

Bicester Gateway Phase 1b RMA

Response to OCC Comments on Application

Project: 226701

By: FC / Date: 22/09/22

Introduction

1. Vectos has been commissioned by Bicester Gateway Ltd to provide transport planning and highway support to the proposed development of the Phase 1b site at Bicester Gateway. A Transport Statement was prepared (and submitted) in support of a Reserved Matters Application for development at the site (Cherwell ref: 22/02025/REM).
2. The Bicester Gateway Phase 1b site benefits from an Outline Planning Consent as part of the Bicester Gateway Phase 1 consent (ref: 16/02586/OUT). The Reserved Matters Application submitted therefore aims to deliver the development that was permitted in outline back in July 2017, committing Bicester Gateway Ltd to delivering on the planning obligations agreed at the outline stage. This is fundamental in considering the Reserved Matters Application submitted – i.e. the outline consent sets parameters.
3. Oxfordshire County Council (OCC), as Local Highway Authority, responded to the Reserved Matters Application consultation by Cherwell District Council (CDC), with a response dated 19th August 2022. OCC raise a number of objections on highway grounds that are addressed in this Technical Note. OCC's response is provided in Appendix A.
4. The points raised by OCC relate to:
 - Car parking provision
 - Provision of EV charging points
 - Cycle parking provision
 - Construction Traffic Management Plan (CTMP)
 - Framework Travel Plan (FTP)
 - Cycle route extension and interaction with the proposed site access
 - HGV Tracking
 - Extension to 30mph speed limit and TRO
 - Long section and vertical alignment

- Visibility splays at proposed access
- Stage 1 Road Safety Audit.

5. The rest of this Technical Note considers each of these points in turn.

Car parking provision

6. OCC's response raises the following issue in relation to the proposed level of car parking on site:

*The County's revised car parking standards provide for one parking space per 40m² of floor area as an upper limit. Applying this standard to the floor area used in paragraph 4.12 of the TS gives an upper limit of 293 parking spaces. The proposed provision of 335 car parking spaces exceeds this upper limit and should be reduced accordingly. **Reason for objection.***

7. The Reserved Matters Application scheme would deliver a proposed 335 car parking spaces at a ratio of 1 space per 35sqm GIA. This level of provision is in line with the currently in force Oxfordshire County Council's Car Parking Standards, which suggest a maximum car parking provision of 1 space per 30sqm GIA for B1 use. On that basis, the proposals put forward as part of the Reserved Matters Application are policy compliant. OCC's objection is therefore unfounded.

8. The OCC objection refers to emerging car parking standards that would reduce maximum provision for B1 use to 1 space per 40sqm GIA. However, these emerging standards are not adopted yet (at the time of writing) and were not adopted in June 2022 at the time of submitting the Reserved Matters Application. OCC's response acknowledges the fact that the emerging standards are not adopted. It states the following:

*It should be noted that the County's parking standards, as referred to in Section 4 of the TS, **are under review** and will soon be superseded.*

9. We are unclear whether the County's review of parking standards has been subject to any public consultation or how far the review has progressed. On that basis, OCC's request to provide car parking at the site at a maximum of 1 space per 40sqm GIA is either not relevant or should carry very little weight in the decision-making process, and certainly less weight than the existing standards (at 1 space per 30sqm) which form part of adopted policy.

10. Furthermore, as set out in the introduction to this Technical Note, the Reserved Matters Application considered here aims to deliver the outline consent granted to the applicant for the site. The Reserved Matters Application should therefore be considered in terms of how it delivers within the parameters agreed at the outline consent stage. This includes the obligations that the applicant has committed to, but also the key floorspace and general arrangement parameters for the development agreed at the time.

11. The outline consent for development at Bicester Gateway Phase 1b was granted on the basis of a car parking provision meeting the maximum 1 space per 30 sqm car parking provision, a provision that the

Reserved Matters Application responds to positively. This is set out in the approved Transport Assessment supporting the outline consent.

