



Site Location Plan (Site in yellow)

On behalf of Tritax Symmetry we are pleased to welcome you to view our proposals at Symmetry Park, Ardley.

The proposals are for logistics buildings with ancillary offices, an Energy Centre, new site access from the B4100, and landscaping.

We welcome your feedback on these proposals. Please take the opportunity to complete one of our comment forms.

Who are Tritax Symmetry?

Tritax Symmetry is Tritax Big Box REIT's dedicated logistics developer, specialising in delivering best-in-class greener buildings and an unrivalled choice of locations and scale. With offices in London, Northampton and Manchester, Tritax Symmetry has a land portfolio of 4,150 acres, capable of accommodating 40 million sq ft of logistics space.

The company is dedicated to targeting carbon neutrality on the construction of all new buildings. Its commitment to best-in-class sustainable construction methods will give customers the operational advantages they demand.

Further information on Tritax Symmetry is available at www.tritaxsymmetry.com

Tritax Big Box REIT plc is the only listed vehicle dedicated to investing in very large logistics warehouse assets ("Big Boxes") in the UK and is committed to delivering attractive and sustainable returns for shareholders.

Symmetry Park, Ardley, is located approximately 2.5 miles to the north of Bicester, 2 miles to the east Upper Heyford and 15 miles to the south of Brackley. The site is shown edged in red on the adjacent plan.

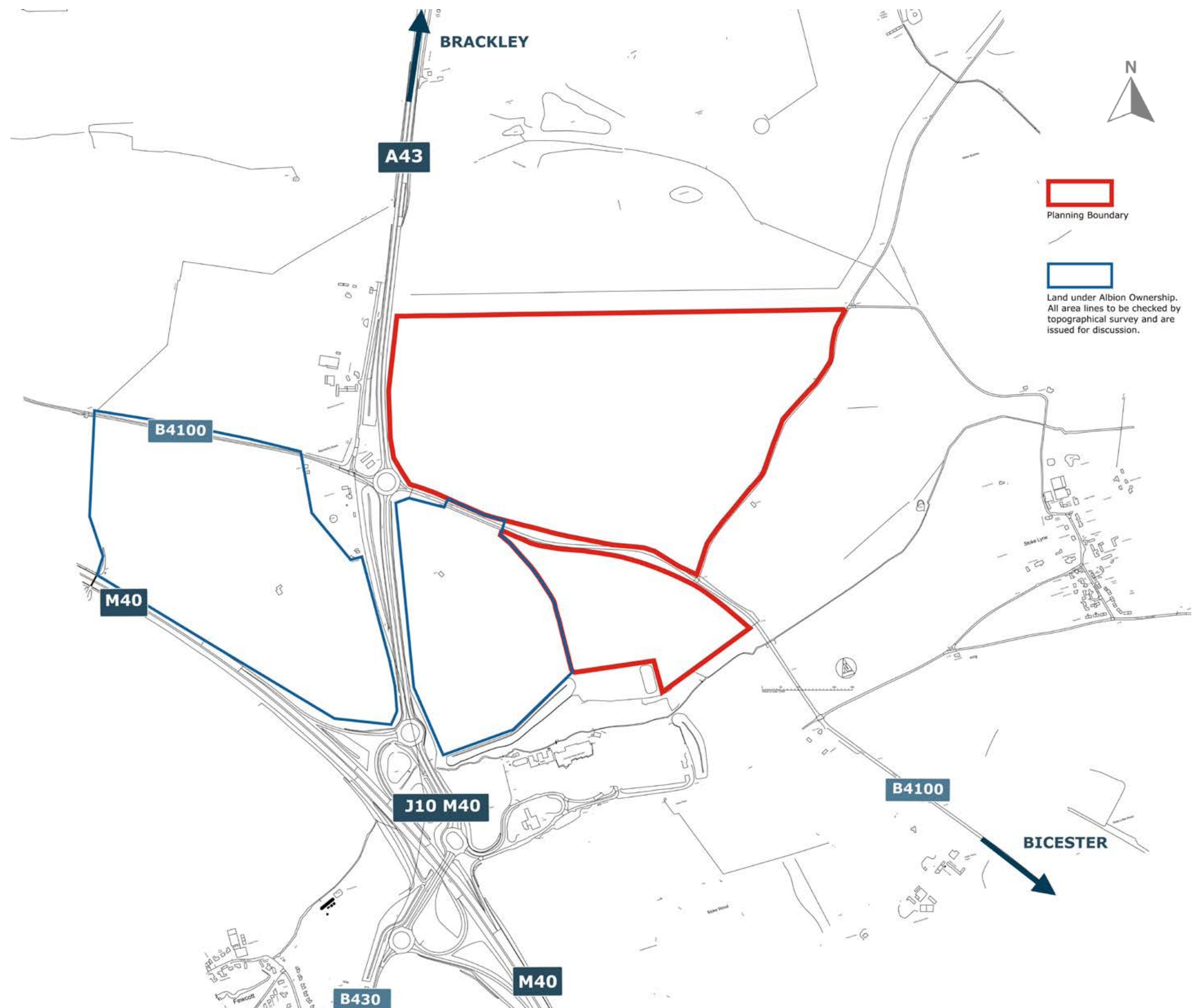
The site is located adjacent to the A43, accessed from the B4100, giving direct access to the M40 at Junction 10. The M40 provides access to Bicester and then to London to the south-east and Banbury and Birmingham to the north-west.

