 2, on 5 June 2019.
  - Meetings with Bicester Village on 19 September and 14 November 2019.
  - Oxfordshire Young Adults Partnership.
  - Bicester Bike Users' Group.
  - Banbury Ornithological Society – relating to the construction of the Holiday Inn Express on Phase 1A and, more recently, the discharge of the biodiversity conditions and s106 on Phase 1B in order to deliver a net gain.
- 2.7 The applicants attended the Bill Grimsey Workshop on Bicester town centre on 25 June 2019, which we found both inspiring and informative. We subsequently joined the Bicester Town Centre Task Group to help take forward the outputs from the Grimsey Workshop. This structure has been invaluable in helping us meet a wide range of local stakeholders, including OYAP, Bicester Village, Bicester Motion, the Golf Club & Spa, and Coles Books.
- 2.8 The main point of discussion with these stakeholders was the economy. There was interest in, and general support for, innovation and technology. Above all, there was a strong desire to attract the knowledge

economy to Bicester from Oxford and elsewhere in Oxfordshire in order to create a 'step change' in the economic potential of the town.

- 2.9 In short, Bicester Gateway Ltd has made every effort to engage with local stakeholders; to understand and address the full spectrum of constraints and opportunities relating to this reserved matters submission. We feel the proposals are much stronger because of this engagement.

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## Proposed development

- 3.1 The outline planning permission establishes the principle of the knowledge economy units and is supported by a series of indicative plans presenting key characteristics of the development.
- 3.2 The proposed description of development for this reserved matters submission is:

*Reserved matters to 16/02586/OUT – Access, layout, scale, appearance and landscaping details for Phase 1B for up to no. 12 knowledge economy units in Use Class E (former Use Class B) 11,745 sqm GIA) with associated parking, landscaping, utilities and access.*

## Reserved matters concept

- 3.3 Bicester Policy 10 – Bicester Gateway seeks to draw a particular type of employment to Bicester at a key gateway. Namely a high-quality modern knowledge economy for Cherwell and surroundings, securing a location for science and research and technology transfer and commercial application; building on the success of Catalyst. The position of the application site is prominent along the A41 south of Bicester and comprises the new built limits of the Bicester envelope. The concept that underpins the current proposal, therefore, aligns to deliver a series of knowledge economy units, set to provide high quality, flexible accommodation for operators in a well-connected and prominent location. The type of units proposed are distinct from normal business park units and will provide a “tech-box” platform for knowledge economy operators in flexible, high-quality units of a strong design and a character that reflect the type of employment and investment they seek to attract. The units are designed to be smaller than the Catalyst accommodation, attracting a different occupier segment.

## Layout

- 3.4 The proposed layout addresses the important A41 frontage as a gateway to Bicester from the south, providing a strong sense of arrival to the town. Four buildings are proposed that have a broadly rectangular footprint, in a linear arrangement of office and production space along the A41, with car parking and landscaping to the rear.

## 3.5 Schedule of B1 Accommodation

All areas are approximate GIA

Unit	Workspac e	Offic es	Total
Unit A	8,210 sq.ft. (763 sq.m)	2,045 sq.ft. (190 sq.m.)	10,255 sq.ft. (953 sq.m.)
Unit B	8,210 sq.ft. (763 sq.m)	2,045 sq.ft. (190 sq.m.)	10,255 sq.ft. (953 sq.m.)
Unit C	8,471 sq.ft. (787 sq.m.)	2,109 sq.ft. (196 sq.m.)	10,580 sq.ft. (983 sq.m.)
Unit D	7,039 sq.ft. (654 sq.m)	1,754 sq.ft. (163 sq.m.)	8,793 sq.ft. (817 sq.m.)
Unit E	8,471 sq.ft. (787 sq.m.)	2,109 sq.ft. (196 sq.m.)	10,580 sq.ft. (983 sq.m.)
Unit F	8,471 sq.ft. (787 sq.m.)	2,109 sq.ft. (196 sq.m.)	10,580 sq.ft. (983 sq.m.)
Unit G	8,277sq.ft. (769 sq.m)	2,066 sq.ft. (192 sq.m.)	10,343 sq.ft. (961 sq.m.)
Unit H	8,277sq.ft. (769 sq.m)	2,066 sq.ft. (192 sq.m.)	10,343 sq.ft. (961 sq.m.)
Unit J	8,277sq.ft. (769 sq.m)	2,066 sq.ft. (192 sq.m.)	10,343 sq.ft. (961 sq.m.)
Unit K	8,277sq.ft. (769 sq.m)	2,066 sq.ft. (192 sq.m.)	10,343 sq.ft. (961 sq.m.)
Unit L	9,483 sq.ft. (881 sq.m)	2,368 sq.ft. (220 sq.m.)	11,851 sq.ft. (1,101 sq.m.)
Unit M	9,720 sq.ft. (903 sq.m)	2,421 sq.ft. (225 sq.m.)	12,141 sq.ft. (1,128 sq.m.)
Total			126,407 sq.ft (11,745 sq.m)