12. At the time of the consultation on the outline planning application for Bicester Gateway Phase 1, OCC's view on parking provision at the site was expressed as follows (extracted from OCC's response to Cherwell ref: 16/02586/OUT, dated 16th February 2016):

'The number of parking spaces is not specified, but we would expect the amount of parking proposed to be suitably justified so as to prevent the likelihood of overspill parking either onto Wendlebury Road (there TROs may be necessary) or into the Park and Ride site or Bicester Avenue's car park.'

13. It is clear that, in respect of development at Bicester Gateway Phase 1b, at the time of the outline consent, which the Reserved Matters Application under consideration here is responding, OCC raised concerns about under-provision of car parking at the site rather than over-provision. OCC's response to the Reserved Matters Application therefore constitutes a full U-turn on the parameters and approach agreed for development at the site at the time of the outline consent. This is not at all helpful in the context of a Town & Country Planning process that seeks to provide developers and investors with a consistent approach to decision making.

14. Finally, the proposals for development at Bicester Gateway Phase 1b are promoted in parallel to the construction and delivery of the adjacent Catalyst site on Wendlebury Rd. The Catalyst development is currently delivering employment development of a similar nature to the development consented at outline and applied for at Reserved Matters on the Bicester Gateway Phase 1b site. On the adjacent Catalyst site, OCC have agreed to a car parking provision of 1 space per 35sqm GIA. Reference is made here to Cherwell application ref: 22/00907/RM which proposes car parking provision at 1 space per 35sqm GIA and OCC's response to this application (dated 29th April 2022) which states:

'Car Parking - The number and layout of vehicle parking spaces is acceptable. As the uses are flexible between B1 and B2 the number of spaces has been planned to be in between the standards for these two uses.'

15. Therefore, there are no valid reasons why OCC would not accept the exact same car parking ratio for the same type of employment use on a site immediately adjacent. The timing of this recent endorsement by OCC also raises questions on timings around the revised parking standards quoted at paragraph 6 above. It is essential, for commercial (and planning) reasons, that Phase 1b of Bicester Gateway and Phase 2 (Catalyst) are treated consistently (and fairly).

16. Overall, OCC's objection to the Reserved Matters Application on car parking is simply not valid and should be dropped without delay:

- It relies on emerging parking standards that are not policy yet – In contrast, the proposals put forward meet the standards currently in force and applicable.
- It fails to recognise the outline consent parameters that are agreed for development at the site, going against the principles stated by OCC in terms of parking provision at the time of

the outline consent – The proposals put forward meet the parameters for development agreed at outline.

- It goes against advice provided concomitantly by OCC to developers of the adjacent Catalyst site, which is developed for a similar use to the one consented at outline and proposed at reserved matters stage on the Bicester Gateway Phase 1b site – OCC accepted a provision at 1 space per 35sqm GIA at Catalyst as recently as April 2022. The proposals put forward are for the same; i.e. 1 space per 35sqm GIA provision.

Provision of EV charging points

17. OCC's response states the following:

'It is not stated in the TS what provision will be made for electric vehicle (EV) charging, and no provision for EV charging is shown on the Panning [sic] Layout. EV charging should be provided in accordance with policy EVI8 of the Oxfordshire Electric Vehicle Infrastructure Strategy, which states: "Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points." Reason for objection.'

18. Appendix B to this Technical Note provides an updated Planning Layout demonstrating how the requirements set in the adopted Oxfordshire Electric Vehicle Infrastructure Strategy at Policy EVI8 could be delivered on site.

19. The applicant notes that the Oxfordshire Electric Vehicle Infrastructure Strategy does not form adopted policy by Cherwell District Council. Rather, it provides a direction for future planning policies to be formulated at the planning authority level and Cherwell District Council have committed to follow this policy direction from Oxfordshire County Council. In this context, the applicant would like the provision of EV charging points on the site to be controlled by condition, and suggests the following draft condition wording, the Planning Layout provided in Appendix B demonstrating how the condition can be met 'on the ground':

'Minimum of 25% of all car parking spaces provided to each occupant on site will include EV charging points. These will be delivered prior to first occupation of each building or phase, and made available for use thereafter, in accordance with an EV Charging Strategy to be submitted by the applicant and approved in writing by the Council prior to final surfacing of the car parking areas.'