The site comprises agricultural fields which are defined by field boundaries and hedgerows.

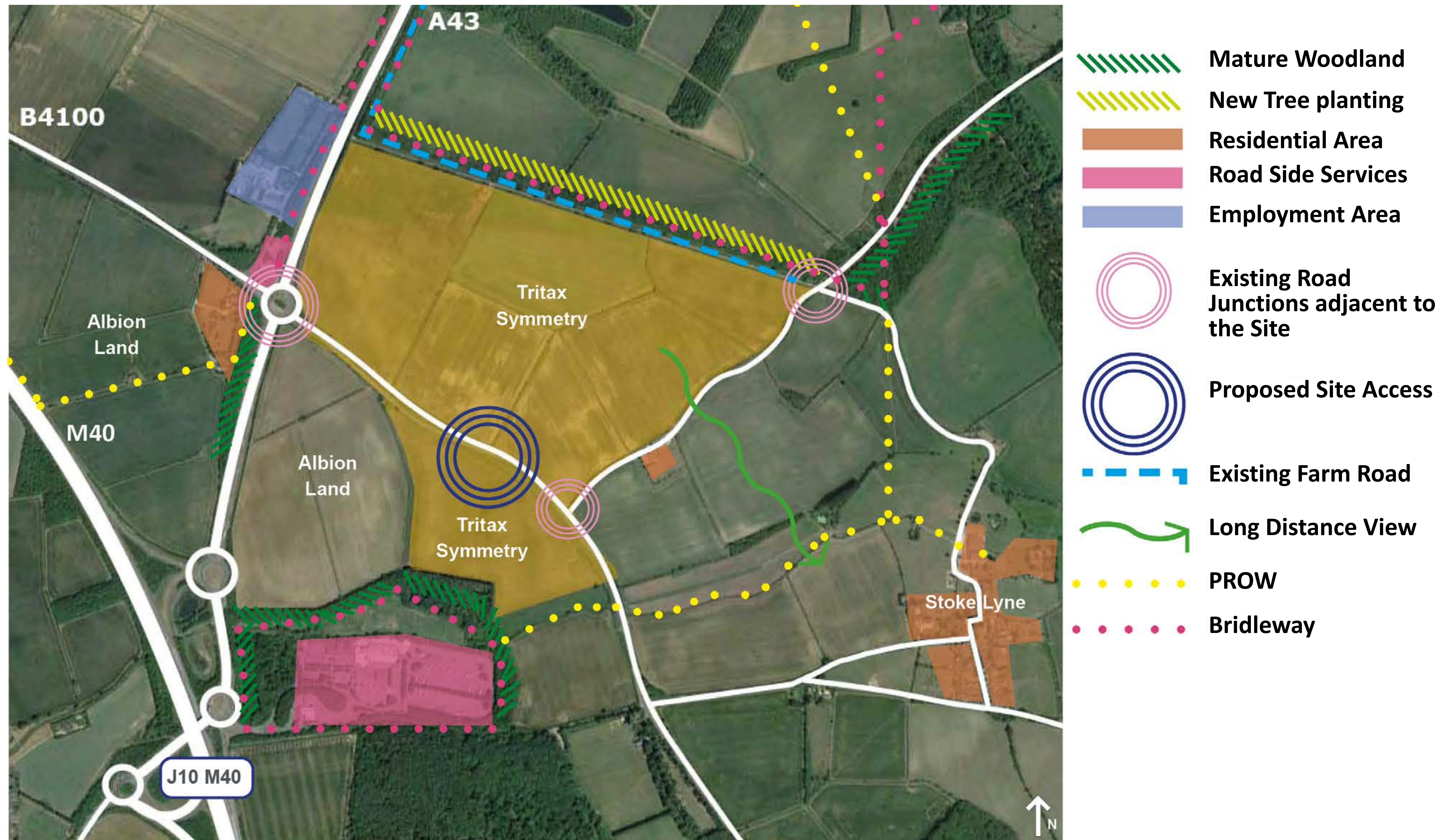
The site comprises moderate quality (Grade 3b) agricultural land, which is not categorised as the best and most versatile.

To the west of the site is agricultural land, which is subject to a number of Planning Applications (refs. 21/03266/F, 21/03267/OUT and 21/03268/OUT) which are also for logistics use (these sites are shown on the adjacent plan edged in blue). These Applications have been submitted by Albion Land but have not yet been determined by Cherwell District Council.

There is a bridleway (ref. 367/24/10) off site, which runs parallel along the northern boundary of the site and there is a bridleway (ref. 367/21/10) which runs close to the south west boundary of the site. The path is on the adjoining land to the south of the site.



Site Location Plan showing Tritax Symmetry site (in red) and adjoining applications (in blue)



The proposal is to seek an outline planning permission for up to 325,000 sqm (Gross External Area) of logistics floorspace, within Class B8 of the Town and Country Planning Use Classes Order with Ancillary Use offices Class E(g)(i)), together with associated site infrastructure including an Energy Centre; parking; landscaping; and, sustainable drainage.

The adjacent plan shows the Parameters Plan for the development proposals for which planning permission will be sought. The Parameters Plan indicates the proposed 'zones' for development within the site including the likely scale of buildings and the number of units.

The Parameters Plan allows for the provision of an Energy Centre as part of the on-site infrastructure, to potentially provide power and heat to businesses on the park.