## Scale and massing

- 3.6 The knowledge economy units are of equal height and are proposed 11m in height (excluding flues), to allow for mezzanine office floor within each unit.

### **External appearance**

- 3.7 The proposed buildings seek to differentiate themselves as knowledge economy units, delivering a building quality and design that is ‘technology’ in theme, providing a strong sense of arrival to the town. High quality architectural detailing means that arrivals to the site from the access on the east experience a continuation of the high-quality western facades to the A41, with clear design ‘sign posting’ to the front doors of each unit. The material palette includes metallic light and dark sliver cladding for the facades, Alpine green metal composites for the entrance frames, powder coated aluminium frames for the glazed elements with solar reflective panels and insulated grey loading doors.

### **Landscaping**

- 3.8 Hard landscaping takes the form of access roads and all parking spaces are formed from permeable Tobermore surfaces, with pathways permeable to rainfall woven between and across the site, providing access, as set out on the hard landscaping plans. Soft landscaping takes the form of planted verges and small areas of wildflower meadow grassland in the south of the development site and significant greening across the site as set out on the soft landscaping plans.

### **Amenity space**

- 3.9 External amenity spaces are proposed in the landscaped grounds for the new knowledge community to enjoy breaks and refreshment. This is considered an important part of the offer for knowledge economy occupiers. There is, in addition, the Holiday Inn Express and David Lloyd Leisure within a very short walk. Two new spaces are proposed and are designed to accommodate informal rest and breaks. The first area is also to accommodate informal business presentations by providing a landscaped stage and seating, under a sail design protective cover. The second, located to the south of the site, offers seating and amenity.

### **Access and parking**

- 3.10 Site access for vehicles is from the east side from Wendlebury Road. The proposed arrangement comprises a single access point. There are 335 vehicle parking spaces proposed, less than approved at outline stage. Pedestrian/cyclist accesses are numerous and allow the site to be highly permeable and accessible. Three pedestrian/cyclist access points are proposed to the west, from the A41, two relating to the PROW are retained in the south, and three further access in the northern parts of the site, oriented to the hotel, to Catalyst Bicester and the retail and commercial areas to the north. Cycle parking is provided for in accordance with standards and secure, covered enclosures are positioned across the site to encourage easy access.

### **Accessibility**

- 3.11 The units are Part M compliant, with level access provision to units, and wheelchair parking provided for each unit, in close proximity to the respective entrances.

### **Refuse and servicing**

- 3.12 Each unit is dedicated a bins store located within a short distance of the entrance to each unit. The refuse collection is facilitated by these stores being adjacent to the internal circulation roads, that allow collection and the vehicle to turn around and leave the site in forward gear.

## Considerations

- 4.1 Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. This section therefore has regard to the development plan policies outlined above and examines relevant material considerations where appropriate. The assessment draws upon the suite of application documents listed at Section 1 of this statement.

### Outline consent compliance

- 4.2 The following conditions attached to the outline consent require evidence as part of the current RM submissions, save for Condition 3, which is a compliance condition:

Cond Ref:	Summary of Condition	Response
3	No application for approval to be made later than: a) Phase 1A - by 26 July 2019 b) Phase 1 B - by 26 July 2022	Application submission 30 June 2022.
6	Provide existing <b>ground levels</b> and proposed FFL of all buildings in that phase with RMA.	Existing ground levels and proposed FFL of all buildings in Phase 1B, provided by BMP
8	With RMA, except to allow for means of access, retention of existing hedgerows along the western (A41), southern and eastern (Wendlebury Road) boundaries of the site shall be retained and properly maintained.	The existing hedgerows are being retained except in limited locations that will provide site access for vehicles, cycles and pedestrians, where shown on the amended tree plan, prepared by CBA
9	With RMA ' <b>access</b> ' <b>submissions to include visibility splays</b> (including layout and construction) and maintained in accordance with details.	Visibility splays are shown on the access drawings, prepared by Vectos
10	First application for reserved matters relating to both phase 1A or Phase 1B shall include a <b>Reptile Survey</b> relating to the whole of that phase. Include details of any necessary protection, mitigation and management measures through construction and once operational. Complete mitigation in advance of occupation of development within that phase.	Reptile survey on Phase 1B, prepared by Ecology Solutions Limited (ESL).
22	Submit <b>external lighting details</b> with RMA including luminance and light spillage.	External lighting details, prepared by Spie
24	With RMA, submit <b>statement that appraises the ecological implications of the RM proposals</b> including how they would mitigate harm to protected / priority species and contribute towards achieving net gain for biodiversity.	An ecological impact appraisal, prepared by ESL
26	With RMA details to demonstrate how the buildings within that phase would be designed to achieve BREEAM 'Very Good'.	Specification is demonstrated for BREEAM 'Excellent', by Sustainably Built Ltd
27	Include an <b>Energy statement</b> in the RMA identifying significant on-site renewable energy provision that will be incorporated in to the development.	Energy statement detailing significant on-site renewable energy, prepared by RMA

## **Reserved matters compliance**

4.3 Compliance in accordance with the matters reserved at the outline approval stage are addressed below.

### **Access**

- 4.4 As per section 3, access for vehicles is from the east side, Wendlebury Road. The proposed arrangement comprises a single access point. There are 335 vehicle parking spaces proposed; at a ratio that is consistent with what was approved (and constructed) for Catalyst. The accesses are demonstrated to be in accordance with the requirements of condition 9 on visibility splays.
- 4.5 Provision for safe pedestrian access is proposed including facilitating the provision and upgrading of footpaths that link with existing networks to improve connectivity generally, to maximise walking links between this site and nearby employment, transportation, retail, leisure and the town centre, and allow the site to be highly permeable in accordance with Bicester Policy 10. Three pedestrian/cyclist access points are proposed to the west, from the A41, two relating to the PROW are retained in the south, and three further accesses in the northern parts of the site, oriented to the hotel, to Catalyst Bicester and the retail and commercial areas to the north.
- 4.6 Provision for safe cyclist access from the A41 is proposed. The upgrade of the path adjacent to the A41 is secured via the outline section 106 agreement. This facilitates the provision and upgrading of cycleways that link with existing networks to improve connectivity generally, to maximise cycling links between this site and nearby development sites and the town centre, in accordance with Bicester Policy 10. Cycle parking is provided for in accordance with standards and secure, covered enclosures are positioned across the site to encourage easy access.
- 4.7 Wendlebury Road is a National Cycle Route, and the works undertaken for Phase 1A (eg the new bus stop, crossing and cycleway alongside the A41) and Catalyst (eg bus contributions, new roundabout and improved provision for cyclists on Wendlebury Road), together with the Park & Ride opposite, make Phase 1B one of the most accessible sites in Oxfordshire.

### **Layout**

- 4.8 The proposed layout is in accordance with the indicative layout plan approved at the outline stage. It comprises four business space buildings of broadly rectangular footprint, in a linear arrangement along the A41, helping to deliver a strong sense of arrival to the town, in accordance with Bicester Policy 10. Car parking, landscaping and amenity areas are proposed to the rear.
- 4.9 The proposed layout has regard to the requirement to provide existing ground levels and proposed finished floor levels in accordance with condition 6.
- 4.10 The layout proposed is in accordance with archaeological protection of potential assets linked to the Roman Camp site to the south. The proposals are made in accordance with conditions 18-20 of the outline consent and with Bicester Policy 10.
- 4.11 Buried archaeological remains are known to survive within discrete areas of the application site. These remains were first posited following a review of desk-based sources to support the outline planning application. Located in proximity to Alchester Roman Town, it was suspected that further extra-mural settlement may survive within the site boundary. This potential for buried archaeological remains was investigated via a geophysical survey and trial trenching in 2016, which revealed buried remains of Roman-British settlement activity, mostly focused in the south-eastern part of the site. Following consultations with the LPAs archaeological advisor, additional trial trenching took place in June 2022 to further explore the extent and potential significance of the buried remains within this south-eastern area.
- 4.12 As is good practice, the existence of these buried archaeological remains directly influenced the layout / parameter plans of the outline planning application. This has been reinforced during the detailed design; again seeking to avoid, minimise or off-set any adverse impacts.
- 4.13 For the most part, these buried archaeological remains will be preserved in situ beneath the proposed parking areas as identified on the drawings. Where preservation in situ is not possible or desirable a

programme of archaeological excavations and watching briefs, prior to and during construction, will take place. The scope of this work (and location of those areas to be preserved in situ) will be agreed with the LPA's archaeological advisor via the preparation of a written scheme of investigation, in accordance with ongoing discussions.