Cycle parking provision

20. The Transport Statement submitted in support of the Reserved Matters Application sets out the proposed provision for cycle parking at the site, in line with the current OCC cycle parking standards. OCC in their response confirm that the proposed provision as set out in the Transport Statement is policy compliant. Appendix B to this Technical Note provides an updated Planning Layout

demonstrating how the policy compliant cycle parking provision will be delivered throughout the development. This matter is therefore resolved.

Construction Traffic Management Plan (CTMP)

21. The applicant has accepted that the preparation of a Construction Traffic Management Plan can be conditioned to the Reserved Matters consent applied for. It is noted that the network adjacent to the development site has seen significant construction traffic activity in recent months as a result of the delivery of the adjacent Catalyst site, and therefore no construction traffic issues related to the delivery of the Bicester Gateway Phase 1b site are expected.

Framework Travel Plan (FTP)

22. OCC's response raises the following concern:

'All units are under 1,500m², therefore none of them trigger an individual travel plan requirement. However, the Framework Travel Plan for the site dated December 2016 should be updated to reflect the occupation of this part of the development. This can be submitted in discharge of a condition of planning permission.'

23. Condition 12 of the outline planning consent indicates that a Travel Plan is conditioned on occupation of any Phase of development at Bicester Gateway Phase 1. In addition, Travel Planning at the Bicester Gateway Phase 1 site is governed by a Framework Travel Plan agreed to at the outline stage. Occupiers at Bicester Gateway Phase 1 need to comply with the requirements of the Framework Travel Plan, including, if relevant, the production of Subsidiary Travel Plans.
24. Therefore, there is no need for an update to the Framework Travel Plan as part of the determination of the Reserved Matters Application, but a need for the Travel Plan to be prepared and agreed prior to first occupation at Bicester Gateway Phase 1b, something that can be controlled by condition on the Reserved Matters consent sought. A condition applied in this way therefore resolves the concern raised on the FTP. A condition usefully provides for some flexibility given the occupier(s) of Phase 1b are currently unknown. It is the only practical way forward.

Cycle route extension and interaction with the proposed site access

25. OCC's response states:

The cycleway should be extended out past their bellmouth to get cycles off carriageway sooner and have their bellmouth as a set-back cycle crossing in line with LTN1/20. Reason for objection.

26. It is unclear what this point relates to exactly as it is provided without any context. It is interpreted as meaning that OCC are requiring for the cycle facilities delivered by the Catalyst scheme on approach to the new Wendlebury Rd/Charles Shouler Way roundabout to be extended further south along Wendlebury Rd across the proposed site access into Bicester Gateway Phase 1b, and that, as a result, a cross-over facility should be provided across the proposed site access.

27. These new requirements suggested by OCC are directly contradicting the access parameters for the Bicester Gateway Phase 1b site agreed at the time of the outline consent and that the Reserved Matters Application adheres to. The agreed access provision of the Bicester Gateway Phase 1b site is to deliver an improved 3m wide shared footway/cycleway along the site's A41 frontage. This facility is to connect with the disused slip road between the A41 and Wendlebury Rd to the southwest of the site, delivering an off-carriageway connection between Wendlebury Rd South and the A41. The proposed new shared footway/cycleway would also be consistent with the existing facilities along the A41 into Bicester, and in particular the section of footway/cycleway delivered recently by the Bicester Gateway Phase 1a site, in line with the outline consent. There can be no reasonable case to divert from the A41 focus agreed at outline stage, especially given the works already implemented for Phase 1a.
28. Reference is made to LTN120. Although LTN1/20 promotes a new approach to designing for cyclists and states a preference for segregation from motorised vehicles and also from pedestrians, it does not preclude the delivery of shared footways/cycleways especially along radial and interurban routes such as the A41 and where continuity of a route can be delivered (here between Wendlebury Rd South to the existing facilities along the A41 into Bicester). Therefore, the agreed shared footway/cycleway along the A41 frontage to the site forms a suitable improvement to the local cycling network.
29. The improved footway/cycleway to be delivered as part of the Bicester Gateway Phase 1b development and in accordance with the scheme agreed at outline would deliver a route for cyclists between Wendlebury Rd South and Bicester to the north, taking cyclists away from Wendlebury Rd and therefore away from the Phase 1b site access, rendering the requirement set by OCC in their response unnecessary (whilst also outside the scope set by the approved outline).
30. In summary, OCC's asks in relation to the cycle network on Wendlebury Rd are contrary to the agreed cycle access strategy set at the outline stage. The objection raised is therefore not relevant and, with the clarification now provided in this Technical Note, should be withdrawn.