The plan on board 5 shows an Illustrative Masterplan option for these proposals. This is illustrative only and demonstrates one way in which the Site could be developed.



Parameters Plan



Policy SLE1 of the Cherwell Local Plan as adopted, has a general employment policy that covers circumstances where ‘new employment proposals’ on non-allocated sites, such as Symmetry Park, Ardley, will be supported.

The support for such development relies upon the need to demonstrate ‘Exceptional Circumstances’.

The proposed development represents a significant investment in the logistics sector that forms a vital part of the local economy.

The second component which should be satisfied are the criteria attached to Policy SLE1. It is necessary to demonstrate through a robust site assessment that the proposed development investment cannot be accommodated on land:

- Committed for employment development;
- Allocated for employment development;
- Within or adjoining Category A Villages.

A rigorous site assessment has been undertaken looking at the alternative sites available taking account of the above criteria. This has included looking at available sites on designated employment land. There are no other sites available within the provisions of the policy.

Should planning permission not be secured, this would be damaging to both the local and national economy through loss of jobs and investment in the logistics sector.

Policy requires the development to be acceptable in landscape, heritage, highways and other environmental considerations. The Planning Statement which will accompany the Planning Application will address these policy considerations.

On this basis the proposed development is considered to be policy compliant.

Logistics is the lifeblood of the national economy. During the pandemic and post Brexit, it has become obvious how critical supply chains are, and they are rapidly changing.

Recent National, Regional and Local policy (for example the UK Government Budget (2021); the National Infrastructure Commission; Planning for Growth; Plan for Jobs; The Oxfordshire Growth Needs Assessment; the Local Industrial Strategy (OXLEP); the vision for the Oxford-Cambridge Arc; and the Oxfordshire Council's Growth Needs Assessment), all recognise the need for logistics floorspace. National policy in particular recognises the need for resilience of global supply chains due to the changed circumstances from COVID-19, Brexit, regional growth and the urgency of the need to promote jobs. There is an urgent need for more land for logistics in the interest of UK and regional growth policy.

The proposals will result in substantial socio-economic benefits including:

- Capital investment into the economy;
- The investment is expected to add more than £160 million to GVA (Gross Added Value) to the Oxfordshire economy;
- The construction of the proposed development is anticipated to deliver 830 on-site jobs per annum during the construction period;
- Construction capital investment into the economy;
- The operation of the proposed development is expected to deliver 2,630 on and off site jobs;
- The proposed development will generate business rates, which can be invested in local services and infrastructure;
- In addition to the significant number of direct jobs the proposed development will create multiplier effects through local expenditure by businesses on the site directly and by their workers.

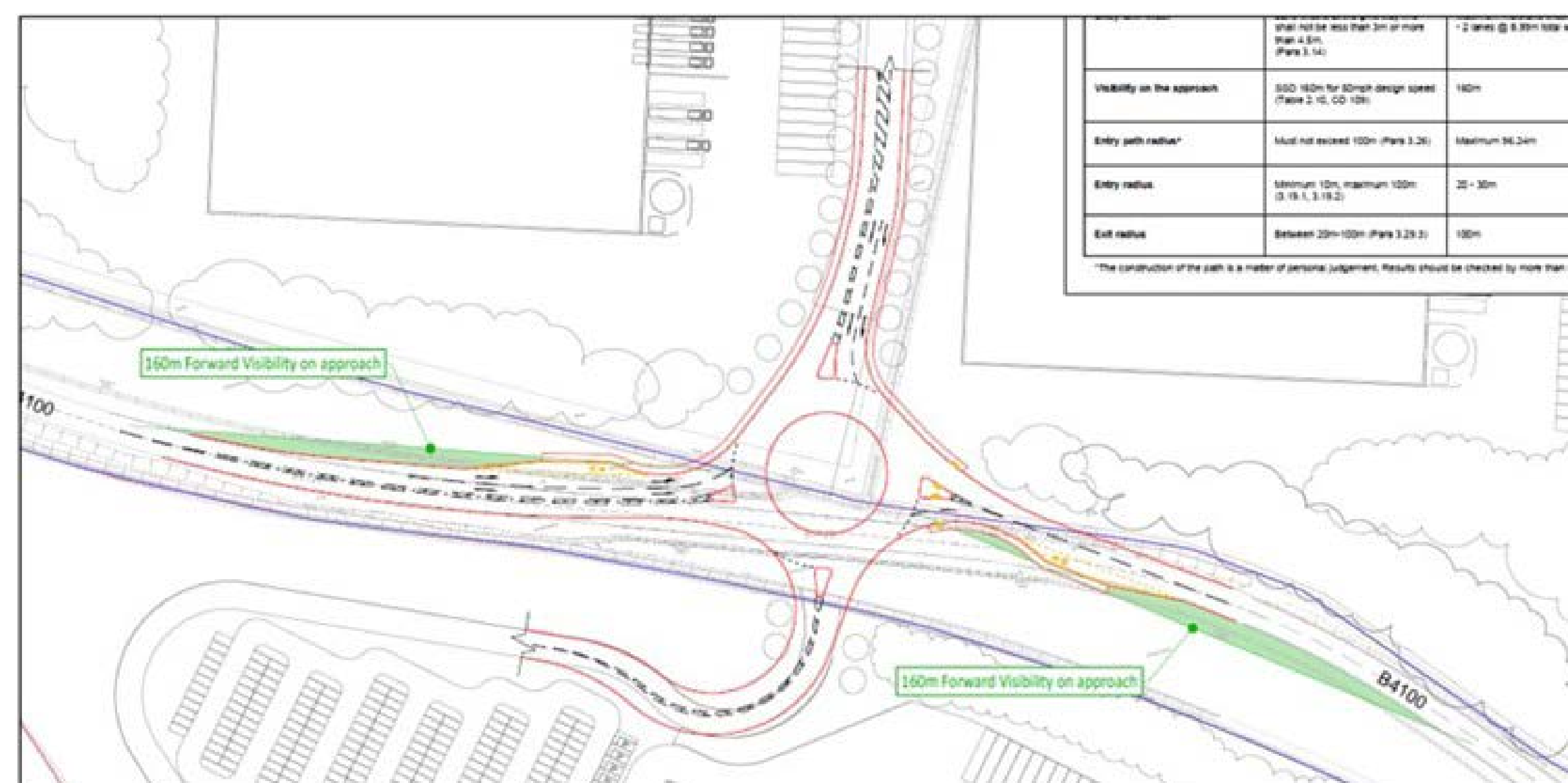
The proposed development will therefore help address the economic challenges facing the UK (many of which have been exacerbated by the COVID-19 pandemic) and will facilitate economic growth and employment.