- 4.14 All matters associated with treatment of buried archaeological remains will be carried out in accordance with conditions 18, 19 and 20 of the outline consent.

#### **Scale**

- 4.15 Scale is guided by the outline consent and the Hotel reserved matters approved at Phase 1A. The proposed height of the new units is up to 11.0 m. This allows the buildings to suitably meet a gateway design requirement. Taken together with the Hotel, all people movements along Charles Shouler Way would pass through an appropriate gateway, meeting the scale aspirations of Bicester Policy 10.

#### **Appearance**

- 4.16 In accordance with Bicester Policy 10, the proposed buildings seek to differentiate themselves as knowledge economy units. They appropriately deliver a high-quality design and finish, with careful consideration given to, architecture, materials and colourings, in accordance with Bicester Policy 10 and Policy ESD 15 to provide an appropriate character and a strong sense of arrival to the town.
- 4.17 High quality architectural detailing means that arrivals to the site from the access points on the east experience a continuation of the high-quality facades to the A41. The material palette includes metallic light and dark sliver cladding for the facades, Alpine green metal composites for the entrance frames, powder coated aluminium frames for the glazed elements with solar reflective panels and insulated grey loading doors
- 4.18 External lighting across the site is proposed in accordance with condition 22 and will enhance the appearance of the site at night from the A41, as well as providing safe and comfortable lighting within the site for occupiers and visitors. A lighting strategy supports the application, and has been designed in accordance with recommendations from Ecology Solutions..

#### **Landscaping**

- 4.19 The landscaping proposals provide a greened landscape setting for the development which follows the principles of the initial masterplan, with the addition of a feature amenity area.
- 4.20 The primary aim for the landscaping and planting is the establishment and future sustained growth of individual trees, shrubs and seeded/ turfed areas. Hard landscaping takes the form of access roads and all parking spaces are formed from permeable Tobermore surfaces, with pathways permeable to rainfall woven between and across the site, providing access, as set out on the hard landscaping plans. Two designated amenity areas are proposed. Of relevance to reptiles, the proposals seek to deliver small areas of wildflower meadow grassland in the south of the development site and significant greening across the site as set out on the soft landscaping plans.
- 4.21 The boundary hedgerows and trees are maintained in order to soften the appearance of the site, in accordance with Bicester Policy 10 and condition 8, protecting boundary hedgerows. The overall effect is an improvement from what was envisaged at outline stage given just one site access is now proposed.

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## Conclusions

- 5.1 This statement demonstrates that the proposal is in accordance with all material policies in the development plan and with the NPPF.

### Benefits of the proposal

- 5.2 Bicester Gateway is a key site allocated for employment use in the Cherwell Local Plan (2015) (Policy Bicester 10). The RM submissions realise the Council's aspiration to attract a high quality, modern knowledge economy for Cherwell and surroundings, securing a location for science and research and technology transfer and commercial application. The current proposal represents significant investment and regeneration in the area, which will generate and attract further investment.
- 5.3 The proposed high-quality knowledge economy "tech-boxes" comprise strong design, befitting of a gateway location. The proposed units address the high traffic frontage of the A41 with glazed elements and signage. The design is a qualitative departure from often standard business park employment seen elsewhere to provide a high-quality design and finish with careful consideration given to architecture, materials and colour. A lighting scheme will enhance the same qualities at night time for passers-by on the A41.
- 5.4 The proposed layout enables a very high degree of integration and connectivity between new and existing development, in accordance with Bicester Policy 10. In particular with the mixed-use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Tesco, M&S, Bicester Village retail outlet and Bicester town centre.
- 5.5 The proposals realise sustainable travel options and site permeability aspirations and enable travel on foot and cycle through the provision of pedestrian and cycle links through and adjacent to the Site, including upgrades and connections to the A41 cycle way adjacent to the site.
- 5.6 The current application delivers compliant investigation, protection of, and management of priority and protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced. A Section 106 contribution for ecological enhancement has already been made.
- 5.7 Structural planting and landscaping is proposed within the site to include retention of existing trees and hedgerows, and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings in accordance with Bicester Policy 10.
- 5.8 With the above in mind, we consider Reserved Matters approval may be granted approval. We would be grateful for a 13 week decision given the level of occupier interest in Bicester Gateway.