HGV Tracking

31. Drawings providing vehicle swept path analysis for a box van, a refuse vehicle, a 12m flat-bed lorry, and an articulated lorry are provided in the Transport Statement accompanying the Reserved Matters Application, in Appendix F. These drawings demonstrate that the proposed development can be accessed by a range of servicing vehicles to meet the requirements of prospective tenants on site. There is no need to provide this information again.

Extension to 30mph speed limit and TRO

32. The works related to the delivery of development at Bicester Gateway Phase 1b and agreed at the time of the outline consent are set out in the S106 agreement signed by the applicant at the time of the outline consent (see Transport Statement, the S106 is in Appendix E and refer to Schedule 1 of the S106). The works identified then do include the proposed reduction in speed along Wendlebury Rd to 40mph or 30mph. The applicant understands that this will require a TRO and accepts the risks associated with this separate process.

33. The proposals put forward as part of the Reserved Matters Application are consistent with the access strategy agreed at outline. They propose to form a new site access onto Wendlebury Rd and account for a proposed reduction in speed along the site's frontage on Wendlebury Rd, which will require a TRO, something that is accepted by the applicant. It is noted that the delivery of the Wendlebury Rd/Charles Shouler Way roundabout by the Catalyst development required the introduction of a reduction in speed along Wendlebury Rd to 30mph on the approach to the junction from the south. The proposals at Bicester Gateway Phase 1b would simply require for this speed limit to be extended further south along Wendlebury Rd as appropriate.
34. The fact that a TRO is required in order to deliver the proposed access into the site is not a reason for objection. A TRO is a separate process, not part of reserved matters.

Long section and vertical alignment

35. OCC raise the following point in their response:

*A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%. **Reason for objection.***

36. Clarifications on this point have been sought from OCC as it is not clear which element of the proposed development this comment relates to. As a general response, it must be noted that the proposed development site is generally flat and level with the adjacent land and transport networks. As such it is not expected that there will be any significant issues that cannot be addressed through design related to levels at the access points to the site or through the development. On that basis, at this stage, and without clarification, it is not considered that this represents an acceptable reason for refusal as there are no obvious highway design or safety matters that might be addressed by a long section and vertical alignment. We request that this request is withdrawn.

Visibility splays at proposed access

37. Drawings illustrating the visibility splay available at the proposed site access are provided in the Transport Statement accompanying the Reserved Matters Application, in Appendix E. These drawings demonstrate that the proposed site access delivers the required visibility along Wendlebury Rd. There is therefore no basis for an objection. OCC has the necessary information.

Stage 1 Road Safety Audit.

38. A Stage 1 Road Safety Audit relating to the highway changes proposed as part of the Bicester Gateway Phase 1b development will be carried out and the applicant will provide the outcome of the Audit and the relevant Designer's response in due course. The Audit will consider the proposed site access off Wendlebury Rd, the proposed widening of a short section of Wendlebury Rd, as well as the proposed improvement to the shared footway/cycleway along the A41 frontage of the Phase 1b plot. The

provision of this information, assuming the Road Safety Audit is passed, removes the basis of this objection.

Summary

39. On the basis that we have either already provided the information requested by the County, accepted the need for further information, and/or provided clarification, we believe that OCC can now withdraw its objection to the Reserved Matters Application for Bicester Gateway Phase 1b.
40. The only outstanding matter is the reference to revised parking standards, but this is not policy, we are uncertain on what consultation has taken place, it is not consistent with the parameters agreed at outline stage, or the endorsement given next door for Catalyst in April 2022, so we do not expect this objection to be sustained.
41. We would welcome a swift resolution of the matters set out in this Technical Note.