Access to the site is proposed via the creation of a new roundabout on the B4100. The access proposals are illustrative at this stage and will be confirmed at Reserved Matters stage following discussions with Oxfordshire County Council.

As part of the development proposals, a new bus stop/layby will be provided to improve accessibility by public transport for future employees and visitors of the site. It is anticipated that financial contributions will be provided to improve bus services to the Site.

The proposals will include HGV, staff and visitor car parking areas (including disabled car parking spaces, electric charging point spaces and car share spaces), motorcycle parking spaces and cycle spaces.

A Travel Plan will be implemented to encourage employees to make use of sustainable modes of transport and reduce car-based transport.



Transport Diagram - Illustrative Site Access Roundabout



Site Connectivity

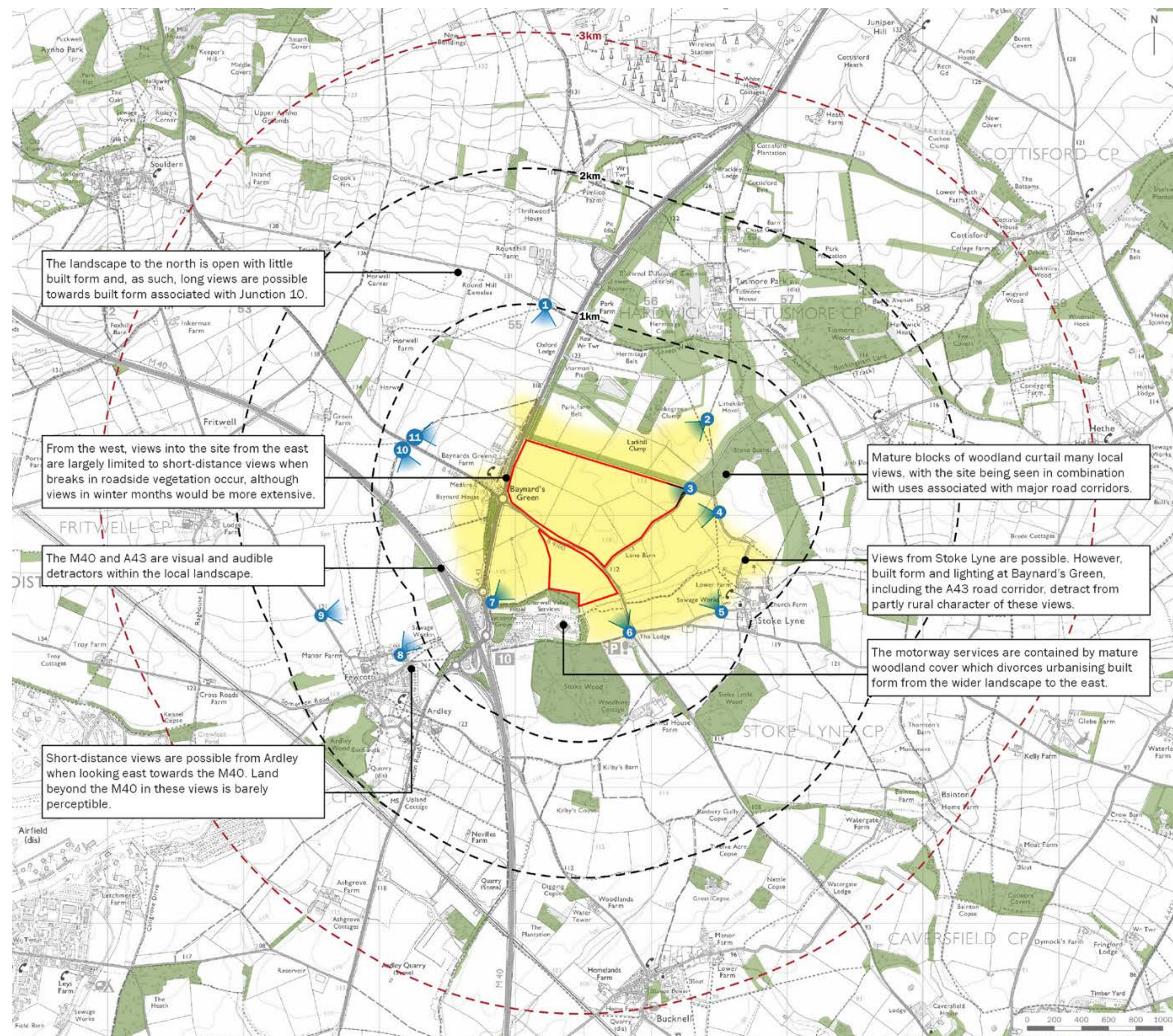
- Potential Site Access
- Existing Junctions between B4100 and local roads
- Existing Access to the Farm Road
- Existing A43/B4100 Junction
- Existing Farm Road

A Landscape and Visual Impact Assessment is being prepared and will accompany the Planning Application.