APPENDIX A – RESPONSE FROM OCC

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 22/02025/REM

Proposal: Reserved Matters to 16/02586/OUT - Access, layout, scale, appearance and landscaping details for Phase 1B for up to 12 No 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

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton OX25 2PA

Response Date: 19th August 2022

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 22/02025/REM

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton OX25 2PA

Transport Schedule

Recommendation

Objection for the following reasons.

- Provisions for car parking, electric vehicle charging and cycle parking do not meet standards.
- Highway layout and design matters require improvement.
- Further highway design information is required.

If despite the County's objection permission is proposed to be granted then the County requires prior to the issuing of planning permission an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions as detailed below.

Key points

- Car parking is over provided
- Electric vehicle charging is required
- Cycle parking is under provided
- A Construction Traffic Management Plan will be required
- The Framework Travel Plan requires updating
- The cycleway should be extended
- HGV tracking should be provided for entrance and exit of site.
- The 30mph speed limit reduction will require extending
- A long section is required
- There are no visibility splays indicated.
- A Stage 1 Road Safety Audit is required
- A Section 278 Agreement will be required and matters relating to design are set out

Comments

Transport Development Control

The reserved matters application is accompanied by a Transport Statement (TS) which provides a commentary on proposed on-site transport related provisions.

It should be noted that the County's parking standards, as referred to in Section 4 of the TS, are under review and will soon be superseded. These revised parking standards are referred to where relevant. In the case of the proposed under this application the

relevant car and cycle parking standards are unchanged. Reference is made to the Planning Layout presented in drawing No.7081-059.

The County's revised car parking standards provide for one parking space per 40m² of floor area as an upper limit. Applying this standard to the floor area used in paragraph 4.12 of the TS gives an upper limit of 293 parking spaces. The proposed provision of 335 car parking spaces exceeds this upper limit and should be reduced accordingly.

Reason for objection.

It is not stated in the TS what provision will be made for electric vehicle (EV) charging, and no provision for EV charging is shown on the Planning Layout. EV charging should be provided in accordance with policy EV18 of the Oxfordshire Electric Vehicle Infrastructure Strategy, which states: "*Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points.*" **Reason for objection.**

The County's revised cycle parking standards for this land use are unchanged and therefore the requirement set out in paragraph 4.16 is valid. Cycle parking is provided in cycle shelters adjacent to units A, D, H and M. It is not stated in the TS what quantum of cycle parking these shelters offer, nor is it clear from the Planning Layout. However, close examination of the Planning Layout suggests that each cycle shelter might offer eight cycle parking spaces making a total provision of 32 cycle parking spaces. This is substantially lower than the requirement of 103 spaces identified in paragraph 4.16 of the TS. The quantum of cycle parking provision should meet the County's standards and should be clearly stated. **Reason for objection.**

Given the location and scale of the development proposals a Construction Traffic Management Plan will be required. This should be developed using the County's guidance checklist and can be submitted in discharge of a condition of planning permission.

Travel Plans

All units are under 1,500m², therefore none of them trigger an individual travel plan requirement. However, the Framework Travel Plan for the site dated December 2016 should be updated to reflect the occupation of this part of the development. This can be submitted in discharge of a condition of planning permission.

Road Agreements

The cycleway should be extended out past their bellmouth to get cycles off carriageway sooner and have their bellmouth as a set back cycle crossing in line with LTN1/20.

Reason for objection.

HGV tracking should be provided for entrance and exit of site. **Reason for objection.**

the 30mph speed limit reduction will require extension and TRO to incorporate the new access and visibility splays. **Reason for objection.**

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%. **Reason for objection.**

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with DMRB and dedicated to OCC if they fall out of the existing highway boundary. **Reason for objection.**

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required. **Reason for objection.**

Other matters relating to design are set out below.