The landscape surrounding the site is generally low-lying agricultural land, dissected by major vehicular corridors.

Early and ongoing field appraisals have been fed into the evolving proposals to ensure that the emerging Masterplan is 'landscape led'. The findings of the initial visual appraisal are shown on the adjacent plan. This will incorporate measures such as:

- Existing boundary hedgerows and trees would be retained where possible, reinforced and brought into regular, long-term management;
- Creation of landscaped buffers to protect and enhance retained boundary features of landscape and ecological interest. The landscape buffer will be a minimum of 30 metres in depth and will provide a 'green' link to the woodland to the north and south of the Site;
- Provision of structural landscaping, native trees and shrubs;
- Additional structural landscaping proposed to the eastern boundary would provide a new landscape corridor which would provide a connection between existing woodland blocks within the local landscape context.



Findings of Visual Appraisal

A full suite of baseline ecological surveys have been undertaken including: Phase 1 habitat surveys and detailed surveys (Phase 2) relating to breeding birds, roosting and foraging/commuting bats, badgers, reptiles, and hairstreak butterflies. The current arable use of the site offers negligible ecological value.

There are no internationally designated ecological sites within 10km. There is one biological statutory designated site within 5km of the Site, Ardley Cutting and Quarry Site of Special Scientific Interest (SSSI). Given the distances involved, it is not considered there would be any negative impacts on this SSSI as a result of the Proposed Development.

There are four non-statutory designated Local Wildlife Sites (LWS) within 2km of the Site: Stoke Bushes LWS, Stoke Wood LWS and Stoke Little Wood LWS and Tusmore and Shellswell Park Biodiversity Opportunity Area (BOA). Of these, only Stoke Bushes LWS and the BOA is considered, in the absence of appropriate mitigation, to be at risk of potentially adverse effects as a result of the Proposed Development. These will be assessed further as part of the Planning Application submission.

An illustrative landscape design will be provided as part of the Planning Application, this will be designed to include new habitats of ecological value within open space. It will do this by incorporating into the soft landscape scheme the following features:

- Existing boundary hedgerows and trees would, where possible, be retained and reinforced to offer commuting and foraging opportunities for protected species;
- Additional native hedgerows to be created with the site;
- Landscaped buffer from proposed development zones to enhance boundary features of ecological interest;
- Native heavy standard tree planting and shrubs;
- New native woodland planting;
- New species-rich meadow grassland;
- Additional structural landscaping to provide a connection between existing woodland blocks within the local landscape context; and
- New wetland habitat.



Habitat Survey

The Environment Agency's flood map indicates that the site is located within Flood Zone 1 (the lowest risk of flooding).