- A Section 278 application will be required for the alteration of the highway.
- Offsite works will need to be designed in accordance with DMRB.
- Cycling facilities must accord with LTN1/20.
- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- The Highway boundary needs to be checked with the County's Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- The County requires saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended)

A Section 106 Agreement for the outline planning application for this site under 16/02586/OUT was executed in July 2017 and provides for various transport related contributions including strategic transport, bus stop and travel plan contributions.

S278 Highway Works

An obligation to enter into a S278 Agreement will be required to secure the new access off Wendlebury Road as set out in Vectos drawing No.226701_PD01, together with the extended cycleway as noted above under Road Agreements.

Notes

This is to be secured by means of S106 restriction not to implement development until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions

In the event that permission is to be given, the following transport related planning conditions should be attached.

Prior to the commencement of the development a Construction Traffic Management Plan prepared in accordance with Oxfordshire County Council's checklist, must be submitted to and approved in writing by the local planning authority. The construction works must be carried out in accordance with the details approved in the Construction Traffic Management Plan.

Prior to first occupation an updated Framework Travel Plan for the site should be submitted to the Local Planning Authority.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 17 August 2022

Application no: 22/02025/REM

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton OX25 2PA

Lead Local Flood Authority

Recommendation:

Comments

Detailed comments:

Prior to commencement drainage conditions relating to 16/02586/OUT needs to be discharged.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 17/08/2022

Application no: 22/02025/REM

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton OX25 2PA

Archaeology

Recommendation:

The site has been subject to an archaeological evaluation, and the applicant has agreed to a scheme of preservation in situ for the archaeological via the positioning of the carpark over the areas of most dense archaeology. As such, there are no further archaeological constraints to this reserved matters application.

Key issues:

Legal agreement required to secure:

Conditions:

No archaeological conditions are required at this reserved matters stage.

Informatives:

Detailed comments:

An archaeological evaluation has been carried out on the site which recorded the remains of part of the Alchester Roman Town extra mural settlement. The Applicant has agreed that these will be preserved in situ, and as such, there are no archaeological constraints to this reserved matters application.

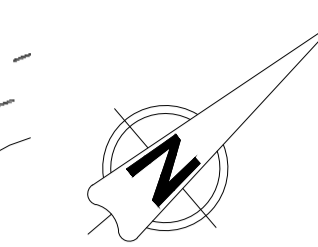
Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 10th August 2022

APPENDIX B – PLANNING LAYOUT

notes
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Schedule of B1 Accommodation
 All areas are approximate GIA

Unit	Workspace	Offices	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	7,639 sq.ft. (704 sq.m.)	1,754 sq.ft. (163 sq.m.)	9,393 sq.ft. (871 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	8,273 sq.ft. (769 sq.m.)	2,066 sq.ft. (192 sq.m.)	10,343 sq.ft. (961 sq.m.)
Unit H	8,273 sq.ft. (769 sq.m.)	2,066 sq.ft. (192 sq.m.)	10,343 sq.ft. (961 sq.m.)
Unit J	8,273 sq.ft. (769 sq.m.)	2,066 sq.ft. (192 sq.m.)	10,343 sq.ft. (961 sq.m.)
Unit K	8,273 sq.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.)

Total Car Parking 335 spaces (1 space per 35 sq.m.)
 Total Site Area (Red line) 6.72 acres 2.72 hectares

- Preservation In-Situ Area
Building works, ground works or landscape works restricted.
- Swift Tower Location

Note:
 For Landscape Strategy please refer to Aspect Landscape Architects Drawings

Rev A - Drawing updated to show the following; - RP-21-09-22
 -Swift Tower Location identified.
 -84no. EV Charging Spaces identified.
 -Cycle shelters updated to show spaces 104 cycles.
 -One Cycleway/footpath link to the north near Unit B retained.

no.	date	revision	by

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Bicester Gateway Ltd

project

Bicester Gateway

drawing

Proposed Masterplan

scale 1:500 @ A1 drawn rp
 checked spp date 30.06.22

7081-059Rev A
 Planning