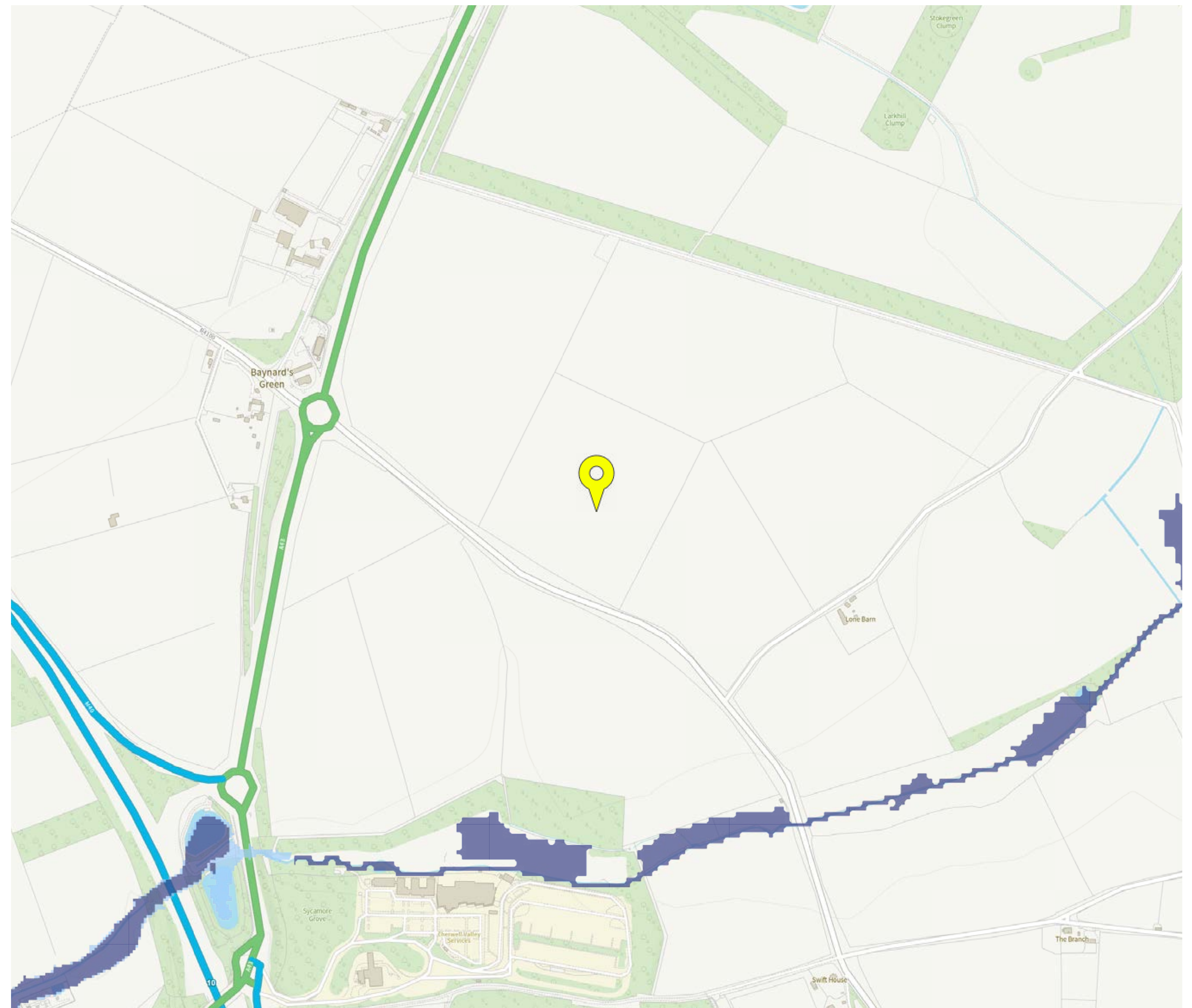
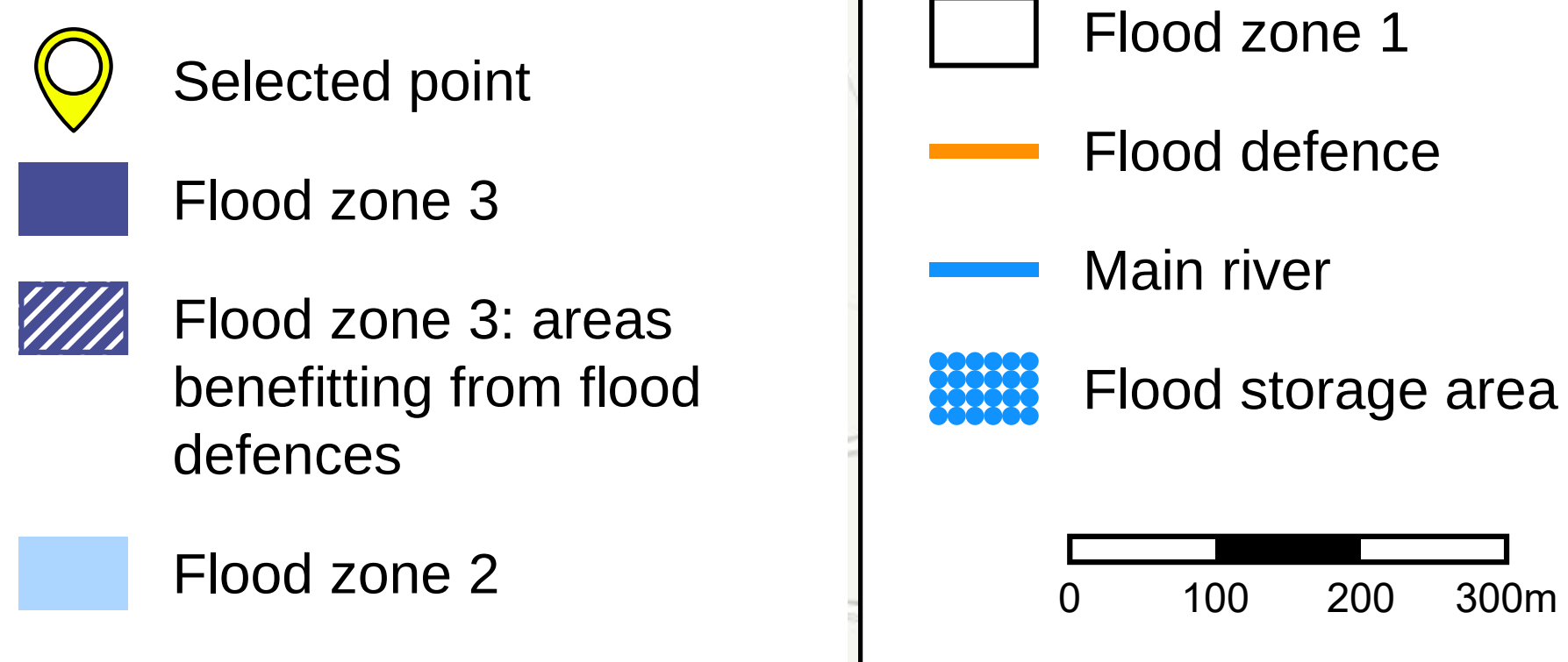
A Sustainable Urban Drainage System (SUDS) will be designed to ensure that the 1 in 100 year plus 40% climate change storm event can be contained on site as per local and national planning policy.

The Drainage Strategy will be designed to ensure surface water run off does not exceed existing greenfield run-off rates.

The SUDS strategy likely to be proposed will include discharge via infiltration methods with an overflow to a drainage ditch and will take the form of:

- Attenuation basins and/or swales;
- Overflow into the drainage ditch at greenfield runoff rates;
- Attenuation storage incorporated into the site layout.

The proposed attenuation basins and/or swales will add to and enhance the biodiversity of the development.



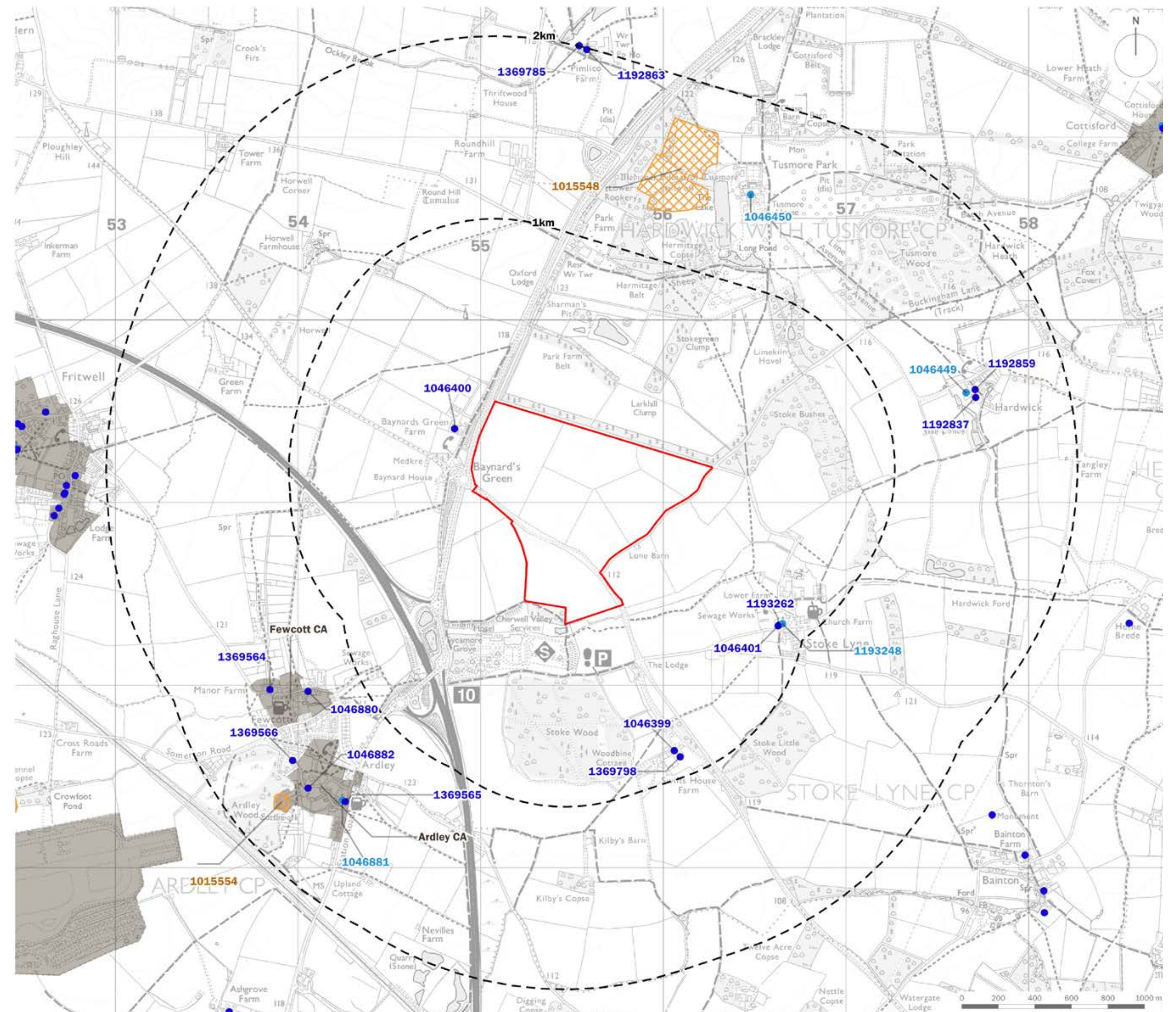
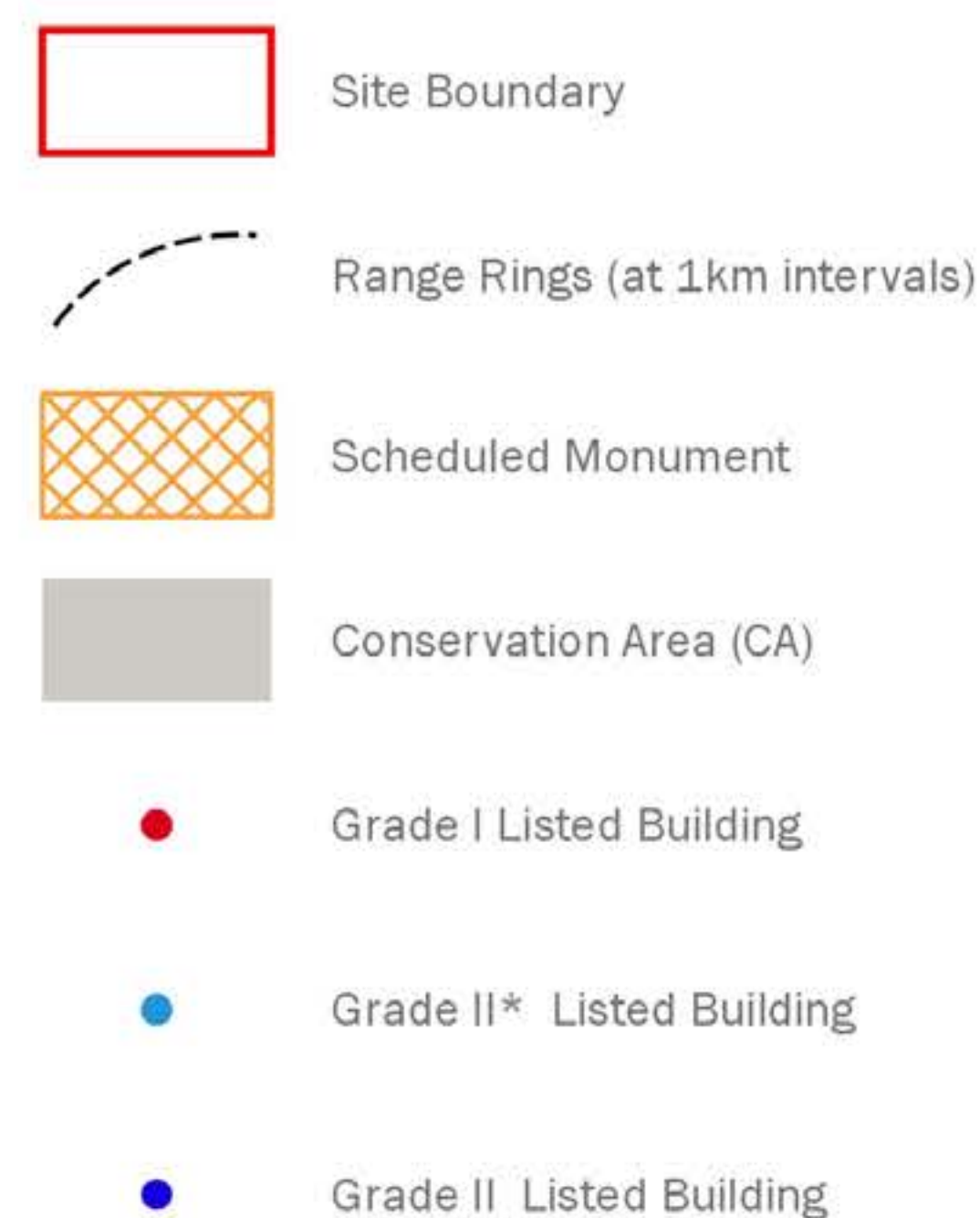
Flood Risk Map from Environment Agency website

The site is not subject to any statutory or non-statutory designations for heritage.

There are no designated Heritage Assets (world heritage sites, scheduled monuments, listed buildings, conservation areas, registered parks and gardens or registered battlefields) located within the site, or within 500m of the site boundary.

An Archaeological and Heritage Assessment, which will detail the effects of the proposed development on heritage assets is presently being prepared and will accompany the Planning Application.

Further geophysical surveys on the potential archaeological features on the site are being undertaken, the results of which will accompany the Planning Application.



Area of Designated Heritage Assets

Tritax Symmetry recognise the essential role of the built environment in delivering sustainable development. We understand and embrace the need to have a positive impact on the environment. We therefore adopt a holistic approach to creating energy efficient buildings, sensitive to the climate and environment. We believe that the approach to sustainable development must be tailored for every project to meet the needs of the client and the requirements of the project stakeholders.

Achieving sustainable development forms part of the planning system. The development will:

- Achieve a minimum EPC rating A;
- Be delivered to 'net zero carbon in construction' to accord with the UK Green Building Council's definition;
- Achieve a minimum rating of BREEAM Very Good;
- Incorporate substantial on-site renewable energy generation through photovoltaic (PV) (solar panels) coverage on the roof;
- Provide on-site cycle storage and shower facilities in order to encourage employees to cycle to the site;
- Provide Electric Vehicle charging points for staff and visitors;
- Deliver substantial and varied job opportunities for the local community;
- Deliver social benefits from employment generation including security, improved living standards, social cohesion and health benefits;
- Deliver a high design quality of both the built and landscaped environment, which would have a positive social impact on users of the development; and
- Deliver a package of ecological and landscaping enhancements, including Sustainable Urban Drainage systems, net biodiversity gain, along with other measures to address climate change and minimise waste.



NEXT STEPS...

Thank you for viewing this virtual exhibition, we hope it has been of interest to you.

We welcome your views on the proposals and would ask you to submit your comments online.

All responses should be received by **5pm on 10th February 2022.**

Your comments will be incorporated into our Statement of Community Engagement that will accompany the Planning Application when submitted to Cherwell District Council. We will look to incorporate feedback in the scheme design where appropriate.

Once the application is submitted, Cherwell District Council will undertake its own consultation exercise where you will have a further opportunity to submit comments if you wish.

For further information, please contact:
enquiries@framptons-planning.com
01295 672310

Next Steps

Spring 2022: Submission of Planning Application

Summer 2022: Grant of Planning Permission (assuming successful)